INFRASTRUCTURE OF SERBIAN RAILWAYS JSC

NETWORK STATEMENT 2024

Adopted by the Shareholders' Meeting of "Infrastructure of Serbian Railways" JSC No: 5/2022-435-179 dated October 21st, 2022

> Effective as of Decembre 10th, 2023 Applicable to 2023/2024 Timetable

На основу члана 20. став 6. Закона о железници ("Службени гласник РС", број 41/18) и члана 17. став 1. и члана 43. став 2. Закона о Влади ("Службени гласник РС", бр. 55/05, 71/05 – исправка, 101/07, 65/08, 16/11, 68/12 – УС, 72/12, 7/14 – УС, 44/14 и 30/18 – др. закон),

Влада доноси

РЕШЕЊЕ

О ДАВАЊУ САГЛАСНОСТИ НА ОДЛУКУ О ВИСИНИ ЦЕНА ПРИСТУПА И ЦЕНА ПРИСТУПА ДЕЛУ ЈАВНЕ ЖЕЛЕЗНИЧКЕ ИНФРАСТРУКТУРЕ КОЈИ ПОВЕЗУЈЕ СА УСЛУЖНИМ ОБЈЕКТИМА ЗА РЕД ВОЖЊЕ ЗА 2023/2024. ГОДИНУ

Ι

Даје се сагласност на Одлуку о висини цена приступа и цена приступа делу јавне железничке инфраструктуре који повезује са услужним објектима за Ред вожње за 2023/2024. годину, коју је донела Скупштина Акционарског друштва за управљање јавном железничком инфраструктуром "Инфраструктура железнице Србије", Београд, на седници од 11. августа 2022. године.

II

Ово решење објавити у "Службеном гласнику Републике Србије".

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ПРЕДСЕДНИК

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No	Subject	Determined by the Decision No.	Valid as of
1	7.3.4; Appendix 6	Infrastructure of Serbian Railways JSC Shareholders' Meeting Decision No 5/2022- 467-184 dated December 26 th , 2022	December 26 th , 2022
2	2.3.11; 6.3.2; 7.3.4; Appendix 4.3 and 4.4	Infrastructure of Serbian Railways JSC Shareholders' Meeting Decision No 5/2023- 476-187 dated January 30 th , 2023	January 30 th , 2023
3	2.4.3; 2.4.6; 2.4.7; 2.4.8; 7.3.4; 7.3.5; Appendix 3.11	Infrastructure of Serbian Railways JSC Shareholders' Meeting Decision No 5/2023- 480-189 dated March 24 th , 2023	March 24 th , 2023
4	Terms and Abbreviations; 1.1; 1.3.1; 1.3.3; 1.5.1; 2.3.1; 2.4.1; 3.2; 3.3.2; 4.2; 4.5.1; 4.5.4; 5.9; 7.3.3; 7.3.7; 7.3.8; Appendices 3.10, 3.11, 4.3, 4.4, 6 and 8	Infrastructure of Serbian Railways JSC Shareholders' Meeting Decision No 5/2023- 494-196 dated September 6th 2023	September 6 th , 2023
5	1.1; 7.3.4; Appendices 1, 3.11, 6 and 8	Infrastructure of Serbian Railways JSC Shareholders' Meeting Decision No 5/2023- 524-204 dated December 12th 2023	December 12 th , 2023

Amendments, corrections, and interpretations



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TERMS AND ABBREVIATIONS

Terms:

Public railway infrastructure	means the entire railway infrastructure constituting a network operated by the infrastructure manager, but not including the railway lines and secondary tracks (industrial railway lines and industrial tracks) connected to the network;
Infrastructure Manager	is a public enterprise or a company responsible for construction, exploitation, maintenance, and rehabilitation of railway infrastructure on the network, as well as for participation in its development within the general policy of infrastructure development and financing;
Railway Undertaking	is a company or other legal entity, registered for the prevailing activity of provision of freight and/or passenger railway transport services, to whom the license was issued, with an obligation to provide train traction or that provides train traction only. In terms of access to railway infrastructure, service facilities and services in connection to performing of railway transport, a railway undertaking is also a company or other legal entity that performs railway transport for its own purposes and to whom the license for transport for its own purposes was issued;
Freight Terminal	is a facility along the railway lines with freight transport, specifically arranged in order to enable loading of goods onto the freight trains and/or unloading of goods from such trains, as well as integration of services of railway freight transport with the services of road, maritime, inland waterway and air transport, i.e. forming or changing the composition of freight trains, and, if necessary, it is used to implement the border procedures at the borders with other countries;
Transport License	is a document by which a relevant licensing authority confirms the capacity of a company or other legal entity, registered for provision of the activity of public transport of goods and/or passengers, to provide railway transport services as a railway undertaking, which can be limited to the provision of certain types of services or the provision of railway transport for own purposes;
Applicant	means a railway undertaking or an international grouping of railway undertakings, or other persons or legal entities, such as competent authorities, consignors, forwarding agents or combined transport operators, having the commercial interest for provision of public service or commercial interest for allocation of railway infrastructure capacity;
Ad hoc request	is a request for individual train paths submitted during the validity of the established timetable;
Network	is a network of railway lines, including the connecting lines and secondary tracks, with elements of railway infrastructure, operated by the Infrastructure Manager; intended for railway transport of goods and/or passengers, as well as for transport for own purposes, which can be performed by railway undertakings according to the principle of transparent and non-discriminatory



	access to the network;		
Path	is the capacity of railway infrastructure necessary for train movement between two service points, within the envisaged period of time and under the precisely determined technical and technological conditions on the public railway infrastructure;		
	during a certain period of time;		
Timetable	is a formal document of the public railway infrastructure manager setting out the schedule of operation for passenger and freight trains as well as for trains operated for own purposes on the public railway infrastructure of the infrastructure manager;		
Infrastructure capacity	is a possible number of train paths for timetabling on the particular part of public railway infrastructure over a given period of time;		
Congested infrastructure	is a section of railway infrastructure for which infrastructure capacity demand cannot be completely satisfied during certain time periods, even after different infrastructure capacity requests have been coordinated;		
Path allocation	is the allocation of public railway infrastructure capacities by the infrastructure manager;		
Access right	is the right of a railway undertaking to use the railway infrastructure;		
Coordination	is a process whereby the infrastructure manager and applicants make an adjustment of individual requests for path allocation;		
Safety Certificate	means evidence that a railway undertaking has established the safety management system and that it meets the requirements set out in the technical specifications of interoperability, national safety regulations and other relevant regulations in order to control the risks and perform safe railway traffic operations on the network;		
Competent institution, Relevant authority (body)	is an authority entitled to adopt various decisions relating to particular fields;		
Relevant Railway Authority	is an authority authorised to act regarding the administrative issues in the railway sector of the Republic of Serbia (Directorate for Railways or the Ministry of Construction, Transport and Infrastructure, as the case may be).		
Service Facility Operator	is an entity responsible for operating one or more service facilities or for providing one or more services to railway undertakings (basic, additional and/or accompanying), including operating of railway infrastructure which		



forms a part of a service facility.

Information about service facility

is a document containing detailed information necessary for access to a service facility and services (basic, additional and accompanying) with reference to performing of railway transport provided by the operator in that service facility.



The abbreviations used in the Network Statement have the following meanings:

ATC	Automatic Train Control	
AGC	European Agreement on Main International Railway Lines	
AGTC	European Agreement on Important International Combined Transport Lines and Related	
	Installations	
EU	European Union	
FTE	Forum Train Europe	
IM	Infrastructure Manager	
MCTI	Ministry of Construction, Transport and Infrastructure of the Republic of Serbia	
MF	Ministry of Finance of the Republic of Serbia	
NS	Network Statement	
DG	Dangerous goods	
OSS	One-Stop-Shop	
RID (2017)	Regulations concerning the international carriage of dangerous goods by rail	
RNE	RailNetEurope (European Infrastructure Managers Association)	
UIC	International Union of Railways	
DR	Directorate for Railways – Regulatory Body in the Republic of Serbia	
IŽS	"Infrastructure of Serbian Railways" JSC	
EMU	Electric multiple-unit set	
DMU	Diesel multiple-unit set	
TOR	Top of rail	
RS	Republic of Serbia	
LTDG	Law on Transport of Dangerous Goods ("Official Gazette of the RS" no. 106/2016,	
	83/2018, 95/2018 (other law), 10/2019 (other law))	
GSM-R	Global System for Mobile Communications – Railway	
ERTMS	European Rail Traffic Management System	
ETCS	European Train Control System	



1. GENERAL INFORMATION

1.1 Introduction

"Infrastructure of Serbian Railways" JSC (hereinafter IŽS) is a joint stock company for the management of public railway infrastructure (hereinafter: railway infrastructure), founded by the Republic of Serbia.

Railway infrastructure represents goods in general use, owned by the Republic of Serbia, that can be used by railway undertakings, on equal terms, in accordance with the Law on Railways.

Management of railway infrastructure is an activity of general interest.

Railway infrastructure includes permanent way and substructure, tunnels, bridges and other track structures, station tracks, level crossings including devices for securing of level crossings; safety, signaling and telecommunication installations on open lines, in stations and marshalling yards, including the plants for generating, transforming and distribution of electric energy for signaling and telecommunications; buildings for such installations or plants; track brakes; plants for transformation and transmission of electric energy for train traction: 110 kV two-phase transmission lines, sub-stations except for 110 kV distribution switchgear in such substation, supply cables between substations and contact wire, catenary and girders, third rail with beams, lighting installation for traffic and safety needs, service points' buildings and other facilities on trackside land used for regulation of railway traffic including the part of the equipment for calculation and charging of transport charges and buildings for railway infrastructure maintenance, accesses for passengers and goods, including road access and access to passengers for arrival and departure of pedestrians, track-side land and the airspace above the track, 12 m high, i.e. 14m high at over 220kV overhead power lines, measured from the top of rail.

The Network Statement is a document that contains all the information in accordance with the Law on Railways of the Republic of Serbia ("Official Gazette of the RS" No. 41/18 and 62/23).

The document is compliant to all the norms set forth under the guidelines provided by the association RailNetEurope (hereinafter RNE) and shall be used as informative material for the interested railway undertakings. Moreover, the Network Statement has been harmonized with relevant EU Directives.

Network Statement provides general information on railway network, terms and conditions for access to railway infrastructure, principles and criteria for allocation of capacities, principles for charge calculation and their amounts, procedures for dispute resolution and other important details for usage of services provided to railway undertakings.

Infrastructure Manager Basic Information

Joint Stock Company for Public Railway Infrastructure Management "Infrastructure of Serbian Railways", Belgrade (hereinafter: Company) was founded with the Decision on founding of Joint Stock Company for Public Railway Infrastructure Management ("Official Gazette of the RS", no.60/15 and 73/15) and registered in the registry of Serbian Business Registers Agency, under the number BD 69692/2015 from August 10, 2015.

The founder of the Company is the Republic of Serbia, as the sole stakeholder of the Company, of behalf of which the founder's right is enforced by the Government of the Republic of Serbia, Belgrade, Nemanjina 11, company number 07020171. The Company is under the jurisdiction of the Ministry of Construction, Transport and Infrastructure.

Business company name: Joint Stock Company for Public Railway Infrastructure Management "Infrastructure of Serbian Railways", Belgrade

Abbreviated Company Name: "Infrastructure of Serbian Railways" JSC



Company Headquarters is in Belgrade, and the address of company's headquarters is 6 Nemanjina, Belgrade.

The main activity of company is "Service activities in land transport", activity code is 5221.

Company Reg. No is 21127094, TIN 109108420.

Company Business Accounts are 205-222959-26 and 160-438771-53.

The main activity of the Company includes: Service activities in land transport. The activity includes the management of public railway infrastructure in the segment of maintenance of public railway infrastructure, organization and control of railway traffic, provision of access and use of public railway infrastructure to all interested railway undertakings and protection of public railway infrastructure. The company performs the activity of general interest in accordance with the law. The company may also perform other activities in accordance with the law. The company performs the activities and services in domestic and international trade in accordance with the law.

Responsible persons: Acting General Manager Nebojša Šurlan, PhD Tel.: +381 11 3618 330 kabinet.infrastruktura@srbrail.rs

Infrastructure Manager Organisational Chart

The organizational structure of Joint Stock Company for Public Railway Infrastructure Management "Infrastructure of Serbian Railways", Belgrade is based on the Rulebook on organization and systematization of operations of Joint Stock Company for Public Railway Infrastructure Management "Infrastructure of Serbian Railways", Belgrade.

Joint Stock Company for Public Railway Infrastructure Management "Infrastructure of Serbian Railways", Belgrade, (hereinafter: the Company), in order to perform the activities of management of public railway infrastructure, is organized according to the groups of operations, as follows:

- organization and control of railway traffic,
- maintenance of railway infrastructure,
- economic affairs,
- investments,
- human resources and common affairs, and
- operations that are organizationally related to the General Manager's Office.

The Company operations are performed within its departments, divisions, sections, units, technical-technological divisions, stations and operational sections and other lower organizational forms.

The management of public railway infrastructure includes the maintenance of public railway infrastructure, the organization and control of railway traffic, the provision of access and use of public railway infrastructure to all interested railway undertakings, the protection of public railway infrastructure, as well as the performing of investor function in construction and reconstruction of public railway infrastructure.

The following operations are also performed within the Company: traffic engineering, civil engineering and electrical engineering operations, development, investment and project management operations, as well as common affairs: financial, planning and analysis operations, restructuring and cooperation with international financial institutions, accounting, public procurement and warehousing operations, human resources management, occupational health and safety, operations related to property and inventory-taking, information technologies implementation and development operations, internal safety, international affairs and ethic's operations. Furthermore, in order to implement the operative, professional and administrative functions within the Company, the operations which are organizationally related to the General Manager's Office are also performed.



The operations referred to in the previous paragraph are performed within:

- 1. Traffic Department,
- 2. Railway Infrastructure Access Department,
- 3. Centre for Relief Train Operations,
- 4. Centre for Infrastructure Technical Monitoring,
- 5. Civil Engineering Department,
- 6. Electrical Engineering Department,
- 7. Finance Department,
- 8. Accounting Department,
- 9. Centre for Planning, Analysis and Restructuring,
- 10. Procurement and Central Warehousing Department,
- 11. Development Department,
- 12. Investment Department,
- 13. Human Resources and General Affairs Department,
- 14. IT Department,
- 15. Centre for Security,
- 16. Real Estate Department,
- 17. Inventory-Taking Department,
- 18. Centre for International Affairs,
- 19. Ethic's Office,
- 20. Company's Management Secretariat,
- 21. Legal Department,
- 22. Centre for Internal Audit,
- 23. Centre for Internal Control,
- 24. Centre for Safety Management System,
- 25. Media Centre,
- 26. Department for Management of EU-Funded Projects (PIU).

The Organizational Chart of "Infrastructure of Serbian Railways" JSC is provided in Annex 1.

Contact details

"Infrastructure of Serbian Railways" JSC contact details are the following:

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Finance Department Nemanjina 6 11 000 Belgrade, Serbia Tel.: +381 11 3618 465 Fax: +381 11 3618 465 finansijeizs@srbrail.rs

1.2 Purpose of the Network Statement

The purpose of this Network Statement is provision of single source basic information to the users of services provided to railway undertakings on the railway infrastructure operated by IŽS.

The Network Statement is a document which sets out the detailed general rules, deadlines, procedures and criteria related to the manner of calculation of charges and allocation of infrastructure capacities, including other relevant information necessary for submitting the request for infrastructure capacity allocation.

The Network Statement will be published on the web site of "Infrastructure of Serbian Railways" JSC, <u>www.infrazs.rs</u>, and the decision on its adoption will be published in the "Official Gazette of ŽS".

1.3 Legal Aspects

The functioning of infrastructure and traffic on the network operated by "Infrastructure of Serbian Railways" JSC is regulated by:

- legislation of the Republic of Serbia,
- formal documents of the Infrastructure Manager "Infrastructure of Serbian Railways" JSC,
- formal documents and technological procedures of the railway undertakings falling within the scope indicated in the above legislation.



1.3.1 Legal Framework

Regulations of the Republic of Serbia

Regulations of the Republic of Serbia of particular importance to this Network Statement include the following documents:

- Law on Railways ("Official Gazette of the RS", No. 41/18 and 62/23);
- Law on Interoperability of Railway System ("Official Gazette of the RS", No. 62/23);
- Law on Safety in Railway Traffic ("Official Gazette of the RS", No. 41/18")
- Regulation on Categorization of Railway Lines that belong to Public Railway Infrastructure ("Official Gazette of the RS", No. 92/20, 6/21, 33/22 and 63/23);
- Rules on Railway Infrastructure Elements ("Official Gazette of the RS", No.30/19);
- Rules on the Timetable ("Official Gazette of the RS", No. 58/19 and 1/2020);
- Regulation on Methodology for Valuation of the Elements for Determining the Level of Charge for the Use of Railway Infrastructure ("Official Gazette of the RS", No. 122/14);
- Rules on the Manner of Transport and Mandatory Operational Monitoring of Dangerous Goods Carried by Rail, as well as on the Obligations of the Participants in the Transport of Dangerous Goods by Rail and Emergencies ("Official Gazette of the RS", No. 81/15);
- Rules on training programme and method of knowledge checking of employees and of participants of dangerous goods transport in the railway transport, as well the manner in which the documentation is processed and their training ("Official Gazette of the RS", No. 81/15);
- Law on Transport of Dangerous Goods, passed by the National Assembly of the Republic of Serbia ("Official Gazette of the RS", No. 104/2016-34, 83/2018-57, 95/2018-389 (other law), 10/2019-13 (other law));
- Rules on Mandatory Elements of the Contract on the Use of Railway Infrastructure ("Official Gazette of the RS", No. 8/2019);
- Rules on Special Loads Transport ("Official Gazette of the RS", No. 74/19);
- Regulation on the Manner of Conclusion and Content of Framework Agreements for Allocation of Railway Infrastructure Capacity ("Official Gazette of the RS" No. 74/19);
- Regulation on Particularities of Procedures and Criteria Applicable to Access to the Services Provided in Service Facilities ("Official Gazette of the RS" No. 57/19 and 13/20);
- Rules on the Elements of Service Facility Information ("Official Gazette of the RS" No. 66/19).

International Regulations

When using the allocated train path, the railway undertaking must abide by all legal norms contained in the sources of international law (Convention concerning International Carriage by Rail (COTIF), its annexes, agreements and protocols governing the cross-border railway traffic and border control, UIC standards and any other relevant international regulations) as well as in the national laws and bylaws.

Formal documents of the Infrastructure Manager

Internal regulations (formal documents) and technological procedures of the Infrastructure Manager are listed in Annex 2.



1.3.2 Legal Status and Liability

The Network Statement is based on the legal framework defined in section 1.3.1. In case of any ambiguities or legal proceedings, the relevant provisions of the legislation of the Republic of Serbia will apply.

The present Network Statement has been developed on the basis of the information available at the moment of drafting thereof. IŽS is liable for accuracy of the information given in the present Network Statement. All regulations and technical documentation which become effective upon publishing of this Network Statement shall apply and shall be taken into consideration on the occasion of construing this Network Statement.

IŽS is not liable for the accuracy of data published herein, which are submitted by the service facility operators.

1.3.3 Appeals Procedure

Appeals procedure in respect of the Network Statement, and in respect of other formal documents of the Infrastructure Manager relating to the path allocation procedure and use of railway infrastructure, is governed by the Law on Railways.

The function of the regulatory body for the railway sector is performed by the Directorate for Railways (hereinafter: the Directorate), as a separate organization which runs the railway-specific state administration affairs as set forth in the Law on Railways.

The scope of the Directorate for Railways has been set out in Articles 118-129 of the Law on Railways ("Official Gazette of the RS" No. 41/2018 and 62/23) and by the provisions of the Law on Safety of Railway Transport ("Official Gazette of the RS" No.41/2018).

Article 120 of the Law on Railways provides that the Directorate is in charge of the following:

- regulation of railway services market;
- licensing of railway undertakings;
- passenger rights;
- safety in railway traffic and interoperability of railway system;
- cableway;
- realization of international cooperation within its scope of competence;
- other tasks in accordance with this law and other laws governing the area of safety in railway transport, interoperability of railway system and cableways for transport.

The applicant for train path allocation may lodge a complaint with the Directorate for Railways against the decision made by the Infrastructure Manager to reject its application for path allocation or against the established conditions for supply of infrastructure capacity, and also when it is not satisfied with the train path allocation procedure and its outcome, subject to payment of a fee in the amount of administrative fee charged for the appeals to the authority.

As a regulatory body, the Directorate deliberates, in the segment of regulation of railway services market, on the complaints lodged by applicants for train path allocation, especially taking into account any potential unfair treatment or discrimination by the Infrastructure Manager or railway undertakings, in connection with:

- (1) the Network Statement,
- (2) the criteria set out in the Network Statement,
- (3) the train path allocation procedure and its outcome,
- (4) the method for determining the charge for the use of train path;
- (5) the level or structure of charges for the use of train path which it is or may be obliged to pay,
- (6) information about service facilities;



(7) the application of provisions of article 13 of the Law on Railways and particularly of access and charges.

The decision of the Directorate is final. The appeal against it may be lodged with the Administrative Court within 30 days of its receipt.

1.4 Structure of the Network Statement

The structure of 2024 Network Statement is in accordance with the general structure for network statements of the European Railway Association (RailNetEurope association) which is applied by most infrastructure managers in Europe in the process of network statement preparation.

The general structure of Network Statement is reviewed as necessary and the latest version is available on the RNE's web-site. The objective of general structure is that all applicants and interested parties may find the same information at the same place in the Network Statement.

The Network Statement consists of 7 chapters that make up the basic document and a series of attachments that contain additional information.

No	Chapter	Description	
1.	General information	Contains the general information about Network Statement and contacts	
2.	Infrastructure	Contains the description of the network operated by JSC "Infrastructure of Serbian Railways" (IŽS)	
3.	Access conditions	Provides a specification of conditions, which will be met by the railway undertaking, prior to gaining the track access	
4.	Capacity allocation	Provides the principles and criteria for infrastructure capacities allocation	
5.	Services and charges	Provides an overview of services provided by "Infrastructure of Serbian Railways" JSC and charges	
6.	Operations	Contains operational rules	
7.	Service facilities	Provides an overview of service facilities connected to rail network operated by IŽS	

Table No 1. Network Statement Structure

1.5 Validity Period, Updating and Publishing

1.5.1 Validity Period of the Network Statement

This Network Statement shall be valid during the timetable validity period, from December 10th, 2023 to December 14th, 2024.

The Network Statement shall be published not later than two months prior to the commencement of the final deadline for submission of applications for path allocation and shall remain valid during the entire timetable validity period.

1.5.2 Updating Process

The Network Statement will be updated in case of change of important pieces of information published in the Network Statement. Any amendment to the Network Statement will be published separately in the "Official



Gazette of Serbian Railways", whereas the updated (amended) Network Statement will be published on the "Infrastructure of Serbian Railways" JSC website.

1.5.3 Publishing, Distribution and Availability of the Network Statement

The Network Statement will be published on the "Infrastructure of Serbian Railways" JSC website (<u>www.infrazs.rs</u>), both in Serbian and English languages.

If so requested by a railway undertaking, "Infrastructure of Serbian Railways" JSC may provide the Network Statement or a part of it, free of charge, in electronic format.

1.6 Contacts

Contacts relevant for information contained in the Network Statement:

"Infrastructure of Serbian Railways" JSC Railway Infrastructure Access Department 6, Nemanjina St. 11000 Belgrade Serbia Tel.: +381 11 3618 214 Fax: +381 11 3616 814 sektor.pzi@srbrail.rs

1.7 Cooperation Between European IMs/ABs

1.7.1 Rail Freight Corridors

The Pan-European Corridor X from Salzburg in Austria to Thessaloniki in Greece stretches via the infrastructure network of "Infrastructure of Serbian Railways" JSC. On the territory of the Republic of Serbia, on the network of "Infrastructure of Serbian Railways" JSC, Corridor X includes the following railway lines from Šid to Preševo:

- Belgrade Šid State border,
- Belgrade Mladenovac Niš,
- (Belgrade) Rakovica Jajinci Mala Krsna Velika Plana,
- Niš Preševo State border.

The following branches connect to the primary route of the Corridor:

- Xb, (Budapest) Novi Sad Belgrade (railway line (Belgrade) Stara Pazova Subotica), and
- Xc, Niš Dimitrovgrad (Sofia Istanbul) (railway line Niš Dimitrovgrad State border).

Infrastructure of Serbian Railways is a member of Railway Freight Corridor Alpine-Western Balkans (RFC 10). The corridor connects five countries: Austria, Slovenia, Croatia, Serbia and Bulgaria. The corridor route goes from Svilengrad in Bulgaria, via Sofia, Belgrade, Zagreb to Zidani Most in Slovenia, where the route branches off to two routes via Maribor, Gratz to Wels and via Ljubljana, Villach to Salzburg. The corridor covers 2,114 km of main lines and 31 km of connecting lines. There are 21 intermodal terminals and 12 marshalling yards on the corridor.

More details on the corridor are available on its website https://www.rfc-awb.eu/.

1.7.2 RailNetEurope

RailNetEurope association (hereinafter RNE) was established in January 2004 by virtue of an agreement between 12 Infrastructure Managers from the entire Europe, and their number is constantly rising.



Through its members, RNE operates over 230,000 km long railway lines, including the important ferry lines, and cooperates with more than 120 railway undertakings in international traffic and with more than 300 railway undertakings that, for the time being, operate only in the domestic traffic of the members.

The main efforts are put towards enhancing the access conditions and performance of international railway transport, particularly with respect to operability. To achieve this, RNE is focused on the overall process of international transport operations. It starts with harmonization of mid-term and long-term planning of particular members, joint marketing and sales approach, appropriate planning and operation, and ends with provision of services after transport has been performed, such as monitoring, control and assessment of performed transport.

One of the first steps towards progressive harmonization was creation of a structure model for the preparation of Network Statement, applied by all RNE members.

One of the most important RNE steps was creation of an international network of One Stop Shop offices.

The list of all RNE members and further information on this association may be found at <u>www.railneteurope.com</u>.

"Infrastructure of Serbian Railways" JSC is a full member of the association from April 21, 2016.

One Stop Shop - OSS

Infrastructure Managers have opened national One Stop Shop (OSS) offices that jointly make up a network of contact points for the users within the RNE. As regards the international path allocation applications, the users only need to contact one of these OSSs that will initiate the entire process of international path allocation.

In close cooperation with other IMs, the contacted OSS will:

- offer support and information to undertakings on the entire range of Infrastructure Managers' products and services along the whole route;
- provide all information on the conditions for access to the infrastructure of any Infrastructure Manager within the RNE;
- process the applications for international path allocation within the RNE;
- make sure that all the applications for the next year's Timetable are timely taken into account during preparation of the annual Timetable;
- provide offers for railway paths on the entire route in international traffic.

In accordance with its motto "one face to the customer", the OSS provides professional and efficient assistance via all border crossings, underpinned by transparent procedures based on trust and non-discrimination. The list of contacts by member countries is available at <u>www.railneteurope.com</u>.

"Infrastructure of Serbian Railways" JSC, as a RNE member, conducts intensive activities on defining the procedures so as to implement the OSS in the near future in the railway sector of the Republic of Serbia.

RNE tools

Since 2005, the RNE has taken over the full responsibility for preparation of the international timetable and the support to its activities; it operates the following information systems: for path coordination - PCS (Path Coordination System), for charging - CIS (Charging Information System) and for train information - TIS (Train Information System).



PCS (Path Coordination System) – is an international path request coordination system for path applicants i.e. railway undertakings, infrastructure managers and allocation bodies. This web-based application optimises international path coordination by ensuring that path requests and offers are harmonised by all involved parties. The input for international path requests needs to be entered only once into the system – either via the domestic application or directly into the PCS. More information is available on: http://pcs.RNE.eu/.

CIS

CIS (Charging Information System) – is an infrastructure charging information system for railway undertakings, infrastructure managers and allocation bodies. This web-based application provides fast information on charges related to the use of the European rail infrastructure and estimates the charge for the use of international train paths within minutes. This is an umbrella application for various national rail infrastructure charging systems. More information is available on: <u>http://cis.RNE.eu/.</u>

TIS

TIS (Train Information System) – is a web-based application which manages the operation of international trains by delivering information on movements of international passenger and freight trains in real time. These data are obtained directly from the system. More information is available on: http://tis.RNE.eu/.



2. INFRASTRUCTURE

2.1 Introduction

The purpose of this section is to provide the information on the railway infrastructure owned by the Republic of Serbia and managed by IŽS, to provide the description and overview of the characteristics of the railway lines and appertaining facilities and equipment that can be used by all those to whom the access to and use of infrastructure have been granted in accordance with the provisions of the Law on Railways. Other information on the IŽS network can be found on the website <u>www.infrazs.rs</u>.

Information on the railway infrastructure published in this document is based on the facts that were familiar at the time of its preparation. All changes occurring after publishing of this document will be updated on the website <u>www.infrazs.rs</u>.

2.2 Extent of Network

The total structural length of standard-gauge lines on the territory of "Infrastructure of Serbian Railways" JSC network amounts to 3348.1 km, out of which 3059.4 km of single-track and 288.7 km of double-track lines. The above-mentioned line length includes 1744.4 km of main lines and 1603.7 km of other lines. The total of 1301.9 km of open tracks have been electrified, together with main running tracks (1013.2 km of single-track and 288.7 km of double-track lines).

The total length of electrified lines - open tracks and main running tracks is 1,592 km. All the above data relate to standard-gauge 1435 mm tracks. More detailed information is available in Appendix 6.

In addition, "Infrastructure of Serbian Railways" JSC also operates the museum-tourist railway line - "Shargan Eight" - which is 22.5 km long and whereof track gauge is 760 mm.

2.2.1 Limits

In terms of ownership and management of public railway infrastructure, there is only one railway network in the Republic of Serbia and this is a state-owned network, managed by IŽS. Therefore, the term "limit" also means state borders which at the same time represent borders with the neighbouring railway networks.

The IŽS railway network borders with the neighbouring railway networks are the following border stations: Subotica, Horgoš, Kikinda, Vršac, Bogojevo, Šid, Brasina, Preševo, Đeneral Janković, Vrbnica and Dimitrovgrad.

Upon crossing of state borders, the track gauge remains unchanged.

The type of traction is changed only at the border crossing with the Republic of Bulgaria, at Dimitrovgrad station on the railway line Niš-Dimitrovgrad- State Border.

2.2.2 Connecting Railway Networks

The railway network of the Republic of Serbia is connected with the railway networks of the following seven countries: Croatia, Hungary, Romania, Bulgaria, North Macedonia, Montenegro and Bosnia and Herzegovina. Traffic can be organized via ten border crossings, while one border-crossing is under the control of UNMIK.

For more detailed information please refer to Table No 2. The names of neighbouring countries' stations in the table are given in authentic form, as registered in the official timetables.

The term joint border station means a border station in which border control is jointly performed by the competent state authorities, as well as traffic handover between the railway undertakings. Joint border stations are governed by bilateral state agreements. Performing of traffic handover in other border stations is within decision –making domain and agreement between the railway undertakings.



	Neighbouring country	Border railway lines	Border stations	Neighbouring infrastructure managers	Note
		Šid-State Border -Tovarnik	Šid Tovarnik	HŽI	
1	Croatia	Bogojevo-State Border- Erdut	Bogojevo Erdut	HŽI	
2	Lungon	Subotica-State Border- Kelebija	Subotica Kelebia	MAV Zrt	
2	Hungary	Horgoš-State Border- Roszke	Horgoš Roszke	MAV Zrt	
3	Romania	Vršac- State Border - Stamora Moravita	Vršac Stamora Moravita	CFR SA	
		Kikinda-State Border- Jimbolia	Kikinda Jimbolia	CFR SA	
4	Bulgaria	Dimitrovgrad-State Border Dragoman	Dimitrovgrad Dragoman	NKŽI	Joint border station Dimitrovgrad
		Preševo- State Border Tabanovci	Preševo/ Ristovac Tabanovci	IŽRSM	Joint border station Tabanovci
5 North	North Macedonia	Đeneral Janković - State Border -Volkovo	Đeneral Janković	IŽRSM	Temporary under the supervision of UNMIK Railways
6	Montenegro	Vrbnica - State Border – Bijelo Polje	Vrbnica / Prijepolje freight Bijelo Polje	ŽICG	Joint border station Bijelo Polje
7	Bosnia and Herzegovina	Brasina - State Border – Zvornik Novi	Brasina Zvornik Novi	ŽRS	

Table No 2. Border crossings, border railway lines and border stations

Within the national network, the public railway infrastructure operated by IŽS is connected with other railway infrastructures in the Republic of Serbia. The sidings of Elektroprivreda Srbije and HBIS Group Serbia Iron & Steel" d.o.o. are connected to IŽS national railway network.

These sidings are used for transport of goods for own needs (industrial railways) and they do not belong to the national railway network.

Railway infrastructure operated by IŽS is also connected with a number of railway industrial sidings owned by the business entities.

For other information on railway infrastructure operated by IŽS, which are not contained and presented herein, please contact IŽS at the following address:

"Infrastructure of Serbian Railways" JSC Railway Infrastructure Access Department 6 Nemanjina St., 11000 Belgrade, Serbia Phone.: +381 11 3618 214 Fax: +381 11 3616 814 sektor.pzi@srbrail.rs



2.3 Network Description

2.3.1 Geographic data and types of railway lines

General network information is given in Table No. 3.

ruble rid 5. Bildetalar length of the mies within the network				
Total network length	3 348.1 km			
Single-track lines	3 059.4 km			
Double track lines	288.7 km			
Narrow-gauge lines	22.5 km*			
Non-electrified lines	2 046.2 km			
Electrified lines	1 301.9 km			

Table No 3. Structural length of the lines within the network

* Narrow-gauge line Šargan Vitasi – Mokra Gora – State Border (Višegrad)

Types of railway lines

Pursuant to the Regulation on categorization of railway lines that belong to public railway infrastructure ("Official Gazette of the RS", No. 92/20, 6/21, 33/22 and 63/23) applied by the "Infrastructure of Serbian Railways" JCS, railway lines are classified as main lines, regional lines, local lines, shunting lines and museum-tourist lines.

Pursuant to the law governing the railways, railway lines are classified as follows:

- 1. main lines- of importance to international and domestic service;
- 2. regional lines of importance to regional and local service;
- 3. local lines of importance to local service;
- 4. shunting lines of importance to business entities,
- 5. museum-tourist railway lines.

Main lines with associated line number are:

- 101 Belgrade Centre-S. Pazova-Šid-State border-(Tovarnik);
- 102 Belgrade Centre Junction "G"- Rakovica-Mladenovac-Lapovo-Niš-Preševo-State border-(Tabanovce);
- 103 (Belgrade Centre)- Rakovica-Jajinci-M.Krsna-V.Plana;
- 104 (Jagodina) Ćuprija Junction Ćuprija-Paraćin;
- 105 (Belgrade Centre)-S.Pazova-N.Sad-Subotica-State border-(Kelebia);
- 106 Niš-Dimitrovgrad-State border-(Dragoman);
- 107 Belgrade Centre-Pančevo Main St.-Vršac- State border-(Stamora Moravita);
- 108 (Belgrade Centre)-Resnik-Požega-Vrbnica- State border-(Bijelo Polje);
- 109 Lapovo-Kraljevo-Lešak-Kosovo Polje-Djeneral Janković- State border-(Volkovo);
- 110 Subotica-Bogojevo-State border-(Erdut);
- 111 Belgrade Marshalling Yard "A"-Ostružnica-Batajnica;
- 112 Belgrade Marshalling Yard "B"-Ostružnica;
- 113 Belgrade Marshalling Yard "A"-Junction, "B"- Junction "K/K1"-Resnik;
- 114 Ostružnica-Junction "B"-(Junction "K/K1");
- 115 Belgrade Marshalling Yard "B"-Junction "R"- Junction "A"-(Resnik);
- 116 (Belgrade Marshalling Yard "B")-Junction "R"-Rakovica;
- 117 Belgrade Marshalling Yard "A"-Junction "T"-Rakovica;
- 118 Belgrade Marshalling Yard "B"-Junction "T"-(Rakovica);
- 119 Connecting track in the area of Junction "K/K1": (Junction "B")--Points "K"-Points "K1"-(Jajinci);
- 120 (Junction Pančevo Most)-Junction Karadjordjev park-Junction Dedinje-(Junction "G");
- 121 Indjija-Golubinci;
- 122 Novi Sad-Novi Sad Marshalling Yard-Junction Sajlovo;
- 123 By-pass track at the station Mala Krsna: (Kolari)-Junction points 1-Junction points 28-(Osipaonica);
- 124 Junction Lapovo Varoš-Lapovo Marshalling Yard-Lapovo;
- 125 Trupale-Niš Marshalling Yard-Medjurovo;



- 126 Crveni Krst-Niš Marshalling Yard;
- 127 Niš-Junction Most-(Niš Marshalling Yard);
- 128 Connecting track at the station Niš: (Crveni Krst)-Junction points 3-Junction points 4-(Ćele Kula).

Regional lines with associated line number are:

- 201 Subotica-Horgos-State border-(Roszke);
- 202 Pančevo Main St.-Zrenjanin-Kikinda-State Border-(Jimbolia);
- 203 Belgrade Donji Grad (km 7 + 041) Belgrade Danube Junction Pančevo most¹;
- 204 Topčider Passenger Station (km 4 + 195) Junction "G" (Rakovica)²;
- 205 Banatsko Miloševo-Senta-Subotica;
- 206 Pančevo Varoš-Junction "2a"-(Jabuka);
- 207 Novi Sad-Odžaci-Bogojevo;
- 208 (Novi Sad)-Junction Sajlovo-Rimski Šančevi-Orlovat stop;
- 209 Novi Sad Marshalling Yard Junction points 7-Novi Sad Lokoteretna-Sajlovo Junction;
- 210 Orlovat- Junction "1a"-(Lukićevo);
- 211 Ruma-Šabac-Junction Donja Borina-State border-(Zvornik Novi);
- 212 (Platičevo)-Junction "1"-Junction "3"-(Štitar);
- 213 Stalać-Kraljevo-Požega;
- 214 Connecting track at the station Kraljevo: (Mataruška Banja)-Junction points 72-Junction points 73-(Adrani)
- 215 Connecting track at the station Požega: (Uzići)-Junction points 53-Junction points 54-(Dragačevo);
- 216 Smederevo Junction Jezava Radinac Mala Krsna;
- 217 Junction Jezava Smederevo Port;
- 218 Mala Krsna-Bor-Junction "2"-(Vražogrnac);
- 219 (Nis) Crveni krst-Zaječar-Prahovo Port;
- 220 (Rgotina)-Junction "3"-Junction "1"-(Trnavac);
- 221 (Barlovo)-Junction "1"-Kuršumlija;
- 222 Kuršumlija-Kastrat;
- 223 Doljevac-Kastrat-Merdare Kosovo Polje;
- 224 Kosovo Polje-Metohija-Peć;
- 225 Kosovo Polje Freight St.-Junc. "1"-(Drenica);
- 226 Vrbas Sombor.

Local lines with associated line number are:

- 301 Subotica-Subotica Factory;
- 302 Subotica-Subotica Hospital;
- 303 Novi Sad (km 1+042)-Novi Sad Ložionica;
- 304 (Podbara)-Junction "3"-Junction "2"-(Kać);
- 305 (Rimski Šančevi)-Junction "1"-Junction "3"-(Podbara);
- 306 Rimski Šančevi-Žabalj;
- 308 (Brasina)-Junction Donja Borina-Zvornik Grad;
- 309 Pančevo Varoš-Pančevo Vojlovica;
- 310 Connecting track at the station Senta: (Čoka)-Junction points 22-Junction points 23-(Orom);
- 311 Markovac-Svilajnac-Despotovac- (Resavica);
- 312 Metohija-Prizren;
- 313 Vršac Bela Crkva.

² By virtue of the Conclusion adopted by the Government of the Republic of Serbia No 340-2989/2022 dated April 7th, 2022, the Decision of the Shareholders' Meeting of Infrastructure of Serbian Railways JSC on termination of public railway service, dismounting and reconstruction of infrastructure capacities on railway line Topčider Putnička (km 4 + 195 - Junction "G" – (Rakovica) has been approved.



¹ By virtue of the Conclusion adopted by the Government of the Republic of Serbia No 340-2986/2022 dated April 7th, 2022, the Decision of the Shareholders' Meeting of Infrastructure of Serbian Railways JSC on termination of railway line Belgrade Donji Grad (km 7+041) – Belgrade Danube – Junction Pančevo Most has been approved.

Shunting lines with associated line number are:

- 401 Vršac-Vršac Vašarište;
 402 Kikinda-Metanolsko sirćetni kompleks(km 6+413);
 403 Bogojevo-Dunavska Obala;
 404 Paraćin-Stari Popovac;
 405 Surčin-Jakovo-Bečmen;
 406 Šid-Sr.Rača Nova-State Border-(Bijeljina);
 407 Ovča-Padinska Skela;
 408 Sonta Apatin factory;
- 409 Bačka Palanka Gajdobra

Museum-tourist line with its associated number is:

501 Šargan Vitasi – Mokra Gora – State Border (Višegrad).

Due to the technical condition of particular local and shunting lines, traffic is no longer possible on such lines and is currently completely or partially suspended. More details can be found in Appendix 6.

The following IŽS lines belong to main international railway lines according to AGC (European Agreement on Main International Railway Lines):

<u>Direction North – South</u> E 771 Subotica-Bogojevo E 79 Belgrade - Vrbnica E 85 Subotica-Belgrade-Niš-Preševo -Kraljevo-Djeneral Janković <u>Direction West – East</u> E 66 Belgrade-Vršac E 70 Šid-Belgrade-Niš-Dimitrovgrad

2.3.2 Track Gauges

Track gauge along the network is 1435 mm, except for the museum-tourist line the "Shargan Eight", whose gauge is 760 mm.

2.3.3 Stations and Nodes

Names, km-points and distances in km between particular service points and railway nodes are given in Appendix 6 and Appendix 10.

2.3.4 Loading Gauge

Loading gauge is a limited space viewed as a cross section vertical to the track axis that may not be exceeded by any part of the rail vehicle, whether loaded or empty. The loading gauge registered for all IŽS lines for international traffic is UIC GB, except for parts of the railway lines Valjevo – Kalenić and Grlica - Djeneral Janković, where the registered loading gauge is UIC GA. These loading gauges are in line with the UIC Leaflet 506.

The loading gauge that applies to domestic traffic on IŽS lines is ŽS I. The ŽS I gauge is slightly larger than the UIC GA loading gauge and slightly smaller than UIC GB. The summary of loading gauges is presented in Appendices 3.1.-3.3.

IŽS lines have not been coded for the combined transport gauges in accordance with UIC Leaflet 596-6. However, the measurements that were performed have shown that movements of wagons carrying combined transport load units - such as high cube containers (HCC), semi-trailers and entire road vehicles - are



possible. Movements of such consignments are possible under special safety conditions in the exceptional transport regime.

For further information, please contact IŽS:

"Infrastructure of Serbian Railways" JSC Traffic Department 6 Nemanjina St. 11000 Belgrade Serbia Tel.: +381 11 3618 214 Fax: +381 11 3616 814 E-mail: <u>sp@infrazs.rs</u>

2.3.5 Weight Limits

In accordance with UIC Leaflet 700, depending on track capacity to bear loads by vehicles on the railway network, various weight limits are applicable and expressed in tonnes per axle and tonnes per linear metre.

The load by a railway vehicle per linear metre is the load of an unloaded or loaded railway vehicle divided by the length of the railway vehicle expressed in metres and measured between tops of uncompressed buffers.

Axle load of a railway vehicle is the load of an unloaded or loaded railway vehicle divided by the number of axles of the railway vehicle.

Based on the above-stated, railway lines were classified into categories (Regulations on classification of railway lines No. 325, published in the Official Gazette of the Community of Yugoslav Railways (ZJŽ) Nos. 7/89 and 9/90). The classification of IŽS railway lines is shown in Table No. 4.

A during the	laada		Admissible loads per axle			
Admissible loads plinear metre		per	А	В	С	D
			16 t	18 t	20 t	22,5 t
1	5.0 t/m		А	B1		
2	6.4 t/m			B2	C2	D2
3	7.2 t/m				C3	D3
4	8.0 t/m					D4

Table No 4: Categories of admissible loads on IŽS network

The overview of admissible loads in tonnes per axle and in tonnes per linear metre is presented in Appendix 6.

2.3.6 Line Gradients

In order to determine required train braked weight, the ruling gradients for braking must be determined for each line or track section. The ruling line gradient for braking means the value of its longitudinal gradient, on the basis of which braked weight percentages are determined, i.e. the required train braked weight on a certain line or track section. The longest longitudinal gradient (rising or falling) on a specific line (or section), over the length of 1000 metres or more, is considered to be the ruling gradient of that specific line or section. In determining the ruling gradient for braking, the curve and tunnel related resistances are not taken into consideration.

The ruling resistance of a line or one of its sections means the value of its specific resistance due to gradient, curve and tunnel, on the basis of which train weight i.e. locomotive hauled load is determined.



The overview of ruling gradients and ruling resistances of particular lines is presented in Appendix 6.

2.3.7 Maximum Line Speeds

The maximum permissible speed with respect to line capacity is the maximum speed permitted on a line or line section with respect to the railway line superstructure and its structures (carrying capacity of the track, its lining and levelling, curve radius, points design, etc.), fixed electric traction installations and signalling and interlocking devices on the line, and it may not exceed the lowest one of such speeds.

Restricted speeds are permanently prescribed speeds that are lower than the maximum permissible speed on the railway line and that are applied on a certain section of the railway line due to its technical condition or that are applied while running in the points area.

For further information on maximum permissible speeds and restricted speeds with respect to line capacity, please refer to Appendix 6.

2.3.8 Maximum Train Lengths

The length of each train is determined during the capacity allocation procedure and it is expressed in rounded metres. The maximum permissible length of a train operating on a line, for the purposes of its smooth acceptance and forming in railway stations, at passing points and other service points, is determined on the basis of the maximum permissible train length in certain stations, passing points and other service points along the given line and with respect to usable length of main lines.

Maximum permissible length of a train for station tracks is obtained by subtracting the length of 25 m to be taken up by the locomotive and spare 10 m to be taken up by the train, from the usable track length expressed in metres and determined under the Instructions (Instructions on the technical standards and data for the preparation of timetable implementation, "Official Gazette of ZJŽ Nos. 9/89, 6/91, 8-9/91, 4/92, and 9/92).

Actual length of a train is obtained by totalling the lengths over uncompressed buffers of all vehicles included in the train, except for the locomotive hauling the train, whose length has been taken into account during determination of maximum permissible train length at a station. If a train has double heading, banking locomotive or intermediate-haul locomotive, their lengths must be taken into account when determining the train length.

The overview of distances between the service points and maximum permissible train lengths relative to usable track lengths is presented in Appendix 6.

The provisions of paragraph 2 of this article shall also apply to the length of the passenger train. The passenger train may be longer than the length of the platforms and arranged areas in service points, and if the railway undertaking requires their dwelling in such service points, it must set and ensure the necessary safety measures for passengers in accordance with local and/or other specific circumstances. The overview of platforms and arranged areas in service points is given in Appendix 8 and for further details, please contact IŽS:

"Infrastructure of Serbian Railways" JSC Railway Infrastructure Access Department 6 Nemanjina St. 11000 Belgrade Serbia Tel.: +381 11 3618 214 Fax: +381 11 3616 814 sektor.pzi@srbrail.rs



2.3.9 Power Supply

IŽS ensures the transmission of required electric energy from the public power supply network of the Republic of Serbia via the fixed electric traction installations (substations) and the catenary for electric train traction. All electrified railway lines have the basic power supply system, which is single-phase AC 25 kV 50 Hz system. The overview of electrified railway lines is presented in Appendix 3.4. The overview of power supply installations is presented in Appendix 3.5.

The power supply system voltage is U=25 kV, and its frequency is f=50Hz. The height of the contact wire are Hkpmin=5000 mm, Hkpnom=5500 mm and Hkpmax=6000 mm. The staggering of the OCL is $p=\pm200$ mm along the straight track, and p=300 mm in curves.

In the 25kV, 50 Hz power supply system, the use of pantograph (current collector) for electric motive power is permitted according to the General Contact Line Catalogue (type POS-III/E). The design of pantograph is shown in Figure No 1.

The basic parameters for the asymmetric pantograph used on IŽS network, with double contact strip and pneumatic actuator, are in accordance with the provisions of UIC Leaflet 608 and are shown in Table No 5.



Figure No 1. - Dimensions of pantograph

Table No.	5: Pantograph	parameters
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Permissible width of horned slipper holder (mm)	Width of metal horns (mm)	Rated current (A)	Height of contact line (mm)	Minimum length of contact strip (mm)	Static force Fa (N	Maximum aerodynamic force Fa (N)	Maximum speed (km/h)	Type of contact strip
1600	1400	400	6200 5500 5000	800	60-90	70	160	graphite

2.3.10 Signalling Systems

Railway signals provide signals by means of which railway staff can mutually communicate in a fast and reliable way about train operation, shunting, permitted and forbidden runnings via a certain location, the



track condition, the need for speed restriction, etc. Some signals are used for preserving of personal safety of railway staff and other persons.

Regulations on types of signals, signal markings and track markings ("Official Gazette of the RS" No.50/20) are applicable to the use of signals and signal markings.

There are eleven types of station track interlocking on the network of "Infrastructure of Serbian Railways" JSC, and they are presented in Appendix 6.

On IŽS network, the main arterial routes are equipped with fully centralized electrical relay signalling & interlocking equipment, as follows:

- Belgrade Center-Niš-Preševo: Siemens SpDrS-64/JZ track circuit system,
- (Belgrade Center) Resnik-Vrbnica: Siemens SpDrS-64/JZ axle counter system,
- Stara Pazova Golubinci: Siemens SpDrS-64/JZ track circuit system,
- Golubinci-Ruma: Siemens SpDrS-64/JZ axle counter system,
- Ruma-Šid: Siemens SpDrS-64/JZ track circuit system,
- Novi Sad-Subotica: Westinghouse track circuit system.

In all stations on Belgrade Center – Novi Sad line section, new electronic signalling and interlocking devices type "DS6-60" with "MMI" electronic control and monitoring system have been installed. Within the upgrade performed on trackside and station electronic signalling and interlocking devices, all service points on Belgrade Center – Novi Sad line section have been included in the central traffic control and command system – remote control type "FZt – CTC".

The main arterial routes Šid- Golubinci – (Stara Pazova) – (Belgrade Center)-Niš-Preševo and Belgrade Center- Vrbnica are included in the system of remote traffic control and command – remote control centre (manufactured by Westinghouse). There are three remote control centres - in Belgrade, Požega and Niš. Based on this device, 3 remote control centres were set-up in Belgrade, Niš and Požega with the total of 133 controlled stations.

Dimitrovgrad Station (railway line Niš-Dimitrovgrad-State Border) is equipped with electronic signalling & interlocking device Simis-W with Iltis control & supervision system manufactured by Siemens.

In addition to the above-mentioned, Pančevo Main St. and Ćuprija stations are equipped with electronic signalling & interlocking devices.

Other railway lines are equipped with other above stated interlocking types, but there is no continuity as regards to one system of interlocking.

The overview of signalling and interlocking devices is presented in Appendix 3.6.

2.3.11 Traffic Control Systems

The movement of trains running in opposite directions and consecutive train movements are controlled by requesting and giving the permission i.e. announcement of arrival and departure.

Consecutive trains can follow one another only in particular space intervals. For the control of trains following one another in particular space intervals, railway lines can be divided into:

- Block sections between stations when two neighbouring stations control the sequence of trains in the station interspace,
- Train-recording sections when two neighbouring train-recording points or a station and a neighbouring train-recording point control the sequence of trains in announcement intervals,
- Block sections when the traffic of consecutive trains is controlled by automatic positioning of automatic block signals in the position of permitted or forbidden train ride.



In addition to space distance, in case of consecutive trains in train reporting and block intervals, there should be a time interval so as to avoid train stopping before automatic block signals due to different train journey times over block sections (time spacing).

On the railway lines of "Infrastructure of Serbian Railways" JSC there are also interstation interlocking devices (MZ) which regulate train traffic at distances between stations, where an interstation track occupation is reported by means of axle counters.

There can only be one train in one block section on the same track and at the same time.

Train operation is regulated by movements inspectors who uses the station signal boxes and along railway lines through remote control - by the remote control dispatcher from the central signal box, except at the stations that are not included in the remote control system. The traffic of trains running in opposite directions and consecutive trains is regulated by movements inspectors at manned stations and along the railway lines included in the remote control system it is regulated by remote control dispatchers.

"Infrastructure of Serbian Railways" JSC uses "Flexi code 560" remote control system on its territory, manufactured by Westinghouse. It uses semiconductor technology and a code system, and controls instruction completeness at the stages of forwarding and acceptance. It was developed as a standard format and it consists of a remote control centre, which can control 32 stations on one railway line and of one or more lines for data transfer, as well as the remote control equipment at stations (satellites).

Based on this device, 3 remote control centres were constructed in Belgrade, Nis and Pozega, with 140 controlled stations.

On Belgrade Center – Novi Sad line section, all service points are included in the central traffic control and management system – remote control center type FZt-CTC.

The train control system is governed by the Traffic Regulations ("Official Gazette of RS" No 34/22 and 107/22) and Instructions on particular procedures in performing of traffic service on the territory of Infrastructure of Serbian Railways ("Official Gazette of Serbian Railways" No 43/22).

The train control methodology is presented in Appendix 6.

2.3.12 Communication Systems

In the course of traffic operations, communication is carried out via telecommunication devices – telephone and ground-train radio links. Communication via means that provide reliable and continuous registration of notifications (teleprinter, telephone or radio link with registration devices) is considered to be verifiable communication. The notifications related to the control of train movements (permissions and instructions given to train crew via telephone or ground-train radio links) are furnished exclusively via devices for verifiable communication.

The communication between movements inspectors, remote control centre dispatchers and drivers is carried out in Serbian language.

All notifications are given in the format and manner set forth in the Traffic Regulations ("Official Gazette of RS" No 34/22 and 107/22), Instructions on particular procedures in performing of traffic service on the territory of Infrastructure of Serbian Railways ("Official Gazette of Serbian Railways" No 43/22) and Regulation on records kept by the railway undertaking and the railway infrastructure manager ("Official Gazette of the RS" no.56/19, 154/20 and 159/20).

The overview of telecommunication links and installations is presented in Appendix 3.7.

IŽS network uses analogue ground-train radio system (RDV) for transmission of specially coded voice information in the frequency range of 460 MHz and by using frequencies belonging to quadrifrequency



groups according to UIC Leaflet 751-3. The system operates in full duplex (modes A and B), with selective calling option including automatic identification and making special calls (group, intervention).

There is a possibility of integrating into local radio networks (mode C) and automatic telephone exchange. The devices were manufactured by AEG (now EADS telecom) in the '70s and the '90s.

On the lines with a dispatcher control system, the train operating staff is connected with the remote control centre dispatchers via mobile RDV units, which represent mandatory driver's cab equipment.

The GSM-R system enables voice communication and transmission of text messages within the ERTMS, i.e. for ETCS L2 and ETCS L3. The GSM-R system is installed on line section Belgrade Center – Novi Sad.

2.3.13 Train Control Systems

For the time being, there is no automatic train control system on the railway lines of "Infrastructure of Serbian Railways" JSC.

Intermittent transmission AS device (automatic train control) with resonant frequencies of 1000Hz and 2000Hz, type Indusi (I 60), is used for the control of train movements. It is comprised of:

- track magnet (stationary trackside part of the device)
- transmission system (inductive link between the track magnet and locomotive auto-stop device), and
- locomotive part installed on the traction unit.

Track magnets are installed on the right-hand side of the track, in the direction of train movement.

Functioning and operating of AS devices have been stipulated under the Operator's Manual for inductive I-60 AS devices (Instructions No 425), Instructions for installation, testing and putting into operation and maintenance of the locomotive part of I-60 AS device (Instructions No 426), and Instructions for use, installation, testing and maintenance of trackside AS devices on the lines of Yugoslav Railways (Instructions No 427).

The overview of the lines equipped with AS device is presented in Appendix 3.6.

The ERTMS is the European Rail Traffic Management System. The ETCS is a part of ERTMS. On Belgrade Center – Petrovaradin line section the ETCS L2 is installed.

2.4 Traffic Restrictions

2.4.1 Specialised Infrastructure

According to Article 40 of the Law on Railways ("Official Gazette of RS" No 41/18 and 62/23), if there are appropriate alternative routes, the Infrastructure Manager may, upon consulting interested parties, designate the specialised infrastructure for particular types of traffic.

In case that a specialized infrastructure is designated, the Infrastructure Manager may, when allocating the infrastructure capacity, give priority to such type of traffic, however prioritizing may not be in collision with the competition protection rules. Designating of specialized infrastructure will not exclude the use of such infrastructure for other types of traffic when capacities are available.

There is no specialised infrastructure on the network operated by IŽS in the above sense.

2.4.2 Environmental Restrictions

Environmental restrictions, such as noise levels, are not currently applied on the network managed by IŽS.



2.4.3 Dangerous Goods

The transport of dangerous goods on the railway infrastructure operated by IŽS is regulated by international and national regulations in the field of transport of dangerous goods in accordance with 3.4.4 - Dangerous Goods.

On the Niš – Dimitrovgrad – State Border – (Dragoman) railway line, the transport of tank wagons carrying ammonia is prohibited.

Locations for loading, unloading, transshipment of dangerous goods may be performed only in places that meet prescribed requirements. The stations (service points open to the acceptance and forwarding of goods) within the rail infrastructure do not meet this requirement, wherefore handling of dangerous goods in the station areas (service points) is not allowed.

Handling of certain types of dangerous goods () can be performed on special tracks under special conditions, i.e. on particular parts of the tracks in particular stations. The list of service points in which transshipment of dangerous goods can be performed is given in Appendix 3.8.

For further details, please contact IŽS:

"Infrastructure of Serbian Railways" Traffic Department Central Operational Department Main Dispatcher for Transport of Dangerous Goods 6 Nemanjina St 11000 Belgrade Serbia Tel.: +381 11 3619 288 e-mail: rid1@srbrail.rs.

2.4.4 Tunnel Restrictions

On the railway line Belgrade Centre –Pančevo Main St. - Vršac- State border, through the "Vračar" tunnel i.e. on the section junction Karađorđev park – junction and Pančevo Most stop and through the "connecting" ("vezni") tunnel i.e. on the route Karađorđev park junction - Dedinje junction, the trains with diesel traction vehicles, DMUs, diesel motor track vehicles, as well as vehicles with their own diesel generator set (power supply wagon, reefers with generator set station) cannot be regularly dispatched. Exceptions to this are DMUs series 711 and relief (auxiliary) trains with diesel traction of the infrastructure manager which are urgently dispatched to the accident/incident locations and diesel motor track vehicles used for urgent elimination of obstacles disrupting the traffic, while respecting the limitations that interval of sequence and the time between meeting of any two vehicles with diesel drive cannot be shorter than 30 minutes.

In other cases, the diesel motor vehicles of the infrastructure manager can run on the specified sections when the transport of trains for transport of passengers is not organized in the service point Vukov spomenik.

Along with the obligation to respect the restrictions regarding the vehicle drive, for the transport of freight trains containing wagons with a RID marking (loaded or empty vehicles for transport of dangerous goods), the following conditions apply:

- on the part of railway line Pančevo Most-Rakovica and Pančevo Most Belgrade Centre, trains can operate only in the period when traffic of passenger trains is not organized i.e. when the station is closed for passenger transport,
- on the part of railway line Pančevo Most –Rakovica and Pančevo Most Belgrade Centre, there can be only one train with RID marked wagons i.e. meeting of two freight trains if at least one is composed of RID marked wagons is not permitted;



- during the operation of trains composed of RID marked wagons, an additional technical inspection must be carried out, which includes checking of bearing temperature and enhanced visual control of loads (valve, clamps etc.)for the train which operaters in direction Pančevo Most Rakovica and Pančevo Most Belgrade Centre in Pančevo Main St., and for the trains operating in direction Rakovica –Pančevo Most either in Rakovica station or in Belgrade Marshalling Yard (if it is performed in Belgrade Marshalling Yard, there is no need for the inspection to be performed in Rakovica station);
- obligation of railway undertaking upon performed additional technical inspection of a train in stations Pančevo Main St., Rakovica and Belgrade Marshalling Yard, is to register a clause in the telegraph-telephone log "The additional technical inspection of train No ______ was performed on date ______ hours (signature of authorized representative of railway undertaking)", thereby to inform the train dispatcher in a proved way that technical inspection of train was completed before dispatching it on the part of railway line Pančevo Most-Rakovica. In the event that railway undertaking does not have an organized inspection service in stations Pančevo Main St., Rakovica and Belgrade Marshalling Yard, and that technical inspection of trains composed of loaded or empty RID marked wagons has not been performed, such train cannot operate on the part of railway line Pančevo Most-Rakovica.

Freight trains, which have loaded or empty RID marked wagons, must in no case operate in the direction Belgrade Center - Pančevo Most.

2.4.5 Bridge Restrictions

There are no bridge restrictions in terms of specifically defined requirements apart from those arising from the bridge structural parameters. Exceptionally, until the construction of the fifth longitudinal bridge girder into the construction of "Pančevo Most" across Danube river, on the railway line Belgrade Centre – Pančevo Main St. – Vršac – State Border, between location on junction Pančevo Most—Krnjača Most all assemblies of two freight trains are prohibited on "Pančevo Most".

2.4.6 Maximum Train Weight Restrictions

The maximum train weight for the trains running on the Niš – Dimitrovgrad – State Border – (Dragoman) is restricted to 1200 tonnes.

2.4.7 Train Traction Restrictions

On the Stara Pazova – Novi Sad line section, trains with diesel traction must not be dispatched. The exception from this rule are the trains of railway undertakings performing construction, reconstruction or maintenance of railway infrastructure. In case of trains that, in addition to the train locomotive, also contain the additional work locomotives, i.e. double heading locomotives, such locomotives must run within the train composition along the entire Batajnica – Novi Sad line section.

2.4.8 Train Speed Restrictions

On the Batajnica – Novi Sad line section, the speed of freight trains is 90 km/h. The exception from this rule are the trains of railway undertakings performing construction, reconstruction or maintenance of railway infrastructure.

2.5 Availability of the Infrastructure

All railway lines operated by IŽS are open to railway traffic from 0.00 h to 24.00, except for the lines on which the traffic due to technical condition is temporary impossible/ or with the Decision of the Government of the Republic of Serbia the consent for the suspension of public transport of passengers and goods on the part on the railway infrastructure was given ("Official Gazette of the RS"no.80/2016), and they are listed in Appendix 6. Service points are open for railway traffic permanently, as some of them may have limited operating hours envisaged for the effective staff of the traffic service, as stated in Appendix 6. Details about mentioned working time are published in the timetable material, and for more datils please contact:



"Infrastructure of Serbian Railways"JSC Traffic Department 6 Nemanjina Street, 11 000 Belgrade, Serbia Tel/Fax: +381 11 3618 214 E<u>mail: sektor.sp@</u>infrazs.

Exceptionally, on the railway lines with limited hours of operation where mentioned staff is working in limited operating hours, train operations can take place outside the mentioned hours when trains have to operate via auxiliary routes due to the occurrence of an accident or incident. Appendix 3.9 contains an overview of auxiliary routes that may be used as alternative to regular ones. Certain lines that may be used as auxiliary routes can be of different class from the line class along the regular routes with respect to permitted loads per axle or m'.

A railway operator may also submit a request for train path allocation outside the operating hours of the line or railway service points, in which case such railway operator has to bear all the costs of entire traffic organization for longer operating hours of the line, i.e. service points.

If several railway operators are using longer operating hours, they will jointly bear the costs.

Infrastructure Manager is responsible for maintenance, overhaul and modernization of the infrastructure in order to provide appropriate service and safe performance of transport operations. In this respect, IŽS plans regular maintenance of the lines that affect the availability of infrastructure, in the sense of closure of specific line sections for a specific time period or introduction of temporary train speed restrictions.

The infrastructure use restrictions required for regular infrastructure maintenance are part of the capacity allocation process and are published within the timetable documents, in the timetable booklets (KRVs).

IŽS will issue for all railway operators a 3-months' prior notice of any planned longer works to be performed on the railway infrastructure and which could affect the transport operations and the timetable due to the speed restrictions, route changes, use of buses instead of trains for the carriage of passengers, etc.

For all freight trains running in the South-North and transit the part of railway infrastructure between station Velika Plana and node Belgrade, regular routing is across the railway line (Belgrade)-Rakovica-Jajinci-M. Krsna-V. Plana and the compiling of paths in done in this way. Exceptionally this rule cannot be applied during the planned works on reconstruction of above-mentioned railway line.

For all freight trains running in the south-north and transit the part of railway infrastructure between node Belgrade and station Velika Plana, regularly routing is across the railway line (Belgrade)-Resnik-Mladenovac-V. Plana and the compiling of paths in done in this way.

The railway lines on the territory of Kosovo and Metohija are under interim supervision of UNMIK, according to the Temporary Agreement between ZTP Beograd and UNMIK Railways of 31/05/2002 (ref. number 300/2002 - 153 of 31/05/2002), wherefore the path allocation requests for this territory will not be taken into consideration.

2.6 Infrastructure Development

Railway infrastructure, which is managed by IŽS, is constantly being renewed and modernized, in order to enable to the users the best possible service quality.

Development projects of the infrastructure are defined within Strategic plan of IŽS (Decision of the Assembly of Joint stock company for public railway infrastructure management "Infrastructure of Serbian Railways" JSC, Belgrade no. 5/2017-116-49 from June 29, 2017)", which is prepared on the base of the National program of the infrastructure ("The Official Gazette of RS", no. 53/17). Development of the railway infrastructure is directed towards the modernization of the lines which are part of the Pan-European corridor.



Possibility of the realization of the planned works depend upon the amount of the financial means, which are provided from the state budget of the Republic of Serbia and from the amount provided from the other sources of financing.

Appendix 3.11. contains a list of development projects.



3. ACCESS CONDITIONS

3.1 Introduction

This chapter of the Network Statement describes the conditions associated with access to the railway infrastructure managed by the IŽS. These conditions also apply to the part of freight corridors passing through the railway infrastructure managed by the IŽS.

3.2 General Access Requirements

A railway undertaking can provide transport services on IŽS railway infrastructure based on:

- valid license for carriage in railway transport over the infrastructure, issued by Directorate for Railways (hereinafter: DR),
- valid certificate on safety for carriage in railway transport,
- allocated capacity path and contract on provision of access to and use of public railway infrastructure concluded with the infrastructure manager.

Requirements for the submission of application for license, safety certificate and thereof contents are stipulated in the Law on Railways ("Official Gazette of RS" No 41/18 and 62/23), Law on Safety in Railway Traffic ("Official Gazette of RS" No 41/18), Rules on transport licenses in railway traffic ("Official Gazette of RS" No 53/19), Rules on joint safety methods for evaluation of compliance with the requirements for obtaining of safety certificates and safety management system elements ("Official Gazette of RS" No 32/21) and Rules on transport safety certificate forms ("Official Gazette of RS" No 63/19).

3.2.1 Conditions for Applying for Capacity

Request for train path allocation can be submitted by a railway undertaking or an international group of railway undertakings or other persons or legal entities, such as competent authorities, consignors and forwarding agents and operators in combined transport, having interest in provision of public service or having commercial interest in the allocation of railway infrastructure capacity.

Where a train path is allocated to an applicant other than a railway undertaking, the contract on the use of railway infrastructure shall be concluded between the infrastructure manager and the railway undertaking hired by such applicant.

If a request has been submitted after a specified deadline, train path in accordance with remaining capacities will be offered to the applicant, and if there are no capacity constraints, a new path will be subsequently created.

3.2.2 Conditions for Access to the Railway Infrastructure

Services of carriage in railway transport may be provided by a company, other legal entity or entrepreneur registered for provision of public transport services or transport for own purposes, incorporated in the Republic of Serbia, subject to the submission of evidence of fulfilment of the conditions related to good reputation, financial capability, and competence, and the cover for civil liability.

The license for carriage in railway transport and the certificate on safety is issued by DR or a competent authority of another country, based on reciprocity, with which country Serbia has signed an intergovernmental agreement on mutual recognition of certification.

Transport on railway infrastructure may be performed by railway undertakings meeting the requirements referred to in paragraph 1 hereof, who signed the Contract for use of public railway infrastructure. The Contract for use of public railway infrastructure regulates the mutual rights and obligations between the infrastructure manager and railway undertakings and they are concluded in line with article 19 of the Law on Railways.


3.2.3 Licenses

Directorate for railways issue transport license: for transport of goods/passengers and for transport for own purposes.

Transport License is issued to applicant, company, other legal entity whose main registered activity is for provision of railway transport of good and/or passengers, or to a company or other legal entity who performs or will perform transport for own purposes, incorporated in the Republic of Serbia, subject to the submission of evidence of fulfilment of the conditions related to:

- a) good reputation,
- b) financial capability,
- c) proficiency and
- d) cover for civil liability in line with the Law on Railways.

Details related to licensing of railway undertakings are set from article 81.to article 85. of the Law on Railways.

Contact of competent institution for issuance of license is:

Directorate for Railways 6 Nemanina St., 11000 Belgrade The Republic of Serbia Manager's Office tel. (011) 361 68 66 fax (011) 361 83 46 e-mail: kontakt@raildir.gov.rs

web page: www.raildir.gov.rs

3.2.4 Safety Certificate

The railway undertaking must have safety certificate for transport to be allowed to access infrastructure. The type and scope of operations of railway undertaking related to certificate are specified in the safety certificate.

The safety certificate may include the entire network or certain part thereof.

Safety certificate is consisting of:

1) part A confirming the acceptance of railway security management system of railway undertaking;

2) part B confirming the acceptance of provisions adopted by railway undertaking in order to meet the specific requirement set for transport safety on appropriate network; these requirement may include the application of technical specification, the national safety regulation and internal regulation of railway undertaking, the acceptance of employee's certificates and permissions for usage of rolling stock used by that railway undertaking.

Directorate for Railways is responsible for issuance of safety certificate for transport in set form and in the form of decision. The decision to issue or to refuse to issue safety certificate for transport is ultimately in the administrative procedure and a dispute can be brought against it at Administrative Court.

The validity period of the safety certificate for transport is five years and can be renewed at the request of the holder.

Directorate for Railways determine in more detail forms of safety certificate for transport, numbering of forms of safety certificate for transport in line with European identification number, the application form for



issuance of safety certificate for transport and instructions for its completion, as well as necessary documentation enclosed with the request for issuance of safety certificate for transport.

Provisions regarding safety certificate for transport are set in Law on Railway Transport Safety.

Contact of competent institution for issuing safety certificate is:

Directorate for Railways 6 Nemanjina St., 11000 Belgrade The Republic of Serbian Manager's Office tel. (011) 361 68 66 fax (011) 361 83 46 e-mail: kontakt@raildir.gov.rs

web page: www.raildir.gov.rs

3.2.5 Coverage for Civil Liability (Insurance)

One of the conditions for issuing a transport license is the fulfillment of the requirements related to civil liability coverage (Insurance).

The requirement relating to civil liability coverage for a company or other legal entity that is registered for the public transport of goods and / or passengers, or performs or will carry out transport for its own purposes, is fulfilled if it is adequately insured or has adequate guarantees under market conditions for coverage, in accordance with legal requirements and confirmed international treaties, for their liability in the event of an accident.

Civil liability coverage may not be required to take effect before the railway undertaking starts operating the service.

3.3 Contractual Arrangements

3.3.1 Framework Agreement

The Infrastructure Manager and an applicant may, by way of exception, draw up a framework agreement on the use of capacity on the relevant railway infrastructure for a period longer than the period of validity of the timetable.

The Framework Agreement between the infrastructure manager and the applicant shall contain the characteristics of the infrastructure capacity for which the applicant applied and which he was offered for a time period exceeding the period of validity of one timetable.

The Regulation on the Manner of Conclusion and Content of Framework Agreements for Allocation of Railway Infrastructure Capacity lays down the procedures, content and criteria relating to the framework agreements for the allocation of railway infrastructure capacity, as well as the obligations of the infrastructure manager regarding information regarding the framework capacity.

At present, the infrastructure manager does not offer the possibility of concluding a framework agreement with the applicant. However, it intensively conducts the activities aimed at defining the procedures so as to have this option open in the near future.

3.3.2 Contracts with RUs

The Law on Railway of the Republic of Serbia stipulates the obligation of concluding a contract on the use of infrastructure that allows railway undertakings to use railway infrastructure. Contracts for use of public



railway infrastructure regulate in more detail the mutual rights and obligations of infrastructure managers and railway undertakings related to guaranteeing the technical and other conditions for safe transport operation, the application of regulations governing the transport of dangerous goods, as well as payment of access charges and charges of services. Contracts for use of public railway infrastructure are concluded under non-discriminatory and transparent conditions.

Contracts on the use of infrastructure are concluded no later than 1 (one) month prior new timetable enter into force or immediately after the allocation of ad hoc train path.

If during the validity period of Contract for use of public railway infrastructure, the railway undertaking through an authorized person submit ad hoc request in approved way for allocation of train path, it is considered that addendum of that contract is concluded at the moment of allocation of requested train path by infrastructure manager.

For other services (basic, additional and accompanying) provided by infrastructure manager special contracts are concluded.

3.4 Specific Access Requirements

3.4.1 Rolling Stock Acceptance

Railway undertaking may use only the rolling stock that complies with the technical regulations and standards. Rolling stock shall, by virtue of their structure and technical condition, ensure safety of transport on the infrastructure, safety of transported persons and goods, safety of staff, and shall meet the health and environment protection requirements.

All requirements relating to rolling stock and thereof use on the railway infrastructure of IŽS are set forth in the Law on Railway Safety and Interoperability ("Official Gazette of the RS", no. 41/18) and Law on Railway Traffic Safety ("Official Gazette of the RS", no.41/18).Railway undertaking shall be responsible for the technical condition, maintenance and operation of the rolling stock.

3.4.2 Staff Acceptance

Railway undertaking shall be responsible for ensuring that his staff meets the requirements stipulated by the Law on Railway Safety ("Official Gazette of the RS", No. 41/8) and applicable by-laws.

The railway undertaking's train manning shall be familiar with the official language in the Republic of Serbia.

Railway undertaking shall be responsible for staff training, validity of periodical knowledge tests, knowledge of track condition and local conditions at stations/stops. Railway undertaking is obliged in that respect to abide by the applicable legislation of the Republic of Serbia.

3.4.3 Exceptional Transport

A load shall be considered special if due to its external dimensions, weight or properties, and with respect to the station installations or wagons in transport by one of the railways participating in transport, it causes particular difficulties, wherefore it is received for transport only under special technical or operating conditions. Carriage of special loads in domestic and international railway transport, as well as the conditions under which such carriage may take place, shall be approved by the Infrastructure Manager whose railway infrastructure will be used for transport. IŽS provides the special loads service (for vehicles or goods) in accordance with the provisions on transport of special loads set forth in the Rules on Transport of Special Loads ("Official Gazette of the RS", no. 6/17).

IŽS shall be responsible for the allocation of capacity and defining the conditions for transport of special loads.



In addition to what was stated above, the railway undertaking in international transport shall comply with the provisions of UIC 502.1 and 502.2, governing the process of approval of requests for transport of special loads. The railway undertaking shall submit a request for transport of loads to the relevant department of IŽS. Special loads will be accepted for transport only if special operating and technical conditions are met. For more details on transport of special loads please refer to Chapters 4 and 5 of this Network Statement.

For more details on transport of special loads please contact:

Infrastructure of Serbian Railways"JSC Traffic Department 6 Nemanjina Street 11000 Belgrade Serbia Tel.: +381 11 3618 214 Fax: +381 11 36<u>16 814</u> <u>sektor.sp@</u>srbrail.rs

3.4.4 Transport of Dangerous Goods

Transport of dangerous goods by rail in the Republic of Serbia shall be performed in accordance with: Annex C to Convention concerning international carriage by rail (–COTIF) - Regulations governing the international carriage of dangerous goods by rail (RID); the Law on the Transport of Dangerous Goods; the by-laws based on LTDG and other regulations in the Republic of Serbia.

The Ministry of Construction, Transport and Infrastructure is responsible for performance of administrative, inspection, technical and other expert activities in the field of transport of dangerous goods in the Republic of Serbia(www.utot.gov.rs).



4. CAPACITY ALLOCATION

4.1 Introduction

Pursuant to the Law on Railways and Decision of the Government of the Republic of Serbia on incorporation of Joint Stock Company for Public Railway Infrastructure Management and the Company's Articles of Incorporation, "Infrastructure of Serbian Railways" JSC performs the activities of public railway infrastructure management and is responsible for allocation of infrastructure capacities for the purposes of international and domestic transport in a transparent and non-discriminatory manner, provided that all legal provisions on the conditions for access and use of railway infrastructure set out in Chapter 3 of this Network Statement have been previously fulfilled.

4.2. Description of infrastructure capacity allocation procedure

The Infrastructure Manager normally allocates the train paths once a year, upon reconciling the train path allocation requests in the timetabling process, not exceeding the Timetable validity period.

Allocation of infrastructure capacities in the form of a train path is carried out in accordance with the procedures specified in this document for:

- infrastructure capacities allocation procedure for the new Timetable,
- infrastructure capacities allocation procedure during Timetable validity period (including train path allocation on ad hoc request).

A Railway Undertaking may not assign the allocated train path to another Railway Undertaking. Train path trading is prohibited. Train path user will pay a charge for the use of railway infrastructure and for railway traffic organization and control.

The Government of the Republic of Serbia sets out the Methodology for valuation of elements for determining the charges for the use of railway infrastructure. The Decree on methodology for valuation of elements for determining the charges for the use of railway infrastructure is published in the "Official Gazette" of RS" No 122/14. For additional services, a train path user will pay a charge in accordance with the Infrastructure Manager's formal decision.

How to apply?

Request for infrastructure capacity allocation can be submitted by railway undertakings using the train path request form, which is available in Appendix 4.1, and published on IŽS website: www.infrazs.rs.

Requests are submitted according to procedures defined under section 4.5.

The request should contain the following data:

- Full registered name of the Railway Undertaking (TIN, company identification number),
- Train type (for passenger transport, freight, empty, locomotive, and similar),
- The desired time of train departure from the departure station and the time of train arrival to the terminal station,
- Traffic route and transport route,
- Necessary stops with minimum lengths of delays,
- Traffic period and days (traffic calendar),
- Series and number of wagons/series and number of train units,
- Train length and mass (length in meters, mass in tons),
- Type and serial number of the traction vehicle (traction passport),
- Additional locomotives (type and serial number) and on which section,



- Maximum train speed,
- Braking type,
- Special notes, such as vehicle shunting, change in train composition, implementation of connections, crew change, type of intermodal transport unit, type of dangerous goods (UN number, number for marking of danger or, for Class 1 dangerous goods, the subclass and compatibility group for substances and items, *NHM* code with minimum 6 digits and the name of dangerous goods based on *RID*), exceptional consignments, handover procedures on border crossings, technical hold ups (inspection, water supply, removing of waste and similar) and the required time period, the need for additional track capacities (storing, preheating/cooling, train formation and similar), the need for access to other facilities for provision of additional services and similar.

Upon the request of IŽS, a Railway Undertaking will be required to provide all the missing data within five working days, otherwise the request for capacity allocation will not be considered as submitted.

A request for capacity allocation submitted to IŽS on time and containing all the necessary elements makes a basis for timetabling and train path allocation. If a Railway Undertaking changes the request completely or partially after the determined deadlines for request submission it assumes the risk of not having the request granted.

After the annual timetable drafting process has been completed, the remaining available capacities will be allocated according to the deadlines defined in Appendix 4.3 according to the sequence of request submission.

Manner of capacity allocation

IŽS decides on capacity allocation taking into account all legally valid requests and legal provisions in force. In accordance with the Law on Railways, the procedures and deadlines in capacity allocation have been determined under point 4.5 of the present Network Statement.

Defining of procedures and deadlines in capacity allocation is harmonized with Directive 2012/34/EU and its appendices, as well as the RNE recommendations from "Procedures for International Path Requests".

Relevant bodies involved in the capacity allocation process and their responsibility

Bodies participating in capacity allocation process:

- IŽS "Infrastructure of Serbian Railways" JSC as Infrastructure Manager and capacity allocation body
- Railway Undertakings railway undertakings submitting capacity allocation requests
- RNE RailNetEurope body coordinating the allocation of international train paths and determining processes and deadlines for submission of international train path requests
- FTE ForumTrainEurope European organization of railway undertakings representing the European Forum for technical planning of international passenger and freight transport.

IŽS, as Infrastructure Manager and capacity allocation body, is a member of RNE and is actively involved in the activities of FTE.

4.3 Allocation of capacity for maintenance, including the allocation process

Allocation of infrastructure capacities for maintenance, renewal and modernization of railway infrastructure is an integral part of capacity allocation process. Aiming at maintaining a certain level of quality, safety and reliability of railway infrastructure, $I\check{Z}S$ – Department for access to railway infrastructure will, during the timetabling process, reserve a part of infrastructure capacities for scheduled railway infrastructure maintenance, for specific time periods and specific line sections.

Periods reserved for scheduled railway infrastructure maintenance are published in the Timetable Booklet.



4.4. Impact of Framework Agreements

"Infrastructure of Serbian Railways" is currently not concluding framework agreements with interested applicants for allocation of infrastructure capacities.

4.5 Schedule for Path Requests and Allocation Process

Each year IŽS prepares a schedule for path request submission and capacity allocation which is applied in the annual timetabling process and in the capacity allocation process outside the annual timetabling process published in the Network Statement.

Railway Undertakings allocation requests for the new Timetable and during Timetable validity period should be submitted in the form defined in Appendix 4.1, to the following address:

By mail, to the following address: "Infrastructure of Serbian Railways" JSC Department for access to railway infrastructure 6, Nemanjina St 11000 Belgrade, Serbia By e-mail: <u>sektor.pzi@srbrail.rs</u>

4.5.1 Schedule of requests submission for new annual timetabling process

The Applicant submits a request for capacity allocation not earlier than 12 months and not later than 10 months before the new Timetable enters into force. Deadlines for requests submission regarding Timetable 2023/2024 which enters into force on December 10th,2023 with validity until December 14th 2024 are presented in Appendix 4.3.

For the needs of Railway Undertakings wishing to use additional capacities or to change parametres of already allocated train paths, the new capacity allocation during Timetable validity period is enabled by:

- Regular amendments of and supplements to the Timetable
- Special amendments of and supplements to the Timetable
- Train path allocation on ad hoc request

In the form defined by Articles 4.5.2 and 4.5.3 in this Network Statement.

4.5.2 Schedule of requests submission for train path allocation during annual Timetable validity period through regular and special amendments of and supplements to the Timetable

During the Timetable validity period, there are regular amendments of and supplements to the Timetable 5 times a year, in accordance with internationally determined terms which are presented in Appendix 4.4. Deadlines for submission of requests for capacity allocation are presented in the column 1, Appendix 4.4.

Requests for regular amendments of and supplements to the Timetable that are submitted after deadlines specified in the column 1, Appendix 4.4, will be considered as special requests and shall be included in regular amendments of and supplements to only in case of existence of available infrastructure capacities and technical possibilities for their processing.

After the 5th regular amendments of and supplements to the 2023/2024 Timetable enter into force it will be only possible to submit ad hoc requests for capacity allocation.

Besides regular amendments of and supplements to the Timetable in accordance to the terms specified in the column 3, Appendix 4.4, Railway Undertakings may submit special request for infrastructure capacity allocation outside specified terms. If there is possibility for allocation of the requested capacities, consequent changes in the Timetable shall be considered as special amendments of and supplements to the Timetable.



4.5.3 Allocation of capacities during annual Timetable validity period on ad hoc request

Ad hoc requests for infrastructure capacity allocation are requests for allocation of single train path, which are submitted during annual Timetable validity period.

Infrastructure Manager is obliged to respond to ad hoc requests as soon as possible and not later than five working days upon receiving the request.

4.5.4 Path Allocation and Coordination Process

IŽS will allocate the infrastructure capacity if the applicant fulfils the conditions for capacity allocation set out in the Network Statement and if the infrastructure capacity allows such allocation. IŽS will act in such a manner so as not to favour any applicant.

The following criteria will be applied in the path allocation process:

- Volume of service;
- Utilization of railway infrastructure;
- Volume of additional services provided by the IM in connection with the transport provided on the path;
- Business reputation;
- Public service obligation; and
- Quality of performed transport service in the previous period.

After the final deadline for submission of requests for the annual timetabling has expired, IŽS will initiate the capacity allocation process in a transparent and non-discriminatory manner.

Requests for capacity allocation received after the annual timetable drafting cannot affect draft alteration, except with the consent of the Railway Undertaking to whom the capacity has been originally allocated.

Allocated capacity can be used upon conclusion of Access Contract between IŽS and the Railway Undertaking submitting a request for capacity allocation.

Allocated capacity cannot be transferred onto another Railway Undertaking in accordance with the Law on Railways.

Coordination process

Every year at the beginning of the new annual timetabling process, IZS will conduct consultations with railway undertakings on their plans for the timetable which will come into force in not less than 11 months (x-11). In the course of these consultations, IZS will inform railway undertakings on major maintenance works, overhaul and modernization of railway infrastructure.

The coordination process is run by IŽS – Department for access to railway infrastructure, which is preparing and publishing the annual Timetable and preparing of all required working materials.

Upon the expiry of the final deadline for submission of requests for capacity allocation for the annual Timetable, IZS – Department for access to railway infrastructure will start the coordination process, together with railway undertakings for the purposes of solving conflicting requests and their better harmonization, aiming to fulfil the needs of users as much as possible in a non-discriminatory and transparent way.

Timetable planning includes reviewing all received requests, including all restrictions imposed by IŽS and the scheduled infrastructure maintenance plans.

If the number of requests for allocation of the same infrastructure capacity exceeds the permitted capacity of the particular railway line, IŽS apply priority rules from 4.6.



Following the completion of the coordination procedure, IŽS will deliver the draft timetable to railway undertakings. Together with railway undertakings IŽS will perform the final consultations concerning the draft timetable. Railway undertakings must state, in written form, whether they accept, partially or completely, that is, do not accept, the Timetable.

Deadline for making the statement is one month from the day of the draft submission, at the latest.

After the expiry of the deadline for making the statement, IŽS will define the Timetable according to the requests submitted on time and it will be deemed that the train paths have been allocated.

IŽS will subsequently allocate the remaining available capacities according to requests received after the final deadline, in the order of their receipt.

4.5.5 Dispute Resolution Process

IŽS will initiate the dispute resolution process upon delivery of written complaints by railway undertakings, relating to complete or partial acceptance/non-acceptance of the proposed Timetable.

Complaints are to be addressed to IŽS:

By mail, to the following address:
"Infrastructure of Serbian Railways" JSC
Department for access to railway infrastructure
6, Nemanjina St
11000 Belgrade, Serbia
By e<u>-mail: sektor.pzi@</u>srbrail.rs

IŽS will evaluate all complaints and objections and conduct consultations with railway undertakings aiming to fulfil their requests.

If a mutual solution is not found, IŽS will determine the capacity and inform the railway undertakings of this. If after the request coordination it is still not possible to satisfy all the requests for capacity allocation, IŽS will be obliged to announce that the said line section is congested.

Railway undertakings can appeal to the Directorate for Railways with respect to IŽS decision.

A potential appeal of a Railway Undertaking cannot be the reason to delay the process of Timetable adoption and coming into force.

4.6 Congested Infrastructure

If in the coordination process IŽS is unable to adequately satisfy all railway undertaking requests due to capacity limitations, IŽS will declare the requested infrastructure capacity to be "congested".

In cases when IŽS declares infrastructure "congested", it will conduct an analysis of capacities on congested infrastructure and define limitations due to which it was not possible to satisfy capacity allocation requests as well as propose a plan to enhance the particular capacity.

Infrastructure capacity will not be considered congested if the infrastructure capacity cannot be allocated due to the execution of works on the infrastructure maintenance, modernization, construction and reconstruction.

If the number of requests for allocation of the same infrastructure capacity exceeds the permitted capacity of a specific railway line, and if congested infrastructure is declared regarding that line, i.e. the part of that line, IŽS will, in an effort to allocate the train paths, apply priority rules according to the following order:

- 1) BG: VOZ
- 2) passenger trains in international traffic



- 3) passenger trains in domestic traffic
- 4) international freight trains
- 5) other freight trains

Considering the above mentioned priorities, the train path allocation process will be carried out according to the following rules:

- Requests for train paths of regular trains have the priority over the requests for train paths of special trains and trains transporting exceptional consignments;
- Requests for train paths according to framework agreements have the priority over new requests;
- Requests for train paths for a longer time period of service have the priority over requests for train paths for a shorter time period;
- Requests for train paths for a longer route have the priority over train paths for a shorter route.

If a Railway Undertaking considers that its rights were withheld, it can appeal to the Directorate for Railways.

4.7. Exceptional Transports and Dangerous Goods

Exceptional Transports

Transport of exceptional consignments is transport in the course of which there is a deviation from at least one technical standard applied on the given infrastructure, such as for example, axle load, railway vehicle gauge, loading gauge and similar. Taking into account all the elements required for the transport of an exceptional consignment, IŽS will decide whether the requested infrastructure capacity will be allocated and under what conditions.

Deadline for submission of request for transport of exceptional consignments is not later than 20 days in domestic and 30 days in international traffic prior to service provision. Decision on the request for transport of exceptional consignments shall be made as soon as possible and not later than 15 days upon submission of the request.

Detailed information can be obtained at the below address. Deadline for capacity allocation will be as soon as possible. IŽS will decide whether it is possible to accept a certain transport and under which conditions.

Requests are submitted to:

"Infrastructure of Serbian Railways" JSC Traffic Department 6, Nemanjina St 11000 Belgrade, Serbia Tel.: +381 11 3618 214 Fax: +381 11 3616 814 E<u>-mail: sektor.sp@</u>srbrail.rs

In their request for capacity allocation, railway undertakings are required to list all the necessary information on the exceptional consignment which is being transported, regardless of whether it is a capacity allocation process for the annual Timetable or an ad hoc capacity allocation.

Dangerous Goods Transport

Dangerous goods transport on railway infrastructure operated by IŽS is regulated by international and national regulations in the field of dangerous goods transport, in accordance with point 3.4.4 of the Network Statement.



Based on clauses 1.4.2.2.5 and 1.4.3.6 of *RID* and Article 23, para 4, item 2) and Article 29 para 2 of the Law on Transport of Dangerous Goods, a Railway Undertaking is obliged to report every consignment of dangerous goods to railway Infrastructure Manager.

Reporting of dangerous goods transport can be done by phone: +381 11 3618 288 and in writing to the below address. The below address can be also used for more detailed information:

"Infrastructure of Serbian Railways" JSC 6, Nemanjina St, 11000 Belgrade Central Operations Unit Main dispatcher for dangerous goods transport Tel.: +381 11 3618 288 E-mail: rid1@srbrail.rs; glavni.riddisp@srbrail.rs

For the purposes of safe transport of dangerous goods on IŽS network, a Railway Undertaking is obliged to:

- Report each transport of dangerous goods consignment in real time i.e. immediately before the commencement of transport or at acceptance from the successive carrier.
- Report completion of transport of dangerous goods consignment in real time i.e. at the moment of completion of transport after the completed handover of consignment to the consignee at the destination station or upon handover of consignment to successive carrier.

Railway Undertakings are responsible for obtaining appropriate consents regarding the safety of dangerous goods transport.

Pursuant to clauses 1.4.2.3.1 of *RID* and Article 24 para 2 item 1) of the Law on Transport of Dangerous Goods, the consignee of dangerous goods in railway transport is obliged not to postpone the acceptance of dangerous goods consignment which is resulting in the railway undertaking's obligation not to postpone the handover of dangerous goods consignment after having performed the transport service.

Railway Undertaking is obliged to, after having accepted the dangerous goods consignment for transport at the forwarding station, immediately start the process of transporting the said consignment without any additional delays at the station, except for traffic reasons, accident or incident etc. Phased collecting of wagons loaded with dangerous goods (and non-cleaned empty wagons which were previously loaded with dangerous goods) in the forwarding station for the purposes of subsequent dispatching is prohibited due to the safety in transport of dangerous goods. The process of transport of dangerous goods (acceptance of consignment for transport from the consignor, dispatching, transport and handover of consignment to the consignee) must be performed in accordance with the technologically specified time in order to avoid the potential safety risks in transport.

After the customs clearing of consignment, it is exceptionally permitted for the consignment to remain on station sidings but only for a time period which is necessary to organize the dispatching and continuing of planned transport route, or handover to the consignee in accordance with the specified technological process for station operation i.e. Station Regulations, Part II.

Obligation to announce the transport of dangerous goods Class 1 and Class 7

Exceptionally in transport of dangerous goods Class 1 and Class 7, a Railway Undertaking is obliged to submit to the Infrastructure Manager, in writing (Central Operational Unit – Main dispatcher for transport of dangerous goods) an announcement for the said transport in the time period which is not less than 24 hours prior to the moment of acceptance for transport (entry onto IŽS network). Railway Undertaking may send the announcement of transport also in the form of an email with scanned documents to the following address: rid1@srbrail.rs.

The announcement should contain the following data and attachments:

- 1. Consignor
- 2. Forwarding station and country



- 3. Consignee
- 4. Destination station and country
- 5. Entry border station
- 6. Exit border station
- 7. Net quantity of dangerous goods and wagon number in the train loaded with dangerous goods
- 8. Name of goods (official name of the goods)
- 9. UN number, number for marking of danger (all, if there are several)
- 10. Data on persons hired according to the Decision of the Ministry of the Interior of the Republic of Serbia in the capacity of armed company (first and last name, ID document number, etc., from the Decision issued by the Ministry of the Interior of RS)
- 11. Buffer wagon
- 12. Number of the decision on transport and name of issuing state authority.

The announcement should also contain two appendices:

- Photocopy of the Decision on transport issued by a relevant state authority, and
- For Class 1 dangerous goods: Instructions on special safety measures (MSDS lists) from the manufacturer of Class 1 dangerous goods;
- For Class 7: instructions on measures that the Railway Undertaking should take in transport, restrictions and required data on planned transport route as well as measures in case of danger that are adequate in relation to the consignment in accordance with RID 5.4.1.2.5.2.

Permit for transport of Class 1 dangerous goods is issued by the ministry responsible for the interior affairs, and permit for transport of Class 7 dangerous goods is issued by the authority responsible for protection against ionizing radiation and nuclear safety in the Republic of Serbia (Article 7 of the Law on Transport of Dangerous Goods). The announcement of transport should also contain the basic data on the Railway Undertaking and the transport organizer if case of irregularities or emergency events in transport of dangerous goods. In terms of data it is mandatory to specify the first name, last name and mobile phone number of the person (employed with the Railway Undertaking and/or transport organizer) who is always available during the transport.

4.8 Rules After Path Allocation

4.8.1 Non-usage of allocated train path

In cases when a Railway Undertaking is not using the allocated train path envisaged by the Timetable, IŽS will, depending upon the non-usage percentage, charge the reservation of train path, that is, IŽS will cancel the allocated train path.

IŽS is monitoring the realization of allocated train paths, in such a way that IŽS is calculating the train path utilization degree for all the allocated train paths.

The utilization degree is calculated by dividing the realized train path number of one train with the allocated train path number of the same train, and the result is shown in percentages.

The degree of utilization of allocated train paths is calculated monthly, for the calendar month.

IŽS reserves the right to cancel the allocated train path if a train path is utilized less than 25% of the monthly quota, that is, less than 50% of the monthly quota in case of congested infrastructure.

For the allocated train paths where the degree of utilization is less than the borderline degree of utilization, IŽS will charge the non-usage of the capacity.

The borderline degree of utilization, according to the type of the trains, is given in the below table 6.

Table No 6. Borderline degree of utilization



Train type	Borderline degree of utilization [%]	
Passenger trains	80	
Freight trains	40	
Facultative trains	10	

Facultative train is a train which has set timetable but operates with special announcement (if needed).

Requests for train paths for all other trains will have priority over the request for train paths for facultative trains.

Infrastructure Manager will not grant facultative train paths on congested infrastructure.

In cases when the degree of utilization of the train path is below the borderline degree of utilization, the Infrastructure Manger will charge the full price of the train path for the used train paths, and for the non-used train paths, which represent the difference between the borderline degree of utilization and the degree of utilization of one train path, IM will charge for the reservation of the train path.

The charge for the reservation is 20% of the agreed train path price.

If the train path is not used in its entirety, as agreed in contract, the full price of the train path will be charged, according to the required elements.

4.8.2. Rules of Cancellation

A Railway Undertaking may cancel the allocated train path as part of changes and amendments of the Timetable. If a Railway Undertaking cancels the allocated route or requires modifications of parameters for the already allocated train paths outside the deadlines set forth in Appendix 4.4 and if they are such that their implementation will result in freeing of infrastructure capacities, such as:

- Cancellation of a part of already allocated train path i.e. shortening of the train path while all other parameters of the allocated train path remain the same,
- Change in traffic regularity, such that the train is transferred from the regular train status into the facultative train status, or the prescribed number of train operating days is reduced,
- Reduction of train length,

IŽS will not charge the costs prescribed under the tariff system under item 5.10.

Cancellation of allocated train path is done in writing, to the following address:

By mail:
"Infrastructure of Serbian Railways" JSC Railway Infrastructure Access Department 6, Nemanjina St 11000 Belgrade, Serbia
By e-mail: sektor.pzi@srbrail.rs

Cancelled train paths can be allocated to other railway undertakings by IŽS.



4.9. International Timetabling Process Redesign (TTR)

4.9.1. Objectives of TTR

RailNetEurope (RNE) and Forum Train Europe (FTE), supported by the European Rail Freight Association (ERFA) are currently working on a Redesign of the International Timetabling Process (TTR). The objective of TTR is to harmonise and improve the European rail timetabling system to significantly increase the competitiveness of railway transports.

TTR consists of different components, including in particular an improved planning of the distribution of infrastructure capacity (including temporary capacity restrictions) and the introduction of new capacity allocation processes.

The purpose is to better serve all market needs and achieve an optimised use of existing infrastructure capacity. In particular for passenger traffic it will mean earlier availability of the final timetable allowing earlier and more reliable ticket purchasing for passengers. For the majority of freight traffic, it will mean more possibilities for short-term path requests and thus more flexibility to better meet customers' needs.

Detailed information can be found on ttr.rne.eu and http://www.forumtraineurope.eu/services/ttr/.

TTR is planned to be fully implemented for the timetable 2025 provided that it is supported by the European and national legal framework.



5. SERVICES AND CHARGES

5.1 Introduction

Serbian legislation defined four types of services which railway undertakings can use with the aim of performing of transport operations on the allocated infrastructure capacity.

Categories of services offered by "Infrastructure of Serbian Railways" JSC to railway undertakings on the network are in line with the provisions of the Law on Railways and defined by the following documents:

- Decision on establishing of Joint Stock Company for Public Railway Infrastructure Management ("Official Gazette of RS" No 60/2015);
- Rulebook on organization and systematization of jobs at Joint Stock Company for Public Railway Infrastructure Management "Infrastructure of Serbian Railways";
- Methodology for valuation of elements for determining the charges for the use of railway infrastructure ("Official Gazette of RS" No 122/14).

The services that can be provided to railway undertakings are the following ones:

- 1. Minimum access package of services (hereinafter: the minimum package of services);
- 2. Basic services in services facilities including the access tracks to such facilities;
- 3. Additional services; and
- 4. Ancillary services.

Until the Government determines the Methodology for determining the price for access and the price for services and, based on it, the specific rules for calculation of the price for access and the price for services provided by the Infrastructure Manager, "Infrastructure of Serbian Railways" will apply the valid Methodology for valuation of elements for determining the charges for the use of railway infrastructure ("Official Gazette of RS" No 122/14), and according to this Methodology, where necessary, classification to the following service categories:

- category I: minimum package of services
- category IIa: package for track access to service facilities
- category IIb: package for provision of services in service facilities
- category III: package for additional services
- category IV: package for ancillary services

IM – "Infrastructure of Serbian Railways" JSC will enable all interested railway undertakings to use the minimum access package of services and track access to services facilities, in a non-discriminatory manner, provided that railway undertakings have fulfilled the requirements for rail transport service in accordance with the provisions of the Law on Railways and the signed Contract for the use of railway infrastructure. Railway Undertaking's requests for the use of facilities and services provided in such facilities may be rejected only if there are feasible alternatives enabling the railway undertakings to perform the transport of goods and passengers on the same or alternative transport routes under the economically acceptable conditions. According to the nature of distinction and type of activity, the former notion of service facility can be aligned with the notion of services facility in the entire text.

The use of all services facilities, additional and ancillary services provided by the IM – "Infrastructure of Serbian Railway–" JSC - will be enabled to all railway undertakings in a non-discriminatory manner and upon their request, and will be defined in a separate contract.

The use of services facilities not owned by the IM – "Infrastructure of Serbian Railways" JSC, as well as additional and ancillary services not provided by the IM – "Infrastructure of Serbian Railways" JSC, is subject to separate contracts with managers of the said facilities and service providers.



Based on the volume of services provided, as defined in items 5.2 to 5.10, Railway Undertaking pays a price for access and a price for the provided service to:

- "Infrastructure of Serbian Railways" JSC based on the Contract for the use of railway infrastructure and separate contracts;
- Other service providers based on separate contracts.

5.2 Charging Principles

The basic principles underpinning the charging regime for the use of infrastructure are set forth in the Methodology for valuation of elements for determining the charges for the use of railway infrastructure ("Official Gazette of RS" No 122/14, dated November 11, 2014). The Methodology is defining, in more detail, valuation of elements for determining the level of charge for minimum package of services and package for track access to service facilities and provision of services in service facilities.

The methodology is based on the principle that railway undertakings should only bear the justified cost of IM operations and the costs arising from the efficient provision of services requested by the users.

This methodology is based on the economic principle of valuation of elements for determining of charge level known as marginal cost plus (MC+). It is a charge setting principle based on marginal costs increased by the mark-up. The selected principle enables covering of justified costs arising in provision of requested services and is favourable for the so called "network systems" (systems that require major capital investments such as telecommunications, energy, natural gas transportation, road transport and other means of transport).

Marginal costs are estimated based on the variable costs which, within the Methodology, includeshort-term marginal costs: track wearing, train movement control and signalling, consumption of energy sources and overheads.

The charge is set based on the following elements: line category (main, regional or local) used by train, use of railway nodes, train category (passenger or freight) and traction type (electrical or diesel).

The components of the total charge include charge for the minimum package of services (category I), charge for track access to service facilities (category IIa), charge for providing the services in service facilities (category IIb), charge for providing the additional services in service facilities (category III) and charge for providing the ancillary services in service facilities (category IV).

5.2 Minimum Access Package and Charges

Minimum access package

Within the minimum package of services for the use of railway infrastructure, IŽS provides the following services:

- Handling of requests for capacity allocation;
- Right to use the allocated capacity;
- Use of infrastructure on the main running track (turnouts, tracks, railway nodes and lines),
- Train control including signalling, regulation of train movements, acceptance and dispatching of trains and communication regarding the train operations and provision of information on train movements;
- Use of electrical supply equipment, where available;
- Provision of all other information to implement or operate the service for which the capacity has been granted.

The access price includes the minimum access package of services. Railway Undertaking will pay the access price to "Infrastructure of Serbian Railways" JSC based on the Contract for the use of public railway infrastructure.



- Handling of requests for infrastructure capacity

Handling of requests for infrastructure capacity allocation is a part of the capacity allocation process described in Chapter 4. Principles, priorities and criteria for allocation of infrastructure capacity. Requests for infrastructure capacity allocation which have been submitted by railway undertakings are processed in mutual cooperation with railway undertakings, implementation possibilities are examined, contradictions resolved and the train path offer is prepared, which ultimately results in a Timetable.

- Right to use the allocated capacity

Provided that all necessary prerequisites for the train operation are in line with valid legal provisions on conditions for access to and use of railway infrastructure specified in Chapter 3 of the present Network Statement, the applicable legislation and the signed Contract for the use of railway infrastructure, Railway Undertaking is entitled to use the allocated capacity in the form of a train path.

- Use of infrastructure on main running track (turnouts, tracks, railway nodes and lines)

Use of infrastructure on main running track (turnouts, tracks, railway nodes and lines) on the allocated capacity enables the Railway Undertaking to perform train operations.

- Train control including signalling, regulation of train movements, acceptance and dispatching of trains and communication regarding the train operations and provision of information on train movements

Overall train traffic management, including signalling, train movement regulation, acceptance and dispatching of trains, communication regarding the train operations and provision of information on train movements using the telecommunication devices enables railway undertakings to perform train operations on the allocated train path.

- Use of electrical supply equipment

On its electrified railway lines IŽS enables a Railway Undertaking to use the electrical supply equipment for traction (without electricity).

- All other information to implement or operate the service for which the capacity has been granted

After the Timetable has been adopted and published, railway undertakings will be provided with all additional information required for the train operations within the minimum access package of services.

Charge for the minimum package of services (category I)

Charges for the minimum package of services for infrastructure access are defined based on the costs of railway traffic management and infrastructure capacities maintenance.

The level of unit charges is determined in relation to line category (main, regional, local), train category (passenger trains, freight trains) and traction type (diesel, electrical).

The charging units are:

- 1) Train km;
- 2) Gross tonne km.

Charge for minimum package of services (NKI) is determined according to the following formula:

$$NKI = \left(\sum VKM_{ijk} \cdot C_{VKM_{ijk}}\right) + F \cdot \left(\sum BRTKM_{ij} \cdot C_{BRTKM_{ij}}\right)$$

Key:

i – Line category (main, regional, local)



j – Train category (passenger trains, freight trains)

k – Traction type (diesel, electrical)

 $(\sum_{ijk} VKM_{ijk} \cdot C_{VKM_{ijk}})$ - charge for the use of infrastructure capacities for the minimum package of services in relation to line category (i), train category (j) and traction type (k)

 VKM_{ijk} - number of train km on the network in relation to line category (i), train category (j) and traction type (k)

 C_{VKM} - charge per one train km in relation to line category (i), train category (j) and traction type (k)

F - factor depending on the train category (factor level depends on the train category impact on the level of infrastructure maintenance costs or the applied strategy for development of a particular segment of railway market)

 $(\sum BRTKM_{ij} \cdot C_{BRTKM_{ij}})$ - charge for wearing out of line and tracks during train passing in relation to line category (i) and train category (j)

 $BRTKM_{ij}$ - number of gross-tonne km on the network in relation to line category (i) and category of the train (j)

C BRTKM - - charge per one gross-tone km in the function from the line category (i) and train category (j)

The level of charge for the path of one train depends on the train gross mass. Gross-tonne km, in the sense of the calculation of the level of charge for the path of one train, is defined as a product of train km and train gross mass, which implies the total mass of all working locomotives and the total mass of all hauled stock.

Line category	Charge per one train km [RSD/TKM]	Charge per one gross-tonne km [RSD/GTKM]
Main line	93,50	0,0858
Regional line	63,77	0,0781
Local line	10,53	0,0361

Freight trains with electrical traction

Freight trains with diesel traction

Line category	Charge per one train km [RSD/TKM]	Charge per one gross-tone km [RSD/GTKM]
Main line	79,04	0,0858
Regional line	51,24	0,0781
Local line	10,07	0,0361



Passenger trains with electrical traction

Line category	Charge per one train km [RSD/TKM]	Charge per one gross-tone km [RSD/GTKM]
Main line	62,33	0,0686
Regional line	42,51	0,0625
Local line	7,02	0,0289

Passenger trains with diesel traction

Line category	Charge per one train km [RSD/TKM]	Charge per one gross-tone km [RSD/GTKM]
Main line	52,69	0,0686
Regional line	34,16	0,0625
Local line	6,71	0,0289

Factor depending on the train category [F] – applied to all types of freight trains and passenger trains and it amounts to 1.0.

Charge for track access and use of service facilities (categories Ia and IIb)

Charges for track access and use of service facilities are defined based on the costs of railway traffic regulation and infrastructure capacities maintenance.

The level of unit charges is determined in relation to railway node (Subotica, Novi Sad, Beograd, Lapovo, Niš, Pančevo), train category (passenger trains, freight trains) and traction type (diesel, electrical).

The charging units are:

- 1) Number of trains;
- 2) Gross tonne km;
- 3) Number of serviced trains.

The charge is levied for the trains starting and finishing their running in the railway node, that is, transiting the railway nodes, as well as for the trains in railway nodes.

Serviced train is a train to which a service of using the service facilities in a railway node has been provided aiming to use the services of technical-wagon unit in train inspection, maintenance of wagons, railway vehicles and machinery.

Access and use of service facilities (categories IIa and IIb)

Charge for use of infrastructure when the trains are starting and finishing their running in the node, that is, when they are transiting railway nodes (NKIIa), as well as for servicing of the trains in the railway nodes (NKIIb) is determined as follows:

NKII = NKIIa + NKIIb

Key:- $^{NKIIa} = (\sum Va_{lmn} \cdot C_{Va_{lmn}}) + (\sum BRTKM_{lm} \cdot C_{BRTKM_{lm}})$



 $NKIIb = \sum Vb_{lm} \cdot C_{Vb_{lm}}$

1 - Node (Subotica (1), Novi Sad (2), Beograd (3), Lapovo (4), Niš (5), Pančevo (6))

m – Train category (passenger trains, freight trains)

n – Traction type (diesel, electrical)

 $(\sum Va_{lmn} \cdot C_{va_{lmn}})$ - charge for the use of infrastructure capacities in the node for the package of services IIa in relation to node (1), train category (m) and traction type (n)

 Va_{mn} - number of trains in the node in relation to node (l), train category (m) and traction type (n)

 C_{Valum} - charge per one train of used infrastructure capacities in the node, in relation to node (l), train category (m) and traction type (n)

 $(\sum BRTKM_{lm} \cdot C_{BRTKM_{lm}})$ - charge for wearing out of railway line and railway track when using the infrastructure capacities in the node, for package of the services IIa in relation to node (l) and train category (m)

BRTKM im - number of gross-tonne km in the node, in relation to node (1) and train category (m)

*C*_{BRTKM} in - charge per one gross-tonne km in the node in relation to node (l) and train category (m)

 $\sum Vb_{bm} \cdot C_{Vb}$ - charge for providing the services of train "servicing" in the node, for package of services IIb, in relation to node (l) and train category (m)

 V_{b} im - the number of trains which were provided the service (which were "serviced") in the node, in relation to node (l) and train category (m)

 C_{Vb} - charge per one train, "serviced" in the node, in relation to node (1) and train category (m)

Freight trains with electrical traction

Node	Charge for the use of infrastructure capacities in the node per one train [RSD/train]	Charge per one gross-tonne km in the node [RSD/GTKM]
Novi Sad	3.658,76	0,0801
Beograd	4.302,04	0,0894
Lapovo	4.987,87	0,0744
Niš	5.422,50	0,1171
Pančevo	3.257,01	0,0911
Subotica	4.097,11	0,0497

Node	Charge for the use of infrastructure capacities in the node per one train [RSD/train]	Charge per one gross-tonne km in the node [RSD/GTKM]
Novi Sad	3.607,21	0,0801
Beograd	4.145,57	0,0894
Lapovo	4.935,40	0,0744
Niš	5.293,94	0,1171
Pančevo	3.196,24	0,0911
Subotica	3.944,07	0,0497



Node	Charge for the use of infrastructure capacities in the node per one train [RSD/train]	Charge per one gross-tone km in the node [RSD/GTKM]
Novi Sad	2.439,17	0,0534
Beograd	2.868,03	0,0596
Lapovo	3.325,25	0,0496
Niš	3.615,00	0,0781
Pančevo	2.171,34	0,0607
Subotica	2.731,41	0,0332

Passenger trains with electrical traction

Passenger trains with diesel traction

Node	Charge for the use of infrastructure capacities in the node per one train [RSD/train]	Charge per one gross-tone km in the node [RSD/GTKM]
Novi Sad	2.404,81	0,0534
Beograd	2.763,71	0,0596
Lapovo	3.290,27	0,0496
Niš	3.529,29	0,0781
Pančevo	2.130,82	0,0607
Subotica	2.629,38	0,0332

5.4 Additional Services and Charges

Additional services include:

- Supply of electricity for train traction;
- Preheating of the passenger trains, water supply, etc.;
- Modified contracts for the service:
 - (1) control of transport of dangerous goods,
 - (2) assistance in transport of special trains (exceptional consignments).

Use of the above mentioned services provided by IŽS will be enabled to all railway undertakings that have been allocated a minimum access package of services, in a non-discriminatory manner and upon their request.

Railway undertakings must present the request for the use of additional services in the capacity allocation process, please refer to Chapter 4.

In order to be able to use the above services a Railway Undertaking is obliged to conclude a separate contract with $I\check{Z}S$ or with another service provider and pay the charge for provided service in accordance with the provisions of such contract.

More detailed information on provision of additional services can be obtained from IŽS.

"Infrastructure of Serbian Railways" JSC Railway Infrastructure Access Department 6 Nemanjina St



11000 Belgrade, Serbia Tel: +381 11 3618 214 Fax: +381 11 36<u>16 814</u> sektor.pzi@srbrail.rs

The level of charges for additional services provided by Infrastructure Manager is determined based on the costs incurred during the provision of these services.

Charges for using the additional services are applied in a non-discriminatory manner for all the railway undertakings, that is, service users.

When determining the level of prices the time norms for performing of tasks were used in accordance with the Methodology for determining the required number of workers for performing the planned scope of work ("Official Gazette of ŽTP Beograd" 10/85) and the price for hiring of staff according to the Methodology for calculation of labour sales price per effective hour for the employees of "Infrastructure of Serbian Railways" (Decision of the Board of Directors 4/2015-53-17 dated 29.12.2015) and other valid railway regulations and documents.

The prices of additional services are determined in accordance with the Methodology for valuation of elements for determining the charges for the use of railway infrastructure. The levels of prices for additional services are determined as a product of standardized period for service performing and price of effective working hour of staff hired to provide the service, and they are solely based on the actual cost of work incurred during the provision of the particular service or directly determined by means of the Infrastructure Manager's separate decision.

Additional services are provided upon the Railway Undertaking's request, and the prices are applied in a non-discriminatory manner for all railway undertakings. Railway Undertakings will pay such prices according to the actual level of use.

- Supply of electricity for traction and charges

For the service of supply of electricity for traction please refer to: Electrical Engineering Department 6, Nemanjina St 11000 Belgrade, Serbia Tel: +381 11 3618 241 Fax: +381 11 36<u>18 130</u> <u>direktor.etp@infrazs.rs</u>

The prices of traction electricity depend on the prices of electricity determined by the supplier (currently JP Elektroprivreda Srbije), actual consumption costs, gross tonne km and train type. The calculation method is provided in Appendix 9.

- Preheating of the passenger trains

On IŽS network there is a device for preheating of passenger trains installed in Subotica station. "Infrastructure of Serbian Railways" JSC is not providing services of preheating of passenger trains, water supply etc.

More information regarding the preheating of passenger trains are available at"

"Srbija Voz" a.d. 6, Nemanjina St. 11 000 Belgrade, Serbia Tel: +381 11 3614 811 Fax: +381 11 3614 811 Email: putnik.info@srbvoz.rs



- Services for transport of exceptional consignments and dangerous goods

a) Services for transport of exceptional consignments

IŽS provides the service of transport of exceptional consignments (vehicles or items) according to the provisions for transport of exceptional consignments prescribed under the Regulations on transport of exceptional consignments.

The service involves processing of railway undertaking's request to examine the possibilities for transport in terms of technical aspect and setting of other technical requirements and protective measures for transport of consignments that are not fulfilling the general technical standards for transport on the particular line section, e.g. loading gauge, axle loading etc. Any deviation from the standards is considered to be an exceptional consignment and a special procedure is required. The service involves additional engagement of IŽS's employees in preparation and carrying out of transport of exceptional consignments such as: defining of transport conditions, possible engagement of additional staff for monitoring of transport and inspection of tracks after the transport, possible temporary re-location of trackside facilities and equipment etc.

IŽS is deciding whether it is possible to accept certain transport and under which conditions. It is necessary that for, every individual transport, IŽS and the Railway Undertaking define the scope and specification of needed services.

b) Services for dangerous goods transport

IŽS provides additional services to railway undertakings related to transport of dangerous goods. Control of dangerous goods transport for every individual transport is defined between IŽS and the Railway Undertaking, depending upon the specification of needed services. The availability and method of providing this service on IŽS network will be determined based on the decisions and procedures which will be subsequently prescribed by IŽS.

Charges for services of transport of exceptional consignments and dangerous goods

The unit price of additional services regarding the transport of exceptional consignments and dangerous goods is determined based on the actual costs incurred in provision of such service and unit prices of staff hired from the public railway infrastructure manager and is applied in a non-discriminatory manner to all railway undertakings.

Issuing of approvals for transport of exceptional consignments

Operation	Measuring unit	Price in RSD VAT exclusive
Processing of request, issuing of conditions and informing by means of telegramme for the purposes transport of exceptional consignments	Request for transport of exceptional consignment	12.976,00

Accompanying the consignments by professional railway staff, as necessary, according to type and complexity of exceptional consignment transport as set out in the Regulations on transport of exceptional consignments.

Unit price for this service is determined according to effective working hours of hiring of the employee and number of persons accompanying the exceptional consignment.

Operation - operators	Measuring unit	Price in RSD VAT exclusive
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Accompanying performed by an employee from traffic department	Effective hour of accompanying	1.844,00
Accompanying performed by an employee from civil engineering department	Effective hour of accompanying	1.339,00
Accompanying performed by an employee from electrical engineering department	Effective hour of accompanying	1.453,00

If the employee accompanying the consignment is entitled to daily allowance for the business trip in the country, the service price should also include the cost of realized daily allowances. The amount of daily allowances is determined in the Collective Agreement of the public railway Infrastructure Manger.

Transport of exceptional consignments with exceeded axle-loading

The unit price for approving the transport of exceptional consignment with exceeded axle-loading is 59,00 RSD/net tonnes VAT exclusive.

5.5 Ancillary Services and Charges

Ancillary services include the following:

- 1) access to telecommunications network
- 2) provision of additional information
- 3) technical inspection of rolling stock
- 4) ticketing services in passenger stations
- 5) maintenance services provided in maintenance facilities dedicated to high speed trains or other types of rolling stock requiring specific facilities where the works performed are not a routine daily maintenance and require the vehicle to be withdrawn from service
- **6**) other ancillary services

IŽS reserves the right to decide which of the available ancillary services will be provided and under what conditions. If IŽS is providing a particular service, it will provide it to all railway undertakings under equal conditions in a non-discriminatory manner and upon their particular request.

The charges for ancillary services provided by "Infrastructure of Serbian Railways" JSC will be determined based on the actual costs incurred during the provision of the said service and will be a subject to a separate contract concluded between the interested parties.

- Access to telecommunications network

IŽS provides railway undertakings with the service of access to the telecommunications network in accordance with the market conditions. Railway Undertaking should define, together with IŽS, the scope and specification of required services.

- Provision of supplementary information

IŽS provides, if available, the following supplementary information on the use of railway infrastructure to the railway undertakings:

- Provision of Timetable material (timetable graphs, timetable booklets) prepared and published by IŽS;
- Submission of excerpts from the local regulations of importance for railway transport or other documents.

For any further information the Railway Undertaking should define, together with IŽS, the scope and specification of required services.



- Technical inspection of rolling stock

Technical inspection of rolling stock is performed upon obtaining of license for their use and prior to putting the vehicles into service.

Directorate for Railways prescribes the conditions to be fulfilled by the entities performing the technical inspection of vehicles and the manner for performing of technical inspection.

Only the rolling stock fulfilling the requirements prescribed by the Law on Safety can be included in the train and this is determined by means of a rolling stock inspection.

Railway Undertaking is responsible for proper composition of the train and it is obliged to check whether the train rolling stock is in a proper technical condition. Train composition and distribution of rolling stock in the train must ensure safe train movement and braking.

"Infrastructure of Serbian Railways" JSC is not providing the services of technical inspection of wagons and rolling stock.

- Ticketing services in passenger stations

"Infrastructure of Serbian Railways" JSC is providing the ticketing services in passenger stations according to the special request of interested Railway Undertaking and according to its own capacities and assessment of impact on its staff's basic work process.

- Maintenance services provided in maintenance facilities dedicated to high-speed trains or other types of rolling stock requiring specific facilities

The network operated by "Infrastructure of Serbian Railways" JSC currently does not have any maintenance facilities dedicated to high speed trains or other types of rolling stock requiring specific facilities providing the respective ancillary services.

- Other ancillary services

IŽS provides other ancillary services:

• Staff training and/or testing in line with the internal documents and technological procedures of IŽS.

Staff training and testing

The service of training and testing of public railway infrastructure user's staff is provided by the Infrastructure Manager in accordance with articles 60 to 64 of the Law on Safety in Railway Traffic ("Official Gazette of RS" No 41/2018) .The price for training and testing of interested users is determined as follows:

Cpp = Tpo + Tto + Tpz + Tos

This price includes:

- cost of practical training Tpo performed by minimum one expert from the Infrastructure Manager (familiarizing the candidates with the local conditions and technical capacities);
- cost of theoretical training Tto performed by minimum two lecturers (familiarizing with signalling and traffic regulations, special measures for occupational safety and protection as well as all important normative acts provisions of station regulations, technological work process etc., and if necessary provisions in connection to the transport of dangerous goods);
- cost of testing Tpz taking of expert exam regarding the familiarity with railway infrastructure performed by minimum four members of expert committee (president, 2 examiners from the expert field and 1 examiner on the provisions of measures for occupational safety and protection);



- cost of staff Tos hired for the provision of respective service according to the actual level of realization (daily allowances, travelling expenses, submission of required materials etc.)

The price for this service is determined in accordance with the separate Contract between IŽS and the interested party and specification of costs is provided in a descriptive manner and expressed according to the number of candidates and hired experts from the Infrastructure Manager involved in provision of this service.

5.6 Discounts

"Infrastructure of Serbian Railways" JSC does not approve quantity discounts.

5.7 **Performance Scheme**

One of the most important indicators of efficient network operations, both for Railway Undertaking and Infrastructure Manager, is train delay.

Train delays are monitored related to the causes of delays. Accordingly, the delays can be primary and secondary.

Primary delays are all train delays caused by interference or disturbance which led to the delay and that were not caused by delay or cancellation of other train.

Secondary delays are train delays caused by already existing earlier delay.

Overview of primary and secondary causes of train delays is presented in Appendix 7 of the Network Statement.

IŽS keeps a record of movements of all trains on its network and determines the causes of delay.

Delays can be caused by the following:

- Infrastructure Manager,
- Railway Undertaking,
- external factor.

Number of minutes of train delay is determined on the basis of deviation of train actual running time compared to the train running time envisaged by the Timetable.

The compensation for all primary train delays is calculated on the basis of the number of minutes of train delay and charged between IŽS and RU, if agreed under the Contract for the use of railway infrastructure. The reason for this is to motivate the Railway Undertaking and the Infrastructure Manager to minimize the Timetable deviations on the network and to increase the quality of transport service offered to the end users.

The compensation for delay is 0.1% of the charge for the entire train path, for every minute of delay. The total amount of the delay compensation for every individual train can be maximally up to 5% of the charge for the entire train path, for each party responsible.

For the delays of passenger trains less than 10 min per 100 km of allocated train path, that is, for the delays of freight trains of less than 40 min per 100 km of allocated train path, the charging between IŽS and RU is not performed. Calculation is performed solely for the entire train path, not for the particular parts of the path.

For the train paths shorter than 100 km the permitted delay is determined proportionally to the actual path length.

If the Railway Undertaking does not start the train 300 minutes after the prescribed departure according to the Timetable, it will be deemed that the train path of that train has been automatically cancelled for that day.



Train delays, caused by accidents or incidents, in respect of which the responsibility for the delay cannot be determined with certainty without the investigation procedure, will be calculated subsequently.

Delays caused by the external factor arise from the circumstances which are not under influence of the Infrastructure Manager or the Railway Undertaking. Delays caused by the external factor are the delays caused by the force majeure, or the delays caused by the third parties.

5.8 Changes to Charges

Charges for the minimum package of services and track access to service facilities, as well as charges for additional and ancillary services, can be modified depending on the conditions on the market of the railway services, in which case it must be published at least six months in advance.

5.9 Billing Arrangements

Method and time schedule for calculation and payment of charges, will be determined in detail in the contract between the Infrastructure Manager and the Railway Undertaking.

Charges are collected through:

Finance Department 6 Nemanjina Str. 11 000 Belgrade, Serbia Phone: +381 11 3618 465 Fax: +381 11 3618 465 finansijeizs@srbrail.rs

The Finance Department defines the payment security instrument for the use of public railway infrastructure.

For the use of public railway infrastructure during the validity period of 2023/2024 Timetable, the payment security instrument is defined according to the following:

The RU undertakes to submit to "Infrastructure of Serbian Railways" JSC (Finance department) with respect to the timely settlement of due obligations under the contract on the use of public railway infrastructure, 5 (five) blank solo bills of exchange registered with the National Bank of Serbia, bill of exchange authorization and a copy of the card of specimen signatures. Blank solo bills of exchange must be submitted within 15 days from the date of signing the contract on the use of public railway infrastructure, otherwise, the contract will have no legal effect. The term of validity of the bill of exchange authorization must be at least 30 days longer than the date of final settlement of the contractual obligation and is not related to the termination of legal effect under the Contract. The RU is obliged to submit to "Infrastructure of Serbian Railways" JSC, Finance department, new instruments for securing the regular settlement of financial obligations in case the previously submitted ones are implemented, i.e. when other circumstances arise due to which the previously submitted instruments cannot be implemented, no later than 15 days from the new circumstance's occurrence.

The Finance Department monitors the realization of the payment of due obligations under the contract on the use of public railway infrastructure, and in case the RU does not settle the due obligations within the deadline, it has the right to activate bills of exchange, which were submitted in order to secure payment.

If during the duration of the Contract on the use of public railway infrastructure, due to a delay in the settlement of obligations, a security instrument is activated, the RU will be obliged to provide a bank guarantee as an instrument for securing the payment in the following contract.

5.10 Tariff system

IŽS charges fee for the train path allocation procedure costs as follows:



- for the allocation of annual train paths for the 2023/2024 Timetable nor for the allocation of train paths under the requests for amendment of annual 2023/2024 Timetable performed within the deadlines prescribed in Appendix 4.4, IŽS will not charge procedure costs.

- for allocation of train path under the extraordinary request for amendment of the annual timetable amount to 17.137,00 RSD per train path.

- for allocation of ad-hoc train path amount to 12.213,00 RSD per train path.



6. OPERATIONS

6.1 Introduction

The transport operation on the railway infrastructure shall be such manner to ensure the protection of life, property and environment. The railway undertaking operating on the railway infrastructure will be obligated to comply with the regulations and provisions applicable to transport operations on the particular railway infrastructure.

6.2 **Operational Rules**

The list of applicable regulations and instructions related to operational rules is given in a separate Annex 2.

At some locations on the infrastructure and in some cases, there are deviations from the applicable regulations (approved by the Directorate for Railways upon IŽS's proposal). The information about this is published by IŽS. The relevant address for these regulations, instructions and modifications is:

"Infrastructure of Serbian Railways" JSC Traffic Department 6 Nemanjina Street 11000 Belgrade Serbia Tel.: +381 11 3618 214 Fax: +381 11 3616 814 sektor.sp@srbrail.rs

6.3 **Operational Measures**

In case of traffic disturbances, IŽS, together with Railway Undertakings, will undertake all necessary measures to restore normal operating conditions as soon as possible.

Traffic disturbance will mean congesting of some parts of the network or stations that may occur as a consequence of disturbances occurring in traffic due to any reason.

6.3.1. Principles

In order to solve the traffic disturbances, IŽS will undertake appropriate measures to restore the planned Timetable, while taking into consideration the needs of passengers and users of freight traffic, as well as traffic safety. Aiming to solve the traffic disturbances, IŽS may apply operation rules under 6.3.2., cancel some trains or assign another train path in agreement with a Railway Undertaking, depending on the type of disturbance and expected duration.

In case a longer traffic disruption is expected, IŽS will, in agreement with railway undertakings, prepare an interim timetable for the period until regular operation is restored. IŽS may seek railway undertakings' assistance with the aim of normalizing the traffic operating conditions, even when such railway undertakings are not directly causing the disturbances, which may include using their rolling stock and personnel in order to normalize the traffic.

6.3.2. Operation regulation

For the purposes of restoring the normal traffic flow, the operational rules for railway traffic management will apply as set out in the Law on Safety in Railway Traffic, Traffic Regulations ("Official Gazette of RS" No 34/22 and 107/22), the Instructions on particular procedures in performing of traffic service on the territory of Infrastructure of Serbian Railways ("Official Gazette of Serbian Railways" No 43/22), the Instructions on organization and work procedures of operational service in the area covered by "Infrastructure of Serbian Railways" JSC ("Official Gazette of Serbian Railways" No 21/17, 21/18 and 37/18) and other internal documents of IŽS.



In cases when traffic is interrupted on some part of the line due to a defect in the traction means of the RU in order to normalize traffic as soon as possible the IŽS operational service takes operational measures prescribed by article 34 of the internal act Instructions on organization and work procedures of operational service in the area covered by "Infrastructure of Serbian Railways" JSC ("Official Gazette of Serbian Railways" No 21/17, 21/18 and 37/18).

In case of delays and premature train dispatches, the rule applies that lower-ranking trains may not interfere with movements of higher-ranking trains. A lower-ranking train can be given the priority only if in such a way increase in delays is avoided and the higher-ranking train can make up for the delay on its further route. With same rank trains, priority is given to that train whereof delay might cause it to lose connections in connecting stations. If the connections are not in question, priority is given to that train which has a longer route to its destination station, i.e. which is running on time. Necessary measures to be taken in case of accidents and incidents are defined in the Law on Safety in Railway Traffic, by the Rules on reporting, investigating, recording, statistical monitoring and publishing of data on accidents and incidents ("Official Gazette of RS" No 32/21), Instructions on procedures in case of accidents and incidents ("Official Gazette of Serbian Railways" 44/21). Trains which are taking part in rectifying the disturbances caused as a result of accidents and incidents have the priority (ranking) over all other trains.

6.3.3. Foreseen and Unforeseen problems

Foreseen problems

Necessary measures to be undertaken in cases of foreseen problems such as: technical disturbances of signalling & safety and telecommunication devices, strong wind, natural disasters, snow etc., are governed by Traffic Regulations ("Official Gazette of Serbian Railways" No 34/22 and 107/22) and other regulations governing the above mentioned.

Unforeseen problems

In very urgent cases, when railway infrastructure is temporarily rendered unavailable for use, IŽS may, without prior notice, cancel train paths for the time period necessary to put the system back in working order. IŽS will notify all interested parties of the resulting situation.



7. SERVICE FACILITIES

7.1. Introduction

Services facility means a facility, including land, buildings and equipment, arranged in a particular manner, as a whole or partially, including the sidings connecting the network with the service facility, in order to enable provision and use of basic services provided in such facilities under the non-discriminatory and transparent conditions.

7.2. Service Facility Overview

Services facilities are:

1) station buildings, i.e. a part of station buildings, in passenger stations, intended for railway passengers, and other facilities used in passenger traffic, including the travelling information displays and the appropriate ticketing points;

2) freight terminals;

3) marshalling yards and train formation tracks, including the shunting tracks;

4) tracks for storing intended for railway undertakings' vehicles using the allocated infrastructure capacity;

5) maintenance facilities, with the exception of maintenance facilities for high speed trains or other types of rolling stock requiring specific facilities where the works performed are not routine works performed as a part of daily activities and require withdrawal of vehicle from service;

6) other technical facilities, including the cleaning and washing facilities;

7) inland waterways port facilities connected to railway activities;

8) facilities for provision of assistance;

9) facilities for fuel storing and supplying for which the prices are presented separately.

7.3. Service Facilities Managed by IŽS

IŽS will enable all railway undertakings, which have been granted the minimum access package of services for the use of infrastructure, to use all the services facilities managed by it in a non-discriminatory manner and upon their request.

7.3.1. Common Provisions

IŽS will enable all the railway undertakings with minimum access package of services to have track access to all the above mentioned services facilities in a non-discriminatory manner and upon their request, provided that railway undertakings have previously entered into a contract on the use of these facilities with facility managers and service providers.

Railway undertakings have to state the need to have track access to service facilities and to use them during the capacity allocation procedure, please refer to Chapter 4.

For the service of track access to service facilities, Railway Undertaking will be obliged to pay a charge to the IŽS based on the Contract for the use of infrastructure.

7.3.2 Use of station buildings in the function of passenger traffic

Appendix 6 contains an overview of locations where passengers may board/get off the train.

The stations along the narrow gauge lines are used for passenger service only.



"Infrastructure of Serbian Railways" will enable the use of station buildings, i.e. the part of station buildings, in passenger stations in the areas intended for railway passengers and of other facilities used for passenger traffic, including the travel information display and adequate location for ticketing services to all railway undertakings in a non-discriminatory manner and upon their request.

The use of parts of service points (station buildings, stops) and other facilities required for acceptance and dispatching of passengers also includes use of platforms and other surfaces required for access of passengers in them, as well as other areas enabling passenger movements between public road surfaces and the train.

The use of travel information displays includes the use of all existing visual information facilities already installed in individual stations.

Upon request of a Railway Undertaking IŽS will, where possible, provide a suitable area for the ticketing services.

7.3.3 Freight Terminals

The term "freight terminals" on the railway network operated by Infrastructure of Serbian Railways (IŽS), means all the railway service points used for freight operations where loading and unloading as transshipment operations are carried out.

The following types of terminals are distinguished: stations and transport forwarding, terminals for intermodal freight transport, port terminals.

Overview of services facilities for freight operations is presented in Appendix 6.

Combined transport on railway network can be performed at terminals for combined transport and at port terminals.

No	Railway station connected to the terminal	Freight terminal for combined transport	Address of freight terminal for combined transport	Terminal operator
1.	Beograd Marshalling yard (Belgrade Marshalling Yard)	ŽIT Beograd	Beograd Marshalling yard, Železnik, Lole Ribara 2.	"ŽIT Beograd" d.o.o., Beograd, Železnik, Lole Ribara 2
2.	Surčin	Nelt	Beograd, Dobanovci, Maršala Tita 206.	"Nelt Co" d.o.o., Beograd
3.	Novi Sad Marshalling yard (Novi Sad Marshalling Yard)	Luka (Port) Novi Sad	Novi Sad, Carinska 1.	"Luka Novi Sad" a.d., Novi Sad, Carinska 1
4.	Pančevo Varoš	Luka (Port) Dunav	Pančevo, Luka Dunav 1.	"Luka Dunav Pančevo" a.d., Pančevo, Luka Dunav 1
5.	Smederevo	Luka (Port) Smederevo	Smederevo, Radinac b.b.	"Luka Dunav – Železara Smederevo" d.o.o., Smederevo, Radinac b.b.
6.	Prahovo Pristanište	Luka (Port) Prahovo	Prahovo, Radujevački put b.b.	"Luka Prahovo IHP Prahovo– Krajina" d.o.o., Prahovo, Radujevački put b.b.
7.	Senta	Luka (Port) Senta	Senta, Pristanišna 1.	"Luka Senta" a.d., Senta,

Table No 7: Stations connected to freight terminals



				Pristanišna 1
8.	Sremska Mitrovica	Luka (Port) Leget	Sremska Mitrovica, Jarački put 10	"RTC Luka Leget" a.d., Sremska Mitrovica, Jarački put 10
9.	Nanac	Luka (Port) Zorka Šabac		"Zorka transporti" d.o.o., Šabac, Narodnih heroja 1
10.	Niš Marshalling Yard	MBOX Terminals d.o.o	Freight-transport terminal in Niš Vojlovački zaseok 4 St. 18560 Popovac (Niš)	MBOX Terminals d.o.o

IŽS does not operate nor provide basic services in any freight terminal within the meaning of its definition of an arranged and organized area where the receiving, storage, preparation, transshipmenthipment and dispatching of various types of goods is carried out.

For more detailed information on the services provided by the freight terminal operator or the service provider, the following entities should be contacted:

1) Železnički integralni transport Beograd - ŽIT BEOGRAD d.o.o.

Addresses: Beograd Marshalling Yard (Belgrade Marshalling Yard), Lole Ribara 2 Železnik, Belgrade and Hajduk Veljkov Venac 4/1

11000 Belgrade, Serbia

Contact details: +381 (0)11 361- 6844, +381 (0)-1 361 - 6842, +381 (0)64 81040.

2) "Nelt Co." d.o.o. Beograd

Address: Maršala Tita 2016, 11272 Dobanovci, Belgrade

Contact details: +381 (0)11 3779-143, <u>office@nelt.com</u>, <u>www.neltlsp.com</u> Information on the service facility operated by Nelt Co, i.e. on the industrial siding which is a part of Nelt terminal is provided in Appendix 3.10a.

3) DRY PORT TERMINALS DOO

Addresses: Luka Dunav 1, 26000 Pančevo and Uzun Mirkova 3/3, 11000 Belgrade Contact details: + 381 69 32 55 012, office@dpterminal , http//dpterminals.rs Information on the service facility are available on http//dpterminals.rs//

4) "MBOX Terminals" d.o.o

Address: Freight-transport terminal in Niš, Vojlovački zaseok St 4, 18560 Popovac (Niš)

Contact details: +381603593499 e-mail: operations@mboxt.com

Information on the service facility are available on https://mboxt.com

IŽS however provides the use of service points open for freight traffic, in accordance with Appendix 6 of this document, for loading, unloading and transshipmenthipment to all railway undertakings in a non-discriminatory manner and upon their request.



7.3.4 Marshalling Yards and Train Formation Facilities, including Shunting Facilities

Freight train formation yards

Freight trains may be split-up and formed at the marshalling, distribution and intermediate stations/yards, according to the user needs and requirements, and taking into account the particular technical and organizational restrictions.

Distribution Station	Distribution Section	Comments	
1	2	3	
BELGRADE MARSHALLING YARD	Belgrade Marshalling Yard- Pančevo Main St. Belgrade Marshalling– Yard - Ruma Belgrade Marshalling Yard- Lapovo Marshalling Yard Belgrade Marshalling– Yard – (Mala Krsna) ¹⁾ – Lapovo Marshalling Yard Belgrade Marshalling– Yard – Mala Krsna Belgrade Marshalling Yard- Požega Belgrade Marshalling Yard – Novi Sad Marshalling Yard	 For all trains not entering the Belgrade Marshalling Yard, the distribution station operations are taken over by Ostružnica and Resnik stations. 1) For the trains not entering the Mala Krsna station 	
BOGOJEVO	Bogojevo - Sombor Bogojevo - Novi Sad Marshalling Yard Bogojevo - Erdut (HŽI)		
BOR FREIGHT STATION	Bor Freight St Požarevac Bor Freight St Zaječar Bor Freight St Prahovo pristanište		
BIJELO POLJE	Bijelo Polje –(ŽICG) - Vrbnica -Prijepolje		
(ŽICG)	Freight St.		
BRASINA	Brasina - Ruma Brasina – Zvornik ¹⁾ Brasina - Zvornik Novi (ŽRS)	1) in both directions	
VRŠACVršac - Pančevo st. Vršac - Stamora Moravita (CFI	S SA)		
DIMITROVGRAD	Dimitrovgrad – Niš Marshalling Yard Dimitrovgrad – Kalotina Zapad		
ERDUT (HŽI)	Erdut–(HŽI) - Bogojevo		
JIMBOLIA (CFR)	Jimbolia (CFR SA) - Kikinda		
ZAJEČAR	Zaječar - Niš Marshalling Yard Zaječar - Prahovo Pristanište Zaječar - Bor Freight St.		
ZVORNIK NOVI (ŽRS)	Zvornik Novi (ŽRS) - Brasina		
ZRENJANIN	Zrenjanin - Kikinda Zrenjanin - Novi Sad Marshalling Yard Zrenjanin - Pančevo Main St. Zrenjanin – Senta Zrenjanin – (Senta) ¹ – Subotica Freight St.	 for the trains not entering the Senta station 	
KIKINDA	Kikinda – Jimbolia (CFR SA) Kikinda – Zrenjanin Kikinda – Senta Kikinda – (Senta) ¹ – Subotica Freight St.	1) for the trains not entering the Senta station	

Overview of distribution stations-sections for freight trains operation



KOSOVO POLJE	Traffic is temporarily regulated by UNMIK railways	
KRALJEVO	Kraljevo - K. Mitrovica Sever ¹⁾ Kraljevo - Lapovo Marshalling Yard Kraljevo - Požega Kraljevo – Stalać ²⁾ Kraljevo – (Požega) ³⁾ – Prijepolje Freight St.	 in both directions in both directions for the trains not entering the Požega station
LAPOVO MARSHALLING YARD	Lapovo Marshalling Yard – Mala Krsna Lapovo Marshalling Yard – Resavica ¹⁾ Lapovo Marshalling Yard - Niš Marshalling Yard Lapovo Marshalling Yard - Kraljevo Lapovo Marshalling Yard - Požarevac Lapovo Marshalling Yard - Ostružnica - Ruma Lapovo Marshalling Yard – Resnik - Pančevo Main St. Lapovo Marshalling Yard (Mala Krsna) ^{2) -} Belgrade Marshalling Yard Lapovo Marshalling Yard – Belgrade Marshalling Yard	For the trains not entering the Lapovo Marshalling Yard, the distribution operations are taken over by Lapovo station. 1) in both directions 2) for the trains not entering the Mala Krsna station
MALA KRSNA	Mala Krsna – Požarevac Mala Krsna – Lapovo Marshalling Yard Mala Krsna – Belgrade Marshalling Yard Mala Krsna – Smederevo ¹⁾ Mala Krsna – Ostružnica – Ruma Mala Krsna – Pančevo Main St.	1) in both directions
NIŠ MARSHALLING YARD	Niš Marshalling Yard - Lapovo Marshalling Yard Niš Marshalling Yard - Preševo Niš Marshalling Yard - Dimitrovgrad Niš Marshalling Yard - Zaječar Niš Marshalling Yard – Kuršumlija ¹⁾	1) in both directions
NOVI SAD MARSHALLING YARD	0 0	Tomaševac station takes over certain operations of distribution station 1) during the continuous closure of Novi Sad – Subotica line section there will be no operation of freight trains 2) in both directions
PANČEVO MAIN STATION	Pančevo Main St. – Tomaševac - Zrenjanin Pančevo Main St Vršac Pančevo Main St Belgrade Marshalling Yard Pančevo Main St. – Tomaševac- Novi Sad Marshalling Yard Pančevo Main St. – Resnik – Lapovo Marshalling Yard Pančevo Main St. – Pančevo Vojlovica ¹⁾ Pančevo Main St. – Mala Krsna Pančevo Main St. – (Mala Krsna) – Lapovo	Tomaševac station takes over certain operations of distribution station 1) in both directions 2) for the trains not entering the Mala Krsna station



Pančevo Máni St Resnik - Požega PEĆ Trafic is temporarily regulated by UNMIK raliways Požarvac - Bor Freight St. POŽAREVAC Požeravac - Mala Krsna POŽEGA Požega - Resnik - Pančevo Main St. POŽEGA Požega - Resnik - Pančevo Main St. POŽEGA Požega - Resnik - Pančevo Main St. PRAHOVO Prahovo pristanište - Zaječar PRAHOVO Prahovo pristanište - Jančevo Main St. PREŠEVO Preševo - Niš Marshalling Yard Preševo - Nabanovce (ZRSMM) I) for the trains not entering the Prijepolje Freight St Vrbnica - PRIJEPOLJE FREIGHT Prijepolje Freight St Požega Prijepolje Freight St Požega Prijepolje Treight St Požega Prijepolje Freight St Vrbnica - 1) for the trains not entering the Požega station Prijepolje Freight St Možaga Prijepolje Freight St Možaga RUMA Ruma - Ostružnica - Mala Krsna I) for the trains not entering the Marma - Novi Sud Marshalling Yard RUMA Ruma - Sabac Ruma - Sabotica Freight St. Sombor - Subotica - Subotica Senta - Zrenjanin Senta - Zrenjanin Senta - Zrenjanin Senta - Subotica Freight St. <th></th> <th>Marshalling Yard²⁾</th> <th></th>		Marshalling Yard ²⁾	
PEĆ Traffic is temporarily regulated by UNMIK railways POŽAREVAC Požarvac - Bor Freight St. Požega - Belgrade Marshalling Yard Požega - Belgrade Marshalling Yard Požega - Benik - Pančevo Main St. POŽEGA Požega - Belgrade Marshalling Yard Požega - Benik - Pančevo Main St. PRISTANIŠTE Prahovo pristanište - Zaječar PRISTANIŠTE Preševo - Niš Marshalling Yard Preševo - Niš Marshalling Yard PREŠEVO Preševo - Niš Marshalling Yard PRIJEPOLJE FREIGHT Prijepolje Freight St Vrbnica - Prijepolje Freight St Požega PRIJEPOLJE FREIGHT Prijepolje Freight St Požega PRIZREN Traffic is temporarily regulated by UNMIK railways RUMA Ruma - Ostružnica - Lapovo Marshalling Yard Ruma - Ostružnica - Lapovo Marshalling Yard Ruma - Statz Sabac Ruma - Statz Sabac Ruma - Statz Sabac Ruma - Statz Sabac ROSZKE (MAV ZRT) Roszke (MAV ZRT) - Horgoš - Subotica Senta - Subotica Freight St. Sombor - Vrba ³⁰ 1) in both directions STAMORA MORAVITA Subotica teretna - Senta Subotica teretna - Senta Subotica teretna - Senta Subotica teretna - Horgoš - Roszke (MAV ZRT) 1) During the continuou closure of Novi Sad - Subotica teretna - Horgoš - Roszke (MAV ZRT) SUBOTICA FREIGHT Subotica teretna - Horgoš - Roszke (MAV ZRT) 1) During the continuou closure of Novi Sad - Subotica teretna - Horgoš - Roszke (MAV ZRT) Subotica Freight St (Senta) - Zrenjanin ² 1) During the continuou closure of Novi Sad - Subotica teretna - Horgoš - Roszke (MAV Z			
PDZ			
POŽAREVAC POžarevac – Bor Freight St. Požega - Belgrade Marshalling Yard POŽEGA Požega - Belgrade Marshalling Yard POŽEGA Požega - Reilerade Marshalling Yard POŽEGA Požega - Reisnik – Pančevo Main St. PRAHOVO Prahovo pristanište - Zaječar PRUSTANIŠTE Prahovo pristanište - Bor Freight St. PREŠEVO Preševo - Niš Marshalling Yard PREŠEVO Preševo - Tabanovce (IŽRSM) 1) for the trains not entering the Jielo Poje (ZLG) PRIJEPOLJE FREIGHT Bijelo Poje (ZLG) Prijepojie Freight St. – Požega PRIZREN Traffic is temporarily regulated by UNMIK railways Ruma - Ostružnica - Mala Krsna RUMA Ruma - Ostružnica - Japovo Marshalling Yard Ruma - Stabac RUMA Senta - Subotica Freight St. Sobotica SENTA Senta - Subotica Freight St. Sobotica SOMBOR Sombor - Subotica Freight St. Sobotica SUBOTICA FREIGHT Subotica teretna - Senta Subotica Irie scion, dustica line scion, dustraline subotica Freight St (Senta) – Zrenjanin ²¹	PEĆ		
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Požega -Resnik – Pančevo Main St. PRAHOVO Prahovo pristanište - Zaječar PRISTANIŠTE Prahovo pristanište - Bor Freight St. PREŠEVO Preševo - Niš Marshalling Yard Preševo - Tabanovce (tŽRSM) Preševo - Tabanovce (tŽRSM) PRIJEPOLJE FREIGHT Bijelo Polje (ŽICG) 1) for the trains not entering the Požega station PRIJEPOL JE FREIGHT Bijelo Polje (ŽICG) 1) for the trains not entering the Požega station PRIZREN Traffic is temporarily regulated by UNMIK 1 RUMA Ruma - Ostružnica - Lapovo Marshalling Yard Ruma - Ostružnica - Mala Krsna RUMA Ruma - Ostružnica - Lapovo Marshalling Yard Ruma - Sabac RUMA Senta - Subotica Freight St. 1 SENTA Senta - Subotica Freight St. 1 Sombor - Subotica Freight St. 1 1 in both directions STAMORA MORAVITA Stamora Moravita (CFR SA) 1 1 During the continuou closure of Novi Sad - Subotica teretna - Senta SUBOTICA FREIGHT Subotica teretna - Sombor Subotica lereight St Novi Sad Marshalling 2) 2 For the rains not entering the Subotica lereight St. SUBOTICA FREIGHT Subotica Freight St Novi Sad Marshalling 2) 1 1 During the continuou closure of Novi Sad - Subotica lereight St Novi Sad Marshalling 2) 2 <th>POZEGA</th> <td>e</td> <td></td>	POZEGA	e	
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PREŠEVO Preševo - Niš Marshalling Yard Preševo - Tabanovce (IŽRSM) PRIJEPOLJE FREIGHT Prijepolje Freight St Vrbnica - Bijelo Polje (ŽICG) Prijepolje Freight St (Požega) Prijepolje Freight St (Požega)') - Kraljevo 1) for the trains not entering the Požega station PRIZREN Traffic is temporarily regulated by UNMIK railways 1 RUMA Ruma - Ostružnica - Lapovo Marshalling Yard Ruma - Ostružnica - Mala Krsna Ruma - Ostružnica - Mala Krsna Ruma - Sola Marshalling Yard Ruma - Sola Marshalling Yard Ruma - Sabac Ruma - Belgrade Marshalling Yard Ruma - Sabac Ruma - Sabac Ruma - Sid ROSZKE (MAV ZRT) Roszke (MAV ZRT) - Horgoš - Subotica Senta - Subotica Freight St. Sombor - Subotica Freight St. Sombor - Subotica Freight St. Sombor - Vrbas ¹⁰ 1) in both directions STAMORA MORAVITA Subotica Freight St Novi Sad Marshalling Yard ¹⁰ 1) During the continuou closure of Novi Sad - Subotica letertna - Sombor Subotica letertna - Sombor SUBOTICA FREIGHT Subotica teretna - Sombor Subotica letertna - Sombor Subotica letertna - Sombor SUBOTICA FREIGHT Subotica teretna - Sombor Subotica leterting tSt (Senta) - Zrenjanin ²⁰ Subotica Freight St (Senta) - Zrenjanin ²⁰ 2) For the trains not entering wil be no operation of freigh trains 2) For the trains not entering wil be no operation of freigh trains Subotica Freight St (Senta) - Zrenjanin ²⁰ </th <th>PRISTANIŠTE</th> <td>· ·</td> <td></td>	PRISTANIŠTE	· ·	
PRESEVO Preševo - Tabanovce (IŽRSM) PRIJEPOLJE FREIGHT Prijepolje Freight St Vrhica - Bijelo Polje (ŽICG) STATION Prijepolje Freight St Požega Prijepolje Freight St Požega) PRIZREN Traffic is temporarily regulated by UNMIK railways RUMA Ruma - Ostružnica - Lapovo Marshalling Yard Ruma - Ostružnica - Mala Krsna Ruma - Novi Sad Marshalling Yard Ruma - Belgrade Marshalling Yard Ruma - Belgrade Marshalling Yard RUMA Ruma - Belgrade Marshalling Yard Ruma - Sabac Ruma - Sida ROSZKE (MAV ZRT) Roszke (MAV ZRT) - Horgoš - Subotica Senta - Subotica Freight St. Senta - Subotica Freight St. Sombor - Subotica Freight St. Sombor - Bogojevo Sombor - Vrbas ¹⁰ STAMORA MORAVITA (CFR SA) Subotica Freight St Novi Sad Marshalling Yard ¹⁰ 1) During the continuou closure of Novi Sad - Subotica teretna - Senta Subotica teretna - Sombor SUBOTICA FREIGHT Subotica Freight St Novi Sad Marshalling Yard ¹⁰ 1) During the continuou closure of Novi Sad - Subotica teretna - Sombor SUBOTICA FREIGHT Subotica teretna - Sombor Subotica teretna - Sombor Subotica Freight St (Senta) - Kikinda ²⁰ Subotica teretna - Horgoš - Roszke (MAV ZRT) 2) For the trains not entering the Senta station 2) For the trains not entering the Senta station 2) For the trains not entering the Senta station <th>×</th> <td></td> <td></td>	×		
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ŠABAC Šabac - Ruma	ÐENERAL JANKOVIĆ		
Šid Puma	ŠABAC		
		Šid - Ruma	
ŠID Šid - Tovarnik (HŽI)	ŠID		


There are four marshalling yards on the network where most of the freight trains are formed and split-up, and these stations are at the same time the distribution stations: Belgrade Marshalling Yard, Lapovo Marshalling Yard, Niš Marshalling Yard and Novi Sad Marshalling Yard.

Due to the limited track capacities and the work organization, the train formation and splitting-up is **not permitted** at the following distribution stations: **Bogojevo, Dimitrovgrad, Preševo, Brasina, Šid, Mala Krsna and Zrenjanin.** The exception is Šid station where the formation of international freight trains and domestic feeder trains can be performed on the designated industrial sidings. The formation of trains at distribution stations Šabac and Požarevac can be performed only if these stations are loading/unloading stations for such trains.

Splitting up and formation of trains are also permitted at particular intermediate stations having the required track capacities: Velika Plana, Zrenjanin fabrika, Kragujevac, Kruševac, Radinac, Smederevo, Sremska Mitrovica, Crveni Krst and Čačak.

The following intermediate stations may also be the departure/terminal stations provided that they are at the same time the loading/unloading stations for such train: Adrovac, Aleksinac, Batočina, Valjevo, Vreoci, Despotovac, Doljevac, Dragačevo, Elemir, Zvornik, Inđija, Jagodina, Kaona, Lazarevac, Majdanpek, Odžaci, Pančevo Varoš, Pančevo Vojlovica, Paraćin, Petrovac Gložan, Pirot, Podbara, Prahovo, Prokuplje, Raška, Ristovac, Svilajnac, Svrljig, Stara Pazova, Surčin, Užice Freight St.. The restriction relating to these stations also prescribes that it is not permitted to leave and gather wagons for the purposes of forming other trains.

If the RU requests that the departure/terminal station is the intermediate station that has not been listed, such requests will be considered separately and decisions will be made on such requests depending on the available infrastructure capacities and organization possibilities at the moment of the request submission.

Passenger train formation yards

Dispatching of passenger trains with classical units formed in the technical-passenger station Zemun is possible in Belgrade Center and Zemun stations. In Zemun station track No 11 is equipped with the ramp for loading and unloading of accompanied cars.

The dispatching stations for the EMU and DMU trains can be all stations for passenger traffic, depending on the available capacities and the traffic service hours.

Distribution station	Distribution section	Comments
1	2	3
BEOGRAD CENTAR	Beograd Centar – Novi Sad Beograd Centar – Ruma Beograd Centar – Pančevo Main St. Beograd Centar - Požega Beograd Centar - Lapovo	
BIJELO POLJE (ŽICG)	Bijelo Polje (ŽICG) - Vrbnica - Prijepolje freight station	
BOGOJEVO	Bogojevo - Sombor Bogojevo - Novi Sad Bogojevo - Erdut (HŽI)	
VRŠAC	Vršac - Pančevo Main St.	

Overview of distribution stations-sections for passenger trains operation



	Vršac - Stamora Moravita (CFR SA)	
ERDUT (HŽI)	Erdut (HŽI) – Bogojevo	
DIMITROVGRAD	Dimitrovgrad – Niš	
JIMBOLIA (CFR)	Jimbolia (CFR SA) - Kikinda	if applicable
	Zaječar – Niš	
ZAJEČAR	Zaječar - Prahovo Pristanište	
ZAJECAK	Zaječar – Požarevac	
ZVORNIK	Zvornik – Šabac - Ruma	if applicable
ZVORNIK		if applicable
	Zrenjanin - Kikinda	1) 'C 1' 11
ZRENJANIN	Zrenjanin - Novi Sad ¹⁾	1) if applicable
	Zrenjanin - Pančevo Main St. ¹⁾	
	Zrenjanin - Senta	
KIKINDA	Kikinda - Jimbolia (CFR SA)	
	Kikinda - Zrenjanin	
	Kikinda - Senta	1
	Kraljevo – Kosovska Mitrovica Sever ¹⁾	1) in both directions
KRALJEVO	Kraljevo - Lapovo	
	Kraljevo - Požega	
	Kraljevo – Stalać ¹⁾	
	Lapovo – Belgrade Center	
LAPOVO	Lapovo - Kraljevo	
	Lapovo - Niš	
	Lapovo - Smederevo	
	Niš - Lapovo	
NUČ	Niš - Preševo	
NIŠ	Niš - Dimitrovgrad	1) in both directions
	Niš – Zaječar	
	Niš - Kuršumlija ¹⁾	
	Novi Sad – Beograd Centar	
	Novi Sad – Subotica ¹⁾	1) During the
	Novi Sad – Bogojevo	continuous of closure
NOVI SAD	Novi Sad – Vrbas ¹⁾ Novi Sad - Pančevo Main St.	of Novi Sad – Subotica line section,
		train traffic will not
	Novi Sad – Zrenjanin Novi Sad - Ruma	be organized
	Novi Sad - Kulla	be organized
	Pančevo Main St Zrenjanin	
PANČEVO MAIN STATION	Pančevo Main St Vršac	1) in both directions
TARCEVO MARIOTATION	i ancevo iviani șt visac	1) In both directions
	Pančevo Main St. – Beograd Centar	
	Pančevo Main St Pančevo Vojlov. ¹⁾	
	Pančevo Main St. – Novi Sad 2	2) if applicable
	Požarevac - Lapovo	
~	Požarevac - Smederevo	
POŽAREVAC	Požarevac - Zaječar	
	Požarevac – Beograd Centar	
	Požega - Beograd Centar	
,	Požega - Kraljevo	
POŽEGA	Požega - Prijepolje freight station	
	Požega – Užice ^{1}	1) in both directions
PRAHOVO PRISTANIŠTE	Prahovo pristanište - Zaječar	
	Prijepolje freight station - Vrbnica -	
PRIJEPOLJE FREIGHT	Bijelo Polje (ŽICG)	
STATION	Prijepolje freight station - Požega	
	i njepolje nergiti station - i ožega	



	D Y NIY	
PREŠEVO	Preševo - Niš	
	Preševo – Tabanovce (IŽRSM)	
	Ruma - Šabac - Zvornik	
RUMA	Ruma - Šid	
	Ruma - Beograd Centar	
	Ruma – Novi Sad	
ROSZKE (MAV ZRT)	Roszke (MAV ZRT)-Horgoš- Subotica	
	Senta – Subotica	1) in both
SENTA	Senta – Zrenjanin	directions
	Senta – Kikinda ¹⁾	
	Smederevo - Lapovo	
SMEDEREVO	Smederevo - Požarevac	
	Sombor - Subotica	
SOMBOR	Sombor - Bogojevo	
STAMOR MORAVITA (CFR SA)	Stamora Moravita (CFR SA) - Vršac	
	Subotica - Novi Sad 1 ⁾	
	Subotica - Sombor	1) During the
	Subotica - Horgoš - Roszke (MAV)	continuous of closure
GUDOTICA		Novi Sad – Subotica
SUBOTICA		line section, train
		traffic will not be
		organized
		6
TABANOVCE (IŽRSM)	Tabanovce (IŽRSM) - Preševo	
TOVARNIK (HŽI)	Tovarnik(HŽI) - Šid	
ŠABACŠabac - Rum	a	
ŠID	Šid – Ruma	
ŠID	Šid – Tovarnik (HŽI)	
l		ļ

7.3.5 Storage Sidings

IŽS network has the capacities for storing of rolling stock. Rolling stock storing services are provided by the IŽS.

Storing of standard passenger train sets, DMUs, EMUs and locomotives is carried out at all depots for accommodation and storing of rolling stock of "Srbija Kargo" JSC and "Srbija Voz" JSC.

Storing of freight wagons is carried out on special storage sidings for surplus freight wagons at marshalling yards Belgrade Marshalling Yard, Novi Sad Marshalling Yard, Niš Marshalling Yard, Lapovo Marshaling Yard, Subotica, Zaječar, Kikinda, Kraljevo, Pančevo Main St., Požega, Ruma and Sombor.

IŽS is not responsible for any damage which can occur on the rolling stock, that is, on the goods which is located in the stored wagons.

"Infrastructure of Serbian Railways" provides the service of storing of rolling stock to all interested railway undertakings which require storing of rolling stock, in a non-discriminatory manner and upon their request, and to the extent permitted by the infrastructure capacities.



7.3.6 Maintenance facilities

There are rolling stock maintenance facilities on IŽS network, but the maintenance services are not provided by "Infrastructure of Serbian Railways" JSC. Appendix 3.10. contains the details on the rolling stock maintenance facilities.

7.3.7 Other Technical Facilities, including Cleaning and Washing Facilities

"Infrastructure of Serbian Railways" provides the following basic services at technical facilities to railway undertakings in a non-discriminatory manner and upon their request:

Use of wagon scales in stations, where available, according to table 8 of this document;

- Fixed facilities for test braking in station Beograd Ranžirna (Belgrade Marshalling Yard);
- Use of freight loading/unloading ramp;
- Use of ramp for loading and unloading of accompanied cars;
- Use of loading clearance;
- Use of portal crane in Aleksinac station;

The need for using the basic services listed in bullets 1, 3, 4 and 5 must be presented by railway undertakings in the capacity allocation process, whereas the need for other services can be presented in a separate request.

More detailed information on provision of the above stated basic services can be obtained at:

"Infrastructure of Serbian Railways" JSC Traffic Department 6, Nemanjina St 11000 Belgrade, Serbia Tel.: +381 11 3618 214 Fax: +381 11 3616 814 E<u>-mail: sektor.sp@</u>srbrail.rs

"Infrastructure of Serbian Railways" does not have the special facilities and does not provide the services of rolling stock cleaning and washing.

Wagon scales

The list of stations in which are located wagon scales is given in the Table 8.

Table No. 8: Wagon scales

No.	Station	Carrying Capacity (t)	Length of weigh bridge (m)	NOTE:
1	Šid	100	20	Wagon scale is electronic.
2	Novi Sad Marshalling Yard	100	20	Wagon scale is electronic.
3	Pančevo main st.	100	20	Wagon scale is electronic.
4	Vršac	100	20	Wagon scale is electronic.
5	Zrenjanin Factory	100	20	Wagon scale is mechanic.
6	Subotica Freight St.	100	20	Wagon scale is electronic.
7	Sombor	100	20	Wagon scale is mechanic.
8	Niš Marshalling Yard	100	20	Wagon scale is electronic.
9	Požega	100	20	Wagon scale is electronic.
10	Čačak	80	15.5	Wagon scale is electronic.
11	Lapovo Marshalling St.	100	20	Wagon scale is electronic.



12	Belgrade Marshalling Yard	100	18	Wagon scale is electronic.
13	Dimitrovgrad	100	20	Wagon scale is electronic.

Fixed installations for brake control

Fixed installations for brake control are located at Beograd Marshalling Yard.

Cleaning and washing facilities

IŽS does not have special facilities for cleaning and washing of railway vehicles. The type, volume and place of cleaning of railway vehicles for passenger service are determined by the railway undertaking.

Other technical facilities

Ramps for loading and unloading of the load

"Infrastructure of Serbian Railways" JSC will enable usage of the ramps for loading and unloading of the load to all railway undertakings on the non-discriminatory way and upon their request. The need for usage of the ramps for loading and unloading of the load must be shown by the railway undertakings' in the capacity allocation procedure.

Ramps for loading and unloading of the accompanied vehicles

Loading/unloading ramps for transport of accompanied vehicles are located in stations Zemun, Novi Sad, Subotica and Niš. The need for usage of the ramps for loading and unloading of the accompanied vehicles must be indicated by the railway undertakings in the capacity allocation procedure.

- Loading gauge

Loading gauges that are in function are present at the following stations: Novi Sad Marshalling Yard, Vršac, Čačak, Požega, Dimitrovgrad, Jošanička Banja and Kragujevac.

On IŽS network there are more stations with loading gauges which are not in function currently. The correction of the list of loading gauges will be done upon putting malfunction loading gauges into the functional condition.

Crane portal in Aleksinac station

Transfer station on the territory of IŽS is Aleksinac. Mobile portable crane PD 86 with capacity up to 32 t is used for transshipmenthipment.

Service for using of wagon scales

"Infrastructure of Serbian Railways" JSC provides the wagon scales services. The price for using the wagon scale amounts to 3,309.00 RSD/wagon without VAT.

Service of loading and unloading using the portal crane in Aleksinac station

The service of loading and unloading using the portal crane together with the staff of public railway Infrastructure Manager is defined by means of a separate contract concluded between the public railway Infrastructure Manager and the Railway Undertaking, i.e. the user of the said service.

Unit price for the use of portal crane for loading and unloading amounts to 150,00 RSD/net tonne of goods VAT exclusive.

IŽS is providing other basic services if required by the railway undertaking and subject to a special contract. Other basic services that can be provided are:

• manning of facilities

Manning of unmanned service points

Structure of manning of non-manned service points, upon the railway undertaking's request, consists of:



- manning of service points of public railway infrastructure manager upon the railway undertaking's request in function of traffic management or shunting movements in such service points outside the working hours for such service point, and
- manning of service points of the railway undertaking upon its request in function of traffic management or shunting movements in such service points because the railway undertaking does not possess adequate traffic staff.

Charge for manning of service points by traffic staff amounts to:

Work place	Train dispatcher	Switch operator
Price in RSD/hour VAT exclusive	1.236,00	955,00

Calculation for periods of manning of non-manned service points starts from the moment of takeover of service at the service point until the moment of handover of service for the purposes of train operation i.e. shunting movement of railway undertaking's train set, and in case of temporarily manned stations (station working hours with interruption) not taking into account the period when the station is manned during the working hours according to the timetable booklet.

In the stations where it is necessary to perform manning with the train dispatcher and the switch operator, the manning period is the same for both employees given the responsibility of both worker during the setting up of a train route.

7.3.8 Maritime and Inland Port Facilities

The following ports are connected to public railway network:

- Port area Novi Sad
 - Operator: DP World AD Novi Sad, www.lukanovisad.rs

Information on the service facility are available at <u>https://www.dpworld.com/en/serbian/general-terms-and-conditions</u>

- Port area Smederevo Operator: HBIS GROUP Serbia Iron & Steel d.o.o. Beograd, <u>www.hbisserbia.rs</u>
- Port area Pančevo
 Operator: Port ''Dunav" AD Pančevo
 Granexport d.o.o.<u>www.granexport.rs</u>
 Specijalna luka d.o.o.

Information on the service facility are available at www.specijalnaluka.rs

- Port area Prahovo Operator: PD Elixir Prahovo, <u>https://www.elixirprahovo.rs</u>

Information on the service facility are available at <u>www.elixirprahovo.rs/logistika</u> and <u>www.elixirgroup.rs/usluge/logistika/luka-prahovo/</u>

- Port area Senta

Operator: Port Senta A.D.,

Information on the service facility are available at <u>www.luka-senta.rs</u>

- Port area Sremska Mitrovica
 Operator: RTC Luka Leget AD, <u>https://www.leget.rs</u>
- Port area Šabac
 Operator: PD Elixir Zorka



Information on the service facility are available at <u>https://www.elixirzorka.rs</u> and <u>www.elixirgroup.rs/usluge/logistika/luka-sabac/</u>

7.3.9 Relief Facilities

IŽS has on its disposal a mobile relief facility – relief (auxiliary) train. The services of relief train in cases of remedying the consequences of accidents or incidents are provided by IŽS, using its relief trains and staff, located in Belgrade, Niš and Kraljevo. In order to use the relief train services, a Railway Undertaking must address IŽS in writing: Center for relief train operations 6, Nemanjina St 11 000 Belgrade, Serbia Tel: +381 11 3620 899 Fax: +381 11 3620 899 Email: direktor.tkp@infrazs.rs

Price of services regarding the provision of relief assistance

The price for providing the basic service regarding the provision of relief assistance is determined based on the actual costs incurred during the provision of such service and it is applied in a non-discriminatory manner for all railway undertakings.

The price of transporting the relief train from the domicile station to the place of work and return to the domicile

No	Means of transport	Measuring unit	Price in RSD, VAT exclusive
1	Traction vehicle - locomotive of the operator – in operation, maneuver or expectation of operation		According to the operators bill
2	Vehicle of the working unit (ZOP, ETP, SP,) within "IŽS" – trolley, truck, etc.		According to the account of the working unit "IŽS" which performed transport
3	GEISMAR road-rail vehicle type V2R-730-S – road driving	hour	15.156,00
4	GEISMAR road-rail vehicle type V2R-730-S – railway driving	hour	18.156,00
5	Traction vehicle – locomotive "IŽS" or locomotive leased (locomotive operation + staff operation + energy) -in operation	hour	41.000,00
	-in expectation of operation	hour	15.000,00

Price for equipment and tools for the operation of relief (auxiliary) train

No	Asset description	Type of work	Measu ring unit	Price in RSD, VAT exclusive
1	Relief train	Expecting of work	hour	2.000,00
2	Relief train	Work on preparation and retrieval of intervention equipment	hour	4.000,00
3	GEISMAR road-rail vehicle type V2R-730- S	Work during intervention	hour	15.156,00



	Jack EDK 1000			
4	(99 72 9 471 001-4)	Expecting of work	hour	5.000,00
~	Jack EDK 300		1	5 000 00
5	(99 72 9 471 101-2)	Expecting of work	hour	5.000,00
6	Jack DHPD 65	Europeting of work	hour	5 000 00
0	(99 72 9 571 001-3)	Expecting of work	nour	5.000,00
7	Jack EDK 1000	Preparation, Work, Retrieval	hour	56.970,00
/	(99 72 9 471 001-4)	rieparation, work, Kettleval	noui	50.970,00
8	Jack EDK 300	Preparation, Work, Retrieval	hour	27.248,00
0	(99 72 9 471 101-2)		noui	27.240,00
9	Jack DHPD 65	Preparation, Work, Retrieval	hour	30.146,00
	(99 72 9 571 001-3)		noui	50.140,00
10	LUKAS equipment	Preparation, Work, Retrieval	hour	7.066,00
11	WALTER trolley	Installation and removal	hour	6.000,00
12	WALTER trolley	Transport	hour	3.320,00
13	WALTER trolley	Remaining of trolley under the rolling stock –	hour	600,00
15	WALTER HOlley	lump sum	noui	000,00
14	Stable power	Work	hour	2.400,00
1 '	generation unit	11 OIA	noui	2.100,00

Note: operating time is calculated in full hours – each started working hour of equipment and assets is counted as a full working hour.

Labour costs for relief train's staff

No	Type of work	Measur ing unit	Price in RSD VAT exclusive
1	Assistant on relief train	hour	704,00
2	Electromechanic	hour	981,00
3	Driver and operator of a two-way motor vehicle	hour	1.016,00
4	Rail crane operator	hour	1.027,00
5	Hydraulic equipment operator	hour	1.027,00
6	Locksmith on the relief train	hour	1.027,00
7	Rail vehicle mechanic	hour	1.027,00
8	Relief train manager	hour	1.126,00
9	Expert associate for circuit inspection	hour	1.175,00
10	Assistant relief train chief	hour	1.282,00
11	Relief train chief	hour	1.605,00
12	Employees participating in the work of relief train	pcs	1.800,00

Note: operating time is calculated in full hours – each started working hour is counted as a full working hour.

7.3.10 Refuelling Facilities

"Infrastructure of Serbian Railways" JSC is providing the services of fuel storing and issuing for refuelling of traction vehicles of all railway undertakings.

This relates to refuelling facilities at service points – stations and depots: Pančevo main St., Lapovo, Kraljevo, Požarevac, Požega, Sombor, Kikinda, Belgrade Marshalling Yard, Crveni Krst, Ruma, Zaječar, Zrenjanin, Vršac and Subotica.

Detailed information on the services of fuel storing and issuing for refuelling of traction vehicles are available at:



Department for Procurement and Central Warehousing 6, Nemanjina St 11 000 Belgrade, Serbia Tel: +381 11 3620 094 Email: <u>nabavke.infra@srbrail.rs</u>

Price for the service of storing and refuelling

The price for the service of fuel storing and issuing for the purposes of refuelling of traction vehicles of all railway undertakings is determined based on the actual costs incurred during the provision of this service and is applied in a non-discriminatory manner for all railway undertakings.

The service of fuel storing and issuing for the purposes of refuelling of traction vehicles amounts to 5.43 RSD per stored litre of diesel fuel VAT exclusive.



Network Statement 2024

APPENDICES

- 1. Organizational chart of "Infrastructure of Serbian Railways" JSC
- 2. Internal regulations (documents) and technological procedures
- 3.1 Loading gauge JŽ I
- 3.2 Loading gauge UIC-GA
- 3.3 Loading gauge UIC-GB
- 3.3a Loading gauge UIC-GC
- 3.4 Electrified lines
- 3.5 Power supply facilities
- 3.6 Overview of signalling & safety devices equipping level
- 3.7 Overview of telecommunication devices equipping level
- 3.8 List of stations with industrial sidings on which it is possible to handle dangerous goods (RID goods)
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- 3.9 Alternative transport routes
- 3.10 Facilities for rolling stock maintenance
- 3.11 Railway infrastructure development projects
- 4.1 Request for train path allocation (form)
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5.1. Overview of railway lines on which train running is possible when they are manned only with engine driver

- 5.2. Overview of the lines fulfilling the conditions for train running with an engine driver only
- 5.3. Geometry of pantograph (current collector) TYPE POS 254/III used on IŽS network
- 6. Register of infrastructure data
- 7. Overview of primary train delay causes
- 8. Overview of platforms and arranged surfaces in service points
- 9. Method for calculation of electricity consumption for train traction
- 10. Railway node boundaries



Appendix 1: Organizational chart of "Infrastructure of Serbian Railways" JSC





Appendix 2: Internal regulations (documents) and technological procedures

The internal regulations (documents) and the technological procedures applied by IŽS are listed in the Registry of regulations of importance for traffic safety i.e. in item 1.3 Internal general regulations of "Infrastructure of Serbian Railways" JSC.

The registry of regulations of importance for traffic safety is published on the web site of "Infrastructure of Serbian Railways" JSC in section About us/Library/Regulations/Safety Management System/Appendices to the Safety Management System Rules of Operation/Appendix 12.1 Library- Registry of regulations (О нама/Библиотека/Правиници/Систем управљања безбедношћу/Прилози Пословника система управљања безбедношћу/ Прилог 12.1 Библиотека-Регистар прописа).

Available on link https://infrazs.rs/izs-osnovni-podaci/biblioteka



Appendix 3.1. Loading Gauge ŽS I





Appendix 3.2. Loading Gauge UIC-GA





Appendix 3.3. Loading Gauge UIC-GB





Appendix 3.3a Loading Gauge UIC-GC



- A Pantograph movement space
- B Area for positioning of platforms according to leaflet UIC 505-4, for the speeds of up to 200 km/h
- C Possibility of reserving the space for low platforms and specific installations



Appendix 3.4. Electrified lines

Main lines:

- 1. Beograd Centar Stara Pazova Šid State Border (Tovarnik)
- 2. Beograd Centar Rasputnica G Rakovica Mladenovac Lapovo Niš Preševo State Border (Tabanovce)
- 3. (Beograd Centar) Rakovica Jajinci Mala Krsna Velika Plana
- 4. (Jagodina) Rasputnica Ćuprija Ćuprija Paraćin
- 5. (Beograd Centar) Stara Pazova Novi Sad Subotica State Border (Kelebia)
- 6. Niš Dimitrovgrad State Border (Dragoman):
 - electrified on section Dimitrovgrad State Border
- 7. Beograd Centar Pančevo Main St. Vršac State Border (Stamora Moravita):
 - electrified on section Beograd Centar Pančevo varoš
- 8. (Beograd Centar) Resnik Požega Vrbnica State Border (Bijelo Polje)
- 9. Beograd Marshalling yard "A" Ostružnica Batajnica
- 10. Beograd Marshalling yard "B" Ostružnica
- 11. Beograd Marshalling yard "A" Rasputnica "B" Rasputnica "K/K1" Resnik
- 12. Ostružnica Rasputnica "B" (Rasputnica "K/K1")
- 13. Beograd Marshalling yard "B" Rasputnica "R" Rasputnica "A" (Resnik)
- 14. (Beograd Marshalling yard "B") Rasputnica "R" Rakovica
- 15. Beograd Marshalling yard "A" Rasputnica "T" Rakovica
- 16. Beograd Marshalling yard "B" Rasputnica "T" (Rakovica)

17. connecting track in the area of Rasputnica "K/K1": (Rasputnica "B") - skretica "K" - skretnica "K1" - (Jajinci)

- 18. (Rasputnica Pančevački most) Rasputnica Karađorđev park Rasputnica Dedinje (Rasputnica G)
- 19. Inđija Golubinci
- 20. Novi Sad Novi Sad Marshalling yard Rasputnica Sajlovo
- 21. bypass track of station Mala Krsna: (Kolari) branching turnout 1 branching turnout 28 (Osipaonica)
- 22. Rasputnica Lapovo Varoš Lapovo Marshalling yard Lapovo
- 23. Trupale Niš Marshalling yard Međurovo
- 24. Crveni krst Niš Marshalling yard
- 25. Niš Rasputnica most (Niš Marshalling yard)

Regional lines:

- 1. Topčider Putnička (4+195) Rasputnica G Rakovica³
- 2. Novi Sad Odžaci Bogojevo:
 - electrified on section Novi Sad Sajlovo
- 3. Stalać Kraljevo Požega:
 - electrified on section Kraljevo Požega

4. connecting track to station Požega: (Uzići) – branching turnout No 53 - branching turnout No 54 - (Dragačevo)

- 5. Smederevo Rasputnica Jezava Radinac Mala Krsna
- 6. Mala Krsna Bor Rasputnica 2 (Vražogrnac):
 - electrified on section Mala Krsna Požarevac
- 7. Subotica Horgoš State Border (Röszke)

³ By virtue of the Conclusion of the Government of the Republic of Serbia No 340-2989/2022 dated April 7th, 2022, the Decision of Joint Stock Company for Public Railway Infrastructure Management "Infrastructure of Serbian Railways" Belgrade on termination of railway traffic, dismounting and reconstruction of infrastructure capacities on Topčider Putnička (km 4+195 – Junction "G" – (Rakovica), has been approved.



Local lines:

- Novi Sad Novi Sad ložionica:
 ▶ electrified on section Novi Sad Blok 3 Novi Sad
 2 Panžava Vanž Panžava Vailavias
- 2. Pančevo Varoš Pančevo Vojlovica



No	Facilities	Chainage
Main I	Line 101 Beograd Centar – Stara Pazova – Šid – State Border– (Tovar	
1.	EVP Zemun	009+671
2.	PSN Batajnica	021+735
3.	PS Stara Pazova	035+000
4.	EVP Inđija	043+015
5.	PS Putinci	053+600
6.	PSN Ruma	066+245
7.	PS Sremska Mitrovica	081+700
8.	EVP Martinci	094+200
9.	PS Kukujevci	105+000
10.	PS Šid	116+400
Main	Line 102 Beograd Centar - Mladenovac - Lapovo - Niš - Pr	reševo – State Border
(Tabar	lovce)	
11.	PSN Košutnjak	007+726
12.	PS Rakovica	008+656
13.	PS Kijevo	010+128
14.	EVP Resnik	014+020
15.	PS Klenje	024+800
16.	PSN Ralja	032+340
17.	PS Sopot Kosmajski	041+565
18.	EVP Mladenovac	053+100
19.	PS Glibovac	074+000
20.	PSN Mala Plana	084+350
21.	PS Plana	089+700
22.	EVP Markovac	099+345
23.	PS Lapovo Varoš	106+309
24.	PS Lapovo Putnička	109+207
25.	PSN Bagrdan	119+122
26.	EVP Jagodina	136+262
27.	PS Ćuprija	148+200
28.	PS Paraćin	154+971
29.	PSN Sikirica	165+025
30.	PS Stalać	176+154
31.	PS Braljina	186+600
32.	EVP Đunis	195+130
33.	PS Korman	205+540
34.	PS Aleksinac	214+077
35.	PSN Grejač	223+479
36.	PS Trupale	234+104
37.	PS Niš	243+287
38.	EVP Niš	248+755
39.	PS Doljevac	261+410
40.	PSN Pečenjevce	276+752
41.	PS Leskovac	287+910
42.	EVP Grdelica	300+580
43.	PS Džep	319+561
43.	PSN Suva Morava	332+860
45.	PS Vranjska Banja	347+765
46.	EVP Ristovac	365+370
47.	PS Bukarevac	386+617

Appendix 3.5 Power supply facilities



48.	PSN Tabanovci	400+060
	Line 103 (Beograd Centar) – Rakovica – Jajinci – Mala Krsna – Velika P	
49.	PS Beli Potok	017+800
50.	PSN Vrčin	026+400
51.	PS Mali Požarevac	042+800
52.	EVP Vodanj	056+700
53.	PS Mala Krsna	070+600
54.	PSN Lozovik	086+000
	Line 105 (Beograd Centar) – Stara Pazova – Novi Sad – Subotica – State	
55.	PS Inđija	042+230
56.	PSN Beška	051+880
57.	PS Sremski Karlovci	066+480
58.	PS Novi Sad	077+670
<u>59.</u>	EVP Novi Sad	081+0209
<u>60.</u>	PS Kisač	091+602
61.	PSN Zmajevo	105+045
62.	EVP Vrbas	120+135
63.	PS Lovćenac	127+824
<u>64</u> .	PSN Bačka Topola	142+745
<u>65</u> .	PS Žednik	157+926
<u>66</u> .	EVP Naumovićevo	168+590
<u>67</u> .	PS Subotica	177+262
<u>67.</u> 68.	PSN Kelebija	184+398
	Line 107 Beograd Centar – Pančevo Main St. – Vršac – State Border– (S	
69.	PS Beograd Centar	000+000
70.	PS Pančevački Most	004+687
	Line 108 (Beograd Centar) – Resnik – Požega – Vrbnica – State Border–	
71.	PS Barajevo	015+420
72.	PSN Stepojevac	029+610
73.	PS Lazarevac	045+310
74.	EVP Slovac	059+248
75.	PS Valjevo	077+905
76.	PSN Lastra	093+056
77.	PS Ražana	111+239
78.	EVP Kosjerić	118+229
79.	PS Požega	140+420
80.	PSN Uzići	150+295
81.	PS Užice – teretna	162+319
82.	EVP Sušica	178+379
83.	PS Zlatibor	193+407
84.	PSN Jablanica	206+350
85.	PS Priboj	225+338
86.	EVP Pribojska Banja	232+750
87.	PS Bistrica	241+248
88.	PSN Prijepolje	257+226
89.	PS Lučica	264+695
90.	EVP Brodarevo	273+360
91.	PS Vrbnica	285+096
Main l	Line 111 Beograd Marshalling yard "A" – Ostružnica – Batajnica	
92.	PS Železnik – ulaz	001+290
93.	PS Železnik – izlaz	002+615



94.	PSN Surčin	013+485
Regiona	l Line 213 Stalać – Kraljevo – Požega	
95.	EVP Kraljevo	080+565
96.	PSN Ovčar Banja	120+900
	Regional railway line 201 Subotica – Horgoš – State Border – (Röszke)	
97.	PS Bački Vinogradi	15+717

Remote	control centers	
98.	Centar DU Beograd	M2: 005+145
99.	Centar DU Niš	M2: 243+560
100.	Centar DU Novi Sad	M4: 078+038

Abbreviations:

EVP - Electric traction substation

PSN - Track sectioning post with neutral line

PS - Track sectioning post

CDU - Remote control center



Appendix 3.6 Overview of signaling & safety devices equipping level

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Â	On-site control and interlocking b means of turnout lock	=	76	2	180		011	138		87		247	53	3			1	cr								39+6		Ę	11	36				20	253		32	66	73	2		92	195	
	Dn-site control and interlocking by means of electrical controller	10	2					25																																				
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1	la	2	3	4	5	6	7	8	9	10	11	12	pcs 13	14	15	16	17	18	19	20	21	pcs 22	23
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	102	Beograd - Mladenovac - Lapovo - Niš - Preševo -	6+000		1		14+150	195	443	289	37	53	1	1	2	-	8	4			2	38	15
2	103	državna granica - (Tabanovce) (Beograd) - Rakovica - Jajinci - Mala Krsna - Velika	10000000	<u> </u>		93+143	201.000	41	81	81	п	3			17.9		1				1	12	4
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4	104	državna granica - (Kelebia)	15+020		4	133+722		61	121	121	15	8			2	1	1	2				-	
	105	Niš - Dimitrovgrad - državna granica - (Dragoman Beograd Centar - Pančevo glavna stanica - Vršac -	82+200	19+070	14	16+100	19+600	6	11	26	5	7			3	4	7 8	4					-
6	106	državna granica - (Stamora Moravita (Beograd) - Resnik - Požega - Vrbnica - državna		1940/0	i juest	-	191000	10	26	20		2					ð						
7	107	granica - (Bijelo Polje)	287+013		33				-	-	3	9	1	15		_			287+013		1	26	9
8	108	Lapovo - Kraljevo - Lešak - Kosovo Polje - Đeneral Janković - državna granica - (Volkovo									3		2		1		7	4					
	109	Subotica - Bogojevo - državna granica - (Erdut Beograd Centar - Novi Beograd	69+820		11		2+887	2	4	4	1	5	1				11	10					
11	111	Beograd Centar - Rasputnica G - (Rakovica					4+416	4	8	8				-		2 3		2					
		Beograd Ranžima "A" - Ostružnica - Batajnica Beograd Ranžima "B" - Ostružnica	-		-	25+658 5+902		14	26	26	1	1		-		-		-		-	1		2
	114	Beograd Ranžima "A" - Rasputnica "B" - Rasputnica				10+419		4	8	8	1						1					1	1
	115	"K/K1" - Resnik Ostružnica - Rasputnica "B" - (Rasputnica "K/K1";				2+121		1	2	2						-							
16	116	Beograd Ranžima "B" - Rasputnica "R" - Rasputnica "A" - (Resnik)				4+538		2	2	2													
17	117	(Beograd Ranžima "B") - Rasputnica "R" - Rakovica				1+149				-													
		Beograd Ranžima "A" - Rasputnica "T" - Rakovica Beograd Ranžima "B" - Rasputnica "T" - (Rakovica			-	0+709 8+379		3	5	5	-	-		-		-					-		-
	120	vezni kolosek na području Rasputnice "K/K1": (Rasputnica "B") - skretnica "K" - skretnica "K1" -				0+463																	
20	121	(Jajinci) Topčider - Rasputnica Savski most - (Novi Beograd		-		3+578		1	1			-									-		<u> </u>
	122	Topčider - Beograd spoljna - Beograd Dunav - Rasputnica Pančevački mos				6+257	4+519									1	0	0					
23	123	obilazni kolosek stanice Beograd Spoljna: (Topčider) - Blok 1 "Obala" - Blok 2 "Prelaz" - (Beograd donji grad)				1+757											1						
24	124	(Rasputnica Pančevački most) - Rasputnica Karadordev park - Rasputnica Dedinje - (Rasputnica G)					1+591																
	125	Indija - Golubinci Navi Sed Navi Sed Bastime - Bastatic Seilare	4+020 3+749		1 2	4+020		2	4	4											_		
		Novi Sad - Novi Sad Ranžima - Rasputnica Sajlovo obilazni kolosek stanice Mala Krsna: (Kolari) - odvojna			2									-				-					
27	127	skretnica 1 - odvojna skretnica 28 - (Osipaonica)				2+387					1												
28		Rasputnica Lapovo Varoš - Lapovo ranžirna - Lapovo					3+788																
		Trupale - Niš ranžirna - Međurove Crveni krst - Niš ranžirna	-		-	1+220 17+100	1	2	3	1	-	-		-		_		_		_	-	H	-
		Niš - Rasputnica most - (Niš ranžirna)				4+990		4	7		1	1											
32	132	Spojni kolosek stanice Niš: (Crveni krst) - odvojna skretnica 2 - odvojna skretnica 4 - (Ćele kula)				0+500						2											
	2022/2	Subotica - Horgoś - drżavna granica - (Roszke Pančevo Glavna stanica - Zrenjanin - Kikinda - državna	24+351		5		_			-	3	121007			18		2	2					-
-34	202	granica - (Jimbolia)	1517518		14						4	10			а.		11	4					
		Banatsko Miloševo - Senta - Subotica Pančevo Varoš - Rasputnica 2a - (Jabuka)	80+264 1+600		14				-			1		-			2	2			-		
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	209	Ruma - Šabac - Rasputnica Donja Borina - državna			<u> </u>	101+951						3			4	3	3	6					
41	-	granica - (Zvornik Novi) (Platičevo) - Rasputnica 1 - Rasputnica 3 - (Štitar)				1000 - 1000 - 1000 - 1000 - 1000 - 1000 - 1000 - 1000 - 1000 - 1000 - 1000 - 1000 - 1000 - 1000 - 1000 - 1000 -									1054								
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	213	spojni kolosek stanice Požega: (Uzići) - odvojna skretnica broj 53 - odvojna skretnica broj 54 -																					
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	9 Petrovaradin - Beočir	17+035		3												2	2					
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	1 Bač - Karavukovo	13+420		2										1		1						
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Appendix 3.7 Overview of telecommunication devices equipping level



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	ŀ	1		Others	pcs	15	0	0	0	0	0	0	0	•			0	0	0	0	•	•				0	0	0	0	0	0	0	126
			ucs	(BIA) Abook (APB)	pcs	14	0	0	0	0	0	0	0	•		0	0	0	0	0	0	0				0	0	0	0	0	0	0	397
			Trackside telephone	At level crossings (PP)	pcs	13	0	0	0	0	0	0	0	• •		• •	0	0	0	0	0	0				0	0	0	0	0	0	0	284
			Tracksi	At exit signals	pcs	12	0	0	0	0	0	0	0	• •			0	0	0	0	•	•	• •		, .	0	0	0	0	0	0	0	351
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												TO	OTHER TELECOMMUNICATION DEVICES	COMMU	NICATIO	N DEVIC	S									
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N.Sad-N.Sad Kanžirna-Sajlovo Kasp. Obilazni kolosok Mala Krena	•	• •	• •	2,000	• •		2,700			0 0	• •	• •	• •					• •		+
Lapovo Varoš-Lapovo Ranžirna-Lapovo	•	0	0	0	0	0	0			0	0	+	0		0		0	0 0	0	+
Trupale-Niš Ranžirna-Međurovo	0	0	0	0	0	0	0	0		0	0	0	0	iskra	- 0		0	0	0	0
CIVERI KISI-INIS KARZITIJA Niš-Rasputnica Most-(Niš Ranžirna)	•	• •	• •	0	17.257	0	31.500			0	0	+	0		• •		0	• •		+
(Cr.Krst-Skr.2)-Skr.3-Skr.4-(Čele Kula)	0	0	0	0	0	0	0	-		0	0	0	0		0		0	0	0	\square
Subotica-Horgos-State Border. Dančevo Glavna-Zremianin-Kikinda-State Rorder	• •	0	41.2	0 51	• •	0 0	0 4451	00		0 0	• •	• •	• •		0 0		• •	0 0	0	0 0
Banatsko Miloševo-Senta-Subotica	•	0	0	0	0	0	1,660	Kt3-1 0		0	0		0		0		0	0	0	-
Pančevo Varoš-Rasputnica "2a"-(Jabuka)	•	0	0	0	0	0	0	0		0	0	0	0		0		0	0	0	0
N.Sad-Sajlovo Rasputnica-Bogojevo	0	29	0	0	0	0	14,5	3		0	0	\vdash	0		0		0	0	0	\vdash
(N.Sad)-Sajl.RaspR.SančOrl.staj(Tomaš)	•	•	•	0	0	0	0		0	0	0	•	0		•		0 0	0	0	0
N.Sau Kanzima-Sajiovo Kaspunica Orlovat-Pasmitrica "1a". (1 ukiéwo)												+								+
Ruma-Šabac-Rasp.Donja Borina-State Border.	•	0	•	0	0	0	0	+		0	0	⊢	0		0		0	0		+
Stalać-Kraljevo-Požega	0	0	14,6	0	70,40	72,95	27,093	Z3F 2	212	0	0	\vdash	0		0		0	0	0	\vdash
Smederevo-Mala Krsna	0	0	0	0	26,4	0	0	3		0	0	H	0		0		0	0	0	H
M.Krsna-Bor-Rasputnica "2"-(Vražogmac)	•	•	•	0	0	0	0	+		0 0	•	+	•	iskra	- 0		0 0	•	0	+
NIS-Zaječar - Prahovo pristanište (Miži, Polionae, Viastani, Kasava, Balia	•	• •	• •		• •	0 0	47,000	Z3F 0		0 0	• •	+	• •	ISKra		T	0 0			+
IL-MOSOVO Folje	•	• •	• •		• •							• •			-			• •		
(Barlovo)-Rasputnica "1"-Kuršumlija	•	• •	0	0	• •	0	0			0	0	⊢	0		0		0	0		
Subotica-Subotica fabrika	0	0	0	0	0	0	0	0		0	0	\vdash	0		0		0	0	0	\vdash
Subotica-Subotica bolnica	-		<	-	~	4	4		[4									_
	-	0	0	>	2	0	0			0	0	0	0		•		0	0	,	┦



	Π	in-ground amplificrs	pcs	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	•
		Profigme bruorg svodA	pcs p	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	•
			pcs p	25	-	0		0	0	0	-	0	0	0	0	0	-	0	-	\square	0	0	0	0	0		0	0	0	0	0	0	0	0
	Digital telephone	s/iidM SST	type	24																														
	Digita	6 31 61 H	pcs	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		s\ridM 8	type	22																														
			pcs	21	•	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VICES		s\ridM 2	type	20																														
EL DE	\square		pcs	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31
MULTI-CHANNEL DEVICES		dmgələT	type	18																														
	Π	zrofilqms bruorg-nl	pcs	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
		zrəftilqms bruorg əvodA	pcs	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50
	9		pcs	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*
	cphon	Over 12 channels	type	14																														
	que tel		pcs	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28
	Analogue telephone	Up to 12 channels	type	12	ſ																													
		slannsda 5 of qu	e pcs	11	•	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
		rocal	km type	9 10	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	427,07
		Fiber optic			0			0	0	0		0	0		0	0	_	0	0	_	0	0	0		0			0	0	0	0	0		72,950 42
	Cable lines			\vdash	\vdash											_																		
(STEMS	0	¥LS	kı	2	•	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	•	0	53 507,024
CABLESY		ATKA	km	9	•	0	•	•	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	•	0	1041,450
	lines	Soldea cables	km	s	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	263,142
	Overhead lines	sonil brothero overhead lines iron	km	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31,650
Ľ		Two-wire overhead lines SiBr	km	e	•	0	0	•	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,000
		RAILWAY LINE		2	Fodbara-Rasput. "3"-Rasput. "2"-(Kać)	(Rim.Šančevi)-Rasput "1"-Rasput. "3"-(Podb.)	Vrbas-Sombor	Petrovaradin-Beočin	 Sonta-Apatin fabrika-Strilić-(Sombor) 	Bač-Karavukovo	Bačka Palanka-Gajdobra	(Ruma)-Rasp.Donja Borina-Zvornik Grad	Fid-Sremska Rača Nova-State Border.	Kikinda-Banatsko Arandelovo	Sečanj-Jaša Tomić	/ (Zrenjanin)-Zrenjanin fabr.Vršac-Bela Crkva	Pančevo Varoš-Pančevo Vojlovica	 (Uljma)-RaspA-RaspB-(Jasenovo) 		(Požarevac)-Rasput Sopot PožKostolac		Ovča-Padinska Skela	Alibunar-Seleuš	 Vladimirovac-Kovin 	Čoka-Novi Kneževac	Kikinda-MKS (ind.kolosek)		Sombor-Bački Breg		 [Višnjićevo)-Rasput.Rača-Sremska Rača 	Paracin-Stari Popovac	Surčin-Jakovo-Bečmen-(Boljevci)	 (Bgd spoljna)-km 2+290-Fabrika šećera 	Total
1		oN anil yewli	вЯ	L	305	306	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	403	404	405	406	407	408	409	410	411	412	413	
	_		_	_	_	_	_	_	_	_	_	_													_	_	_	_				_	_	1



			RADIO DEVICE														
			Locomotive dispatching radio devices				Traffic running networks (2m)					Station radio networks (0,7m)					
		RAILWAY LINE	Exchange units (with railway line splitter)	ength of covered railway line	ions	tations	tworks				st	SUO	tworks			SI	ons
No	Railway line No		5 Exchange uni	E Length of cov	A Trackside stations	E Locomotive stations	S Number of networks	so Radio link	5d Repeaters	5 Fixed stations	A Mobile stations	A Movable stations	a Number of networks	5d Repeaters	5 Fixed stations	A Mobile stations	정 Movable stations
1 5	101	2 BGD-Šid-State Border	28	29 100	30 8	31 0	32	33	34 0	35	36 0	37	38 8	39 0	40 8	41 0	42
3	102	BGD-Mladenovac-Niš-Preševo-State Border.	3	377	42	8	0	0	0	0	0	0	17	3	19	3	53
4		(BGD)-Rakovica-Jajinci-M.Krsna-V.Plana (BGD)-S.Pazova-Inđija-Subotica-State Border.	1	100	12	0 4	0	0	0	0	0	0	1 7	0	1	0	3 74
22 6		Niš-Dimitrovgrad-State Border. BGD Centar-Pančevo-Vršac-State Border.	0	0 20	0 4	0	0	0	0	0 13	0	0 4	3 4	0	3 4	0	12
1	107	(BGD)-Resnik-Podgorica-Bar	1	176	35	0	0	0	0	0	0	0	14	1	13	4	35
20 26	108 109	Lapovo-Kraljevo-Ð.Janković-State Border. Subotica-Bogojevo-State Border.	0	0	0	0	1	0	1	16 0	4	0	0	0	0	0	0
7		Beograd Centar-Novi Beograd BGD Centar-Rasputnica"G"-(Rakovica)	1	10 10	0 2	164 0	0	0	0	0	0	0	0	0	0	10	0
15	112	BGD Ranžirna "A"-Ostružnica-Batajnica	0	20	2	0	0	0	0	0	0	0	0	0	0	0	0
14	114	BGD Ranžirna."B"-Ostružnica BGD Ranžirna "A"-Rasp."B"-Rasp."K"-Resnik	0	0 20	0	0	0	0	0	0	0	0	0	0	0	0	0
25 10	115	Ostružnica-Rasp."B"-(Rasp."K"-Resnik) BGD Ranžirna "B"-Rasp."R"-Rasp."A"	0	0 8	0 4	0	0	0	0	0	0	0	0 6	0	0	0	0 19
11	117	(BGD Ranžirna "B")-Rasp. "R"-Rakovica	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9 12		(BGD)-BGD Ranžirna "A"-Rasp."T"-Rakovica BGD Ranžirna "B"-Rasputnica "T"-(Rakovica)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16 29	120	(BGD Ranz."A"-Ras.B)-Ras.K-Ras.K1-Jujinci Topčider-Rasp.Savski Most-(Novi BGD)	0	0	0	0	0	0	0	0	0	0	3	0	5	1	12
28	122	TopčBlok 1Obala-Blok 2 prelRas.Pan.Most	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
27	123 124	(Topč)-Blok 10bala-BGD Spoljna-Blok 2 prel (Vukov Sp.)-Ras.K.Park-Ras.Dedinje-(Rakov.)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	125	Inđija-Golubinci	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 41		N.Sad-N.Sad Ranžirna-Sajlovo Rasp. Obilazni kolosek Mala Krsna	0	0	0	0	0	0	0	0	0	0	4	0	4	0	11
21 30	128 129	Lapovo Varoš-Lapovo Ranžirna-Lapovo Trupale-Niš Ranžirna-Međurovo	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17	130	Crveni Krst-Niš Ranžirna	0	0	0	0	0	0	0	0	0	0	5	0	8	2	19
23 18	131 132	Niš-Rasputnica Most-(Niš Ranžirna) (Cr.Krst-Skr.2)-Skr.3-Skr.4-(Ćele Kula)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
51 43	201 202	Subotica-Horgoš-State Border. Pančevo Glavna-Zrenjanin-Kikinda-State Border.	0	0	0	0	0	0	0 2	0	0	0 2	0	0	0	0	0
32	203	Banatsko Miloševo-Senta-Subotica	0	0	0	0	1	0	2	8	0	6	0	0	0	0	0
44 39	204 205	Pančevo Varoš-Rasputnica "2a"-(Jabuka) N.Sad-Sajlovo Rasputnica-Bogojevo	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 2
40 38	206 207	(N.Sad)-Sajl.RaspR.ŠančOrl.staj(Tomaš) N.Sad Ranžirna-Sajlovo Rasputnica	0	0	0	0	1	0	2	18 0	0	4	0	0	0	0	0
42	208	Orlovat-Rasputnica "1a"-(Lukićevo)	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
47 50	209	Ruma-Šabac-Rasp.Donja Borina-State Border. Stalać-Kraljevo-Požega	0	0	0	0	1 0	0	1 0	8	0	2	2	0	2	0	5
49 34	214 215	Smederevo-Mala Krsna M.Krsna-Bor-Rasputnica "2"-(Vražogrnac)	0	0	0	0	0	0	0	0	0	0	4	0	4	0	12
35	216	Niš-Zaječar- Prahovo pristanište	0	0	0	0	1	2	2	14	0	4	3	0	2	0	5
64 62		(Niš)-Doljevac-Kastrat-Kosovo Polje Kuršumlija-Kastrat	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
56 76	220 301	(Barlovo)-Rasputnica "1"-Kuršumlija Subotica-Subotica fabrika	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
75	302	Subotica-Subotica bolnica	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
65 36		Kanjiža-Horgoš Novi Sad-Novi Sad ložionica	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
37 45	305	Podbara-Rasput. "3"-Rasput. "2"-(Kać) (Rim.Šančevi)-Rasput "1"-Rasput. "3"-(Podb.)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
33	308	Vrbas-Sombor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
69 74		Petrovaradin-Beočin Sonta-Apatin fabrika-Strilić-(Sombor)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
54 55	311	Bač-Karavukovo Bačka Palanka-Gajdobra	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
46	313	(Ruma)-Rasp.Donja Borina-Zvornik Grad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
52 60		Šid-Sremska Rača Nova-State Border. Kikinda-Banatsko Aranđelovo	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
71 81	316	Sečanj-Jaša Tomić (Zrenjanin)-Zrenjanin fabr,Vršac-Bela Crkva	0	0	0	0	0	0	0	0	0	0	0	0	0 2	0	0 4
67	318	Pančevo Varoš-Pančevo Vojlovica	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
78 48		(Uljma)-RaspA-RaspB-(Jasenovo) Senta-Odvojna skr. 22 Senta	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
70 63	321	(Požarevac)-Rasput.Sopot PožKostolac Markovac-Resavica	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
66	323	Ovča-Padinska Skela	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
53 80	403 404	Alibunar-Seleuš Vladimirovac-Kovin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
59 61	405	Čoka-Novi Kneževac	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
58	407	Kikinda-MKS (ind.kolosek) Bogojevo-Dunavska obala	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
72	408 409	Sombor-Bački Breg Sombor-Ridica	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
79 68	410	(Višnjićevo)-Rasput.Rača-Sremska Rača Paraćin-Stari Popovac	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
77	412	Surčin-Jakovo-Bečmen-(Boljevci)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
57	413	(Bgd spoljna)-km 2+290-Fabrika šećera Total:	0 9	0 996	0	0	0	0	0	0 89	0 4	0 27	0 83	0 6	0 95	0 20	0 298
		- /1011	<u> </u>	770	122	1,0	_ 0	~		,		~/			15		~70



Appendix 3.8. List of service points where it is possible to perform the transshipment of dangerous goods

The user or the authorized person is liable for safe transshipment and provision of required permits for transshipment issued by the competent authorities (ministry, local self-government, etc.) in case such permits are prescribed by law or by-laws. The Infrastructure Manager is not obliged to control permits and approvals issued by the competent authorities. In case of an accident during transshipment, the user or authorized person undertakes all necessary measures for making handling point functional.

Transshipment of the respective dangerous goods may be carried out on the handling point (handling area, ramp), i.e. the facility placed beside the track referred to in column 3, Table 1 of this Appendix. Transshipment shall be performed in compliance with the applicable regulations of the Republic of Serbia in the field of transport of dangerous goods, health and safety at work, environmental protection, waste treatment, fire protection, etc., complying with the essential safety measures which shall be provided as follows:

Keeping, disposal and storage of dangerous goods in the area of service point, including handling point is prohibited.

The handling point where transshipment is carried out must be enclosed or in any other way separated from passenger transport or from the handling point (loading, unloading, transshipment) with the goods not classified as dangerous (not RID). If a handling point is not enclosed, the client must mount movable fence which shall be removed upon handling (made of plastic orange material used in construction).

The handling point where transshipment is carried out shall have "RID – warning plate on the handling point". In case an IŽS' service point, within which there is the place of handling with dangerous goods, does not have "RID – warning plate on the handling point", the user of the handling point (consignee, consignor or authorized person) is obliged to provide the said plate at their own expense during the entire period of handling. The plate shall be made of sheet, with red colour base, on which the text with white letter is inscribed. The text shall read: RID WARNING – HANDLING WITH DANGEROUS GOODS. Minimum plate size is 600x500 mm. The plate shall look like as indicated:



Transshipment of the dangerous goods is carried out during the visible part of day, but it may be performed at night, with electrical lighting whereby the electrical devices that cannot cause fire or explosion may be used. In case an IŽS service point, within which there is the point of handling with dangerous goods does not have capacity for electrical lighting, the user of the handling point shall be obliged to provide necessary lighting at their own expense during the entire period of handling.

In case that said track is under OCL, during transshipment the voltage must be turned off and the track shall be secured in a duly manner.

Road vehicle engine shall be turned off during transshipment.



The disposal of the flammable and material which may cause or intensify fire is prohibited. Furthermore, it is forbidden to dirty the handling area with oil or oil derivatives (out of road freight vehicle).

Fire lighting or work with any open flame, use of tools which sparks and the devices with burner as well as smoking are forbidden during transshipment.

The user of the handling point (consignee, consignor or the authorized person) is obliged to perform cleaning and remove waste, which has been generated during the process of handling with dangerous goods, to the dumpsite, upon the completion of handling activities, in accordance with the Law on Waste Management, Law on Environmental Protection and other legislation and by-laws in the field of environmental protection. In case the user of authorized person does not clean the area after transshipment and does not take waste to the respective dumpsite outside the station, the railway undertaking shall perform cleaning.

The user of the handling point is obliged that, in the process of handling with dangerous goods, comply with the Law on Transport of Dangerous Goods and Law on Protection at Work (to take care on safety and health at work of their employees on the handling point), and particularly to get them acquainted, in a proven manner, with the hazards of stay in railway area (general safety of movement in IŽS's service points, way of conduct in service points, restrictions in movement, hazards from high voltage and other hazards).

Simultaneous transshipment at the same place of handling with dangerous goods of different classes is forbidden.

The service points where transshipment of certain dangerous goods from railway wagons into road vehicle and vice versa is performed are given in the Table of this Appendix.

Upon the request of the interested parties, Infrastructure of Serbian Railways JSC may approve transshipment of other dangerous goods, as well as in service points not given in the Table of this Appendix, in case there are conditions met for handling in the service point, and if the approval of the competent authority is provided for the goods that are being transshipped if it is prescribed by the law (ministries, local self-government units, , i.e. the Ministry of Interior's services).

For more information please contact:

"Infrastructure of Serbian Railways" JSC Traffic Department 6 Nemanjina St., 11000 Belgrade, Serbia Phone/Fax:+381 11 36 18 214 E-mail:sektor.sp@srbrail.rs

The table consists of 7 columns, with the following content:

- column No 1 "ordinal No";
- column No 2 "Name of a service point";
- column No 3 "Track", contains ordinal number or name of track in accordance with Station regulations (transport dispatching point or loading point);
- columns 4, 5 and 6 "Dangerous goods", contain NHM code, UN item/number for indication of hazards and class of dangerous goods, whose transshipment may be carried out;
- column No 7 "Notes", contains specific information relating to specific boxes.



Iuor		Dangerous goods				
No	Name of service point	Track	NHM	UN / number for hazards indication	Class	Notes
 1	2	3	4	<u> </u>	0 6	7
			3105 20	2067/50	5.1	,
1.	Adrovac	1	3102 30	1942/50	5.1	
2.	Alabainaa	1	3105 20	2067/50	5.1	
Ζ.	Aleksinac	1	3102 30	1942/50	5.1	
3.	Bagrdan	6	3105 20	2067/50	5.1	
	2	°	3102 30	1942/50	5.1	
4.	Bačka Topola	1, 5, 7	3105 20 3102 30	2067/50 1942/50	5.1 5.1	
			3105 20	2067/50	5.1	
5.	Bor Freight	1	3102 30	1942/50	5.1	
6.	Valjevo	II line	3105 20	2067/50	5.1	
0.	valjevo	11 line	3102 30	1942/50	5.1	
7.	Velika Plana	1	3105 20	2067/50	5.1	
<i>,</i> .		1	3102 30	1942/50	5.1	
8.	Vranje	1	3105 20	2067/50	5.1	
			3102 30 3105 20	1942/50 2067/50	5.1 5.1	
9.	Vršac	11, 19	3102 30	1942/50	5.1	
10	a		3105 20	2067/50	5.1	
10.	Grejač	1	3102 30	1942/50	5.1	
11.	Žednik	1, 6a	3105 20	2067/50	5.1	
11.		-	3102 30	1942/50	5.1	
12.	Zmajevo	5	3105 20	2067/50	5.1	
			3102 30 3105 20	1942/50 2067/50	5.1 5.1	
13.	Zrenjanin	1, 10	3102 30	2067/50 1942/50	5.1 5.1	
			3105 20	2067/50	5.1	
14.	Zrenjanin Factory	1	3102 30	1942/50	5.1	
15	Jagadina	1 0	3105 20	2067/50	5.1	
15.	Jagodina	1, 8	3102 30	1942/50	5.1	
16.	Kikinda	20, 21	3105 20	2067/50	5.1	
		_~, _ -	3102 30	1942/50	5.1	
17.	Kula	1	3105 20 3102 30	2067/50	5.1	
			3102 30	1942/50 2067/50	5.1 5.1	
18.	Lapovo	1	3102 30	2007/30 1942/50	5.1	
10	Y 1 111 1	Station for	3105 20	2067/50	5.1	
19.	Lapovo marshalling yard	disinfecting	3102 30	1942/50	5.1	
20.	Leskovac	New track	3105 20	2067/50	5.1	
20.			3102 30	1942/50	5.1	
21.	Lešak	1 short	3105 20	2067/50	5.1	
			3102 30 3105 20	1942/50 2067/50	5.1 5.1	
22.	Mala Krsna	1	3105 20 3102 30	2067/50 1942/50	5.1 5.1	
			3105 20	2067/50	5.1	
23.	Mladenovac	1,7	3102 30	1942/50	5.1	
		1	5102 50	17 14/30	5.1	1

Table: List of service points open for transshipment of dangerous goods



				1		
			3105 20	2067/50	5.1	
	Novi Sad Marshalling Yard	2, 3, 4, 7 Locomotive and	3102 30	1942/50	5.1	
			2807 00	1830/80	8	
			2806 10	1789/80	8	
24.			2815 12	1824/80	8	
	raru	freight stations	2808 00	2031/80	8	
		-	2809 20	1805/80	8	
			2815 11	1823/80	8	
			2828 90	1791/80	8	
25		1	3105 20	2067/50	5.1	
25.	Ostružnica	1	3102 30	1942/50	5.1	
			3105 20	2067/50	5.1	
26.	Palanka	1	3102 30	1942/50	5.1	
			3105 20	2067/50	5.1	
27.	Pančevo varoš	1	3102 30	1942/50	5.1	
			3105 20	2067/50	5.1	
28.	Pančevo Main St.	20, 21	3102 30	1942/50	5.1	
			3102 30	2067/50	5.1	
29.	Paraćin	1				
			3102 30	1942/50	5.1	
30.	Pirot	1	3105 20	2067/50	5.1	
			3102 30	1942/50	5.1	
31.	Požarevac	1	3105 20	2067/50	5.1	
511	1 Ozaroval	1	3102 30	1942/50	5.1	
	Požega	19	3105 20	2067/50	5.1	
32.			3102 30	1942/50	5.1	
			3102 30	1742/30		
33.	Prijepolje Freight	13	3105 20	2067/50	5.1	
55.	T Hjepolje Preight	15	3102 30	1942/50	5.1	
24	Prokuplje	1	3105 20	2067/50	5.1	
34.			3102 30	1942/50	5.1	
25	D :	Right dead-end	3105 20	2067/50	5.1	
35.	Resavica	track	3102 30	1942/50	5.1	
26	D	1.0	3105 20	2067/50	5.1	
36.	Ruma	1, 2	3102 30	1942/50	5.1	
	~		3105 20	2067/50	5.1	
37.	Svilajnac	1	3102 30	1942/50	5.1	
		-	3105 20	2067/50	5.1	
38.	Senta	1, 10,11	3102 30	1942/50	5.1	
			3105 20	2067/50	5.1	
39.	Sombor	20, 21	3102 30	2007/30 1942/50	5.1	
			3105 20	2067/50	5.1	
40.	Sremska Mitrovica	1,9				
			3102 30	1942/50	5.1	
41.	Stalać	1 short track	3105 20	2067/50	5.1	
			3102 30	1942/50	5.1	
42.	Subotica	1, 33, 34 and 36	3105 20	2067/50	5.1	
		freight station	3102 30	1942/50	5.1	
43.	Ćićevac	1	3105 20	2067/50	5.1	
		-	3102 30	1942/50	5.1	
44.	Ćuprija	1	3105 20	2067/50	5.1	
	Cupiija	1	3102 30	1942/50	5.1	
45.	Užico Freight	1	3105 20	2067/50	5.1	
43.	Užice Freight		3102 30	1942/50	5.1	
16	Čačak	1-dead-end track	3105 20	2067/50	5.1	
46.			3102 30	1942/50	5.1	
47	Čala a	17	3105 20	2067/50	5.1	
47.	Šabac	1,7	3102 30	1942/50	5.1	
P						


48.	Stara Pazova	7	3102 30	1942/50	5.1	
49.	Kruševac	1	3105 20	2067/50	5.1	
49.	9. Krusevac 1	1	3102 30	1942/50	5.1	
50.	Vrbas	10,11	3105 20	2067/50	5.1	
51.	Daimal	1	3105 20	2067/50	5.1	Only for goods
51.	I. Bajmok 1	1	3102 30	1942/50	0 5.1	in sacks
50	Futor	1	3105 20	2067/50	5.1	
52.	Futog	1	3102 30	2007/30	5.1	



No	Regular route	Distance (km)	Alternative route	Distance (km)
1	Subotica-Novi Sad	98.5	Subotica-Sombor-Vrbas-Novi Sad	150.5
2	Subotica-Novi Sad	98.5	Subotica-Sombor-Bogojevo-Novi Sad	165.4
3	Subotica-Novi Sad	98.5	Subotica-Zrenjanin-N.Sad	230.6
4	Subotica-Belgrade	175.6	Subotica-Zrenjanin-Pančevo- Belgrade	234.6
5	Novi Sad-Belgrade	77.1	Novi sad-Orlovat-Pančevo-Belgrade	148
6	Kikinda-Subotica	96.4	Kikinda-Orlovat-N.Sad-Subotica	271
7	Belgrade-Lapovo	109.6	Belgrade-Požega-Kraljevo-Lapovo	306.1
8	Belgrade-Lapovo-Kraljevo	194.3	Belgrade-Požega-Kraljevo	221.4
9	Belgrade-Niš	243.5	Belgrade-Požarevac-Zaječar-Niš	372.9
10	Belgrade-Požega	154.9	Belgrade-Lapovo-Kraljevo-Požega	260.8
11	Belgrade-Požega-Vrbnica(ŽCG)	299.3	Belgrade-Lapovo-Kraljevo-Požega- Vrbnica(ŽCG)	405.2
12	Belgrade-Smederevo	83.1	Belgrade-Mladenovac-V.Plana- Smederevo	132.8

Appendix 3.9. Alternative transport routes

Note: For departure/terminal station the names of the nodes are given, and various service points may be comprised within the respective node.



Appendix 3.10. Facilities for rolling stock maintenance

Maintenance of railway vehicles is performed in accordance with the Rulebook on Railway Vehicle Maintenance ("Official Gazette of RS", No 144/20).

Service facilities for provision of the basic services- where the works on the maintenance of vehicles are executed, and which are not carried out regularly as the part of daily activities requiring the vehicle to be detached from traffic are the organizational units of the other companies and Infrastructure of Serbian Railways JSC does not provide this type of services.

In accordance with the available data, service facilities and basic maintenance services provided by the Joint Stock Company for Passenger Railway Transport "Srbija Voz", Belgrade are as follows:

Location	Address	Facility	Primary Purpose	Basic Information
	Milana	Depot Zemun	Maintenance of electric rolling stock and passenger coaches	Area: 10.200 m2 6 tracks of unit length 220 m
Zemun	Rešetara bb	Depot for underfloor wheel lathe	Wheel processing of rolling stock	Area: 350 m2 It has underfloor wheel lathe without dismantling of wheel-sets
		Workshop	Regular maintenance of electric and diesel locomotives	Area: 85 m2 Disposes of service canal of 36m and platform but without a canopy
Lapovo Lava Tolstoja 10		Maintenance depot	Maintenance of electric and diesel locomotives and motor trains	Area: 1.part 1088 m2 and second part 625 m2 It has two running lines 2 out of which there are two canals on one line in the length of 50m and 20m. It disposes of single-axle weighbridge for measuring and adjusting the axle load of the rolling stock.
Sombor	Sombor Braće Miladinom 1 Hangar		Maintenance of DMUs, and may be used for maintenance of freight wagons and diesel locomotives	Area:1337,5 m2 It has two tracks of the length 78 m and 24 m; it disposes of underfloor wheel lathe for wheel processing on rolling stock without dismantling. Area: 687 m2
		Depot for railbuses		has 1 track in the length of 78 m
Zrenjanin	Dr Vase	Depot for railbuses	Maintenance of railbuses and replacement of wheel-sets of 711 DMUs	Area: 277 m2 1 canal in the length of 27 m
21011ja11111	Stajica 2	Depot for DMUs	Maintenance of DMUs	Area: 432 m2 1 track in the length of 34 m
Vršac	Pavliški put bb	Depot for maintenance of rolling	Inspections and extraordinary repairs of smaller scope on diesel traction units and	Area: 787 m2 Two tracks in the length of 40 m



		stock	DMUs, as well as the overhauls of freight wagons	
Zaječar	Železnička bb	Workshop for repair of locomotives	Maintenance of diesel traction units and freight wagons	Area: 1250 m2 4 track out of which two are, unit length- 50 m

For more information on the provision of basic services in the above facilities responsible is their user in "Srbija Voz", Belgrade, Department for Rolling Stock Maintenance.

Contact point: Director of Department for Rolling Stock Maintenance - Mr. Vladan Petrović Address: 6 Nemanjina St. 11000 Belgrade, Serbia E-mail: vladan.petrovic@srbrail.rs Phone: +381 64 845 22 64

Information on the service facilities and services provided by the Joint Stock Company for Freight Railway Transport "Srbija Kargo", are available on the web-site: <u>http://www.srbcargo.rs/rs/usluzni-objekti</u>. Information on the service facility and services provided by Šinvoz is available on the website <u>www.sinvoz.rs</u>.



Appendix 3.10a. Information on the service facility managed by Nelt Co



Nelt Co d.a.a. Maršala Tita 206 P. fah 530 11272 Dobanovci Srbija t +381 11 3779 100 f +381 11 3779 140 office@nelt.com www.nelt.com www.nelt.sors PIB 100037645 MB 17304712

Sektor za pristup železničkoj infrastrukturi Nemanjina 6, Srbija Datum: 21.12.2020.

PREDMET: INFORMACIJE O USLUŽNOM OBJEKTU – Industrijski kolosek "NELT Co", koji je deo Nelt Terminala

U stanici Surčin na pruzi Beograd Ranžirna, Park B - Ostružnica - Batajnica za javnu železiničku infrastrukturu kojom upravlja "Infrastruktura Železnice Strbije" ad priključen je industrijski kolosek čiji je vlasnik "Nelt.Co." d.o.o. Beograd.

Industrijski kolosek je namenjen samo za prijem i otpremu kolskih pošiljaka i isti se ne koristi za potrebe prevoza opasnih materija.

Industrijski kolosek počinje u nastavku četvrtog koloseka stanice Surčin odvojnom skretnicom br:2, u km. 14+166,57 pruge Beograd Ranžirna A– Ostružnica – Batajnica.

Industrijski kolosek "NELT Co" doo Beograd, odvaja se od javne železničke infrastrukture, kojom upravlja "Infrastruktura Železnice Srbije" ad, u stanici Surčin koja je nalazi u km 14+635,60 (*sredina stanične zgrade*) jednolosečne elektrificirane pruge Beograd Ranžirna, Park B - Ostružnica - Batajnica.

Skretnica br. 1c industrijskog koloseka "NELT Co" doo Beograd , matični kolosek razdvaja na dva kraka odnosno na dva koloseka

Industrijski kolosek je ukupne građevinske dužine 1293,31m i sastoji se od tri dela i to:

- matičnog koloseke građevinske dužine 616,00 m
- Kolosek I građevinske dužine 348,00 m
- Kolosek II građevinske dužine 343,31 m

Koloseci I i II imaju korisnu dužinu svaki po 300 m tako da je ukupna korisna dužina na industrijskom koloseku 600 m.

- Industrijski kolosek oposobljen je za kategoriju pruge C2 odnosno za:
 - najveću dozvoljenu masu po osovini do 20 t/os (200 kN/os) i
 - najveću dozvoljenu masu dužnom metru do 6,4 t/m (64 kN/m)

Koloseci I i II su na industrijskom koloseku vezani samo sa jedne strane tako da se na drugom kraju završavaju grudobranima,.

Manevru od stanice Surcin do Industrijski kolosek "NELT Co", za sada obavlja železnički operater "Srbija Cargo" ad.

Posedujemo 1 reach stacker kojim vršimo manipulacije kontejnera sa voza koji pristigne na Industrijski kolosek "NELT Co",

Cena za manipulacije punih kontejnera naplacuju se EUR 25 a praznih kontejnera EUR 20. obracunata u dinarskoj protivvrednosti





Nelt Co d.a.a. Maršala Tita 206 P. fah 530 11272 Dobanovci Srbija

t +381 11 3779 100 Pil f +381 11 3779 140 Mil office@nelt.com www.nelt.com www.nelt/sprs

PIB 100037645 MB 17304712

Radno vreme Nelt terminala je radnim danima od 08h – 21h, subotom od 08h-16h, nedelja je neradni dan. Praznicima ne radimo

Nelt terminala Ul. Maršala Tita 206, 11272, Dobanovci +381 60 8318595 +381 11 3779 33 www.nelt.com

S poštovanjem,



Appendix 3.11. Railway infrastructure development projects

The National Assembly, upon the proposal of the Government, passes the National Program for the railway infrastructure, which contains:

1. the existing characteristics and condition of the railway infrastructure of the Republic of Serbia;

2. strategy for construction, reconstruction and maintenance of the railway infrastructure;

3. development components in the construction of the new infrastructure capacities of special significance for the Republic of Serbia;

4. defining of the structure, time schedule for realization of priorities, level and sources of the financial assets needed for completion of the National Program activities.

National Program is passed for a five-year period.

Based on the National Program, the Infrastructure Manager prepares the annual program for construction, reconstruction and maintenance of the railway infrastructure, organization and regulation of the railway traffic.

No	Project	Estmated commencement of works (date or quarter)	Duration of works	Works' execution method
1	Modernization (construction and reconstruction) of railway line Belgrade –Subotica –state border (Kelebia) section Novi Sad - Subotica	December 2021	Q1 2025	As of April 7, 2022 complete traffic interruption is valid between the service points Novi Sad (excl.)- Subotica (excl.)
2	Civil engineering reconstruction of Niš – Dimitrovgrad railway line, section Sićevo - Dimitrovgrad	November 11 th , 2023	April 2026	Execution of the works and traffic performance according to the schedule: 36/36/36/60. Total line closure in the duration of 91 days starting from April 1, 2023 until July 1, 2025.
3	Electrification of Niš – Dimitrovgrad railway line, section Sićevo - Dimitrovgrad	March 2024	April 2026	Execution of the works and traffic performance will be realized alternately in intervals agreed with the Contractor.
4	Construction of northern bypass around city of Niš: 1. Crveni Krst – Pantelej – Matejevac 2. Trupale – Crveni Krst 3. Trupale – Niš Marshalling Yard	Q4 2023	The works are estimated to be completed by Q4 2024	Execution of the works and traffic performance will be realized alternately in intervals agreed with the Contractor.



Appendix 4.1. Request for train path allocation (form)

Fax.

Application form for train path allocation

Railway undertaking - operator:

Address:

Contact person:

Tel.

Place and date:

1. BASIC INFORMATION ON THE REQUESTED TRAIN PATH						
	Train No in	Desired tir	ne	Route		
Train type	the previous timetable	departure	arrival	from	to	via
NOTES						
2. TRAIN TIMETABLE	INFORMATIO	N				
Stops in service points	Staying time points [min]	in service	Running	calendar		

e-mail:

3. TRAIN	INFORMATI	ON	i	i	1		İ
	Additional				Braking	2	
Type of	traction						
traction,	units, serial						
serial No	No of	Series and No	Train	Train			Maximum
of	traction	of the wagon	mass	length	Туре	Percentage	train speed
traction	unit,	/motor unit	[t]	[m]	rype	[%]	[km/h]
unit,	function in						
route	the train,						
	route						

4. OTHER REQUIREMENTS

L.S. SIGNATURE



Appendix 4.1a. Request for train path allocation (e-papir)

Republic of Serbia JSC "Infrastructure of Serbian Railways" Rail Infrastructure Access Department <u>www.infrazs.rs</u>

REQUEST

FOR TRAIN PATH ALLOCATION

Basi	Basic information about the applicant												
Business name / title													
Head office													
Contact phone													
Name and surname of the representative													
Identification number								PIB					
Email address													

Basic data on the required train path								
	Number of	Number of Desired time						
Train type	train i previous TT	departure	arrival	from	to	via		
Note								
	Т	rain timeta	ble data					
Stops in service points	Staying time in points [m			Running calendar				
	Train data							



	Additional				B	Fraking	
Type of traction, serial No of traction unit, route	traction units, serial No of traction unit, function in the train, route	Series and No of the wagon /motor unit	Train mass [t]	Train length [m]	Туре	Percentage [%]	Maximum train speed [km/h]
			Special	note			

I am aware that, if I do not submit the stated data, necessary for the decision-making of the body within 8 days, the request for initiating the procedure will be considered irregular.

The request can also be submitted on sektor.pzi@srbrail.rs

In ______ , on _____

Applicant's signature



INFORMATION FOR THE APPLICANT

Deadline for resolving the submitted request	30 days before the start of the timetable
--	---



Appendix 4.2. Instruction for completion of the Request for train path allocation

		Specify train category:
	Train type	Passenger train (EuroCity, InterCity, express, fast, semi-fast, passenger, cross-border, suburban, train of accompanied motorcars, travel agent's train, empty train);
		Freight train (single type of load train, single wagon load train, intermodal train, express, fast, direct, sectional, block train, pick-up goods train, circuit-working train, industrial, military, train with empty wagons, locomotive, test)
1.	Train No in the previous timetable	Specify the number of the train from the previous timetable, whose path elements match applicant's request (e.g. 541, 40760,)
	Desired time	Specify the desired time of the train departure from the origin station or the time of arrival to the destination station
	Route	Specify the origin and destination station of the train route and characteristic service point between those two stations which define the train route
	Stops in service points	Specify all service points where the train needs to stop
2.	Staying time in service points	Specify the needed staying time in each service point, in minutes
2.	Running calendar	Specify the days of the train running. For the trains whose running calendar covers several days, indicate the calendar on the entire route. In case a train path for an optional train is requested, indicate "Optional".
	Type of traction, serial No of traction unit, route	Specify traction type (electric or diesel), serial number of traction (operating) locomotive if there is change of traction on the required route
	Additional traction units, serial No of traction unit, function in the train, route	Specify number of additional traction units, traction units type (electric or diesel), serial number, position on the train (engine, double heading, banking,) additional traction unit running route
3.	Series and No of the wagon/motor unit	Specify wagon series (letter designation of wagon series) and number of wagons of the train i.e. series, number and serial number of multiple-unit sets (DMU/EMU)
	Train mass	Specify weight of all vehicles on the train including weight of operating locomotives
	Train length	Specify train length in metres without the length of operating locomotives



г

		Braking type: specify braking type (G, P, R, Mg,)
	Braking	Braking percentage: specify braking percentage which has to be considered during timetabling
	Maximum train speed	Specify maximum train speed considering characteristics of vehicles on the train
4.	Other requirements	Specify other requirements of the train such as: shunting of vehicles, change of train composition, connection, staff shift, type of intermodal transport unit, dangerous goods type, special consignments, hand-over procedures on border crossings, trains hand-over on mutual confidence, technical stops (inspection, water supply, waste handling and similar) and time period required, need for additional track capacities (side tracking, pre-heating/cooling, forming of trains and similar), need for access to other additional service facilities and similar.

Note: Upon receipt of the request for path allocation, IŽS will provide the RU with the data based on which the RU will calculate the train running times and submit them to IŽS.



Appendix 4.3. Deadlines for annual 2023/2024 timetable preparation

Phase	Authority	Deadline
Submission of requests for path allocation for international passenger trains	RU	10.02.2023
Regular deadline for submitting allocation requests for annual timetable	IM	12.12.2022-11.04.2023
Coordination and harmonization of requests	IM/RU	12.04.2023-03.07.2023
Presentation of the First Draft timetable to RU	IM	03.07.2023
Draft review – remarks, suggestions, proposals and opinions	IM/RU	04.07.2023-04.08.2023
Draft timetable 2023/2024	IM	31.08.2023
Solving of problems and questions	IM	01.09.202308.09.2023
Extraordinary requests (remaining capacities)	RU	02.10.2023
Final deadline for capacity allocation according to extraordinary requests (remaining capacities)	IM	23.10.2023
Timetable coming into effect	IM	10.12.2023



Amendment No	Submission date of requests for amendments to annual timetable	Deadline for capacity allocation	Application date for amendments to annual timetable
I	10.12.2023.	15.01.2024.	05.02.2024.
II	05.02.2024.	18.03.2024.	08.04.2024.
III	15.04.2024.	17.05.2024.	09.06.2024.
IV	08.07.2024.	12.08.2024.	02.09.2024.
V	05.08.2024.	16.09.2024.	07.10.2024.

Appendix 4.4. Deadlines for amendments to annual 2023/2024 Timetable



Appendix 5.1. Overview of railway lines on which train running is possible when they are manned only with engine driver

Train running with engine driver only in a traction unit, without train crew (engine driver – without train crew), can be performed on the following lines:

- Belgrade Center-Stara Pazova Šid state border (Tovarnik);
- (Belgrade Center) Stara Pazova -Novi Sad Subotica state border (Kelebia);
- Belgrade Center Junction G Mladenovac-Lapovo-Niš-Preševo state border (Tabanovci);
- (Belgrade Center) Rakovica Jajinci Mala Krsna Velika Plana;
- Belgrade Center Pančevo Varoš (Vršac);
- Belgrade Center Resnik Požega Vrbnica state border (Bijelo Polje)
- Section Resnik-Požega-Užice;
- Inđija Golubinci;
- Novi Sad Novi Sad Marshalling Yard Open line junction Sajlovo;
- Belgrade Center Novi Beograd;
- Belgrade Center Open line junction G (Rakovica);
- Belgrade Marshalling Yard "A" Ostružnica Batajnica;
- Belgrade Marshalling Yard "B"- Ostružnica;
- Belgrade Marshalling Yard "A"-Open line junction "B"-Open line junction "K/K1"- Resnik;
- Ostružnica Open line junction "B" (Open line junction"K/K1");
- Belgrade Marshalling Yard "B" Open line junction "R"-Open line junction "A"-(Resnik);
- (Belgrade Marshalling Yard "B") Open line junction "R" –Rakovica;
- Belgrade Marshalling Yard "A" Open line junction "T" Rakovica;
- Belgrade Marshalling Yard "B" Open line junction "T" (Rakovica);
- Connecting line in the area of Open line junction "K/K1": (Open line junction "B") switch "K" switch "K1" (Jajinci);
- Topčider Putnička (km 4+195) Open line junction G (Rakovica)⁴;
- (Open line junction Pančevački most) Open line junction Karađorđev park Open line junction Dedinje – (Open line junction G);
- By-pass line of Mala Krsna station: (Kolari) junction points 1 junction points 28 (Osipaonica);
- Open line junction Lapovo Varoš Lapovo Marshalling Yard Lapovo;
- Trupale Niš Marshalling Yard Međurovo;
- Crveni krst Niš Marshalling Yard;
- Niš Open line junction Most (Niš Marshalling Yard);
- Mala Krsna Požarevac (Bor);
- Pančevo Varoš Pančevo Vojlovica;
- Smederevo Open line junction Jezava Radinac Mala Krsna;
- Novi Sad Marshalling yard Open line junction Sajlovo.
- Subotica Horgos State Border (Röszke).

On the other lines, in particular cases, train running can be performed with engine driver – without train crew in compliance with terms stipulated in the Traffic Rulebook ("Official Gazette of the Republic of Serbia", No 34/22 and 107/22).

⁴ By virtue of the Conclusion of the Government of the Republic of Serbia No 340-2989/2022 dated April 7, 2022, the Decision of the Shareholders' Meeting of Joint Stock Company for Public Railway Infrastructure Management "Infrastructure of Serbian Railways" Belgrade concerning the termination of public railway traffic, dismounting and reconstruction of infrastructure capacities on railway line Topčider Putnička (km 4+ 195) – Open line junction "G" – (Rakovica), has been approved.



Appendix 5.2. Overview of the lines fulfilling the conditions for train running with an engine driver only

List of Infrastructure of Serbian Railways lines that do not meet the conditions for operation of traction units with an engine driver only (other lines meet the conditions):

- (Belgrade Center) Resnik Požega- Vrbnica- state border (Bijelo Polje)
 - ➢ Užice − Vrbnica section.





Appendix 5.3. Geometry of pantograph (current collector) TIP POS - 254/III used on IŽS network



Appendix	6.	Register	of	infrastructure data
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			00 BRESTOVI	_	_			09 KOLARI		_	-			1 ILGAVENA		-		26 KRNJEVO/TRNOVCE		O VELIKA PLANA	00 OPEN LINE .	00 ČUPRIJA 20 PARAĆIN	The second secon		52 INDUA				_			-	RI KIEAČ		- 1	5 VRBAS		-	8 MALI IDOS POLJE 8 RAČKA TOPOLA	_	1.1	_	
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	-	t	2.706	1.867	4.604	4.544	.904	5.390	106.0	1.268	1.196	1.731	2.770	1.437	3.600	1.350	4.950	2.509	4.413	0800		0.500	0.000		7.918	8.026	3.754	4.400	0.658	1.511	*0.210	3.596	9.746	6.675	5.482	13.207	1.373	4.702	3.343	8.602	5.018	5.158	4.204
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	acceptance of the longest trains	5	3 and 14	and 3		(man)	3	-	t	3	_	+		5		2 and 3	t	2 and 3		~	2 and 3	CIDI		2 and 3	CR	2 and 3		4	C DIE 7	t	2		er - (Si	6	T	T	t	19	H	2 4	4 and 5 2 and 3
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8←A	longest frains acceptance of the Tracks for	13	13 and 14	2 and 3		106 Niš - Dimitrovgrad - state border - (Dragoman)	9			3	-	t		7		2 and 3		2 and 3		1	7 and 3	C NID 7		7 and 3	C DIE 7	2 and 3		5 T T	C DUE 7		5	1	ica - Vrša	8 and 10				9		3 4 and 6	2 and 3
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٨	Railway line calegor	6	D3	ß	f D3	106		D3	D3	D3	E A	C C	D3	D3	E L	E CA	E E	D3	D3	8	SE	SB	D3	D3	D3	D3	D3	B	1	36	D3	D4	ntar -		DA	D4	4 P P	A A	D4	D4	D4
į	Class of railway line	60	M	M				MX	X	М	XX	z X	M	M	XX	X	X	N	M	XX	N N	X	X	XX	N	M	М	X	N N	ž	X	X			M	Z >	M	X	М	N 2	M
ənil	Single/double-track		2	S	Strare	2		ŝ	o s	s	su	2 02	s	s	su	2 S	s s	S	s	s	2 4	2 V	S	s	2 S	s	s	ŝ	20	2 0	2 v	s s	107 Beograd		A				A		s N
1	Type of service poin	9	-	7	13 of worl	1 AL 10	П	12	5		ر	- 0	64	1	3 3	0 0	9		3		n e	3 00	3	с с	10	1	3	ε,	-	2 6		13	107 B		-	m 1		+			
			1	1	ment .	TION	Η		t	H	+	\uparrow			+	t	T			1	t	t	H	+	t	T				t		5.0	T	H	+	T	t	+	H	+	Η
	Name of service point	S	650 SUBOTICA TERETWE	-474 SUBOTICA	05/12/1882. 8:108 184-582 [STATE BORDER On the sections where the works are being executed the data that were anolitable before the communication of works are no	ה ההוווק הפרה פורט מוני טמיש הומי ידיבור מף מושמער טבו אר מום בטווווימורי	0+241 NIŠ	0+736 JUNCTION POINT 4 NIŠ 1-2566 da u trutseva da ameaa	3+400 VOINA BOLNICA		64200 EI NIŠ 04600 MTČVA DANJA	-		4509 OSTROVICA	4559 MAIDAN OSTROVICA Hendid a dich dici	-		_		1912 BELA PALANKA				4900 CRVENCEVO 4817 STAND'ENGE					HI33 SUKOVO HADA ŽINIKA AVCI			1930 STATE BORDER		0+000 BEOGRAD CENTAR	-		4+568 FAN LE VACKI MOSI 7+100 KRNIAČA MOST		9+981 SEBES		18+206 PANČEVO VAROŠ
	Sganiage (Thainage	4	175+650		Vorks are being	1	0+2							22+509	23+759						1010101			61+900					004500			-								_	
	Distance in km	3	3.688	0.824	8.108 where the w	0111 C 1011 L		0.495	1.634	2.061	0.739	4.200	2.448	5.361	1.250	2.200	2.600	2.126	3.254	5.232	5 000	3.300	2.000	3.100	3.483	5.635	3.965	4.800	4.49.5	2 200	4.723	6.507			1.232	1.568	2.412	1.020	1.861	2.511	*3,007
handover to public transport	Right track Left track	1 2			05.12.1382. In line sections								01.06.	1007.											1.11.	1887.								10000		30.E.	+	.661	5T'T	1.11	11.10.1935
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	əbuitilA	30	104.0	146.0	120.0	81.7	87.6		102.3	82.0	104.3	171.1		153.3	117.0		35.3	93.7	108.5	110.0	123.6		145	Γ	186.4	264	388 5	501		487.1	411.9		352.1	T		311.6	T	T		Π	363.2	401
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sn	Мітітит сигче гаді			500	350	600	600	600 200	300	1905		300		400	400	201	400	450	450	200	450		500	T	600	300	300	300		300	300		500	T		500			Ħ		500	400
oqana Transpo) iagnessed tol nadO	22	P/F	P/F	P/F	d	P/F	Ь	P/F		D/F	P/F	P	d	PUE	d	P/F	P/F	P/F	P/F	P/F	Р	PÆ	<u> </u>	P/F	<u>а</u> 4	D/F	d	d	P/F	P/F	P	A 1	a a		P/F	4	P/F	Р	Р	P/F	P/F
Juioq ə	oivras lo yansquooO	21	D	D	d	>	D		Р		٩	D		Þ	F		D	Ч	T	ŧ	P		Þ	t	Р	D	11	Þ	H	D	2		Þ	t	T	d	T	11	T		Þ	d
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	Freight car scales	19							Yes															Γ					Π					T		Yes	I	T				
ວເດ	 service point code - 	18	21002	21003	21004	21006	21007	21008	21009	21099	14501	15201	15202	15203	15204	15206	15207	15250	15209	15260	15211	15212	15213	15215	15251	15101	1110	15103	15104	15105	15106	15109	15107	15113		15150	11131	15110	15114	15115	15108	15151
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noitslu;	Manner of traffic reg	16	station distance	station distance	station distance	station distance	station distance	station distance station distance	station distance	station distance	(Bijelo Polje)	RC with station distance	RC with station distance	RC with station distance	RC with station distance PC with station distance	3C with station distance	RC with station distance RC with station distance	RC with station distance	P.C. with station distance	RC with station distance RC with station distance	Contraction of the second second second second	RC with station distance	RC with station distance	RC with station distance RC with station distance	RC with station distance																	
k⊷a	acceptance of the longest trains	15	2 and 3	3 and 4	3 and 4	C DTD 7	2 and 3		4 and 5			4		9	ď	, ,	3	4	2	4			e	T	4	2	r	6		3	ø	1	m	T	3p	5f	T	e		Π	Э	3
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	acceptance of the longest trains		+	+	3 and 4	+	2 and 3		4 and 5	12-1-1-2	2 120 - 210			6	2	t	3		2	4		H	~	t	4	2					9	+	6	t		Sf 6	t		Ħ	H	3	1
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pəəds	Left track Maximum permitted	11 1	9	00	- 4	1			°	-	- XIIISA	140		-		<u>'</u>	13	9	°		10		_	1	10	4 <u>0</u>	Y	143	Ц	10			43	1	Ň	9	1					
Maximum Permitted	Right track	10				100				50	entar J - Kesnik	20		85			06	5	95	200			100								50								100			06
X	Railway line categor	6	D2	D2	D2	D2	D2	D2 D2	D2			D4	D4	D4	D4	D4	D4	D4	D4	D4	D4	D4	D4	D4	D4	D4	50	D4	D4	D4	D4	D4	D4	D4 D4	1	D4	D4	D4	D4	D4	D4	D4
	enil yawlier to seeD	80	M	¥	X	N N	М	MM	M	M D2	Deog	М	W	X	z z	X	М	M	М	Σ	М	W	XX	N N	M	W,	z z	Y	М	M	¥	¥.	X X	zΣ		W	XX	ΣX	W	Я	М	M
əni	Single/double-track	6	s	s	s o	2 02	s	s s	s	S	100	s	s	2	2 2	ŝ	s	s	s	s s	s	8	s o	o os	s	ŝ	n v	s	s	ŝ	s	S I	S I	20	2	S	s o	s s	s s	s	s	s
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	Name of service point		· · ·	_	LALIBUNAR D AMATCULY ADI ONA C		-	VLAJKOVAC OPEN LINE JUNCTION A ULIMA		98+314 STATE BORDER	BESNIK	BELA REKA			BARAJEVO CENTAR Ivfitki bor ak	_				ICM 46+900 SC ITAIROVAC			DIVCI				LESKOVICE T ASTRA					-		GTAN			JUNCTION POINT 53 POZEGA		-	BUKOVIČKA RAMPA		UŽICE TERETNA
	ogeniedO	4	34+007	45+855	53+554	63+037	70+337	75+300 81+797	82+853	98+314	0-425	7+637	12+205	15+708	234004	27+738	30+627	37+262	45+386	46+900 52+600	58+982	63+900	67+154 60-1042	73+700	77+724	84+570	010416	103+145	107+678	111+352	118+881	123+400	129+842	135+800	The same	140+787	142+489	149+262	151+500	154+200	156+974	161+900
	ma ni sonatsi D	3	15.801	11.848	*6 107	3.996	7.300	4.963	1.056	15.461		7.212	4.568	3.503	2.192	4.644	2.889	6.635	8.124	5 700	6.382	4.918	3.254	4.457	4.024	6.846	7.448	260.6	4.533	3.674	7.529	4.519	6.442	3.758		_	1.702	3.662	2.238			4.926
handover to public transport	Гей изс к	64		1896.			08.12.	÷	L	20.07.1858			29.11.	958.	1		1050		7.07.	1968.			29.11.		Ļ	_	1	1	Ц					1972.	Ļ			1	L	Ц		
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Е Инфраструктура
железнице Србије а.д.

	əbulillA	30	418.4	COTC	T	631	Π	784	612.5		531.5		390.3	T	117 1		453.2			505.2	561.5	553.7	T		109		129,5	1	Î	152.0	171.6	267.7	200,1	236.5		241,9	239	216		210,3		187,7	T	202,4
	egusg gnibsoL	52 5	1-57	1-07	1-SZ	ŢS-I	ŽS-I	ŢS-I	1-82	ŽS-I	I-SZ	ŢS-I	1-SZ	1-92 Že.1	107	1-82	ŻS-I	ŽS-I	ŢS-I	I-SZ	ŽS-I	1-57	1-97		ŽS-I	1-SŹ	ŻS-I	I-SZ	1-57	1-07	1.82	1-82	ŻS-I	1-SZ	Ĭ-SZ	Ĭ-SŽ	ŽS-I	I-S2	ŢS-I	ŻS-I	1-SZ	2S-1	1-2	I-SZ
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[‰] ut	Gradient of the static	24	2.5	2.3		1.5		2	2.5		0		0		1 2		1.5	1.5		1.5	0	0			2.4		3.2			r.	2.0	2	4.3	7.0		4.2	2.4	2.0		4.5		1.8		1.0
sn	Minimum curve radi	23	400	900		400		400	300		300		300		200	200	350	400		350	400	400			250		550			550	550	222	300	300		300	375	300		300		300		290
oqener4 Treight	Open for passenger /	11		4	a, a	P/F	P/F	P			Р	Р	P/F	- P	2/0	P	Р	P/F	đ	A	A	d,		A	P/F	P	Р	A I	4	A P	P/F	d	P/F	А	đ	P/F	Ρ	P/F	P	P/F	d	P/F	A , F	P/F
tnioq s	Occupancy of servic	51	4;	5		Þ	R	Þ	1		þ		А	+	F		D	¢,		Б	Þ	4		A	- A	Η	Þ	t	t	F	A	1	A	Þ		A	n	А	1	Þ		А	t	P.
atform	lq gnibsol-bnə\-əbiZ	20		T									s					s				T			s						v.	2	S	52		S	S	S		S		ŝ		S
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ວເຄ	- Service point code -	18	15153	Th/ct	15715	15702	15703	15704	15706	15721	15707	15720	15708	15700	15710	15718	15711	15712	15719	15713	15714	15715	15723	13450	13201	13202	13203	13204	13205	12207	13250	13209	13210	13211	13212	13213	13214	13215	13221	13216	13217	13218	61751	13251
the service point	Manner of securing t	11,		-		-	-	-	E		Г		-			•	-	1		-		-		-	. 80		80			~	2	>	80	00		89	8	1		00		80		4
noilsluj	હુન ગંધીક મે ગોવા છે. તે સાધિત	10	RC with station distance	C with station distance	RC with station distance RC with station distance	RC with station distance RC with station distance	with station	RC with station distance	RC with station distance	with station	RC with station distance	DC with arction diamage	RC with station distance	with	RC with station distance	RC with station distance	- Voccuto Dolla - Danaral Tanboulé - etata bordar - Molbour)	Ining i Anight of	station distance	station distance	station distance	station distance	station distance	station distance	station distance	station distance	station distance	station distance	station distance	station distance	station distance	station distance	station distance											
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B →A Direction	train length Tracks for	-	0 1		-	6	9		9		5		9	+			0	6		2	9.	4	- loop	3 5	-	Н	2	+	╈	+	4		8	2		4	0	9		E.	-	。	+	00
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Direction A→B	Tracks for acceptance of the longest trains	EI •		-		3	e	9	2		1		4		6		3	Ŷ		m	-	3	die - Dan	2 and 3	2		3			ď		1	2	2		2	2	3		2		7		4
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sbeeq bernitted	T.eft track				50			70	197	00				30	2					50	1		I able - Vo		65				n n									40	2					
mumizaM	Right track	+	_	_	_	_		_	_	_		_	_	_	_	_	_		_	_	_	_				L	_	_	_	_	_			_	_	_	_	_	_	_	_	_	_	_
٨	Railway line calegor	0	04	14	5 D	D4	D4	D4	5 P	D4	D4	D4	D4	4	5 2	A A	D4	D4	D4	Ā	D4	04	Vraliavo		ប	ប	ប	ßI	38	3 8	38	38	ß	B	8	ប	ΰ	ខ	ប	ខ	ខ	81	38	38
1	enil yawlian lo szafD	× ;	Z	2	Z Z	N	M	И	Z Z	M	N	Я	Я;	N X	14	ž	M	N	N	X	Z ;	N X			M	N	N	X :	N X	2 2	2	ž	N	N	N	N	M	M	M	N	М	2;	2	ZZ
ənil	Single/double-track		so o	2	so so	ŝ	ŝ	ŝ	so so	ŝ	ŝ	ŝ	so a	n v	2 0	2 02	52	ŝ	ŝ	S	S	02 0	2 000	I I I	S	S	ŝ	SZ (2 0	2 0	2 50	2 00	ŝ	52	s	ŝ	S	ŝ	ŝ	ŝ	ŝ	S S	2 0	2 52
1	Type of service poin.	• •		4	m m	2	-	-	5 0	3	2	0		0 0	•	4 m	-	-	6	2	~	-	1 10		-	ŝ	-	n i	n .	n -	-	• m	-	-	6	-	-	-	e	-	3	-	0 0	- 1
	b Name of s	4			173+400 RISTANOVICA POLJE 176+000 TRIPKOVA	178+350			200+300 RIBNICA ZLATIBORSKA 205+407 IABLANICA	211+600			225+290	228+300 POLIJICE		246+300	252+616	255+856	259+600	264+641	273+329	285+193	28/+438 STATE BORDER	0+666 LAPOVO			12+284	15+800	18+451	20-2000 CVETOJEVAC	28+820	1.	34+100	39+551 DRAGOBRAĆA	44+600	47+586	53+474 GRUŽA	60+598	62+100		70+081	73+935		84+744
	Distance in km	3	186.1	0./03	2.756	2.350	6.875	8.095	5.107	6.193	3.232	4.668	5.790	3.010	000.6	5.022	6.316	3.240	3.744	5.041	8.688	11.864	2.245		2.739	4.895	3.984	3.516	2.051	1 735	6 404	2.471	2.800	5.451	5.049	2.986	5.888	7.124	1.502	4.235	3.746	3.854	2.102	2.844
Date of tandover to transport transport	Right track Left track	1 2	_1				21.05.	1976.									21.05.	1976.					-0				03.03.	1887.		1			1					22.12.	1929.				1	-

	əbutitlA	30		271,4		233,4	1.707	304,2	1525	1010	379,8		393		406,3		C'014		Γ	441		454			470	101	105	496.6		497	1	13,1	1.00	3	RK K	87.8	88.2	89,8	119,6	118,3	124,6	124.7	124,5	119.3	113,2
	oguag gaibao.I	29	Ī-SŽ	I-SZ	ŢS-I	I-SZ	1-27	1-57	75-1	Ţ-SZ	ŽS-I	ŽS-I	ŽS-I	ŽS-I	ZS-I	I-S	1-57	1-52	1-54	1-52	ŽS-I	ŽS-I	ŽS-I	Ī-SZ	ŽS-I	1-57	1-52	I-SZ	ŽS-I	Ĭ-SŽ	ľ	701	70.1	1-52	79.1	1-SZ	ŽS-I	Ţ-SZ	ŽS-I	Ĭ-SŽ	ŽS-I	ŽS-I	ŽS-I ŽS-I	1-87	I-SZ
[Msb] suil sdf	(28			+	5	+	7			-	-		-	5	+	0	4141	-			4	1.4	1.4	4		+	+	14	-	-	9	+	+	-	1 5	S	+	1	5	14	4		+	9
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SIU	Service point code	18	13405	13407	13450	12516	12601	12301		12550		12551					72450	10407	23706	22704	23703	23702	23701	66107	22001		20022	22004	22005	22006	22201	-	22203	FOLLE	10366	22550		22503			22504	22505	
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V←B	longest trains acceptance of the Tracks for	8 9 10 11 12 13 14 15 16 Onen line innetices I anovo Varoš - I anovo o 11 12 13 14 15 16	anne ya	9 and 10	6	4	9	T	þ	3	127 Niš - Open line junction most - (Niš marshalling yard)	3		1.4 - Juni		Vortes	OSZKE)	C DIE 7	1 and 2	2 and 4		2 and 3	3 and 4	e border	4 and 5		5 Due 2	2 and 3	3 and 4	2 and 3	2 and 3	2 and 3	1 and 2	C Pue C	C DIR 7	2 and 3		2 and 3			2 and 3	2 and 3 2 and 3	
d Direction	train length Maximum permitte	14 0 marsh	IN THE PARTY OF		563	738 T	885	543	lling ya	662 885	iš marsh	488	aion noi			de D	so.4		238	642	1		618	da - stat	835	4.4	249	-		534		665	253	-	+	585	-	629				576	Т
Π←A	acceptance of the longest trains	13 - Lanov	Ander -	7 and 8	5	3 3	∞	-	- Niš marshalling yard	~ ~ ~	lost - (N	3	- innet	101mf - /		REGIONAL LINES	- State Dorder - (KOSZKE)		1 and 2	2 and 4		2 and 3	3 and 4	1 - Kikin	4 and 5	-	C pue 7	2 and 3	3 and 4	2 and 3	2 and 3	2 and 3	and 2	Char	CDIE 7	2 and 3	2 and 3	2 and 3			2 and 3	2 and 3 2 and 3	
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ж.Х.	Railway line catego	9 n line		D4	- 1		D4	D4		D4	27 Ni	1000	D4		D4	10	5	D3	D4	50	D4	D4	D4	No G		D2	70	A	A	A	A	D2	D2	A	R CH	B2	B2	B2	B2	B2	B2	B2 A	
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		-	00 IT	00 L/	88 L/	43 TJ	17 N	68 M		0+099 CRVENI KRST 3+233 NIŠ MARSHAI		32 NJ	32 0]	00 JT	72 JU		10 00	13 KJ	81 SI	48 KJ		19 B.	18 H	0 16	_					-	_				_			-	_		_	-	
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	msi ni sonatsi U	3	Γ	2.100	1.688		2.934	1.988		3.134			3.000	Γ	0.572			1.813	0.668	2 202	4.101	3.662	8.599	6/0.0		1.463	C/0.5	7.059	7.467	4.510	10.436	5.668	2.106	0.715	CCO.UL	4.397	0.908	7.772	1.555	2.970	3.815	6.887	
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ວເດ	- service point code -	18	22508	22509	22801	22803	22899	TRAFFI	16104		\rightarrow	_	20972	22604	22605		10822	10007	2000	23803	23804	23805	23805	23450		IO017		16808	Incer	24003	24004		24001	25001	25002	25003	25401	25402	25403	1.1.14
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ពេញន្យល័	भूत्रामाथ of fratfic reg	16	station distance	.w 7+041) • Beograd Dunav • Open line junction Pančevački most • LINE CLOSED FOR TRAFFIC 204 Tončider (km 4+195) • Onen line junction .G** • (Rakovica)	station distance	station distance	Construction - Account of	station distance	station distance	station distance	station distance	station distance	station distance station distance	station distance	station distance	station distance	station distance	station distance	station distance station distance	station distance		station distance		ц,	station distance	station distance	station distance	station distance	station distance	station distance	station distance	STURING PROFILE								
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Direction	Maximum permitted Tracks for Tracks for	14		740 2	_	619 2	H	n Panče ionG'	615	205 Banatsko Miloševo - Senta - Subotica	740 2	568 2	523		619 3		C 2.05	-		t	T	600 2	t	594 2	1 · E	000	golevo	493 4			624 2		387 2	-	744 2	457 2		693 2	r (52	_
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Alter and Alter	Maximum permitted train length	12	537	740	64.0	619		7-00 95)-0		In Mil	740	568	\$23	570	619		573	Can				600		594	oš - O	000	ri Sad	492		544	624	710	387		744	457	240	686	730	22
speed speed	Left track	11	50 (70)	5		60		d Dunav km 4+1	20	Ranate			60				50	20 (30)			1007	00 (00)			evo Var	50	207 No	3		60			100	3			65		100]
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1	Type of service poin	9	11	-	ю +		13	5	- 1	0	-		n -	00	-	9	- 13	12	9	0 0	6	-	e e	-		- 10			4 m	-	-	10	-	3	-	1	10	-	e -	
	Chainage Name of service point	4	137+138	141+291	_	11+099	14+423 STATE BORDER	203 Beograd Donji Grad (1.095 0+795 OPEN LINE JUNCTION G		5+105	2.395 10+/00 ESTER 7.363 18+063 PADET	25+230	31+176	35+187	3.220 384407 JUN CITON POIN I 22 SENTA 1 082 04000 SENTA	1+391	40+759	1.554 4.77295 GOKNJI BKEG 6.917 49+210 BOGARAŠ		58+048	223 624071 [GABRIC 591 644502 [BIKOVO	76+685	×	1.264 1+539 OPEN LINE JUNCTION 2a		000+0		12+554		29+542	6.550 36+092 GAJDOBRA	<u> </u>	6.223 50+447 RATKOVO	8.556 59+003 ODŽACI			1308. 7.023 724471 BOGOJEVO SELO 4.114 764686 BOGOJEVO SELO	
	Distance in km	3	15.514	4.153	11	*10.398	_		_	4		4	262.0	7.167	5.5	4.011	*1 087	1.391	*1,595	710.9	5.013	3.6	4.023	12.093		17			5.505.2	3.454	12.557	4.431	6.5	8.1	6.2	8.5	2.237	4.2	3.7	
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əbutitlA	30	86.4	83,1 83,1	Π	01 Q	81.5	81	78.6	88,4	77,4	77,4	0,61	80,5	80	Τ	Π	T	80.3	80.9	0.101	80.9	81.6	80.08	79.2	79.1	78.5	70.1	-		82.4	01.0	90.8	96.2	101.9	105.2	114.4	122.3	121.6	135.6	134.6
Loading gauge	29	78.1	1-S2	ŽS-I	ZS-I	1-S2	ŽS-I	ŽS-I ŽS-I	ŽS-I	ŽS-I	ZS-I	1-27	1-SZ	ŽS-I		ŽS-I	ŢS-I		ŽS-I	ł	ŽS-I	ŽS-I	1-87 ŽS-1	ŽS-I	ŽS-I	I-SZ	1-27	ŽS-I	ŽS-I	ZS-I	1-07	ŽS-I	ŽS-I	I-SZ	1-SZ	I-SZ	ŽS-I	2S-1	1-57	ŽS-I
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Open for passenger /freighF Franspo	22		P/F		D/D	LIL	P/F	A 10	P/F	А	A 1	4	4	8	ы	<u>1-4</u>				2,4	P	A H	E A			P/F			A	PIF	P/F	A	P/F	A	PFF	4	P/F	A 4	P/F	P/F
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Manner of traffic regulation	16	-Open line junction Sajlovo - Rimski šančevi - Orlovat staj alište	station distance	station distance	station distance	station distance	station distance	station distance	station distance	station distance	station distance	station distance	station distance	station distance	lunction	station distance	block post distance		station distance	(Zvornik Novi)	station distance	station distance	station distance	station distance	station distance	station distance	station distance station distance	station distance	station distance		station distance station distance	station distance	station distance	station distance	station distance station distance	station distance	station distance	station distance	station distance	station distance
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Maximum permitted		- Rims	+		+	-		+	+	++	+	+	+	d 2	- 2al		-	er non-		Borina	-	-	+	t	Η	d3	t	1	-	+	+	+	+ +	+	+	┢	\vdash	+	+	
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Left track speed	IT	n line ju	40			Con recti	00 (20)				1000	00 (80)		30	TAKSH	10	1	IBVOIL	30	en line		70 (80)					20		70 (80)							60 (80)				
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Railway line category	٥	i Sad)	8		<	4 Y	A	A.	A S	A.	A.	A.	A	Y.	NON	8	8	-	A	Saba	D3	D3	a a	D3	<u>D</u> 3	D3	P.4	8	D3	E ·	4	A	Ā	A.	P3	38	A	¥ ×	K K	D3
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Name of service point	S	SATLOVO	10+148 RIMSKI ŠANČEVI	14+608 OPEN LINE JUNCTION 1	OPEN LINE JUNCTION 2 (UKINUTO)	25+218 BUDISAVA	ŠAJKAŠ	VILOVO/GARDINOVCI	TITEL	DONJI TITTEL	KNICANIN	PERLEZ	DRLOVAT	76+256 ORLOVAT STOP	1+141 NOVI SAD MARSHALLING YARD	1+595 NOVI SAD LOKOTERETNA	SALOVO	754915 ORLOVAT	OPEN LINE JUNCTION ORLOVAT	or the A	BUDANOVCI	NIKINCI	FLALICEVO KLENAK	OPEN LINE JUNCTION I	OPEN LINE JUNCTION 2	SABAC	SABAC (end km) OPEN I INF HINCTION 2	OPEN LINE JUNCTION 3	MAJUR	ŠTITAR	DUBLJE MACVANSKO PETT OVAČA	REARI	PRNJAVOR MAČVANSKI	PODRINSKO NOVO SELO	LESNICA TADARSKA STRAŽA	LIPNICA	LOZNICA	LOZNICA FABRIKA	KOVILJACA BORNJA KOVILJAČA	65+354 BRASINA
ogeniedC	4	4+006	10+148 1	14+608 0	15+751 C	25+218 I	32+224 §	38+394 \		51+132 I		1 6/1+90	75+381 0	76+256	1+141	1+5951	2+185	75+015	76+545	o tet al la tara o	11+344 E	16+675	28+900 KLENAK	31+373 0		32+715 5	0+712	1+394 0	4+000 MAJUR		22+031 E		28+713 F	33+300 F	35+000 LESNICA 38+000 LESNICA	45+400 I			50+123 1	65+354 I
Distance in km	3		5.242		1.143	4.649	7.006	6.170			2.713		9.859	0.875	-	0.454	2,048	-	0.630	$\left \right $	10.827		7.556				0.980	0.682	2.606	3.725	182 2	3.769	2.913	4.587	3 900		5.996	2.004	5 517	3.654
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	Name of service point	5		685 OPEN LINE JUNCTION DONJA BORINA	Nauro al Alegoria	0+000 OPEN LINE JUNCTION 1	C NOT ONE THRE TOROUTION 2		100 GRAD STALAČ	887 MRZENICA				184 KOŠEVI		017 STOPANJA						100 LUMINAU	331 FOLUMAVU 388 VRANEŠI	225 VRBA			021 KKALJEVU 338 IIINCTION POINT 73 KRALJEVO	1.1	528 MRSAĆ	141 SAMAILA	DIU GURLCANI SKO NYE ÊNVEYT			000 RALIGA							UU GU GALJ FOI BOR AČKO		
	Сһаіпаде	Ψ	67+800	68+685	0.TO	00000	10L0	0+37	1+400	3+887	11+023	14+559	19+400	21+384	25+308	29+017	35+547	38+949	42+455	49+200	53+238	000100	26+63	62+225	65+881	68+908	72+538	784637	81+528	84+441	0101020	07176	0061303	0000000	105+541	110+200	112+994	120+494	127+200	128+366	133+700	136+034	136+107
	ma ni sonstei ()	3	2.446	0.885	000*0-	0 675	C/0.0	F	1.026	2.487	2.00.0	2.636	4.841	1.984	3.924	3.709	1 847	3.402	3.506	6.745	4.038	0.04-7	2.287	2.287	3.656	3.027	0.017	660.9	2.891	2.913	2 660	000.0	1 803	2 607	6.541	4.659	2.794	7.500	6.706	1.166	3.800	2.334	0.073
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			JUNC	JUNC	JUNC	NUNC	BEGD			RADINAC	JUNC	VRANOVO MALA KRS		OPEN	OPEN	THING	MALA					_	-	_						-		_			-	BDODICA			MAJD
	Shainage	4	0+444	0000	000+0	01/27	-0+870	-0+057	3+250	6+711	9+124	9+466		0-000	2+484	TOL 5	71+272	82+200	87+763	001+68	95+632	100+800	102+727	106+350	1164414	122+272	126+038	131+800	133+900	136+067	140+650	144+546	148+582	153+616	150+492	1634582	166+800	170+740	178+852 MAJDANPEK
	mă ni sənstaiD	3	H	*0,444		70/.0	H	0.813	*1,832	3.461	2.413	0.342			2.484	170-1	-	10.928	5.563	0.000	5.542	5.168		3.623	CU/.2					2.167	4.583				2.876				8.112
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handover to Date of	Right track	ч			25.09.2001				10.11.	1888.							01 10	1920							17.03	1939									1050	TAT	0.00	1058	CET



	əbutitlA	30		376,9	Π		474,5	Γ	518,3			426,1		364,6	356,4	278,7	201,6	152,1	Ť	T	T	T	286.6		Γ	443		374,7	Ť	Î	Ι	7 25 7	16014	216.2			188,5			Τ	148		128
	эдивд дайьво.Т	29	I-S	I-SŽ	I-SŽ		1-SZ	1-SŽ	I-SZ	I-SŽ	Ĭ-SŽ	ŽS-I	I-SZ	I-SŽ	I-SZ	ŢS-I	I-SZ	I-SZ	I-SZ	1.03		Ťo T	1-SZ	Ĭ-SŽ	I-SZ	I-S	I-SZ	I-SZ	I-SZ	1-07	1-07	1.54	1.2	I-SZ	ŽS-I	Ĭ-SŽ	I-SŽ	I-SZ	I-SZ	I-SZ	I-SZ	1-57	I-SZ
[Nab] anil adt	\leftarrow	28	-		1414				10 2	NN I	214	15 2	2	_	_	-	_	-	-	0	$\left \right $			PIN	PIN	14	_	13 2	N PC	y pr	4 per	13	_	6	1	PIN	6 2	22	AN D		L L	-	7 2
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វពេធិនាខ្ល	slope	26		0		_	•		14 10			14		13	11	15	15	10	σ,	•			0			0		11	T	T		10	2	0	L		9				5		9
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[996] UG	Gradient of the static	24		2.0			3.0			L		2.0		0.0		_		1.0					0.0			2.0		0.0				60		0.0	_		0.0			_	0.0		0.0
sn	Minimum curve radi	23		350			300					350		350	250	250	+	300				-	250			240	4	250				250	204	250			400			+	240	-	300
freighF Franspo	Open for passenger /	22	2	А,	A. 1	4	P/F	A	A	A	4	d	A	Р.	P/F	A.	P/F	P/F			100	F.F.	P/F	A	d	đ	đ	P/F	6	4	4 0	ρ	-	A	A.	P4	P/F	A	д	A	P/F	1	P/F
tnioq ə	Occupancy of servic	21		р		1	A.		D			U		Ð	94	Þ	Þ	24			4	4	F			þ		Р		ŀ	>	1		n			P				Þ	-	4
molta	lq gnibsol-bnə\-əbi2	20		ŝ		2	so l					\$			ŝ	-	so 1	2	_		0	2	ŝ			ŝ	_	ŝ	_	1	1	U.	2	50			ŝ			_	2	4	s
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ວເດ	- storice point code -	18	14410	14402	14403	14411	14404	14412	14405	14409	14406	14407	14413	14350	14305	14304	14303	14302			11 CON	00071	14001	14002	14004	14005	14006	14007	00011	14000	14010	11011	CLUP1	14013	14014	14015	14016	14017	14018	14019	14021	_	14060
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ព០ដំនាហ	लिक्षण को मध्मित रहे	16	station distance	station distance	station distance	station distance	station distance station distance	station distance	station distance	station distance	station distance	station distance	station distance	station distance	station distance	station distance	station distance	station distance	station distance	stanton distance			station distance	station distance	station distance	station distance	station distance	station distance	station distance	station distance	station distance	station distance	station distance	station distance	station distance	station distance	station distance	station distance	station distance	station distance	station distance	station distance	station distance
R→A	Tracks for acceptance of the longest trains	15		2 and 3			2 and 3					1		2 and 3	2 and 3	2	2 and 3	2 and 3		o Dort	1IDAO	2	2 and 3			3		1 and 2		c poor	C DIE 7	6	4	2 and 3			2 and 3				2 and 3		1 and 2
Direction	train length	14	F	631		-	538	t	T	Γ	Π	666				-		260	T	rahow	MOITRI	700	494	-	t	470		497	T	-	110	583	3	617		F	650			-	656		828
	acceptance of the longest trains Maximum permitted		┝	2 and 3 6	+	-	2 and 3 5	+	┢	╞		-			13	-	-	-	+	iečar - D	I - IPaal	5	2 and 3 4	+	┢	3 4	-	1 and 2 4	╉	+	C CHIP 7	5 6	t	2 and 3 6	⊢		2 and 3 6			+	2 and 3 6	_	I and 2 8
A→B Direction	Tracks for	13		2 ai			2 ai			L		1		2 al	2 81		2 and 3	2 and 3		of - 70	12-18	1	2 81		L			1 ai			7			2 al	L		2 81				2 ai		
	Maximum permitted Train length	12		631			538					666		652	582	442	560	560		the free the	Vell N	000	494			475		497		112	THE	678	070	617			650				656		828
speed speed	Left track	11									40									10 Millio - Crussei Irret - Zaiakar - Brahvaro Boet	n- fein	20	8			KK.	3				60			65			30	2			Nom.	(05) 07	
mumixeM	Right track	10		_			_	_			_	_	_	_	_		-	_		210.0	617		-		-	_	_			_						_	_	_		_	5	4	
λ	Railway line categor	6	ΰ	ε	8	31	88	80	8	ខ	ប	ΰ	ΰ	ΰ	ΰ	B	8	8	88	3	L	ĥ	B2	B2	B 2	B 2	B2	B2	B2	10	a fa	ER CH	1	B	B2	B2	B2	B2	B2	B2	B2	79	79
	Class of railway line	-	-	2	2	*	≃ ≃	"	4	2	R	R	R	R	2	2	~	2	2	¥		f	× ~	R	¥	R	Ч	¥	24	4 4	4 0	4 14	4 0	4 44	×	¥	R	R	2	2	~	*	2
əni	l Abrt-elduob\elgni2	7	S	S	S	2	s s	2 0	S	S	S	S	s	S	ŝ	S	S I	S	so o	n		6	n sa	S	ŝ	S	S	S	on o	0 0	ים מ	2 0	2 0	n n	ŝ	S	S	ŝ	S	s	s s	2	S
1	Type of service poin	9	9	2	m (n .		<u> </u>	2	e	3	1	3	Т		2		-	9	0	*		n	3	3	2	9	1	<u>ه</u> د	n •	4 6	, c	1 "		9	3	1	3	9	∞	- •	~ ·	-
	Distance in km Chainage Name of service point	4	2.948 181+800 DEBELLLUG			194+/00	2.487 1974187 VLAOLE 3.013 2004200 GORNI ANF		1.1	2.127 207+800 KRIVELjSKI MOST	4.000 211+800 KRIVELJSKI POTOK	1.1	2.300 217+500 BREZONIK		-	231+092		244+699		T.012 Z00402 OPEN TIME JUNCTION Z	A LOSS CONTINUE VIDOR		0.330 / 7493 FAN IELEJ *4.977 124382 MATEJEVAC			18.85					2.322 +97332 FRULLULA 2.326 514607 SVPLITERIAMI ROWAC	60+878		68+365		75+013	6.894 81+907 MINIĆEVO	2.552 84+459 SELAČKA REKA		_			4.306 111+606 ZAJECAR
transport transport	Сей ітаск	24						03.04.	1972.						29.11.1967.	03.10.	1963.	25.06.	1960.								15.12.	1922.								101	.+14						
Date of Dandover to	Right track	-						8	15						29.11	8	15	25	19								15	19									13						_



	əbutiilA	30	116,1	Τ	115		Π	84,4	200	0,00		56,9	56,7	Τ		39,1	40,3	100	Τ	Γ	Γ	Π		353.3		T	Π	101	194	Τ	Γ	212,3			Τ	Τ	110	241	255	Π	248,8	290
	aguag gaibao.I	29	1-S2	I-SZ	1-SZ	1-SZ	1-SZ	2S-1	1-57	1-S2	1-SZ	Ì-SŽ	Ĭ-SŽ	1-SZ	1-SZ	I-SZ	1-87	1.07	1-52	1-07	F	ŽS-I		1-SZ	1-SZ		1-S2	Ī	1.04	1-S2	1-SZ	1-SZ	ŽS-I	1-SZ	I-SZ	2S-1	ZS-1	1-57	1-87	ŻS-I	I-SZ	1-SZ
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របទព្វាខាន ទីហោហ	aqol2	26		4	10	-	Ц	80	-	7		3	۰	4	-	4 0	× -	- ;	17		L	3		•	Ц		10		t	0	•	-	•	•	-	-	• •	+	•	+	+	• •
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[0%] II	Gradient of the statio	1) 2.0	1	-	-			1	-			0.0	4					_		L						Ц	0.0	1770			1.0		_	-	-		1.6	0.0			11
sn	Мітітит сигче гаді	23	250		250			250	160	207		250	250			250	250	100	250			_	_	_			_		305	600	300	600	600	300	450	300	1000	300	1000	300	350	350
freighF Franspo	Open for passenger /	22	P/F		٩	A	4	d	A	d	d	A	d	4	Ĵ	d d	P/F	T/T	P/F									4	4 0	4 0.	d.	Å,	d	A.	4	d	d	HIA	P/F	d	P/F	A A
tnioq s	Occupancy of service	21	д		p.			Þ	P	4			Ð			F	а, р	4 8	4	1	E					D	þ	5	4			D					F	Ŧ	D		Þ	D
nnothe	dq gnibsol-bn9\-9bi2	20	ŝ						0	2		ŝ	S		1	on o	20	2 0	so.		L			S		ŝ	2	0	2			s					0	2	S		ŝ	s
-	Freight car scales	19		+	-	-		+	+	+	1			_	-	+	+	+	+	-	L	\square		-		-	4	$\left \right $	+	+	+	-		_	_	_	+	+	+	μ	\square	-
ວາກ	Service point code - 1	18	14301		14101	14102	14103	14104	14105	14107	14108	14109	14110	14111	14112	14113	14114	CTTHE	14170					11113		11113		10011	TOOTT	11121	11102	11103	11129	11104	11119	11105	11124	11130	11107	11108	11109	11128
he service point	Manner of securing t	17	••	-	-	00	00	80	٩	•		60	00	_	-	00 4	0 0	• •	~		4	0		0 0		9	0	-	-			00				_	-	4	97		00	10
noitslu	भूत्रा ठा विद्यालि स्ट्रायित रहहे हिन्दु	16	station distance	station distance	station distance station distance	station distance	station distance	station distance	station distance	station distance	station distance	station distance	station distance	station distance	station distance	station distance	station distance	station distance	station distance	Open line junction "3" - Open line junction "1" - (Trnavac)	1	station distance		station distance			station distance		station distance	station distance	station distance	station distance	station distance	station distance	station distance	station distance	station distance	station distance station distance	station distance	station distance	station distance	station distance station distance
	acceplance of the longest trains	15	nd 3	1	and 3			1 and 2	C bas P		t	1 and 2	2 and 3	1		2 and 3	2 and 3	Chir	1 and 2	n1"-		П	mlija	0	Π	1			•			1 and 2						5	2 and 3	Π	2 and 3	0
B→¥ Direction	Tracks for		2 and	+	2	-		-	ę	4	L	1 a	2 a	4	-		-			nction	L	Ц	Kuršu	-						+	L	-		_	4	_	_	+				
	Maximum permitted train length	14	819		549			364	102	171		511	547			329	583	CTO	429	ineju			·.".	618		11at 61.8		10/05	10			564					137	001	585		480	583
	acceptance of the	13	and 3	T	and 3			and 2	Chan C	China		and 2	2 and 3	1	1	2 and 3	2 and 3	Chill	and 2	Oben		Π	nction,	5	Π	a - Kast	1	OV - IR	7	T	Ī	1 and 2				T	,	5	2 and 3	Π	2 and 3	
Direction A→B	train length Tracks for	2	819 2	+	549 2		Н	364 1	- 102	t	-	511 1	547 2	+	+		583 21	4 .	429 1	on .3"		+	 open line junction "1" - Kuršumlija 	618	Η	222 Kuršuniija - Kastrat 618 2 6		272 Dollevac - Kastral - Kosovo Polje	000	-		564 1	- 25		-	-		100	585 2	+	480 2	583
pəəds	Left track Maximum permitted	1 1	60	1	5	1		ñ	ţ	-		S	5		1	2	N V		4	in innot	┝	Ц		0	Ч	222 K	Ц	BA3 IO	°	1	L	S				_	4	ō	5	μ	4	5
Maximum Maximum	Right track	-22									40									men lin		40	(Barlovo)	i	ŝ		1 000	T C77						20							1	0.010
	01 - 1947 - 44 1	6	0	8	88	5	5	8	3 8	0 0	5	5	0	0	8	88	20	2 0	0 0			3	221 (A		F	-	+	-	-	-	-	-	-	-	-		-			¥	A A
				+	88 88	+	\vdash	+	+	3 8	+	0		+	+	+	38	+	33	220 (Reotina)	+		-	- 10		-	~	+	g	+	+	-	BI	Ē	-	+	-	£ ₹	+	+	+	-
	Class of railway line		24	+	-	+	\square	+	+	4 24	-	H		24	+	S S	+	+	24 0	20 0	┝	R	ŀ		R	-	×	+	A	+	+	+	R	-	+	24	-	* 0	+	+	+	N N N N
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	nioq əziviəs îo əqyT	6	-	0	0 -	3	e.	-	n -	- m	3	2	-	e 1	en 1	2.	+	+	-	ł	2		ŀ	-	Η	F		F	- 6	0	0	-	3	3	e	ς, 1			0 00	3		m 60
	Name of service point			+000 OPEN LINE JUNCTION 2	4900 OPEN LINE JUNCTION 1 +631 TRNAVAC				4764 TABAKOVACKA REKA		+330 CRNOMASNICA		_		+608 MOKRANJA	167+850 KOBISNICA	1128 NEGOLIN	TULJ FINALIOVO LETO DI A LIOUO DI JETA A LIÕED	1844578 PRAHOVO PRISTANISTE 1844070 END. OF I INF		HOOLOPEN LINE HINCTION 3	0+439 OPEN LINE JUNCTION 1		237334 QPEN LINE JUNCTION 1 554894 KURŠUMILIJA	56+363 END OF LINE	0+000 KURŠUMLJIA	2+320 OPEN LINE JUNCTION KASTRAT	1045 POLISING	0124/ DULJEVAC 34300 ŠAINOVAC	4+800 TOPLIČKI BADNIEVAC	6+597 JASENICA			12+700 REČICA				1327 PROKUPLJE 1014 GODNÍA DD AGANÍA			+844 BELOLJIN	40+700 TOPLICA MILAN 42+718 PLOČNIK
	Сһаіпаде	4	201		121+900 124+631	1			14544564			153+466		1			120-015				0+0		101.00			0+0		0.0				482	11+000				18+800					
	ma ni sonstaid	3	7.228	2.166	2.731	3.902	*2,871	4.809	2.568	2.804	2.870	2.136	3.362	3.364	3.416	4.242	7 207	100.1	2.563			0.439		2.560	0.469		2.320		2 053	1.500	1.797	3.499	0.904	1.700	2.000	1.525	2.575	3.527	6.720	2.766	3.344	2.856
handover to transport transport	Left track	2							1914.	-							-	-		1										-			.70.07		_			T	04.12.	1929.	04.12.	1929.
Date of	Right track	1						19	2																								4.5	ek.					0	1	0	125



	Gradient of the stat Incline Slope ← Loading gauge	26 27 28	1-S2	1-SZ	2S-1	1-S2	1-57	1-SZ	1-SZ	1-S2	17	-	-	1_	1		H	4	+	1	H	0.00						5	I-SZ		T	1-SŹ		100	1-97	۲	1-S2	1-S2	I-SZ
tion [%] Ruling Bradf ent Ruling Fresistance of	saine Slope	26 27 28			-	-			ON N	$\langle N A \rangle$	3 . 3	I-SZ	1-S2	1-97				I-SZ	2S-1	1-S2	1-SZ	<u>†-S2</u>						Ì-S∕	N			201			NL	1 3	Ňk	ANN.	PNI.
tion (%) Ruling građent Ruling	anibul	26			_		I	T		151		·	3	•			E	-	+	•	б	-						4	+		L	1.		-	n	b			
[66] noit guiluA	anibul			4		1	-			01	-	15		CT			L	17	~ 0	+	4	-						2	+			5			-	Ц	+	04	H
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		24 25	2.0 5	-			10	10	1.0 4	1	100	1.7 15					0.0	0.0 2	0.22	2	1.8 4	0.3 1						2.7 2			-	4		H		2.0	- 12		1.1
	Minimum curve rae		500	300	300	300	300	300	300	300	300	400	300	300			-		500	500	500	450			2000		3	300			F	-		H		μ	450	300	600
oqanara Transpo	Open for passenger	22	d,		4	1	4	4	Р	d	4	Ь	4	4	11		F	Ħ		T	Π	P/F			NOITA			P/F	T	11	£1	Г		Π		P/F	d a	AIA	Π
ice point	Occupancy of servi	21	Þ	t	1	5 0	5	T	D	1	-	Þ	+	t	11		.0	D		-	D	DA	11		LOIL			A 1		11	u		TEFIC	H		H	+	Þ	D
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	Freight car scales	19			-	1	T							L								Yes	1 1		T OF]			OFO	П		П		T	П
on -	Service point code	18	11111	11126	11112		11122	11125	11115	11127	11123	11117	11120	01111			23306	24202	24203	24205	24206	24207			RAILWAY LINE OUT OF EXPLOITATION			23450					LINE CLOSED FOR TRAFFIC	Ц		\rightarrow		_	23005
g the service point	Manner of securing	17	60	4	1	0 0	,		60	•	•	00	_	-			-	-		4	2	4			VAY 1			4			10	9	TINE	F- F	-	00	10	99	3
nonalugo	Manner of Iraffic re	16	station distance	station distance	station distance	station distance station distance	station distance	station distance	station distance	station distance	station distance	station distance	station distance	station distance		1 - (Drenica)**) TD A IN: CED VICTE	DAVID.	station distance	station distance	station distance	station distance	station distance station distance			RAILV			station distance	station distance	CLOSED FOR TRAFFIC	(Kać)	station distance	S L C3 - 305 Rimski snčevi) - onen line innotion . 3" - (Podbara)	remer distance	station distance		station distance	station distance	station distance
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		Name of service point	20+863 OPEN LINE JUNCTION SONTA 6.192 27+055 SVILOIEVO 6.505 33+560 APATIN FABRIKA 6.505 33+560 APATIN FABRIKA 7.556 254+706 SARGAN VITASI 7.556 252+262 JATARE 7.556 252+262 JATARE 7.556 252+262 JATARE 6.805 276+951 STATE BORDER 7.1014ance in km between the service points is tot equal to the diffreence of the ripervisions Cold *) The lanes on the turitory of K occor and Metolinja are temporarily uider the supervision of UNMI Cold *) The lanes on the turitory of K occor and Metolinja are temporarily uider the supervision of UNMI 2. Ration	 Stop Stop Open lite junction and rar recording puit. Dopen lite junction and rar recording puit. E. Loading prim and stop I. Traffic and it arrestort dispatches Cohram 10 and 01.4 datam recording puit. E. Loading prim and stop I. Loading point Cohram 10 and 01.4 datam recording puit. E. Loading prim and stop I. Dougling step devices for coprehensive emitted speed for DNU Coll 17- Macner of securing the service pain. Coll 17- Macner of securing the second device there and not set pains and routes. There is technical dependance between throuts and signals and routes. There is technical dependance between throuts and signals. Electron chancel block device. There is technical dependance between throuts and semaphore signals. Coln arg signals. Coln arg signals. Coln arg signals. Coln arg signals. Coln arg signals. Coln arg signals. Coln arg signals. Coln arg signals. Coln arg signals. Coln arg signals. Coln arg signals. Coln arg signals. Coln arg signals. Coln arg signals. Coln arg signals. Coln arg signals. Coln arg signals. Coln areamptore signals. Coln arg si
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3 Distance in km 0 6.192 0 6.005 0 6.192		Distance in km	6.19 6.50 7.55 7.55 7.88 6.80 0 1 betwee	
Image: Second second	20	үзви цяск	lines on 1	
- Bight track Date of	ряндолец	NORTH HISTO	The lista	



	Primary train delay causes (IŽS)
No	Name
1.	Waiting for dispatch
2.	Waiting at the automatic block signal or protective signal
3.	Dispatcher's order
4.	Delay caused by the fault of an infrastructure manager's employee
5.	Entrance/exit to a turn
6.	Traffic on the left track
7.	Speed decrease requested by the infrastructure manager
8.	Delivery of order to the train driver
9.	Unplanned line closure by the infrastructure manager
10.	Level-crossing failure
11.	Failure on the overhead contact line
12.	Extended stay of railway vehicles
13.	Delay caused by restricted-speed running
14.	Rail crack
15.	Deformed track
17.	Technically defective switch
18.	Collision, bumping, derailment, avoided collision of railway vehicles
19.	Failure of signalling-interlocking and telecommunication devices
20.	Extension of the foreseen closure (more than 30 min)

Appendix 7. Overview of primary train delay causes

	Primary train delay causes (railway undertaking)
No	Name
1.	Increased passenger frequency
2.	Waiting for railway undertaking staff
3.	Waiting for locomotive or multiple-unit set
4.	Delay caused by the fault of an railway undertaking's employee
5.	Cleaning of wagon or multiple-unit set requested by the railway undertaking
6.	Brake test
7.	Failure of wagon, traction unit or multiple-unit set
8.	Wagon repair without de-coupling
9.	Decreased train speed due to failure of wagon/multiple-unit set/traction unit
10.	Change of composition requested by the railway undertaking
11.	Intervention of police officers, requested by train staff
13.	Waiting for shunting locomotive



15.	Shift change of railway undertaking's employees
16.	Waiting for train forming
17.	Weighing
18.	Special consignment transport
20.	Stopping for cooling of brake shoes
21.	Delay caused by turnover of the multiple-unit set/traction unit of the same composition
22.	Accident on industrial siding of the transport client
23.	Breakdown of brake system air duct
24.	Train passing by the signal which indicates that the further running is forbidden
25.	Unallowed train passing through the service point where it had to stop

	Primary train delay causes (external influences)
No	Name
1.	State needs
2.	Train accepted with delay by another railway management
3.	Train rejected by another railway management
4.	Waiting for train staff of another railway management
5.	Train incorrectly formed by another railway management
6.	Taking a defective wagon of another railway management out of service
7.	Taking an incorrectly sent wagon of another railway management out of service
8.	Another railway management's employee being late
9.	Natural disasters (landslide, flood, current, snow-drift, avalanche, fire, fog)
10.	Falling out of train
11.	Jumping in or out of train
12.	Holding of the train by police officers
13.	Holding of the train by custom-inspection officers
14.	Emergency brake abuse
15.	Emergency service intervention
16.	Level-crossing device breaking
17.	Train rocking
18.	Theft of equipment or devices owned by the infrastructure



	Secondary train delay causes
No	Name
1.	Waiting for crossing
2.	Waiting for overtaking of a train
3.	Waiting for annunciation
4.	Waiting with the train which is in delay
5.	Extended stay in the station due to waiting for regular passing
6.	Waiting for locomotive or multiple-unit set from turnover
7.	Waiting for railway undertaking's staff from turnover
8.	Delay caused by failure of another train's traction unit
9.	Waiting for train connection (passenger or goods) of another railway management
10.	Abuse of emergency brake on another train
11.	Announced strike of IŽS or RU
12.	Another train accident



Appendix 8 Overview of platforms and arranged surfaces in service points

		km position of the	Platform/arranged		Dimensions	
Service point	Location	beginning and the end	surface	Length	Height	Widtl
	-	of platform		(m)	(m)	(m)
1	2	3	4	5	6	7
		MAIN LINES				
	101 Belgrade Center- Stara		1			
	next to 3rd track	0+120-0+00-0+300	platform	420,00	0,55	10,00
DELCDADE CENTED	between the 4th and 5th track	0+155-0+00-0+300	platform	455,00	0,55	10,00
BELGRADE CENTER	between the 6th and 7th track	0+155-0+00-0+300	platform	455,00	0,55	10,00
	between the 8th and 9th track	0+120-0+00-0+300	platform	420,00	0,55	10,00
	next to 10th track	0+120-0+00-0+300	platform	420,00	0,55	7,00
	next to 1st track	3+204,17 - 3+679,48	platform	475,00	0,55	5,60
	between the 1st and 2nd track*	3+204,17 - 3+679,48	platform	475,00	0,55	3,86
NOVI BEOGRAD	between the 2nd and 3rd track	3+204,17 - 3+679,48	platform	475,00	0,55	10,40
NOVI BLOOME	between the 3rd and 4th track*	3+204,17 - 3+679,48	platform	475,00	0,55	3,86
	between the 4th and 5th track	3+204,17 - 3+679,48	platform	475,00	0,55	10,40
	next to 5th track	3+204,17 - 3+679,48	platform	475,00	0,55	5,60
T-X' 1	next to right track	5+104,79 - 5+274,76	platform	110,00	0,55	4,00
Tošin bunar	next to left track	5+104,79 - 5+274,76	platform	110,00	0,55	4,00
	between the 1st and 2nd track	8+276 - 8+676	platform	400,00	0,55	6,16
77173 61 13 1	between the 3rd and 4th track	8+276 - 8+676	platform	400,00	0,55	6,16
ZEMUN	between the 6th and 7th track	8+321 - 8+676	platform	355,00	0,55	6,16
	between the 8th and 9th track	8+321 - 8+676	platform	355,00	0,55	6,16
Altina	next to left track	11+256 - 11+366	platform	110,00	0,55	4,00
	next to right track	10+997 - 11+107	platform	110,00	0,55	4,00
	between the 1st and 2nd track	12+264 -12+374	platform	110,00	0,55	4,00
ZEMUNSKO POLJE	between the 2nd and 3rd track	12+154 -12+374	platform	220,00	0,55	6,16
	between the 3rd and 4th track	12+264 -12+374	platform	110,00	0,55	4,00
Varia and in	next to left track	13+955 - 14+065	platform	110,00	0,55	4,00
Kamendin	next to right track	13 + 744 - 13 + 854	platform	110,00	0,55	4,00
	next to 1st track	18 + 884 - 19 + 104	platform	220,00	0,55	4,00
BATAJNICA	between the 2nd and 3rd track	18 + 884 - 19 + 104	platform	220,00	0,55	6,16
	next to 6th track	18 + 884 - 19 + 104	platform	220,00	0,55	7,41
NOVA PAZOVA	between the 4th and 5th track	26+993-27+243 l.n.	platform	250,00	055	7,91
STARA PAZOVA	next to 1st track	35+015-35+235 l.n.	platform	220,00	0,55	3,00
STARA FAZOVA	between the 5th and 6th track	35+015-35+265 l.n.	platform	250,00	0,55	6,16
GOLUBINCI	between the 2nd and 3rd track	45+767-45+914	platform	147,00	0,35	1,60
GOLOBINCI	between the 3rd and 4th track	45+767-45+914	platform	147,00	0,35	1,60
PUTINCI	between the 2nd and 3rd track	53+611,93-53+691,91	platform	79,98	0,35	1,60
	between the 3rd and 4th track	53+611,93-53+691,91	platform	79,98	0,35	1,60
Kraljevci	next to right track	59+982,18-60+062,18	platform	80,00	0,55	4,00
	next to left track	59+985,29-60+065,29	platform	80,00	0,55	4,00
DIDC	between the 2nd and 3rd track	64+733-64+973	platform	240,00	0,35	1,60
RUMA	between the 3rd and 4th track	64+733-64+973	platform	240,00	0,35	1,60
	between the 4th and 5th track	65+821-64+937	platform	116,00	0,35	1,60
VOGANJ	between the 2nd and 3rd track	73+368-73+518	arranged surface	150,00	0,00	2,00
	between the 3rd and 4th track	73+368-73+518	arranged surface	150,00	0,00	2,00
SREMSKA MITROVICA	between the 2nd and 3rd track	81+563-81+763	platform	200,00	0,35	1,60
L adar-1-	between the 3rd and 4th track	81+563-81+763	platform	200,00	0,35	1,60
Laćarak	between the right and left track	86+109,30-86+159,30	platform	50,00	0,35	1,60
MARTINCI	between the 2nd and 3rd track between the 3rd and 4th track	94+059-94+159 94+131-94+141	platform platform	100,00 10,00	0,35 0,35	1,60 1,60
Kuzmin	between the 51t and 4th track	94+131-94+141 NONE		10,00	0,33	1,00
	between the 2nd and 3rd track	104+935-104+985	platform	50,00	0,45	1,60
KUKUJEVCI-ERDEVIK	between the 3rd and 4th track	104+990-105+040	platform	50,00	0,45	1,60
Bačinci	next to right track	109+070-109+097	platform	27,00	0,43	1,60
Gibarac	next to right track	NONE		27,00	0,55	1,00
Gibarde					, ,	
ŠID	between the 1st and 2nd track	116+300-116+490	arranged surface	190,00	0,10	2,50



Service point		km position of the	Dlatform / amon as 1		Dimensions	5
Service point	Location	beginning and the end	Platform/arranged surface	Length	Height	Widt
		of platform		(m)	(m)	(m)
1	2	3	4	5	6	7
	between the 3rd and 4th track	116+300-116+677	platform	377,00	0,45	1,60
102 Belgrade Cent	er– Junction "G" – Rakovica - M					
	next to 3rd track	0+120-0+00-0+300	platform	420,00	0,55	10,00
	between the 4th and 5th track	0+155-0+00-0+300	platform	455,00	0,55	10,00
BELGRADE CENTER	between the 6th and 7th track	0+155-0+00-0+300	platform	455,00	0,55	10,00
	between the 8th and 9th track	0+120-0+00-0+300	platform	420,00	0,55	10,00
	next to 10th track	0+120-0+00-0+300	platform	420,00	0,55	7,00
D + 1101 110 +	next to 2nd track - right	8+460-8+786	platform	326,00	0,55	6,10
RAKOVICA	between the 3rd and 4th track	8+637-8+868	platform	231,00	0,55	6,10
	between the 5th and 6th track	8+545-8+865	platform	320,00	0,55	6,20
Kneževac	next to right track	10+645-10+758	platform	113,00	0,55	1,55
	next to left track	10+645-10+758	platform	113,00	0,55	1,55
Kijevo	next to right track	11+626-11+731	platform	105,00	0,55	1,55
	next to left track	11+713-11+819	platform	106,00	0,55	1,55
DECNIK	next to 1st track between the 1st and 2nd track	14+080-14+240	arranged surface	160,00	0,55	4,00
RESNIK		14+080-14+240	platform	160,00	0,35	1,55
	between the 3rd and 4th track	13+943-14+238 NONE	platform	295,00	0,55	6,20
PINOSAVA Pipapi Kolonija	next to railway line - left	20+080-20+180	platform	100.00	0.25	1 00
Ripanj Kolonija	between the 1st and 2nd track	20+080-20+180	platform platform	100,00 32,40	0,35 0,35	1,00
RIPANJ	between the 2nd and 3rd track		*			
RIPANJ	between the 3rd and 4th track	21+265,70-21+361,20 21+265,70-21+361,20	platform	95,50 95,50	0,35	1,55
	between the 1st and 2nd track	, , ,	platform platform	93,30 60,60	0,35 0,35	1,53
KLENJE	between the 2nd and 3rd track	24+743,40-24+804,00 24+743,40-24+804,00	platform	60,60	0,35	1,00
RIPANJ TUNEL	between the 1st and 2nd track	29+565-29+615	platform	50,00	0,33	1,00
RIFANJ TONEL	between the 1st and 2nd track	34+695-34+774	platform	79,00	0,40	1,60
RALJA	between the 2nd and 3rd track	34+695-34+774	platform	79,00	0,40	1,60
SOPOT KOSMAJSKI	between the 2nd and 3rd track	41+454-41+544	platform	90,00	,	,
VLAŠKO POLJE	between the 2nd and 3rd track	47+684-47+784	platform	100,00	0,40 0,40	1,60 1,60
MLADENOVAC	between the 2nd and 3rd track	53+089-53+190	platform	100,00	0,40	1,60
WILADENOVAC	between the 3rd and 4th track	53+030-53+190	platform	160,00	0,40	1,60
	between the 1st and 2nd track	59+954-60+109	platform	155,00	0,40	1,60
KOVAČEVAC	between the 2nd and 3rd track	59+907-60+056	platform	149,00	0,40	1,60
Rabrovac	next to railway line - left	62+909-63+045	platform	136,00	0,40	1,60
Rabiovae	between the 1st and 2nd track	67+497-67+650	platform	153,00	0,40	1,60
KUSADAK	between the 2nd and 3rd track	67+453-67+600	platform	147,00	0,40	1,60
Ratare	next to railway line - left	70+821-70+931	platform	110,00	0,40	1,60
	between the 1st and 2nd track	73+941-74+041	platform	100,00	0,50	1,50
GLIBOVAC	between the 2nd and 3rd track	73+978-74+078	platform	100,00	0,50	1,50
	between the 1st and 2nd track	78+476-78+586	platform	110,00	0,50	1,50
PALANKA	between the 2nd and 3rd track	78+476-78+586	platform	110,00	0,50	1,50
	between the 3rd and 4th track	78+476-78+586	platform	110,00	0,50	1,50
MALA PLANA	between the 2nd and 3rd track	85+505-85+605	platform	100,00	0,50	1,50
	between the 1st and 2nd track	90+350-90+400	platform	50,00	0,30	1,50
	between the 2nd and 3rd track	90+289-90+430	platform	141,00	0,40	1,60
VELIKA PLANA	between the 3rd and 4th track	90+370-90+510	platform	140,00	0,40	1,60
	between the 4th and 5th track	90+360-90+464	platform	104,00	0,40	1,60
Q4- Q 1	next to right track	94+008-94+055	platform	47,00	0,40	1,60
Staro Selo	next to left track	94+008-94+055	platform	47,00	0,40	1,60
No 9-1.	next to right track	97+660-97+706	platform	46,00	0,40	1,60
Novo Selo	next to left track	97+660-97+706	platform	46,00	0,40	1,60
	between the 2nd and 3rd track	100+400-100+450	platform	50,00	0,40	1,60
MARKOVAC	between the 3rd and 4th track	100+350-100+452	platform	102,00	0,40	1,60
	between the 4th and 5th track	100+350-100+448	platform	98,00	0,40	1,60
Lanovo Vorež	next to right track	106+250-106+310	platform	60,00	0,35	1,60
Lapovo Varoš	next to left track	106+250-106+310	platform	60,00	0,35	1,60
Lanovo Marshallin - V 1	next to right track	108+350-108+400	platform	50,00	0,35	1,60
Lapovo Marshalling Yard	next to left track	108+340-108+390	platform	50,00	0,35	1,60
	next to 1st track	109+460-109+510	platform	50,00	0,35	1,60
LAPOVO	between the 2nd and 3rd track	109+560-109+680	platform	120,00	0,35	1,60
	between the 3rd and 4th track	109+560-109+680	platform	120,00	0,35	1,60
Brzan	next to right track	114+140-114+190	platform	50,00	0,35	1,60



a · · · /	T di	km position of the	Platform/arranged	<u> </u>		
Service point	Location	beginning and the end	surface	Length	Height	Widt
1	2	of platform	4	(m)	(m)	(m) 7
1	_	3	4	5	6	
	next to left track	114+140-114+190	platform	50,00	0,35	1,60
Miloševo	next to right track	116+940-116+990	platform	50,00	0,35	1,60
	next to left track	116+940-116+990	platform	50,00	0,35	1,60
BAGRDAN	between the 2nd and 3rd track	120+229-120+330	platform	101,00	0,35	1,60
	between 3 rd and 4th track	120+268-120+390	platform	122,00	0,35	1,60
Lanište	next to right track	126+920-126+970	platform	50,00	0,35	1,60
	next to left track	126+920-126+970	platform	50,00	0,35	1,60
Bukovče	next to right track	131+229-131+279	platform	50,00	0,35	1,60
	next to left track	131+229-131+279	platform	50,00	0,35	1,60
	between the 1st and 2nd track	135+192-135+342	platform	150,00	0,20	1,90
JAGODINA	between the 2nd and 3rd track	135+122-135+364	platform	242,00	0,20	1,90
	between the 3rd and 4th track	135+182-135+416	platform	234,00	0,20	1,90
Gilje	next to right track	140+550-140+670	platform	120,00	0,55	3,00
Gije	next to left track	140+550-140+670	platform	120,00	0,55	3,00
PARAĆIN	between the 3rd and 4th track	155+081-155+184	platform	103,00	0,35	1,60
TARACIN	between the 4th and 5th track	155+065-155+166	platform	101,00	0,20	1,90
Sikirica- Ratari	next to right track	163+560-163+610	platform	50,00	0,35	1,60
Sikilica- Katafi	next to left track	163+565-163+615	platform	50,00	0,35	1,60
Dranovaa	next to right track	166+605-166+655	platform	50,00	0,35	1,60
Drenovac	next to left track	166+605-166+655	platform	50,00	0,35	1,60
órón a c	between the 2nd and 3rd track	171+550-171+640	platform	90,00	0,35	1,60
ĆIĆEVAC	between 3 rd and 4 th track	171+550-171+640	platform	90,00	0,35	1,6
	next to right track	173+625-173+674	platform	49,00	0,35	1,6
Lučina	next to left track	173+625-173+674	platform	49,00	0,35	1,60
	between the 2nd and 3rd track	176+222-176+425	platform	203,00	0,28	6,40
STALAĆ	between the 4th and 5th track	176+222-176+425	platform	203,00	0,28	1,60
	between the 6th and 7th track	176+270-176+378	platform	108,00	0,28	5,30
STEVANAC	Setween the our and / th thek	NONE	1	100,00	0,20	5,50
	between the 2nd and 3rd track	186+443-186+563	platform	120,00	0,35	1,60
BRALJINA	between the 3rd and 4th track	186+443-186+563	platform	120,00	0,35	1,60
Cerovo-Ražanj	next to railway line - left	190+320-190+370	platform	50,00	0,35	1,60
STARO TRUBAREVO	between the 1st and 2nd track	192+150-192+220	platform	70,00	0,35	1,60
	between the 2nd and 3rd track	192+130-192+220	platform	121,00	0,35	1,60
ÐUNIS	between the 3rd and 4th track	194+882-195+003	platform	121,00	0,35	1,60
	next to right track	199+160-199+210	platform	50,00	0,35	1,60
Vitkovac	next to left track	199+160-199+210	platform	50,00	0,35	1,60
						1,60
Donji Ljubeš	next to right track	201+175-201+225	platform	50,00 50,00	0,35	
	next to left track	201+175-201+225 203+560-203+610	platform		0,35	1,60
Gornji Ljubeš	next to right track		platform	50,00	0,35	1,60
	next to left track	203+560-203+610	platform	50,00	0,35	1,60
KORMAN	between the 2nd and 3rd track	205+565-205+675	platform	110,00	0,35	1,60
	between 3 rd and 4 th track	205+545-205+665	platform	120,00	0,35	1,60
Trnjani	next to right track	208+087-208+186	platform	99,00	0,35	1,60
J	next to left track	208+087-208+186	platform	99,00	0,35	1,6
	next to 1st track	210+445-210+530	platform	85,00	0,28	5,00
ADROVAC	between the 1st and 2nd track	210+432-210+521	platform	89,00	0,35	1,6
	between the 2nd and 3rd track	210+440-210+562	platform	122,00	0,35	1,6
ALEKSINAC	between the 2nd and 3rd track	214+067-214+277	platform	210,00	0,35	1,6
	between the 3rd and 4th track	214+067-214+277	platform	210,00	0,35	1,6
Nozrina	next to right track	217+400-217+500	platform	100,00	0,35	1,6
TOLIMA	next to left track	217+400-217+500	platform	100,00	0,35	1,60
Lužane	next to right track	218+705-218+790	platform	85,00	0,35	1,60
Luzane	next to left track	218+708-218+785	platform	77,00	0,35	1,6
Tešica	next to right track	222+062-222+164	platform	102,00	0,35	1,60
resica	next to left track	222+062-222+164	platform	102,00	0,35	1,60
CDELLČ	between the 2nd and 3rd track	224+656-224+758	platform	102,00	0,35	1,60
GREJAČ	between the 3rd and 4th track	224+656-224+708	platform	52,00	0,35	1,60
0 1116	next to right track	228+087-228+155	platform	68,00	0,35	1,60
Supovački Most	next to left track	228+091-228+159	platform	68,00	0,35	1,60
	next to right track	229+306-229+416	platform	110,00	0,35	1,60
Mezgraja	next to left track	229+306-229+416	platform	110,00	0,35	1,60
	next to right track	232+544-232+631	platform	87,00	0,35	1,60
Vrtište	next to fight that	202-07-202-001	platform	57,00	5,55	1,00



G • • • •	T di	km position of the	Platform/arranged		Dimensions	
Service point	Location	beginning and the end of platform	surface	Length	Height	Widt
1	2	3	4	(m) 5	(m) 6	(m) 7
1	between the 2nd and 3rd track	234+893-234+994	platform	101,00	0,40	1,60
TRUPALE	between the 2nd and 5rd track	234+893-234+994	platform	101,00	0,40	1,60
CRVENI KRST	between the 2nd and 3rd track	240+842-240+994	platform	152,00	0,40	1,60
	next to 1st track	240+842-240+994	platform	353,00	0,40	5,80
	between the 2nd and 3rd track	243+410-243+813	platform	403,00	0,40	8,00
NIŠ	between the 4th and 5th track	243+410-243+771	platform	361,00	0,40	8,00
	between 1b. and 1. track	243+643-243+763	platform	120,00	0,40	5,80
	next to 1a. track	243+660-243+763	platform	103,00	0,40	1,60
MEĐUROVO		NONE				
BELOTINCE	between the 1st and 2nd track	253+906-253+987	platform	81,00	0,40	1,60
Čapljinac	next to railway line - left	255+443-255+493	platform	50,00	0,40	1,60
Malošište	next to railway line - left	257+890-257+940	platform	50,00	0,40	1,60
DOLJEVAC	between the 1st and 2nd track	261+419-261+527	platform	108,00	0,40	1,6
DOLJEVAC	between the 2nd and 3rd track	261+419-261+526	platform	107,00	0,40	1,6
Kočane	next to railway line - right	263+218-263+263	platform	45,00	0,40	1,10
Kocalle	next to railway line - right	263+274-263+287	platform	13,00	0,40	1,10
Pukovac	next to railway line - right	265+833-265+862	platform	29,00	0,40	1,60
	next to railway line - right	265+870-265+897	platform	27,00	0,40	1,60
BRESTOVAC	between the 2nd and 3rd track	267+906-267+971	platform	65,00	0,40	1,60
Lipovica	next to railway line - left	270+819-270+844	platform	25,00	0,40	1,10
-	next to railway line - left	270+850-270+887	platform	37,00	0,40	1,10
PEČENJEVCE	between the 2nd and 3rd track	275+522-275+596	platform	74,00	0,40	1,6
Živkovo	next to railway line - right	278+820-278+865	platform	45,00	0,40	1,10
Priboj Leskovački	next to railway line - right	280+440-280+480	platform	40,00	0,40	1,30
VINARCI		NONE			<u> </u>	
LESKOVAC	between the 1st and 2nd track	287+460-287+679	platform	219,00	0,40	1,6
	between the 2nd and 3rd track	287+507-287+630	platform	123,00	0,40	1,6
ĐORĐEVO		NONE		15.00		
GRDELICA	between the 2nd and 3rd track	301+841-301+886	platform	45,00	0,40	1,60
	between the 3rd and 4th track	301+841-301+886	platform	45,00	0,40	1,60
Palojska Rosulja PREDEJANE	next to railway line - left	308+614-308+629	platform	15,00	0,40	1,60
DŽEP	between the 1st and 2nd track between the 2nd and 3rd track	312+675-312+750	platform	75,00 81,00	0,40	1,60
MOMIN KAMEN		319+629-319+710	platform platform	30,00	0,40	1,60 1,60
Šelince	next to railway line - left	322+900-322+930 NONE	plationii	50,00	0,40	1,00
VLADIČIN HAN	between the 1st and 2nd track	329+472-329+676	platform	204,00	0.40	1,60
SUVA MORAVA	next to 1st track	334+043-334+095	platform	52,00	0,40 0,40	1,0
Lepenički most	next to 1st track		plationin	52,00	0,40	1,0
Stubal		NONE				
PRIBOJ VRANJSKI		NONE				
VRANJSKA BANJA	between the 1st and 2nd track	347+958-348+080	platform	122,00	0,40	1.6
	between the 1st and 2nd track	354+080-354+260	platform	180,00	0,40	1,6
VRANJE	between the 2nd and 3rd track	354+125-354+242	platform	117,00	0,40	1,6
Neradovac		NONE		,00	,	
	between the 1st and 2nd track	365+666-365+768	platform	102,00	0,40	1,6
RISTOVAC	between the 2nd and 3rd track	365+666-365+768	platform	102,00	0,40	1,6
BUJANOVAC	between the 1st and 2nd track	373+665-373+720	platform	55,00	0,40	1,6
Letovica		NONE	· · I	, -		,,,
BUKAREVAC		NONE				
PREŠEVO	between the 1st and 2nd track	392+256-392+357	platform	101,00	0,40	1,6
	103 (Belgrade Center) - Rako		na - Velika Plana			<u> </u>
	next to 2nd track - right	8+460-8+786	platform	326,00	0,55	6,1
RAKOVICA	between the 3rd and 4th track	8+637-8+868	platform	231,00	0,55	6,1
	between the 5th and 6th track	8+545-8+865	platform	320,00	0,55	6,2
JAJINCI		NONE				
	between the 2nd and 3rd track	16+240-16+337	platform	97,00	0,40	1,6
	between the 3rd and 4th track	16+240-16+351	platform	111,00	0,40	1,6
BELO POTOK		20 205 20 262	platform	58,00	0,40	1,6
Zuce staj.	next to railway line - right	20+305-20+363	plationii	20,00	3,13	, -
	between the 1st and 2nd track	20+305-20+363 21+180-21+287	platform	107,00	0,40	
Zuce staj.				,	,	1,60 1,60



Service point		km position of the	D1-4f	Γ	Dimension	5
Pome	Location	beginning and the end	Platform/arranged - surface	Length	Height	Width
		of platform	Suitace	(m)	(m)	(m)
1	2	3	4	5	6	7
LIPE	between the 1st and 2nd track	31+208-31+316	platform	108,00	0,40	1,60
MALA IVANČA	next to 1st track	36+858-36+925	platform	67,00	0,40	1,60
MALAIVANCA	between the 1st and 2nd track	36+863-36+925	platform	62,00	0,40	1,60
Brestovi	next to railway line - left	39+208-39+305	platform	97,00	0,40	1,60
MALI POŽAREVAC	between the 1st and 2nd track	41+250-41+356	platform	106,00	0,40	1,60
MAEITOZAREVAC	between the 2nd and 3rd track	41+250-41+358	platform	108,00	0,40	1,60
Dražanj-Šepšin	next to railway line - right	43+114-43+219	platform	105,00	0,40	1,60
UMČARI	between the 1st and 2nd track	47+730-47+839	platform	109,00	0,40	1,60
	between the 2nd and 3rd track	47+730-47+837	platform	107,00	0,40	1,60
Živkovac	next to railway line - left	52+290-52+340	platform	50,00	0,40	1,60
VODANJ	between the 2nd and 3rd track	55+130-55+229	platform	99,00	0,40	1,60
KOLARI	between the 1st and 2nd track	60+558-60+656	platform	98,00	0,40	1,60
Ralja Smederevska	next to railway line - left	66+573-66+605	platform	32,00	0,40	1,60
	between the 1st and 2nd track	69+030-69+175	platform	145,00	0,40	1,90
	between the 2nd and 3rd track	69+030-69+175	platform	145,00	0,40	1,90
MALA KRSNA	between the 3rd and 4th track	69+042-69+184	platform	142,00	0,40	1,90
	between the 4th and 5th track	69+080-69+230	platform	150,00	0,40	1,90
Skobalj	next to railway line - left	71+981-72+015	platform	34,00	0,40	1,60
Osipaonica staj.	next to railway line - left	74+749-74+784	platform	35,00	0,40	1,60
1 9	between the 1st and 2nd track	76+168-76+231	platform	63,00	0,40	1,60
OSIPAONICA	between the 2nd and 3rd track	76+177-76+229	platform	52,00	0,40	1,60
Lugavčina	next to railway line - right	77+867-77+904	platform	37,00	0,40	1,00
Saraorci	next to failway fine - fight	NONE		57,00	0,40	1,50
LOZOVIK-SARAORCI	between the 2nd and 3rd track	82+710-82+812	platform	102,00	0,40	1,60
Miloševac	next to railway line - left	85+500-85+602	platform	102,00	0,40	1,60
KRNJEVO-TRNOVČE	between the 2nd and 3rd track	90+248-90+348	platform	102,00	0,40	1,60
KRINJEVO-TRINOVCE		90+248-90+348	plationii	100,00	0,40	1,00
VELIKO ORAŠJE	between the plateau in front of the station building and 2 nd track	94+626,50-94+658,50	platform	32,00	0,40	1,6
	between the 2nd and 3rd track	94+586,50-94+689,50	platform	103,00	0,40	1.6
	between the 1st and 2nd track	90+350-90+400	platform	50,00	0,40	1,60
	between the 2nd and 3rd track	90+289-90+430	platform	141,00	0,40	1,60
VELIKA PLANA	between the 3rd and 4th track	90+370-90+510	platform	140,00	0,40	1,60
	between the 4th and 5th track	90+360-90+464	platform	104,00	0,40	1,60
	104 (Jagodina) – Open Line			104,00	0,40	1,00
	between the 1st and 2nd track	0+516-0+641	platform	125,00	0,20	1,60
ĆUPRIJA	between the 2nd and 3rd track	0+516-0+641	platform	125,00	0,20	1,60
	between the 3rd and 4th track	155+081-155+184	platform	103,00		
PARAĆIN	between the 4th and 5th track	155+065-155+166	platform	103,00	0,35 0,20	<u>1,60</u> 1,90
			plationin	101,00	0.20	
10		o Novi Cod Subotico	tata handan (Kalak		∘,=∘	1,20
10:	5 (Belgrade Center) - Stara Pazov					
10: STARA PAZOVA	next to 1st track	34+015-35+235 л.н.	platform	220,00	0,55	3,00
	next to 1st track between the 5th and 6th track	34+015-35+235 л.н. 35+015-35+265 л.н.	platform platform	220,00 250,00	0,55 0,55	3,00 6,16
	next to 1st track between the 5th and 6th track next to 1 st track	34+015-35+235 л.н. 35+015-35+265 л.н. 42+577 - 42+977	platform platform platform	220,00 250,00 400,00	0,55 0,55 0,55	3,00 6,16 4,10
STARA PAZOVA INĐIJA	next to 1st track between the 5th and 6th track next to 1 st track between the 4th and 5th track	34+015-35+235 л.н. 35+015-35+265 л.н. 42+577 - 42+977 42+577 - 42+977	platform platform platform platform	220,00 250,00 400,00 400,00	0,55 0,55 0,55 0,55	3,00 6,16 4,10 7,55
STARA PAZOVA	next to 1st track between the 5th and 6th track next to 1 st track between the 4th and 5th track next to 1st track	34+015-35+235 л.н. 35+015-35+265 л.н. 42+577 - 42+977 42+577 - 42+977 53+922 - 54+142	platform platform platform platform platform	220,00 250,00 400,00 400,00 220,00	0,55 0,55 0,55 0,55 0,55	3,00 6,16 4,10 7,55 4,00
STARA PAZOVA INĐIJA	next to 1st track between the 5th and 6th track next to 1 st track between the 4th and 5th track next to 1st track next to 4 th track	34+015-35+235 л.н. 35+015-35+265 л.н. 42+577 - 42+977 42+577 - 42+977 53+922 - 54+142 53+922 - 54+142	platform platform platform platform platform platform	220,00 250,00 400,00 220,00 220,00	0,55 0,55 0,55 0,55 0,55 0,55	3,00 6,16 4,10 7,55 4,00 4,00
STARA PAZOVA INĐIJA BEŠKA	next to 1st track between the 5th and 6th track next to 1 st track between the 4th and 5th track next to 1st track next to 4 th track between the 1st and 2nd track	34+015-35+235 л.н. 35+015-35+265 л.н. 42+577 - 42+977 42+577 - 42+977 53+922 - 54+142 53+922 - 54+142 65+759 - 65+979	platform platform platform platform platform platform platform	220,00 250,00 400,00 220,00 220,00 220,00	0,55 0,55 0,55 0,55 0,55 0,55 0,55	3,00 6,16 4,10 7,55 4,00 4,00
STARA PAZOVA INĐIJA	next to 1st track between the 5th and 6th track next to 1 st track between the 4th and 5th track next to 1st track next to 4 th track	34+015-35+235 л.н. 35+015-35+265 л.н. 42+577 - 42+977 42+577 - 42+977 53+922 - 54+142 53+922 - 54+142 65+759 - 65+979 65+759 - 65+979	platform platform platform platform platform platform	220,00 250,00 400,00 220,00 220,00	0,55 0,55 0,55 0,55 0,55 0,55	3,00 6,16 4,10 7,55 4,00 4,00 4,00
STARA PAZOVA INĐIJA BEŠKA SREMSKI KARLOVCI	next to 1st track between the 5th and 6th track next to 1 st track between the 4th and 5th track next to 1st track next to 4 th track between the 1st and 2nd track between the 1st and 2nd track	34+015-35+235 л.н. 35+015-35+265 л.н. 42+577 - 42+977 42+577 - 42+977 53+922 - 54+142 53+922 - 54+142 65+759 - 65+979	platform platform platform platform platform platform platform	220,00 250,00 400,00 220,00 220,00 220,00 220,00 220,00 220,00	0,55 0,55 0,55 0,55 0,55 0,55 0,55	3,00 6,16 4,10 7,55 4,00 4,00 4,00 4,00
STARA PAZOVA INĐIJA BEŠKA	next to 1st track between the 5th and 6th track next to 1 st track between the 4th and 5th track next to 1st track next to 4 th track between the 1st and 2nd track between the 1st and 2nd track	34+015-35+235 л.н. 35+015-35+265 л.н. 42+577 - 42+977 42+577 - 42+977 53+922 - 54+142 53+922 - 54+142 65+759 - 65+979 65+759 - 65+979	platform platform platform platform platform platform platform platform	220,00 250,00 400,00 220,00 220,00 220,00 220,00	0,55 0,55 0,55 0,55 0,55 0,55 0,55 0,55	3,00 6,16 4,10 7,55 4,00 4,00 4,00 6,10
STARA PAZOVA INĐIJA BEŠKA SREMSKI KARLOVCI	next to 1st track between the 5th and 6th track next to 1 st track between the 4th and 5th track next to 1st track next to 4 th track between the 1st and 2nd track between the 1st and 2nd track between the 1st and 2nd track	34+015-35+235 л.н. 35+015-35+265 л.н. 42+577 - 42+977 42+577 - 42+977 53+922 - 54+142 53+922 - 54+142 65+759 - 65+979 65+759 - 65+979 70+603 - 70+823	platform platform platform platform platform platform platform platform platform	220,00 250,00 400,00 220,00 220,00 220,00 220,00 220,00 220,00	0,55 0,55 0,55 0,55 0,55 0,55 0,55 0,55	3,00 6,16 4,10 7,55 4,00 4,00 4,00 6,10 6,10
STARA PAZOVA INĐIJA BEŠKA SREMSKI KARLOVCI	next to 1st track between the 5th and 6th track next to 1 st track between the 4th and 5th track next to 1st track next to 4 th track between the 1st and 2nd track between the 1st and 2nd track between the 1st and 2nd track between the 5 th and 6 th track	34+015-35+235 л.н. 35+015-35+265 л.н. 42+577 - 42+977 42+577 - 42+977 53+922 - 54+142 53+922 - 54+142 65+759 - 65+979 65+759 - 65+979 70+603 - 70+823 70+708 - 70+928	platform platform platform platform platform platform platform platform platform platform	220,00 250,00 400,00 220,00 220,00 220,00 220,00 220,00 220,00 220,00	0,55 0,55 0,55 0,55 0,55 0,55 0,55 0,55	$\begin{array}{c} 3,00\\ 6,16\\ 4,10\\ 7,55\\ 4,00\\ 4,00\\ 4,00\\ 4,00\\ 6,10\\ 6,10\\ 3,00\\ \end{array}$
STARA PAZOVA INĐIJA BEŠKA SREMSKI KARLOVCI	next to 1st track between the 5th and 6th track next to 1 st track between the 4th and 5th track next to 1st track next to 4 th track between the 1st and 2nd track between the 1st and 2nd track between the 1st and 2nd track between the 5 th and 6 th track next to 11th track	34+015-35+235 л.н. 35+015-35+265 л.н. 42+577 - 42+977 53+922 - 54+142 53+922 - 54+142 65+759 - 65+979 65+759 - 65+979 70+603 - 70+823 70+708 - 70+928 77+836-77+950	platform platform platform platform platform platform platform platform platform platform platform platform	220,00 250,00 400,00 220,00 220,00 220,00 220,00 220,00 220,00 220,00 220,00 114,00	0,55 0,55 0,55 0,55 0,55 0,55 0,55 0,55	3,00 6,16 4,10 7,55 4,00 4,00 4,00 6,10 6,10 6,10 3,00 3,72
STARA PAZOVA INĐIJA BEŠKA SREMSKI KARLOVCI	next to 1st track between the 5th and 6th track next to 1 st track between the 4th and 5th track next to 1st track next to 4 th track between the 1st and 2nd track between the 1st and 2nd track between the 1st and 2nd track between the 5 th and 6 th track next to 11th track between the 11th and 10th track	34+015-35+235 л.н. 35+015-35+265 л.н. 42+577 - 42+977 42+577 - 42+977 53+922 - 54+142 53+922 - 54+142 65+759 - 65+979 65+759 - 65+979 70+603 - 70+823 70+708 - 70+928 77+836-77+950 77+822-77+950	platform platform platform platform platform platform platform platform platform platform platform platform platform	220,00 250,00 400,00 220,00 220,00 220,00 220,00 220,00 220,00 220,00 220,00 114,00 128,00	0,55 0,55 0,55 0,55 0,55 0,55 0,55 0,55	3,00 6,16 4,10 7,55 4,00 4,00 6,10 6,10 6,10 3,00 3,72 4,20
STARA PAZOVA INĐIJA BEŠKA SREMSKI KARLOVCI PETROVARADIN	next to 1st track between the 5th and 6th track next to 1 st track between the 4th and 5th track next to 1st track next to 4 th track between the 1st and 2nd track between the 1st and 2nd track between the 1st and 2nd track between the 5 th and 6 th track next to 11th track between the 11th and 10th track between the 10th and 1st track next to 1st track	34+015-35+235 л.н. 35+015-35+265 л.н. 42+577 - 42+977 42+577 - 42+977 53+922 - 54+142 65+759 - 65+979 65+759 - 65+979 70+603 - 70+823 70+708 - 70+928 77+836-77+950 77+835-77+887 77+835-77+887 77+835-78+250	platform platform platform platform platform platform platform platform platform platform platform platform platform platform platform platform	220,00 250,00 400,00 220,00 220,00 220,00 220,00 220,00 220,00 220,00 114,00 128,00 52,00 415,00	0,55 0,55 0,55 0,55 0,55 0,55 0,55 0,55	3,00 6,16 4,10 7,55 4,00 4,00 6,10 6,10 6,10 3,00 3,72 4,20 4,20-8,
STARA PAZOVA INĐIJA BEŠKA SREMSKI KARLOVCI PETROVARADIN	next to 1st track between the 5th and 6th track next to 1 st track between the 4th and 5th track next to 1st track next to 4 th track between the 1st and 2nd track between the 1st and 2nd track between the 1st and 2nd track between the 5 th and 6 th track next to 11th track between the 11th and 10th track between the 10th and 1st track next to 1st track	34+015-35+235 л.н. 35+015-35+265 л.н. 42+577 - 42+977 42+577 - 42+977 53+922 - 54+142 53+922 - 54+142 65+759 - 65+979 65+759 - 65+979 70+603 - 70+823 70+708 - 70+928 77+836-77+950 77+835-77+887 77+835-77+887 77+835-78+250 77+843-78+181	platform platform platform platform platform platform platform platform platform platform platform platform platform platform platform platform platform platform	220,00 250,00 400,00 220,00 220,00 220,00 220,00 220,00 220,00 220,00 114,00 128,00 52,00 415,00 338,00	0,55 0,55 0,55 0,55 0,55 0,55 0,55 0,55	3,00 6,16 4,10 7,55 4,00 4,00 4,00 6,10 6,10 6,10 3,00 3,72 4,20 4,20-8, 8,75
STARA PAZOVA INĐIJA BEŠKA SREMSKI KARLOVCI PETROVARADIN	next to 1st track between the 5th and 6th track next to 1 st track between the 4th and 5th track next to 1st track next to 4 th track between the 1st and 2nd track between the 1st and 2nd track between the 1st and 2nd track between the 5 th and 6 th track next to 11th track between the 11th and 10th track between the 10th and 1st track next to 1st track between the 2nd and 4th track between the 12th and 1st track	34+015-35+235 л.н. 35+015-35+265 л.н. 42+577 - 42+977 42+577 - 42+977 53+922 - 54+142 53+922 - 54+142 65+759 - 65+979 65+759 - 65+979 70+603 - 70+823 70+708 - 70+928 77+836-77+950 77+835-77+887 77+835-77+887 77+835-78+250 77+843-78+181 78+104-78+250	platform platform platform platform platform platform platform platform platform platform platform platform platform platform platform platform platform platform platform	220,00 250,00 400,00 220,00 220,00 220,00 220,00 220,00 220,00 220,00 114,00 128,00 52,00 415,00 338,00 146,00	0,55 0,55 0,55 0,55 0,55 0,55 0,55 0,55	3,00 6,16 4,10 7,55 4,00 4,00 4,00 6,10 6,10 6,10 3,00 3,72 4,20 4,20-8, 8,75 8,90
STARA PAZOVA INÐIJA BEŠKA SREMSKI KARLOVCI PETROVARADIN NOVI SAD	next to 1st track between the 5th and 6th track next to 1 st track between the 4th and 5th track next to 1st track next to 4 th track between the 1st and 2nd track between the 1st and 2nd track between the 1st and 2nd track between the 5 th and 6 th track next to 11th track between the 11th and 10th track between the 10th and 1st track next to 1st track	34+015-35+235 л.н. 35+015-35+265 л.н. 42+577 - 42+977 42+577 - 42+977 53+922 - 54+142 65+759 - 65+979 65+759 - 65+979 70+603 - 70+823 70+708 - 70+928 77+836-77+950 77+835-77+887 77+835-77+887 77+835-78+250 77+843-78+181 78+104-78+249	platform platform platform platform platform platform platform platform platform platform platform platform platform platform platform platform platform platform platform platform	220,00 250,00 400,00 220,00 220,00 220,00 220,00 220,00 220,00 220,00 114,00 128,00 52,00 415,00 338,00	0,55 0,55 0,55 0,55 0,55 0,55 0,55 0,55	3,00 6,16 4,10 7,55 4,00 4,00 4,00 6,10 6,10 6,10 3,00 3,72 4,20 4,20-8, 8,75 8,90
STARA PAZOVA INĐIJA BEŠKA SREMSKI KARLOVCI PETROVARADIN NOVI SAD	next to 1st track between the 5th and 6th track next to 1 st track between the 4th and 5th track next to 1st track next to 4 th track between the 1st and 2nd track between the 1st and 2nd track between the 1st and 2nd track between the 5 th and 6 th track next to 11th track between the 11th and 10th track between the 10th and 1st track next to 1st track between the 2nd and 4th track between the 12th and 13 th track	34+015-35+235 л.н. 35+015-35+265 л.н. 42+577 - 42+977 42+577 - 42+977 53+922 - 54+142 65+759 - 65+979 65+759 - 65+979 70+603 - 70+823 70+708 - 70+928 77+836-77+950 77+835-77+887 77+835-77+887 77+835-78+250 77+843-78+181 78+104-78+249 NONE	platform platform platform platform platform platform platform platform platform platform platform platform platform platform platform platform platform platform platform	220,00 250,00 400,00 220,00 220,00 220,00 220,00 220,00 220,00 220,00 220,00 114,00 128,00 52,00 415,00 338,00 146,00 145,00	$\begin{array}{c} 0,55\\ 0,55\\ 0,55\\ 0,55\\ 0,55\\ 0,55\\ 0,55\\ 0,55\\ 0,55\\ 0,55\\ 0,55\\ 0,55\\ 0,55\\ 0,40\\$	$\begin{array}{c} 3,00\\ 6,16\\ 4,10\\ 7,55\\ 4,00\\ 4,00\\ 4,00\\ 6,10\\ 6,10\\ 6,10\\ 3,00\\ 3,72\\ 4,20\\ 4,20-8,\\ 8,75\\ 8,90\\ 6,46\\ \end{array}$
STARA PAZOVA INÐIJA BEŠKA SREMSKI KARLOVCI PETROVARADIN NOVI SAD SAJLOVO KISAČ	next to 1st track between the 5th and 6th track next to 1 st track between the 4th and 5th track next to 1st track next to 4 th track between the 1st and 2nd track between the 1st and 2nd track between the 1st and 2nd track between the 5 th and 6 th track next to 11th track between the 11th and 10th track between the 10th and 1st track next to 1st track between the 12th and 13 th track between the 1st and 2nd track	34+015-35+235 л.н. 35+015-35+265 л.н. 42+577 - 42+977 42+577 - 42+977 53+922 - 54+142 53+922 - 54+142 65+759 - 65+979 65+759 - 65+979 70+603 - 70+823 70+708 - 70+928 77+836-77+950 77+836-77+950 77+835-77+887 77+835-78+250 77+843-78+181 78+104-78+250 78+104-78+249 NONE 91+349-91+414	platform platform platform platform platform platform platform platform platform platform platform platform platform platform platform platform platform platform platform	220,00 250,00 400,00 220,00 220,00 220,00 220,00 220,00 220,00 220,00 220,00 114,00 128,00 52,00 415,00 338,00 146,00 145,00 65,00	0,55 0,55 0,55 0,55 0,55 0,55 0,55 0,55	3,00 6,16 4,10 7,55 4,00 4,00 4,00 6,10 6,10 3,00 3,72 4,20 4,20-8, 8,75 8,90 6,46 1,40
STARA PAZOVA INĐIJA BEŠKA SREMSKI KARLOVCI PETROVARADIN NOVI SAD	next to 1st track between the 5th and 6th track next to 1 st track between the 4th and 5th track next to 1st track next to 4 th track between the 1st and 2nd track between the 1st and 2nd track between the 1st and 2nd track between the 5 th and 6 th track next to 11th track between the 11th and 10th track between the 10th and 1st track next to 1st track between the 2nd and 4th track between the 12th and 13 th track	34+015-35+235 л.н. 35+015-35+265 л.н. 42+577 - 42+977 42+577 - 42+977 53+922 - 54+142 65+759 - 65+979 65+759 - 65+979 70+603 - 70+823 70+708 - 70+928 77+836-77+950 77+835-77+887 77+835-77+887 77+835-78+250 77+843-78+181 78+104-78+249 NONE	platform platform platform platform platform platform platform platform platform platform platform platform platform platform platform platform platform platform platform	220,00 250,00 400,00 220,00 220,00 220,00 220,00 220,00 220,00 220,00 220,00 114,00 128,00 52,00 415,00 338,00 146,00 145,00	$\begin{array}{c} 0,55\\ 0,55\\ 0,55\\ 0,55\\ 0,55\\ 0,55\\ 0,55\\ 0,55\\ 0,55\\ 0,55\\ 0,55\\ 0,55\\ 0,55\\ 0,40\\$	3,00 6,16 4,10 7,55 4,00 4,00 4,00 6,10 6,10 6,10 3,00 3,72 4,20 4,20-8, 8,75 8,90 6,46 1,40 1,60 1,40



Course in the	.	km position of the	Platform/arranged		Dimensions	
Service point	Location	beginning and the end	surface	Length	Height	Widt
1	2	of platform		(m)	(m)	(m)
1	_	3	4	5	6	7
LOVĆENAC	between the 3rd and 4th track	116+702-116+770,30	platform	68,00	0,35	1,40
LOVĆENAC Mali Idač	between the 2nd and 3rd track	128+098-128+158	platform	60,00	0,19	1,90
Mali Iđoš MALI IĐOŠ POLJE		NONE NONE				
MALI IĐOS POLJE	between the 1st and 2nd track	144+096-144+248	platform	152,00	0,15/0,40	1,60
BAČKA TOPOLA	between the 2nd and 3rd track	144+093-144+241	platform	132,00	0,13/0,40	1,60
Mali Beograd	between the 2nd and 5rd track	144+095-144+241 NONE	plationii	148,00	0,23	1,00
ŽEDNIK	between the 2nd and 3rd track	157+792-157+862	platform	70.00	0.20	1.00
Verušić				70,00	0,20	1,90
NAUMOVIĆEVO	next to railway line - left	162+950-162+985	platform	35,00	0,30	1,60
	between the 1st and 2nd track	166+144-166+214	platform	70,00	0,30 0,05	1,60
Aleksandrovo predgrađe	next to railway line - right between the 1st and 2nd track	171+938-171+983	arranged surface	45,00 54,00		0,60
		176+360-176+414	arranged surface	,	0,05	
SUBOTICA	between the 1st and 2nd track	176+414-176+487	platform	73,00	0,25	1,60
SUBUTICA	between the 1st and 2nd track	176+487-176+838	arranged surface	351,00	0,05	1,70
	between the 2nd and 3rd track	176+322-176+838	arranged surface	516,00	0,05	1,70
	between the 3rd and 4th track	176+335-176+573	arranged surface	238,00	0,05	1,70
		GRAD - state border –(D	platform	252.00	0.40	E 00
	next to 1st track	243+410-243+763		353,00	0,40	5,80
NIŠ	between the 2nd and 3rd track between the 4th and 5th track	243+410-243+813	platform platform	403,00 361,00	0,40 0,40	8,00 8,00
INIS		243+410-243+771				
	between 1b and 1 st track	243+643-243+763	platform	120,00	0,40	5,80
	next to 1a. track	243+660-243+763	platform	103,00	0,40	1,60
Palilulska rampa	next to railway line - left	1+669-1+769	platform	100,00	0,40	1,60
-	next to railway line - left	1+809-1+875	platform	66,00	0,40	1,60
Vojna Bolnica		NONE	1.0	00.00	0.40	1.00
ĆELE KULA	between the 2nd and 3rd track	5+422-5+502	platform	80,00	0,40	1,60
EI NIŠ		NONE	1.0	100.00	0.40	1 60
NIŠKA BANJA	between the 2nd and 3rd track	10+450-10+558	platform	108,00	0,40	1,60
Prosek	next to railway line - right	14+712-14+731	platform	19,00	0,40	1,60
aránuo	next to railway line - right	14+740-14+770	platform	30,00	0,40	1,60
SIĆEVO		NONE	1.40	54.00	0.40	1.00
OSTROVICA Maidan Ostanaian	between the 1st and 2nd track	22+475-22+529	platform	54,00	0,40	1,60
Majdan Ostrovica Radov Dol	next to railway line - left	NONE 29+494-29+520	platform	26.00	0.40	1,60
DOLAC	between the 2nd and 3rd track	31+640-31+739	platform	79,00	0,40	1,60
				30.00	0,40	,
Crveni Breg CRVENA REKA	next to railway line - left	34+262-34+292	platform		0,40	1,60
	between the 2nd and 3rd track	36+393-36+451	platform	58,00	0,40	1,60
Belanovac	next to railway line - left	39+691-39+761	platform	70,00	0,40	1,60
BELA PALANKA	between the 2nd and 3rd track	44+907-44+977	platform	70,00	0,40	1,60
<u>Crkvica</u>	+	NONE				
ČIFLIK	+	NONE				
Sinjac	+	NONE				
Đưrđevo polje	+	NONE				
Crvenčevo		NONE				
STANIČENJE	+	NONE				
Sopot		NONE	-1.0	07.00	0.40	1
PIROT	between the 1st and 2nd track	72+901-72+989	platform	87,00	0,40	1,60
	between the 2nd and 3rd track	72+868-73+021	platform	153,00	0,40	1,60
Božurat	+	NONE				
Veliki Jovanovac	+	NONE				
SUKOVO		NONE	-1.0	(00	0.40	1 ~
č	next to railway line - left	90+465-90+471	platform	6,00	0,40	1,60
Činiglavci	next to railway line - left	90+485-90+491	platform	6,00	0,40	1,60
-		NONE	1.40	141.00	0.40	0.54
Srećkovac		07.104.07.045			0,40	2,50
-	next to 14th track	97+126-97+267	platform	141,00	· · · · ·	
Srećkovac DIMITROVGRAD	between the 1st and 2nd track	97+316-97+717	platform	401,00	0,40	
Srećkovac DIMITROVGRAD	between the 1st and 2nd track 7 Belgrade Center– Pančevo Main	97+316-97+717 n St Vršac - state borde	platform r - (Stamora Moray	401,00 rita)	0,40	3,20
Srećkovac DIMITROVGRAD	between the 1st and 2nd track 7 Belgrade Center– Pančevo Main next to 3rd track	97+316-97+717 n St Vršac - state border 0+120-0+00-0+300	platform r - (Stamora Moray platform	401,00 rita) 420,00	0,40 0,55	3,20
Srećkovac DIMITROVGRAD 107	between the 1st and 2nd track 7 Belgrade Center– Pančevo Main next to 3rd track between the 4th and 5th track	97+316-97+717 n St Vršac - state border 0+120-0+00-0+300 0+155-0+00-0+300	platform r - (Stamora Moray platform platform	401,00 rita) 420,00 455,00	0,40 0,55 0,55	3,20 10,0 10,0
Srećkovac DIMITROVGRAD	between the 1st and 2nd track 7 Belgrade Center– Pančevo Main next to 3rd track	97+316-97+717 n St Vršac - state border 0+120-0+00-0+300	platform r - (Stamora Moray platform	401,00 rita) 420,00	0,40 0,55	10,00 10,00 10,00 10,00



		km position of the		I	Dimensions	3
Service point	Location	beginning and the end	Platform/arranged surface	Length	Height	Width
		of platform		(m)	(m)	(m)
1	2	3	4	5	6	7
	between the tracks	1+123-1+215	platform	92,00	0,55	7,00
Karađorđev park	(next to left Banat track) between the tracks		-			
	(next to right Banat track)	1+222-1+314	platform	92,00	0,55	7,00
	()	2+754,13-2+829,13				
	between the tracks	(chainage along the left)	central platform	75,00	0,95	18,60
	between the tracks	2+850,52-2+925,52	central platform	75,00	0,95	18,00
		(chainage along the right)				
	between the tracks	2.795 52 2.950 52	lateral platform	65.00	0.05	2.50
	(next to right Banat track)	2+785,52-2+850,52	towards the Center	65,00	0,95	3,50
			lateral platform			
Vukov spomenik	between the tracks	2+925,52-3+010,52	towards the	85,00	0,95	3,50
	(next to right Banat track)	, ,	bridge	,	-,	-,
	between the tracks		lateral platform			
	(next to left Banat track)	2+689,13-2+754,13	towards the	65,00	0,95	3,50
	(next to left Danat track)		Center			
	between the tracks		lateral platform	05.00	0.05	2 50
	(next to left Banat track)	2+829,13-2+914,13	towards the	85,00	0,95	3,50
	next to 1st track	4+590-4+741	bridge platform	151,00	0,90	4,94
	next to 2nd track	4+694-4+845	platform	151,00	0,90	4,94
PANČEVAČKI MOST			Danube			,
	next to railway line - right	10+500-10+600	platform	100,00	0,35	1,60
	Between the left and right	7,002,50,7,222,50		220.00	0.00	7.00
Krnjača most	track	7+003,50-7+223,50	platform	220,00	0,60	7,00
KRNJAČA	next to 4th track	8+165,06-8+385,06	platform	220,00	0,55	3,00
Magnen	next to 1st track	8+182,24-8+402,24	platform	220,00	0,55	3,00
Sebeš	next to left Banat track	9+975,05-10+085,05	platform	110,00	0,60	3,10
	next to right Banat track	9+975,05-10+085,05	platform	110,00	0,60	3,10
OVČA	next to 1st track	12+537,60-12+757,60	platform platform	220,00	0,55	4,00
	between the 4th and 5th track between the 1st and 2nd track	12+537,60-12+757,60 15+913-16+033	platform	220,00 120,00	0,55 0,40	1,60
PANČEVO MAIN	between the 1st and 2nd track	16+090-16+210	platform	120,00	0,40	1,60
STATION	between the 2nd and 3rd track	15+913-16+210	platform	297,00	0,40	1,60
	between the 3rd and 4th track	15+987-16+137	platform	150,00	0,40	1,60
	next to 1st track	18+131-18+223	station plateau	92,00	0,40	1,60
PANČEVO VAROŠ	between the 1st and 2nd track	18+105-18+345	platform	240,00	0,40	1,60
	between the 2nd and 3rd track	18+100-18+364	platform	264,00	0,40	1,60
BANATSKO NOVO SELO	between the 2nd and 3rd track	33+981-34+035	arranged surface	54,00	0,30	0,50
VLADIMIROVAC	between the 1st and 2nd track	45+806-45+906	arranged surface	100,00	0,00	1,30
	between the 2nd and 3rd track	45+806-45+906	arranged surface	100,00	0,00	1,30
ALIBUNAR	between the 1st and 2nd track	53+503-53+603	arranged surface	100,00	0,00	1,30
BANATSKI KARLOVAC	between the 2nd and 3rd track between the 2nd and 3rd track	53+503-53+603	arranged surface	100,00	0,00	1,30
Nikolinci	between the 2nd and 5rd track	NONE				
ULJMA	between the 2nd and 3rd track	NONE				
Vlajkovac	between the 2nd and 5rd track	NONE				
5	between the 1st and 2nd track	82+807,5-82+902,5	platform	95,00	0,40	1,60
VRŠAC	between the 2nd and 3rd track	82+807,5-82+902,5	platform	95,00	0,40	1,60
1	08 (Belgrade Center) - Resnik -	Požega - Vrbnica - state b	order - (Bijelo Polj	e)		
	next to 1st track	14+080-14+240	arranged surface	160,00	0,55	4,00
RESNIK	between the 1st and 2nd track	14+080-14+240	platform	160,00	0,35	1,55
	between the 3rd and 4th track	13+943-14+238	platform	295,00	0,55	6,20
BELA REKA	between the 1st and 2nd track	7+538-7+648	platform	110,00	0,35	1,60
Nenadovac	next to railway line - left	12+077-12+127	platform	50,00	0,35	1,60
BARAJEVO	between the 2nd and 3rd track	15+654-15+764	platform	110,00	0,35	1,60
Barajevo Centar	next to railway line - left	17+895-18+003	platform	108,00	0,35	1,60
VELIKI BORAK	between the 1st and 2nd track	23+039-23+151	platform	112,00	0,35	1,60
Leskovac Kolubarski	next to railway line - right	27+720-27+770	platform	50,00	0,35	1,60
STEPOJEVAC	between the 2nd and 3rd track	30+572-30+682	platform	110,00	0,35	1,60
VREOCI	between the 2nd and 3rd track	37+150-37+300	platform	150,00	0,35	1,60
	between the 3rd and 4th track	37+150-37+300	platform	150,00	0,35	1,60



		km position of the	Dlatform /orman and	Ι	Dimensions	5
Service point	Location	beginning and the end	Platform/arranged - surface	Length	Height	Width
		of platform	surrace	(m)	(m)	(m)
1	2	3	4	5	6	7
LAZAREVAC	between the 1st and 2nd track	45+311-45+462	platform	151,00	0,35	1,60
Li Li ici ici vi ici	between the 2nd and 3rd track	45+311-45+462	platform	151,00	0,35	1,60
LAJKOVAC	between the 1st and 2nd track	52+547-52+697	platform	150,00	0,40	1,60
LIJKOVIČ	between the 2nd and 3rd track	52+527-52+697	platform	170,00	0,35	1,60
SLOVAC	between the 1st and 2nd track	58+899-59+052	platform	153,00	0,35	1,60
SLOVAC	between the 2nd and 3rd track	58+899-59+052	platform	153,00	0,35	1,60
Mlađevo	next to railway line - right	63+958-64+035	platform	77,00	0,35	1,60
DIVCI	between the 1st and 2nd track	67+043-67+213	platform	170,00	0,35	1,60
	between the 2nd and 3rd track	67+043-67+213	platform	170,00	0,35	1,60
Lukavac Kolubarski	next to railway line - right	69+165-69+265	platform	100,00	0,35	1,60
Iverak	next to railway line - right	72+725-72+825	platform	100,00	0,35	1,60
VALJEVO	next to 1st track	77+550-77+851	platform	301,00	0,35	5,4
VALJE VO	between the 2nd and 3rd track	77+562-77+863	platform	301,00	0,35	7,55
VALJEVSKI GRADAC	next to railway line - right	84+560-84+610	platform	50,00	0,35	1,60
Leskovice	next to railway line - left	91+605-91+655	platform	50,00	0,35	1,60
LASTRA	between the 2nd and 3rd track	93+985-94+131	platform	146,00	0,35	1,60
SAMARI	between the 2nd and 3rd track	103+118-103+168	platform	50,00	0,40	1,60
Drenovački Kik	next to railway line - right	107+700-107+750	platform	50,00	0,40	1,60
RAŽANA	between the 3rd and 4th track	111+284-111+430	platform	146,00	0,35	1,60
KOSJERIĆ	between the 3rd and 4th track	118+748-118+948	platform	200,00	0,40	1,60
KOSJERIC	between the 4th and 5th track	118+748-118+948	platform	200,00	0,40	1,60
Tubići	next to railway line - left	123+446-123+496	platform	50,00	0,35	1,60
KALENIĆI	between the 3rd and 4th track	129+772-129+918	platform	146,00	0,35	1,60
Otanj	next to railway line - right	133+600-133+710	platform	110,00	0,40	1,50
Glumač	next to railway line - right	135+807-135+863	platform	56,00	0,40	1,60
POŽEGA	next to 1st track	140+720-140+975	platform	255,00	0,45	10,00
POZEGA	between the 2nd and 3rd track	146+675-140+984	platform	309,00	0,45	6,20
Rasna	next to railway line - right	145+618-145+650	platform	32,00	0,40	1,00
	between the 1st and 2nd track	149+125-149+255	platform	129,00	0,40	1,60
UZIĆI	between the 2nd and 3rd track	149+255-149+389	platform	134,00	0,40	1,60
Zlakusa	next to railway line - right	151+536-151+566	platform	30,00	0,40	1,60
Bukovička Rampa	next to railway line - right	154+141-154+161	platform	20,00	0,40	1,60
SEVOJNO	between the 1st and 2nd track	156+882-157+082	platform	200,00	0,40	1,60
UŽICE EDEICUT OTATION	between the 2nd and 3rd track	161+795-161+995	platform	200,00	0,40	1,60
UŽICE FREIGHT STATION	between the 1st and 2nd track	161+813-161+953	platform	140,00	0,40	1,60
UŽICE	next to 1st track	163+645-163+900	platform	255,00	0,40	3,00
UŽICE	between the 2nd and 3rd track	163+626-163+881	platform	255,00	0,60	5,10
STAPARI	between the 1st and 2nd track	170+590-170+710	platform	120,00	0,40	1,60
	next to railway line - left	173+412-173+425	platform	13	0,40	1,60
Ristanovića Polje	next to railway line - right	173+426-173+464	platform	38	0,40	1,60
Tripkova	next to railway line - right	176+045-176+095	platform	50	0,40	1,60
SUŠICA	between the 2nd and 3rd track	178+251-178+371	platform	120,00	0,40	1,60
	next to 1st track	185+181-185+291	platform	110,00	0,40	5,50
BRANEŠCI	between the 1st and 2nd track	185+181-185+291	platform	110.00	0,40	1,60
	between the 2nd and 3rd track	185+181-185+291	platform	110,00	0,40	1,60
ZLATIBOR	between the 2nd and 3rd track	193+234-193+404	platform	170,00	0,40	1,60
Ribnica Zlatiborska	next to railway line - left	200+350-200+400	platform	50,00	0,40	1,60
JABLANICA	between the 3rd and 4th track	204-405-204+550	platform	145,00	0,40	1,60
Goleš	next to railway line - right	211+590-211+616	platform	26,00	0,40	1,00
ŠTRPCI	between the 2nd and 3rd track	214-755-214-900	platform	145,00	0,40	1,60
Rača	next to railway line - right	219+515-219+536	platform	21,00	0,40	1,00
	between the 2nd and 3rd track	225+227-225+490	platform	263,00	0,50	5,10
PRIBOJ	between the 6th and 7th track	225+137-225+237	platform	100,00	0,50	3,00
Poljice	next to railway line - right	228+110-228+190	platform	80,00	0,40	1,60
Pribojska Banja	next to railway line - right	232+867-232+899	platform	32,00	0,40	1,00
	between the 2nd and 3rd track	241+208-241+352	platform	144,00	0,40	1,60
<u> </u>			platform	28,00	0,40	1,00
BISTRICA NA LIMU		246+300-246+328				1.00
BISTRIČA NA LIMU Džurovo	next to railway line - right	246+300-246+328			· · · · ·	,
BISTRICA NA LIMU	next to railway line - right next to 1st track	252+396-252+705	platform	309,00	0,40	4,60
BISTRICA NA LIMU Džurovo PRIJEPOLJE	next to railway line - right next to 1st track between the 2nd and 3rd track	252+396-252+705 252+396-252+705	platform platform	309,00 309,00	0,40 0,40	4,60 7,00
BISTRIČA NA LIMU Džurovo	next to railway line - right next to 1st track	252+396-252+705	platform	309,00	0,40	4,60



a · · · ·	T	km position of the	Platform/arranged		Dimensions	
Service point	Location	beginning and the end	surface	Length	Height	Widtl
1	2	of platform	4	(m)	(m)	(m)
	2	3	4	5	6	7
LUČICE	between the 2nd and 3rd track	264+581-264+714	platform	133,00	0,35	1,60
BRODAREVO	between the 2nd and 3rd track	273+255-273+404	platform	149,00	0,30	1,60
VRBNICA	between the 1st and 2nd track	285+205-285+255	platform	50,00	0,30	1,60
	between the 2nd and 3rd track	285+112-285+256	platform	144,00	0,30	1,60
109 La	povo - Kraljevo - Lešak - Kosovo					
	between the 2nd and 3rd track	109+560-109+680	platform	120,00	0,35	1,60
LAPOVO	between the 3rd and 4th track	109+560-109+680	platform	120,00	0,35	1,60
~	next to 1st track	109+460-109+510	platform	50,00	0,35	1,60
BATOČINA	between the 1st and 2nd track	3+374,70-3+421,90	platform	47,20	0,12	1,30
Gradac	left side	8+243,40-8+292,90	platform	49,50	0,30	1,05
BADNJEVAC	between the 2nd and 3rd track	12+264,50-12+311,50	platform	47,00	0,14	1,80
Resnik Kragujevački		NONE	<u>.</u>			
Milatovac	right side	18+206,90-18+253,70	platform	46,80	0,33	1,10
Cvetojevac	right side	20+381-422,20	platform	41,20	0,25	1,20
JOVANOVAC	between the 2nd and 3rd track	22+308-22+352	platform	44,00	0,22	1,75
KRAGUJEVAC	between the 1st and 2nd track	28+726-28+918,70	platform	192,70	0,24	1,20
KRAGUJEVAC	between the 2nd and 3rd track	28+752-28+907	platform	155,00	0,24	1,80
Zavod	right side	31+280,50-31+288,25	platform	7,75	0,10	0,50
GROŠNICA	between the 1st and 2nd track	34+062,80-34+104,30	platform	41,50	0,22	1,50
DRAGOBRAĆA	between the 1st and 2nd track	39+529-39+565	platform	36,00	0,20	1,20
Vučkovica	right side	44+513-44+538	platform	25,00	0,30	1,20
KNIĆ	between the 1st and 2nd track	47+560-47+607	platform	47,00	0,30	1,40
GRUŽA	between the 1st and 2nd track	53+458-53+505,5	platform	47,50	0,22	1,40
GUBEREVAC	between the 1st and 2nd track	60+567-60+614	platform	47,00	0,20	1,55
Tomića Brdo	right side	64+795-64+822,50	platform	27,50	0,35	1,00
VITKOVAC	between the 1st and 2nd track	66+309-66+353	platform	44,00	0,25	1,25
Milavčići	left side	70+141,80-70+172,80	platform	31,00	0,35	1,40
VITANOVAC	between the 1st and 2nd track	73+904,30-73+948,70	platform	44,40	0,22	1,40
Šumarice	left side	79+111-79+128,4	platform	17,40	0,22	0,50
Sirča	right side	82+006-82+069	platform	63,00	0,25	1,90
Siica	between the 1st and 2nd track	84+649-84+733	platform	84,00	0,33	1,90
KRALJEVO	between the 2nd and 3rd track	84+649-84+733	1	99,00	0,33	1,60
MATARUŠKA BANJA			platform	/		1,80
	between the 2nd and 3rd track	93+895-93+940	platform	45,00	0.20	,
Progorelica	left side	97+352-97+386	platform	34,00	0,25	1,40
BOGUTOVAČKA BANJA	between the 1st and 2nd track	100+868-100+919	platform	51,00	0,22	1,80
DOBRE STRANE		NONE	1.46	52 00	0.00	1.50
POLUMIR	between the 1st and 2nd track	118+291-118+344	platform	53,00	0,26	1,50
Pusto Polje	left side	123+555-123+589	platform	34,00	0,25	1,00
UŠĆE	between the 1st and 2nd track	127+223-127+281	platform	58,00	0,34	1,50
Lozno	right side	132+832-132+866	platform	34,00	0,22	0,50
JOŠANIČKA BANJA	between the 1st and 2nd track	136+102-136+152	platform	50,00	0,25	1,45
Piskanja	left side	138+842-138+884	platform	42,00	0,21	1,00
BRVENIK	between the 1st and 2nd track	143+481-143+528	platform	47,00	0,32	1,50
Rvati	left side	148+258-148+304	platform	46,00	0,22	1,00
RAŠKA	between the 1st and 2nd track	152+236-152+353	platform	117,00	0,32	1,80
Kaznovići	left side	157+700-157+740	platform	40,00	0,23	1,00
RUDNICA	between the 1st and 2nd track	161+970-162+022	platform	48,00	0,25	1,55
Donje Jarinje		NONE				
Jerina	next to railway line - left	168+865-168+935	arranged surface	70,00	0,20	1,60
LEŠAK	between the 1st and 2nd track	172+294-172+394	platform	100,00	0,35	1,60
LESAN	between the 2nd and 3rd track	172+294-172+394	platform	100,00	0,35	1,60
Dren		NONE				
LEPOSAVIĆ	between the 1st and 2nd track	182+675-182+775	platform	100,00	0,35	1,60
Pridvorica		NONE			I	· · · ·
Sočanica	next to railway line - left	190+000-190+040	platform	40,00	0,35	1,00
IBARSKA SLATINA		NONE		,		
Plandište		NONE				
BANJSKA		NONE				
Valač	between the 1st and 2nd track	208+170-208+230	arranged surface	60,00	0,35	1,00
ZVEČAN	next to 1st track	210+900-211+000	platform	100,00	0,35	1,60
Kosovska Mitrovica Sever	next to railway line - left	213+390-213+440	platform	50,00	0,35	1,60
		gojevo - state border - (Ei		50,00	0,55	1,00
	110 Subbuca - D0	Soleto - state porter - (El	uut)			



Location		Platform/arranged			
Location		surface	-	Ű	Widtl
2	-	4			(m)
2		4	3	0	7
h stress on the list and 2nd track			20.00	0.20	1 5 5
			,		1,55
between the 2nd and 5rd track		plationii	50,00	0,50	1,57
between the 1st and 2nd track		platform	60.00	0.31	1,61
					1,50
		U U		<i>,</i>	1,50
		v			1,50
		1			1,50
					1,50
		-			1,50
					1,00
					1,90
between the 2nd and 5rd track		plationii	55,00	0,25	1,70
between the 2nd and 3rd track		platform	50.00	0.30	1.80
between the 2nd and 5rd track		plationin	50,00	0,50	1,00
next to railway line - left		platform	41.00	0.25	1,60
				,	1,00
					1,70
				/	1,00
				,	1,70
			,		1,70
			230,00	0,05	1,70
		- Datajinea			
	NONE				
-	NONE				
-					
between the 1st and 2nd track		platform	258.00	0.35	1,90
				,	1,90
				/	1,60
					1,60
	shalling Yard "B" - Ostru		,		,
	H				
	NONE				
	NONE				
de Marshalling Yard,,A" - Open	line junction "B" - Open	line junction "K/K	1" - Resnik	5	
	NONE				
		e e			4,00
between the 1st and 2nd track		platform	,	0,35	1,55
between the 3rd and 4th track		platform	295,00	0,55	6,20
114 Ostružnica - Open line ju		unction "K/K1")			
	NONE				
ade Marshalling Yard,,B" - Ope	n line junction "R" - Oper	n line junction "A"	- (Resnik)		
	NONE				
116 (Beigrade Marshalling Yar	rd,,B") - Open line junctio		224.00	0.77	< 10
	0.460.0.706	platform	326,00	0,55	6,10
next to 2nd track - right	8+460-8+786	*	001 00		
next to 2nd track - right between the 3rd and 4th track	8+637-8+868	platform	231,00	0,55	
next to 2nd track - right between the 3rd and 4th track between the 5th and 6th track	8+637-8+868 8+545-8+865	platform platform	231,00 320,00	0,55 0,55	6,10 6,20
next to 2nd track - right between the 3rd and 4th track	8+637-8+868 8+545-8+865	platform platform			
next to 2nd track - right between the 3rd and 4th track between the 5th and 6th track	8+637-8+868 8+545-8+865	platform platform			
next to 2nd track - right between the 3rd and 4th track between the 5th and 6th track 117 Belgrade Marshalling Yan	8+637-8+868 8+545-8+865 rd,,A" - Open line junctio NONE	platform platform n "T" - Rakovica	320,00	0,55	6,20
next to 2nd track - right between the 3rd and 4th track between the 5th and 6th track 117 Belgrade Marshalling Yan next to 2nd track - right	8+637-8+868 8+545-8+865 rd,,A" - Open line junctio NONE 8+460-8+786	platform platform n "T" - Rakovica platform	320,00 326,00	0,55	6,20 6,10
next to 2nd track - right between the 3rd and 4th track between the 5th and 6th track 117 Belgrade Marshalling Yan next to 2nd track - right between the 3rd and 4th track	8+637-8+868 8+545-8+865 rd,,A" - Open line junctio NONE 8+460-8+786 8+637-8+868	platform platform n "T" - Rakovica platform platform	320,00 326,00 231,00	0,55 0,55 0,55	6,20 6,10 6,10
next to 2nd track - right between the 3rd and 4th track between the 5th and 6th track 117 Belgrade Marshalling Yan next to 2nd track - right between the 3rd and 4th track between the 5th and 6th track	8+637-8+868 8+545-8+865 rd,,A" - Open line junction NONE 8+460-8+786 8+637-8+868 8+545-8+865	platform platform n "T" - Rakovica platform platform platform	320,00 326,00	0,55	6,20 6,10 6,10
next to 2nd track - right between the 3rd and 4th track between the 5th and 6th track 117 Belgrade Marshalling Yan next to 2nd track - right between the 3rd and 4th track	8+637-8+868 8+545-8+865 rd,,A" - Open line junction NONE 8+460-8+786 8+637-8+868 8+545-8+865	platform platform n "T" - Rakovica platform platform platform	320,00 326,00 231,00	0,55 0,55 0,55	6,20 6,10 6,10
next to 2nd track - right between the 3rd and 4th track between the 5th and 6th track 117 Belgrade Marshalling Yan next to 2nd track - right between the 3rd and 4th track between the 5th and 6th track	8+637-8+868 8+545-8+865 rd,,A" - Open line junction NONE 8+460-8+786 8+637-8+868 8+545-8+865	platform platform n "T" - Rakovica platform platform platform	320,00 326,00 231,00	0,55 0,55 0,55	6,20 6,10 6,10
next to 2nd track - right between the 3rd and 4th track between the 5th and 6th track 117 Belgrade Marshalling Yan next to 2nd track - right between the 3rd and 4th track between the 5th and 6th track	8+637-8+868 8+545-8+865 rd,,A" - Open line junction NONE 8+460-8+786 8+637-8+868 8+545-8+865 d,,B" - Open line junction NONE	platform platform n "T" - Rakovica platform platform platform a "T" - (Rakovica)	320,00 326,00 231,00 320,00	0,55 0,55 0,55 0,55	6,20 6,10 6,10 6,20
	between the 1st and 2nd track between the 2nd and 3rd track between the 3rd and 4th track between the 4th and 5th track 112 Belgrade Mar de Marshalling Yard,,A" - Open next to 1st track between the 1st and 2nd track between the 3rd and 4th track 114 Ostružnica - Open line ju ade Marshalling Yard,,B" - Ope	2 3 NONE between the 1st and 2nd track S8+619-58+649 between the 1st and 2nd track 73+417-73+477 between the 1st and 2nd track 73+417-73+477 between the 1st and 2nd track 73+584-73+612 between the 1st and 2nd track 73+584-73+612 between the 2nd and 3rd track 105+138-105+193 Detween the 2nd and 3rd track 105+138-105+193 NONE NONE <	Locationbeginning and the end of platformPlatform surface surface234NONENONEbetween the 1st and 2nd track58+619-58+649platformbetween the 1st and 2nd track73+417-73+477platformbetween the 1st and 2nd track73+584-73+612arranged surfacebetween the 1st and 2nd track73+584-73+612arranged surfacebetween the 1st and 2nd track73+584-73+701arranged surfacebetween the 2nd and 3rd track73+584-73+701arranged surfacebetween the 2nd and 3rd track83+340-83+397platformbetween the 2nd and 3rd track83+340-83+397platformbetween the 2nd and 3rd track97+500-97-556platformbetween the 2nd and 3rd track115+350-115+400platformNONENONENONENONEnext to railway line - left128+229-128+270platformbetween the 1st and 2nd track176+4360-176+414arranged surfacebetween the 1st and 2nd track176+432-176+838arranged surfacebetween the 1st and 2nd track176+432-176+838arranged surfacebetween the 1st and 2nd track176+322-176+838arranged surfacebetween the 1st and 2nd track176+322-176+838arranged surfacebetween the 1st and 2nd track20+510 - 20+768platformbetween the 3rd and 4th track20+598 - 20+722platformbetween the 1st and 2nd track20+598 - 20+722platformbetween the 1st and 2nd track20+598 - 20+722 <td>Location beginning and the end of platform Platform surface surface Length (m) 2 3 4 5 NONE NONE 5 between the 1st and 2nd track 58+619-58+649 platform 30,00 between the 1st and 2nd track 73+417-73+477 platform 60,00 between the 1st and 2nd track 73+584-73+612 arranged surface 28,00 between the 1st and 2nd track 73+584-73+7612 arranged surface 28,00 between the 2nd and 3rd track 73+584-73+701 arranged surface 28,00 between the 2nd and 3rd track 73+584-73+612 arranged surface 28,00 between the 3rd and 4th track 73+584-73+612 arranged surface 28,00 between the 3rd and 3rd track 97+500-97-556 platform 55,00 50,00 between the 1st and 2nd track 105+138-105+193 platform 50,00 50,00 next to railway line - left 128+229-128+270 platform 73,00 50,00 between the 1st and 2nd track 176+432-176+438 arranged surface</td> <td>Location beginning and the end of platform Platform surface (m) Length (m) Height (m) 2 3 4 5 6 NONE between the 1st and 2nd track 58+619-58+649 platform 30,00 0,30 between the 1st and 2nd track 73+417-73+477 platform 60,00 0,31 between the 1st and 2nd track 73+417-73+477 platform 60,00 0,38 between the 2nd and 3rd track 73+584-73+612 arranged surface 150,00 0,05 between the 2nd and 3rd track 73+584-73+612 arranged surface 170,00 0,05 between the 2nd and 3rd track 83+340-83+397 platform 55,01 0,24 between the 2nd and 3rd track 105+138-105+193 platform 55,00 0,23 between the 2nd and 3rd track 175+300-77-556 platform 50,00 0,30 between the 2nd and 3rd track 176+300-176+414 arranged surface 54,00 0,05 between the 1st and 2nd track 176+322-176+838 arranged surface 51,00</td>	Location beginning and the end of platform Platform surface surface Length (m) 2 3 4 5 NONE NONE 5 between the 1st and 2nd track 58+619-58+649 platform 30,00 between the 1st and 2nd track 73+417-73+477 platform 60,00 between the 1st and 2nd track 73+584-73+612 arranged surface 28,00 between the 1st and 2nd track 73+584-73+7612 arranged surface 28,00 between the 2nd and 3rd track 73+584-73+701 arranged surface 28,00 between the 2nd and 3rd track 73+584-73+612 arranged surface 28,00 between the 3rd and 4th track 73+584-73+612 arranged surface 28,00 between the 3rd and 3rd track 97+500-97-556 platform 55,00 50,00 between the 1st and 2nd track 105+138-105+193 platform 50,00 50,00 next to railway line - left 128+229-128+270 platform 73,00 50,00 between the 1st and 2nd track 176+432-176+438 arranged surface	Location beginning and the end of platform Platform surface (m) Length (m) Height (m) 2 3 4 5 6 NONE between the 1st and 2nd track 58+619-58+649 platform 30,00 0,30 between the 1st and 2nd track 73+417-73+477 platform 60,00 0,31 between the 1st and 2nd track 73+417-73+477 platform 60,00 0,38 between the 2nd and 3rd track 73+584-73+612 arranged surface 150,00 0,05 between the 2nd and 3rd track 73+584-73+612 arranged surface 170,00 0,05 between the 2nd and 3rd track 83+340-83+397 platform 55,01 0,24 between the 2nd and 3rd track 105+138-105+193 platform 55,00 0,23 between the 2nd and 3rd track 175+300-77-556 platform 50,00 0,30 between the 2nd and 3rd track 176+300-176+414 arranged surface 54,00 0,05 between the 1st and 2nd track 176+322-176+838 arranged surface 51,00



		km position of the		Ι	Dimension	s
Service point	Location	beginning and the end	Platform/arranged	Length	Height	Width
-		of platform	surface	(m)	(m)	(m)
1	2	3	4	5	6	7
	between the tracks	1+123-1+215	platform	92,00	0,55	7,00
Karađorđev park	(next to left Banat track)	1+125-1+215	plationin	92,00	0,55	7,00
Hardordev park	between the tracks	1+222-1+314	platform	92,00	0,55	7,00
	(next to right Banat track)		P	,,	0,00	.,
		Inđija - Golubinci	1.0	120.00	0.40	1.60
INÐIJA	between the 1st and 2nd track	42+840-42+970	platform	130,00	0,40	1,60
	between the 2nd and 3rd track	42+783-42+928	platform	145,00	0,40	1,60
GOLUBINCI	between the 2nd and 3rd track	45+767,00-45+914,00 45+767,00-45+914,00	platform	147,00	0,35	1,60
	between the 3rd and 4th track		platform	147,00	0,35	1,60
	122 Novi Sad- Novi Sad Mars next to 11th track	77+836-77+950	platform	114,00	0,40	3,00
	between the 11th and 10th track	77+836-77+950	platform	128,00	0,40	3,72
	between the 10th and 1st track		platform			4,20
NOVI SAD	next to 1st track	77+835-77+887 77+835-78+250	platform	52,00 415,00	0,40 0,40	4,20
NOVISAD	between the 2nd and 4th track	77+843-78+181	platform	338,00	,	4,20-8,5
	between the 12thand 1 st track	78+104-78+250	platform	146,00	0,40	8,90
	between the 12th and 1 st track	78+104-78+250	platform	146,00	0,40 0,40	8,90 6,46
NOVISAD	between the 14 th and 15 th track	/8+104-/8+249	platform	145,00	0,40	0,40
NOVI SAD MARSHALLING YARD		NONE				
	of Mala Krsna station: (Kolari)	generation gwitch No.1	concretion switch N	1028 (Oci		
125 by-pass track	124 Open line junction Lapovo			(028 - (USI	Jaomica)	
	next to right track	106+250-106+310	platform	60,00	0,35	1,60
Lapovo Varoš	next to left track	106+250-106+310	platform	60,00	0,35	1,60
LAPOVO MARSHALLING	hext to left track	NONE	plationi	00,00	0,55	1,00
YARD		NONE				
TAND	between the 2nd and 3rd track	109+560-109+680	platform	120,00	0,35	1,60
LAPOVO	between the 3^{rd} and 4^{th} track	109+560-109+680	platform	120,00	0,35	1,60
LAIOVO	next to 1st track	109+460-109+510	platform	50,00	0,35	1,60
		Marshalling Yard - Među		50,00	0,55	1,00
	between the 2nd and 3rd track	234+893-234+994	platform	101,00	0,40	1,60
TRUPALE	between the 4th and 5th track	234+893-234+994	platform	101,00	0,40	1,60
NIŠ MARSHALLING	next to 1a. track	238+216-238+289	platform	73,00	0,40	2,20
YARD	next to fu. thek	2301210 2301209	plationin	75,00	0,40	2,20
MEĐUROVO		NONE				
	126 Crveni K	rst - Niš Marshalling yard	1			
CRVENI KRST	between the 2nd and 3rd track	240+842-240+994	platform	152,00	1,60	0,40
NIŠ MARSHALLING	next to 1a. track	238+216-238+289	platform	73,00	0,40	2,20
YARD			1	,		,
	127 Niš - Open line jun	ction Most - (Niš Marshal	ling Yard)			
	next to 1st track	243+410-243+763	platform	353,00	0,40	5,80
	between the 2nd and 3rd track	243+410-243+813	platform	403,00	0,40	8,00
NIŠ	between the 4th and 5th track	243+410-243+771	platform	361,00	0,40	8,00
	between the 1b. and 1st track	243+643-243+763	platform	120,00	0,40	5,80
	next to 1a. track	243+660-243+763	platform	103,00	0,40	1,60
128 Connecting t	rack of Niš station: (Crveni Krst) - separation switch No3	- separation switch	No4 - (Ćel	e Kula)	
	REGION	AL RAILWAY LINES				
	201 Subotica - Ho	orgoš - state border - (Rös	szke)			
	between the 1st and 2nd track	176+360-176+414	arranged surface	54,00	0,05	1,70
	between the 1st and 2nd track	176+414-176+487	platform	73,00	0,25	1,60
SUBOTICA	between the 1st and 2nd track	176+487-176+838	arranged surface	351,00	0,05	1,70
	between the 2nd and 3rd track	176+322-176+838	arranged surface	516,00	0,05	1,70
	between the 3rd and 4th track	176+335-176+573	arranged surface	238,00	0,05	1,70
JAVNA SKLADIŠTA	next to railway line - left	2+275-2+385	platform	110,00	0,55	3,00
PALIĆ	next to 2 nd track (right)	7+575-7+685	platform	110,00	0,55	3,00
	next to 4th track	7+575-7+685	platform	110,00	0,55	8,00
	next to railway line - right	12+002-12+112	platform	110,00	0,55	3,00
Haidukovo			platform	110,00	0,55	3,00
Hajdukovo BAČKI VINOGRADI		15+360-15+470			5,00	2,00
BAČKI VINOGRADI	next to 2 nd track (right)	$\frac{15+360-15+470}{23+995-24+105}$				4.00
	next to 2 nd track (right) next to 2 nd track (right)	23+995-24+105	platform	110,00	0,55	4,00
BAČKI VINOGRADI	next to 2 nd track (right) next to 2 nd track (right) next to 5th track	23+995-24+105 23+995-24+105	platform platform			4,00 4,00
BAČKI VINOGRADI HORGOŠ	next to 2 nd track (right) next to 2 nd track (right) next to 5th track 202 Pančevo Main St Zren	23+995-24+105 23+995-24+105 janin - Kikinda - state bor	platform platform rder - (Jimbolia)	110,00 110,00	0,55 0,55	4,00
BAČKI VINOGRADI	next to 2 nd track (right) next to 2 nd track (right) next to 5th track	23+995-24+105 23+995-24+105	platform platform	110,00	0,55	



		km position of the		I	Dimension	s
Service point	Location	beginning and the end	Platform/arranged	Length	Height	Width
Service point	Locution	of platform	surface	(m)	(m)	(m)
1	2	3	4	5	6	7
1	between the 3rd and 4th track	15+987-16+137	platform	150	0.40	1.60
JABUKA	between the site and still tack	NONE	plationin	150	0,40	1,00
KAČAREVO	between the 1st and 2nd track	26+784-26+834	platform	50	1,6	0,35
CREPAJA	between the 1st and 2nd track	NONE	plationin	50	1,0	0,55
DEBELJAČA		NONE				
KOVAČICA	between the 1st and 2nd track	NONE	NONE			
UZDIN	between the 1st and 2nd track	NONE	NONE			
- · ·	between the 1st and 2nd track	61+920-61+970	platform	50	16	0.25
TOMAŠEVAC	between the 2nd and 3rd track	61+920-61+970	platform	<u>50</u> 50	1,6 1,6	0,35
ORLOVAT STAJALIŠTE	between the 1st and 2nd track	64+025-64+075	platform	50	1,6	0,33
LUKIĆEVO	between the 1st and 2nd track		platform	50	1,0	0,35
		NONE				
ZRENJANIN FABRIKA		NONE	1.46	71	1.2	0.55
	next to 1st track	88+705-88+776	platform	71	1,3	0,55
ZRENJANIN	between the 1st and 2nd track		NONE			
	between the 2nd and 3rd track		NONE			
ELEMIR		NONE	hour			
MELENCI	between the 2nd and 3rd track		NONE			
KUMANE		NONE				
NOVI BEČEJ		NONE				
BANATSKO MILOŠEVO		NONE				
POLJE						
~	next to 1st track		NONE			
BANATSKO MILOŠEVO	between the 1st and 2nd track		NONE			
	between the 2nd and 3rd track		NONE			
Derić		NONE			<u>.</u>	1
KIKINDA	next to 1st track	160+030-160+166	platform	136,00	0,19	3,30-4,40
· · · · · · · · · · · · · · · · · · ·	between the 1st and 2nd track	160+064-160+190	arranged surface	126,00	0,00	1,50
BANATSKO VELIKO		NONE				
SELO						
203 Belgrade Donji G	rad (km 7+041) – Belgrade Duna			RAFFIC SU	USPENDI	ED
	204 Topčider Putnička (km 4+					
		Miloševo - Senta - Subotic				
~	next to 1st track		NONE			
BANATSKO MILOŠEVO	between the 1st and 2nd track		NONE			
	between the 2nd and 3rd track		NONE			
Bočar	between the 1st and 2nd track		NONE			
Ester		NONE				
PADEJ	between the 1st and 2nd track		NONE			
	between the 2nd and 3rd track		NONE			
Ostojićevo	between the 1st and 2nd track		NONE			
	between the 1st and 2nd track		NONE			
ČOKA	between the 2nd and 3rd track		NONE			
	between the 3rd and 4th track		NONE			
SENTA	between the 1st and 2nd track	102+905-102+950	platform	45,00	0,17	1,90
Gornji Breg		NONE				
Bogaraš		NONE				
Doline		NONE				
OROM		NONE				
Gabrić		NONE				
Bikovo		NONE				
Directo	between the 1st and 2nd track	176+360-176+414	arranged surface	54,00	0,05	1,70
	between the 1st and 2nd track	176+414-176+487	platform	73,00	0,05	1,70
SUBOTICA	between the 1st and 2nd track	176+487-176+838	arranged surface	351,00	0,25	1,00
SUBUTICA	between the 2nd and 3rd track	176+322-176+838	arranged surface	516,00	0,05	1,70
	between the 3rd and 4th track			238,00	0,05	1,70
	Derween me siù and 4th track	176+335-176+573	arranged surface	230,00	0.00	1./0

	206 Pančevo Varoš - (Open line junction 2a - (Јабука)			
	next to 1st track	18+131-18+223	station plateau	92,00	0,40	1,60
PANČEVO VAROŠ	between the 1st and 2nd track	18+105-18+345	platform	240,00	0,40	1,60
	between the 2nd and 3rd track	18+100-18+364	platform	264,00	0,40	1,60
	207 Novi Sa	ad- Odžaci - Bogojevo				
NOVI SAD	next to 11th track	77+836-77+950	platform	114,00	0,40	3,00
NOVISAD	between the 11th and 10th track	77+822-77+950	platform	128,00	0,40	3,72



		km position of the	D1-+f	Γ	Dimensior	15
Service point	Location	beginning and the end	Platform/arranged surface	Length	Height	Width
		of platform	surface	(m)	(m)	(m)
1	2	3	4	5	6	7
	between the 10th and 1st track	77+835-77+887	platform	52,00	0,40	4,20
	next to 1st track	77+835-78+250	platform	415,00	0,40	4,20-8,9
	between the 2nd and 4th track	77+843-78+181	platform	338,00	0,40	8,75
	between the 12 th and 1 st track	78+104-78+250	platform	146,00	0,40	8,90
	Between 14 th and 13 th track	78+104-78+249	platform	145,00	0,40	6,46
Veternik	·	NONE			•	•
FUTOG		NONE				
PETROVAC - GLOŽAN		NONE				
Bački Maglić		NONE				
GAJDOBRA		NONE				
Parage		NONE				
RATKOVO		NONE				
ODŽACI		NONE				
Odžaci - Kalvarija		NONE				
KARAVUKOVO		NONE				
Bogojevo Selo		NONE				
BOGOJEVO		NONE				
	(NOVI SAD) - Open line junction		nčevi- Orlovat Staja	alište		
RIMSKI ŠANČEVI		NONE				
KAĆ		NONE				
Budisava		NONE				
ŠAJKAŠ		NONE				
Vilovo-Gardinovci		NONE				
Lok		NONE				
TITEL		NONE				
Donji Titel		NONE				
Knićanin		NONE				
PERLEZ		NONE				
FARKAŽDIN		NONE				
ORLOVAT		NONE	1			1
ORLOVAT STAJALIŠTE	between the 1st and 2nd track	64+025-64+075	platform	50,00	1,6	0,35
	rshalling yard separation switch	No7 - Novi Sad Lokotero	etna - Open line jun	ction SAJI	LOVO	
NOVI						
SADMARSHALLING		NONE				
YARD						
	210 Orlovat - Ope	n line junction 1a - (Luki	ćevo)			
ORLOVAT		NONE	·	•		
ORLOVAT	Ruma - Šabac - Open line juncti	NONE ion Donja Borina - state b	oorder - (Zvornik N		0.25	1.60
ORLOVAT 211	Ruma - Šabac - Open line juncti between the 2nd and 3rd track	NONE ion Donja Borina - state b 64+733-64+973	oorder - (Zvornik N platform	240,00	0,35	1,60
ORLOVAT	Ruma - Šabac - Open line juncti between the 2nd and 3rd track between the 3rd and 4th track	NONE ton Donja Borina - state b 64+733-64+973 64+733-64+973	oorder - (Zvornik N platform platform	240,00 240,00	0,35	1,60
ORLOVAT 211 RUMA	Ruma - Šabac - Open line juncti between the 2nd and 3rd track between the 3rd and 4th track between the 4th and 5th track	NONE ion Donja Borina - state b 64+733-64+973 64+733-64+973 65+821-64+937	order - (Zvornik N platform platform platform	240,00 240,00 116,00	0,35 0,35	1,60 1,60
ORLOVAT 211 RUMA BUĐANOVCI	Ruma - Šabac - Open line juncti between the 2nd and 3rd track between the 3rd and 4th track between the 4th and 5th track between the 1st and 2nd track	NONE ion Donja Borina - state b 64+733-64+973 64+733-64+973 65+821-64+937 11+324,00-11+355,00	oorder - (Zvornik N platform platform platform platform	240,00 240,00 116,00 31,00	0,35 0,35 0,35	1,60 1,60 1,60
ORLOVAT 211 RUMA BUĐANOVCI Nikinci	Ruma - Šabac - Open line juncti between the 2nd and 3rd track between the 3rd and 4th track between the 4th and 5th track between the 1st and 2nd track next to railway line - left	NONE ion Donja Borina - state b 64+733-64+973 64+733-64+973 65+821-64+937 11+324,00-11+355,00 16+657,70-16+688,70	oorder - (Zvornik N platform platform platform platform platform	240,00 240,00 116,00 31,00 31,00	0,35 0,35 0,35 0,35	1,60 1,60 1,60 1,60
ORLOVAT 211 RUMA BUĐANOVCI Nikinci PLATIČEVO	Ruma - Šabac - Open line juncti between the 2nd and 3rd track between the 3rd and 4th track between the 4th and 5th track between the 1st and 2nd track next to railway line - left between the 1st and 2nd track	NONE ion Donja Borina - state h 64+733-64+973 64+733-64+973 65+821-64+937 11+324,00-11+355,00 16+657,70-16+688,70 21+293,00-21+323,00	oorder - (Zvornik N platform platform platform platform platform platform	240,00 240,00 116,00 31,00 31,00 30,00	0,35 0,35 0,35 0,35 0,35 0,35	$ \begin{array}{r} 1,60\\ 1,60\\ 1,60\\ 1,60\\ 1,60\\ \end{array} $
ORLOVAT 211 RUMA BUĐANOVCI Nikinci PLATIČEVO Klenak	Ruma - Šabac - Open line juncti between the 2nd and 3rd track between the 3rd and 4th track between the 4th and 5th track between the 1st and 2nd track next to railway line - left between the 1st and 2nd track next to railway line - right	NONE ion Donja Borina - state b 64+733-64+973 64+733-64+973 65+821-64+937 11+324,00-11+355,00 16+657,70-16+688,70 21+293,00-21+323,00 28+873,15-28+904,15	order - (Zvornik N platform platform platform platform platform platform platform	240,00 240,00 116,00 31,00 31,00 30,00 31,00	0,35 0,35 0,35 0,35 0,35 0,35 0,35	$ \begin{array}{r} 1,60\\ 1,60\\ 1,60\\ 1,60\\ 1,60\\ 1,60\\ 1,60\\ \end{array} $
ORLOVAT 211 RUMA BUĐANOVCI Nikinci PLATIČEVO Klenak ŠABAC	Ruma - Šabac - Open line juncti between the 2nd and 3rd track between the 3rd and 4th track between the 4th and 5th track between the 1st and 2nd track next to railway line - left between the 1st and 2nd track next to railway line - right between the 1st and 2nd track	NONE ion Donja Borina - state h 64+733-64+973 64+733-64+973 65+821-64+937 11+324,00-11+355,00 16+657,70-16+688,70 21+293,00-21+323,00 28+873,15-28+904,15 32+684,00-32+738,00	order - (Zvornik N platform platform platform platform platform platform platform platform	240,00 240,00 116,00 31,00 30,00 30,00 31,00 54,00	0,35 0,35 0,35 0,35 0,35 0,35 0,35 0,40	1,60 1,60 1,60 1,60 1,60
ORLOVAT 211 RUMA BUĐANOVCI Nikinci PLATIČEVO Klenak ŠABAC Majur	Ruma - Šabac - Open line juncti between the 2nd and 3rd track between the 3rd and 4th track between the 3rd and 4th track between the 1st and 2nd track next to railway line - left between the 1st and 2nd track next to railway line - right between the 1st and 2nd track next to railway line - left	NONE ion Donja Borina - state to 64+733-64+973 64+733-64+973 65+821-64+937 11+324,00-11+355,00 16+657,70-16+688,70 21+293,00-21+323,00 28+873,15-28+904,15 32+684,00-32+738,00 3+975-4+025	oorder - (Zvornik N platform platform platform platform platform platform platform platform platform	240,00 240,00 116,00 31,00 30,00 31,00 31,00 54,00 50,00	0,35 0,35 0,35 0,35 0,35 0,35 0,35 0,40 0,35	$ \begin{array}{c} 1,60\\ 1,60\\ 1,60\\ 1,60\\ 1,60\\ 1,60\\ 1,00\\ \end{array} $
ORLOVAT 211 RUMA BUÐANOVCI Nikinci PLATIČEVO Klenak ŠABAC Majur ŠTITAR	Ruma - Šabac - Open line juncti between the 2nd and 3rd track between the 3rd and 4th track between the 4th and 5th track between the 1st and 2nd track next to railway line - left between the 1st and 2nd track next to railway line - right between the 1st and 2nd track	NONE ion Donja Borina - state b 64+733-64+973 64+733-64+973 65+821-64+937 11+324,00-11+355,00 16+657,70-16+688,70 21+293,00-21+323,00 28+873,15-28+904,15 32+684,00-32+738,00 3+975-4+025 7+713,70-7+735,70	order - (Zvornik N platform platform platform platform platform platform platform platform	240,00 240,00 116,00 31,00 30,00 30,00 31,00 54,00	0,35 0,35 0,35 0,35 0,35 0,35 0,35 0,40	$ \begin{array}{r} 1,60\\ 1,60\\ 1,60\\ 1,60\\ 1,60\\ 1,60\\ 1,60\\ \end{array} $
ORLOVAT 211 RUMA BUĐANOVCI Nikinci PLATIČEVO Klenak ŠABAC Majur ŠTITAR Dublje Mačvansko	Ruma - Šabac - Open line juncti between the 2nd and 3rd track between the 3rd and 4th track between the 3rd and 4th track between the 1st and 2nd track next to railway line - left between the 1st and 2nd track next to railway line - right between the 1st and 2nd track next to railway line - left	NONE ion Donja Borina - state b 64+733-64+973 64+733-64+973 65+821-64+937 11+324,00-11+355,00 16+657,70-16+688,70 21+293,00-21+323,00 28+873,15-28+904,15 32+684,00-32+738,00 3+975-4+025 7+713,70-7+735,70 NONE	oorder - (Zvornik N platform platform platform platform platform platform platform platform platform	240,00 240,00 116,00 31,00 30,00 31,00 31,00 54,00 50,00	0,35 0,35 0,35 0,35 0,35 0,35 0,35 0,40 0,35	$ \begin{array}{c} 1,60\\ 1,60\\ 1,60\\ 1,60\\ 1,60\\ 1,60\\ 1,00\\ \end{array} $
ORLOVAT 211 RUMA BUÐANOVCI Nikinci PLATIČEVO Klenak ŠABAC Majur ŠTITAR Dublje Mačvansko PETLOVAČA	Ruma - Šabac - Open line juncti between the 2nd and 3rd track between the 3rd and 4th track between the 3rd and 4th track between the 1st and 2nd track next to railway line - left between the 1st and 2nd track next to railway line - right between the 1st and 2nd track next to railway line - left	NONE ion Donja Borina - state b 64+733-64+973 64+733-64+973 65+821-64+937 11+324,00-11+355,00 16+657,70-16+688,70 21+293,00-21+323,00 28+873,15-28+904,15 32+684,00-32+738,00 3+975-4+025 7+713,70-7+735,70 NONE NONE	oorder - (Zvornik N platform platform platform platform platform platform platform platform platform	240,00 240,00 116,00 31,00 30,00 31,00 31,00 54,00 50,00	0,35 0,35 0,35 0,35 0,35 0,35 0,35 0,40 0,35	$ \begin{array}{c} 1,60\\ 1,60\\ 1,60\\ 1,60\\ 1,60\\ 1,60\\ 1,00\\ \end{array} $
ORLOVAT 211 RUMA BUÐANOVCI Nikinci PLATIČEVO Klenak ŠABAC Majur ŠTITAR Dublje Mačvansko PETLOVAČA Ribari	Ruma - Šabac - Open line juncti between the 2nd and 3rd track between the 3rd and 4th track between the 3rd and 4th track between the 1st and 2nd track next to railway line - left between the 1st and 2nd track next to railway line - right between the 1st and 2nd track next to railway line - left	NONE ion Donja Borina - state is 64+733-64+973 64+733-64+973 65+821-64+937 11+324,00-11+355,00 16+657,70-16+688,70 21+293,00-21+323,00 28+873,15-28+904,15 32+684,00-32+738,00 3+975-4+025 7+713,70-7+735,70 NONE NONE NONE	oorder - (Zvornik N platform platform platform platform platform platform platform platform platform	240,00 240,00 116,00 31,00 30,00 31,00 31,00 54,00 50,00	0,35 0,35 0,35 0,35 0,35 0,35 0,35 0,40 0,35	$ \begin{array}{c} 1,60\\ 1,60\\ 1,60\\ 1,60\\ 1,60\\ 1,60\\ 1,00\\ \end{array} $
ORLOVAT 211 RUMA BUÐANOVCI Nikinci PLATIČEVO Klenak ŠABAC Majur ŠTITAR Dublje Mačvansko PETLOVAČA Ribari PRNJAVOR MAČVANSKI	Ruma - Šabac - Open line juncti between the 2nd and 3rd track between the 3rd and 4th track between the 3rd and 4th track between the 1st and 2nd track next to railway line - left between the 1st and 2nd track next to railway line - right between the 1st and 2nd track next to railway line - left	NONE ion Donja Borina - state is 64+733-64+973 64+733-64+973 65+821-64+937 11+324,00-11+355,00 16+657,70-16+688,70 21+293,00-21+323,00 28+873,15-28+904,15 32+684,00-32+738,00 3+975-4+025 7+713,70-7+735,70 NONE NONE NONE NONE NONE NONE NONE	oorder - (Zvornik N platform platform platform platform platform platform platform platform platform	240,00 240,00 116,00 31,00 30,00 31,00 31,00 54,00 50,00	0,35 0,35 0,35 0,35 0,35 0,35 0,35 0,40 0,35	$ \begin{array}{c} 1,60\\ 1,60\\ 1,60\\ 1,60\\ 1,60\\ 1,60\\ 1,00\\ \end{array} $
ORLOVAT 211 RUMA BUĐANOVCI Nikinci PLATIČEVO Klenak ŠABAC Majur ŠTITAR Dublje Mačvansko PETLOVAČA Ribari PRNJAVOR MAČVANSKI Podrinsko Novo Selo	Ruma - Šabac - Open line juncti between the 2nd and 3rd track between the 3rd and 4th track between the 4th and 5th track between the 1st and 2nd track next to railway line - left between the 1st and 2nd track next to railway line - right between the 1st and 2nd track next to railway line - left between the 1st and 2nd track	NONE ion Donja Borina - state is 64+733-64+973 64+733-64+973 65+821-64+937 11+324,00-11+355,00 16+657,70-16+688,70 21+293,00-21+323,00 28+873,15-28+904,15 32+684,00-32+738,00 3+975-4+025 7+713,70-7+735,70 NONE NONE NONE NONE NONE NONE NONE	oorder - (Zvornik N platform platform platform platform platform platform platform platform platform platform	240,00 240,00 116,00 31,00 30,00 31,00 54,00 50,00 22,00	0,35 0,35 0,35 0,35 0,35 0,35 0,40 0,35 0,35	1,60 1,60 1,60 1,60 1,60 1,60 1,00 1,60
ORLOVAT 211 RUMA BUÐANOVCI Nikinci PLATIČEVO Klenak ŠABAC Majur ŠTITAR Dublje Mačvansko PETLOVAČA Ribari PRNJAVOR MAČVANSKI Podrinsko Novo Selo LEŠNICA	Ruma - Šabac - Open line juncti between the 2nd and 3rd track between the 3rd and 4th track between the 4th and 5th track between the 1st and 2nd track next to railway line - left between the 1st and 2nd track next to railway line - right between the 1st and 2nd track next to railway line - left between the 1st and 2nd track	NONE ion Donja Borina - state is 64+733-64+973 64+733-64+973 65+821-64+937 11+324,00-11+355,00 16+657,70-16+688,70 21+293,00-21+323,00 28+873,15-28+904,15 32+684,00-32+738,00 3+975-4+025 7+713,70-7+735,70 NONE NONE NONE NONE NONE NONE 34+900,00-35+025,00	porder - (Zvornik N platform platform platform platform platform platform platform platform platform	240,00 240,00 116,00 31,00 30,00 31,00 54,00 50,00 22,00 125,00	0,35 0,35 0,35 0,35 0,35 0,35 0,40 0,35 0,35 0,35	1,60 1,60 1,60 1,60 1,60 1,60 1,00 1,60
ORLOVAT 211 RUMA BUÐANOVCI Nikinci PLATIČEVO Klenak ŠABAC Majur ŠTITAR Dublje Mačvansko PETLOVAČA Ribari PRNJAVOR MAČVANSKI Podrinsko Novo Selo LEŠNICA Jadarska Straža	Ruma - Šabac - Open line juncti between the 2nd and 3rd track between the 3rd and 4th track between the 4th and 5th track between the 1st and 2nd track next to railway line - left between the 1st and 2nd track next to railway line - right between the 1st and 2nd track next to railway line - left between the 1st and 2nd track	NONE ion Donja Borina - state is 64+733-64+973 64+733-64+973 65+821-64+937 11+324,00-11+355,00 16+657,70-16+688,70 21+293,00-21+323,00 28+873,15-28+904,15 32+684,00-32+738,00 3+975-4+025 7+713,70-7+735,70 NONE 034+900,00-35+025,00 38+860,00-38+940,00	porder - (Zvornik N platform platform platform platform platform platform platform platform platform platform	240,00 240,00 116,00 31,00 30,00 31,00 54,00 50,00 22,00	0,35 0,35 0,35 0,35 0,35 0,35 0,40 0,35 0,35	1,60 1,60 1,60 1,60 1,60 1,60 1,00
ORLOVAT 211 RUMA BUÐANOVCI Nikinci PLATIČEVO Klenak ŠABAC Majur ŠTITAR Dublje Mačvansko PETLOVAČA Ribari PRNJAVOR MAČVANSKI Podrinsko Novo Selo LEŠNICA Jadarska Straža Lipnica	Ruma - Šabac - Open line juncti between the 2nd and 3rd track between the 3rd and 4th track between the 4th and 5th track between the 1st and 2nd track next to railway line - left between the 1st and 2nd track next to railway line - right between the 1st and 2nd track next to railway line - left between the 1st and 2nd track	NONE ion Donja Borina - state is 64+733-64+973 64+733-64+973 65+821-64+937 11+324,00-11+355,00 16+657,70-16+688,70 21+293,00-21+323,00 28+873,15-28+904,15 32+684,00-32+738,00 3+975-4+025 7+713,70-7+735,70 NONE 34+900,00-35+025,00 38+860,00-38+940,00 NONE	porder - (Zvornik N platform platform platform platform platform platform platform platform platform platform	240,00 240,00 116,00 31,00 30,00 31,00 54,00 50,00 22,00 125,00	0,35 0,35 0,35 0,35 0,35 0,35 0,40 0,35 0,35 0,35	1,60 1,60 1,60 1,60 1,60 1,60 1,00 1,60
ORLOVAT 211 RUMA BUÐANOVCI Nikinci PLATIČEVO Klenak ŠABAC Majur ŠTITAR Dublje Mačvansko PETLOVAČA Ribari PRNJAVOR MAČVANSKI Podrinsko Novo Selo LEŠNICA Jadarska Straža Lipnica LOZNICA	Ruma - Šabac - Open line juncti between the 2nd and 3rd track between the 3rd and 4th track between the 4th and 5th track between the 1st and 2nd track next to railway line - left between the 1st and 2nd track next to railway line - right between the 1st and 2nd track next to railway line - left between the 1st and 2nd track	NONE ion Donja Borina - state is 64+733-64+973 64+733-64+973 65+821-64+937 11+324,00-11+355,00 16+657,70-16+688,70 21+293,00-21+323,00 28+873,15-28+904,15 32+684,00-32+738,00 3+975-4+025 7+713,70-7+735,70 NONE NONE NONE 34+900,00-35+025,00 38+860,00-38+940,00 NONE NONE NONE	porder - (Zvornik N platform platform platform platform platform platform platform platform platform platform	240,00 240,00 116,00 31,00 30,00 31,00 54,00 50,00 22,00 125,00	0,35 0,35 0,35 0,35 0,35 0,35 0,40 0,35 0,35 0,35	1,60 1,60 1,60 1,60 1,60 1,60 1,00 1,60
ORLOVAT 211 RUMA BUÐANOVCI Nikinci PLATIČEVO Klenak ŠABAC Majur ŠTITAR Dublje Mačvansko PETLOVAČA Ribari PRNJAVOR MAČVANSKI Podrinsko Novo Selo LEŠNICA Jadarska Straža Lipnica LOZNICA	Ruma - Šabac - Open line juncti between the 2nd and 3rd track between the 3rd and 4th track between the 4th and 5th track between the 1st and 2nd track next to railway line - left between the 1st and 2nd track next to railway line - right between the 1st and 2nd track next to railway line - left between the 1st and 2nd track between the 1st and 2nd track	NONE ion Donja Borina - state is 64+733-64+973 64+733-64+973 65+821-64+937 11+324,00-11+355,00 16+657,70-16+688,70 21+293,00-21+323,00 28+873,15-28+904,15 32+684,00-32+738,00 3+975-4+025 7+713,70-7+735,70 NONE NONE NONE 34+900,00-35+025,00 38+860,00-38+940,00 NONE NON	porder - (Zvornik N platform platform platform platform platform platform platform platform platform platform	240,00 240,00 116,00 31,00 30,00 31,00 54,00 50,00 22,00 125,00 80,00	0,35 0,35 0,35 0,35 0,35 0,35 0,40 0,35 0,35 0,35	1,60 1,60 1,60 1,60 1,60 1,00 1,00 0,55 1,60
ORLOVAT 211 RUMA BUÐANOVCI Nikinci PLATIČEVO Klenak ŠABAC Majur ŠTITAR Dublje Mačvansko PETLOVAČA Ribari PRNJAVOR MAČVANSKI Podrinsko Novo Selo LEŠNICA Jadarska Straža Lipnica LOZNICA Loznica Fabrika KOVILJAČA	Ruma - Šabac - Open line juncti between the 2nd and 3rd track between the 3rd and 4th track between the 4th and 5th track between the 1st and 2nd track next to railway line - left between the 1st and 2nd track next to railway line - right between the 1st and 2nd track next to railway line - left between the 1st and 2nd track	NONE ion Donja Borina - state is 64+733-64+973 64+733-64+973 65+821-64+937 11+324,00-11+355,00 16+657,70-16+688,70 21+293,00-21+323,00 28+873,15-28+904,15 32+684,00-32+738,00 3+975-4+025 7+713,70-7+735,70 NONE NONE NONE 34+900,00-35+025,00 38+860,00-38+940,00 NONE NONE NONE NONE NONE NONE NONE NONE S6+170,00-56+213,00	porder - (Zvornik N platform platform platform platform platform platform platform platform platform platform	240,00 240,00 116,00 31,00 30,00 31,00 54,00 50,00 22,00 125,00	0,35 0,35 0,35 0,35 0,35 0,35 0,40 0,35 0,35 0,35	1,60 1,60 1,60 1,60 1,60 1,60 1,00 1,60
ORLOVAT 211 RUMA BUÐANOVCI Nikinci PLATIČEVO Klenak ŠABAC Majur ŠTITAR Dublje Mačvansko PETLOVAČA Ribari PRNJAVOR MAČVANSKI Podrinsko Novo Selo LEŠNICA Jadarska Straža Lipnica LOZNICA Loznica Fabrika KOVILJAČA Gornja Koviljača	Ruma - Šabac - Open line juncti between the 2nd and 3rd track between the 3rd and 4th track between the 4th and 5th track between the 1st and 2nd track next to railway line - left between the 1st and 2nd track next to railway line - right between the 1st and 2nd track next to railway line - left between the 1st and 2nd track between the 1st and 2nd track next to railway line - right between the 1st and 2nd track next to railway line - right	NONE ion Donja Borina - state is 64+733-64+973 64+733-64+973 65+821-64+937 11+324,00-11+355,00 16+657,70-16+688,70 21+293,00-21+323,00 28+873,15-28+904,15 32+684,00-32+738,00 3+975-4+025 7+713,70-7+735,70 NONE NONE NONE 34+900,00-35+025,00 38+860,00-38+940,00 NONE NON	porder - (Zvornik N platform platform platform platform platform platform platform platform platform platform platform	240,00 240,00 116,00 31,00 30,00 31,00 54,00 50,00 22,00 125,00 80,00 43,00	0,35 0,35 0,35 0,35 0,35 0,35 0,35 0,35	1,60 1,60 1,60 1,60 1,60 1,60 1,60 0,55 1,60
ORLOVAT 211 RUMA BUÐANOVCI Nikinci PLATIČEVO Klenak ŠABAC Majur ŠTITAR Dublje Mačvansko PETLOVAČA Ribari PRNJAVOR MAČVANSKI Podrinsko Novo Selo LEŠNICA Jadarska Straža Lipnica LOZNICA Loznica Fabrika KOVILJAČA	Ruma - Šabac - Open line juncti between the 2nd and 3rd track between the 3rd and 4th track between the 4th and 5th track between the 1st and 2nd track next to railway line - left between the 1st and 2nd track next to railway line - right between the 1st and 2nd track next to railway line - left between the 1st and 2nd track between the 1st and 2nd track	NONE ion Donja Borina - state is 64+733-64+973 64+733-64+973 65+821-64+937 11+324,00-11+355,00 16+657,70-16+688,70 21+293,00-21+323,00 28+873,15-28+904,15 32+684,00-32+738,00 3+975-4+025 7+713,70-7+735,70 NONE NONE NONE 34+900,00-35+025,00 38+860,00-38+940,00 NONE NONE NONE NONE NONE NONE NONE NONE S6+170,00-56+213,00	porder - (Zvornik N platform platform platform platform platform platform platform platform platform platform	240,00 240,00 116,00 31,00 30,00 31,00 54,00 50,00 22,00 125,00 80,00	0,35 0,35 0,35 0,35 0,35 0,35 0,40 0,35 0,35 0,35	1,60 1,60 1,60 1,60 1,60 1,00 1,00 0,55 1,60



a · · ·		km position of the		Γ	Dimension	3			
Service point	Location	beginning and the end	Platform/arranged - surface	Length	Height	Width			
		of platform		(m)	(m)	(m)			
1	2	3	4	5	6	7			
		ć - Kraljevo - Požega							
a the second sec	between the 2nd and 3rd track	176+222-176+425	platform	203,00	0,28	6,40			
STALAĆ	between the 4th and 5th track	176+222-176+425	platform	203,00	0,28	6,40			
	between the 6th and 7th track	176+270-176+378	platform	108,00	0,28	5,30			
Mrzenica	right side	3+868-3+910	platform	42,00	0,35	2,00			
Makrešane		NONE							
DEDINA		NONE	1.40	175.00	0.25	2.94			
KRUŠEVAC	between the 2nd and 3rd track	14+451-14+626	platform	175,00	0,35	2,84			
Čitluk	between the 3 rd and 4 th track	14+490,3-14+610,3	platform	120,00	0,35	1,60			
KOŠEVI		NONE							
Globoder		NONE NONE							
STOPANJA		NONE							
Donja Počekovina		NONE							
POČEKOVINA		NONE							
Trstenički Odžaci		NONE							
TRSTENIK	between the 2nd and 3rd track	42+400-42+500	platform	102,00	0,35	1,80			
VRNJAČKA BANJA	between the 2nd and 3rd track	49+136-49+241	platform	105,00	0,35	1,60			
Lipova		NONE	Pinnorini	100,00	3,55	1,00			
Tominac		NONE							
PODUNAVCI		NONE							
Vraneši		NONE							
Vrba		NONE							
RATINA		NONE							
Sirča	left side	68+880,70-68+940,40	platform	59,70	0,35	1,60			
	between the 1st and 2nd track	84+641,9-84+774,9	platform	133	0,30	1,60			
KRALJEVO	between the 2nd and 3rd track	84+644,4-84+773	platform	128,6	0,30	1,60			
ADRANI	between the 2nd and 3rd track	78+622,20-78+657,20	platform	35,00	0,35	1,60			
Mrsać	left side	81+513-81+553	platform	40,00	0,33	0,50			
SAMAILA		NONE		,		,			
Goričani	left side	88+610-88+658	platform	48.00	0.37	1,00			
MRŠINCI	between the 2nd and 3rd track	92+241-92+279	platform	38.00	0.35	1,00			
Kukići		NONE							
ZABLAĆE		NONE							
		NONE							
Baluga		HOILE	-						
	left from 1 st track	105+500-105+590	platform	90,00	0,44	6,50			
Baluga ČAČAK	left from 1 st track between the 1st and 2nd track		platform platform	134,00	0,44 0,37	6,50 1,60			
	between the 1st and 2nd track between the 2nd and 3rd track	105+500-105+590 105+494-105+628 105+494-105+615		/					
ČAČAK Trbušani	between the 1st and 2nd track between the 2nd and 3rd track next to railway line - left	105+500-105+590 105+494-105+628	platform platform platform	134,00 121,00 23,00	0,37	1,60			
ČAČAK	between the 1st and 2nd track between the 2nd and 3rd track next to railway line - left between the 2nd and 3rd track	105+500-105+590 105+494-105+628 105+494-105+615 110+240-110+263 112+820-113+070	platform platform platform platform	134,00 121,00 23,00 250,00	0,37 0,38 0,40 0,40	1,60 1,60 1,60 1,60			
ČAČAK Trbušani PRIJEVOR	between the 1st and 2nd track between the 2nd and 3rd track next to railway line - left between the 2nd and 3rd track next to railway line - right	$\begin{array}{r} 105{+}500{-}105{+}590\\ 105{+}494{-}105{+}628\\ 105{+}494{-}105{+}615\\ 110{+}240{-}110{+}263\\ 112{+}820{-}113{+}070\\ 120{+}450{-}120{+}550\\ \end{array}$	platform platform platform	134,00 121,00 23,00	0,37 0,38 0,40	1,60 1,60 1,60			
ČAČAK Trbušani	between the 1st and 2nd track between the 2nd and 3rd track next to railway line - left between the 2nd and 3rd track next to railway line - right between the 1st and 2nd track	$\begin{array}{r} 105{+}500{-}105{+}590\\ 105{+}494{-}105{+}628\\ 105{+}494{-}105{+}615\\ 110{+}240{-}110{+}263\\ 112{+}820{-}113{+}070\\ 120{+}450{-}120{+}550\\ 120{+}450{-}120{+}652\\ \end{array}$	platform platform platform platform platform platform	134,00 121,00 23,00 250,00 100,00 202,00	0,37 0,38 0,40 0,40 0,40 0,40 0,35	$ \begin{array}{r} 1,60\\ 1,60\\ 1,60\\ 1,60\\ 1,60\\ 1,60\\ 1,60\\ \end{array} $			
ČAČAK Trbušani PRIJEVOR OVČAR BANJA Jelen Do	between the 1st and 2nd track between the 2nd and 3rd track next to railway line - left between the 2nd and 3rd track next to railway line - right	$\begin{array}{r} 105{+}500{-}105{+}590\\ 105{+}494{-}105{+}628\\ 105{+}494{-}105{+}615\\ 110{+}240{-}110{+}263\\ 112{+}820{-}113{+}070\\ 120{+}450{-}120{+}550\\ \end{array}$	platform platform platform platform platform	134,00 121,00 23,00 250,00 100,00	$\begin{array}{r} 0,37\\ 0,38\\ 0,40\\ 0,40\\ 0,40\\ 0,40\\ \end{array}$	$ \begin{array}{r} 1,60\\ 1,60\\ 1,60\\ 1,60\\ 1,60\\ 1,60\\ 1,60 \end{array} $			
ČAČAK Trbušani PRIJEVOR OVČAR BANJA	between the 1st and 2nd track between the 2nd and 3rd track next to railway line - left between the 2nd and 3rd track next to railway line - right between the 1st and 2nd track	$\begin{array}{r} 105{+}500{-}105{+}590\\ 105{+}494{-}105{+}628\\ 105{+}494{-}105{+}615\\ 110{+}240{-}110{+}263\\ 112{+}820{-}113{+}070\\ 120{+}450{-}120{+}550\\ 120{+}450{-}120{+}652\\ \end{array}$	platform platform platform platform platform platform	134,00 121,00 23,00 250,00 100,00 202,00	0,37 0,38 0,40 0,40 0,40 0,40 0,35	$ \begin{array}{r} 1,60\\ 1,60\\ 1,60\\ 1,60\\ 1,60\\ 1,60\\ 1,60\\ 1,60\\ 1,60 \end{array} $			
ČAČAK Trbušani PRIJEVOR OVČAR BANJA Jelen Do	between the 1st and 2nd track between the 2nd and 3rd track next to railway line - left between the 2nd and 3rd track next to railway line - right between the 1st and 2nd track next to railway line - right	$\begin{array}{r} 105{+}500{-}105{+}590\\ 105{+}494{-}105{+}628\\ 105{+}494{-}105{+}615\\ 110{+}240{-}110{+}263\\ 112{+}820{-}113{+}070\\ 120{+}450{-}120{+}550\\ 120{+}450{-}120{+}652\\ 127{+}180{-}127{+}230\\ \end{array}$	platform platform platform platform platform platform platform	134,00 121,00 23,00 250,00 100,00 202,00 50,00	0,37 0,38 0,40 0,40 0,40 0,35 0,40	$ \begin{array}{r} 1,60\\ 1,60\\ 1,60\\ 1,60\\ 1,60\\ 1,60\\ 1,60\\ 1,60\\ 1,60 \end{array} $			
ČAČAK Trbušani PRIJEVOR OVČAR BANJA Jelen Do DRAGAČEVO	between the 1st and 2nd track between the 2nd and 3rd track next to railway line - left between the 2nd and 3rd track next to railway line - right between the 1st and 2nd track next to railway line - right	$\begin{array}{r} 105{+}500{-}105{+}590\\ 105{+}494{-}105{+}628\\ 105{+}494{-}105{+}615\\ 110{+}240{-}110{+}263\\ 112{+}820{-}113{+}070\\ 120{+}450{-}120{+}550\\ 120{+}450{-}120{+}652\\ 127{+}180{-}127{+}230\\ 128{+}295{-}128{+}405\\ \end{array}$	platform platform platform platform platform platform platform	134,00 121,00 23,00 250,00 100,00 202,00 50,00	0,37 0,38 0,40 0,40 0,40 0,35 0,40	$ \begin{array}{r} 1,60\\ 1,60\\ 1,60\\ 1,60\\ 1,60\\ 1,60\\ 1,60\\ 1,60\\ 1,60 \end{array} $			
ČAČAK Trbušani PRIJEVOR OVČAR BANJA Jelen Do DRAGAČEVO Gugalj Boračko	between the 1st and 2nd track between the 2nd and 3rd track next to railway line - left between the 2nd and 3rd track next to railway line - right between the 1st and 2nd track next to railway line - right	105+500-105+590 105+494-105+628 105+494-105+615 110+240-110+263 112+820-113+070 120+450-120+550 120+450-120+652 127+180-127+230 128+295-128+405 NONE	platform platform platform platform platform platform platform	134,00 121,00 23,00 250,00 100,00 202,00 50,00	0,37 0,38 0,40 0,40 0,40 0,35 0,40	$ \begin{array}{r} 1,60\\ 1,60\\ 1,60\\ 1,60\\ 1,60\\ 1,60\\ 1,60\\ 1,60\\ 1,60\\ \end{array} $			
ČAČAK Trbušani PRIJEVOR OVČAR BANJA Jelen Do DRAGAČEVO Gugalj	between the 1st and 2nd track between the 2nd and 3rd track next to railway line - left between the 2nd and 3rd track next to railway line - right between the 1st and 2nd track next to railway line - right between the 2nd and 3rd track	105+500-105+590 105+494-105+628 105+494-105+615 110+240-110+263 112+820-113+070 120+450-120+550 120+450-120+652 127+180-127+230 128+295-128+405 NONE NONE	platform platform platform platform platform platform platform platform	134,00 121,00 23,00 250,00 100,00 202,00 50,00 110,00	0,37 0,38 0,40 0,40 0,40 0,35 0,40 0,40	$ \begin{array}{r} 1,60\\ 1,60\\ 1,60\\ 1,60\\ 1,60\\ 1,60\\ 1,60 \end{array} $			
ČAČAK Trbušani PRIJEVOR OVČAR BANJA Jelen Do DRAGAČEVO Gugalj Boračko POŽEGA 214 connecting track	between the 1st and 2nd track between the 2nd and 3rd track next to railway line - left between the 2nd and 3rd track next to railway line - right between the 1st and 2nd track next to railway line - right between the 2nd and 3rd track next to 1st track between the 2nd and 3rd track next to 1st track between the 2nd and 3rd track Kraljevo station: (Mataruška B	105+500-105+590 105+494-105+628 105+494-105+615 110+240-110+263 112+820-113+070 120+450-120+550 120+450-120+652 127+180-127+230 128+295-128+405 NONE NONE 140+720-140+975 140+675-140+984 Banja) - separation switch	platform platform platform platform platform platform platform platform platform platform No72 - separation	134,00 121,00 23,00 250,00 100,00 202,00 50,00 110,00 255,00 309,00 switch No7	0,37 0,38 0,40 0,40 0,40 0,35 0,40 0,45 0,45 3 - (Adra	1,60 1,60 1,60 1,60 1,60 1,60 1,60 1,60			
ČAČAK Trbušani PRIJEVOR OVČAR BANJA Jelen Do DRAGAČEVO Gugalj Boračko POŽEGA 214 connecting track	between the 1st and 2nd track between the 2nd and 3rd track next to railway line - left between the 2nd and 3rd track next to railway line - right between the 1st and 2nd track next to railway line - right between the 2nd and 3rd track next to 1st track between the 2nd and 3rd track between the 2nd and 3rd track of Kraljevo station: (Mataruška B rack of Požega station: (Uzićo) - so	105+500-105+590 105+494-105+628 105+494-105+615 110+240-110+263 112+820-113+070 120+450-120+550 120+450-120+652 127+180-127+230 128+295-128+405 NONE NONE 140+720-140+975 140+675-140+984 Banja) - separation switch NoS3 - s	platform platform platform platform platform platform platform platform platform platform No72 - separation separation switch No	134,00 121,00 23,00 250,00 100,00 202,00 50,00 110,00 255,00 309,00 switch No7	0,37 0,38 0,40 0,40 0,40 0,35 0,40 0,45 0,45 3 - (Adra	1,60 1,60 1,60 1,60 1,60 1,60 1,60 1,60			
ČAČAK Trbušani PRIJEVOR OVČAR BANJA Jelen Do DRAGAČEVO Gugalj Boračko POŽEGA 214 connecting track	between the 1st and 2nd track between the 2nd and 3rd track next to railway line - left between the 2nd and 3rd track next to railway line - right between the 1st and 2nd track next to railway line - right between the 2nd and 3rd track next to 1st track between the 2nd and 3rd track between the 2nd and 3rd track of Kraljevo station: (Mataruška B rack of Požega station: (Uzićo) - so 216 Smederevo – Open line	105+500-105+590 105+494-105+628 105+494-105+615 110+240-110+263 112+820-113+070 120+450-120+550 120+450-120+652 127+180-127+230 128+295-128+405 NONE 140+720-140+975 140+675-140+984 Banja) - separation switch eparation switch No53 - s junction Jezava – Radina	platform platform platform platform platform platform platform platform platform platform No72 - separation separation switch No c - Mala Krsna	134,00 121,00 23,00 250,00 100,00 202,00 50,00 110,00 255,00 309,00 switch No7 o54 - (Drag	0,37 0,38 0,40 0,40 0,40 0,35 0,40 0,40 0,40 0,45 0,45 3 - (Adras gačevo)	1,60 1,60 1,60 1,60 1,60 1,60 1,60 1,60			
ČAČAK Trbušani PRIJEVOR OVČAR BANJA Jelen Do DRAGAČEVO Gugalj Boračko POŽEGA 214 connecting track o 215 connecting track	between the 1st and 2nd track between the 2nd and 3rd track next to railway line - left between the 2nd and 3rd track next to railway line - right between the 1st and 2nd track next to railway line - right between the 2nd and 3rd track next to 1st track between the 2nd and 3rd track next to 1st track between the 2nd and 3rd track f Kraljevo station: (Mataruška B rack of Požega station: (Uzićo) - s 216 Smederevo – Open line between the 1st and 2nd track	105+500-105+590 105+494-105+628 105+494-105+615 110+240-110+263 112+820-113+070 120+450-120+550 120+450-120+652 127+180-127+230 128+295-128+405 NONE 140+720-140+975 140+675-140+984 Banja) - separation switch eparation switch No53 - s junction Jezava – Radina 0+000-0+103	platform platform platform platform platform platform platform platform platform platform No72 - separation separation switch No	134,00 121,00 23,00 250,00 100,00 202,00 50,00 110,00 255,00 309,00 switch No7	0,37 0,38 0,40 0,40 0,40 0,35 0,40 0,45 0,45 3 - (Adra	1,60 1,60 1,60 1,60 1,60 1,60 1,60 1,60			
ČAČAK Trbušani PRIJEVOR OVČAR BANJA Jelen Do DRAGAČEVO Gugalj Boračko POŽEGA 214 connecting track o 215 connecting track	between the 1st and 2nd track between the 2nd and 3rd track next to railway line - left between the 2nd and 3rd track next to railway line - right between the 1st and 2nd track next to railway line - right between the 2nd and 3rd track next to 1st track between the 2nd and 3rd track of Kraljevo station: (Mataruška B rack of Požega station: (Uzićo) - s 216 Smederevo – Open line between the 1st and 2nd track	105+500-105+590 105+494-105+628 105+494-105+615 110+240-110+263 112+820-113+070 120+450-120+550 120+450-120+652 127+180-127+230 128+295-128+405 NONE NONE 140+720-140+975 140+675-140+984 Banja) - separation switch eparation switch No53 - s junction Jezava – Radina 0+000-0+103 0+000-0+105	platform platform platform platform platform platform platform platform platform No72 - separation eparation switch Note c - Mala Krsna platform platform	134,00 121,00 23,00 250,00 100,00 202,00 50,00 110,00 255,00 309,00 switch No7 o54 - (Drag 103,00 105,00	0,37 0,38 0,40 0,40 0,40 0,35 0,40 0,40 0,40 0,45 0,45 3 - (Adras gačevo)	1,60 1,60 1,60 1,60 1,60 1,60 1,60 1,60			
ČAČAK Trbušani PRIJEVOR OVČAR BANJA Jelen Do DRAGAČEVO Gugalj Boračko POŽEGA 214 connecting track o 215 connecting track	between the 1st and 2nd track between the 2nd and 3rd track next to railway line - left between the 2nd and 3rd track next to railway line - right between the 1st and 2nd track next to railway line - right between the 2nd and 3rd track next to 1st track between the 2nd and 3rd track next to 1st track between the 2nd and 3rd track f Kraljevo station: (Mataruška B rack of Požega station: (Uzićo) - s 216 Smederevo – Open line j between the 1st and 2nd track	105+500-105+590 105+494-105+628 105+494-105+615 110+240-110+263 112+820-113+070 120+450-120+550 120+450-120+652 127+180-127+230 128+295-128+405 NONE 140+720-140+975 140+675-140+984 Banja) - separation switch eparation switch No53 - s junction Jezava – Radina 0+000-0+103	platform platform platform platform platform platform platform platform platform No72 - separation eparation switch No c - Mala Krsna platform platform platform	134,00 121,00 23,00 250,00 100,00 202,00 50,00 110,00 255,00 309,00 switch No7 o54 - (Drag 103,00 105,00 47,00	0,37 0,38 0,40 0,40 0,40 0,40 0,40 0,40 0,40 0,4	1,60 1,60 1,60 1,60 1,60 1,60 1,60 1,60			
ČAČAK Trbušani PRIJEVOR OVČAR BANJA Jelen Do DRAGAČEVO Gugalj Boračko POŽEGA 214 connecting track o 215 connecting tr SMEDEREVO Godomin	between the 1st and 2nd track between the 2nd and 3rd track next to railway line - left between the 2nd and 3rd track next to railway line - right between the 1st and 2nd track next to railway line - right between the 2nd and 3rd track next to 1st track <u>next to 1st track</u> <u>next to 1st track</u> <u>setween the 2nd and 3rd track</u> f Kraljevo station: (Mataruška B rack of Požega station: (Uzićo) - s 216 Smederevo – Open line j between the 1st and 2nd track between the 1st and 2nd track next to railway line - left next to 1st track	105+500-105+590 105+494-105+628 105+494-105+615 110+240-110+263 112+820-113+070 120+450-120+550 120+450-120+652 127+180-127+230 128+295-128+405 NONE 140+720-140+975 140+675-140+984 Banja) - separation switch eparation switch No53 - s junction Jezava – Radina 0+000-0+103 0+000-0+105 3+303-3+350 6+650-6+800	platform platform platform platform platform platform platform platform platform No72 - separation eparation switch No c - Mala Krsna platform platform platform platform	134,00 121,00 23,00 250,00 100,00 202,00 50,00 110,00 255,00 309,00 switch No7 o54 - (Drag 103,00 105,00 47,00 150,00	0,37 0,38 0,40 0,40 0,40 0,40 0,40 0,40 0,40 0 ,45 3 - (Adra gačevo) 0,40 0,40 0,40 0,40 0,40	1,60 1,60 1,60 1,60 1,60 1,60 1,60 1,60			
ČAČAK Trbušani PRIJEVOR OVČAR BANJA Jelen Do DRAGAČEVO Gugalj Boračko POŽEGA 214 connecting track o 215 connecting tr SMEDEREVO Godomin RADINAC	between the 1st and 2nd track between the 2nd and 3rd track next to railway line - left between the 2nd and 3rd track next to railway line - right between the 1st and 2nd track next to railway line - right between the 2nd and 3rd track next to 1st track between the 2nd and 3rd track Kraljevo station: (Mataruška B rack of Požega station: (Uzićo) - s 216 Smederevo – Open line j between the 1st and 2nd track between the 2nd and 3rd track between the 2nd and 3rd track between the 2nd and 3rd track	105+500-105+590 105+494-105+628 105+494-105+615 110+240-110+263 112+820-113+070 120+450-120+550 120+450-120+652 127+180-127+230 128+295-128+405 NONE NONE 140+720-140+975 140+675-140+984 Banja) - separation switch eparation switch No53 - s junction Jezava – Radina 0+000-0+103 0+000-0+105 3+303-3+350 6+650-6+800 6+650-6+800	platform platform platform platform platform platform platform platform platform No72 - separation separation switch No c - Mala Krsna platform platform platform platform platform platform platform	134,00 121,00 23,00 250,00 100,00 202,00 50,00 110,00 255,00 309,00 switch No7 o54 - (Drag 103,00 105,00 47,00	0,37 0,38 0,40 0,40 0,40 0,40 0,40 0,40 0,40 0 ,45 3 - (Adra gačevo) 0,40 0,40 0,40 0,40 0,40 0,40	1,60 1,60 1,60 1,60 1,60 1,60 1,60 1,60			
ČAČAK Trbušani PRIJEVOR OVČAR BANJA Jelen Do DRAGAČEVO Gugalj Boračko POŽEGA 214 connecting track o 215 connecting tr SMEDEREVO Godomin	between the 1st and 2nd track between the 2nd and 3rd track next to railway line - left between the 2nd and 3rd track next to railway line - right between the 1st and 2nd track next to railway line - right between the 2nd and 3rd track next to 1st track between the 2nd and 3rd track Kraljevo station: (Mataruška B rack of Požega station: (Uzićo) - s 216 Smederevo – Open line j between the 1st and 2nd track between the 1st and 2nd track between the 1st and 2nd track between the 1st and 3rd track between the 2nd and 3rd track between the 2nd and 3rd track between the 2nd and 3rd track next to railway line - left next to 1st track between the 2nd and 3rd track	105+500-105+590 105+494-105+628 105+494-105+615 110+240-110+263 112+820-113+070 120+450-120+550 120+450-120+652 127+180-127+230 128+295-128+405 NONE 140+720-140+975 140+675-140+984 Banja) - separation switch eparation switch No53 - s junction Jezava – Radina 0+000-0+103 0+000-0+105 3+303-3+350 6+650-6+800	platform platform platform platform platform platform platform platform platform No72 - separation eparation switch No c - Mala Krsna platform platform platform platform	134,00 121,00 23,00 250,00 100,00 202,00 50,00 110,00 255,00 309,00 switch No7 o54 - (Drag 103,00 105,00 47,00 150,00	0,37 0,38 0,40 0,40 0,40 0,40 0,40 0,40 0,40 0 ,45 3 - (Adra gačevo) 0,40 0,40 0,40 0,40 0,40	1,60 1,60 1,60 1,60 1,60 1,60 1,60 1,60			
ČAČAK Trbušani PRIJEVOR OVČAR BANJA Jelen Do DRAGAČEVO Gugalj Boračko POŽEGA 214 connecting track o 215 connecting tr SMEDEREVO Godomin RADINAC	between the 1st and 2nd track between the 2nd and 3rd track next to railway line - left between the 2nd and 3rd track next to railway line - right between the 1st and 2nd track next to railway line - right between the 2nd and 3rd track next to 1st track between the 2nd and 3rd track Kraljevo station: (Mataruška B rack of Požega station: (Uzićo) - s 216 Smederevo – Open line j between the 1st and 2nd track between the 2nd and 3rd track between the 2nd and 3rd track between the 2nd and 3rd track	105+500-105+590 105+494-105+628 105+494-105+615 110+240-110+263 112+820-113+070 120+450-120+550 120+450-120+652 127+180-127+230 128+295-128+405 NONE NONE 140+720-140+975 140+675-140+984 Banja) - separation switch eparation switch No53 - s junction Jezava – Radina 0+000-0+103 0+000-0+105 3+303-3+350 6+650-6+800 6+650-6+800	platform platform platform platform platform platform platform platform platform No72 - separation separation switch No c - Mala Krsna platform platform platform platform platform platform platform	134,00 121,00 23,00 250,00 100,00 202,00 50,00 110,00 202,00 50,00 100,00 202,00 50,00 100,00 202,000 202,000 202,000 202,000 202,000 200,000 202,000 200,00000000	0,37 0,38 0,40 0,40 0,40 0,40 0,40 0,40 0,40 0 ,45 3 - (Adra gačevo) 0,40 0,40 0,40 0,40 0,40 0,40	1,60 1,60 1,60 1,60 1,60 1,60 1,60 1,60			
ČAČAK Trbušani PRIJEVOR OVČAR BANJA Jelen Do DRAGAČEVO Gugalj Boračko POŽEGA 214 connecting track o 215 connecting tr SMEDEREVO Godomin RADINAC Vranovo	between the 1st and 2nd track between the 2nd and 3rd track next to railway line - left between the 2nd and 3rd track next to railway line - right between the 1st and 2nd track next to railway line - right between the 2nd and 3rd track next to 1st track between the 2nd and 3rd track Kraljevo station: (Mataruška B rack of Požega station: (Uzićo) - s 216 Smederevo – Open line j between the 1st and 2nd track between the 1st and 2nd track between the 1st and 2nd track between the 1st and 3rd track between the 2nd and 3rd track between the 2nd and 3rd track between the 2nd and 3rd track next to railway line - left next to 1st track between the 2nd and 3rd track	105+500-105+590 105+494-105+628 105+494-105+615 110+240-110+263 112+820-113+070 120+450-120+550 120+450-120+652 127+180-127+230 128+295-128+405 NONE NONE 140+720-140+975 140+675-140+984 Sanja) - separation switch eparation switch No53 - s junction Jezava – Radina 0+000-0+103 0+000-0+105 3+303-3+350 6+650-6+800 6+650-6+800 9+475-9+537	platform platform platform platform platform platform platform platform platform No72 - separation separation switch No c - Mala Krsna platform platform platform platform platform platform platform platform platform platform	134,00 121,00 23,00 250,00 100,00 202,00 50,00 110,00 255,00 309,00 switch No7 o54 - (Drag 103,00 105,00 47,00 150,00 62,00	0,37 0,38 0,40 0,40 0,40 0,40 0,40 0,40 0,40 0,45 3 - (Adra 3 - (Adra 3 - (Adra 3 - (Adra 3 - (Adra 3 - (Adra 3 - (Adra) 3 - (Adra)	1,60 1,60 1,60 1,60 1,60 1,60 1,60 1,60			
ČAČAK Trbušani PRIJEVOR OVČAR BANJA Jelen Do DRAGAČEVO Gugalj Boračko POŽEGA 214 connecting track o 215 connecting tr SMEDEREVO Godomin RADINAC	between the 1st and 2nd track between the 2nd and 3rd track next to railway line - left between the 2nd and 3rd track next to railway line - right between the 1st and 2nd track next to railway line - right between the 2nd and 3rd track next to 1st track between the 2nd and 3rd track f Kraljevo station: (Mataruška B rack of Požega station: (Uzićo) - s 216 Smederevo – Open line j between the 1st and 2nd track next to railway line - left next to 1st track between the 2nd and 3rd track between the 1st and 2nd track next to railway line - left next to 1st track between the 2nd and 3rd track next to railway line - left next to railway line - left between the 1st and 2nd track	$\begin{array}{c} 105+500-105+590\\ 105+494-105+628\\ 105+494-105+615\\ 110+240-110+263\\ 112+820-113+070\\ 120+450-120+550\\ 120+450-120+652\\ 127+180-127+230\\ 128+295-128+405\\ \hline NONE\\ 128+295-128+405\\ \hline NONE\\ 140+720-140+975\\ 140+675-140+984\\ \hline \textbf{Sanja} - \textbf{separation switch}\\ \textbf{eparation switch No53 - s}\\ \textbf{junction Jezava - Radina}\\ 0+000-0+103\\ 0+000-0+105\\ 3+303-3+350\\ 6+650-6+800\\ 6+650-6+800\\ 9+475-9+537\\ 69+030-69+175\\ 69+030-69+175\\ 69+042-69+184\\ \hline \end{array}$	platform platform platform platform platform platform platform platform platform No72 - separation separation switch No c - Mala Krsna platform platform platform platform platform platform platform platform platform platform platform platform	134,00 121,00 23,00 250,00 100,00 202,00 50,00 110,00 255,00 309,00 switch No7 o54 - (Drag 103,00 105,00 47,00 150,00 150,00 62,00 145,00	0,37 0,38 0,40 0,40 0,40 0,35 0,40 0,40 0,40 0,45 3 - (Adra: 3 - 	1,60 1,60 1,60 1,60 1,60 1,60 1,60 1,60			
ČAČAK Trbušani PRIJEVOR OVČAR BANJA Jelen Do DRAGAČEVO Gugalj Boračko POŽEGA 214 connecting track o 215 connecting tr SMEDEREVO Godomin RADINAC Vranovo	between the 1st and 2nd track between the 2nd and 3rd track next to railway line - left between the 2nd and 3rd track next to railway line - right between the 1st and 2nd track next to railway line - right between the 2nd and 3rd track next to 1st track between the 2nd and 3rd track f Kraljevo station: (Mataruška B rack of Požega station: (Uzićo) - s 216 Smederevo – Open line j between the 1st and 2nd track between the 1st and 2nd track between the 2nd and 3rd track i kraljevo station: (Uzićo) - s 216 Smederevo – Open line j between the 1st and 2nd track next to railway line - left next to 1st track between the 2nd and 3rd track next to railway line - left setween the 1st and 2nd track next to railway line - left between the 1st and 2nd track between the 3rd and 4th track between the 3rd and 4th track	$\begin{array}{c} 105+500-105+590\\ 105+494-105+628\\ 105+494-105+615\\ 110+240-110+263\\ 112+820-113+070\\ 120+450-120+550\\ 120+450-120+652\\ 127+180-127+230\\ 128+295-128+405\\ \hline NONE\\ 128+295-128+405\\ \hline NONE\\ 140+720-140+975\\ 140+675-140+984\\ \hline \textbf{Banja) - separation switch}\\ \textbf{eparation switch No53 - s}\\ \textbf{junction Jezava - Radina}\\ 0+000-0+103\\ 0+000-0+105\\ 3+303-3+350\\ 6+650-6+800\\ 6+650-6+800\\ 9+475-9+537\\ 69+030-69+175\\ 69+030-69+175\\ \hline \end{array}$	platform platform platform platform platform platform platform platform platform platform No72 - separation separation switch No c - Mala Krsna platform platform platform platform platform platform platform platform platform platform platform platform platform platform platform platform platform platform platform	134,00 121,00 23,00 250,00 100,00 202,00 50,00 110,00 205,00 100,00 255,00 309,00 switch No7 o54 - (Drag 103,00 105,00 47,00 150,00 150,00 62,00 145,00 145,00	0,37 0,38 0,40 0,40 0,40 0,35 0,40 0,40 0,40 0,45 3 - (Adra gačevo) 0,40 0,40 0,40 0,40 0,50 0,60 0,40 0,40	1,60 1,60 1,60 1,60 1,60 1,60 1,60 1,60			



		km position of the	<u> </u>	<u></u> г	Dimensions	
Service point	Location	beginning and the end	Platform/arranged	Length	Height	Width
bervice point	Location	of platform	surface	(m)	(m)	(m)
1	2	3	4	5	6	7
*	between the 1st and 2nd track	69+030-69+175	platform	145,00	0,40	1,90
	between the 2nd and 3rd track	69+030-69+175	platform	145,00	0,40	1,90
MALA KRSNA	between the 3rd and 4th track	69+042-69+184	platform	142,00	0,40	1,90
	between the 4th and 5th track	69+080-69+230	platform	142,00	0,40	1,90
Ljubičevski most	between the 4th and 5th track	NONE	plationi	130,00	0,40	1,90
	between the 1st and 2nd track	87+703-87+826	platform	123,00	0,40	1,80
POŽAREVAC	between the 2nd and 3rd track	87+712-87+816	platform	123,00	0,40	1,60
Jugovićevo	next to track - left	89+078-89+094	platform	16,00	0,40	1,00
Sopot Požarevački	next to track - right	90+082-90+107	platform	24,00	0,30	1,60
BUBUŠINAC-BRATINAC	next to track -fight	NONE	plationi	24,00	0,40	1,00
Bare - Kasidol		NONE				
STIG	between the 1st and 2nd track	102+693-102+764	platform	71,00	0,40	1,60
Majilovac	between the 1st and 2nd track	NONE	plationi	/1,00	0,40	1,00
SIRAKOVO	between the 1st and 2nd track	109+026-109+079	platform	53,00	0,40	1,60
LJUBINJE	between the 1st and 2nd track	116+381-116+444	platform	63,00	0,40	1,60
		122+138-122+200	1	62,00	,	,
Češljeva Bara	next to railway line - left		platform		0,40	1,60
RABROVO-KLENJE	between the 1st and 2nd track	126+007-126+067	platform	60,00	0,40	1,60
Mustapić		NONE				
Mišljenovac		NONE				
ZVIŽD		NONE				
Kučevska Turija		NONE				
KAONA		NONE				
KUČEVO		NONE				
Neresnica		NONE				
Neresnica (tov.)		NONE				
Voluja		NONE	<u>т</u>			
BRODICA	between the 2nd and 3rd track	164+515-164+576	platform	61,00	0,40	1,60
Bosiljkovac		NONE				
Blagojev Kamen		NONE				
MAJDANPEK	between the 2nd and 3rd track	178+769-178+920	platform	151,00	0,35	1,60
Debeli Lug	next to railway line - left	181+300-181+318	platform	18,00	0,35	1,60
LESKOVO	between the 2nd and 3rd track	187+660-187+722	platform	62,00	0,35	1,60
Jasikovo	next to railway line - left	191+810-191+890	arranged surface	80,00	0,09	1,60
Vlaole Selo	next to railway line - right	194+740-194+780	arranged surface	40,00	0,20	1,60
VLAOLE	between the 2nd and 3rd track	197+163-197+224	platform	61,00	0,35	1,60
Gornjane	next to railway line - right	200+288-200+386	arranged surface	98,00	0,35	1,60
CEROVO		NONE				
Kriveljski most	next to railway line - right	207+905-207+995	arranged surface	90,00	0,35	1,60
Kriveljski potok	next to railway line - left	211+873-211+913	arranged surface	40,00	0,35	1,60
MALI KRIVELJ	between the 1st and 2nd track	215+171-215+206	platform	35,00	0,35	1,60
Brezonik	next to railway line - left	217+490-217+540	platform	50,00	0,35	1,60
	next to 1st track	221+369-221+452	platform	83,00	0,35	8,00
BOR	between the 2nd and 3rd track	221+352-221+452	platform	100,00	0,35	1,60
BOR FREIGHT STATION	between the 2nd and 3rd track	224+320-224+375	platform	55,00	0,35	1,60
BORSKA SLATINA		NONE				
ZAGRAĐE		NONE				
RGOTINA	between the 1st and 2nd track	244+658-244+738	platform	80,00	0,35	1,60
··· -		rst - Zaječar – Prahovo Pr		- , - ~	7	,
CRVENI KRST	between the 2nd and 3rd track	240+842-240+994	platform	152,00	0,40	1,60
Pantelej	next to railway line - left	7+455-7+507	platform	52,00	0,40	1,60
MATEJEVAC	between the 1st and 2nd track	12+370-12+395	platform	25,00	0,35	1,50
Gornja Vrežina	Serveen the 1st and 2nd track	NONE	platoini	25,00	0,55	1,50
Jasenovik		NONE				
GRAMADA	between the 1st and 2nd track	30+232-30+282	platform	50,00	0,35	1,60
Hadžićevo	Setween the 1st and 2nd track	NONE	Platoini	20,00	0,00	1,00
SVRLJIG	between the 1st and 2nd track	39+925-40+075	platform	150,00	0,35	1,60
Niševac	next to railway line - right	46+002-46+018	platform	150,00	0,35	1,60
PALILULA	between the 1st and 2nd track	49+320-49+355	platform	35,00	0,35	1,60
Svrljiški Miljkovac	between the 1st and 2nd track	49+320-49+333 NONE	plationi	55,00	0,55	1,00
PODVIS	between the 1st and 2nd track		platform	50.00	0.35	1.60
	between the 1st and 2nd track	60+853-60+903	platform	50,00	0,35	1,60
	1	NONE				
Rgošte	hotmoon the later of Order 1		mlatf	54.00	0.25	1 (0
Kgoste KNJAŽEVAC Gornje Zuniče	between the 1st and 2nd track next to railway line - right	68+338-68+392 72+080-72+142	platform platform	54,00 62,00	0,35 0,35	1,60 1,60



		km position of the		Т	Dimensions	-
Service point	Location	beginning and the end	Platform/arranged	Length	Height	Width
Service point	2000000	of platform	surface	(m)	(m)	(m)
1	2	3	4	5	6	7
Donje Zuniče	next to railway line - right	74+988-75+076	platform	88,00	0,35	1,60
MINIĆEVO	between the 1st and 2nd track	81+830-81+930	platform	100,00	0,35	1,60
	between the 2nd and 3rd track	81+930-81+975	platform	45,00	0,35	1,60
Selačka Reka	next to railway line - right	84+450-84+500	arranged surface	50,00	0,35	1,60
Mali Izvor	next to railway line - right	88+180-88+230	platform	50,00	0,35	1,60
Vratarnica	between the 1st and 2nd track	96+048-96+098	platform	50,00	0,35	1,60
GRLJAN	between the 1st and 2nd track	102+955-103+105	platform	150,00	0,35	1,60
Timok	next to railway line - left	107+320-107+380	arranged surface	60,00	0,35	1,60
~	between the 1st and 2nd track	111+622-111+820	platform	198,00	0,35	1,60
ZAJEČAR	between the 2nd and 3rd track	111+662-111+815	platform	153,00	0,35	1,60
	between the 3rd and 4th track	111+651-111+803	platform	152,00	0,35	1,60
VRAŽOGRNAC	between the 1st and 2nd track	118+760-118+910	platform	150,00	0,35	1,60
TRNAVAC	between the 1st and 2nd track	124+593-124+668	platform	75,00	0,35	1,60
Čokonjar	next to railway line - left	128+500-128+550	platform	50,00	0,35	1,60 1,60
Sokolovica TABAKOVAC	next to railway line - right between the 1st and 2nd track	131+100-131+125	platform	25,00	0,35 0,35	1,60
Tabakovačka reka	next to railway line - right	<u>136+170-136+223</u> <u>138+740-138+790</u>	platform platform	53,00 50,00	0,35	1,60
BRUSNIK	between the 1st and 2nd track	145+616-145+696	platform	80,00	0,35	1,60
Tamnič	next to railway line - right	143+010-143+090	platform	60,00	0,35	1,60
Crnomasnica	next to railway line - right	151+323-151+364	platform	41,00	0,35	1,60
Rajac	next to railway line - right	154+430-154+505	platform	75,00	0,35	1,60
ROGLJEVO	between the 1st and 2nd track	156+795-156+875	platform	80.00	0,35	1,00
Veljkovo	between the 1st and 2nd track	NONE	plationin	00,00	0,55	1,00
Mokranja		NONE				
Kobišnica		NONE				
NEGOTIN	between the 2nd and 3rd track	174+049-174+199	platform	150,00	0,35	1,60
		181+974-182+054	platform	80,00	0,35	1,60
	between the 2nd and 3rd track					,
PRAHOVO PRAHOVO PRISTANIŠTE	between the 2nd and 3rd track	NONE	F	,		
PRAHOVO	220 (Rgotina) - Open line junct	NONE ion "3" - Open line juncti	on "1" - (Trnavac)	,		
PRAHOVO PRAHOVO PRISTANIŠTE	220 (Rgotina) - Open line junct	NONE ion "3" - Open line juncti n line junction "1" - Kurs	on "1" - (Trnavac)			
PRAHOVO	220 (Rgotina) - Open line junct 221 (Barlovo) - Ope	NONE ion "3" - Open line juncti n line junction "1" - Kurš NONE	on "1" - (Trnavac)			
PRAHOVO PRAHOVO PRISTANIŠTE KURŠUMLIJA	220 (Rgotina) - Open line junct 221 (Barlovo) - Ope	NONE ion "3" - Open line juncti n line junction "1" - Kurš NONE ıršumlija - Kastrat	on "1" - (Trnavac)			
PRAHOVO PRAHOVO PRISTANIŠTE	220 (Rgotina) - Open line junct 221 (Barlovo) - Ope 222 Ku	NONE ion "3" - Open line juncti n line junction "1" - Kurš NONE uršumlija - Kastrat NONE	on "1" - (Trnavac) Sumlija			
PRAHOVO PRAHOVO PRISTANIŠTE KURŠUMLIJA	220 (Rgotina) - Open line junct 221 (Barlovo) - Ope 222 Ku 223 Doljevac - Ka	NONE ion "3" - Open line juncti n line junction "1" - Kurs NONE uršumlija - Kastrat NONE strat – Merdare - Kosovo	on "1" - (Trnavac) Sumlija Polje	108		1.60
PRAHOVO PRAHOVO PRISTANIŠTE KURŠUMLIJA	220 (Rgotina) - Open line junct 221 (Barlovo) - Ope 222 Ku 223 Doljevac - Ka between the 1st and 2nd track	NONE ion "3" - Open line juncti n line junction "1" - Kurs NONE uršumlija - Kastrat NONE strat – Merdare - Kosovo 261+419-261+527	on "1" - (Trnavac) sumlija Polje platform	108	0,40	1,60
PRAHOVO PRAHOVO PRISTANIŠTE KURŠUMLIJA KURŠUMLIJA DOLJEVAC	220 (Rgotina) - Open line junct 221 (Barlovo) - Ope 222 Ku 223 Doljevac - Ka	NONE ion "3" - Open line juncti n line junction "1" - Kurs NONE uršumlija - Kastrat NONE strat – Merdare - Kosovo 261+419-261+527 261+419-261+526	on "1" - (Trnavac) Sumlija Polje	108 107	0,40 0,40	1,60 1,60
PRAHOVO PRAHOVO PRISTANIŠTE KURŠUMLIJA KURŠUMLIJA DOLJEVAC Šajinovac	220 (Rgotina) - Open line junct 221 (Barlovo) - Ope 222 Ku 223 Doljevac - Ka between the 1st and 2nd track	NONE ion ,,3" - Open line juncti n line junction ,,1" - Kurs NONE uršumlija - Kastrat NONE strat – Merdare - Kosovo 261+419-261+527 261+419-261+526 NONE	on "1" - (Trnavac) sumlija Polje platform			/
PRAHOVO PRAHOVO PRISTANIŠTE KURŠUMLIJA KURŠUMLIJA DOLJEVAC Šajinovac Toplički Badnjevac	220 (Rgotina) - Open line junct 221 (Barlovo) - Ope 222 Ku 223 Doljevac - Ka between the 1st and 2nd track	NONE ion "3" - Open line juncti n line junction "1" - Kurs NONE uršumlija - Kastrat NONE strat – Merdare - Kosovo 261+419-261+527 261+419-261+526 NONE NONE	on "1" - (Trnavac) sumlija Polje platform			/
PRAHOVO PRAHOVO PRISTANIŠTE KURŠUMLIJA KURŠUMLIJA DOLJEVAC Šajinovac Toplički Badnjevac Jasenica	220 (Rgotina) - Open line junct 221 (Barlovo) - Ope 222 Ku 223 Doljevac - Ka between the 1st and 2nd track	NONE ion ,,3" - Open line juncti n line junction ,,1" - Kurs NONE uršumlija - Kastrat NONE strat – Merdare - Kosovo 261+419-261+527 261+419-261+526 NONE NONE NONE	on "1" - (Trnavac) sumlija Polje platform			/
PRAHOVO PRAHOVO PRISTANIŠTE KURŠUMLIJA KURŠUMLIJA DOLJEVAC Šajinovac Toplički Badnjevac Jasenica ŽITORAĐA	220 (Rgotina) - Open line junct 221 (Barlovo) - Ope 222 Ku 223 Doljevac - Ka between the 1st and 2nd track between the 2nd and 3rd track	NONE ion ,,3" - Open line juncti n line junction ,,1" - Kurs NONE uršumlija - Kastrat NONE strat – Merdare - Kosovo 261+419-261+527 261+419-261+526 NONE NONE NONE	on "1" - (Trnavac) iumlija Polje platform platform	107	0,40	1,60
PRAHOVO PRAHOVO PRISTANIŠTE KURŠUMLIJA KURŠUMLIJA DOLJEVAC Šajinovac Toplički Badnjevac Jasenica	220 (Rgotina) - Open line junct 221 (Barlovo) - Ope 222 Ku 223 Doljevac - Ka between the 1st and 2nd track	NONE ion ,,3" - Open line juncti n line junction ,,1" - Kurs NONE uršumlija - Kastrat NONE strat – Merdare - Kosovo 261+419-261+527 261+419-261+526 NONE NONE NONE 10+925-10+977	on "1" - (Trnavac) sumlija Polje platform			/
PRAHOVO PRAHOVO PRISTANIŠTE KURŠUMLIJA KURŠUMLIJA DOLJEVAC Šajinovac Toplički Badnjevac Jasenica ŽITORAĐA Žitorađa Centar Rečica	220 (Rgotina) - Open line junct 221 (Barlovo) - Ope 222 Ku 223 Doljevac - Ka between the 1st and 2nd track between the 2nd and 3rd track	NONE ion ,,3" - Open line juncti n line junction ,,1" - Kurs NONE uršumlija - Kastrat NONE strat – Merdare - Kosovo 261+419-261+527 261+419-261+526 NONE NONE NONE 10+925-10+977 NONE	on "1" - (Trnavac) iumlija Polje platform platform	107	0,40	1,60
PRAHOVO PRAHOVO PRISTANIŠTE KURŠUMLIJA KURŠUMLIJA DOLJEVAC Šajinovac Toplički Badnjevac Jasenica ŽITORAĐA Žitorađa Centar Rečica Lukomir	220 (Rgotina) - Open line junct 221 (Barlovo) - Ope 222 Ku 223 Doljevac - Ka between the 1st and 2nd track between the 2nd and 3rd track	NONE ion ,,3" - Open line juncti n line junction ,,1" - Kurs NONE uršumlija - Kastrat NONE strat – Merdare - Kosovo 261+419-261+527 261+419-261+526 NONE NONE NONE 10+925-10+977 NONE NONE	on "1" - (Trnavac) iumlija Polje platform platform	107	0,40	1,60
PRAHOVO PRAHOVO PRISTANIŠTE KURŠUMLIJA KURŠUMLIJA DOLJEVAC Šajinovac Toplički Badnjevac Jasenica ŽITORAĐA Žitorađa Centar Rečica	220 (Rgotina) - Open line junct 221 (Barlovo) - Ope 222 Ku 223 Doljevac - Ka between the 1st and 2nd track between the 2nd and 3rd track	NONE ion ,,3" - Open line juncti n line junction ,,1" - Kurs NONE uršumlija - Kastrat NONE strat – Merdare - Kosovo 261+419-261+527 261+419-261+526 NONE NONE NONE 10+925-10+977 NONE	on "1" - (Trnavac) sumlija Polje platform platform	107	0,40	1,60
PRAHOVO PRAHOVO PRISTANIŠTE KURŠUMLIJA KURŠUMLIJA DOLJEVAC Šajinovac Toplički Badnjevac Jasenica ŽITORAĐA Žitorađa Centar Rečica Lukomir Podina	220 (Rgotina) - Open line junct 221 (Barlovo) - Ope 222 Ku 223 Doljevac - Ka between the 1st and 2nd track between the 2nd and 3rd track next to railway line - left	NONE ion ,,3" - Open line juncti n line junction ,,1" - Kurs NONE Iršumlija - Kastrat NONE strat – Merdare - Kosovo 261+419-261+527 261+419-261+526 NONE NONE 10+925-10+977 NONE NONE NONE NONE	on "1" - (Trnavac) iumlija Polje platform platform	107 52,00	0,40	1,60
PRAHOVO PRAHOVO PRISTANIŠTE KURŠUMLIJA KURŠUMLIJA DOLJEVAC Šajinovac Toplički Badnjevac Jasenica ŽITORAĐA Žitorađa Centar Rečica Lukomir Podina Babin Potok	220 (Rgotina) - Open line junct 221 (Barlovo) - Ope 222 Ku 223 Doljevac - Kar between the 1st and 2nd track between the 2nd and 3rd track next to railway line - left next to railway line - right	NONE ion ,,3" - Open line juncti n line junction ,,1" - Kurs NONE uršumlija - Kastrat NONE strat – Merdare - Kosovo 261+419-261+527 261+419-261+526 NONE NONE NONE 10+925-10+977 NONE NONE NONE NONE 10+925-10+977	on ,,1" - (Trnavac) sumlija Polje platform platform	107 52,00 48,00	0,40	1,60
PRAHOVO PRAHOVO PRISTANIŠTE KURŠUMLIJA KURŠUMLIJA DOLJEVAC Šajinovac Toplički Badnjevac Jasenica ŽITORAĐA Žitorađa Centar Rečica Lukomir Podina Babin Potok	220 (Rgotina) - Open line junct 221 (Barlovo) - Ope 222 Ku 223 Doljevac - Ka between the 1st and 2nd track between the 2nd and 3rd track next to railway line - left next to railway line - right between the 1st and 2nd track	NONE ion ,,3" - Open line juncti n line junction ,,1" - Kurs NONE uršumlija - Kastrat Strat – Merdare - Kosovo 261+419-261+527 261+419-261+526 NONE NONE NONE 10+925-10+977 NONE 10+925-10+977 NONE 10+925-10+977 NONE NONE 18+726-18+774 22+257-22+370	on ,,1" - (Trnavac) sumlija Polje platform platform platform platform platform	107 52,00 48,00 113,00	0,40 0,40 0,40 0,40	1,60 1,60 1,60 1,60
PRAHOVO PRAHOVO PRISTANIŠTE KURŠUMLIJA KURŠUMLIJA DOLJEVAC Šajinovac Toplički Badnjevac Jasenica ŽITORAĐA Žitorađa Centar Rečica Lukomir Podina Babin Potok PROKUPLJE Gornja Draganja	220 (Rgotina) - Open line junct 221 (Barlovo) - Ope 222 Ku 223 Doljevac - Ka between the 1st and 2nd track between the 2nd and 3rd track next to railway line - left next to railway line - right between the 1st and 2nd track	NONE ion ,,3" - Open line juncti n line junction ,,1" - Kurs NONE uršumlija - Kastrat NONE strat – Merdare - Kosovo 261+419-261+527 261+419-261+526 NONE NONE NONE 10+925-10+977 NONE 10+925-10+977 NONE 10+925-10+977 NONE 18+726-18+774 22+257-22+370 24+990-25+027	on ,,1" - (Trnavac) sumlija Polje platform platform platform platform platform	107 52,00 48,00 113,00	0,40 0,40 0,40 0,40	1,60 1,60 1,60 1,60
PRAHOVO PRAHOVO PRISTANIŠTE KURŠUMLIJA KURŠUMLIJA DOLJEVAC Šajinovac Toplički Badnjevac Jasenica ŽITORAĐA Žitorađa Centar Rečica Lukomir Podina Babin Potok PROKUPLJE Gornja Draganja Toplička Mala Plana Bresničići BELOLJIN	220 (Rgotina) - Open line junct 221 (Barlovo) - Ope 222 Ku 223 Doljevac - Ka between the 1st and 2nd track between the 2nd and 3rd track next to railway line - left next to railway line - right between the 1st and 2nd track	NONE ion ,,3" - Open line juncti n line junction ,,1" - Kurs NONE uršumlija - Kastrat NONE strat – Merdare - Kosovo 261+419-261+527 261+419-261+526 NONE NONE NONE 10+925-10+977 NONE 10+925-10+977 NONE 18+726-18+774 22+257-22+370 24+990-25+027 NONE NONE NONE NONE NONE	on ,,1" - (Trnavac) sumlija Polje platform platform platform platform platform	107 52,00 48,00 113,00	0,40 0,40 0,40 0,40	1,60 1,60 1,60 1,60
PRAHOVO PRAHOVO PRISTANIŠTE KURŠUMLIJA KURŠUMLIJA DOLJEVAC Šajinovac Toplički Badnjevac Jasenica ŽITORAĐA Žitorađa Centar Rečica Lukomir Podina Babin Potok PROKUPLJE Gornja Draganja Toplička Mala Plana Bresničići BELOLJIN Toplica Milan	220 (Rgotina) - Open line junct 221 (Barlovo) - Ope 222 Ku 223 Doljevac - Ka between the 1st and 2nd track between the 2nd and 3rd track next to railway line - left next to railway line - right between the 1st and 2nd track	NONE ion ,,3" - Open line juncti n line junction ,,1" - Kurs NONE uršumlija - Kastrat NONE strat – Merdare - Kosovo 261+419-261+527 261+419-261+526 NONE NONE NONE 10+925-10+977 NONE 10+925-10+977 NONE 18+726-18+774 22+257-22+370 24+990-25+027 NONE	on ,,1" - (Trnavac) sumlija Polje platform platform platform platform platform	107 52,00 48,00 113,00	0,40 0,40 0,40 0,40	1,60 1,60 1,60 1,60
PRAHOVO PRAHOVO PRISTANIŠTE KURŠUMLIJA KURŠUMLIJA DOLJEVAC Šajinovac Toplički Badnjevac Jasenica ŽITORAĐA Žitorađa Centar Rečica Lukomir Podina Babin Potok PROKUPLJE Gornja Draganja Toplička Mala Plana Bresničići BELOLJIN Toplica Milan	220 (Rgotina) - Open line junct 221 (Barlovo) - Ope 222 Ku 223 Doljevac - Ka between the 1st and 2nd track between the 2nd and 3rd track next to railway line - left next to railway line - right between the 1st and 2nd track	NONE ion ,,3" - Open line juncti n line junction ,,1" - Kurs NONE uršumlija - Kastrat NONE strat – Merdare - Kosovo 261+419-261+527 261+419-261+526 NONE NONE NONE 10+925-10+977 NONE 10+925-10+977 NONE 18+726-18+774 22+257-22+370 24+990-25+027 NONE	on ,,1" - (Trnavac) sumlija Polje platform platform platform platform platform	107 52,00 48,00 113,00	0,40 0,40 0,40 0,40	1,60 1,60 1,60 1,60
PRAHOVO PRAHOVO PRISTANIŠTE RAHOVO PRISTANIŠTE KURŠUMLIJA KURŠUMLIJA DOLJEVAC Šajinovac Toplički Badnjevac Jasenica ŽITORAĐA Žitorađa Centar Rečica Lukomir Podina Babin Potok PROKUPLJE Gornja Draganja Toplička Mala Plana Bresničići BELOLJIN Toplica Milan Pločnik Barlovo	220 (Rgotina) - Open line junct 221 (Barlovo) - Ope 222 Ku 223 Doljevac - Ka between the 1st and 2nd track between the 2nd and 3rd track next to railway line - left next to railway line - right between the 1st and 2nd track	NONE ion ,,3" - Open line juncti n line junction ,,1" - Kurs NONE uršumlija - Kastrat NONE strat – Merdare - Kosovo 261+419-261+527 261+419-261+526 NONE NONE NONE 10+925-10+977 NONE 10+925-10+977 NONE 18+726-18+774 22+257-22+370 24+990-25+027 NONE	on ,,1" - (Trnavac) sumlija Polje platform platform platform platform platform	107 52,00 48,00 113,00	0,40 0,40 0,40 0,40	1,60 1,60 1,60 1,60
PRAHOVO PRAHOVO PRISTANIŠTE RAHOVO PRISTANIŠTE KURŠUMLIJA KURŠUMLIJA DOLJEVAC Šajinovac Toplički Badnjevac Jasenica ŽITORAĐA Žitorađa Centar Rečica Lukomir Podina Babin Potok PROKUPLJE Gornja Draganja Toplička Mala Plana Bresničići BELOLJIN Toplica Milan Pločnik Barlovo	220 (Rgotina) - Open line junct 221 (Barlovo) - Ope 222 Ku 223 Doljevac - Ka between the 1st and 2nd track between the 2nd and 3rd track next to railway line - left next to railway line - right between the 1st and 2nd track	NONE ion ,,3" - Open line juncti n line junction ,,1" - Kurs NONE uršumlija - Kastrat NONE strat – Merdare - Kosovo 261+419-261+527 261+419-261+526 NONE NONE NONE 10+925-10+977 NONE 10+925-10+977 NONE 18+726-18+774 22+257-22+370 24+990-25+027 NONE	on ,,1" - (Trnavac) sumlija Polje platform platform platform platform platform	107 52,00 48,00 113,00	0,40 0,40 0,40 0,40	1,60 1,60 1,60 1,60
PRAHOVO PRAHOVO PRISTANIŠTE RAHOVO PRISTANIŠTE KURŠUMLIJA KURŠUMLIJA DOLJEVAC Šajinovac Toplički Badnjevac Jasenica ŽITORAĐA Žitorađa Centar Rečica Lukomir Podina Babin Potok PROKUPLJE Gornja Draganja Toplička Mala Plana Bresničići BELOLJIN Toplica Milan Pločnik Barlovo Novoselske Livade	220 (Rgotina) - Open line junct 221 (Barlovo) - Ope 222 Ku 223 Doljevac - Ka between the 1st and 2nd track between the 2nd and 3rd track next to railway line - left next to railway line - right between the 1st and 2nd track	NONE ion ,,3" - Open line juncti n line junction ,,1" - Kurs NONE uršumlija - Kastrat NONE strat – Merdare - Kosovo 261+419-261+527 261+419-261+526 NONE NONE NONE 10+925-10+977 NONE 10+925-10+977 NONE 18+726-18+774 22+257-22+370 24+990-25+027 NONE	on ,,1" - (Trnavac) sumlija Polje platform platform platform platform platform	107 52,00 48,00 113,00	0,40 0,40 0,40 0,40	1,60 1,60 1,60 1,60
PRAHOVO PRAHOVO PRISTANIŠTE RAHOVO PRISTANIŠTE KURŠUMLIJA KURŠUMLIJA DOLJEVAC Šajinovac Toplički Badnjevac Jasenica ZiTORAĐA Žitorađa Centar Rečica Lukomir Podina Babin Potok PROKUPLJE Gornja Draganja Toplička Mala Plana Babin Potok PROKUPLJE Gornja Draganja Toplička Mala Plana Bresničići BELOLJIN Toplica Milan Pločnik Barlovo Novoselske Livade Pepeljevac	220 (Rgotina) - Open line junct 221 (Barlovo) - Ope 222 Ku 223 Doljevac - Ka between the 1st and 2nd track between the 2nd and 3rd track next to railway line - left next to railway line - right between the 1st and 2nd track	NONE ion ,,3" - Open line juncti n line junction ,,1" - Kurs NONE uršumlija - Kastrat NONE strat – Merdare - Kosovo 261+419-261+527 261+419-261+526 NONE NONE NONE 10+925-10+977 NONE 10+925-10+977 NONE 18+726-18+774 22+257-22+370 24+990-25+027 NONE	on ,,1" - (Trnavac) sumlija Polje platform platform platform platform platform	107 52,00 48,00 113,00	0,40 0,40 0,40 0,40	1,60 1,60 1,60 1,60
PRAHOVO PRAHOVO PRISTANIŠTE RAHOVO PRISTANIŠTE KURŠUMLIJA KURŠUMLIJA DOLJEVAC Šajinovac Toplički Badnjevac Jasenica ZITORAĐA Žitorađa Centar Rečica Lukomir Podina Babin Potok PROKUPLJE Gornja Draganja Toplička Mala Plana Babin Potok PROKUPLJE Gornja Draganja Toplička Mala Plana Bresničići BELOLJIN Toplica Milan Pločnik Barlovo Novoselske Livade Pepeljevac Rasputnica Kastrat	220 (Rgotina) - Open line junct 221 (Barlovo) - Ope 222 Ku 223 Doljevac - Ka between the 1st and 2nd track between the 2nd and 3rd track next to railway line - left next to railway line - right between the 1st and 2nd track	NONE ion ,,3" - Open line juncti n line junction ,,1" - Kurs NONE Jršumlija - Kastrat NONE strat – Merdare - Kosovo 261+419-261+527 261+419-261+526 NONE 10+925-10+977 NONE NONE 10+925-10+977 NONE 18+726-18+774 22+257-22+370 24+990-25+027 NONE	on ,,1" - (Trnavac) sumlija Polje platform platform platform platform platform	107 52,00 48,00 113,00	0,40 0,40 0,40 0,40	1,60 1,60 1,60 1,60
PRAHOVO PRAHOVO PRISTANIŠTE RAHOVO PRISTANIŠTE KURŠUMLIJA KURŠUMLIJA DOLJEVAC Šajinovac DOLJEVAC Šajinovac ZITORAĐA Žitorađa Centar Rečica Lukomir Podina Babin Potok PROKUPLJE Gornja Draganja Toplička Mala Plana Babin Potok PROKUPLJE Gornja Draganja Toplička Mala Plana Bresničići BELOLJIN Toplica Milan Pločnik Barlovo Novoselske Livade Pepeljevac Rasputnica Kastrat Visoka Ljuša	220 (Rgotina) - Open line junct 221 (Barlovo) - Ope 222 Ku 223 Doljevac - Ka between the 1st and 2nd track between the 2nd and 3rd track next to railway line - left next to railway line - right between the 1st and 2nd track	NONE ion ,,3" - Open line juncti n line junction ,,1" - Kurs NONE Jršumlija - Kastrat NONE strat - Merdare - Kosovo 261+419-261+527 261+419-261+526 NONE 10+925-10+977 NONE 10+925-10+977 NONE 10+925-10+977 NONE NONE <td>on ,,1" - (Trnavac) sumlija Polje platform platform platform platform platform</td> <td>107 52,00 48,00 113,00</td> <td>0,40 0,40 0,40 0,40</td> <td>1,60 1,60 1,60 1,60</td>	on ,,1" - (Trnavac) sumlija Polje platform platform platform platform platform	107 52,00 48,00 113,00	0,40 0,40 0,40 0,40	1,60 1,60 1,60 1,60
PRAHOVO PRAHOVO PRISTANIŠTE RAHOVO PRISTANIŠTE KURŠUMLIJA KURŠUMLIJA DOLJEVAC Šajinovac DOLJEVAC Šajinovac ZiTORAĐA Žitorađa Centar Rečica Lukomir Podina Babin Potok PROKUPLJE Gornja Draganja Toplička Mala Plana Babin Potok PROKUPLJE Gornja Draganja Toplička Mala Plana Bresničići BELOLJIN Toplica Milan Pločnik Barlovo Novoselske Livade Pepeljevac Rasputnica Kastrat Visoka Ljuša Rudare	220 (Rgotina) - Open line junct 221 (Barlovo) - Ope 222 Ku 223 Doljevac - Ka between the 1st and 2nd track between the 2nd and 3rd track next to railway line - left next to railway line - right between the 1st and 2nd track	NONE ion ,,3" - Open line juncti n line junction ,,1" - Kurs NONE Jršumlija - Kastrat NONE strat - Merdare - Kosovo 261+419-261+527 261+419-261+526 NONE NONE NONE 10+925-10+977 NONE 10+925-10+977 NONE 10+925-10+977 NONE 10+925-10+977 NONE 10+925-10+977 NONE	on ,,1" - (Trnavac) sumlija Polje platform platform platform platform platform	107 52,00 48,00 113,00	0,40 0,40 0,40 0,40	1,60 1,60 1,60 1,60
PRAHOVO PRAHOVO PRISTANIŠTE RAHOVO PRISTANIŠTE KURŠUMLIJA KURŠUMLIJA DOLJEVAC Šajinovac DOLJEVAC Šajinovac I DOLJEVAC Šajinovac I Saenica ZiTORAĐA Žitorađa Centar Rečica Lukomir Podina Babin Potok PROKUPLJE Gornja Draganja Toplička Mala Plana Babin Potok PROKUPLJE Gornja Draganja Toplička Mala Plana Basničići BELOLJIN Toplica Milan Pločnik BELOLJIN Toplica Milan Pločnik Barlovo Novoselske Livade Pepeljevac Rasputnica Kastrat Visoka Ljuša Rudare	220 (Rgotina) - Open line junct 221 (Barlovo) - Ope 222 Ku 223 Doljevac - Ka between the 1st and 2nd track between the 2nd and 3rd track next to railway line - left next to railway line - right between the 1st and 2nd track	NONE ion ,,3" - Open line juncti n line junction ,,1" - Kurs NONE iršumlija - Kastrat NONE strat - Merdare - Kosovo 261+419-261+527 261+419-261+526 NONE 10+925-10+977 NONE 10+925-10+977 NONE NONE 10+925-10+977 NONE NONE <td>on ,,1" - (Trnavac) sumlija Polje platform platform platform platform platform</td> <td>107 52,00 48,00 113,00</td> <td>0,40 0,40 0,40 0,40</td> <td>1,60 1,60 1,60 1,60</td>	on ,,1" - (Trnavac) sumlija Polje platform platform platform platform platform	107 52,00 48,00 113,00	0,40 0,40 0,40 0,40	1,60 1,60 1,60 1,60
PRAHOVO PRAHOVO PRISTANIŠTE RAHOVO PRISTANIŠTE KURŠUMLIJA KURŠUMLIJA DOLJEVAC Šajinovac JOLJEVAC Šajinovac ZITORAĐA Žitorađa Centar Rečica Lukomir Podina Babin Potok PROKUPLJE Gornja Draganja Toplička Mala Plana Babin Potok PROKUPLJE Gornja Draganja Toplička Mala Plana Basničići BELOLJIN Toplica Milan Pločnik Barlovo Novoselske Livade Pepeljevac Rasputnica Kastrat Visoka Ljuša Rudare Dešiška KOSANIČKA RAČA	220 (Rgotina) - Open line junct 221 (Barlovo) - Ope 222 Ku 223 Doljevac - Ka between the 1st and 2nd track between the 2nd and 3rd track next to railway line - left next to railway line - right between the 1st and 2nd track	NONE ion ,,3" - Open line juncti n line junction ,,1" - Kurs NONE iršumlija - Kastrat NONE strat - Merdare - Kosovo 261+419-261+527 261+419-261+526 NONE 10+925-10+977 NONE NONE 18+726-18+774 22+257-22+370 24+990-25+027 NONE NONE <t< td=""><td>on ,,1" - (Trnavac) sumlija Polje platform platform platform platform platform platform</td><td>107 52,00 48,00 113,00</td><td>0,40 0,40 0,40 0,40</td><td>1,60 1,60 1,60 1,60</td></t<>	on ,,1" - (Trnavac) sumlija Polje platform platform platform platform platform platform	107 52,00 48,00 113,00	0,40 0,40 0,40 0,40	1,60 1,60 1,60 1,60
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		km position of the		T	Dimensior	15
Service point	Location	beginning and the end	Platform/arranged	Length	Height	Width
Service point	Location	of platform	surface	(m)	(m)	(m)
1	2	3	4	5	6	7
Vasiljevac		NONE	-	5	0	/
Merdare		NONE				
Weithare	224 Kosovo	Polje - Metohija – Peć**				
		t - Open line junction 1 - (Drenica) **			
		Vrbas - Sombor				
	between the 2nd and 3rd track	116+702-116+770,3	platform	68,00	0,35	1,40
VRBAS	between the 3rd and 4th track	116+702-116+770,3	platform	68,00	0,35	1,40
KULA	between the 2nd and 3rd track	47+626-47+667	platform	41,00	0,25	1,52
CRVENKA	between the 1st and 2nd track	54+956-54+986	platform	30,00	0,15	1,56
SIVAC		NONE				
Novi Sivac		NONE				
KLJAJIĆEVO	between the 1st and 2nd track	75+417-75+456	platform	39,00	0,15	1,38
Čonoplja	between the 1st and 2nd track	79+692-79+722	platform	30,00	0,15	1,31
	between the 1st and 2nd track	73+417-73+477	platform	60,00	0,31	1,61
	between the 1st and 2nd track	73+584-73+612	arranged surface	28,00	0,05	1,50
COMDOD	between the 1st and 2nd track	73+673-73+823	arranged surface	150,00	0,05	1,50
SOMBOR	between the 2nd and 3rd track	73+417-73+477	platform	60,00	0,38	1,61
	between the 2nd and 3rd track	73+584-73+612	arranged surface	28,00	0,05	1,50
	between the 3rd and 4th track	73+584-73+701	arranged surface	117,00	0,05	1,50
				,		,
	LOCAI	L RAILWAY LINES				
	301 Subotica - Subotica Fabrika	a – RAILWAY LINE IS C	OUT OF SERVICE			
		ica - Subotica Bolnica				
	between the 1st and 2nd track	176+360-176+414	arranged surface	54,00	0,05	1,70
	between the 1st and 2nd track	176+414-176+487	platform	73,00	0,25	1,60
SUBOTICA	between the 1st and 2nd track	176+487-176+838	arranged surface	351,00	0,05	1,70
	between the 2nd and 3rd track	176+322-176+838	arranged surface	516,00	0,05	1,70
	between the 3rd and 4th track	176+335-176+573	arranged surface	238,00	0,05	1,70
		1+042) - Novi Sad Ložion		/		, , , , , , , , , , , , , , , , , , , ,
	next to 11th track	77+836-77+950	platform	114,00	0,40	3,00
	between the 11th and 10th	55,000,55,050			0.40	
	track	77+822-77+950	platform	128,00	0,40	3,72
	between the 10th and 1st track	77+835-77+887	platform	52,00	0,40	4,20
NOVI SAD	next to 1st track	77+835-78+250	platform	415,00	0,40	4,20-8,9
	between the 2nd and 4th track	77+843-78+181	platform	338,00	0,40	8,75
	између 12. и 1. колосека	78+104-78+250	platform	146,00	0,40	8,90
	између 14. и 13. колосека	78+104-78+249	platform	145,00	0,40	6,46
	304 Podbara - Open line jun		tion "2" - (Kać)	,	•,••	,
	305 (Rimski Šančevi) - Open line ju			ra)		
		mski Šančevi- Bečej		·		
RIMSKI ŠANČEVI		NONE				
Bački Jarak		NONE				
TEMERIN		NONE				
GOSPOÐINCI		NONE				
ŽABALJ		NONE				
ČURUG		NONE				
Bačko Gradište		NONE				
Bečej predgrađe		NONE				
BEČEJ		NONE				
	308 (Brasina) - Open line		Zvornik Grad			
ZVORNIK GRAD		NONE				
		Varoš - Pančevo Vojlovica			1	1
	next to 1st track	18+131-18+223	station plateau	92,00	0,40	1,60
PANČEVO VAROŠ	between the 1st and 2nd track	18+105-18+345	platform	240,00	0,40	1,60
	between the 2nd and 3rd track	18+100-18+364	platform	264,00	0,40	1,60
Pančevo Strelište	next to railway line - left	1+290-1+400	platform	110,00	0,40	1,60
PANČEVO VOJLOVICA	between the 2rd and 4th treak	2+632-2+852	platform	220,00	0,40	1,60
	next to 4th track	2+645-2+965	platform	220,00	0,40	1,60
310 Connect	ting track of Senta station: (Čoka)			No23 - (Oi	rom)	
		ilajnac – Despotovac – (Re				
MARKOVAC	between the 2nd and 3rd track	100+400-100+450	platform	50	0.4	1.6
MAKKUVAC	between the 3rd and 4th track	100+350-100+452	platform	102	0.4	1.6
	contraction and one and the under		г			1.0



		km position of the		I	Dimension	IS
Service point	Location	beginning and the end	Platform/arranged surface	Length	Height	Width
-		of platform	surface	(m)	(m)	(m)
1	2	3	4	5	6	7
	between the 4th and 5th track	100+350-100+448	platform	92	0.4	1.6
	312 M	etohija - Prizren**				
	313 V	ršac – Bela Crkva				
VRŠAC	between the 1st and 2nd track	82+807,5-82+902,5	platform	95,00	Height (m) 6	1,60
VKSAC	between the 2nd and 3rd track	82+807,5-82+902,5	platform	95,00	0,40	1,60
Potporanj		NONE				
Straža		NONE				
JASENOVO		NONE				
Crvena Crkva		NONE				
	between the 1st and 2nd				Height (m) 6 0.4 0,40 0,40 0,40 0,40 0,40 0,40 0,40	1.60
BELA CRKVA	track	119+052-119+082	platform	30,00	0,30	1,60
	SHU	UNTING LINES				
	401 Vrš	ac - Vršac Vašarište				
VRŠAC	between the 1st and 2nd track	82+807,5-82+902,5	platform	95,00	0,40	1,60
VKSAC	between the 2nd and 3rd track	82+807,5-87+902,5	platform	95,00	Height (m) 6 0.4 0,40 0,40 0,40 0,40 0,40 0,40 0,40	1,60
	402 Kikinda – Metano	olsko sirćetni kompleks (k	m 6+413)			
KIKINDA	next to 1st track	160+030-160+166	platform	136,00	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	3,30-4,40
KIKINDA	between the 1st and 2nd track	160+064-160+190	arranged surface	126,00		1,50
		ka Obala – TRAFFIC SU				
		opovac - TRAFFIC SUSH	PENDED			
~	405 Sure	čin – Jakovo-Bečmen				
SURČIN		NONE	-			
		ča Nova - state border - (l		100.00	0.10	0.50
ŠID	between the 1st and 2nd track	116+300-116+490	arranged surface	,	/	2,50
SID	between the 2nd and 3rd track	116+300-116+665	platform.		Length (m) Height (m) 5 6 92 0.4 95,00 0,40 95,00 0,40 30,00 0,30 30,00 0,30 95,00 0,40 95,00 0,40 95,00 0,40 95,00 0,40 95,00 0,40 95,00 0,40 95,00 0,40 95,00 0,40 95,00 0,40 95,00 0,40 95,00 0,40 95,00 0,40 95,00 0,40 95,00 0,40 95,00 0,40 95,00 0,40 136,00 0,19 126,00 0,00 30,00 0,35 30,00 0,35 22,00 0,35	1,60
	between the 3rd and 4th track	116+300-116+677	platform	377,00		1,60
Adaševci		NONE		20.00	0.25	1.60
MOROVIĆ	between the 1st and 2nd track	12+360-12+390	platform)		1,60
VIŠNJIĆEVO Dasautnica Daža	between the 1st and 2nd track	19+633-19+655	platform	22,00	0,35	1,60
Rasputnica Rača SREMSKA RAČA NOVA	between the 1st and 2nd track	<u>NONE</u> 24+169-24+205		26.00	0.25	1.60
SKEWISKA KACA NUVA		Skela - TRAFFIC SUSP	platform	30,00	0,55	1,00
		ita – Apatin Fabrika	ENDED			
		ajdobra - TRAFFIC SUS	VENDED			
	407 Datka I alalika – C	ajuonia - i KAFFIC SUc				

* not intended for handling of passengers

** The lines on the territory of Kosovo and Metohija are temporarily under the supervision of UNMIK, according to the Temporary Agreement between ŽTP Belgrade and UNMIK railways, dated May 31, 2002 (records No 300/2002 - 153 dated May 31, 2002).

Note: In column one halts are marked with small letters and all other service points with capital letters.



Appendix 9 Method for calculation of electricity consumption for train traction

Compensation for calculation of electricity consumption for train traction is determined as follows:

$Csv/brtkm = \frac{MES.RAČ - TROŠ.INF}{BRTKMter + K * BRTKMput}$

where:

Csv/brtkm – monthly rate of electric energy spent for train traction, expressed in RSD per gross-tonne km.

MES.RAČ – monthly bill amount for high voltage electric energy issued by electric energy supplier. **TROŠ.INF** – monthly expenses for electric energy for train traction need used by "Infrastruktura železnice Srbije"

BRTKMter – total (all railway undertakings) monthly freight transport expressed in gross-tonne km.

 \mathbf{K} – coefficient by means of which is taken into consideration that passenger trains consume more electric energy per gross-tonne km than freight trains.

BRTKMput – total (all railway undertakings) monthly passenger transport expressed in gross-tonne km.

The compensation amount per individual RU is calculated by multiplication of monthly rate of electrical energy for train traction with gross-tonne kilometers realized by the respective RU (BRTKMter for freight service, and K* BRTKMput for passenger service):

Ntern = Csv/btkm * BRTKMtern for freight service, i.e Nputn = Csv/btkm * K * BRTKMputn for passenger service,

where:

Ntern – compensation paid by x RU in freight service for the consumption of electrical traction, expressed in RSD.

BRTKMtern – gross-tonne kilometres realized by x RU in freight service in the given month.

Nputn - compensation paid by x RU in passenger service for the consumption of electrical traction, expressed in RSD.

BRTKMputn - gross-tonne kilometres realized by x RU in passenger service in the given month.

The compensation is paid to Infrastructure Manager on a monthly basis, based on the issued bill.

K coefficient values are as follows:

month	Ι	II	III	IV	V	VI	VII	VIII	IX	Х	XI	XII
К	2	1,8	1,7	1,5	1,35	1,4	1,4	1,4	1,35	1,5	1,7	1,9



Appendix 10 Railway node boundaries

Node	Border station (service point) of the node	Chainage of the station (service point)	Entry signal from the direction	Railway line	Chainage of mandatory signal	Distance [m]
	Batajnica	19+031 ^P / 20+616 ^T	Nova Pazova	101 Belgrade Center - Stara Pazova - Šid - state border - (Tovarnik)	19+960 ^P / 21+396 ^T	929 ^P /780 ^T
D	Ovča	12+555 / 12+653	Pančevo Main St.	107 Belgrade Denter - Pančevo Main St Vršac - state border - (Stamora Moravita)	13+550 / 13+647	995
BEOGRAD	Jajinci	10+988	Beli Potok (Mala Krsna)	103 (Belgrade Center) - Rakovica - Jajinci - Mala Krsna - Velika Plana	12+045	1057
BEO	Resnik	14+059	Pinosava (Mladenovac)	102 Belgrade Center - Open line junction "G" - Rakovica - Mladenovac - Lapovo - Niš - Preševo - state border - (Tabanovce)	14+848	789
	Resnik	0+000	Bela Reka (Valjevo)	108 (Belgrade Center) - Resnik - Požega - Vrbnica - state border - (Bijelo Polje)	0+825	825
	Naumovićevo	167+180	Žednik (Vrbas)	105 (Belgrade Center) - Stara Pazova - Novi Sad - Subotica - state border - (Kelebia)	166+376	804
ICA	Palić	7+657	Bački Vinogradi (Horgoš)	201 Subotica - Horgoš - state border - (Roszke)	8+614	957
SUBOTICA	Subotica	76+685	Orom (Senta)	205 Banatsko Miloševo - Senta - Subotica	75+016	1669
IS	Subotica Freight St.	75+861	Orom (Senta)	205 Banatsko Miloševo - Senta - Subotica	75+016	845
	Šebešić	123+761	Tavankut (Sombor)	110 Subotica - Bogojevo - state border - (Erdut)	122+915	846
SAD	Sajlovo rasp. i odj.	3+595	Futog (Bogojevo)	207 Novi Sad - Odžaci - Bogojevo	3+890	295
	Sajlovo rasp. i odj.	81+635	Kisač (Vrbas)	105 (Belgrade Center) - Stara Pazova - Novi Sad - Subotica - state border - (Kelebia)	82+007	372
NOVI SAD	Sajlovo rasp. i odj.	3+595	Rimski Šančevi (Orlovat)	208 (Novi Sad) - Open line junction Sajlovo - Rimski Šančevi - Orlovat Stajalište	3+959	364
[Petrovaradin	70+870	Sremski Karlovci (Inđija)	105 (Belgrade Center) - Stara Pazova - Novi Sad - Subotica - state border - (Kelebia)	69+870	1000
0	Lapovo Varoš	106+302	Markovac (Velika Plana)	102 Belgrade Center - Open line junction "G" - Rakovica - Mladenovac - Lapovo - Niš - Preševo - state border - (Tabanovce)	105+710	592
LAPOVO	Lapovo	109+597	Bagrdan (Stalać)	102 Belgrade Center - Open line junction "G" - Rakovica - Mladenovac - Lapovo - Niš - Preševo - state border - (Tabanovce)	110+540	943
	Batočina	3+405	Badnjevac (Kragujevac)	109 Lapovo - Kraljevo - Lešak - Kosovo Polje - Đeneral Janković - state border - (Volkovo)	4+419	1014
	Trupale	234+939	Grejač (Stalać)	102 Belgrade Center - Open line junction "G" - Rakovica - Mladenovac - Lapovo - Niš - Preševo - state border - (Tabanovce)	233+934	1005
Š	Crveni Krst	0+000	Matejevac (Zaječar)	219 (Niš) - Crveni krst - Zaječar - Prahovo Pristanište	(0+957=3+455) 3+736	1238
NIŠ	Međurovo	249+462	Doljevac	102 Belgrade Center - Open line junction "G" - Rakovica - Mladenovac - Lapovo - Niš - Preševo - state border - (Tabanovce)	250+323	861
	Ćele Kula	5+461	Niška Banja (Pirot)	106 Niš - Dimitrovgrad - state border - (Dragoman)	6+320	859
0	Pančevo Main St.	16+069	Ovča (Beograd)	107 Belgrade Center - Pančevo Main St Vršac - state border - (Stamora Moravita)	14+878	1191
PANČEVO	Pančevo varoš	18+206	Banatsko Novo Selo (Vršac)	107 Belgrade Center - Pančevo Main St Vršac - state border - (Stamora Moravita)	19+242	1036
[A]	Open line junction 2a	17+659	Jabuka (Zrenjanin)	202 Pančevo Main St Zrenjanin - Kikinda - state border - (Jimbolia)	18+160	501

P – passenger traffic (from the direction of Novi Sad)F- freight traffic (mixed, from the direction of Šid)

