

INFRASTRUCTURE OF SERBIAN RAILWAYS JSC

NETWORK STATEMENT

2025

Adopted by the Shareholders' Meeting of "Infrastructure of Serbian Railways" JSC

No: 5/2023-525-204 dated December 12th, 2023

Effective as of December 15th, 2024

Applicable to 2024/2025 Timetable

На основу члана 20. став 6. Закона о железници („Службени гласник РС”, бр. 41/18 и 62/23) 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 2024/2025

I

Даје се сагласност на Одлуку о висини цена приступа и цена приступа делу јавне железничке инфраструктуре који повезује са услужним објектима за Ред вожње 2024/2025, коју је донела Скупштина Акционарског друштва за управљање јавном железничком инфраструктуром „Инфраструктура железнице Србије”, Београд, на седници од 21. септембра 2023. године.

II

Ово решење објавити у „Службеном гласнику Републике Србије”.

05 Број: 338-11265/2023
У Београду, 20. новембра 2023. године

В Л А Д А

Тачност преписа оверава
ГЕНЕРАЛНИ СЕКРЕТАР



Новак Недић

ПРЕДСЕДНИК

Ана Брнабић, с.р.

Amendments, corrections, and interpretations

| No | Subject | Determined by the Decision No. | Valid as of |
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| 1. | 7.3.5, Appendices 3.11 and 6 | Infrastructure of Serbian Railways JSC Shareholders' Meeting Decision 5/2024-535-212 dated April 2 nd 2024 | April 2 nd , 2024 |
| 2. | 1.1; 4.2; Appendices 1, 3.10 and 4.1.b | Infrastructure of Serbian Railways JSC Shareholders' Meeting Decision 5/2024-542-215 dated May 29 th 2024 | May 29 th , 2024 |
| 3. | 1.1; 2.2; 2.3.1; 2.3.13; 7.3.3; Appendices 1, 3.6a and 3.10 | Infrastructure of Serbian Railways JSC Shareholders' Meeting Decision No 5/2024-554-221 dated September 26 th 2024 | September 26 th , 2024 |
| 4. | 2.3.10; 2.3.11; 2.3.12; 2.3.13; 2.4.7; 2.4.8; Appendices 3.5, 3.11, 4.2, 6, 8 and 10 | Infrastructure of Serbian Railways JSC Shareholders' Meeting Decision No 5/2024-557-222 dated October 23 th , 2024 | October 23 th , 2024 |
| 5. | 5.9 | Infrastructure of Serbian Railways JSC Shareholders' Meeting Decision No 5/2024-579-224 dated November 14 th , 2024 | November 14 th , 2024 |
| 6. | 1.1; 2.2.2; 2.4.7; 5.4; Appendices 3.4, 3.11 and 6 | Infrastructure of Serbian Railways JSC Shareholders' Meeting Decision No 5/2024 - 583-227 dated December 12 th , 2024 | December 12 th , 2024 |
| 7. | 1.1; 2.4.8; 4.6; 7.3.4; Appendices 1, 3.11 and 6 | Infrastructure of Serbian Railways JSC Shareholders' Meeting Decision No 5/2025-591-233 dated March 17 th , 2025 | March 17 th , 2025 |
| 8. | 1.1; 2.3.1 Appendices 3.11 and 6 | Infrastructure of Serbian Railways JSC Shareholders' Meeting Decision No 5/2025-601-237 dated June 6 th , 2025 | June 6 th , 2025 |

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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; 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;

Infrastructure Manager

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;

Railway Undertaking

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;

Freight Terminal

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;

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

is a section of railway infrastructure for which infrastructure capacity demand

| | |
|--|---|
| <i>infrastructure</i> | cannot be completely satisfied during certain time periods, even after different infrastructure capacity requests have been coordinated; |
| <i>Path allocation</i> | is the allocation of public railway infrastructure capacities by the infrastructure manager; |
| <i>Access right</i> | is the right of a railway undertaking to use the railway infrastructure; |
| <i>Coordination</i> | is a process whereby the infrastructure manager and applicants make an adjustment of individual requests for path allocation; |
| <i>Safety Certificate</i> | 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; |
| <i>Competent institution, Relevant authority (body)</i> | is an authority entitled to adopt various decisions relating to particular fields; |
| <i>Relevant Railway Authority</i> | 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). |
| <i>Service Facility Operator</i> | 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. |
| <i>Information about service facility</i> | 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

Zoran Jevtić

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. Centre for Railway Infrastructure Testing and Diagnostics,
8. Centre for Infrastructure Rail Vehicles Maintenance System Management,
9. Warehousing Department,
10. Finance Department,
11. Accounting Department,
12. Centre for Planning, Analysis and Restructuring,
13. Inventory Department,
14. Development Department,
15. Investment Department,
16. Department for EU-Funded Projects Management (PIU),
17. Human Resources and General Affairs Department,
18. IT Department,
19. Centre for Security,
20. Real Estate Department,
21. Centre for International Affairs,
22. Department for Maintenance of Railway Station Buildings and Other Service Facilities,
23. Procurement Department,
24. Company's Management Secretariat,
25. Legal Department,
26. Centre for Safety Management System,
27. Media Centre,
28. Ethic's Office,
29. Centre for Internal Audit,
30. Centre for Internal Control.

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

Contact details

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

Acting General Manager

Zoran Jevtić

Tel.: +381 11 3618 330

kabinet.infrastruktura@srbrail.rs

Traffic Department

Nemanjina 6

11000 Belgrade, Serbia

Serbia

Tel.: +381 11 3618 214

Fax: +381 11 3616 814

sektor.sp@srbrail.rs

Railway Infrastructure Access Department

Nemanjina 6

11000 Belgrade, Serbia

Serbia

Tel.: +381 11 3618 214/ Fax: +381 11 3616 814

sektor.pzi@srbrail.rs

Civil Engineering Department
Nemanjina 6
11000 Belgrade, Serbia
Tel: +381 11 3618 248
Fax: +381 11 3616 874
infr.sektorzagp@srbrail.rs

Electrical Engineering Department
Nemanjina 6
11000 Belgrade, Serbia
Tel: +381 11 3618 241
Fax: +381 11 3618 130
etp@infrazs.rs

Centre for Relief Train Operations
Nemanjina 6
11000 Belgrade, Serbia
Tel.: +381 11 3620 899
Fax: +381 11 3620 899
radomir.brkic@infrazs.rs

Warehousing Department
Nemanjina 6
11 000 Belgrade, Serbia
stovarista.infra@srbrail.rs

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, www.infrazs.rs, 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 Appendix 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 2025 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.

Table No 1. Network Statement Structure

| 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 |

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 15th, 2024 to December 13th, 2025.

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 (www.infrazs.rs), 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 www.railneteuropa.com.

“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 www.railneteuropa.com.

“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

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: <http://cis.RNE.eu/>.

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 www.infrazs.rs.

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 www.infrazs.rs.

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 3 357.341 km, out of which 3 012.201 km of single-track and 345.140 km of double-track lines. The above-mentioned line length includes 1 758.971 km of main lines and 1 598.37 km of other lines. The total of 1 313.257 km of open tracks have been electrified, together with main running tracks (968.117 km of single-track and 345.140 km of double-track lines).

The total length of electrified lines - open tracks and main running tracks is 1 659.525 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 22.471 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.

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

| | Neighbouring country | Border railway lines | Border stations | Neighbouring infrastructure manager | Note |
|---|------------------------|---|-----------------------------------|-------------------------------------|--|
| 1 | Croatia | Šid-State Border -Tovarnik | Šid Tovarnik | HŽI | |
| | | Bogojevo-State Border- Erdut | Bogojevo Erdut | HŽI | |
| 2 | Hungary | Subotica-State Border- Kelebia | Subotica Kelebia | MAV Zrt | |
| | | Horgoš-State Border- Roszke | Subotica Roszke | MAV Zrt | In case of freight trains, each country conducts the border police and customs' inspections on its own territory, whereas for passenger trains, joint border control is performed in Roszke station. |
| 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 | |
| 5 | North Macedonia | Preševo- State Border Tabanovci | Preševo/ Ristovac Tabanovci | IŽRSM | Joint border station Tabanovci |
| | | Đeneral Janković - State Border -Volkovo | Đeneral Janković | IŽRSM | Temporary under the supervision of UNMIK Railways |
| 6 | Montenegro | Vrbnica - State Border – Bijelo Polje | Vrbnica / Bijelo Polje | ŽICG | Joint border station Bijelo Polje |
| 7 | Bosnia and Herzegovina | Brasina - State Border – Zvornik Novi | Brasina Zvornik Novi | ŽRS | |

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.

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

| | |
|-----------------------|--------------|
| Total network length | 3 357.341 km |
| Single-track lines | 3 012.201 km |
| Double track lines | 345.140 km |
| Narrow-gauge lines | 22.471 km* |
| Non-electrified lines | 2 044.084 km |
| Electrified lines | 1 313.257 km |

* 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-Novı 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-Novı Sad Lokoteretna-Sajlovo Junction;
- 210 Orlovat- Junction „1a”-(Lukićevo);
- 211 Ruma-Šabac-Junction Donja Borina-State border-(Zvornik Novi);
- 212 (Platićevo)-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);

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.

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, dismantling and reconstruction of infrastructure capacities on railway line Topčider Putnička (km 4 + 195 – Junction „G” – (Rakovica) has been approved.

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.

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):

Direction North – South

E 771 Subotica-Bogojevo
E 79 Belgrade - Vrbnica
E 85 Subotica-Belgrade-Niš-Preševo
-Kraljevo-Djeneral Janković

Direction West – East

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: sp@infrazs.rs

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.

Table No 4: Categories of admissible loads on IŽS network

| Admissible loads per linear metre | per | Admissible loads per axle | | | |
|-----------------------------------|---------|---------------------------|------|------|--------|
| | | A | B | C | D |
| | | 16 t | 18 t | 20 t | 22,5 t |
| 1 | 5.0 t/m | A | B1 | | |
| 2 | 6.4 t/m | | B2 | C2 | D2 |
| 3 | 7.2 t/m | | | C3 | D3 |
| 4 | 8.0 t/m | | | | D4 |

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 $f=50$ Hz. The height of the contact wire are $H_{kpmin}=5000$ mm, $H_{kpnom}=5500$ mm and $H_{kpmax}=6000$ mm. The staggering of the OCL is $p=\pm 200$ 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.

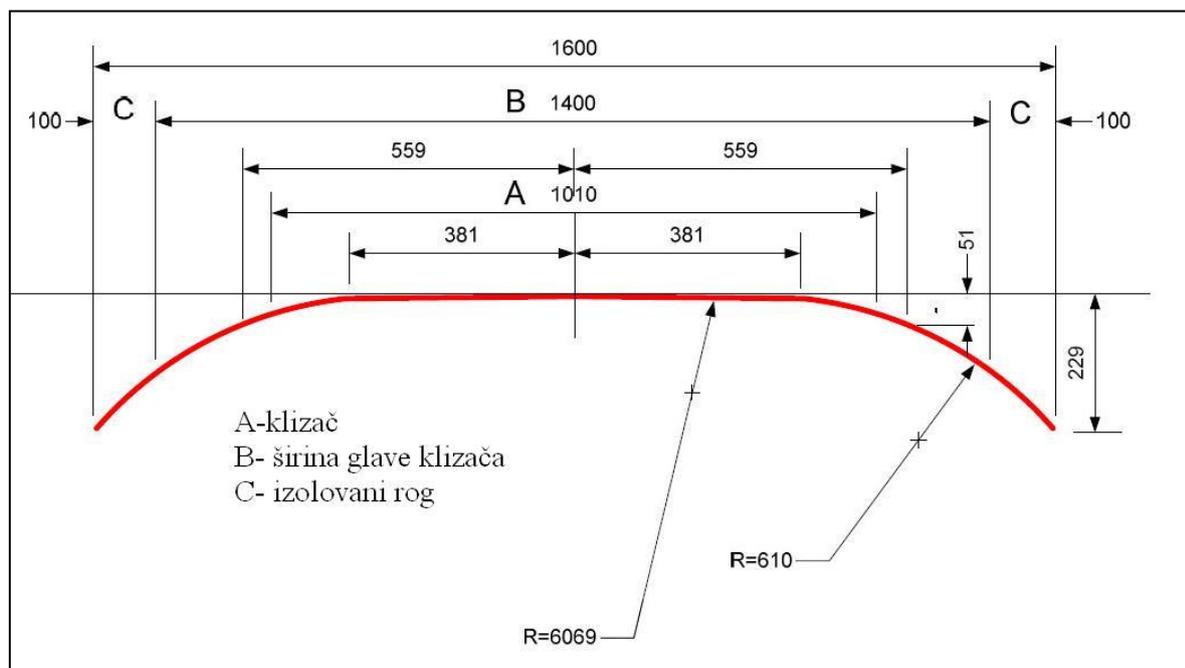


Figure No 1. – Dimensions of pantograph

Table No. 5: Pantograph parameters

| 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 F_a (N) | Maximum aerodynamic force F_a (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,

In all stations on Belgrade Center – Stara Pazova – Novi Sad – Subotica 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 – Stara Pazova – Novi Sad – Subotica 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 Čuprija 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 – Stara Pazova – Novi Sad – Subotica 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 – Stara Pazova– Novi Sad – Subotica.

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 – Stara Pazova – Novi Sad – Subotica line section the ETCS L2 is installed.

Functioning of the KMC (Key Management Center) system for the ETCS key management, enabling the railway carriers to use the GSM-R and ETCS, is prescribed in the *Instructions for creating the KMC keys for registering the new devices on the ETCS-2 system*. The instructions, in the format of Infrastructure Manager's act, is provided in Appendix 2.

In accordance with the instructions and aimed at using the GSM-R and ETCS, it is necessary for the railway carrier to submit a Request for issuance of encryption keys for communication in the ETCS system via the

Railway Infrastructure Access Department. The request is submitted in a prescribed format, in line with Appendix 3.6a.

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 operators 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 _____ at _____ 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 – Subotica 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 – Subotica line section. Inclusion i.e. removal of the double heading locomotive from the train composition is allowed only in Novi Sad Marshalling Yard, if planned according to the Timetable documents.

2.4.8 Train Speed Restrictions

On the Batajnica – Stara Pazova – Novi Sad – Subotica 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. Trains operating between Batajnica and Stara Pazova, on the routes to/from Šid, do not have this speed restriction.

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 details please contact:

“Infrastructure of Serbian Railways”JSC
Traffic Department
6 Nemanjina Street, 11 000 Belgrade, Serbia
Tel/Fax: +381 11 3618 214
E mail: sektor.sp@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 m³.

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 is 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 is 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 3616 814
sektor.sp@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.

When submitting the request, the RU is obliged to submit the following technical data for each traction vehicle series: series, description (axle layout), length (mm), weight (t), maximum speed (Vmax), inertia factor, resistance formula (coefficients a, b and c), traction diagram and braking diagram (tabular and graph presentation), traction type (diesel or electric), as per template provided in Appendix 4.1.b. The requested data are input data for capacity allocation, i.e. for software based timetabling. The data are submitted once for each traction vehicle as well as in case of change of data. If within the same series there are traction vehicles with different technical properties ("subseries") the data need to be provided for each "subseries".

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, IŽS – 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: sektor.pzi@srbrail.rs

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 2024/2025 which enters into force on December 15th, 2024 with validity until December 13th 2025 are presented in Appendix 4.3.

For the needs of Railway Undertakings wishing to use additional capacities or to change parameters 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 2024/2025 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, IŽS 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, IŽS 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, IŽS – 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-mail: sektor.pzi@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) passenger trains in international traffic
- 2) passenger trains in domestic traffic
- 3) international freight trains
- 4) 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-mail: sektor.sp@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 Manager 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, and the notion “level of charge for the use of public railway infrastructure” can be aligned with the notion “level of access charges and charges for access to the part of public railway infrastructure connecting the services facilities” .

The use of all services facilities, additional and ancillary services provided by the IM – “Infrastructure of Serbian Railways” 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 charge for access and a charge 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, include short-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).

5.3 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 charge 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)

$(\sum VKM_{ijk} \cdot C_{VKM_{ijk}})$ - 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)

$C_{VKM_{ijk}}$ - 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 train category (j)

$C_{BRTKM_{ij}}$ - charge per one gross-tone km in relation to 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 active locomotives and the total mass of all hauled stock.

Freight trains with electrical traction

| 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 diesel traction

| Line category | Charge per one train km [RSD/TKM] | Charge per one gross-tonne 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-tonne 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-tonne 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] is applied to all types of freight trains and passenger trains and amounts to 1.0.

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

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.

Track access and use of service facilities (categories IIa and IIb)

Charge for the 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 the servicing of trains in the railway nodes (NKIIb) is determined as follows:

$$NKII = NKIIa + NKIIb$$

$$\text{Key: } NKIIa = \left(\sum Va_{lmn} \cdot C_{Va_{lmn}} \right) + \left(\sum BRTKM_{lm} \cdot C_{BRTKM_{lm}} \right)$$

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

l - 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)

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

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

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

$\left(\sum BRTKM_{lm} \cdot C_{BRTKM_{lm}} \right)$ - 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)

$BRTKM_{lm}$ - number of gross-tonne km in the node, in relation to node (l) and train category (m)

$C_{BRTKM_{lm}}$ - charge per one gross-tonne km in the node, in relation to node (l) and train category (m)

$\sum Vb_{lm} \cdot C_{Vb_{lm}}$ - 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)

Vb_{lm} - number of trains which were provided with the service (which were “serviced”) in the node, in relation to node (l) and train category (m)

$C_{vb_{lm}}$ - charge per one train, “serviced” in the node, in relation to node (l) 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 |

Freight trains with diesel 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 | 3.607,21 | 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 |

Passenger trains with electrical 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 | 2.439,17 | 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 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).

“Infrastructure of Serbian Railways” will enable the use of the above mentioned services (provided by IŽS) 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 IŽS 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 3616 814
sektor.pzi@srbrail.rs

The level of charges for additional services provided by the 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 charge 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 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:

“Infrastructure of Serbian Railways” JSC
Electrical Engineering Department
6, Nemanjina St
11000 Belgrade, Serbia
Tel: +381 11 3618 241
Fax: +381 11 3618 130
direktor.etp@infrazs.rs

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

“Infrastructure of Serbian Railways” JSC is not providing services of preheating of passenger trains.

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

“Srbijavoz” a.d.
6, Nemanjina St.
11 000 Belgrade, Serbia
Tel: +381 11 3614 811
Fax: +381 11 3614 811

- 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 accompanying of transport and inspection of tracks after the transport, possible temporary re-location of trackside facilities and equipment etc.

IŽS decides whether it is possible to accept certain transport and under which conditions. It is necessary that IŽS and the Railway Undertaking define the scope and specification of required services for each individual transport.

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 each individual transport is defined between IŽS and the Railway Undertaking, depending upon the specification of required 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 of trains carrying exceptional consignments: involves accompanying of 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 |
|--|--------------------------------|----------------------------|
| 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.

1) 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.

2) 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.

3) 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.

4) 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.

5) 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.

6) Other ancillary services

IŽS provides other ancillary services:

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

7) 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:

$$C_{pp} = T_{po} + T_{to} + T_{pz} + T_{os}$$

This price includes:

- cost of practical training T_{po} – performed by minimum one expert from the Infrastructure Manager (familiarizing the candidates with the local conditions and technical capacities);
- cost of theoretical training T_{to} – 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 T_{pz} – 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 T_{os} 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 basic, 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 2024/2025 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. The level of the Bank Guarantee is 25% of the value of invoices issued under the Contract on the use of public railway infrastructure in the past twelve (12) months.

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 2024/2025 Timetable nor for the allocation of train paths under the requests for amendment of annual 2024/2025 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 Appendix 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.

Table No 7: Stations connected to freight 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, Pristanišna 1 |
| 8. | Sremska Mitrovica | Luka (Port) Leget | Sremska Mitrovica, Jarački put 10. | „RTC Luka Leget” a.d., Sremska Mitrovica, Jarački put 10 |
| 9. | Šabac | Luka (Port) Zorka Šabac | Šabac, Narodnih heroja 1. | „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 |
| 11 | Batajnica | “Logistički centri Srbije” doo | Batajnica, Ulica Mladih gorana 136 | “Logistički centri Srbije” doo |

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, transshipment 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, office@nelt.com, www.neltsp.com
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>

5) **“Logistički centri Srbije” doo**

Address: Ulica Mladih gorana 136, Batajnica
e-mail office@lcs.rs
Information on the service facility are available on www.lcs.rs

IŽS however provides the use of service points open for freight traffic, in accordance with Appendix 6 of this document, for loading, unloading and transshipment 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.

Overview of distribution stations-sections for freight trains operation

| Distribution Station | Distribution Section | Comments |
|-----------------------------------|---|---|
| 1 | 2 | 3 |
| BELGRADE MARSHALLING YARD* | Belgrade Marsh. Yard- Pančevo Main St. Belgrade Marsh. Yard - Ruma Belgrade Marsh. Yard- Lapovo Marsh. Yard Belgrade Marsh. Yard – (Mala Krsna) ¹⁾ – Lapovo Marsh. Yard Belgrade Marsh. Yard – Mala Krsna Belgrade Marsh. Yard- Požega Belgrade Marsh. Yard – Novi Sad Marsh. Yard | ¹⁾ -for the trains not entering the Mala Krsna station |
| BOGOJEVO | Bogojevo - Sombor Bogojevo - Novi Sad Marsh. Yard Bogojevo - Erdut (HŽI) | |
| BOR FREIGHT STATION | Bor Freight St. - Požarevac Bor Freight St. - Zaječar Bor Freight St. - Prahovo pristanište | |
| BIJELO POLJE (ŽICG) | Bijelo Polje (ŽICG) - Vrbnica -Prijepolje Freight St. | |
| BRASINA | Brasina - Ruma Brasina – Zvornik ¹⁾ Brasina - Zvornik Novi (ŽRS) | ¹⁾ -in both directions |
| VRŠAC | Vršac - Pančevo Main. St. Vršac - Stamura Moravita (CFR SA) | |
| DIMITROVGRAD | Dimitrovgrad – Niš Marsh. Yard Dimitrovgrad –Kalotina Zapad | |
| ERDUT (HŽI) | Erdut (HŽI) - Bogojevo | |
| JIMBOLIA (CFR) | Jimbolia (CFR SA) - Kikinda | |
| ZAJEČAR | Zaječar - Niš Marsh. Yard Zaječar - Prahovo Pristanište Zaječar - Bor Freight St. | |
| ZVORNIK NOVI (ŽRS) | Zvornik Novi (ŽRS) - Brasina | |
| ZRENJANIN | Zrenjanin - Kikinda Zrenjanin - Novi Sad Marsh. Yard Zrenjanin - Pančevo Main St. Zrenjanin – Senta Zrenjanin – (Senta) ¹⁾ – Subotica Freight St. | ¹⁾ -for the trains not entering the Senta station |
| KIKINDA | Kikinda – Jimbolia (CFR SA) Kikinda – Zrenjanin | ¹⁾ -for the trains not entering the Senta station |

| | | |
|-------------------------------------|---|---|
| | Kikinda – Senta Kikinda – (Senta) ¹ – Subotica Freight St. | |
| KOSOVO POLJE | Traffic is temporarily regulated by UNMIK railways | |
| KRALJEVO | Kraljevo - K. Mitrovica Sever ¹⁾ Kraljevo - Lapovo Marsh. Yard Kraljevo - Požega Kraljevo – Stalać ²⁾ Kraljevo – (Požega) ³⁾ – Prijepolje Freight St. | ¹⁾ -in both directions ²⁾ -in both directions ³⁾ -for the trains not entering the Požega station |
| LAPOVO MARSHALLING YARD** | Lapovo Marsh. Yard – Mala Krsna Lapovo Marsh. Yard – Resavica ¹⁾ Lapovo Marsh. Yard - Niš Marsh. Yard Lapovo Marsh. Yard - Kraljevo Lapovo Marsh. Yard – Resnik - Pančevo Main St. Lapovo Marsh. Yard - (Mala Krsna) ²⁾ - Belgrade Marsh. Yard Lapovo Marsh. Yard – Belgrade Marsh. Yard | ¹⁾ in both directions ²⁾ for the trains not entering the Mala Krsna station |
| MALA KRSNA | Mala Krsna – Požarevac Mala Krsna – Lapovo Marsh. Yard Mala Krsna – Belgrade Marsh. Yard Mala Krsna – Smederevo ¹⁾ Mala Krsna – Pančevo Main St. | ¹⁾ in both directions |
| NIŠ MARSHALLING YARD | Niš Marsh. Yard - Lapovo Marsh. Yard Niš Marsh. Yard - Preševo Niš Marsh. Yard - Dimitrovgrad Niš Marsh. Yard - Zaječar Niš Marsh. Yard – Kuršumlja ¹⁾ | ¹⁾ in both directions |
| NOVI SAD MARSHALLING YARD*** | Novi Sad Marsh. Yard - Belgrade Marsh. Yard Novi Sad Marsh. Yard- Subotica Freight St. Novi Sad Marsh. Yard- Bogojevo Novi Sad Marsh. Yard – Pančevo Main St. Novi Sad Marsh. Yard- Zrenjanin Novi Sad Marsh. Yard - Ruma Novi Sad Marsh. Yard – Temerin ¹⁾ Novi Sad Marsh. Yard – Podbara ¹⁾ | ¹⁾ in both directions |
| PANČEVO MAIN STATION*** | Pančevo Main St. - Zrenjanin Pančevo Main St. - Vršac Pančevo Main St. - Belgrade Marsh. Yard Pančevo Main St. - Novi Sad Marsh. Yard Pančevo Main St. - Lapovo Marsh. Yard Pančevo Main St. - Pančevo Vojlovica ¹⁾ Pančevo Main St. - Mala Krsna Pančevo Main St. - (Mala Krsna) ²⁾ - Lapovo Marsh. Yard Pančevo Main St. - Požega | ¹⁾ in both directions ²⁾ for the trains not entering the Mala Krsna station |
| PEĆ | Traffic is temporarily regulated by UNMIK railways | |
| POŽAREVAC | Požarevac – Bor Freight St. Požarevac – Mala Krsna | |
| POŽEGA | Požega - Belgrade Marsh. Yard Požega - Kraljevo Požega - Prijepolje Freight St. Požega - Pančevo Main St. | |
| PRAHOVO | Prahovo pristanište - Zaječar | |

| | | |
|-----------------------------------|---|--|
| PRISTANIŠTE | Prahovo pristanište - Bor Freight St. | |
| PREŠEVO | Preševo - Niš Marsh. Yard Preševo - Tabanovce (IŽRSM) | |
| PRIJEPOLJE FREIGHT STATION | Prijepolje Freight St. - Vrbnica - Bijelo Polje (ŽICG) Prijepolje Freight St. – Požega Prijepolje Freight St. – (Požega) ¹⁾ - Kraljevo | ¹⁾ for the trains not entering the Požega station |
| PRIZREN | Traffic is temporarily regulated by UNMIK railways | |
| RUMA | Ruma - Novi Sad Marsh. Yard Ruma - Belgrade Marsh.Yard Ruma - Šabac Ruma - Brasina Ruma - Šid | |
| ROSZKE (MAV ZRT) | Roszke (MAV ZRT) - Horgoš - Subotica | |
| SENTA | Senta - Subotica Freight St. Senta - Zrenjanin Senta - Kikinda | |
| SOMBOR | Sombor - Subotica Freight St. Sombor - Bogojevo Sombor – Vrbas ¹⁾ | ¹⁾ in both directions |
| STAMORA MORAVITA (CFR SA) | Stamora Moravita (CFR SA) – Vršac | |
| SUBOTICA FREIGHT STATION | Subotica Freight St. - Novi Sad Marsh.Yard Subotica Freight St. - Senta Subotica Freight St. - Sombor Subotica Freight St. – Horgoš - Roszke (MAV ZRT) Subotica Freight St. – (Senta) – Kikinda ¹⁾ Subotica Freight St. – (Senta) – Zrenjanin ¹⁾ | ¹⁾ for the trains not entering the Senta station |
| TABANOVCE (IŽRSM) | Tabanovce (IŽRSM) – Preševo | |
| TOVARNIK (HŽI) | Tovarnik (HŽI) – Šid | |
| ĐENERAL JANKOVIĆ | Traffic is temporarily regulated by UNMIK railways | |
| ŠABAC | Šabac – Ruma | |
| ŠID | Šid - Ruma Šid - Tovarnik (HŽI) | |

NOTE: * For all trains not entering the Belgrade Marshalling Yard, the distribution station operations regarding the notification of traction unit staff on the introduced restricted speed runnings and any other announcements of importance for the traffic safety and regulation regarding the distribution sections toward the adjacent distribution stations are taken over by Ostružnica and Resnik stations.

** For all trains not entering the Lapovo Marshalling Yard, the distribution station operations regarding the notification of traction unit staff on the introduced restricted speed runnings and any other announcements of importance for the traffic safety and regulation regarding the distribution sections toward the adjacent distribution stations are taken over by Lapovo station.

*** Tomaševac station performs the distribution station operations regarding the notification of traction unit staff on the introduced restricted speed runnings and any other announcements of importance for the traffic safety and regulation regarding the distribution sections toward the adjacent distribution stations, as well as the distribution station operations regarding the regulation of train traffic on the railway lines that are not equipped with automatic block, interstation dependence and remote control devices, relating to train intersections and notification of train staff on the changes regarding the train intersections on Tomaševac – Pančevo Main Station and Tomaševac – Novi Sad Marshalling Yard distribution sections.

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, Aleksandrovo predgrađe, Batočina, Brvenik, Valjevo, Vreoci, Grljan, Despotovac, Doljevac, Dragačevo, Elemir, Zvornik, Indija, Jagodina, Kaona, Lazarevac, Leskovac, Majdanpek, Mataruška Banja, Odžaci, Pančevo Varoš, Pančevo Vojlovica, Paraćin, Petrovac Gložan, Pirot, Podbara, Prahovo, Prokuplje, Raška, Ristovac, Svilajnac, Svrlijig, Stara Pazova, Stalać, Surčin, Čuprija, Čoka, Užice freight station, Futog. 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.

Overview of distribution stations-sections for passenger trains operation

| 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. Vršac - Stamura Moravita (CFR SA) | |
| ERDUT (HŽI) | Erdut (HŽI) – Bogojevo | |

| | | |
|-----------------------------------|---|----------------------------------|
| DIMITROVGRAD | Dimitrovgrad – Niš | |
| JIMBOLIA (CFR) | Jimbolia (CFR SA) - Kikinda | |
| ZAJEČAR | Zaječar – Niš Zaječar - Prahovo Pristanište Zaječar – Požarevac | |
| ZVORNIK | Zvornik – Šabac - Ruma | |
| ZRENJANIN | Zrenjanin - Kikinda Zrenjanin - Novi Sad Zrenjanin - Pančevo Main St. Zrenjanin - Senta | |
| KIKINDA | Kikinda - Jimbolia (CFR SA) Kikinda - Zrenjanin Kikinda - Senta | |
| KRALJEVO | Kraljevo – Kosovska Mitrovica Sever ¹⁾ Kraljevo - Lapovo Kraljevo - Požega Kraljevo – Stalać ¹⁾ | ¹⁾ in both directions |
| LAPOVO | Lapovo – Belgrade Center Lapovo - Kraljevo Lapovo - Niš Lapovo - Smederevo | |
| NIŠ | Niš - Lapovo Niš - Preševo Niš - Dimitrovgrad Niš – Zaječar Niš - Kuršumlija ¹⁾ | ¹⁾ in both directions |
| NOVI SAD | Novi Sad – Beograd Centar Novi Sad – Subotica Novi Sad – Bogojevo Novi Sad – Vrbas ¹⁾ Novi Sad - Pančevo Main St. Novi Sad – Zrenjanin Novi Sad - Ruma | |
| PANČEVO MAIN STATION | Pančevo Main St. - Zrenjanin Pančevo Main St. - Vršac Pančevo Main St. – Beograd Centar Pančevo Main St. - Pančevo Vojlov. ¹⁾ Pančevo Main St. – Novi Sad | ¹⁾ in both directions |
| POŽAREVAC | Požarevac - Lapovo Požarevac - Smederevo Požarevac - Zaječar Požarevac – Beograd Centar | |
| POŽEGA | Požega - Beograd Centar Požega - Kraljevo Požega - Prijepolje freight station | |
| PRAHOVO PRISTANIŠTE | Prahovo pristanište - Zaječar | |
| PRIJEPOLJE FREIGHT STATION | Prijepolje freight station - Vrbnica - Bijelo Polje (ŽICG) Prijepolje freight station - Požega | |
| PREŠEVO | Preševo - Niš Preševo – Tabanovce (IŽRSM) | |
| RUMA | Ruma - Šabac - Zvornik | |

| | | |
|---------------------------------|--|--|
| | Ruma - Šid Ruma - Beograd Centar Ruma – Novi Sad | |
| ROSZKE (MAV ZRT) | Roszke (MAV ZRT)-Horgoš- Subotica | |
| SENTA | Senta – Subotica Senta – Zrenjanin Senta – Kikinda | |
| SMEDEREVO | Smederevo - Lapovo Smederevo - Požarevac | |
| SOMBOR | Sombor - Subotica Sombor - Bogojevo | |
| STAMOR MORAVITA (CFR SA) | Stamora Moravita (CFR SA) - Vršac | |
| SUBOTICA | Subotica - Novi Sad Subotica – Sombor Subotica - Senta Subotica - Horgoš - Roszke (MAV) | |
| TABANOVCE (IŽRSM) | Tabanovce (IŽRSM) - Preševo | |
| TOVARNIK (HŽI) | Tovarnik(HŽI) - Šid | |
| ŠABAC | Šabac - Ruma | |
| ŠID | Šid – Ruma Šid – Tovarnik (HŽI) | |

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 “Srbijavoz” 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-mail: sektor.sp@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 transshipment.

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 <https://www.dpworld.com/en/serbian/general-terms-and-conditions>

- Port area Smederevo
Operator: HBIS GROUP Serbia Iron & Steel d.o.o. Beograd, www.hbiss Serbia.rs
- Port area Pančevo
Operator: Port "Dunav" AD Pančevo
Granexport d.o.o. www.granexport.rs
Specijalna luka d.o.o.

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

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

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

- Port area Senta
Operator: Port Senta A.D.,
Information on the service facility are available at www.luka-senta.rs
- Port area Sremska Mitrovica
Operator: RTC Luka Leget AD, <https://www.leget.rs>
- Port area Šabac
Operator: PD Elixir Zorka

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

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 | Measuring 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 |
| 4 | Jack EDK 1000 (99 72 9 471 001-4) | Expecting of work | hour | 5.000,00 |
| 5 | Jack EDK 300 (99 72 9 471 101-2) | Expecting of work | hour | 5.000,00 |
| 6 | Jack DHPD 65 (99 72 9 571 001-3) | Expecting of work | hour | 5.000,00 |
| 7 | Jack EDK 1000 (99 72 9 471 001-4) | Preparation, Work, Retrieval | hour | 56.970,00 |
| 8 | Jack EDK 300 (99 72 9 471 101-2) | Preparation, Work, Retrieval | hour | 27.248,00 |
| 9 | Jack DHPD 65 (99 72 9 571 001-3) | Preparation, Work, Retrieval | hour | 30.146,00 |
| 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 – lump sum | hour | 600,00 |
| 14 | Stable power generation unit | Work | hour | 2.400,00 |

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 | Measuring 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: nabavke.infra@srbrail.rs

Price for the service of storing and refuelling

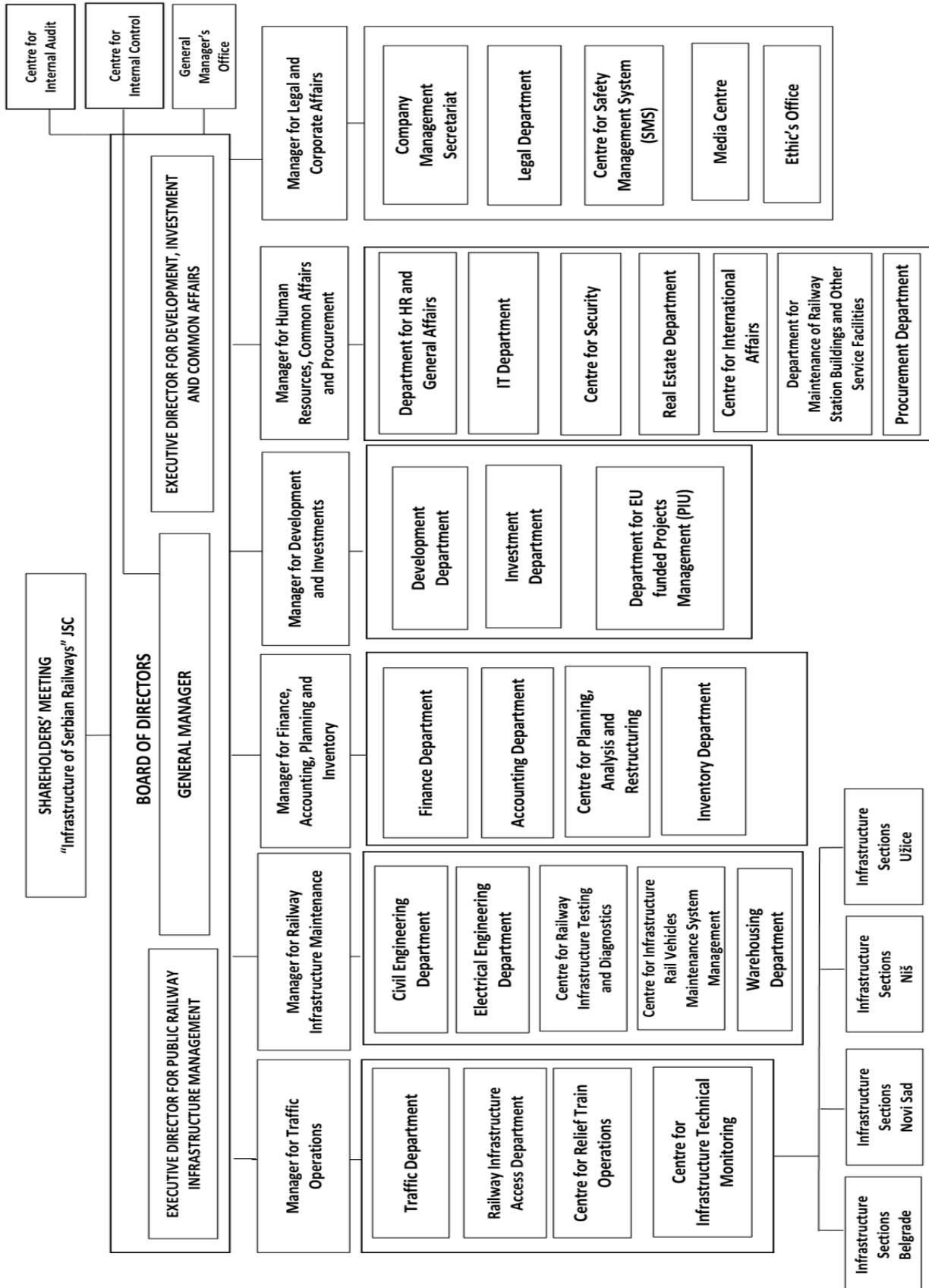
The price for the service of fuel storing and issuing for the purposes of refuelling of traction vehicles of all railway undertakings is determined based on the actual costs incurred during the provision of this service and is applied in a non-discriminatory manner for all railway undertakings.

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.

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)
- 3.8 b List of service points where it is possible to perform transshipment of dangerous goods
- 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)
- 4.1.b Template for submission of traction vehicle technical data
- 4.2 Instructions for completion of Request for train path allocation (form)
- 4.3 Deadlines for annual 2024/2025 Timetable preparation
- 4.4 Deadlines for amendment of annual 2024/2025 Timetable
- 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



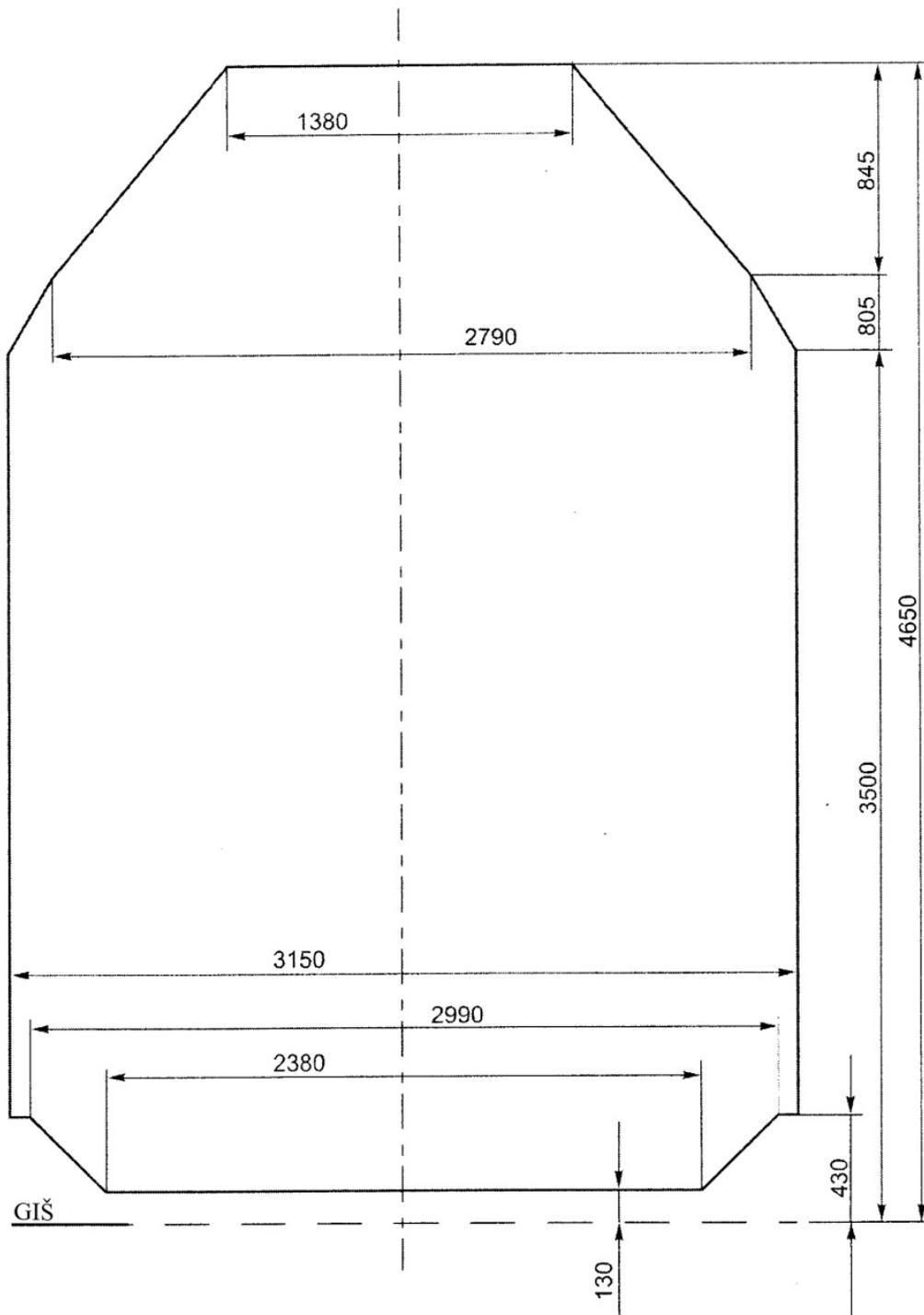
Appendix 2: Internal regulations (documents) and technological procedures

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.

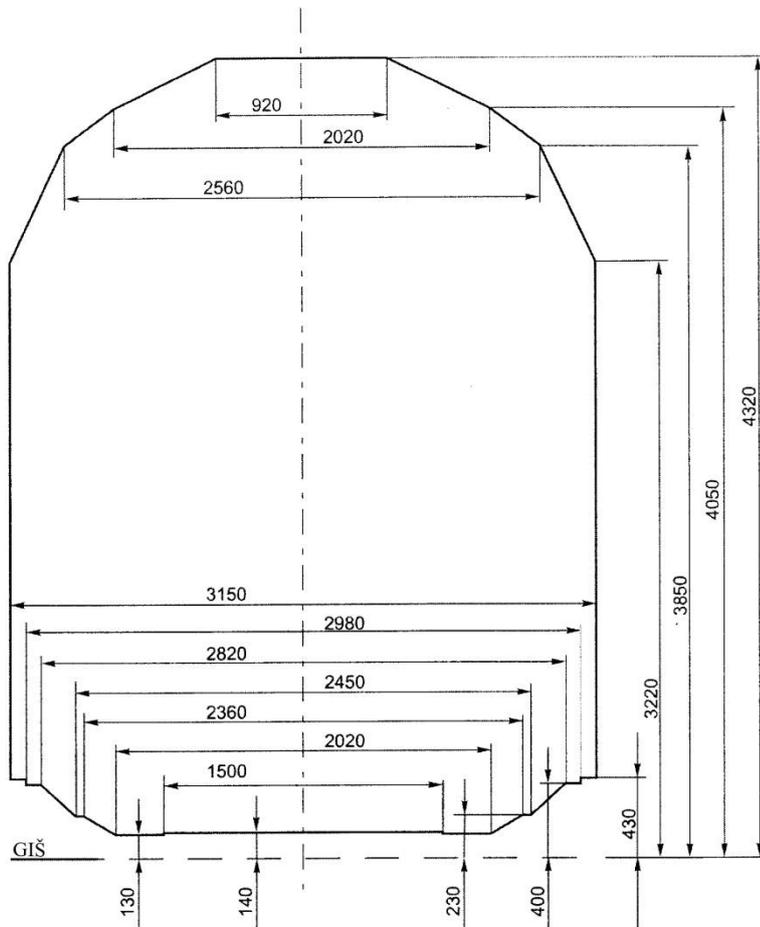
The registry of regulations of importance for traffic safety is published on the web site of “Infrastructure of Serbian Railways” JSC in section About us/Library/Regulations/Safety Management System/Appendices to the Safety Management System Rules of Operation/Appendix 12.1 Library- Registry of regulations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

Available on link <https://infra.rs/izs-osnovni-podaci/biblioteka>

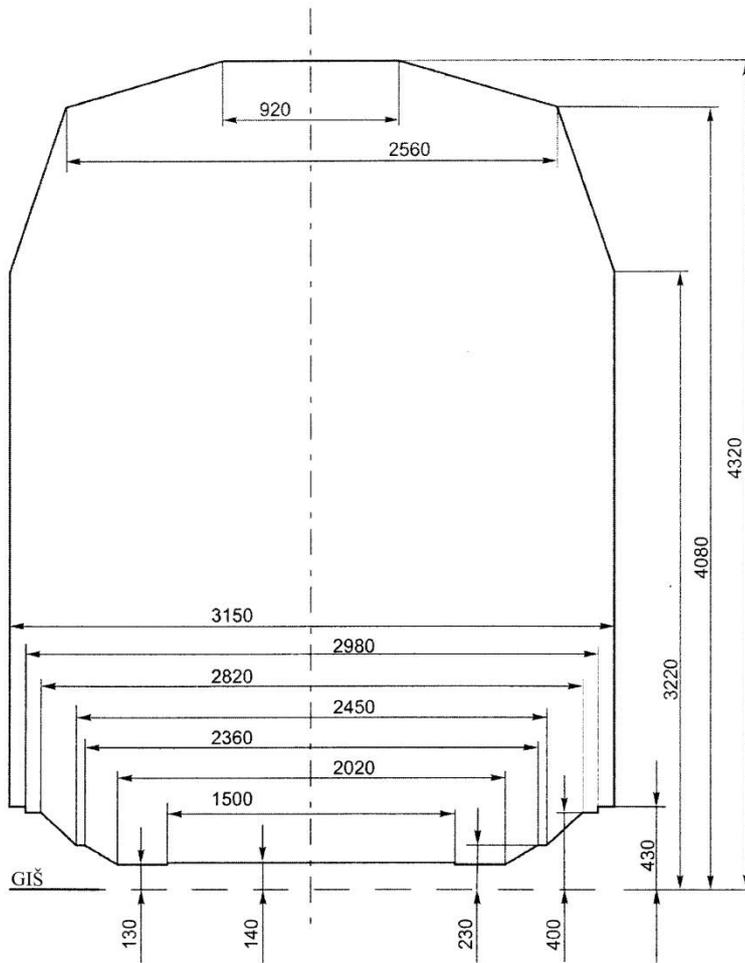
Appendix 3.1. Loading Gauge ŽS I



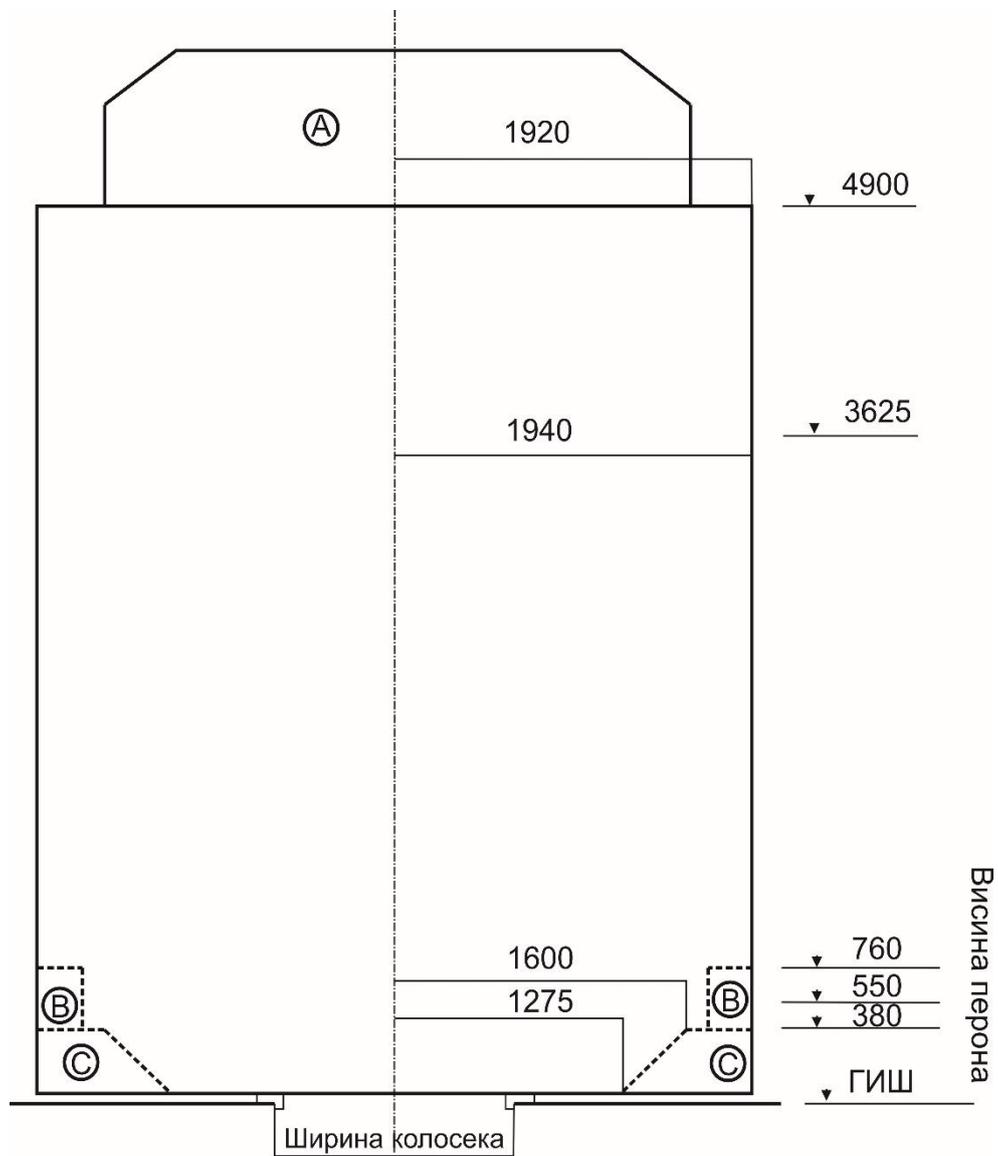
Appendix 3.2. Loading Gauge UIC-GA



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 Karadorđev 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. Novi Sad - Odžaci – Bogojevo:
 - electrified on section Novi Sad - Sajlovo
2. Stalać - Kraljevo – Požega:
 - electrified on section Kraljevo - Požega
3. connecting track to station Požega: (Uzići) – branching turnout No 53 - branching turnout No 54 - (Dragačevo)
4. Smederevo – Rasputnica Jezava – Radinac – Mala Krsna
5. Mala Krsna - Bor - Rasputnica 2 - (Vražogrnac):
 - electrified on section Mala Krsna – Požarevac
6. Subotica – Horgoš – State Border (Rösške)

Local lines:

1. Novi Sad - Novi Sad ložionica:
 - electrified on section Novi Sad - Blok 3 Novi Sad
2. Pančevo Varoš - Pančevo Vojlovica

Appendix 3.5 Power supply facilities

| No | Facilities | Chainage |
|--|-----------------------|----------------|
| Main Line 101 Beograd Centar – Stara Pazova – Šid – State Border– (Tovarnik) | | |
| 1. | PS Beograd Centar | 000+000 |
| 2. | EVP Zemun | 008+052 |
| 3. | PSN Batajnica | 021+970 |
| 4. | PS Stara Pazova | 034+794 |
| 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 – Preševo – State Border– (Tabanovce) | | |
| 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 Čuprija | 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 |
| 44. | PSN Suva Morava | 332+860 |
| 45. | PS Vranjska Banja | 347+765 |
| 46. | EVP Ristovac | 365+370 |
| 47. | PS Bukarevac | 386+617 |

| | | |
|---|----------------------------|----------------|
| 48. | PSN Tabanovci | 400+060 |
| Main Line 103 (Beograd Centar) – Rakovica – Jajinci – Mala Krsna – Velika Plana | | |
| 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 |
| Main Line 105 (Beograd Centar) – Stara Pazova – Novi Sad – Subotica – State Border– (Kelebia) | | |
| 55. | EVP Indija | 041+984 |
| 56. | PSN Beška | 053+905 |
| 57. | PS Sremski Karlovci | 065+685 |
| 58. | EVP Novi Sad | 079+985 |
| 59. | PS Kisač | 090+600 |
| 60. | PSN Zmajevo | 102+600 |
| 61. | EVP Vrbas | 119+480 |
| 62. | PS Lovćenac | 129+637 |
| 63. | PSN Bačka Topola | 143+850 |
| 64. | PS Žednik | 157+620 |
| 65. | EVP Subotica | 167+920 |
| 66. | PS Subotica | 177+180 |
| 67. | PSN Subotica | 184+450 |
| Main Line 107 Beograd Centar – Pančevo Main St. – Vršac – State Border– (Stamora Moravita) | | |
| 69. | PS Beograd Centar | 000+000 |
| 70. | PS Pančevački Most | 004+687 |
| Main Line 108 (Beograd Centar) – Resnik – Požega – Vrbnica – State Border– (Bijelo Polje) | | |
| 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 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 |

| Regional 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

| No | Railway Line No | RAILWAY LINE | INTERLOCKING FACILITIES | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|------------|-----------------|---|--------------------------------|-----------------------------|--------------------------------------|-----------------------------|-----------------------------|------------------------|-------------------|---|--------------------------------------|------------|--|------------|--------------------|----|---------------------------------------|----|-----------------------------|-----------------------------|----------------------------------|-----------------------------------|--|--|--|-----|--|--|--|--|
| | | | Interstation dependence device | | | Automatic bloc | | | | | | | Level crossing safety devices | | | | | | | | Traffic remote control devices | | | | | | | | | |
| | | | | | | | | | | | | | Automatic positioning of level crossings | | | | Manual positioning of level crossings | | | | | | | | | | | | | |
| | | | Length of single track line | Length of double track line | Number of distances between stations | Length of single track line | Length of double track line | Number of block points | Number of signals | Number of signals equipped with auto-stop devices | half-barrier or barrier longitudinal | | only colour track signals | | electrical devices | | mechanical devices | | Length of single track line | Length of double track line | Number of remote control centers | Number of remote control stations | Number of remotely controlled stations | | | | | | | |
| in station | on track | in station | | | | | | | | | on track | in station | on track | in station | on track | | | | | | | | | | | | | | | |
| km | | | kom | | | km | | | | | | | pcs | | | | | | | | km | | | | | pcs | | | | |
| 1 | 1a | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | | | | | | | |
| 1 | 101 | Beograd - Stara Pazova - Šid - državna granica - (Tovarnik) | | | | | | 61 | 120 | 120 | 14 | 12 | | | | | | | | 97+918 | 1 | 5 | 6 | | | | | | | |
| 2 | 102 | Beograd - Mladenovac - Lapovo - Niš - Preševo - državna granica - (Tabanovce) | 6+000 | 1 | | 14+150 | 195 | 443 | 289 | 37 | 53 | 1 | 1 | 2 | | 8 | 4 | | | | 2 | 38 | 15 | | | | | | | |
| 3 | 103 | (Beograd) - Rakovica - Jajinci - Mala Krnsna - Velika Plana | | | | 93+143 | | 41 | 81 | 81 | 11 | 3 | | | | 1 | | | | | 1 | 12 | 4 | | | | | | | |
| 4 | 104 | (Beograd) - Stara Pazova - Novi Sad - Subotica - državna granica - (Kelebia) | 15+020 | 4 | | 133+722 | | 61 | 121 | 121 | 15 | 8 | | | 2 | 1 | 1 | 2 | | | | | | | | | | | | |
| 5 | 105 | Niš - Dimitrovgrad - državna granica - (Dragoman) | | | | 16+100 | | 6 | 11 | | 5 | 7 | | | 3 | 4 | 7 | 4 | | | | | | | | | | | | |
| 6 | 106 | Beograd Centar - Pančevo glavna stanica - Vršac - državna granica - (Stamora Moravita) | 82+200 | 19+070 | 14 | | 19+600 | 10 | 26 | 26 | 4 | 2 | | | | | 8 | 1 | | | | | | | | | | | | |
| 7 | 107 | (Beograd) - Resnik - Požega - Vrbanica - državna granica - (Bijelo Polje) | 287+013 | | 33 | | | | | | 3 | 9 | 1 | 15 | | | | | | 287+013 | 1 | 26 | 9 | | | | | | | |
| 8 | 108 | Lapovo - Kraljevo - Lešak - Kosovo Polje - Deneral Janković - državna granica - (Volkovo) | | | | | | | | | 3 | | 2 | | 1 | | 7 | 4 | | | | | | | | | | | | |
| 9 | 109 | Subotica - Bogojevo - državna granica - (Erdut) | 69+820 | 11 | | | | | | | 1 | 5 | 1 | | | | 11 | 10 | | | | | | | | | | | | |
| 10 | 110 | Beograd Centar - Novi Beograd | | | | | 2+887 | 2 | 4 | 4 | | | | | | | | | | | | | | | | | | | | |
| 11 | 111 | Beograd Centar - Rasputnica G - (Rakovica) | | | | | 4+416 | 4 | 8 | 8 | | | | | | | | | | | | | | | | | | | | |
| 12 | 112 | Beograd Ranžima "A" - Ostružnica - Batajnici | | | | 25+658 | | 14 | 26 | 26 | 1 | 1 | | | | | | | | | 1 | | 2 | | | | | | | |
| 13 | 113 | Beograd Ranžima "B" - Ostružnica | | | | 5+902 | | 2 | 2 | 2 | | | | | | | | | | | | | | | | | | | | |
| 14 | 114 | Beograd Ranžima "A" - Rasputnica "B" - Rasputnica "K/K1" - Resnik | | | | 10+419 | | 4 | 8 | 8 | 1 | | | | | | 1 | | | | | 1 | 1 | | | | | | | |
| 15 | 115 | 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 | | | | | | | | | | | | | | | | | | | | | | | | |
| 18 | 118 | Beograd Ranžima "A" - Rasputnica "T" - Rakovica | | | | 0+709 | | | | | | | | | | | | | | | | | | | | | | | | |
| 19 | 119 | Beograd Ranžima "B" - Rasputnica "T" - (Rakovica) | | | | 8+379 | | 3 | 5 | 5 | | | | | | | | | | | | | | | | | | | | |
| 20 | 120 | vezni kolosek na području Rasputnice "K/K1": (Rasputnica "B") - skretnica "K" - skretnica "K1" - (Jajinci) | | | | 0+463 | | | | | | | | | | | | | | | | | | | | | | | | |
| 21 | 121 | Topčider - Rasputnica Savski most - (Novi Beograd) | | | | 3+578 | | 1 | 1 | | | | | | | | | | | | | | | | | | | | | |
| 22 | 122 | Topčider - Beograd spoljna - Beograd Dunav - Rasputnica Pančevački most | | | | 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 | | | | | | | | | | | | | | | | | | | | | | | |
| 25 | 125 | Indija - Golubinci | 4+020 | | 1 | 4+020 | | 2 | 4 | 4 | | | | | | | | | | | | | | | | | | | | |
| 26 | 126 | Novi Sad - Novi Sad Ranžima - Rasputnica Sajlovo | 3+749 | | 2 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27 | 127 | obilazni kolosek stanice Mala Krnsna: (Kolari) - odvojna skretnica 1 - odvojna skretnica 28 - (Osipaonica) | | | | 2+387 | | | | | | 1 | | | | | | | | | | | | | | | | | | |
| 28 | 128 | Rasputnica Lapovo Varoš - Lapovo ranžima - Lapovo | | | | | 3+788 | | | | | | | | | | | | | | | | | | | | | | | |
| 29 | 129 | Trupale - Niš ranžima - Medurovc | | | | 1+220 | | 2 | 3 | 1 | | | | | | | | | | | | | | | | | | | | |
| 30 | 130 | Crveni krst - Niš ranžima | | | | 17+100 | | 1 | 1 | 2 | | | | | | | | | | | | | | | | | | | | |
| 31 | 131 | Niš - Rasputnica most - (Niš ranžima) | | | | 4+990 | | 4 | 7 | | 1 | 1 | | | | | | | | | | | | | | | | | | |
| 32 | 132 | Spojni kolosek stanice Niš: (Crveni krst) - odvojna skretnica 2 - odvojna skretnica 4 - (Čele kula) | | | | 0+500 | | | | | | 2 | | | | | | | | | | | | | | | | | | |
| 33 | 201 | Subotica - Horgoš - državna granica - (Roske) | 24+351 | | 5 | | | | | | 3 | | | | | | 2 | 2 | | | | | | | | | | | | |
| 34 | 202 | Pančevo Glavna stanica - Zrejanin - Kikinda - državna granica - (Jimbolia) | 131+318 | | 14 | | | | | | 4 | 10 | | | 1 | | 11 | 4 | | | | | | | | | | | | |
| 35 | 203 | Banatsko Miloševo - Senta - Subotica | 80+264 | | 14 | | | | | | | | | | | | 2 | 2 | | | | | | | | | | | | |
| 36 | 204 | Pančevo Varoš - Rasputnica 2a - (Jabuka) | 1+600 | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 37 | 205 | Novi Sad - Odžaci - Bogojevc | 89+457 | | 10 | | | | | | | | | 1 | | | 7 | 4 | | | | | | | | | | | | |
| 38 | 206 | (Novi Sad) - Rasputnica Sajlovo - Rimski šančevi - Orlovat stajalište | 65+405 | | 11 | | | | | | | 1 | | | | | 4 | 3 | | | | | | | | | | | | |
| 39 | 207 | Novi Sad Ranžima - Sajlovo Rasputnica | 2+502 | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 40 | 208 | Orlovat - Rasputnica 1a - (Lukićevo) | 0+630 | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 41 | 209 | Ruma - Šabac - Rasputnica Donja Borina - državna granica - (Zvornik Novi) | | | | 101+951 | | | | | | | 3 | | | 4 | 3 | 3 | 6 | | | | | | | | | | | |
| 42 | 210 | (Platićevo) - Rasputnica 1 - Rasputnica 3 - (Šitar) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 43 | 211 | Stalač - Kraljevo - Požega | | | | 135+733 | | | | | 2 | 1 | | | 2 | | 4 | 5 | | | | | | | | | | | | |
| 44 | 212 | spojni kolosek stanice Kraljevo: (Mataruška Banja) - odvojna skretnica broj 72 - odvojna skretnica broj 73 - (Adrani) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 45 | 213 | spojni kolosek stanice Požega: (Uzići) - odvojna skretnica broj 53 - odvojna skretnica broj 54 - (Dragačevo) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 46 | 214 | Smederevo - Mala Krnsna | | | | 11+742 | | | | | 1 | | 1 | | 1 | | 2 | 2 | | | | | | | | | | | | |
| 47 | 215 | Mala Krnsna - Bor - Rasputnica 2 - (Vražogrnac) | | | | | | | | | | | | 1 | | | 1 | | | | | | | | | | | | | |
| 48 | 216 | Crveni krst - Zaječar - Pralovo pristanište | | | | | | | | | | | | 1 | | | 7 | 1 | | | | | | | | | | | | |
| 49 | 217 | (Regina) - Rasputnica 3 - Rasputnica 1 - (Tmavac) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 50 | 218 | Doljevac - Kastrat - Kosovo Polje | | | | | | | | | | | | | | | 1 | | | | | | | | | | | | | |
| 51 | 219 | Kuršumlija - Kastrat | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| No | Railway Line No | RAILWAY LINE | INTERLOCKING FACILITIES | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------------|-----------------|---|--------------------------------|-----------------------------|--------------------------------------|-----------------------------|-----------------------------|------------------------|-------------------|---|--------------------------------------|------------|--|------------|--------------------|-----------|---------------------------------------|-----------|-----------------------------|-----------------------------|----------------------------------|-----------------------------------|--|--|--|-----|--|--|
| | | | Interstation dependence device | | | Automatic bloc | | | | | | | Level crossing safety devices | | | | | | | | Traffic remote control devices | | | | | | | |
| | | | | | | | | | | | | | Automatic positioning of level crossings | | | | Manual positioning of level crossings | | | | | | | | | | | |
| | | | Length of single track line | Length of double track line | Number of distances between stations | Length of single track line | Length of double track line | Number of block points | Number of signals | Number of signals equipped with auto-stop devices | half-barrier or barrier longitudinal | | only colour track signals | | electrical devices | | mechanical devices | | Length of single track line | Length of double track line | Number of remote control centers | Number of remote control stations | Number of remotely controlled stations | | | | | |
| in station | on track | in station | | | | | | | | | on track | in station | on track | in station | on track | | | | | | | | | | | | | |
| km | | | kom | | | km | | | | | | | pcs | | | | | | | | km | | | | | pcs | | |
| 1 | 1a | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | | | | | |
| 52 | 220 | (Barlovo) - Rasputnica 1 - Kuršumlija | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 53 | 221 | Kosovo Polje - Metohija - Peć | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 54 | 222 | Kosovo Polje Teretna - Rasputnica 1 - (Drenica) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 55 | 301 | Subotica - Subotica fabrika | 4+100 | 1 | | | | | | | | | | 1 | | | | 4 | | | | | | | | | | |
| 56 | 302 | Subotica - Subotica bolnica | 2+745 | 1 | | | | | | | | | | | | | | | | | | | | | | | | |
| 57 | 303 | Kanjiža - Horgoš | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 58 | 304 | Novi Sad - Novi Sad ložionica | 2+870 | 1 | | | | | | | | | | | 2 | | | 1 | | | | | | | | | | |
| 59 | 305 | (Podbara) - Rasputnica 3 - Rasputnica 2 - (Kač) | 3+659 | 2 | | | | | | | | | | | | | | | | | | | | | | | | |
| 60 | 306 | (Rimski šančevi) - Rasputnica 1 - Rasputnica 3 - (Podbara) | 0+910 | 1 | | | | | | | | | | | | | | | | | | | | | | | | |
| 61 | 307 | Rimski šančevi - Bečej | | | | | | | | | | | | | 1 | | 9 | | | | | | | | | | | |
| 62 | 308 | Vrbas - Sombor | | | | | | | | | 1 | 1 | | | 2 | | 1 | 1 | | | | | | | | | | |
| 63 | 309 | Petrovaradin - Beočin | 17+055 | 3 | | | | | | | | | | | | | 2 | 2 | | | | | | | | | | |
| 64 | 310 | Apatin Fabrika - Strlić - Sombor | 38+304 | 4 | | | | | | | | | | | | | 1 | 2 | | | | | | | | | | |
| 65 | 311 | Bač - Karavukovo | 13+420 | 2 | | | | | | | | | | | 1 | | 1 | | | | | | | | | | | |
| 66 | 312 | Bačka Palanka - Gajdobra | 14+422 | 2 | | | | | | | | | | | | | 2 | 4 | | | | | | | | | | |
| 67 | 313 | (Brasina) - Rasputnica Donja Borina - Zvornik Grac | | | | 6+818 | | | | | | | | | | | | | | | | | | | | | | |
| 68 | 314 | Šid - Sremska Rača Nova - državna granica - (Bijeljina) | | | | 25+612 | | | | | | | | | | | | 2 | | | | | | | | | | |
| 69 | 315 | Kikinda - Banatsko Arandjelovac | 12+916 | 4 | | | | | | | | | | | | | 2 | | | | | | | | | | | |
| 70 | 316 | Sečanj - Jaša Tomić | 10+363 | 1 | | | | | | | | | | | | | | | | | | | | | | | | |
| 71 | 317 | Zrenjanin Fabrika - Vršac - Bela Crkva | 65+3348 | 4 | | | | | | | | | | 1 | | | 4 | | | | | | | | | | | |
| 72 | 318 | Pančevo Varoš - Pančevo Vojlovica | 2+907 | 2 | | | | | | | | 1 | | | 1 | 3 | | | | | | | | | | | | |
| 73 | 319 | (Uljma) - Rasputnica A - Rasputnica B - (Jasenovo) | 0+488 | 1 | | | | | | | | | | | | | | | | | | | | | | | | |
| 74 | 320 | spojni kolosek stacije Senta: (Čoka) - odvojna skretnica 22 - odvojna skretnica 23 - (Orom) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 75 | 321 | (Požarevac) - Rasputnica Sopot Požarevački - Kostolac | | | | 9+900 | | | | | | | | | | | | | | | | | | | | | | |
| 76 | 322 | Markovac - Resavica | | | | 53+250 | | | | | | 1 | | 1 | 1 | | 3 | 4 | | | | | | | | | | |
| 77 | 324 | Ovča - Padinska Skela | 18+580 | 1 | | 18+580 | | | | | | | | | | | | | | | | | | | | | | |
| 78 | 324 | Metohija - Prizren | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 79 | 401 | Bečej - Vrbas | | | | | | | | | | | | | | | 1 | | | | | | | | | | | |
| 80 | 402 | Vršac - Vršac Vašarište | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 81 | 403 | Alibunar - Seleuš | 8+386 | 1 | | | | | | | | | | | | | | | | | | | | | | | | |
| 82 | 404 | Vladimirovac - Kovir | 43+030 | 1 | | | | | | | | | | | | | | 2 | | | | | | | | | | |
| 83 | 405 | Čoka - Novi Kneževac | 12+300 | 2 | | | | | | | | | | | | | 1 | | | | | | | | | | | |
| 84 | 406 | Kikinda - Metanolsko siričtni kompleks (km 6+413) | 7+255 | 1 | | | | | | | | | | | | | | | | | | | | | | | | |
| 85 | 407 | Bogojevo - Dunavska obala | 2+733 | 1 | | | | | | | | | | | | | | | | | | | | | | | | |
| 86 | 408 | (Sombor) - Rasputnica Strlić - Bački breg | 28+090 | 1 | | | | | | | | | | | | | | | | | | | | | | | | |
| 87 | 409 | Sombor - Rádica | 32+741 | 1 | | | | | | | | | | | | | | | | | | | | | | | | |
| 88 | 410 | (Višnjićevo) - Rasputnica Rača - Sremska Rača | | | | 3+830 | | | | | | | | | | | | | | | | | | | | | | |
| 89 | 411 | Paraćin - Stari Popovac | | | | | | | | | 1 | | | | | | 1 | | | | | | | | | | | |
| 90 | 412 | Surčin - Jakovo Bečmei | | | | 4+400 | | | | | | | | | | | | | | | | | | | | | | |
| 91 | 413 | (Beograd spoljna) - km 2+290 odvojna skretnica - Fabrika šećera | | | | 0+600 | | | | | | | | | | | | | | | | | | | | | | |
| 92 | 501 | Šarganska osmica | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Total | | | | | 161 | | | 416 | 876 | 699 | 107 | 127 | 7 | 18 | 28 | 12 | 115 | 76 | | | 6 | 82 | 37 | | | | | |

Appendix 3.6a Request for issuance of encryption keys for communication in the ETCS system

1. Identification data of the railway carrier:

.....
Address:

.....
Contact person:

.....
E-mail:

.....
Phone/Mobile Phone

2. Identification data of vehicles and equipment

| | ETCS-ID (NID_Engine) decimal form | EVN (European Vehicle Number) | Home- KMC of the vehicle | Baseline | OBU- producer | Requested begin of validity |
|----------------|---|--|--------------------------------|--------------|------------------|-----------------------------------|
| <i>example</i> | <i>996823</i> | <i>91 83 9586 616-0</i> | <i>IZS</i> | <i>3.6.0</i> | <i>CRSC</i> | <i>2024/6/15</i> |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |

3. Determination of home KMC

- the home KMC of the given OBU is KMC IZS
 the mentioned OBUs do not have any home KMC assigned, we request that it will become the KMC IZS
 home KMC is a KMC other than KMC IZS:

KMC ID

Administrator of the given KMC:

.....
Contact person:

4. We request the allocation of encryption keys for:

- all lines equipped with ETCS level 2 track section and operated by IZS,
 for certain track sections (areas), specify which:

.....

Appendix 3.7 Overview of telecommunication devices equipping level

| No | Railway line No | FINAL TERMINAL DEVICES | | | | | | | | | | EXCHANGE UNITS | | | | | | | | | | | | | | | |
|-----|---|------------------------|----------------------|-----------------------------|---------------|----------------|---------------|---------------------------------|------------------------------|---------------------|------------------|-----------------|-------------------------|--------------------------|--------|--------------|-----------|--------------------------|-----------------------|-----------|---------------------------------|-----|------------|-----------------------|-----------------------|-----------------------------|---|
| | | Telephone | | | | | Telegraph | | | | | Telephone | | | | | Telegraph | | | | | | | | | | |
| | | B telephone devices | CB telephone devices | Automatic telephone devices | Decoding sets | PPA telephones | PA telephones | Operational dispatching centers | Traffic remote control desks | At railway stations | At entry signals | At exit signals | At level crossings (PP) | At automatic block (APB) | Others | Teleprinters | Relays | Sound signalling devices | "Step by step" system | Cross-bar | EMD with electric motor dialler | TSK | Electronic | "Step by step" system | Dispatching exchanges | Station dispatching devices | |
| 1 | | 3 | 4 | 5 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2 | BGD, Sid-Stage Border | 55 | 25 | 360 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3 | BGD, Mladovac-Nis-Pecivo-Stage Border | 284 | 54 | 1347 | 40 | 2 | 2 | 11 | 60 | 117 | 117 | 87 | 170 | 0 | 31 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4 | BGD, Rakovica-Jajinci-M. Krstina-V. Plana | 31 | 96 | 44 | 2 | 0 | 0 | 0 | 20 | 38 | 36 | 44 | 41 | 0 | 3 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2 | BGD, S. Pozova-Indija-Subotica-Stage Border | 59 | 30 | 665 | 3 | 2 | 0 | 4 | 19 | 39 | 38 | 31 | 55 | 25 | 5 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 22 | 015, Nis-Dimitrograd-Stage Border | 2 | 0 | 28 | 0 | 11 | 0 | 0 | 4 | 7 | 6 | 16 | 6 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 6 | 106, BGD, Centar-Panicevo-Vrba-Stage Border | 46 | 0 | 245 | 6 | 5 | 0 | 1 | 7 | 30 | 15 | 4 | 12 | 15 | 6 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1 | 107, BGD, Resnik-Podgorica-Bar | 89 | 52 | 418 | 59 | 0 | 0 | 2 | 35 | 69 | 70 | 28 | 70 | 15 | 0 | 59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 20 | 108, Lapovo-Kraljevo-D. Jankovic-Stage Border | 61 | 0 | 283 | 1 | 16 | 0 | 2 | 2 | 8 | 4 | 10 | 0 | 2 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 26 | 109, Subotica-Bogotovo-Stage Border | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 7 | 110, Beograd-Centur-Novi Beograd | 8 | 0 | 8 | 0 | 0 | 0 | 0 | 1 | 2 | 5 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 8 | 111, BGD, Centar-Raspina "C" (Rakovica) | 0 | 1 | 6 | 0 | 1 | 0 | 0 | 2 | 6 | 5 | 2 | 14 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 13 | 112, BGD, Razina "A" (Ostrovica-Bajina) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 14 | 113, BGD, Razina "B" (Ostrovica) | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 13 | 114, BGD, Razina "A" (Rasp. "K" Resnik) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 25 | 115, BGD, Razina "B" (Rasp. "K" Resnik) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11 | 116, BGD, Razina "A" (Rasp. "K" Resnik) | 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 | |
| 11 | 117, BGD, Razina "B" (Rasp. "K" Resnik) | 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 | |
| 9 | 118, BGD, BGD, Razina "A" (Rasp. "K" Resnik) | 3 | 0 | 168 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12 | 119, BGD, Razina "B" (Rakovica) | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 16 | 120, BGD, Razina "A" (Rasp. "K" Resnik) | 0 | 0 | 80 | 10 | 0 | 0 | 0 | 5 | 4 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 29 | 121, Toplice-Rasp. Savski Most-Novi BGD | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 28 | 122, Toplice-Rasp. Savski Most-Novi BGD | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 27 | 123, Toplice-Rasp. Savski Most-Novi BGD | 1 | 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 | 124, (Vukov Sp.)-Rasp. "K" Resnik-Park-Ras. Declinae-(Rakovica) | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 19 | 125, Indjica-Golubinci | 5 | 1 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 24 | 126, N. Sat-N. Sat. Razina-Sajlovo Rasp. | 41 | 127 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 21 | 128, Lapovo Vanos-Lapovo Razina-Lapovo | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 30 | 129, Trupals-Nis Razina-Medunovo | 2 | 0 | 85 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 17 | 130, Cveni Krs-Nis Razina | 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 | |
| 23 | 131, Nis-Raspina Most-Nis Razina | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 18 | 132, (Ct. Krs) 2) 583) 3) 584) 4) Cete Kula | 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 | |
| 51 | 201, Subotica-Horgos-Stage Border | 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 | |
| 45 | 202, Pancevo-Gilvarac-Zenjanine-Kladu-Stage Border | 41 | 0 | 216 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5 | 203, Pancevo-Vukovica-Stage Border | 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 | |
| 34 | 204, Pancevo-Vukovica-Stage Border | 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 | |
| 39 | 205, Nis-Sid-Stage Border | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 40 | 206, (N. Sat) 1) Rasp. "K" Resnik-Old. 1) (Ternak) | 6 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 38 | 207, N. Sat Razina-Sajlovo Raspina | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 42 | 208, Orlotot-Raspina "1" (Lokicevo) | 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 | |
| 47 | 209, Ruma-Saba-Rasp. Dvornja Borina-Stage Border | 15 | 1 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 50 | 211, Sulae-Kraljevo-Pozega | 21 | 0 | 80 | 0 | 1 | 0 | 0 | 8 | 16 | 2 | 4 | 0 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 49 | 214, Smederevo-Mali Krsna | 14 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 4 | 8 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 34 | 215, M. Krstina-Boje-Raspina "2" (Vrabogmas) | 26 | 0 | 125 | 6 | 20 | 4 | 0 | 10 | 3 | 0 | 16 | 0 | 0 | 2 | 1 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 35 | 216, Nis-Zajecar-Prabovo-pristambite | 12 | 0 | 200 | 2 | 16 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 64 | 218, (Nis)-Doljevac-Kantar-Kosovo Polje | 7 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 62 | 219, Kursumlija-Kantar | 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 | |
| 56 | 220, (Barilovo)-Raspina "1" - Kursumlija | 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 | |
| 76 | 301, Subotica-Subotica fabrika | 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 | |
| 65 | 302, Subotica-Subotica bolnica | 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 | |
| 36 | 303, Ramiza-Horgos | 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 | |
| 304 | Novi Sad-Novi Sad toboznica | 4 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 305 | Pedunja-Raspina "3" (Rasp. "2" (Kse) | 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 | |



| No | Railway line No | FINAL TERMINAL DEVICES | | | | | | | | | | | | EXCHANGE UNITS | | | | | | | | | | | | | | | | | |
|----|--|------------------------|----------------------|-----------------------------|----------------|----------------|--------------|---------------------------------|-----------------|-------------------|------------------|--------------------------|---------------------------|----------------|--------------|---------|-------------------------|-----------------------|-----------|--------------------------------|-----|------------|-----------------------|-----------------------|-----------------------------|----|----|----|----|----|----|
| | | Telephone | | | | | | Trackside telephones | | | | | | Telephone | | | | | | Telegraph | | | | | | | | | | | |
| | | LB telephone devices | CB telephone devices | Automatic telephone devices | Secretary sets | PFA telephones | P telephones | Operational dispatching centers | Airway stations | Air entry signals | Air exit signals | Air level crossings (PP) | Air automatic block (APB) | Others | Teleprinters | Telexes | Sound signaling devices | "Step by step" system | Cross-bar | EMD with electric motor dialer | ESK | Electronic | "Step by step" system | Dispatching exchanges | Station dispatching devices | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 45 | 306 (Rim, Smečevci-Raspur "1"-Raspur "3"-Podob.) | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 |
| 33 | 308 Vrbas-Sombor | 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 |
| 69 | 309 Petrovaradin-Bočev | 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 |
| 74 | 310 Sonta-Apatin (fabrika-Stričić (Sombor)) | 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 |
| 54 | 311 Bač-Karavakovo | 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 |
| 55 | 312 Bačkin Palanka-Gujdobi | 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 |
| 46 | 313 (Ruma)-Rasp-Donja Borina-Zvornik Grad | 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 |
| 52 | 314 Sid-Štremška Rača Nova-State Border | 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 |
| 69 | 315 Kikinda-Banatsko Aranđelovo | 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 |
| 71 | 316 Secanj-Jask Tomić | 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 |
| 81 | 317 (Zrenjanin)-Zrenjanin fabr. Vrljac-Bela Ckva | 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 |
| 67 | 318 Pancevo Varoše-Pancevo Vojlovica | 3 | 0 | 1 | 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 |
| 78 | 319 (Ujina)-RaspA-RaspB (Jasenovo) | 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 |
| 48 | 320 Senta-Odvajna okr. 22 Senta | 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 |
| 70 | 321 (Prozarevo)-Raspur Sopot Poz.-Kostolac | 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 |
| 63 | 322 Markovac-Resarica | 9 | 0 | 4 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 66 | 323 Ovcja-Padinska Steha | 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 |
| 53 | 401 Alibunar-Setuš | 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 |
| 80 | 403 Vaudimirovac-Kovin | 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 |
| 59 | 405 Čoka-Novi Kneževac | 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 |
| 61 | 406 Kikinda-MKS (ind kolosek) | 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 |
| 58 | 407 Bagojevo-Dunavska odla | 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 |
| 72 | 408 Sombor-Belač Brag | 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 |
| 73 | 409 Sombor-Ratica | 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 |
| 79 | 410 (Vasiljevo)-Raspur Rača-Štremška Rača | 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 |
| 68 | 411 Pančini-Šum Popovac | 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 |
| 77 | 412 Surcin-Jakovac-Belena (Beljevac) | 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 |
| 57 | 413 (Bela spolja)-Km 2-206-fabrika učena | 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 |
| | | 880 | 262 | 4598 | 182 | 96 | 8 | 24 | 201 | 415 | 351 | 284 | 397 | 126 | 88 | 11 | 156 | 17 | 12 | 2 | 17 | 5 | 7 | 10 | 181 | | | | | | |
| | | Total: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| No | | Railway line No | | OTHER TELECOMMUNICATION DEVICES | | | | | | | | | | | | | | | | | | | | | | | |
|---------------|-----|-----------------|-------------|---|-------------|--------------------|----------------------|----------------------------------|----------------------|------------------|--------------------|------------|-------------|--------------------|--------------------|---------------------------|-------------------------|--------------------------|-----------------------|----------------------|------------|--------------------------------|--------------------|---------------------------------------|----------------------|--------------------|-----|
| | | | | Devices for recording of transmitted statements | | | | Devices displaying accurate time | | | | PA devices | | | | Interphones | | | | Power supply devices | | | | Passenger visual information displays | | | |
| | | 8 channels | 12 channels | 16 channels | 24 channels | Number of stations | Clock exchange units | Master clocks | Impulse regenerators | Auxiliary clocks | Number of stations | Amplifiers | Speakers | Microphone console | Number of stations | Interphone exchange units | For indoor installation | For outdoor installation | Accumulator batteries | Rectifiers | Converters | Motor electric generator units | Number of stations | Control desks | Information displays | Information kiosks | |
| | | pcs | pcs | pcs | pcs | pcs | pcs | pcs | pcs | pcs | pcs | pcs | pcs | pcs | pcs | pcs | pcs | pcs | pcs | pcs | pcs | pcs | pcs | pcs | pcs | pcs | pcs |
| | | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | |
| 46 | 313 | 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 |
| 52 | 314 | 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 |
| 60 | 315 | 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 |
| 71 | 316 | 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 |
| 81 | 317 | 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 |
| 67 | 318 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 78 | 319 | 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 |
| 48 | 320 | 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 |
| 70 | 321 | 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 |
| 63 | 322 | 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 |
| 66 | 323 | 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 |
| 53 | 403 | 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 |
| 80 | 404 | 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 |
| 59 | 405 | 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 |
| 61 | 406 | 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 |
| 58 | 407 | 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 |
| 72 | 408 | 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 |
| 73 | 409 | 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 |
| 79 | 410 | 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 |
| 68 | 411 | 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 |
| 77 | 412 | 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 |
| 57 | 413 | 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 |
| Total: | | 16 | 5 | 5 | 4 | 94 | 7 | 101 | 178 | 941 | 67 | 183 | 1886 | 97 | 9 | 6 | 98 | 18 | 328 | 379 | 1 | 4 | 14 | 4 | 97 | 0 | |

| No | Railway line No | CABLE SYSTEMS | | | | | | | | | | MULTI-CHANNEL DEVICES | | | | | | | | | | | |
|------|--|-------------------------|-------|-------------------------|-----------------|---------|-------------|--------|------|-------------|-------|-----------------------|-------------------|------------------|----------------------|----------|-------------------|-------------------|------------|-------------------------|----------------------|---|---|
| | | Overhead lines | | | | | Cable lines | | | | | Analogue telephone | | | | | Digital telephone | | | | | | |
| | | Two-wire overhead lines | Siber | Two-wire overhead lines | Overhead cables | STKA | km | STA | km | Fiber optic | Local | Up to 3 channels | Up to 12 channels | Over 12 channels | In-ground amplifiers | 2 Mbit/s | 8 Mbit/s | Digital telephone | 155 Mbit/s | Above ground amplifiers | In-ground amplifiers | | |
| type | type | type | type | type | type | type | type | type | type | type | type | type | type | type | type | type | type | type | type | type | type | | |
| 1 | | 3 | 4 | 5 | 6 | 7 | 8 | 9 | | | | | | | | | | | | | | | |
| 5 | 101 BGD-Sid-State Border | 0 | 0 | 0 | 135,061 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 102 BGD-Mladenovac-Nis-Presevo-State Border. | 0 | 0 | 0 | 384,168 | 162,917 | 0 | 111,88 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 103 (BGD)-Rakovica-Jajinci-M.Krsna-V.Plana | 0 | 0 | 0 | 0 | 105,043 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 104 (BGD)-S.Pazova-Indjia-Subotica-State Border. | 0 | 0 | 0 | 135,857 | 15,878 | 0 | 71,00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6 | 105 Nis-Dimitrovgrad-State Border. | 0 | 0 | 74,00 | 12,479 | 0 | 0 | 3,67 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 106 BGD-Centar-Subotica-State Border. | 2,00 | 0 | 13,00 | 0 | 26,000 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 107 (BGD)-Resnik-Podgorica-Bar | 0 | 0 | 0 | 370,388 | 0 | 0 | 63,144 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20 | 108 Lapovo-Kraljevo-D.Jankovici-State Border. | 0 | 0 | 90,34 | 0 | 5,350 | 0 | 5,247 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 26 | 109 Subotica-Bogoevoje-State Border. | 0 | 0 | 20,00 | 0 | 0 | 0 | 7,561 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7 | 110 Beograd-Centar-Novi Beograd | 0 | 0 | 0 | 0 | 0 | 0 | 3,648 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8 | 111 BGD-Centar-Raspunitica-G-(Rakovica) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 | 112 BGD Ranžirna "A"-Ostružnica-Batujica | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14 | 113 BGD Ranžirna "B"-Ostružnica | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13 | 114 BGD Ranžirna "A"-Rasp."B"-Rasp."K"-Resnik | 0 | 0 | 0 | 0 | 0 | 0 | 11,755 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 25 | 115 Ostružnica-Rasp."B"-Rasp."K"-Resnik | 0 | 0 | 0 | 0 | 0 | 0 | 34,460 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10 | 116 BGD Ranžirna "B"-Rasp."R"-Rasp."A" | 0 | 0 | 0 | 0 | 0 | 0 | 10,250 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11 | 117 (BGD) Ranžirna "B"-Rasp."R"-Rakovica | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9 | 118 (BGD)-BGD Ranžirna "A"-Rasp."T"-Rakovica | 0 | 0 | 0 | 0 | 0 | 0 | 22,559 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12 | 119 BGD Ranžirna "B"-Raspunitica "T"-Rakovica | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16 | 120 (BGD) Ranžirna "A"-Ras.B)-Ras.K)-Ras.K1)-Jajinci | 0 | 0 | 0 | 0 | 21,30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 29 | 121 Topčider-Rasp.Savski Most-(Novi BGD) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 28 | 122 Topčider-Blok 1-Obala-Blok 2 prel.-Ras.Pan.Most | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 27 | 123 (Type) Blok 1-Obala-BGD Spojina-Blok 2 prel | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 31 | 124 (Vukov. Sp.)-Ras.K.Park-Ras.Dedjine-(Rakov.) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19 | 125 Indjia-Golubinci | 0 | 0 | 0 | 0 | 0 | 0 | 9,536 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 24 | 126 N.Sad-N.Sad Ranžirna-Sajlovo Rasp. | 0 | 0 | 0 | 2,000 | 0 | 0 | 2,700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 41 | 127 Obilazni kolosek Mala Krsna | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21 | 128 Lapovo Varoš-Lapovo Ranžirna-Lapovo | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 30 | 129 Trupale-Nis Ranžirna-Medurovo | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17 | 130 Cvoeni Krs-Nis Ranžirna | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23 | 131 Nis-Raspunitica Most(Nis Ranžirna) | 0 | 0 | 0 | 0 | 0 | 0 | 17,257 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18 | 132 (Cr.Krst-Skr.2)-Skr.3-Skr.4-(Cele Kula) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 51 | 201 Subotica-Horgoš-State Border. | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 43 | 202 Pančevo Glavna-Zrenjanin-Kikinda-State Border. | 0 | 2,65 | 41,2 | 1,5 | 0 | 0 | 4,451 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 32 | 203 Banatsko Mitosevo-Senta-Subotica | 0 | 0 | 0 | 0 | 0 | 0 | 1,660 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 44 | 204 Pančevo Varoš-Raspunitica "2a"-(Jabuka) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 39 | 205 N.Sad-Sajlovo-Raspunitica-Hogojevo | 0 | 29 | 0 | 0 | 0 | 0 | 14,5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 40 | 206 (N.Sad)-Sajl.Rasp.-R.Samč.-Orl.Staj)-(Tomuš) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 38 | 207 N.Sad Ranžirna-Sajlovo Raspunitica | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 42 | 208 Orlovat-Raspunitica "1a"-(Lukicevo) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 47 | 209 Ruma-Sabac-Rasp.Donja Borina-State Border. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 50 | 211 Stalac-Kraljevo-Požega | 0 | 0 | 14,6 | 0 | 0 | 70,40 | 27,093 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 49 | 214 Smederevo-Mala Krsna | 0 | 0 | 0 | 0 | 0 | 26,4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 34 | 215 M.Krsna-Bar-Raspunitica "2"-(Vražozrnac) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 35 | 216 Nis-Zajčar-Prabovo pristanište | 0 | 0 | 0 | 0 | 0 | 0 | 47,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 64 | 218 (Nis)-Dojlicar-Kastrat-Ksovo Polje | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 62 | 219 Kursumlija-Kastrat | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 56 | 220 (Barlovo)-Raspunitica "1"-Kursumlija | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 76 | 301 Subotica-Subotica fabrika | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 65 | 303 Kamijaz-Horgoš | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 36 | 304 Novi Sad-Novi Sad ložionica | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| No | Railway line No | CABLE SYSTEMS | | | | | | | | | | MULTI-CHANNEL DEVICES | | | | | | | | | | | | | | |
|--------------|--|-------------------------|---------------|----------------|-----------------|----------------|---------------|------------------|----------|-------------------|----------|-----------------------|-----------|-----------|----------|----------|----------|----------|----------|------------|----------|-------------------------|----------|----------------------|----------|----------|
| | | Two-wire overhead lines | | Overhead lines | | Cable lines | | Up to 3 channels | | Up to 12 channels | | Over 12 channels | | Telegraph | | 2 Mbit/s | | 8 Mbit/s | | 155 Mbit/s | | Above ground amplifiers | | In-ground amplifiers | | |
| | | km | Sibr | km | km | km | km | km | km | km | km | km | km | km | km | km | km | km | km | km | km | km | km | km | km | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 |
| 37 | 305 Podbara-Raspūt. "3"-Raspūt. "2"-(Kač) | 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 |
| 45 | 306 (Rim-Sančevi)-Raspūt. "1"-Raspūt. "3"- (Podb.) | 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 |
| 33 | 308 Vrbas-Sombor | 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 |
| 69 | 309 Petrovaradin-Beečin | 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 |
| 74 | 310 Sonta-Apatin fabrika-Stritlic-(Sombor) | 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 |
| 54 | 311 Bač-Karavukovo | 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 |
| 55 | 312 Bačka Palanka-Gajdobra | 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 |
| 46 | 313 (Ruma)-Rasp. Donja Borina-Zvornik Grad | 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 |
| 52 | 314 Sid-Sremska Rača Nova-State Border. | 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 |
| 60 | 315 Kikinda-Banatsko Arandjelovo | 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 |
| 71 | 316 Sečanj-Jasa Tomić | 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 |
| 81 | 317 (Zrenjanin)-Zrenjanin fabr. Višac-Bela Crkva | 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 |
| 67 | 318 Pančevo Varoš-Pančevo Vojlovića | 0 | 0 | 0 | 0 | 6 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 78 | 319 (Ujina)-RaspA-RaspB-(Jasenovo) | 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 |
| 48 | 320 Senta-Otkojna skr. 22 Senta | 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 |
| 70 | 321 (Požarevac)-Raspūt. Sopot Pož.-Kostolac | 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 |
| 63 | 322 Markovac-Resavica | 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 |
| 66 | 323 Ovač-Padinska Skela | 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 |
| 53 | 403 Albunar-Selenš | 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 |
| 80 | 404 Vladimirovac-Kovin | 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 |
| 59 | 405 Čoka-Novi Kneževac | 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 |
| 61 | 406 Kikinda-MKS (ind kolosek) | 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 |
| 38 | 407 Bogojevo-Dunavska obala | 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 |
| 72 | 408 Sombor-Bački Breg | 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 |
| 73 | 409 Sombor-Ridica | 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 |
| 79 | 410 (Vrsijicevo)-Raspūt. Rača-Sremska Rača | 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 |
| 68 | 411 Paraćin-Stari Popovac | 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 |
| 77 | 412 Surčin-Iakovo-Bečmen-(Bojjevi) | 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 |
| 57 | 413 (Bgd spoljno)-km 2+290-Fabrika šećera | 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 |
| Total | | 2,000 | 31,650 | 263,142 | 1041,453 | 507,024 | 72,950 | 427,07 | 4 | 28 | 8 | 50 | 44 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

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.

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

| No | Name of service point | Track | Dangerous goods | | | Notes |
|----|-----------------------|-------|--------------------|------------------------------------|------------|-------|
| | | | NHM | UN / number for hazards indication | Class | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 1. | Adrovac | 1 | 3105 20 3102 30 | 2067/50 1942/50 | 5.1 5.1 | |

| | | | | | | |
|-----|---------------------------|--|---|---|---|--|
| 2. | Aleksinac | 1 | 3105 20 3102 30 | 2067/50 1942/50 | 5.1 5.1 | |
| 3. | Bagrdan | 6 | 3105 20 3102 30 | 2067/50 1942/50 | 5.1 5.1 | |
| 4. | Bačka Topola | 1, 5, 7 | 3105 20 3102 30 | 2067/50 1942/50 | 5.1 5.1 | |
| 5. | Bor Freight | 1 | 3105 20 3102 30 | 2067/50 1942/50 | 5.1 5.1 | |
| 6. | Valjevo | II line | 3105 20 3102 30 | 2067/50 1942/50 | 5.1 5.1 | |
| 7. | Velika Plana | 1 | 3105 20 3102 30 | 2067/50 1942/50 | 5.1 5.1 | |
| 8. | Vranje | 1 | 3105 20 3102 30 | 2067/50 1942/50 | 5.1 5.1 | |
| 9. | Vršac | 11, 19 | 3105 20 3102 30 | 2067/50 1942/50 | 5.1 5.1 | |
| 10. | Grejač | 1 | 3105 20 3102 30 | 2067/50 1942/50 | 5.1 5.1 | |
| 11. | Žednik | 1, 6a | 3105 20 3102 30 | 2067/50 1942/50 | 5.1 5.1 | |
| 12. | Zmajev | 5 | 3105 20 3102 30 | 2067/50 1942/50 | 5.1 5.1 | |
| 13. | Zrenjanin | 1, 10 | 3105 20 3102 30 | 2067/50 1942/50 | 5.1 5.1 | |
| 14. | Zrenjanin Factory | 1 | 3105 20 3102 30 | 2067/50 1942/50 | 5.1 5.1 | |
| 15. | Jagodina | 1, 8 | 3105 20 3102 30 | 2067/50 1942/50 | 5.1 5.1 | |
| 16. | Kikinda | 20, 21 | 3105 20 3102 30 | 2067/50 1942/50 | 5.1 5.1 | |
| 17. | Kula | 1 | 3105 20 3102 30 | 2067/50 1942/50 | 5.1 5.1 | |
| 18. | Lapovo | 1 | 3105 20 3102 30 | 2067/50 1942/50 | 5.1 5.1 | |
| 19. | Lapovo marshalling yard | Station for disinfecting | 3105 20 3102 30 | 2067/50 1942/50 | 5.1 5.1 | |
| 20. | Leskovac | New track | 3105 20 3102 30 | 2067/50 1942/50 | 5.1 5.1 | |
| 21. | Lešak | 1 short | 3105 20 3102 30 | 2067/50 1942/50 | 5.1 5.1 | |
| 22. | Mala Krsna | 1 | 3105 20 3102 30 | 2067/50 1942/50 | 5.1 5.1 | |
| 23. | Mladenovac | 1, 7 | 3105 20 3102 30 | 2067/50 1942/50 | 5.1 5.1 | |
| 24. | Novi Sad Marshalling Yard | 2, 3, 4, 7 Locomotive and freight stations | 3105 20 3102 30 2807 00 2806 10 2815 12 2808 00 2809 20 2815 11 2828 90 | 2067/50 1942/50 1830/80 1789/80 1824/80 2031/80 1805/80 1823/80 1791/80 | 5.1 5.1 8 8 8 8 8 8 8 | |
| 25. | Ostružnica | 1 | 3105 20 3102 30 | 2067/50 1942/50 | 5.1 5.1 | |
| 26. | Palanka | 1 | 3105 20 | 2067/50 | 5.1 | |

| | | | | | | |
|-----|--------------------|----------------------------------|-------------------------------|--------------------|------------|-------------------------|
| | | | 3102 30 | 1942/50 | 5.1 | |
| 27. | Pančevo varoš | 1 | 3105 20 3102 30 | 2067/50 1942/50 | 5.1 5.1 | |
| 28. | Pančevo Main St. | 20, 21 | 3105 20 3102 30 | 2067/50 1942/50 | 5.1 5.1 | |
| 29. | Paraćin | 1 | 3105 20 3102 30 | 2067/50 1942/50 | 5.1 5.1 | |
| 30. | Pirot | 1 | 3105 20 3102 30 | 2067/50 1942/50 | 5.1 5.1 | |
| 31. | Požarevac | 1 | 3105 20 3102 30 | 2067/50 1942/50 | 5.1 5.1 | |
| 32. | Požega | 19 | 3105 20 3102 30 3102 30 | 2067/50 1942/50 | 5.1 5.1 | |
| 33. | Prijepolje Freight | 13 | 3105 20 3102 30 | 2067/50 1942/50 | 5.1 5.1 | |
| 34. | Prokuplje | 1 | 3105 20 3102 30 | 2067/50 1942/50 | 5.1 5.1 | |
| 35. | Resavica | Right dead-end track | 3105 20 3102 30 | 2067/50 1942/50 | 5.1 5.1 | |
| 36. | Ruma | 1, 2 | 3105 20 3102 30 | 2067/50 1942/50 | 5.1 5.1 | |
| 37. | Svilajnac | 1 | 3105 20 3102 30 | 2067/50 1942/50 | 5.1 5.1 | |
| 38. | Senta | 1, 10,11 | 3105 20 3102 30 | 2067/50 1942/50 | 5.1 5.1 | |
| 39. | Sombor | 20, 21 | 3105 20 3102 30 | 2067/50 1942/50 | 5.1 5.1 | |
| 40. | Sremska Mitrovica | 1,9 | 3105 20 3102 30 | 2067/50 1942/50 | 5.1 5.1 | |
| 41. | Stalać | 1 short track | 3105 20 3102 30 | 2067/50 1942/50 | 5.1 5.1 | |
| 42. | Subotica | 1, 33, 34 and 36 freight station | 3105 20 3102 30 | 2067/50 1942/50 | 5.1 5.1 | |
| 43. | Ćićevac | 1 | 3105 20 3102 30 | 2067/50 1942/50 | 5.1 5.1 | |
| 44. | Ćuprija | 1 | 3105 20 3102 30 | 2067/50 1942/50 | 5.1 5.1 | |
| 45. | Užice Freight | 1 | 3105 20 3102 30 | 2067/50 1942/50 | 5.1 5.1 | |
| 46. | Čačak | 1-dead-end track | 3105 20 3102 30 | 2067/50 1942/50 | 5.1 5.1 | |
| 47. | Šabac | 1,7 | 3105 20 3102 30 | 2067/50 1942/50 | 5.1 5.1 | |
| 48. | Stara Pazova | 7 | 3102 30 | 1942/50 | 5.1 | |
| 49. | Kruševac | 1 | 3105 20 3102 30 | 2067/50 1942/50 | 5.1 5.1 | |
| 50. | Vrbas | 10,11 | 3105 20 | 2067/50 | 5.1 | |
| 51. | Bajmok | 1 | 3105 20 3102 30 | 2067/50 1942/50 | 5.1 5.1 | Only for goods in sacks |
| 52. | Futog | 1 | 3105 20 3102 30 | 2067/50 | 5.1 5.1 | |

Appendix 3.9. Alternative transport routes

| No | Regular route | Distance (km) | Alternative route | Distance (km) |
|----|------------------------------|---------------|--|---------------|
| 1 | Subotica-Novı Sad | 98.5 | Subotica-Sombor-Vrbas-Novı Sad | 150.5 |
| 2 | Subotica-Novı Sad | 98.5 | Subotica-Sombor-Bogojevo-Novı Sad | 165.4 |
| 3 | Subotica-Novı Sad | 98.5 | Subotica-Zrenjanin-N.Sad | 230.6 |
| 4 | Subotica-Belgrade | 175.6 | Subotica-Zrenjanin-Pančevo-Belgrade | 234.6 |
| 5 | Novı Sad-Belgrade | 77.1 | Novı 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 |

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 “Srbijavoz”, Belgrade are as follows:

| Location | Address | Facility | Primary Purpose | Basic Information |
|-----------|--------------------|----------------------------------|---|--|
| Zemun | Milana Rešetara bb | Depot Zemun | Maintenance of electric rolling stock and passenger coaches | Area: 10.200 m ² 6 tracks of unit length 220 m |
| | | Depot for underfloor wheel lathe | Wheel processing of rolling stock | Area: 350 m ² It has underfloor wheel lathe without dismantling of wheel-sets |
| Lapovo | Lava Tolstoja 10 | Workshop | Regular maintenance of electric and diesel locomotives | Area: 85 m ² Disposes of service canal of 36m and platform but without a canopy |
| | | Maintenance depot | Maintenance of electric and diesel locomotives and motor trains | Area: 1.part 1088 m ² and second part 625 m ² 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 | Braće Miladinom 1 | Hangar | Maintenance of DMUs, and may be used for maintenance of freight wagons and diesel locomotives | Area: 1337,5 m ² 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. |
| | | Depot for railbuses | | Area: 687 m ² has 1 track in the length of 78 m |
| Zrenjanin | Dr Vase Stajica 2 | Depot for railbuses | Maintenance of railbuses and replacement of wheel-sets of 711 DMUs | Area: 277 m ² 1 canal in the length of 27 m |
| | | Depot for DMUs | Maintenance of DMUs | Area: 432 m ² 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 m ² 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 m ² 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 „Srbijavoz“, 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: <http://www.srbcargo.rs/rs/usluzni-objekti>. Information on the service facility and services provided by Sinvoz is available on the website www.sinvoz.rs.

SR PNEUMATIK

23000 ZRENJANIN, MANASTIRSKA BR. 13A

PIB:101165889

MBR:54681496

TEL : 062/268-128,

pneumatik.zrenjanin@gmail.com

INFORMACIJA O USLUŽNOM OBJEKTU SR PNEUMATIK ZRENJANIN

ZRENJANIN, april 2024

| 1. Opšte informacije | | |
|--------------------------|--------------------------------------|---|
| 1.1. | Uvod | SR Pneumatik Zrenjanin je uradio Informaciju o uslužnom objektu na osnovu odredbi Pravilnika o elementima informacije o uslužnom objektu (Sl.glasnik RS broj 66/2019) Naziv uslužnog objekta je objekat za održavanje I spade u kategoriju 5, shodno članu 15. St. 2 Zakona o železnici (Sl.glasnik RS broj 41/18) Ova informacija je dostavljena upravljачu infrastrukture radi objavljivanja u Izjavi o mreži. |
| 1.2. | Operator uslužnog objekta | Uslužnim objektom upravlja operator SR Pneumatik Zrenjanin, Manastirska 13a, kontakt Adamov Milivoj +38162268128 |
| 1.3. | Period važenja I postupak ažuriranja | Ovaj dokument se ažurira po potrebi I nema definisan period važenja. |
| 2. Usluge | | |
| 2.1. | Naziv usluge | Sertifikovana radionica za održavanje železničkih vozila obavlja usluge: - pregledi P1, P3,P6,P12 lokotraktora, drezina, lokomotiva; - tekuće održavanje (opravke manjeg I srednjeg obima) lokotraktora, drezina, lokomotiva; - kontrolni pregledi I tekuće održavanje obavlja se u depou vlasnika , osim kada je potrebno vozilo dovesti u pogon SR Pneumatik Zrenjanin. - specijalizovana radionica za održavanje kočnice železničkih vozila. |
| 3. Opis uslužnog objekta | | |
| 3.1 | Spisak svih postrojenja | Uslužni objekat SR Pneumatik Zrenjanin, sastoji se od sledećih postrojenja na lokaciji Zrenjanin Takovska 104: -radionica za popravku lokotraktora, |

| | | |
|---------------------------|---|--|
| | | <p>-specijalizovana radionica za održavanje kočnice železničkih vozila. Hala površine 500m² (zatvorena I grejana), priključak na javnu drumsku mrežu. Radionica raspolaže svom potrebnom opremom, mašinama I alatima neophodnim za popravke I održavanje železničkih vozila u radionici I na terenu.</p> <p>Uslužni objekat SR Pneumatik Zrenjanin na lokaciji "Tatravagonka Bratstvo" doo Subotica, Bikovački put 2 Subotica:</p> <ul style="list-style-type: none"> - Hala sa kolosekom I svim pratećim alatima I uređajima koji se koriste u procesu održavanja železničkih vozila se koristi na osnovu Ugovora o poslovno-tehničkoj saradnji od 29.12.2023. godine. - Hala ima priključak na javnu železničku mrežu. |
| 3.2. | Mesto | Zrenjanin, Takovska 104 Subotica, Bikovački put 2 |
| 3.3. | Radno vreme | Radno vreme uslužnog objekta je 7-15 časova ponedeljak-petak, osim za vreme verskih I državnih praznika |
| 3.4. | Planirane izmene tehničkih karakteristika | Ne planiraju se izmene tehničkih karakteristika |
| 4. Naknade | | |
| 4.1. | Informacije o naknadama | Metodologija : norma sat Naknada za pristup uslužnim objektima se ne naplaćuje. Cena za pojedine usluge po norma satu, u zavisnosti od složenosti posla po ponudi , nakon izvršene defektaže. |
| 4.2. | Informacije o popustima | Uslužni objekti ne nude popuste |
| 5. Uslovi pristupa | | |

| | | |
|-----------------------------|---|---|
| 5.1. | Pravni zahtevi | Za pristup je potrebno sklapanje ugovora ili narudžbenica. |
| 5.2. | Tehnički uslovi | Železnička vozila namenjena za rad na koloseku širine 1435 mm I maksimalnog osovinskog opterećenja 22 t. |
| 5.3. | Samopružanje usluga | Uslužni objekat ne dozvoljava mogućnost samopružanja usluga. |
| 5.4. | IT sistemi | Uslužni objekat ne nudi korištenje IT sistema |
| 6. Dodela kapaciteta | | |
| 6.1. | Zahtevi za pristup uslužnom objektu ili uslugama koje se pružaju u objektu | Podnosilac zahteva je dužan poslati zahtev za ponudom za uslugu na e-mail :pneumatik.zrenjanin@gmail.com , ili usmeno na telefon +38162268128 Rok za obradu zahteva je 3 radna dana Prihvatom ponude, usluga se pruža na osnovu ugovora i narudžbenice. Po završetku usluge sačinjava se zapisnik o izvršenim uslugama. |
| 6.2. | Odgovor na zahtev | Rok za obradu zahteva je 3 radna dana Usluga se temelji na osnovu ugovora, narudžbenice I zapisnika o izvršenoj usluzi. |
| 6.3. | Informacije o promenama tehničkih karakteristika I privremenim ograničenjima kapaciteta | Uslužni objekat nema privremenih ograničenja kapaciteta koji mogu uticati na rad. U slučaju privremenih ograničenja, obaveštava se upravljač infrastrukture. |

Ovlašćeni zastupnik



Information on the service facility MIN Lokomotiva doo



INFORMACIJE O USLUŽNOM OBJEKTU MIN LOKOMOTIVA DOO

MIN Lokomotiva doo

Šumadijska 1, 18000 Niš

+381 18 415 1131

E-mail: min.lokomotiva.kabinet@gmail.com

Internet adresa: <https://www.minlokomotiva.rs/>

April 2024. godine

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1.1 UVOD

Informaciju o uslužnom objektu MIN Lokomotiva je izradila u skladu sa odredbama Pravilnika o elementima informacije o uslužnom objektu („Službeni glasnik RS“, broj 66/19). MIN Lokomotiva doo spada u kategoriju 5), po članu 15, stav 2 Zakona o železnici (" Službeni glasnik RS" broj 4/218), odnosno spada u kategoriju Objekata za održavanje.

Fabrika za proizvodnju i remont šinskih vozila MIN Lokomotiva osnovana je 1884-te godine kao glavna radionica srpskih državnih železnica za popravak i pregled parnih lokomotiva.

Nad MIN Lokomotivom proglašen je stečaj 2015.godine. Maja 2018.godine. MIN Lokomotiva je kao pravno lice kupljena je od strane sadašnjih vlasnika (fizičkih lica).

Osnovna delatnost MIN Lokomotive doo je remont i održavanje železničkih vozila, projektovanje i proizvodnja novih železničkih vozila i pružanje raznih usluga vezano za železničku industriju.

1.2 OPERATOR USLUŽNOG OBJEKTA

- Naziv uslužnog objekta : MIN Lokomotiva doo
- Adresa: Šumadijska 1, 18000 Niš
- Kontakt osoba za uslužni objekat: Dejan Avramović
- Broj telefona: +381 18 415 1131
- E-mail: min.lokomotiva.kabinet@gmail.com
- Internet adresa: <https://www.minlokomotiva.rs/>
- Radno vreme: 7.00-15.00, osim vikendom i praznicima

1.3 PERIOD VAŽENJA I POSTUPAK AŽURIRANJA

Ovaj dokument se ažurira u vreme objave informacije, osim ako su zbog izmena u sadržaju nužne vanredne izmene

2.1 OPIS USLUGE

Osnovne usluge koje pruža uslužni objekat:

- Redovno održavanje, koje se obavlja periodično i unapred planira
- Vanredno održavanje koje se obavlja radi otklanjanja kvarova, nedostataka, istrošenja i zagađenja u toku eksploatacije

Redovno održavanje obuhvata:

- Kontrola železničkih vozila u toku eksploatacije
- Pranje i čišćenje

- Servisni pregled
- Kontrolni pregled
- Redovnu opravku
- Vanredno održavanje obuhvata:
 - Vanredne opravke manjeg ili većeg obima
 - Vanredno pranje i čišćenje

3.1 SPISAK SVIH POSTROJENJA

Uslužni centar MIN Lokomotiva doo sastoji se od sledećih celina

- Proizvodni pogon za redovno održavanje
- Proizvodni pogon za vanredno održavanje
- Radionica za ispitivanje lokomotiva na promenljivom naponu
- Radionica za ispitivanje brzinomera
- Radionica za održavanje elemenata vešanja i ogibljenja
- Magacin u zatvorenom prostoru
- Magacin na otvorenom prostoru
- Železnička infrastruktura

3.1.1 PROIZVODNI POGON ZA REDOVNO ODRŽAVANJE

- Ukupna površina pogona za redovno održavanje je : 1100m², podeljena u dva objekta
- Proizvodni prostor je opremljen kolosecima i mosnim dizalicama od 5t
- Proizvodni pogon je tehnološki opremljen za redovno održavanje dizel i elektro lokomotiva
- Ulaz/izlaz vozila u pogon je omogućen je preko 5 ulazno/izlaznih koloseka povezanih preko preko prenosnice nosivosti 150t sa glavnim kolosekom ka stanici Niš

3.1.2 PROIZVODNI POGON ZA VANREDNO ODRŽAVANJE

- Ukupna površina pogona za vanredno održavanje je: 2500m²
- Proizvodni pogon za vanredno održavanje opremljen je kolosecima i mosnim dizalicama od 45 t (3 komada) i 5t (2 komada)
- Proizvodni pogon za vanredno održavanje opremljen je tehnološki za održavanje železničkih vozila
- Ulaz/izlaz vozila u pogon omogućen je preko 4 ulazno/izlaznih koloseka povezanih preko preko prenosnice nosivosti 150t sa glavnim kolosekom ka stanici Niš

- Proizvodni pogon za vanredno održavanje je opremljen viljuškarima i transportnim kolicima za unutrašnji transport
- Radionica za ispitivanje brzinoera tipa Hasler je opremljena atestiranom probnicom, nalazi se u sklopu pogona za redovno održavanje
- Radionica za održavanje elemenata vešanja i ogibljenja se nalazi u delu pogona za vanredno održavanje železničkih vozila i tehnološki je opremljena za održavanje elementa vešanja i ogibljena železničkih vozila

3.1.3 MAGACINI

- Površina zatvorenog magacina je oko 200m². Magacin je opremljeno stalažama za smeštaj rezervnih delova i opreme.
- Otvoreni magacin ima površinu od 500m² i koristi se smeštaj crne i obojene metalurgije, tehničkih gasova i ulja i maziva
- Zatvoreni i otvoreni magacini su povezana preko prenosnice sa glavnim kolosekom ka stanici Niš
- Zatvoreni i otvoreni magacini imaju putnu vezu sa glavnom saobraćajnicom

3.1.4 ŽELEZNIČKA INFRASTRUKTURA

- Ukupna dužina koloseka na lokoaciji (spoljašnji i unutrašnji) je oko 2000m
- Uslužni objekat je povezan sa železničkom stanicom Niš sa jednim matičnim kolosekom, koji se preko skretnice usmerava na koloseke prema pogonu.
- Dozvoljeno opterećenje koloseka je 22t po osovini, dozvoljena brzina na koloseku je 5km/h
- Železnička vozila se sa glavnog koloseka prebacuju na koloseke u okviru proizvodnih kapaciteta preko specijalnog transportera-prenosnice nosivosti 150t

3.2 MESTO USLUŽNOG OBJEKTA

- Šumadijska 1, 18000 Niš
- Geografska širina 43°19'07''
- Geografska dužina 21°52'39''
- Priključak na javnu putnu mrežu
- Priključak na javnu železničku mrežu preko železničke stanice Niš

3.3 RADNO VREME USLUŽNOG OBJEKTA

- Ponedeljak-petak od 7.00-15.00h
- Vikendom i praznicima su neradni dani

3.4 PLANIRANE IZMENE TEHNIČKIH KARAKTERISTIKA

- Ne planiramo izmene tehničkih karakteristika

4.1 INFORMACIJE O NADOKNADAMA

- Metodologija izračunavanja nadoknade je norma čas (NČ)
- Nadoknada za pristup uslužnom objektu se ne naplaćuje
- Cene usluga su definisane zvaničnim cenovnikom

4.2 INFORMACIJE O POPUSTIMA

- Operator uslužnog objekta može u specijalnim okolnostima nuditi popust na usluge koje se nude korisnicima prema međusobnom dogovoru uz poštovanje zahteva operatera o čuvanju poslovne tajne

5.1 PRAVNI ZAHTEVI

- Za pristup uslužnom objektu potrebno je sklapanje ugovora ili narudžbenica

5.2 TEHNIČKI USLOVI

- Uslužnom objektu mogu pristupiti železnička vozila standardne širine 1435mm
- Uslužnom objektu mogu pristupiti vozila sa maksimalnim dozvoljenim osovinskim opterećenjem od 22t po osovini

5.3 ZAKUP KOLOSEKA U USLUŽNOM OBJEKTU

- Zakup koloseka u uslužnom objektu je definisan posebnim cenovnikom

5.4 IT USLUGE

- Uslužni objekat ne nudi IT usluge

6.1 ZAHTEV ZA KORIŠĆENJE USLUŽNOG OBJEKTA I ZA USLUGAMA KOJE SE PRUŽAJU U USLUŽNOM OBJEKTU

- Podnosilac zahteva dužan je poslati Zahtev za ponudom na e-mail adresu min.lokomotiva.kabinet@gmail.com. Ili preko telefona na broj + 381 018 415 1131
- Usluga se pruža na osnovu potpisanog ugovora ili narudžbenice
- Za izvršenje usluga potrebno je da se najavi odgovornom licu u uslužnom objektu 2 dana unapred
- Podnosilac zahteva dužan je u zahtevu za ponudu navesti:
 1. Vrsta usluge koja se traži
 2. Osnovne podatke o železničkom vozilu
 3. Vremenski period za korišćenje usluga

4. Potrebu za magacinskim prostorom ukoliko takva potreba postoji

5. Posebni zahtevi

6.2 ODGOVOR NA ZAHTEV ZA PONUDOM

- Rok za obradu zahteva i davanje ponude je do tri radna dana u zavisnosti od složenosti zahteva
- Osnovni kriterijum za određivanje rasporeda i kapaciteta uslužnog objekta jeste da prednost kod raspoređivanja ima podnosilac zahteva koji ima potpisan ugovor ili je ispostavio narudžbenicu ili je u završnim pregovorima sa vlasnikom uslužnog objekta o pružanju usluge
- U slučaju da dođe do kolizije u zahtevima, a koji se odnose na kapacitete uslužnog objekta prednost ima onaj podnosilac zahteva koji ima dugoročni ugovorni odnos sa vlasnikom uslužnog centra ili je po redu podnošenja zahtev bio ispred ostalih podnosilaca zahteva za uslugom. Ako i pored navedenih kriterijuma dođe do problema u korišćenju kapaciteta uslužnog centra odgovorno lice uslužnog centra će nastojati da razgovorom i koordinacijom sa korisnicima izvrši preraspodelu kapaciteta i po potrebi uvede drugu smenu kako bi svi korisnici bili adekvatno usluženi.

6.3 INFORMACIJE O DOSTUPNOM KAPACITETU I PRIVREMENIM OGRANIČENJIMA

- U slučaju vanrednih događaja koji mogu privremeno ograničiti kapacitet uslužnog objekta ili obavljanje planiranih radova odgovorno lice uslužnog centra će o tome obavestiti sve korisnike o nastalom događaju i o ograničenjima, kao i odgovarajuće službe koje upravljaju infrastrukturom.

7.1 PROSTORNI PLAN USLUŽNOG OBJEKTA

- Prostorni plan fabrike MIN Lokomotiva

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



Nelt Co d.o.o.
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.neltisp.rs

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 železničku infrastrukturu kojom upravlja "Infrastruktura Železnice Srbije" 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 odvojnomo 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.

Poseđujemo 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.o.o.
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.neltsprs

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,

Intermodalni terminal Nelt


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 | Estimated 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 | Q3 2025 | As of April 7, 2022 complete traffic interruption is valid between the service points Novi Sad (excl.)-Subotica (excl.) |
| 2 | Reconstruction of Niš – Brestovac section, from km 244+600 (exit from Niš station) to km 267+430 (entry into Brestovac station) | October 18 th , 2021 | Q2 2025 | Works are executed during daily line closures. Starting from April 19 th , 2022 traffic is performed with diesel locomotives |
| 3 | Civil engineering reconstruction of Niš – Dimitrovgrad railway line, section Sicevo - Dimitrovgrad | November 11 th , 2023 | Q4 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 Q1 2026. |
| 4 | Electrification of Niš – Dimitrovgrad railway line, section Sicevo - Dimitrovgrad | March 2024 | Q4 2026 | Execution of the works and traffic performance will be realized alternately in intervals agreed with the Contractor. |
| 5 | Construction of northern bypass around city of Niš: 1. Crveni Krst – Pantelej – Matejevac 2. Trupale – Crveni Krst 3. Trupale – Niš Marshalling Yard | Q4 2023 | Q3 2025 | 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)

Application form for train path allocation

Railway undertaking - operator: _____

Address: _____

Contact person: _____

Tel. _____

Fax. _____

e-mail: _____

Place and date: _____

1. BASIC INFORMATION ON THE REQUESTED TRAIN PATH

| Train type | Train No in the previous timetable | Desired time | | Route | | |
|------------|------------------------------------|--------------|---------|-------|----|-----|
| | | departure | arrival | from | to | via |
| | | | | | | |

NOTES

| |
|--|
| |
|--|

2. TRAIN TIMETABLE INFORMATION

| Stops in service points | Staying time in service points [min] | Running calendar |
|-------------------------|--------------------------------------|------------------|
| | | |
| | | |
| | | |

3. TRAIN INFORMATION

| Type of traction, serial No of traction unit, route | Additional 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] | Braking | | Maximum train speed [km/h] |
|---|---|--|----------------|------------------|---------|----------------|----------------------------|
| | | | | | Type | Percentage [%] | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |

4. OTHER REQUIREMENTS

| |
|--|
| |
|--|

L.S. SIGNATURE

| Type of traction, serial No of traction unit, route | Additional 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] | Braking | | Maximum train speed [km/h] |
|---|---|--|----------------|------------------|---------|----------------|----------------------------|
| | | | | | Type | Percentage [%] | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| 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

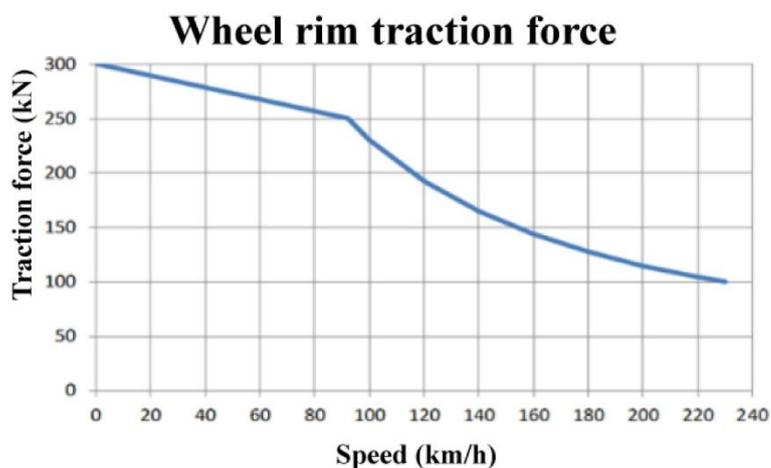
| | |
|--|---|
| Deadline for resolving the submitted request | 30 days before the start of the timetable |
|--|---|

Appendix 4.1b Template for submission of traction vehicle technical data

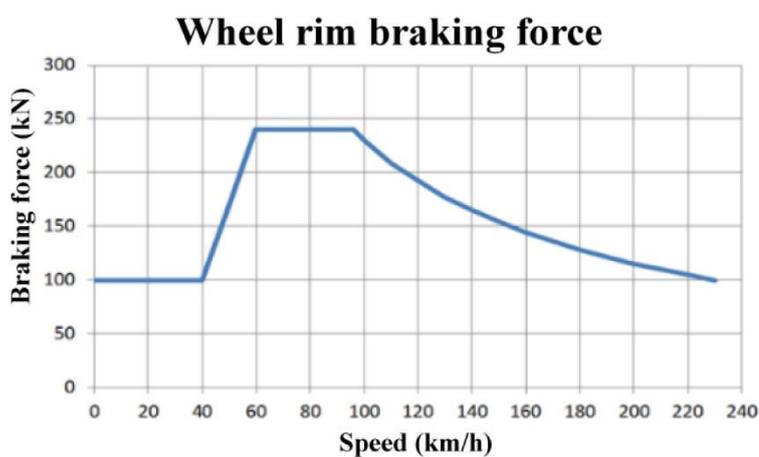
1. Series 1116
2. Description BoBo
3. Length 19280 mm
4. Weight 88 t
5. Maximum speed 230 km/h
6. Inertia factor 1,15
7. Resistance formula
 $W = a + b \cdot v + c \cdot v^2$
 $a = 1020$
 $b = 8,44$
 $c = 0,25$

8. Traction diagram and braking diagram

| V [km/h] | Fv [kN] |
|-------------|------------|
| 0 | 300 |
| 92 | 250 |
| 100 | 230 |
| 120 | 192 |
| 140 | 165 |
| 160 | 144 |
| 180 | 128 |
| 200 | 115 |
| 220 | 105 |
| 230 | 100 |



| V [km/h] | Fk [kN] |
|-------------|------------|
| 0 | 100 |
| 40 | 100 |
| 50 | 170 |
| 60 | 240 |
| 96 | 240 |
| 100 | 230 |
| 110 | 209 |
| 120 | 192 |
| 130 | 177 |
| 140 | 165 |
| 150 | 154 |
| 160 | 144 |
| 180 | 128 |
| 200 | 115 |
| 220 | 105 |
| 230 | 100 |



9. Traction type electric

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

| | Column name | Data type | Explanation |
|----|--|-----------|---|
| 1. | Train type | M | Specify train type: - Passenger train (pursuant to Articles 32 and 34 of Traffic Rulebook, Official Gazette of RS No 34/22 and 107/22) - Freight train (pursuant to Articles 33 and 34 of Traffic Rulebook, Official Gazette of RS No 34/22 and 107/22) |
| | Train No in the previous Timetable | C | Specify the number of the train from the previous Timetable, whose path elements match applicant's request (e.g. 541, 40760,...) |
| | Desired time | M/N* | Specify the desired time of the train departure from the origin station or the time of arrival to the destination station |
| | Route | M | Specify the origin and destination station of the train route and characteristic service point between those two stations which defines the train route |
| | Note | M | Specify request type: - annual request (for the new Timetable) - request for regular or extraordinary amendments to the valid Timetable while specifying the number of regular amendment (I, II, III, IV or V amendment) - ad hoc request |
| 2. | Stops in service points | M | Specify all service points where the train needs to stop |
| | Staying time in service points | M | Specify the needed staying time in each service point (in minutes) where train staying is necessary |
| | Running calendar | M | Specify running calendar for regular trains. If a path is requested for the optional train, enter the indication "optional", and for trains under the ad hoc request specify the train running date |
| 3. | Type of traction, serial No of traction unit, route | M | Specify traction type (electric or diesel), serial number of traction (operating) locomotive and route of each particular locomotive if there is change of traction type on the required route |
| | Additional traction units, serial No of traction unit, | M | Specify number of additional traction units, traction units type (electric or diesel), serial number, position on the train (double heading, banking,...) additional traction unit running route |

| | | | |
|----|--|-------|--|
| | function in the train, route | | |
| | Series and No of the coach/multiple-unit set | M | For passenger trains, specify coach series (letter designation of coach series) and number of coaches on the train i.e. series, number and serial number of multiple-unit sets (DMU/EMU) |
| | Train mass | M | Specify total train weight in the format of a sum of weight of hauled vehicles and the weight of all operating locomotives (Q+L) |
| | Train length | M | Specify train length in metres without the length of operating locomotives in service |
| | Braking | M | Braking type: specify braking type (G, P, R, Mg,...) |
| | | M/N** | Braking percentage: specify braking percentage which has to be considered during timetabling |
| | Maximum train speed | M | Specify maximum train speed considering characteristics of vehicles on the train |
| 4. | Other requirements | C | 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, train stays at border-crossing, 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. |

Legend:

M – data is mandatory

C – data is conditional (mandatory, if the condition is fulfilled)

M/N* - data is mandatory for passenger trains/data data is non-mandatory for freight trains

M/N** - data is mandatory for international trains/data is non-mandatory for domestic trains For multiple-unit sets running in domestic traffic, specify the maximum braking percentage provided by the multiple-unit set

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

Appendix 4.3. Deadlines for annual 2024/2025 timetable preparation

| Phase | Authority | Deadline |
|---|-----------|------------------------|
| Submission of requests for path allocation for international passenger trains | RU | 12.02.2024 |
| Regular deadline for submitting allocation requests for annual timetable | IM | 15.12.2023-18.04.2024 |
| Coordination and harmonization of requests | IM/RU | 09.04.2024-01.07.2024 |
| Presentation of the First Draft timetable to RU | IM | 01.07.2024 |
| Draft review – remarks, suggestions, proposals and opinions | IM/RU | 02.07.2024-02.08.2024 |
| Draft timetable 2024/2025 | IM | 30.08.2024 |
| Solving of problems and questions | IM | 02.09.2024.-09.09.2024 |
| Extraordinary requests (remaining capacities) | RU | 04.10.2024 |
| Final deadline for capacity allocation according to extraordinary requests (remaining capacities) | IM | 25.10.2024. |
| Timetable coming into effect | IM | 15.12.2024 |

Appendix 4.4. Deadlines for amendments to annual 2024/2025 Timetable

| Amendment No | Submission date of requests for amendments to annual timetable | Deadline for capacity allocation | Application date for amendments to annual timetable |
|--------------|--|----------------------------------|---|
| I | 16.12.2024. | 17.01.2025. | 03.02.2025. |
| II | 10.02.2025. | 20.03.2025. | 07.04.2025. |
| III | 21.04.2025. | 23.05.2025. | 15.06.2025. |
| IV | 07.07.2025. | 15.08.2025. | 01.09.2025. |
| V | 11.08.2025. | 19.09.2025. | 06.10.2025. |

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)³;
- (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).

³ 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 that do not meet 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 6. Register of infrastructure data

| Date of handover to public transport | Right track | Left track | Distance in km | Chainage | Name of service point | Type of service point | Single/double-track line | Class of railway line | Railway line category | Maximum permitted speed | | Direction A→B | | Direction B→A | | Manner of traffic regulation | Service point code - UIC | Freight car scales | Side-end-loading platform | Occupancy of service point | Open for the acceptance and dispatching of passengers/freight operations | Minimum curve radius | Gradient of the station [%] | Ruling | | Altitude | | | | | | |
|--|-------------|-------------|----------------|----------|-----------------------|-----------------------|--------------------------|-----------------------|-----------------------|-------------------------|------------|--------------------------------|-----------|--------------------------------|-----------|------------------------------|--------------------------|--------------------|---------------------------|----------------------------|--|----------------------|-----------------------------|---------|-------|----------|------------------------------|---------------|--------|-------|--|--|
| | | | | | | | | | | Right track | Left track | Maximum permitted train length | Direction | Maximum permitted train length | Direction | | | | | | | | | incline | Slope | | resistance of the line [daN] | Loading gauge | | | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | | | |
| MAIN LINES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 101. Belgrade - Sida - state border - (Tovarnik) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 03.06.1984 | | | | | | 1 | D | M | D4 | 100 | 506 | 5 and 6 | 506 | 5 and 6 | 506 | 5 and 6 | 11 | 16052 | | P | P | | 0.0 | 0.0 | 0 | 10 | - | 10 | Zs-I | 97.6 | | |
| | | 3.442 | | | | 1 | D | M | D4 | 100 | 558 | 2 and 3 | 628 | 4 and 5 | 506 | 5 and 6 | 11 | 16003 | | U | P | | 500 | 0.0 | 0 | 10 | - | 10 | Zs-I | 82.1 | | |
| | | 1.774 | | | | 3 | D | M | D4 | | 550 | 1 and 2 | 411 | 8 and 9 | 697 | 2.0 | 11 | 16002 | S | P | P ¹⁾ | 697 | 2.0 | 4 | 1 | 4 | 1 | 4 | Zs-I | 92 | | |
| | | 3.316 | | | | 1 | D | M | D4 | | 199 | 3 and 4 | 209 | 1 and 2 | 700 | 1.9 | 11 | 16001 | | U | P | | 700 | 1.9 | 0 | 5 | - | 5 | Zs-I | 87.6 | | |
| | | *2.623 | | | | 3 | D | M | D4 | 120 | | | | | | | | | | | | | | | | | | | | | | |
| | | 1.195 | | | | 1 | D | M | D4 | | 227 | 1 and 2 | 238 | 5 and 6 | 2500 | 0.9 | 11 | 16204 | S | P | P | | 2500 | 0.9 | 0 | 2 | - | 2 | Zs-I | 84.3 | | |
| | | 1.551 | | | | 3 | D | M | D4 | | | | | | | | | | | | | | | | | | | | | | | |
| | | 5.232 | | | | 1 | D | M | D4 | | 122 | 1a and 4 | | | | | | | | | | | | | | | | | | | | |
| | | 2.975 | | | | 9 | D | M | D4 | | 641 | 1 and 3 | 651 | 4 and 5 | 16503 | 0.3 | 11 | 16501 | S | U | P | P | 7000 | 0.3 | 1 | 1 | 1 | 1 | Zs-I | 79.11 | | |
| | | *3.515 | | | | 1 | D | M | D4 | 200 ¹⁾ | | | | | | | | | | | | | | | | | | | | | | |
| | | 7.838 | | | | 1 | D | M | D4 | | 757 | 9 and 10 | 770 | 9 and 10 | 16504 | 2.5 | 11 | 16204 | | P | F | | | | | | | | | | | |
| | | *6.556 | | | | 1 | D | M | D4 | 120 ¹⁾ | 411 | 2 and 3 | | | | | | | | | | | | | | | | | | | | |
| | | 7.838 | | | | 1 | D | M | D4 | 160 ¹⁾ | 641 | 1 and 2 | 443 | 5 and 6 | 16503 | 4.1 | 11 | 16503 | S | U | P | P | 4993 | 4.1 | 3 | 0 | 3 | 1 | Zs-I | 84.96 | | |
| 2009. | | 9.417 | | | | 1 | D | M | D3 | 80 | 655 | 2 and 3 | 749 | 4 and 5 | 16503 | 0.0 | 11 | 16503 | S | P | P | 2500 | 0.0 | 8 | 6 | 9 | 3 | Zs-I | 101.57 | | | |
| | | *8.708 | | | | 1 | D | M | D3 | | 697 | 2 and 3 | 786 | 4 and 5 | 16506 | 0.0 | 11 | 16506 | S | U | P | P | 3000 | 0.0 | 1 | 2 | 1 | 2 | Zs-I | 96.94 | | |
| 01.10.1928. | | 6.087 | | | | 3 | D | M | D3 | 120 | | | | | | | | | | | | | | | | | | | | | | |
| | | 5.055 | | | | 1 | D | M | D3 | | 712 | 2 and 3 | 653 | 4 and 5 | 16550 | 0.0 | 11 | 16550 | S/E | P | P | 3000 | 0.0 | 6 | 5 | 6 | 6 | Zs-I | 102.06 | | | |
| | | 8.564 | | | | 1 | D | M | D3 | 50 | 731 | 2 and 3 | 776 | 4 and 5 | 16508 | 0.0 | 11 | 16508 | S | U | P | 10000 | 0.0 | 0 | 3 | 0 | 3 | Zs-I | 91.7 | | | |
| | | 8.302 | | | | 1 | D | M | D3 | | 700 | 4 and 5 | 672 | 2 and 3 | 16509 | 0.0 | 11 | 16509 | S | P | P | 10000 | 0.0 | 0 | 2 | 0 | 2 | Zs-I | 84.77 | | | |
| | | 4.379 | | | | 3 | D | M | D3 | 100 | 614 | 4 and 5 | 667 | 2 and 3 | 16510 | 0.0 | 11 | 16510 | S | U | P | 10000 | 0.0 | 1 | 3 | 1 | 3 | Zs-I | 81.77 | | | |
| | | 7.976 | | | | 1 | D | M | D3 | | | | | | | | | | | | | | | | | | | | | | | |
| | | 5.124 | | | | 3 | D | M | D3 | | | | | | | | | | | | | | | | | | | | | | | |
| | | 5.818 | | | | 1 | D | M | D3 | 30 | 552 | 2 and 3 | 673 | 4 and 5 | 16513 | 0.0 | 11 | 16513 | S | U | P | 10000 | 0.0 | 2 | 2 | 2 | 2 | Zs-I | 87.29 | | | |
| | | 4.082 | | | | 3 | D | M | D3 | | | | | | | | | | | | | | | | | | | | | | | |
| | | 3.600 | | | | 3 | D | M | D3 | | | | | | | | | | | | | | | | | | | | | | | |
| | | 3.665 | | | | 1 | D | M | D3 | | 665 | 2 and 3 | 707 | 4 and 5 | 16515 | 0.0 | 11 | 16515 | S/E | P | P | 15000 | 0.0 | 4 | 3 | 4 | 3 | Zs-I | 86.71 | | | |
| | | 5.585 | | | | 13 | D | M | D3 | 80 | | | | | | | | | | | | | | | | | | | | | | |
| | | 07.10.1891. | | | | 1 | D | M | D3 | | | | | | | | | | | | | | | | | | | | | | | |
| Data for service points and station distances for passenger traffic (Novi Sad): ¹⁾ data for service points and station distances for freight traffic (mixed, Sid) for the purposes of arrival and departure for the FPS Zemun | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 102. Beograd Centar - OPEN LINE JUNCTION "G" - Rakovica - Mladenovac - Lapovo - Nis - Presevo - state border - (Tabanovce) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 23.05.1993 | | | | | | 1 | D | M | D4 | 50 | 508 | 5 and 6 | 506 | 5 and 6 | 16052 | 0.0 | 11 | 16052 | | P | P | | | | | | | | | | | |
| | | 1.337 | | | | 6 | D | M | D4 | 50 | | | | | | | | | | | | | | | | | | | | | | |
| | | 3.079 | | | | 6 | D | M | D4 | | | | | | | | | | | | | | | | | | | | | | | |
| | | *1.738 | | | | 3 | D | M | D4 | 80 | 702 | 4 | 702 | 5 | 16103 | 1.5 | 11 | 16103 | S | P | P | 300 | 1.5 | 5 | 0 | 6 | - | - | Zs-I | | | |
| | | 2.167 | | | | 3 | D | M | D4 | | | | | | | | | | | | | | | | | | | | | | | |
| | | 0.180 | | | | 6 | D | M | D4 | 70 | | | | | | | | | | | | | | | | | | | | | | |
| | | 0.849 | | | | 3 | D | M | D4 | | | | | | | | | | | | | | | | | | | | | | | |
| | | 2.330 | | | | 1 | D | M | D4 | | 730 | 3 | 730 | 3 | 16101 | 7.9 | 11 | 16101 | S | P | P | 400 | 7.9 | 6 | 3 | 7 | 4 | Zs-I | | | | |
| | | 3.871 | | | | 2 | S | M | D4 | 30 | 709 | 1 and 2 | 707 | 1 and 2 | 15501 | 5.5 | 11 | 15501 | S | P | P | 300 | 5.5 | 6 | 0 | 8 | - | Zs-I | | | | |
| | | 2.191 | | | | 3 | S | M | D4 | | | | | | | | | | | | | | | | | | | | | | | |
| | | 1.196 | | | | 1 | S | M | D4 | | 777 | 4 | 781 | 4 | 15408 | 9.0 | 11 | 15408 | S | U | P | 300 | 9.0 | 9 | 0 | 10 | - | Zs-I | | | | |
| | | 3.443 | | | | 1 | S | M | D4 | 30 | 753 | 3 | 710 | 3 | 15403 | 7.4 | 11 | 15403 | S | U | P | 300 | 7.4 | 8 | 0 | 10 | - | Zs-I | | | | |
| 03.09.1884. | | 4.832 | | | | 2 | S | M | D4 | | 659 | 1 | 659 | 1 | 15404 | 12.0 | 11 | 15404 | S | U | P | 300 | 12.0 | 12 | 0 | 15 | - | Zs-I | | | | |
| | | 5.138 | | | | 1 | S | M | D4 | | 692 | 2 | 692 | 2 | 15405 | 7.2 | 11 | 15405 | S | P | P | 300 | 7.2 | 12 | 13 | 15 | 14 | Zs-I | 225.5 | | | |
| | | 6.778 | | | | 1 | S | M | D4 | 30 | 681 | 2 | 681 | 2 | 15406 | 4.8 | 11 | 15406 | S | U | P | 400 | 4.8 | 0 | 13 | - | 15 | Zs-I | | | | |

| Date of handover to public transport | Right track | Left track | Distance in km | Chainage | Name of service point | Type of service point | Single/double-track line | Class of railway line | Railway line category | Maximum permitted speed | | Direction A→B | | Direction B→A | | Manner of traffic regulation | Manner of securing the service point | Service point code - UIC | Freight car scales | Side/end-loading platform | Occupancy of service point | Open for the acceptance and dispatching of passengers/freight operations | Minimum curve radius | Gradient of the station [%] | Ruling gradient | | Ruling resistance of the line [dyn] | Loading gauge | Altitude | | | | | | | | | | |
|--------------------------------------|-------------|------------|----------------|----------|----------------------------|-----------------------|--------------------------|-----------------------|-----------------------|-------------------------|------------|---|---------------|---|---------------|------------------------------|--------------------------------------|--------------------------|--------------------|---------------------------|----------------------------|--|----------------------|-----------------------------|-----------------|-------|-------------------------------------|---------------|----------|----|------|-------|--|--|--|--|--|--|--|
| | | | | | | | | | | Right track | Left track | Trucks for acceptance of the longest trains | Trains length | Trucks for acceptance of the longest trains | Trains length | | | | | | | | | | Incline | Slope | | | | | | | | | | | | | |
| 03.09.1884. | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | | | | | | | | |
| | | | 6.240 | 47+748 | VLAŠKO POLJE | 1 | S | M | D4 | 100 | 667 | 4 | 656 | 4 | RC with AB | 1 | 15407 | RC with AB | 1 | 15407 | S | P | P | P | 800 | 3.5 | 1 | 4 | 1 | 4 | ZS-I | | | | | | | | |
| | | | 5.362 | 53+110 | MLADENOVAC | 1 | S | M | D4 | 100 | 651 | 3 | 649 | 3 | RC with AB | 1 | 15460 | RC with AB | 1 | 15460 | S | P | P | P | 500 | 2.3 | 2 | 5 | 3 | 6 | ZS-I | | | | | | | | |
| | | | 6.946 | 60+056 | KOVAČEVAC | 1 | S | M | D4 | 100 | 838 | 3 | 838 | 3 | RC with AB | 1 | 13701 | RC with AB | 1 | 13701 | S | P | P | P | 520 | 0.3 | 1 | 5 | 1 | 5 | ZS-I | | | | | | | | |
| | | | 2.869 | 62+925 | RABROVAC | 3 | S | M | D4 | 100 | 693 | 2 | 696 | 2 | RC with AB | 1 | 13702 | RC with AB | 1 | 13702 | S | P | P | P | 500 | 1.3 | 3 | 4 | 3 | 4 | ZS-I | | | | | | | | |
| | | | 4.625 | 67+550 | KUSADAK | 1 | S | M | D4 | 100 | 798 | 3 | 797 | 3 | RC with AB | 1 | 13705 | RC with AB | 1 | 13705 | S | P | P | P | 800 | 1.1 | 1 | 4 | 1 | 4 | ZS-I | | | | | | | | |
| | | | 2.770 | 70+320 | RATARE | 3 | S | M | D4 | 100 | 746 | 3 | 742 | 3 | RC with AB | 1 | 13706 | RC with AB | 1 | 13706 | S | P | P | P | 500 | 6.5 | 3 | 1 | 4 | 1 | ZS-I | | | | | | | | |
| | | | 3.680 | 74+000 | GLJBOVAC | 2 | S | M | D4 | 100 | 785 | 3 | 866 | 4 | RC with AB | 1 | 13401 | RC with AB | 1 | 13401 | S | P | P | P | 950 | 7.0 | 2 | 7 | 2 | 7 | ZS-I | | | | | | | | |
| | | | 4.564 | 78+564 | PALANKA | 1 | S | M | D4 | 100 | 855 | 4 | 812 | 5 | AB | 1 | 13405 | AB | 1 | 13405 | S | P | P | P | 700 | 3.0 | 4 | 6 | 4 | 6 | ZS-I | 103.9 | | | | | | | |
| | | | 7.006 | 85+570 | MALA PLANA | 1 | S | M | D4 | 70 | 530 | 2 and 3 | 657 | 4 and 5 | AB | 1 | 13406 | AB | 1 | 13406 | S | P | P | P | 800 | 0.0 | 4 | 6 | 4 | 6 | ZS-I | 102.6 | | | | | | | |
| 03.09.1884. | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | | | | | | | | |
| | | | 3.566 | 94+000 | STARO SELO | 3 | D | M | D4 | 30 | 855 | 4 | 812 | 5 | AB | 1 | 13405 | AB | 1 | 13405 | S | P | P | P | 1000 | | | | | | | | | | | | | | |
| | | | 3.725 | 97+725 | NOVO SELO | 3 | D | M | D4 | 70 | 710 | 2 and 3 | 626 | 4 and 5 | AB | 1 | 13303 | AB | 1 | 13303 | S | P | P | P | 900 | | | | | | | | | | | | | | |
| | | | 2.577 | 100+302 | MARKOVAC | 1 | D | M | D4 | 30 | 788 | 2 and 3 | 715 | 4 and 5 | AB | 1 | 13304 | AB | 1 | 13304 | S | P | P | P | 800 | | | | | | | | | | | | | | |
| | | | 6.011 | 106+313 | LAPOVO VAROŠ | 7 | D | M | D4 | 100 | 702 | 5 and 6 | 679 | 3 and 4 | AB | 1 | 13310 | AB | 1 | 13310 | S | P | P | P | 1000 | | | | | | | | | | | | | | |
| | | | 1.688 | 108+001 | LAPOVO MARSHALLING YARD | 3 | D | M | D4 | 100 | 615 | 2 and 3 | 620 | 4 and 5 | RC with AB | 1 | 13312 | RC with AB | 1 | 13312 | S | P | P | P | 1000 | | | | | | | | | | | | | | |
| | | | 1.599 | 109+600 | LAPOVO | 1 | D | M | D4 | 120 | 559 | 3 and 4 | 825 | 2 | RC with AB | 1 | 13352 | RC with AB | 1 | 13352 | S | P | P | P | 1000 | | | | | | | | | | | | | | |
| | | | 4.500 | 114+100 | BRZAN | 3 | D | M | D4 | 50 | 799 | 2 | 799 | 1 | RC with AB | 1 | 12501 | RC with AB | 1 | 12501 | S | P | P | P | 300 | 5.0 | 5 | 3 | 6 | 5 | ZS-I | 141.1 | | | | | | | |
| | | | 2.875 | 116+975 | MILOŠEVO | 3 | D | M | D4 | 30 | 648 | 3 and 4 | 612 | 2 | RC with AB | 1 | 12502 | RC with AB | 1 | 12502 | S | P | P | P | 299 | 4.0 | 3 | 2 | 4 | 2 | ZS-I | 144.6 | | | | | | | |
| | | | 3.325 | 120+300 | BAGRDAN | 1 | D | M | D4 | 70 | 677 | 2 | 677 | 1 | RC with AB | 1 | 12517 | RC with AB | 1 | 12517 | S | P | P | P | 350 | | | | | | | | | | | | | | |
| 03.09.1884. | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | | | | | | | | |
| | | | 6.650 | 126+950 | LANISTE | 3 | D | M | D4 | 100 | 666 | 4 and 5 | 590 | 2 and 3 | RC with AB | 1 | 12504 | RC with AB | 1 | 12504 | S | P | P | P | 600 | 1.0 | 3 | 2 | 4 | 3 | ZS-I | 148.5 | | | | | | | |
| | | | 4.445 | 131+395 | BUKOVICE | 3 | D | M | D4 | 100 | 574 | 4 and 5 | 508 | 2 and 3 | RC with TWT | 1 | 12505 | RC with TWT | 1 | 12505 | S | P | P | P | 500 | | | | | | | | | | | | | | |
| | | | 3.842 | 135+237 | JAGODINA | 1 | D | M | D4 | 120 | 753 | 1 and 2 | 601 | 3 and 4 | RC with TWT | 1 | 12510 | RC with TWT | 1 | 12510 | S | P | P | P | 700 | | | | | | | | | | | | | | |
| | | | 5.463 | 140+700 | GLJE | 3 | D | M | D4 | 120 | 543 | 4 and 5 | 498 | 2 and 3 | RC with TWT | 1 | 12520 | RC with TWT | 1 | 12520 | S | P | P | P | 1000 | | | | | | | | | | | | | | |
| | | | 5.281 | 145+981 | OPEN LINE JUNCTION ČUPRIJA | 6 | D | M | D4 | 120 | 677 | 2 | 677 | 1 | RC with AB | 1 | 12503 | RC with AB | 1 | 12503 | S | P | P | P | 350 | 1.0 | 3 | 2 | 4 | 3 | ZS-I | 148.5 | | | | | | | |
| | | | 6.664 | 152+643 | PARACIN | 1 | D | M | D4 | 30 | 666 | 4 and 5 | 590 | 2 and 3 | RC with TWT | 1 | 12505 | RC with TWT | 1 | 12505 | S | P | P | P | 500 | | | | | | | | | | | | | | |
| | | | *8.582 | 163+670 | SIKIRICA RATARI | 3 | D | M | D4 | 30 | 574 | 4 and 5 | 508 | 2 and 3 | RC with TWT | 1 | 12507 | RC with TWT | 1 | 12507 | S | P | P | P | 2000 | 0.0 | 5 | 2 | 7 | 2 | ZS-I | 164 | | | | | | | |
| | | | 5.000 | 171+600 | ČICEVAC | 1 | D | M | D4 | 100 | 753 | 1 and 2 | 601 | 3 and 4 | RC with TWT | 1 | 12508 | RC with TWT | 1 | 12508 | S | P | P | P | 700 | | | | | | | | | | | | | | |
| | | | 2.000 | 173+600 | LUČINA | 3 | D | M | D4 | 100 | 648 | 3 and 4 | 612 | 2 | RC with AB | 1 | 12502 | RC with AB | 1 | 12502 | S | P | P | P | 1000 | | | | | | | | | | | | | | |
| 03.09.1884. | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | | | | | | | | |
| | | | 2.710 | 176+310 | STALAC | 1 | D | M | D4 | 30 | 666 | 4 and 5 | 590 | 2 and 3 | RC with TWT | 1 | 12505 | RC with TWT | 1 | 12505 | S | P | P | P | 500 | | | | | | | | | | | | | | |
| | | | 4.586 | 186+486 | BRAJLJINA | 1 | S | M | D4 | 30 | 574 | 4 and 5 | 508 | 2 and 3 | RC with TWT | 1 | 12507 | RC with TWT | 1 | 12507 | S | P | P | P | 2000 | 0.0 | 5 | 2 | 7 | 2 | ZS-I | 164 | | | | | | | |
| | | | 3.914 | 190+400 | CEROVO RAZANJ | 3 | S | M | D4 | 50 | 753 | 1 and 2 | 601 | 3 and 4 | RC with TWT | 1 | 12508 | RC with TWT | 1 | 12508 | S | P | P | P | 700 | | | | | | | | | | | | | | |
| | | | 1.816 | 192+216 | STARO TRUBAREVO | 1 | S | M | D4 | 50 | 648 | 3 and 4 | 612 | 2 | RC with AB | 1 | 12502 | RC with AB | 1 | 12502 | S | P | P | P | 1000 | | | | | | | | | | | | | | |
| | | | 2.723 | 194+939 | BUNIS | 1 | S | M | D4 | 50 | 677 | 2 | 677 | 1 | RC with AB | 1 | 12503 | RC with AB | 1 | 12503 | S | P | P | P | 350 | 1.0 | 3 | 2 | 4 | 3 | ZS-I | 148.5 | | | | | | | |
| | | | 4.254 | 198+193 | VITKOVAC | 3 | D | M | D4 | 100 | 666 | 4 and 5 | 590 | 2 and 3 | RC with TWT | 1 | 12505 | RC with TWT | 1 | 12505 | S | P | P | P | 500 | | | | | | | | | | | | | | |
| | | | 2.207 | 201+400 | DONJI LJUBES | 3 | D | M | D4 | 100 | 574 | 4 and 5 | 508 | 2 and 3 | RC with TWT | 1 | 12507 | RC with TWT | 1 | 12507 | S | P | P | P | 2000 | 0.0 | 5 | 2 | 7 | 2 | ZS-I | 164 | | | | | | | |
| | | | 2.117 | 205+617 | KORMAN | 1 | D | M | D4 | 100 | 753 | 1 and 2 | 601 | 3 and 4 | RC with TWT | 1 | 12508 | RC with TWT | 1 | 12508 | S | P | P | P | 700 | | | | | | | | | | | | | | |
| | | | 2.383 | 208+000 | FRNJANI | 3 | D | M | D4 | 100 | 543 | 4 and 5 | 498 | 2 and 3 | RC with TWT | 1 | 12510 | RC with TWT | 1 | 12510 | S | P | P | P | 1000 | | | | | | | | | | | | | | |
| 03.09.1884. | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | | | | | | | | |
| | | | 3.717 | 214+197 | ALEKSINAC | 1 | D | M | D4 | 100 | 648 | 3 and 4 | 612 | 2 | RC with AB | 1 | 12502 | RC with AB | 1 | 12502 | S | P | P | P | 1000 | | | | | | | | | | | | | | |
| | | | 3.271 | 217+468 | NOZDRINA | 3 | D | M | D4 | 100 | 677 | 2 | 677 | 1 | RC with AB | 1 | 12503 | RC with AB | 1 | 12503 | S | P | P | P | 350 | 1.0 | 3 | 2 | 4 | 3 | ZS-I | 148.5 | | | | | | | |
| | | | 1.317 | 218+785 | LUZANE | 3 | D | M | D4 | 100 | 574 | 4 and 5 | 508 | 2 and 3 | RC with TWT | 1 | 12507 | RC with TWT | 1 | 12507 | S | P | P | P | 2000 | 0.0 | 5 | 2 | 7 | 2 | ZS-I | 164 | | | | | | | |
| | | | 3.285 | 222+070 | TEŠICA | 3 | D | M | D4 | 100 | 753 | 1 and 2 | 601 | 3 and 4 | RC with TWT | 1 | 12508 | RC with TWT | 1 | 12508 | S | P | P | P | 700 | | | | | | | | | | | | | | |
| | | | 0.635 | 222+705 | GREJAČ | 1 | D | M | D4 | 100 | 648 | 3 and 4 | 612 | 2 | RC with AB | 1 | 12502 | RC with AB | 1 | 12502 | S | P | P | | | | | | | | | | | | | | | | |

| Date of handover to public transport | Right track | Left track | Distance in km | Chaining | Name of service point | Type of service point | Single/double-track line | Class of railway line | Railway line category | Maximum permitted speed | | Direction A→B | | Direction B→A | | Manner of traffic regulation | Manner of securing the service point | Service point code - UIC | Freight car scales | Side-loading platform | Occupancy of service point | Open for the acceptance and dispatching of passengers/freight operations | Minimum curve radius | Gradient of the station [%] | Ruling gradient | | Ruling resistance of the line [daN] | Loading gauge | Altitude | | | | | | | | |
|---|-------------|-----------------|----------------|----------|--------------------------|-----------------------|--------------------------|-----------------------|-----------------------|-------------------------|------------|--------------------------------|----------------------------------|--------------------------------|----------------------------------|------------------------------|--------------------------------------|--------------------------|--------------------|-----------------------|----------------------------|--|----------------------|-----------------------------|-----------------|-------|-------------------------------------|---------------|----------|------|-------|-------|--|--|--|--|--|
| | | | | | | | | | | Right track | Left track | Maximum permitted train length | acceptance of the longest trains | Maximum permitted train length | acceptance of the longest trains | | | | | | | | | | Incline | Slope | | | | | | | | | | | |
| 03.09.1884. | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | | | | | | | |
| | | | 5 | D4 | 50 | 686 | 3 | 662 | 3 | AB | 1 | 12550 | S | P | P/F | 950 | 5.48 | 5 | 2 | 5 | 2 | 5 | 2 | 5 | 2 | 5 | 2 | 5 | 2 | ZS-I | 188.8 | | | | | | |
| 03.09.1884. | 9 | 3 | 1.736 | 242-741 | JUNCTION POINT 1 - 3 NIŠ | 12 | D | M | D4 | 30 | 60 | 490 | 3 | 488 | 3 | AB with TWT | 1 | 12551 | SE | P | P/F | 295 | 2.86 | 0 | 4 | - | 6 | ZS-I | 183.3 | | | | | | | | |
| | | | 0.842 | 243-583 | NIŠ | 1 | D | M | D4 | 580 | 1 | 543 | 1 | 12301 | 1 | 12301 | AB | 1 | 12301 | P | P/F | 300 | 1.04 | 4 | 6 | 3 | 7 | ZS-I | 183 | | | | | | | | |
| 1888. | | | 3.879 | 249-462 | MEDUROVO | 2 | S | M | D4 | 656 | 1 | 646 | 1 | RC with AB | 1 | 12302 | S | U | P | P | ∞ | 1.58 | 2 | 0 | 2 | - | ZS-I | 194.1 | | | | | | | | | |
| | | | 4.484 | 253-946 | BELOTINCE | 3 | S | M | D4 | | | | | | RC with AB | 1 | 12304 | | | | | | | | | | | | | | | | | | | | |
| | | | 1.495 | 255-441 | ČAPLJINAC | 3 | S | M | D4 | | | | | | | RC with AB | 1 | 12303 | | | | | | | | | | | | | | | | | | | |
| | | | 1.569 | 257-010 | MALOSISTE | 3 | S | M | D4 | 50 | | | | | | RC with AB | 1 | 11001 | S | P | P/F | 700 | 0.71 | 4 | 2 | 4 | 2 | 4 | 2 | ZS-I | 194 | | | | | | |
| | | | 4.441 | 261+451 | DOLEJAC | 1 | S | M | D4 | | | | | | | RC with AB | 1 | 11002 | | | | | | | | | | | | | | | | | | | |
| | | | 1.810 | 263+261 | KOČANE | 3 | S | M | D4 | | | | | | | RC with AB | 1 | 11003 | | | | | | | | | | | | | | | | | | | |
| | | | 2.593 | 265-854 | PUKOVAC | 3 | S | M | D4 | | | | | | | RC with AB | 1 | 11004 | S | U | P/F | 20000 | 0.91 | 1 | 0 | 2 | - | ZS-I | 201.6 | | | | | | | | |
| | | | 2.088 | 267-942 | BRESTOVAC | 3 | S | M | D4 | | | | | | | RC with AB | 1 | 11005 | | | | | | | | | | | | | | | | | | | |
| | | | 2.892 | 270-834 | LPOVICA | 3 | S | M | D4 | | | | | | | RC with AB | 1 | 11006 | S | U | P | P | 1000 | 2.44 | 5 | 1 | 5 | 1 | 5 | 1 | ZS-I | 211.5 | | | | | |
| | | | 4.730 | 275-564 | PEČENJEVCE | 1 | S | M | D4 | 30 | | | | | | RC with AB | 1 | 11007 | | | | | | | | | | | | | | | | | | | |
| | | | 3.267 | 278-831 | ZIVKOVO | 3 | S | M | D4 | | | | | | | RC with AB | 1 | 11009 | | | | | | | | | | | | | | | | | | | |
| | | | 1.469 | 280-300 | PRIBOJ LESKOVACKI | 3 | S | M | D4 | 50 | | | | | | RC with AB | 1 | 11008 | | | | | | | | | | | | | | | | | | | |
| | | | 1.675 | 281-975 | VINARCI | 2 | S | M | D4 | | | | | | | RC with AB | 1 | 11008 | | | | | | | | | | | | | | | | | | | |
| | | | 5.593 | 287-568 | LESKOVAC | 2 | S | M | D4 | 100 | | | | | | RC with AB | 1 | 11010 | | | | | | | | | | | | | | | | | | | |
| | | | 8.211 | 295+779 | BORĐEVAC | 2 | S | M | D4 | | | | | | | RC with AB | 1 | 11010 | | | | | | | | | | | | | | | | | | | |
| | | | 6.084 | 301+863 | GRDELICA | 1 | S | M | D4 | 65 | | | | | | RC with AB | 1 | 11011 | | | | | | | | | | | | | | | | | | | |
| | | | 6.747 | 308-610 | PALOJSKA ROSULJA | 3 | S | M | D4 | | | | | | | RC with AB | 1 | 11012 | | | | | | | | | | | | | | | | | | | |
| | | | 4.115 | 312-725 | PREDEJANE | 1 | S | M | D4 | 50 | | | | | | RC with AB | 1 | 11013 | S/E | U | P/F | 290 | 4.04 | 8 | 3 | 7 | - | ZS-I | 282.6 | | | | | | | | |
| | | | 6.946 | 319-671 | DŽEP | 2 | S | M | D4 | | | | | | | RC with AB | 1 | 11014 | | | | | | | | | | | | | | | | | | | |
| | | | 3.215 | 322-886 | MOMIN KAMEN | 2 | S | M | D4 | | | | | | | RC with AB | 1 | 11015 | | | | | | | | | | | | | | | | | | | |
| 3.452 | 326-338 | SELINCE | 3 | S | M | D4 | 30 | | | | | | RC with AB | 1 | 11029 | | | | | | | | | | | | | | | | | | | | | | |
| 3.253 | 329+591 | VLADICIN HAN | 1 | S | M | D4 | | | | | | | RC with AB | 1 | 11016 | | | | | | | | | | | | | | | | | | | | | | |
| 4.475 | 334-066 | SUVA MORAVA | 1 | S | M | D4 | | | | | | | RC with AB | 1 | 11017 | | | | | | | | | | | | | | | | | | | | | | |
| 2.069 | 336-135 | LEPENICKI MOST | 3 | S | M | D4 | | | | | | | RC with AB | 1 | 11018 | | | | | | | | | | | | | | | | | | | | | | |
| 2.920 | 339-055 | STUBAL | 3 | S | M | D4 | 50 | | | | | | RC with AB | 1 | 11030 | | | | | | | | | | | | | | | | | | | | | | |
| 2.382 | 341+437 | PRIBOJ VRANJSKI | 2 | S | M | D4 | | | | | | | RC with AB | 1 | 11019 | | | | | | | | | | | | | | | | | | | | | | |
| 6.578 | 348-015 | VRANJSKA BANJA | 1 | S | M | D4 | | | | | | | RC with AB | 1 | 11020 | | | | | | | | | | | | | | | | | | | | | | |
| 6.191 | 354-206 | VRANJE | 1 | S | M | D4 | | | | | | | RC with AB | 1 | 11021 | | | | | | | | | | | | | | | | | | | | | | |
| 7.209 | 361+415 | NERADOVAC | 3 | S | M | D4 | 90 | | | | | | RC with AB | 1 | 11022 | | | | | | | | | | | | | | | | | | | | | | |
| 4.310 | 365-725 | RISTOVAC | 1 | S | M | D4 | | | | | | | RC with AB | 1 | 11023 | | | | | | | | | | | | | | | | | | | | | | |
| 7.967 | 373-692 | BUJANOVAC | 1 | S | M | D4 | 50 | | | | | | RC with AB | 1 | 11024 | | | | | | | | | | | | | | | | | | | | | | |
| 7.020 | 380+712 | LETOVICA | 3 | S | M | D4 | | | | | | | RC with AB | 1 | 11025 | | | | | | | | | | | | | | | | | | | | | | |
| 5.838 | 386-550 | BUKAREVAC | 2 | S | M | D4 | 95 | | | | | | RC with AB | 1 | 11026 | | | | | | | | | | | | | | | | | | | | | | |
| 5.759 | 392-309 | PRESEVO | 1 | S | M | D4 | 40 | | | | | | RC with AB | 1 | 11027 | | | | | | | | | | | | | | | | | | | | | | |
| 8.143 | 400-452 | STATE BORDER | 13 | S | M | D4 | | | | | | | RC with AB | 1 | 11028 | | | | | | | | | | | | | | | | | | | | | | |
| 103 (Beograd centar) - Rakovica - Jajinci - Mala Krsna - Velika Plana | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20.10.1988. | | | 3.002 | 0-706 | RAKOVICA | 1 | S | M | D4 | 702 | 4 | 702 | 5 | AB | 1 | 16103 | | | | | | | | | | | | | | | | | | | | | |
| | | | *1.581 | 3-708 | OPEN LINE JUNCTION K1 | 6 | S | M | D4 | 80 | | | | | AB | 1 | 16103 | | | | | | | | | | | | | | | | | | | | |
| | | | 8.549 | 10-916 | JAJINCE | 1 | S | M | D4 | 710 | 4 | 706 | 4 | AB | 1 | 15602 | | | | | | | | | | | | | | | | | | | | | |
| | | | *5.419 | 16-277 | BELI POTOK | 1 | S | M | D4 | 60 | | | | | RC with AB | 1 | 15603 | | | | | | | | | | | | | | | | | | | | |
| | | | 4.073 | 20-350 | ZUCE | 3 | S | M | D4 | 643 | 3 | 573 | 3 | RC with AB | 1 | 15615 | | | | | | | | | | | | | | | | | | | | | |
| | | | 0.892 | 21+242 | ZUCE | 2 | S | M | D4 | 65 | | | | | RC with AB | 1 | 15604 | | | | | | | | | | | | | | | | | | | | |
| | | | 3.643 | 24+885 | VRČIN | 1 | S | M | D4 | 815 | 1 | 801 | 1 and 2 | RC with AB | 1 | 15604 | | | | | | | | | | | | | | | | | | | | | |
| | | | 2.955 | 27-840 | KASAPOVAC | 3 | S | M | D4 | | | | | | RC with AB | 1 | 15605 | | | | | | | | | | | | | | | | | | | | |
| | | | 3.425 | 31+265 | LİPE | 2 | S | M | D4 | 606 | 1 | 613 | 2 | RC with AB | 1 | 15607 | | | | | | | | | | | | | | | | | | | | | |
| | | | 5.629 | 36+894 | MALA IVANČA | 1 | S | M | D4 | 596 | 2 | 603 | 2 | RC with AB | 1 | 15608 | | | | | | | | | | | | | | | | | | | | | |

| Date of public handover to transport | Distance in km | Challenge | Name of service point | Type of service point | | | Single/double-track line | Class of railway line | Railway line category | Maximum permitted speed | | Direction A→B | | Direction B→A | | Manner of securing the service point | Service point code - UIC | Freight car scales | Side/end-loading platform | Occupancy of service point | Open for the acceptance and dispatching of passengers/freight operations | Minimum curve radius | Gradient of the station [%] | Ruling gradient | | Ruling resistance of the line [dan] | Loading gauge | Altitude | | | |
|--|----------------|-----------|--|-----------------------|------------|---|--------------------------|-----------------------|-----------------------|-------------------------|-------------------|---|---------------|---------------|---------|--------------------------------------|--------------------------|--------------------|---------------------------|----------------------------|--|----------------------|-----------------------------|-----------------|----|-------------------------------------|---------------|----------|----|------|--------|
| | | | | Right track | Left track | Trucks for acceptance of the longest trains | | | | Trains length | Maximum permitted | Trucks for acceptance of the longest trains | Trains length | Incline | Slope | | | | | | | | | | | | | | | | |
| 1 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 9 | M | D4 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 |
| 01.06.1924. | 2.706 | 39+600 | BREŠTOVI | 3 | S | M | D4 | D4 | | | 80 | 624 | 3 | 619 | 3 | RC with AB | 1 | 15616 | | P | P | | | | | | | | | Zs-1 | |
| | 1.700 | 41+300 | MALI POZAREVAC | 1 | S | M | D4 | D4 | | | | | | | | RC with AB | 1 | 15609 | | P | P | | | | | | | | | Zs-1 | 135.4 |
| | 1.867 | 43+167 | DRAZANJI/SEPSIN | 3 | S | M | D4 | D4 | | | | | | | | RC with AB | 1 | 15610 | | P | P | | | | | | | | | Zs-1 | |
| | 4.604 | 47+771 | UMČARI | 1 | S | M | D4 | D4 | | | | 612 | 3 | 617 | 3 | RC with AB | 1 | 15611 | | U | P | | | | | | | | | Zs-1 | 123.4 |
| | 4.544 | 52+315 | ZIVKOVAC | 3 | S | M | D4 | D4 | | | | | | | | RC with AB | 1 | 15612 | | U | P | | | | | | | | | Zs-1 | |
| | 2.904 | 55+219 | VODANJ | 2 | S | M | D4 | D4 | | | 100 | 630 | 3 | 628 | 3 | RC with AB | 1 | 15613 | | U | P | | | | | | | | | Zs-1 | 108.5 |
| | 5.390 | 60+609 | KOLARI | 1 | S | M | D4 | D4 | | | | 602 | 2 | 586 | 2 | RC with AB | 1 | 15614 | | P | P | | | | | | | | | Zs-1 | 98.9 |
| | 5.961 | 66+570 | RALJA SMEDEREVSKA | 3 | S | M | D4 | D4 | | | | | | | | AB | 1 | 13509 | | P | P | | | | | | | | | Zs-1 | |
| | 1.230 | 67+800 | JUNCTION POINT 1 MALA KRSNA | 12 | S | M | D4 | D4 | | | 50 | 629 | 4 | 633 | 4 | AB | 1 | 13551 | | S | P | P | P | | | | | | | Zs-1 | 83.0 |
| | 1.268 | 69+068 | MALA KRSNA | 1 | S | M | D4 | D4 | | | | | | | | RC with AB | 1 | 13552 | | P | P | | | | | | | | | Zs-1 | |
| | 1.196 | 70+264 | JUNCTION POINT 28 MALA KRSNA | 12 | S | M | D4 | D4 | | | | | | | | RC with AB | 1 | 13501 | | P | P | | | | | | | | | Zs-1 | |
| | 1.731 | 71+995 | SKOBALJ | 3 | S | M | D4 | D4 | | | | | | | | RC with AB | 1 | 13502 | | P | P | | | | | | | | | Zs-1 | 83.1 |
| | 2.770 | 74+765 | OSIPAONICA | 3 | S | M | D4 | D4 | | | | | | | | RC with AB | 1 | 13501 | | P | P | | | | | | | | | Zs-1 | |
| | 1.437 | 76+202 | OSIPAONICA | 1 | S | M | D4 | D4 | | | | 545 | 2 | 545 | 2 | RC with AB | 1 | 13503 | | U | P | | | | | | | | | Zs-1 | |
| | 1.615 | 77+817 | LUGAVČINA | 3 | S | M | D4 | D4 | | | | | | | | RC with AB | 1 | 13508 | | P | P | | | | | | | | | Zs-1 | |
| 10.12.1886. | 3.600 | 81+417 | SARAORCI | 3 | S | M | D4 | D4 | | | 100 | 608 | 3 | 610 | 3 | RC with AB | 1 | 13510 | | S | P | P | | | | | | | | Zs-1 | 83.6 |
| | 1.350 | 82+767 | LOZOVIK/SARAORCI | 1 | S | M | D4 | D4 | | | | | | | | RC with AB | 1 | 13504 | | S | P | P | | | | | | | | Zs-1 | |
| | 4.950 | 87+717 | MILOSEVAC | 3 | S | M | D4 | D4 | | | | 581 | 3 | 476 | 3 | RC with AB | 1 | 13505 | | U | P | | | | | | | | | Zs-1 | 92.6 |
| | 2.509 | 90+226 | KRNJEVO/TRNOVČE | 1 | S | M | D4 | D4 | | | | 594 | 2 | 589 | 2 | RC with AB | 1 | 13507 | | U | P | | | | | | | | | Zs-1 | 99.8 |
| | 4.413 | 94+639 | VELIKO ORAŠJE | 1 | S | M | D4 | D4 | | | | 785 | 3 | 866 | 4 | RC with AB | 1 | 13401 | | S | P | P | P | | | | | | | Zs-1 | 111.4 |
| | *5.586 | 99+706 | VELIKA PLANA | 1 | S | M | D4 | D4 | | | | | | | | RC with AB | 1 | 13401 | | S | P | P | P | | | | | | | Zs-1 | |
| 104 (Ugostina) - Open line junction Čuprija - Čuprija - Paraćin | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 0.500 | 0+000 | OPEN LINE JUNCTION ČUPRIJA | 6 | S | M | D4 | D4 | | | 50 | 240 | 3 and 4 | 167 | 2 | station distance | 6 | 13351 | | S | P | P | P | | | | | | | Zs-1 | 119.8 |
| | 6.920 | 0+500 | ČUPRIJA | 1 | S | M | D4 | D4 | | | 100 | 847 | 5 | 892 | 4 | station distance | 6 | 13310 | | S | P | P | P | | | | | | | Zs-1 | 126.3 |
| | | 7+420 | PARAĆIN | 1 | S | M | D4 | D4 | | | | | | | | | | | | | | | | | | | | | | | |
| 105 (Beograd Centar) - Stara Pazova - Novi Sad - Subotica - state border - (Kelebia) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 7.918 | 34+944 | CTAPA PIA3OBA | 1 | D | M | D4 | D4 | | | 200 | 641 | 1 and 2 | 443 | 5 and 6 | RC with TWT | 11 | 16503 | | S | P | P | P | | | | | | | Zs-1 | 84.96 |
| | 11.170 | 42+862 | INĐIJA | 1 | D | M | D4 | D4 | | | | 566 | 3 and 4 | 644 | 1 and 2 | RC with TWT | 11 | 16801 | | P | P | | | | | | | | | Zs-1 | 111 |
| 10.12.1883. | 8.026 | 54+032 | BESKA | 1 | D | M | D4 | D4 | | | | 694 | 3 and 4 | 694 | 1 and 2 | RC with TWT | 11 | 16802 | | U | P | | | | | | | | | Zs-1 | 142.2 |
| | 3.754 | 62+058 | OPEN LINE JUNCTION KARLOVAČKI VINOGRAD | 6 | D | M | D4 | D4 | | | | | | | | RC with TWT | 11 | 16805 | | U | P | | | | | | | | | Zs-1 | 81.2 |
| | 4.400 | 65+812 | SREMSKI KARLOVCI | 1 | D | M | D4 | D4 | | | 160 | 247 | 3 and 4 | 247 | 1 and 2 | RC with TWT | 11 | 16806 | | U | P | | | | | | | | | Zs-1 | 79.3 |
| | 0.658 | 70+212 | KM 70-212 SC | 9 | D | M | D4 | D4 | | | | | | | | RC with TWT | 11 | 16807 | | U | P | | | | | | | | | Zs-1 | 82.1 |
| | 1.511 | 72+381 | KM 72-381 SC | 9 | D | M | D4 | D4 | | | 120 | 636 | 4 and 5 | 725 | 2 and 3 | RC with TWT | 11 | 16807 | | U | P | | | | | | | | | Zs-1 | |
| | 4.132 | 76+513 | JUNCTION POINT 6 NOVI SAD | 12 | D | M | D4 | D4 | | | 100 | 492 | 4 and 5 | 493 | 4 and 5 | RC with TWT | 11 | 16808 | | E | C | P | | | | | | | | Zs-1 | 82.6 |
| | *0.210 | 77+010 | NOVI SAD | 1 | D | M | D4 | D4 | | | | | | | | RC with TWT | 11 | 16808 | | E | C | P | | | | | | | | Zs-1 | |
| | 2.113 | 79+123 | KM 79-123 SC | 9 | D | M | D4 | D4 | | | 95 | 120 | 120 | 120 | | RC with TWT | 11 | 16808 | | E | C | P | | | | | | | | Zs-1 | |
| | 1.561 | 80+684 | KM 80-684 SC | 9 | D | M | D4 | D4 | | | 180 | 180 | 180 | 180 | | RC with TWT | 11 | 16808 | | E | C | P | | | | | | | | Zs-1 | |
| | 1.620 | 82+304 | KM 82-304 SC | 9 | D | M | D4 | D4 | | | 180 | 180 | 180 | 180 | | RC with TWT | 11 | 16808 | | E | C | P | | | | | | | | Zs-1 | |
| | 1.740 | 84+044 | RUMENKA | 1 | D | M | D4 | D4 | | | | 650 | 3 and 4 | 746 | 1 and 2 | RC with TWT | 11 | 16808 | | U | P | | | | | | | | | Zs-1 | |
| | 6.363 | 90+407 | KISAC | 1 | D | M | D4 | D4 | | | | 738 | 3 and 4 | 738 | 1 and 2 | RC with TWT | 11 | 23302 | | U | P | | | | | | | | | Zs-1 | 84.73 |
| | 6.893 | 97+300 | STEPANOVICEVO | 1 | D | M | D4 | D4 | | | | 311 | 1 and 2 | 311 | 3 and 4 | RC with TWT | 11 | 23303 | | U | P | | | | | | | | | Zs-1 | 83.43 |
| | 5.214 | 102+514 | ZMAJEVO | 1 | D | M | D4 | D4 | | | | 660 | 1 and 2 | 670 | 3 and 4 | RC with TWT | 11 | 23304 | | U | P | | | | | | | | | Zs-1 | 83.83 |
| 23.10.1961. | 11.096 | 113+610 | VRBAS NOVA | 1 | D | M | D4 | D4 | | | 200 | 531 | 2 and 3 | 532 | 4 and 5 | RC with TWT | 11 | 23304 | | P | P | | | | | | | | | Zs-1 | 87.58 |
| | 15.913 | 129+523 | LOVCENAC - MALI BEOŠ | 1 | D | M | D4 | D4 | | | | 739 | 3 and 4 | 739 | 3 and 4 | RC with TWT | 11 | 23404 | Yes | U | P | | | | | | | | | Zs-1 | 109.86 |
| | 14.013 | 143+536 | BAČKA TOPOLA | 1 | D | M | D4 | D4 | | | | 904 | 3 and 4 | 841 | 1 and 2 | RC with TWT | 11 | 23404 | | U | P | | | | | | | | | Zs-1 | 110.35 |
| | 13.609 | 157+145 | ZEDNIK | 1 | D | M | D4 | D4 | | | | 735 | 1 and 2 | 683 | 3 and 4 | RC with TWT | 11 | 23407 | | U | P | | | | | | | | | Zs-1 | 109.93 |
| | 9.374 | 166+519 | NAUMOVICEVO | 1 | D | M | D4 | D4 | | | 160 | 907 | 3 and 4 | 876 | 1 and 2 | RC with TWT | 11 | 23409 | | U | P | | | | | | | | | Zs-1 | 109.9 |
| | 1.882 | 168+401 | KM 168-401 SC | 9 | D | M | D4 | D4 | | | | | | | | RC with TWT | 11 | 23409 | | U | P | | | | | | | | | Zs-1 | |
| | 3.881 | 172+282 | KM 172-282 SC | 9 | D | M | D4 | D4 | | | 100 | | | | | RC with TWT | 11 | 23409 | | U | P | | | | | | | | | Zs-1 | |
| | 3.023 | 175+305 | BLOK 1 SUBOTICA | 9 | D | M | D4 | D4 | | | | | | | | RC with TWT | 11 | 23409 | | U | P | | | | | | | | | Zs-1 | |

| Date of handover to public transport | Right track | Left track | Distance in km | Changeage | Name of service point | Type of service point | Single/double-track line | Class of railway line | Railway line category | Maximum permitted speed | | Direction A-B | | Direction B-A | | Manner of securing the service point | Service point code - UIC | Freight car scales | Side-/end-loading platform | Occupancy of service point | Open for the acceptance and dispatching of passengers/freight operations | Minimum curve radius | Gradient of the station [%] | | Ruling gradient | | Ruling resistance of the line [dan] | Loading gauge | Altitude | | | | |
|--------------------------------------|-------------|--------------------------|--|-----------|----------------------------|-----------------------|--------------------------|-----------------------|-----------------------|-------------------------|------------|---------------|---------------------------|---------------|---------------------------|--------------------------------------|--------------------------|--------------------------|----------------------------|----------------------------|--|----------------------|-----------------------------|-------|-----------------|-----|-------------------------------------|---------------|----------|------|-------|-------|--|
| | | | | | | | | | | Right track | Left track | Direction | Trucks for longest trains | Direction | Trucks for longest trains | | | | | | | | Incline | Slope | | | | | | | | | |
| 26.08.1896. | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | | | |
| | | | 15.801 | 34-007 | BANATSKO NOVO SELO | 1 | S | M | D2 | 663 | 2 and 3 | 663 | 2 and 3 | 663 | 2 and 3 | 663 | 2 and 3 | station distance | 7 | 21002 | S | T | P/F | 300 | 1.34 | 8 | 3 | 9 | 6 | ZS-1 | 104.0 | | |
| | | | 11.848 | 45-855 | VLADIMIROVAC | 1 | S | M | D2 | 836 | 3 and 4 | 836 | 3 and 4 | 836 | 3 and 4 | 836 | 3 and 4 | station distance | 7 | 21003 | S | U | P/F | 500 | 3.5 | 8 | 1 | 10 | 2 | ZS-1 | 146.0 | | |
| | | | 7.699 | 53-554 | ALBUNAR | 1 | S | M | D2 | 743 | 3 and 4 | 743 | 3 and 4 | 743 | 3 and 4 | 743 | 3 and 4 | station distance | 5 | 21004 | S | P | P/F | 350 | 5.2 | 4 | 10 | 5 | 11 | ZS-1 | 120.0 | | |
| | | | *5.207 | 59-041 | BANATSKI KARLOVAC | 1 | S | M | D2 | 662 | 2 and 3 | 662 | 2 and 3 | 662 | 2 and 3 | 662 | 2 and 3 | station distance | 8 | 21005 | S | T | P | P | 350 | 6.2 | 3 | 8 | 5 | 8 | ZS-1 | 95.4 | |
| | | | 3.996 | 63-037 | NIKOLINCI | 3 | S | M | D2 | 100 | | | | | | | | station distance | 8 | 21006 | S | U | P | P | 600 | 0.7 | | | | | ZS-1 | 81.7 | |
| | | | 7.300 | 70-337 | ULJMA | 1 | S | M | D2 | 665 | 2 and 3 | 665 | 2 and 3 | 665 | 2 and 3 | 665 | 2 and 3 | station distance | 8 | 21007 | S | U | P/F | 600 | 1.8 | 5 | 7 | 6 | 7 | ZS-1 | 87.6 | | |
| | | | 4.963 | 75+300 | VLAKOVAC | 3 | S | M | D2 | | | | | | | | | station distance | | 21008 | | | P | | 600 | 0.2 | | | | | ZS-1 | | |
| | | | 6.497 | 81-797 | OPEN LINE JUNCTION A ULJMA | 6 | S | M | D2 | | | | | | | | | station distance | | | | | | P | 200 | 0.0 | | | | | | ZS-1 | |
| | | | 1.056 | 82-853 | VRSAČ | 1 | S | M | D2 | 643 | 4 and 5 | 643 | 4 and 5 | 643 | 4 and 5 | 643 | 4 and 5 | station distance | 7 | 21009 | Yes | S/E | P | P/F | 300 | 2.5 | 7 | 4 | 7 | 4 | ZS-1 | 102.3 | |
| | | | 20.07.1858. | | | 13 | S | M | D2 | 50 | | | | | | | | station distance | 21009 | | | | | P | 190.5 | 3.0 | 3 | 5 | 3 | 5 | ZS-1 | 82.0 | |
| | | | 108 (Beograd Centar) - Resnik - Požega - Vrbnica - state border - (Bijelo Polje) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | 29.11.1958. | 1 | 1 | 7.212 | 0-425 | RESNIK | 1 | S | M | D4 | 70 | | | | | | RC with station distance | 1 | 15201 | S | P | P/F | 300 | 2.5 | 11 | 0 | 12 | - | ZS-1 | 105.3 | |
| 4.568 | 7-637 | BELA REKA | | | | 3 | S | M | D4 | 594 | 4 | 595 | 4 | 595 | 4 | 595 | 4 | RC with station distance | 1 | 15201 | S | U | P/F | 300 | 2.5 | 11 | 0 | 12 | - | ZS-1 | 171.1 | | |
| 3.503 | 12-205 | NENADOVAC | | | | 2 | S | M | D4 | 771 | 3 | 768 | 3 | 768 | 3 | 768 | 3 | RC with station distance | 1 | 15202 | U | P | P | 400 | 1 | 6 | 8 | 6 | 9 | ZS-1 | 153.3 | | |
| 2.192 | 17-900 | BARAJEVO CENTAR | | | | 3 | S | M | D4 | 572 | 3 | 574 | 3 | 574 | 3 | 574 | 3 | RC with station distance | 1 | 15203 | U | P | P | 400 | 1 | 6 | 8 | 6 | 9 | ZS-1 | 153.3 | | |
| 5.194 | 23-094 | VELIKI BORAK | | | | 2 | S | M | D4 | 572 | 3 | 574 | 3 | 574 | 3 | 574 | 3 | RC with station distance | 1 | 15205 | S | U | P/F | 400 | 0 | 0 | 8 | - | 9 | ZS-1 | 117.9 | | |
| 4.644 | 27-738 | LESKOVAC KOLUBARSKI | | | | 3 | S | M | D4 | 594 | 3 | 594 | 3 | 594 | 3 | 594 | 3 | RC with station distance | 1 | 15206 | S | U | P/F | 400 | 0 | 3 | 4 | 3 | 5 | ZS-1 | 35.3 | | |
| 2.889 | 30-627 | STEPOJEVAC | | | | 1 | S | M | D4 | 689 | 4 | 706 | 4 | 706 | 4 | 706 | 4 | RC with station distance | 1 | 15207 | S | P | P/F | 450 | 1 | 4 | 3 | 3 | 3 | ZS-1 | 93.7 | | |
| 6.635 | 37-262 | VREOCI | | | | 1 | S | M | D4 | 601 | 2 | 602 | 2 | 602 | 2 | 602 | 2 | RC with station distance | 1 | 15209 | S | T | P/F | 450 | 1 | 5 | 4 | 6 | 4 | ZS-1 | 108.5 | | |
| 8.124 | 45-386 | LAZAREVAC | | | | 1 | S | M | D4 | 95 | | | | | | | | RC with station distance | | | | | | | | | | | | | | ZS-1 | |
| 1.514 | 46-900 | KM 46-900 SC | | | | 9 | S | M | D4 | | | | | | | | | RC with station distance | | | | | | | | | | | | | | ZS-1 | |
| 5.700 | 52-600 | LAJKOVAC | | | | 1 | S | M | D4 | 649 | 4 | 652 | 4 | 652 | 4 | 652 | 4 | RC with station distance | 1 | 15260 | S | T | P/F | 500 | 1 | 3 | 1 | 4 | 1 | ZS-1 | 110.9 | | |
| 6.382 | 58-982 | SLOVAC | | | | 1 | S | M | D4 | 598 | 3 | 601 | 3 | 601 | 3 | 601 | 3 | RC with station distance | 1 | 15211 | S | U | P/F | 450 | 1.7 | 4 | 2 | 4 | 3 | ZS-1 | 123.6 | | |
| 4.918 | 63-900 | MLAĐEVO | | | | 3 | S | M | D4 | 600 | 3 | 602 | 3 | 602 | 3 | 602 | 3 | RC with station distance | 1 | 15213 | S | U | P/F | 500 | 2 | 7 | 1 | 7 | 1 | ZS-1 | 145 | | |
| 3.254 | 67-154 | DIVCI | 1 | S | M | D4 | | | | | | | | | RC with station distance | | | | | | | | | | | | | | ZS-1 | | | | |
| 2.089 | 69-243 | LUKAVAC KOLUBARSKI | 3 | S | M | D4 | 596 | 4 | 593 | 4 | 593 | 4 | 593 | 4 | RC with station distance | 1 | 15214 | S | P | P/F | 600 | 2.3 | 7 | 1 | 8 | 1 | ZS-1 | 186.4 | | | | | |
| 4.457 | 73-700 | IVERAK | 3 | S | M | D4 | 553 | 2 | 520 | 2 | 520 | 2 | 520 | 2 | RC with station distance | 1 | 15101 | U | P | P | 300 | 1.2 | 15 | 0 | 17 | - | ZS-1 | 264 | | | | | |
| 6.846 | 84-570 | VALJEVSKI GRADAC | 2 | S | M | D4 | | | | | | | | | RC with station distance | | | | | | | | | | | | | | ZS-1 | | | | |
| 7.030 | 91-600 | LESKOVITCE | 3 | S | M | D4 | 568 | 3 | 566 | 3 | 566 | 3 | 566 | 3 | RC with station distance | 1 | 15112 | U | P | P | 300 | 2.5 | 16 | 0 | 16 | - | ZS-1 | 388.5 | | | | | |
| 2.448 | 94-048 | LASTRA | 1 | S | M | D4 | 543 | 3 | 544 | 3 | 544 | 3 | 544 | 3 | RC with station distance | 1 | 15103 | U | P | P | 300 | 2.2 | 16 | 0 | 17 | - | ZS-1 | 501 | | | | | |
| 9.097 | 103-145 | SAMARI | 2 | S | M | D4 | 554 | 3 | 552 | 3 | 552 | 3 | 552 | 3 | RC with station distance | 1 | 15104 | U | P | P | 300 | 1 | 10 | 16 | 10 | 16 | ZS-1 | 487.1 | | | | | |
| 4.533 | 107-678 | DRENOVAČKI KIK | 3 | S | M | D4 | 544 | 6 | 544 | 6 | 544 | 6 | 544 | 6 | RC with station distance | 1 | 15106 | S | P | P/F | 300 | 2 | 0 | 15 | - | 16 | ZS-1 | 411.9 | | | | | |
| 3.674 | 111+352 | RAZANA | 1 | S | M | D4 | | | | | | | | | RC with station distance | | | | | | | | | | | | | | ZS-1 | | | | |
| 7.529 | 118-881 | KOSJERIC | 1 | S | M | D4 | 551 | 3 | 549 | 3 | 549 | 3 | 549 | 3 | RC with station distance | 1 | 15109 | U | P | P | 500 | 2 | 0 | 8 | - | 9 | ZS-1 | 352.1 | | | | | |
| 4.519 | 123-400 | TUBICI | 3 | S | M | D4 | | | | | | | | | RC with station distance | | | | | | | | | | | | | | ZS-1 | | | | |
| 6.442 | 129-842 | KALENICI | 3 | S | M | D4 | | | | | | | | | RC with station distance | | | | | | | | | | | | | | ZS-1 | | | | |
| 3.758 | 133-600 | OTANJ | 3 | S | M | D4 | | | | | | | | | RC with station distance | | | | | | | | | | | | | | ZS-1 | | | | |
| 2.200 | 135-800 | GLUMAČ | 3 | S | M | D4 | | | | | | | | | RC with station distance | | | | | | | | | | | | | | ZS-1 | | | | |
| 4.987 | 140-787 | POZEGA | 1 | S | M | D4 | 647f | 5f | 649f | 5f | 649f | 5f | 649f | 5f | RC with station distance | 1 | 15150 | Yes | S | P | P/F | 500 | 7.5 | 0 | 6 | - | 8 | ZS-1 | 311.6 | | | | |
| 1.702 | 142-489 | JUNCTION POINT 53 POZEGA | 12 | S | M | D4 | | | | | | | | | RC with station distance | | | | | | | | | | | | | | ZS-1 | | | | |
| 3.111 | 145-600 | RASNA | 3 | S | M | D4 | | | | | | | | | RC with station distance | | | | | | | | | | | | | | ZS-1 | | | | |
| 3.662 | 149+262 | UZICI | 2 | S | M | D4 | 554 | 3 | 553 | 3 | 553 | 3 | 553 | 3 | RC with station distance | 1 | 15111 | U | P/F | P | | | | | | | | | ZS-1 | | | | |
| 2.238 | 151+500 | ZLAKUSA | 3 | S | M | D4 | | | | | | | | | RC with station distance | | | | | | | | | | | | | | ZS-1 | | | | |
| 2.700 | 154+200 | BUKOVIČKA RAMPa | 3 | S | M | D4 | | | | | | | | | RC with station distance | | | | | | | | | | | | | | ZS-1 | | | | |
| 2.774 | 156-974 | SEVOJNO | 1 | S | M | D4 | 566 | 3 | 563 | 3 | 563 | 3 | 563 | 3 | RC with station distance | 1 | 15108 | U | P/F | P | | | | | | | | | ZS-1 | | | | |
| 4.926 | 161+900 | UŽICE TEREJNA | 1 | S | M | D4 | 558 | 3 | 552 | 3 | 552 | 3 | 552 | 3 | RC with station distance | 1 | 15151 | S/E | P | P/F | 400 | 1.5 | 11 | 0 | 13 | - | ZS-1 | 401 | | | | | |

| Date of handover to public transport | Right track | Left track | Distance in km | Chaining | Name of service point | Type of service point | Single/double-track line | Class of railway line | Railway line category | Maximum permitted speed | | Direction A→B | | Direction B→A | | Manner of traffic regulation | Manner of securing the service point | Service point code - UIC | Freight car scales | Side-/loading platform | Occupancy of service point | Open for the acceptance and dispatching of passengers/freight operations | Minimum curve radius | Gradient of the station [%] | Ruling gradient | | Ruling resistance of the line [day] | | Altitude | | | | | | |
|--|-------------|-------------------|----------------|----------|-----------------------|-----------------------|--------------------------|-----------------------|-----------------------|-------------------------|------------|--------------------------------|---|--------------------------------|---|------------------------------|--------------------------------------|--------------------------|--------------------|------------------------|----------------------------|--|----------------------|-----------------------------|-----------------|-------|-------------------------------------|------|----------|------|-------|-------|--|--|--|
| | | | | | | | | | | Right track | Left track | Maximum permitted train length | Tracks for acceptance of the longest trains | Maximum permitted train length | Tracks for acceptance of the longest trains | | | | | | | | | | Incline | Slope | → | ← | | | | | | | |
| 21.05. 1976. | | | 1.981 | 163+881 | UZICE | 1 | S | M | D4 | 11 | 10 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | | | | | |
| | | | 6.763 | 170+644 | STAPARI | 2 | S | M | D4 | | | | 545 | 1 | 547 | 1 | | 15701 | | | U | P | P | 400 | 2.5 | 16 | 0 | 18 | - | ZS-1 | 418.4 | | | | |
| | | | 2.756 | 173+400 | RISTANOVICA POLJE | 3 | S | M | D4 | 50 | | | | | | | | | 15716 | | | | P | | | | | | | | | 520.5 | | | |
| | | | 2.600 | 176+000 | TRPKOVA | 3 | S | M | D4 | | | | | | | | | | | 15717 | | | | P | | | | | | | | | | | |
| | | | 2.350 | 178+350 | SUŠICA | 2 | S | M | D4 | | | | | 539 | 3 | 539 | 3 | | 15702 | | | U | P/F | P | 400 | 1.5 | 18 | 0 | 18 | - | ZS-1 | 631 | | | |
| | | | 6.875 | 185+225 | BRANEŠCI | 1 | S | M | D4 | | | | | 486 | 3 | 486 | 3 | | 15703 | | | U | P/F | P | 400 | 2 | 16 | 2 | 16 | 2 | ZS-1 | 784 | | | |
| | | | 8.095 | 193+320 | ZLATIBOR | 1 | S | M | D4 | 70 | | | | 531 | 3 | 531 | 3 | | 15704 | | | U | P | P | 300 | 2.5 | 0 | 17 | - | 18 | ZS-1 | 612.5 | | | |
| | | | 6.980 | 200+300 | RIBNICA ZLATIBORSKA | 3 | S | M | D4 | | | | | 550 | 2 | 536 | 2 | | 15706 | | | U | P | P | 300 | 2.5 | 0 | 17 | - | 18 | ZS-1 | 612.5 | | | |
| | | | 5.107 | 205+407 | JABLANICA | 2 | S | M | D4 | 50 | | | | | | | | | 15721 | | | | | | | | | | | | | | | | |
| | | | 6.193 | 211+600 | GOLES | 3 | S | M | D4 | | | | | 574 | 1 | 572 | 1 | | 15707 | | | U | P | P | 300 | 2 | 0 | 16 | - | 16 | ZS-1 | 531.5 | | | |
| | | | 3.232 | 214+832 | STRPCI | 2 | S | M | D4 | | | | | 551 | 4 | 553 | 4 | | 15720 | | | U | P | P/F | 300 | 0 | 0 | 17 | - | 17 | ZS-1 | 390.3 | | | |
| | | | 4.668 | 219+500 | RAČA | 3 | S | M | D4 | | | | | | | | | | 15722 | | | | | | | | | | | | | | | | |
| | | | 3.010 | 228+300 | POLJICE | 3 | S | M | D4 | 30 | | | | | | | | | 15709 | | | | | | | | | | | | | | | | |
| 8.478 | 241+278 | BISTRICA NA LIMU | 1 | S | M | D4 | | | | | 551 | 3 | 549 | 3 | | 15710 | | | U | P/F | P | 300 | 1.5 | 8 | 3 | 8 | 4 | ZS-1 | 447.7 | | | | | | |
| 5.022 | 246+300 | DŽUROVO | 3 | S | M | D4 | | | | | | | | | | 15718 | | | | | | | | | | | | | | | | | | | |
| 6.316 | 252+616 | PRJEPOLJE | 1 | S | M | D4 | | | | | 307 | 3 | 307 | 3 | | 15711 | | | T | P | P | 350 | 1.5 | 6 | 3 | 7 | 4 | ZS-1 | 453.2 | | | | | | |
| 3.240 | 253+856 | PRJEPOLJE TERETNA | 1 | S | M | D4 | | | | | 495 | 5 | 499 | 5 | | 15712 | | | S | P | P/F | 400 | 1.5 | 8 | 7 | 10 | 8 | ZS-1 | | | | | | | |
| 3.744 | 259+600 | VELIKA ŽUPA | 3 | S | M | D4 | | | | | | | | | | 15719 | | | | | | | | | | | | | | | | | | | |
| 5.041 | 264+641 | LUČICE | 2 | S | M | D4 | 50 | | | | 553 | 3 | 552 | 3 | | 15713 | | | U | P | P | 350 | 1.5 | 10 | 1 | 10 | 1 | ZS-1 | 505.2 | | | | | | |
| 8.688 | 273+329 | BRODAREVO | 2 | S | M | D4 | | | | | 738 | 1 | 696 | 1 | | 15714 | | | U | P | P | 400 | 2 | 9 | 0 | 9 | - | ZS-1 | 561.5 | | | | | | |
| 11.864 | 285+193 | VRBNICA | 1 | S | M | D4 | | | | | 547 | 3 | 544 | 3 | | 15715 | | | P | P | P | 400 | 0 | 5 | 6 | 5 | 6 | ZS-1 | 553.7 | | | | | | |
| 2.245 | 287+438 | STATE BORDER | 13 | S | M | D4 | | | | | | | | | | 15723 | | | | | | | | | | | | | | | | | | | |
| 109 Lapovo - Kraljevo - Lesak - Kosovo Polje - Peneval Janković - state border - (Volkovo) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 03.03. 1887. | | | 0+666 | LAPOVO | 1 | S | M | C3 | 65 | | 530 | 2 | and 3 | 563 | 5 | and 6 | 1 | 13450 | | | P | P | 250 | 2.4 | 2 | 2 | 3 | 3 | ZS-1 | 109 | | | | | |
| | | | 2.739 | 3+405 | BATOČINA | 1 | S | M | C3 | | | | 660 | 2 | 660 | 2 | | 13201 | | | S | P | P/F | | | | | | | | | | | | |
| | | | 4.895 | 8+300 | GRADAC | 3 | S | M | C3 | | | | | | | | | 13202 | | | | | | | | | | | | | | | | | |
| | | | 3.984 | 12+284 | BADNJEVAC | 1 | S | M | C3 | | | | | 722 | 3 | 722 | 3 | | 13203 | | | U | P | P | 550 | 3.2 | 5 | 0 | 6 | - | ZS-1 | 129.5 | | | |
| | | | 3.516 | 15+800 | RESNIK KRAGUJEVACKI | 3 | S | M | C3 | | | | | | | | | | 13204 | | | | | | | | | | | | | | | | |
| | | | 2.651 | 18+451 | MILATOVAČ | 3 | S | M | C3 | 100 | | | | | | | | | 13205 | | | | | | | | | | | | | | | | |
| | | | 2.149 | 20+600 | CVETOJEVAČ | 3 | S | M | C3 | | | | | | | | | | 13206 | | | | | | | | | | | | | | | | |
| | | | 1.735 | 22+335 | JOVANOVAČ | 1 | S | M | C3 | | | | | 734 | 3 | 734 | 3 | | 13207 | | | U | P | P | 550 | 7.1 | 8 | 3 | 10 | 4 | ZS-1 | 153.0 | | | |
| | | | 6.494 | 28+829 | KRAGUJEVAČ | 1 | S | M | C3 | | | | | 844 | 3 | 844 | 3 | | 13250 | | | S | P | P/F | 550 | 2.0 | 8 | 2 | 9 | 3 | ZS-1 | 171.6 | | | |
| | | | 2.471 | 31+300 | ZAVOD | 3 | S | M | C3 | | | | | | | | | | 13209 | | | | | | | | | | | | | | | | |
| | | | 2.800 | 34+100 | GROŠNICA | 1 | S | M | C3 | | | | | 558 | 2 | 558 | 2 | | 13210 | | | S | P | P/F | 300 | 4.3 | 7 | 0 | 8 | - | ZS-1 | 200.1 | | | |
| | | | 5.451 | 39+551 | DRAGOBRACA | 1 | S | M | C3 | | | | | 632 | 2 | 632 | 2 | | 13211 | | | S | U | P | 300 | 7.0 | 10 | 0 | 11 | - | ZS-1 | 236.5 | | | |
| | | | 5.049 | 44+600 | VUKOVICA | 3 | S | M | C3 | | | | | | | | | | 13212 | | | | | | | | | | | | | | | | |
| 2.986 | 47+586 | KNIC | 1 | S | M | C3 | | | | | 614 | 2 | 614 | 2 | | 13213 | | | S | P | P/F | 300 | 4.2 | 12 | 10 | 12 | 12 | ZS-1 | 241.9 | | | | | | |
| 5.888 | 53+474 | GRUŽA | 1 | S | M | C3 | | | | | 620 | 2 | 620 | 2 | | 13214 | | | S | U | P | 375 | 2.4 | 3 | 3 | 4 | 4 | ZS-1 | 239 | | | | | | |
| 7.124 | 60+598 | GUBEREVAČ | 1 | S | M | C3 | | | | | 591 | 3 | 566 | 3 | | 13215 | | | S | P | P/F | 300 | 2.0 | 1 | 8 | 3 | 9 | ZS-1 | 216 | | | | | | |
| 1.502 | 62+100 | TOMICA BRDO | 3 | S | M | C3 | 40 | | | | | | | | | 13221 | | | | | | | | | | | | | | | | | | | |
| 4.235 | 66+335 | VITKOVAČ | 1 | S | M | C3 | | | | | 597 | 2 | 597 | 2 | | 13216 | | | S | U | P/F | 300 | 4.5 | 2 | 4 | 3 | 5 | ZS-1 | 210.3 | | | | | | |
| 3.746 | 70+081 | MILAVČICI | 1 | S | M | C3 | | | | | 746 | 2 | 746 | 2 | | 13217 | | | | | | | | | | | | | | | | | | | |
| 3.854 | 73+935 | VITANOVAČ | 1 | S | M | C3 | | | | | | | | | | 13218 | | | S | P | P/F | 300 | 1.8 | 0 | 7 | - | 8 | ZS-1 | 187.7 | | | | | | |
| 5.165 | 79+100 | SUMARICE | 3 | S | M | C3 | | | | | | | | | | 13219 | | | | | | | | | | | | | | | | | | | |
| 2.800 | 81+900 | SIRCA | 3 | S | M | C3 | | | | | | | | | | 13220 | | | | | | | | | | | | | | | | | | | |
| 2.844 | 84+744 | KRALJEVO | 1 | S | M | C3 | | | | | 738 | 4 | 738 | 4 | | 13251 | | | S | P | P/F | 290 | 1.0 | 7 | 1 | 8 | 8 | ZS-1 | 202.4 | | | | | | |

| Date of handover to public transport | Right track | Left track | Distance in km | Chainage | Name of service point | Type of service point | Single/double-track line | Class of railway line | Railway line category | Maximum permitted speed | | Direction A→B | | Direction B→A | | Manner of securing the service point | Service point code - UIC | Freight car scales | Side-/loading platform | Occupancy of service point | Open for the acceptance and dispatching of passengers/freight operations | Minimum curve radius | Gradient of the station [%] | Ruling gradient | Ruling resistance of the line [dyn] | Loading gauge | Altitude | |
|--|-------------|------------|----------------|----------|------------------------------|-----------------------|--------------------------|-----------------------|-----------------------|-------------------------|------------|---------------------------|--------------------------------|---------------------------|--------------------------------|--------------------------------------|--------------------------|--------------------|------------------------|----------------------------|--|----------------------|-----------------------------|-----------------|-------------------------------------|---------------|----------|------|
| | | | | | | | | | | Right track | Left track | Trains for longest trains | Maximum permitted train length | Trains for longest trains | Maximum permitted train length | | | | | | | | | | | | | |
| 111 Beograd MARSHALLING YARD "A" - Ostružnica - Batajnica | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 28.05.1967. | | | 3.300 | 0-000 | BEOGRAD MARSHALLING YARD A | 1 | S M D4 | | | 789 | 7 and 8 | | | 1 | 16201 | | | | | | | | | | | | | |
| | | | 11.200 | 14-500 | OSTRUŽNICA | 1 | S M D4 | 30 | | 750 | 2 and 3 | | | 1 | 16202 | | | | | | | 600 | 0.0 | 7 | 1 | 8 | 2 | Zs-I |
| | | | 11.158 | 25-658 | BATAJNICA | 1 | S M D4 | | | 733 | 3 | | | 1 | 16203 | | | | | | | 300 | 0.0 | 5 | 5 | 5 | Zs-I | |
| 112 Beograd MARSHALLING YARD "B" - Ostružnica | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 02.08.1970. | | | 5.902 | 0-000 | BEOGRAD MARSHALLING YARD B | 1 | S M D4 | 50 | | 750 | 2 | | | 1 | 16201 | Yes | | | | | | 300 | | 7 | 1 | 9 | 2 | Zs-I |
| Distance between Belgrade Marshalling Yard B and Belgrade Marshalling Yard A via junction points 302, 300 and track loco Maksis 2 is 2914m | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 113 Beograd marshalling yard "A" - Open line junction "B" - Open line junction "K/K1" - Resnik | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 02.08.1970. | | | 2.776 | 0-000 | BEOGRAD MARSHALLING YARD A | 1 | S M D4 | 60 | | | | | | 1 | 16201 | | | | | | | | | | | | | |
| | | | 6.081 | 8-857 | OPEN LINE JUNCTION B | 6 | S M D4 | | | | | | | 1 | | | | | | | | 350 | 15 | 0 | 17 | - | Zs-I | |
| | | | 1.562 | 10-419 | RESNIK | 1 | S M D4 | 50 | | 730 | 3 | | | 1 | 15501 | | | | | | | 500 | 9 | 7 | 10 | 8 | Zs-I | |
| 114 Ostružnica - Open line junction "B" - (Open line junction "K/K1") | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 28.05.1967. | | | 2.121 | 0-000 | OSTRUŽNICA | 1 | S M D4 | 50 | | 845 | 3 and 4 | | | 1 | 16202 | | | | | | | 600 | | 2 | 3 | 3 | 4 | Zs-I |
| 115 Beograd marshalling yard "B" - Open line junction "R" - Open line junction "A" - (Resnik) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 02.08.1970. | | | 3.123 | 1-772 | BEOGRAD MARSHALLING YARD B | 1 | S M D4 | 30 | | | | | | 1 | 16201 | Yes | | | | | | | | | | | | |
| | | | 1.414 | 6-309 | OPEN LINE JUNCTION A | 6 | S M D4 | | | | | | | 1 | | | | | | | | 400 | 7.0 | 6 | 1 | 6 | 1 | Zs-I |
| 116 (Beograd marshalling yard "B") - Open line junction "R" - Rakovica | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20.10.1988. | | | 0.903 | 4-895 | OPEN LINE JUNCTION R | 6 | S M D4 | 30 | | 702 | 4 | | | 1 | 16103 | | | | | | | 300 | | 7 | 5 | 7 | 5 | Zs-I |
| 117 Beograd marshalling yard "A" - Open line junction "T" - Rakovica | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 02.03.1970. | | | 5.250 | 5-250 | BEOGRAD MARSHALLING YARD A | 1 | S M D4 | 30 | | | | | | 1 | 16021 | | | | | | | | | | | | | |
| | | | *3.129 | 5-612 | RAKOVICA | 6 | S M D4 | | | | | | | 1 | 16103 | | | | | | | 500 | 3 | 6 | 4 | 6 | Zs-I | |
| Distance between the open line junction T and Ostružnica station is 5604 m | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 118 Beograd marshalling yard "B" - Open line junction "T" - (Rakovica) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 02.03.1970. | | | 0.709 | 1-774 | BEOGRAD MARSHALLING YARD B | 1 | S M D4 | 30 | | | | | | 1 | 16201 | Yes | | | | | | | | | | | | |
| 119 Connecting track at the area of the Open line junction "K/K1": (Open line junction "B") - turnout "K1" - (Jajinci) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 28.05.1967. | | | 0.463 | 8-872 | OPEN LINE JUNCTION K | 6 | S M D4 | 60 | | | | | | 1 | | | | | | | | | | | | | | |
| | | | | 9-335 | OPEN LINE JUNCTION K1 | 6 | S M D4 | | | | | | | 1 | | | | | | | | 600 | 0.0 | 0 | 2 | - | 2 | Zs-I |
| 120 (Open line junction Pančevački most) - Open line junction Karadorđev park - Open line junction Dedinje - (Open line junction G) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | 1.491 | 0-000 | KARADORĐEV PARK | 7 | D M D4 | 50 | | | | | | 1 | 16053 | | | | | | | | | | | | | |
| | | | | 1-491 | DEDINJE | 6 | D M D4 | 100 | | | | | | 1 | | | | | | | | 180 | 2 | 5 | 4 | - | Zs-I | |
| 121 Indjija - Golubinci | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.12.1883. | | | *1.949 | 0-806 | INDJIJA | 1 | D M D3 | 80 | | 644 | 1 and 2 | | | 11 | 16801 | | | | | | | | | | | | | |
| | | | *3.527 | 1-949 | INDJIJA TT | 14 | D M D3 | | | | | | | | | | | | | | | 500 | 0.2 | 7.8 | 2.4 | 9/11 | Zs-I | |
| | | | | 4-708 | GOLUBINCI | 1 | S M D3 | 80 | | 655 | 2 and 3 | | | 1 | 16505 | | | | | | | 3000 | 0.0 | 3 | 5 | 7 | 7 | Zs-I |
| 122 Novi Sad - Novi Sad marshalling yard - Open line junction Sajlovo | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 09.12.1992. | | | 1.850 | 0-000 | JUNCTION POINT 6 NOVI SAD | 12 | S M D3 | 50 | | 798 | 1 and 2 | | | 1 | | | | | | | | | | | | | | |
| | | | 1.827 | 1-850 | NOVI SAD MARSHALLING YARD | 4 | S M D3 | | | | | | | 1 | 16871 | Yes | | | | | | 400 | 3 | 1 | 3 | 2 | Zs-I | |
| | | | | 3-677 | SALOVO | 4 | S M D3 | | | | | | | 1 | 23301 | | | | | | | 700 | 4.5 | 3 | 2 | 3 | Zs-I | |
| 123 Deviation track of the station Mala Krsna: (Kolari) - junction point 1 - junction point 28 - (Osipaonica) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | 2.314 | 0-000 | JUNCTION POINT 1 MALA KRNSA | 12 | S M D4 | 100 | | | | | | 1 | | | | | | | | | | | | | | |
| | | | | 2-314 | JUNCTION POINT 28 MALA KRNSA | 12 | S M D4 | | | | | | | 1 | | | | | | | | 1000 | 0 | 2 | - | 2 | Zs-I | |

| Date of handover to public transport | Distance in km | Challenge | Name of service point | Type of service point | Single/double-track line | Class of railway line | Railway line category | | Maximum permitted speed | Direction A→B | | Direction B→A | | Manner of traffic regulation | Service point code - UIC | Freight car scales | Side/end-loading platform | Occupancy of service point | Open for the acceptance and dispatching of passengers/freight operations | Minimum curve radius | Gradient of the station [%] | Ruling gradient | Ruling resistance of the line [daN] | | Loading gauge | Altitude | | | | | | |
|--------------------------------------|-----------------------------------|---|--|-----------------------|--------------------------|-----------------------|-----------------------|------------|-------------------------|--------------------------------|---|--------------------------------|---|------------------------------|--------------------------|--------------------|---------------------------|----------------------------|--|----------------------|-----------------------------|-----------------|-------------------------------------|------|---------------|----------|------|------|-------|-------|-------|------|
| | | | | | | | Right track | Left track | | Maximum permitted train length | Trucks for the acceptance of longest trains | Maximum permitted train length | Trucks for the acceptance of longest trains | | | | | | | | | | → | ← | | | | | | | | |
| 14.7.1943 | 2.100 1.688 | 0-000 LAPOVO VAROŠ 2-100 LAPOVO MARSHALLING YARD 3-788 LAPOVO | 124 Open line junction Lapovo Varoš - Lapovo marshalling yard - Lapovo *** | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | | | | |
| | | | | 1 | D | M | B2 | 10 | 10 | 849 | 7 and 8 | 836 | 9 and 10 | station distance | 1 | 13405 | | P | P | P | P | 500 | 3.0 | 1 | 0 | 2 | - | Zs-I | 102.6 | | | |
| | | | | 1 | D | M | B2 | 6 | 6 | 664 | 5 | 563 | 6 | station distance | 4 | 13450 | Yes | S | P | F | P | 500 | 0.0 | 3 | 0 | 4 | - | Zs-I | 105.5 | | | |
| | | | | 1 | S | M | D4 | 30 | 30 | 744 | 3 | 738 | 4 | station distance | 1 | 12516 | | S | P | P/F | P | 300 | | | 3 | 4 | 3 | 6 | Zs-I | | | |
| 1942. | 2.934 1.103 1.988 | 235-243 TRUPALE 238-177 NIS MARSHALLING YARD 239-280 OPEN LINE JUNCTION MOST 241-268 MEĐUROVO | 125 Trupale - Niš marshalling yard - Međurovo | 1 | S | M | D4 | 30 | 30 | 733 | 8 | 885 | 9 | AB | 1 | 12601 | Yes | | P | P/F | 1000 | | | 0 | 3 | 6 | Zs-I | | | | | |
| | | | | 1 | S | M | D4 | 100 | 100 | 580 | 1 | 543 | 1 | AB | 1 | 12301 | | | P | P | 450 | | | 3 | 6 | 1 | 5 | Zs-I | | | | |
| | | | | 1 | S | M | D4 | 30 | 30 | 686 | 3 | 662 | 3 | station distance | 1 | 12550 | | S | P | P/F | | | | 605 | 4.0 | 0 | 7 | 0 | 7 | Zs-I | 188.8 | |
| | | | | 1 | S | M | D4 | 30 | 30 | 733 | 8 | 885 | 9 | AB | 1 | 12601 | Yes | | P | P/F | | | | 605 | 4.0 | 0 | 7 | 0 | 7 | Zs-I | 187.7 | |
| 1942. | 3.000 | 244-632 NIS 247-632 OPEN LINE JUNCTION MOST | 127 Niš - Open line junction most - (Niš marshalling yard) | 1 | S | M | D4 | 30 | 30 | 490 | 3 | 488 | 3 | AB | 1 | 12551 | | S/E | P | P/F | 400 | | | 5 | 5 | 2 | 7 | Zs-I | | | | |
| | | | | 6 | S | M | D4 | 30 | 30 | 490 | 3 | 488 | 3 | AB | 1 | 12551 | | S/E | P | P/F | 400 | | | 5 | 5 | 2 | 7 | Zs-I | | | | |
| 01.06. 1887. | 0.572 | 0-000 JUNCTION POINT 3 NIS 0-572 JUNCTION POINT 4 NIS | 128 Connecting track of the station Niš: (Crveni krst) - junction point 2 - junction point 4 - (Čele kula) | 12 | S | M | D4 | 30 | 30 | | | | | AB | 1 | | | | | | 293 | | | 5 | 5 | 5 | 6 | Zs-I | | | | |
| | | | | 1 | S | M | D4 | 65 | 65 | 492 | 4 and 5 | 493 | 4 and 5 | station distance | 11 | 16808 | | S | P | P | | | | 0.0 | | | 9 | 10 | 10 | 11 | | |
| | *2.370 0.206 *1.100 | 0-000 NOVI SAD 1-995 NOVI SAD TPS 2-201 KM 002-201 SC 3-336 SAILOVO | Novi Sad-Sajlovo CL 1 | 1 | S | M | D4 | 80 | 80 | | | | | | | | | | | | 293 | | | 4.5 | 5 | 0 | 5 | 1 | Zs-I | 84.5 | | |
| | | | | 3 | S | M | D4 | 80 | 80 | | | | | | | | | | | | | 293 | | | 4.5 | 5 | 0 | 5 | 1 | Zs-I | 84.5 | |
| | | | | 4 | S | M | D4 | 80 | 80 | | | | | | | | | | | | | | 293 | | | 4.5 | 5 | 0 | 5 | 1 | Zs-I | 84.5 |
| | | | | 4 | S | M | D4 | 80 | 80 | | | | | | | | | | | | | | 293 | | | 4.5 | 5 | 0 | 5 | 1 | Zs-I | 84.5 |
| | 0.285 *3.062 | 0-000 SAILOVO 0-285 KM 000-285 SC 3-323 RUMENKA | Novi Sad-Sajlovo CL 2 | 1 | S | M | D4 | 100 | 100 | 650 | 3 and 4 | 746 | 1 and 2 | RC with station distance | 11 | 16808 | | S | P | P | | | | 0.0 | | | 1 | 3 | 1 | 4 | | |
| | | | | 3 | S | M | D4 | 80 | 80 | | | | | | | | | | | | | 293 | | | 4.5 | 5 | 0 | 5 | 1 | Zs-I | 84.5 | |
| | | | | 4 | S | M | D4 | 80 | 80 | | | | | | | | | | | | | 293 | | | 4.5 | 5 | 0 | 5 | 1 | Zs-I | 84.5 | |
| | | | | 4 | S | M | D4 | 80 | 80 | | | | | | | | | | | | | 293 | | | 4.5 | 5 | 0 | 5 | 1 | Zs-I | 84.5 | |
| | 0.331 *3.016 | 0-000 SAILOVO 0-331 KM 000-331 SC 3-323 RUMENKA | Sajlovo - Rumenka RF | 1 | S | M | D4 | 80 | 80 | 650 | 3 and 4 | 746 | 1 and 2 | RC with station distance | 11 | 23301 | | | | | | 293 | | | 4.5 | 5 | 0 | 5 | 1 | Zs-I | 84.5 | |
| | | | | 9 | S | M | D4 | 80 | 80 | | | | | | | | | | | | | 293 | | | 4.5 | 5 | 0 | 5 | 1 | Zs-I | 84.5 | |
| | | | | 9 | S | M | D4 | 80 | 80 | | | | | | | | | | | | | 293 | | | 4.5 | 5 | 0 | 5 | 1 | Zs-I | 84.5 | |
| | | | | 9 | S | M | D4 | 80 | 80 | | | | | | | | | | | | | 293 | | | 4.5 | 5 | 0 | 5 | 1 | Zs-I | 84.5 | |
| | *2.248 | 0-000 VRBAS NOVA 1-844 VRBAS | Sajlovo - Rumenka LF | 1 | S | M | D4 | 60 | 60 | 531 | 2 and 3 | 532 | 4 and 5 | station distance | 11 | 23301 | | | | | | 293 | | | 4.5 | 5 | 0 | 5 | 1 | Zs-I | 87.58 | |
| | | | | 1 | S | M | D4 | 60 | 60 | 531 | 2 and 3 | 532 | 4 and 5 | station distance | 11 | 23306 | | E | T | P | P | 293 | | | 0.0 | 1 | 4 | 2 | 5 | Zs-I | 84.2 | |
| | | | | 1 | S | M | D4 | 60 | 60 | 531 | 2 and 3 | 532 | 4 and 5 | station distance | 11 | 23306 | | E | T | P | P | 293 | | | 0.0 | 1 | 4 | 2 | 5 | Zs-I | 87.58 | |
| | | | | 1 | S | M | D4 | 60 | 60 | 531 | 2 and 3 | 532 | 4 and 5 | station distance | 11 | 23306 | | E | T | P | P | 293 | | | 0.0 | 1 | 4 | 2 | 5 | Zs-I | 84.2 | |
| | *2.248 | 0-000 VRBAS NOVA 1-844 VRBAS | Naumovićevo - Aleksandrovo predgrađe - Blok 1 Subotica | 1 | S | M | D3 | 30 | 30 | 907 | 3 and 4 | 876 | 1 and 2 | station distance | 11 | 23409 | | | | | | 293 | | | 1.0 | | | | Zs-I | 109.9 | | |
| | | | | 5 | S | M | D3 | 30 | 30 | 907 | 3 and 4 | 876 | 1 and 2 | station distance | 7 | 23410 | | | | | | 293 | | | 1.0 | | | | Zs-I | 110.5 | | |
| | | | | 5 | S | M | D3 | 30 | 30 | 907 | 3 and 4 | 876 | 1 and 2 | station distance | 7 | 23410 | | | | | | 293 | | | 1.0 | | | | Zs-I | 110.5 | | |
| | | | | 5 | S | M | D3 | 30 | 30 | 907 | 3 and 4 | 876 | 1 and 2 | station distance | 7 | 23410 | | | | | | 293 | | | 1.0 | | | | Zs-I | 110.5 | | |
| 10.05. 2025. | 0.683 | 0-000 RASPUNJICA KARLOVAČKI VINOGRADI 0-683 KARLOVAČKI VINOGRADI | Raspunjica Karlovački Vinogradi - Karlovački Vinogradi | 6 | S | M | D4 | 60 | 60 | 356 | 1 and 2 | 356 | 1 and 2 | RC with station distance | 11 | 16805 | | | | | 500 | | | 10.0 | 1 | 2 | 1 | 2 | Zs-I | 81.2 | | |
| | | | | 11 | S | M | D4 | 60 | 60 | 356 | 1 and 2 | 356 | 1 and 2 | RC with station distance | 11 | 16805 | | | | | 500 | | | 10.0 | 1 | 2 | 1 | 2 | Zs-I | 79.2 | | |
| | *1.245 0.731 0.687 1.348 | 0-000 SUBOTICA 1-082 BLOK 1 SUBOTICA 1-813 KM 1-813 SC 2-500 SUBOTICA JAVNA SKLADIŠTA 3-848 KM 3-848 SC | 201 Subotica - Horgoš - state border - (Rösztke) | 1 | S | R | D3 | 50 | 50 | 594 | 2 and 3 | 594 | 2 and 3 | station distance | 1 | 23450 | | S/E | P | P/F | | | | 1.0 | | | | Zs-I | 113.2 | | | |
| | | | | 9 | S | R | D3 | 50 | 50 | 594 | 2 and 3 | 594 | 2 and 3 | station distance | 1 | 23450 | | S/E | P | P/F | | | | 1.0 | | | | Zs-I | 113.2 | | | |
| | | | | 8 | S | R | D4 | 100 | 100 | 238 | 1 and 2 | 238 | 1 and 2 | station distance | 1 | 23706 | | | | | | 300 | | | 0.0 | 1 | 5 | 1 | 5 | Zs-I | 110.4 | |
| | | | | 9 | S | R | D4 | 100 | 100 | 238 | 1 and 2 | 238 | 1 and 2 | station distance | 1 | 23706 | | | | | | 300 | | | 0.0 | 1 | 5 | 1 | 5 | Zs-I | 110.4 | |

| Date of handover to public transport | Right track | Left track | Distance in km | Change | Name of service point | Type of service point | Single/double-track line | Class of railway line | Railway line category | Maximum permitted speed | | Direction A→B | | Direction B→A | | Manner of traffic regulation | Service point code - UIC | Freight car scales | Side/end-loading platform | Occupancy of service point | Open for the acceptance and dispatching of passengers/freight operations | Minimum curve radius | Gradient of the station [%] | Ruling gradient | | Ruling resistance of the line [dyn] | | Loading gauge | Altitude | | |
|--------------------------------------|-------------|------------|----------------|-----------------------------|-----------------------|-----------------------|--------------------------|-----------------------|-----------------------|-------------------------|------------|-------------------|---------------------------|---------------------------|------------------|------------------------------|--------------------------|--------------------|---------------------------|----------------------------|--|----------------------|-----------------------------|-----------------|-----|-------------------------------------|----|---------------|----------|------|--|
| | | | | | | | | | | Right track | Left track | Maximum permitted | Trains for longest trains | Trains for longest trains | Incline | | | | | | | | | Slope | → | ← | | | | | |
| 09.04. 1894. | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | 12,093 | 76+592 BIKOVO | | 3 | S | R | A | | 594 | 2 and 3 | 594 | 2 and 3 | station distance | 4 | 23450 | | S/E | P | P/F | 500 | 1.0 | 6 | 2 | 6 | 2 | ZS-I | 113.2 | | |
| | | | | 64+685 SUBOTICA | | 1 | S | R | A | | | | | | | | | | | | | | | | | | | | | | |
| | | | 1,264 | 0-275 PANČEVO VAROŠ | | 1 | S | R | D2 | 50 | | 506 | 2 and 3 | 506 | 2 and 3 | station distance | | | | | | | | 0.45 | 0.5 | 1 | 1 | 1 | ZS-I | 77 | |
| | | | | 1-539 OPEN LINE JUNCTION 2a | | 6 | S | R | D2 | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 0-000 SAILOVO | | 4 | S | R | | | | | | | | | | | | | | | | | | | | | | | |
| | | | *6,029 | 9-100 VETERNIK | | 3 | S | R | C3 | 50 | | | | | | | | | | | | | | | | | | | | | |
| | | | 3,454 | 12-554 FUTOG | | 1 | S | R | C3 | | | 544 | 2 and 3 | 544 | 2 and 3 | station distance | 8 | 24003 | | S | T | P/F | 100 | 0.0 | 5 | 7 | 9 | ZS-I | 81.3 | | |
| | | | 12,557 | 25-111 PETROVAC-GLOŽAN | | 1 | S | R | D3 | | | 624 | 2 and 3 | 624 | 2 and 3 | station distance | 4 | 24004 | | S | P | P/F | 300 | 0.0 | 4 | 3 | 5 | ZS-I | 84.9 | | |
| | | | 4,431 | 29-542 BAČKI MAGLIĆ | | 10 | S | R | D3 | | | 710 | 1 and 2 | 710 | 1 and 2 | station distance | 10 | 24005 | | S | U | P | 400 | 1.0 | 4 | 4 | 5 | 4 | ZS-I | 84.8 | |
| | | | 6,550 | 36-092 GAJDOBRA | | 1 | S | R | D3 ²⁾ | 100 | | 387 | 2 and 3 | 387 | 2 and 3 | station distance | 7 | 24001 | | S | T | P/F | 450 | 0.0 | 1 | 0 | 2 | 3 | ZS-I | 85.6 | |
| | | | 8,132 | 44-224 PARAGE | | 3 | S | R | D3 ²⁾ | | | | | | | | | | | | | | | | | | | | | | |
| | | | 6,223 | 50-447 RATKOVO | | 1 | S | R | D3 | | | 744 | 2 and 3 | 744 | 2 and 3 | station distance | 4 | 25002 | | S | P | P/F | 900 | 1.0 | 1 | 0 | 1 | - | ZS-I | 85.7 | |
| | | | 8,556 | 59-003 ODŽACI | | 1 | S | R | D3 ²⁾ | | | 457 | 2 and 3 | 457 | 2 and 3 | station distance | 7 | 25003 | | P | P | P | 300 | 0.0 | 1 | 2 | 1 | 2 | ZS-I | 84.4 | |
| | | | 2,237 | 61-240 ODŽACI KALVARUJA | | 10 | S | R | D3 ²⁾ | 65 | | 240 | 1 and 2 | 240 | 1 and 2 | station distance | 10 | 25401 | | S | U | P | 300 | 1.0 | 1 | 0 | 3 | 1 | ZS-I | 85 | |
| 24.12. 1908. | | | 4,208 | 65-448 KARAVUKOVO | | 1 | S | R | D3 ²⁾ | | | 686 | 2 and 3 | 693 | 2 and 3 | station distance | 1 | 25402 | | S | P | P/F | 300 | 2.0 | 1 | 0 | 3 | - | ZS-I | 85.4 | |
| | | | 7,023 | 72-471 BOGOJEVO SELO | | 3 | S | R | D3 ²⁾ | | | | | | | | | | | | | | | | | | | | | | |
| | | | 4,214 | 76-685 BOGOJEVO | | 1 | S | R | D3 | 100 | | 730 | 3 and 4 | 732 | 3 and 4 | station distance | 1 | 25470 | | S | P | P/F | | | | | | | | | |

1) At the area of service points Čigljani, Odžaci and Ratkovo line category A

| Date of handover to public transport | Right track | Left track | Distance in km | Change | Name of service point | Type of service point | Single/double-track line | Class of railway line | Railway line category | Maximum permitted speed | | Direction A→B | | Direction B→A | | Manner of securing the service point | Service point code - UIC | Freight car scales | Side/end-loading platform | Occupancy of service point | Open for the acceptance and dispatching of passengers/freight operations | Minimum curve radius | Gradient of the station [%] | Ruling gradient | | Ruling resistance of the line [dyn] | | Loading gauge | Altitude | | |
|--------------------------------------|-------------|------------|----------------|--------------------------------------|-----------------------|-----------------------|--------------------------|-----------------------|-----------------------|-------------------------|------------|-------------------|---------------------------|---------------------------|---------|--------------------------------------|--------------------------|--------------------|---------------------------|----------------------------|--|----------------------|-----------------------------|-----------------|----|-------------------------------------|----|---------------|----------|-------|--|
| | | | | | | | | | | Right track | Left track | Maximum permitted | Trains for longest trains | Trains for longest trains | Incline | | | | | | | | | Slope | → | ← | | | | | |
| 31.05. 1964. | | | *6,479 | 0-000 SAILOVO | | 4 | S | R | C3 | 40 | | 558 | 2 and 3 | 558 | 2 and 3 | station distance | 1 | 23301 | | S | P | P/F | 450 | 2.0 | 5 | 5 | 6 | 5 | ZS-I | 86.4 | |
| | | | *2,984 | 10-148 RIMSKI SANČEVI | | 1 | S | R | C3 | | | | | | | | | | | | | | | | | | | | | | |
| 02.07. 1889. | | | 1,143 | 15-751 OPEN LINE JUNCTION 1 | | 6 | S | R | C3 | | | | | | | | | | | | | | | | | | | | | | |
| | | | 4,818 | 20-569 KAC | | 1 | S | R | A | | | 593 | 2 and 3 | 593 | 2 and 3 | station distance | 8 | 22311 | | S | U | P/F | 1000 | 1.0 | 3 | 5 | 4 | 5 | ZS-I | 81.8 | |
| 02.07. 1889. | | | 4,649 | 25-218 BUDISAVA | | 10 | S | R | A | 60 (80) | | 533 | 2 and 3 | 533 | 2 and 3 | station distance | 10 | 22310 | | U | U | P/F | 1000 | 0.0 | 2 | 4 | 2 | 4 | ZS-I | 81.5 | |
| | | | 7,006 | 32-224 SAUKAŠ | | 1 | S | R | A | | | 548 | 2 and 3 | 548 | 2 and 3 | station distance | 8 | 22309 | | S | U | P/F | 1000 | 0.0 | 2 | 1 | 3 | 1 | ZS-I | 81 | |
| 02.07. 1889. | | | 6,170 | 38-394 VILKOVO/GARDINOVCI | | 10 | S | R | A | | | | | | | | | | | | | | | | | | | | | | |
| | | | 5,451 | 43-845 LOK | | 3 | S | R | A | | | | | | | | | | | | | | | | | | | | | | |
| 15.07. 1927. | | | 5,587 | 49-432 TITEL | | 1 | S | R | A | | | 573 | 2 and 3 | 573 | 2 and 3 | station distance | 4 | 22306 | | S | T | P/F | 450 | 0.0 | 5 | 3 | 5 | 3 | ZS-I | 88.4 | |
| | | | 1,700 | 51-132 DONJI TITEL | | 3 | S | R | A | | | | | | | | | | | | | | | | | | | | | | |
| 15.09. 1925. | | | 2,713 | 53-845 KNICANIN | | 3 | S | R | A | | | | | | | | | | | | | | | | | | | | | | |
| | | | 4,330 | 58-175 PERLEZ | | 1 | S | R | A | 60 (80) | | 804 | 2 and 3 | 804 | 2 and 3 | station distance | 5 | 22304 | | S | U | P | 400 | 0.0 | 10 | 8 | 11 | 9 | ZS-I | 79.8 | |
| 15.09. 1925. | | | 7,347 | 65-522 FARKAŽDIN | | 1 | S | R | A | | | 787 | 2 and 3 | 787 | 2 and 3 | station distance | 5 | 22302 | | S | U | P | 400 | 4.0 | 3 | 1 | 5 | 3 | ZS-I | 82.8 | |
| | | | 9,859 | 75-381 ORLOVAT | | 1 | S | R | A | | | 555 | 2 and 3 | 555 | 2 and 3 | station distance | 10 | 22301 | | S | U | U | 400 | 0.0 | 4 | 5 | 4 | 5 | ZS-I | 80.5 | |
| 11.09. 1935. | | | 0,875 | 76-256 ORLOVAT STOP | | 2 | S | R | A | 30 | | 253 | 1 and 2 | 253 | 1 and 2 | station distance | 10 | 22203 | | P | P | P | 300 | 0.0 | 6 | 4 | 6 | 5 | ZS-I | 80 | |
| | | | 0,454 | 1-141 NOVI SAD MARSHALLING YARD | | 1 | S | R | C3 | 10 | | | | | | | | | | | | | | | | | | | | | |
| | | | *2,048 | 1-595 NOVI SAD LOKOTERETNA | | 4 | S | R | C3 | 20 | | | | | | | | | | | | | | | | | | | | | |
| 11.09. 1935. | | | 0,630 | 75-915 ORLOVAT | | 1 | S | R | A | 30 | | 555 | 2 and 3 | 555 | 2 and 3 | station distance | 10 | 22301 | | S | U | | 300 | 0.0 | 2 | 0 | 5 | - | ZS-I | 80.3 | |
| | | | | 76-545 OPEN LINE JUNCTION ORLOVAT 1a | | 6 | S | R | A | | | | | | | | | | | | | | | | | | | | | | |
| 05.11. 1901. | | | 10,827 | 0-517 RUMA | | 1 | S | R | D3 | | | 639 | 5 and 6 | 639 | 5 and 6 | station distance | 1 | 16550 | | S | P | P/F | 300 | 0.0 | 0 | 6 | - | 7 | ZS-I | 101.0 | |
| | | | 5,331 | 11+344 BUDANOVCI | | 1 | S | R | D3 | | | 607 | 2 and 3 | 607 | 2 and 3 | station distance | 3 | 16601 | | S | U | P | 300 | 0.0 | 0 | 2 | 3 | 3 | ZS-I | 80.9 | |
| 1901. | | | 4,669 | 16-675 NIKINCI | | 8 | S | R | D3 | | | 628 | 2 and 3 | 628 | 2 and 3 | station distance | 10 | 16602 | | S | P | P | 500 | 0.0 | 2 | 2 | 3 | 2 | ZS-I | 81.6 | |
| | | | 7,556 | 21-344 PLATICEVO | | 1 | S | R | D3 | 70 (80) | | | | | | | | | | | | | | | | | | | | | |
| 1901. | | | 2,473 | 28-900 KLENAK | | 3 | S | R | D3 | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 31+373 OPEN LINE JUNCTION 1 | | 6 | S | R | D3 | | | | | | | | | | | | | | | | | | | | | | |

| Date of handover to public transport | Right track | Distance in km | Change | Name of service point | Type of service point | Single/double-track line | Class of railway line | Railway line category | Maximum permitted speed | | Direction A→B | | Direction B→A | | Manner of traffic regulation | Service point code - UIC | Freight car scales | Side/end-loading platform | Occupancy of service point | Open for the acceptance and dispatching of passengers/freight operations | Minimum curve radius | Gradient of the station [%] | | Ruling gradient | Ruling resistance of the line [daN] | Loading gauge | Altitude | | | |
|--------------------------------------|-------------|----------------------------|---------------------------------|-----------------------------|-----------------------|--------------------------|-----------------------|-----------------------|-------------------------|------------|---|--------------------------------|---------------------------|--------------------------------|------------------------------|--------------------------|--------------------|---------------------------|----------------------------|--|----------------------|-----------------------------|-------|-----------------|-------------------------------------|---------------|----------|-------|-------|-------|
| | | | | | | | | | Right track | Left track | Trucks for acceptance of the longest trains | Maximum permitted train length | Trucks for longest trains | Maximum permitted train length | | | | | | | | Incline | Slope | | | | | | | |
| 03.06. 1934. | 1 | 3 | 4 | 31+952 OPEN LINE JUNCTION 2 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | |
| | | 0.579 | 31+952 | OPEN LINE JUNCTION 2 | 6 | S | R | D3 | | | | | | | | station distance | 1 | 16350 | S/E | P | P/F | 600 | 0,0 | 7 | 7 | 7 | 7 | Zs-I | 79,1 | |
| | | 0.763 | 32+715 | SABAC | 1 | S | R | D3 | | | | 467 | 2 and 3 | | | station distance | 2 | 16350 | S/E | P | P/F | 300 | 0,0 | 7 | 7 | 7 | 7 | Zs-I | 78,5 | |
| | | 0.980 | 33+695 | SABAC (end km) | 6 | S | R | D3 | | 50 | | | | | | station distance | 1 | | | | | 300 | | | | | | Zs-I | 79,1 | |
| | | 0.682 | 1+394 | OPEN LINE JUNCTION 2 | 6 | S | R | D3 | | | | | | | | station distance | 1 | | | | | 300 | | | | | | Zs-I | 79,1 | |
| | | 2.606 | 4+000 | MAJUR | 3 | S | R | D3 | | 70 (80) | | | | | | station distance | 1 | | | | | | | | | | | | Zs-I | |
| | | 3.725 | 7+725 | ŠTITAR | 2 | S | R | D3 | | | | 614 | 1 and 2 | 614 | 1 and 2 | station distance | 8 | 16301 | | P | P/F | | 0,0 | 3 | 0 | 5 | - | Zs-I | 82,4 | |
| | | 6.575 | 14+300 | DUBLJE MACVANSKO | 3 | S | R | A | | | | | | | | station distance | 4 | 16302 | | U | P/F | 700 | | | 2 | 1 | 2 | 2 | Zs-I | 85,5 |
| | | 7.731 | 22+031 | PETLOVACA | 1 | S | R | A | | | | 497 | 2 and 3 | 497 | 2 and 3 | station distance | 4 | 16303 | | U | P/F | 600 | | | 2 | 1 | 2 | 2 | Zs-I | 91,2 |
| | | 3.769 | 25+800 | RIBARI | 3 | S | R | A | | | | | | | | station distance | 1 | 16304 | | P | | | | | | | | | Zs-I | 90,8 |
| | | 2.913 | 28+713 | PREJAVOR MACVANSKI | 1 | S | R | A | | | | 542 | 2 and 3 | 542 | 2 and 3 | station distance | 8 | 16305 | | U | P/F | 700 | 1,0 | 2 | 0 | 2 | - | Zs-I | 96,2 | |
| | | 4.587 | 33+300 | PODRINSKO NOVO SELO | 3 | S | R | A | | | | | | | | station distance | 4 | 16306 | | U | P/F | 700 | 0,0 | 3 | 0 | 3 | - | Zs-I | 101,9 | |
| | | 1.700 | 35+000 | LESNICA | 1 | S | R | A | | | | 614 | 2 and 3 | 614 | 2 and 3 | station distance | 4 | 16307 | | P | P/F | | 700 | 0,0 | 3 | 0 | 3 | - | Zs-I | 105,2 |
| | | 3.900 | 38+900 | JADARSKA STRAŽA | 3 | S | R | D3 | | 60 (80) | | | | | | station distance | 1 | 16308 | | P | | | 700 | 0,0 | | | | | Zs-I | 109,4 |
| | | 6.500 | 45+400 | LIPNICA | 3 | S | R | D3 | | | | | | | | station distance | 1 | 16309 | | P | | | 700 | 0,0 | | | | | Zs-I | 114,4 |
| 5.996 | 51+396 | LOZNICA | 1 | S | R | A | | | | 853 | 2 and 3 | 853 | 2 and 3 | station distance | 4 | 16310 | S | P | P/F | | 700 | 0,0 | 4 | 2 | 4 | 4 | Zs-I | 122,3 | | |
| 2.004 | 53+400 | LOZNICA FABRIKA | 3 | S | R | A | | | | | | | | station distance | 1 | 16311 | | P | | | 5500 | 0,0 | | | | | Zs-I | 121,6 | | |
| 2.783 | 56+183 | KOVLJACA | 1 | S | R | A | | | | 574 | 2 and 3 | 574 | 2 and 3 | station distance | 4 | 16312 | | U | P | | 700 | 0,0 | 2 | 2 | 3 | 3 | Zs-I | 119,8 | | |
| 5.517 | 61+700 | GORNJA KOVLJACA | 3 | S | R | A | | | | | | | | station distance | 1 | 16313 | | U | P/F | | 500 | 0,0 | | | | | Zs-I | 135,6 | | |
| 3.654 | 65+354 | BRASINA | 1 | S | R | D3 | | | | 618 | 3 and 4 | 618 | 3 and 4 | station distance | 4 | 16314 | S | P | P/F | | 700 | 0,0 | 4 | 2 | 5 | 5 | Zs-I | 134,6 | | |
| 2.446 | 67+800 | DONJA BORINA | 3 | S | R | D3 | | | | | | | | station distance | 1 | 16315 | | P | | | 700 | | | | | | Zs-I | 136,9 | | |
| 1950. | 0.885 | 68+685 | OPEN LINE JUNCTION DONJA BORINA | 6 | S | R | A | | | | | | | station distance | 3 | 16316 | | P | P | | 700 | 4 | 0 | 5 | - | Zs-I | 137,7 | | | |
| 09.03.1978. | | *0.800 | 0+800 | STATE BORDER | 13 | S | R | A | | 50 | | | | station distance | 3 | 16319 | | P | P | | 300 | | 0 | 4 | - | 6 | Zs-I | 137,7 | | |
| | | 0.675 | 0+675 | OPEN LINE JUNCTION 1 | 6 | S | R | D3 | | 50 | | | | station distance | 1 | | | | | | | 300 | | 0 | 0 | - | - | Zs-I | 79,3 | |
| | | 0.675 | 0+675 | OPEN LINE JUNCTION 3 | 6 | S | R | D3 | | 50 | | | | station distance | 1 | | | | | | | 300 | | 0 | 0 | - | - | Zs-I | 79,3 | |
| | | 1.026 | 0+374 | STALAC | 1 | S | R | C3 | | | | | | station distance | 1 | 13352 | S | P | P/F | | | | | | | | | Zs-I | | |
| 15.05. 1909. | 1 | 2.487 | 1+400 | GRAD STALAC | 3 | S | R | C3 | | | | | | station distance | 1 | 12219 | | | | | | | | | | | | Zs-I | | |
| | | 5.083 | 3+887 | MRZENICA | 3 | S | R | C3 | | 30 (50) | | | | | station distance | 1 | 12201 | | P | | | | | | | | | Zs-I | | |
| | | 2.953 | 8+970 | MAKREŠANE | 3 | S | R | C3 | | | | | | | station distance | 1 | 12202 | | P | | | | | | | | | Zs-I | | |
| | | 2.656 | 11+923 | DEDINA | 1 | S | R | C3 | | | | 412 | 2 | 412 | 2 | station distance | 8 | 12203 | S | U | P/F | 200 | 3,4 | 7 | 5 | 10 | 10 | Zs-I | 144 | |
| | | 4.841 | 14+559 | KRUŠEVAC | 1 | S | R | C3 | | | | 714 | 4 | 714 | 4 | station distance | 4 | 12204 | S | P | P/F | 250 | 0 | 2 | 1 | 2 | 2 | Zs-I | 144 | |
| | | 1.984 | 19+400 | ČITLUK | 3 | S | R | B2 | | | | | | | | station distance | 1 | 12218 | | P | | | | | | | | | Zs-I | |
| | | 3.924 | 21+384 | KOŠEVI | 1 | S | R | B2 | | | | 586 | 2 | 586 | 2 | station distance | 2 | 12205 | S | U | P | | 250 | 4,4 | 6 | 4 | 7 | Zs-I | 147,4 | |
| | | 3.709 | 25+308 | GLOBODER | 3 | S | R | B2 | | | | | | | | station distance | 2 | 12206 | | P | | | | | | | | | Zs-I | |
| | | 4.683 | 29+017 | STOPANJA | 1 | S | R | B2 | | | | 625 | 3 | 625 | 3 | station distance | 2 | 12207 | S | U | P | | 700 | 5,3 | 5 | 1 | 5 | 5 | Zs-I | 153,4 |
| | | 1.847 | 33+547 | POČEKOVINA | 1 | S | R | B2 | | | | 602 | 3 | 602 | 3 | station distance | 2 | 12208 | S | U | P | | 200 | 0,8 | 7 | 2 | 7 | 7 | Zs-I | 167,5 |
| | | 3.402 | 38+949 | TRSTENIČKI ODŽACI | 3 | S | R | B2 | | | | | | | | station distance | 1 | 12209 | | P | | | | | | | | | Zs-I | |
| | | 3.506 | 42+455 | TRSTENIK | 1 | S | R | B2 | | | | 693 | 3 | 693 | 3 | station distance | 2 | 12210 | S | P | P/F | 500 | 6,2 | 5 | 3 | 5 | 5 | Zs-I | 169,5 | |
| | | 6.745 | 49+200 | VRNJAČKA BANJA | 1 | S | R | B2 | | | | 680 | 3 | 680 | 3 | station distance | 2 | 12211 | S | U | P | | 500 | 5,3 | 4 | 3 | 5 | 5 | Zs-I | 174,8 |
| | | 2.400 | 53+238 | LIPOVA | 3 | S | R | B2 | | 25 (40) | | | | | | station distance | 1 | 12212 | | P | | | | | | | | | Zs-I | |
| | | 2.013 | 55+638 | LOMNAC | 3 | S | R | B2 | | | | 647 | 3 | 647 | 3 | station distance | 2 | 12216 | S | U | P | | 500 | 4,55 | 6 | 5 | 6 | 6 | Zs-I | 186,8 |
| 2.287 | 59+938 | VRANESI | 3 | S | R | B2 | | | | | | | | station distance | 1 | 12217 | | P | | | | | | | | | Zs-I | | | |
| 3.656 | 62+225 | VRBA | 3 | S | R | B2 | | | | 657 | 3 | 657 | 3 | station distance | 2 | 12214 | | P | | | | | | | | | Zs-I | | | |
| 3.027 | 65+881 | RATINA | 1 | S | R | B2 | | | | | | | | station distance | 2 | 12215 | S | U | P | | 500 | 0,75 | 4 | 4 | 4 | 4 | Zs-I | 195,2 | | |
| 2.713 | 71+621 | KRALJEVO | 3 | S | R | B2 | | | | 738 | 4 | 738 | 4 | station distance | 4 | 13220 | | S | U | P | | 300 | | | | | Zs-I | 202,4 | | |
| 0.917 | 72+538 | JUNCTION POINT 73 KRALJEVO | 12 | S | R | D4 | | | | | | | | station distance | 4 | 13251 | S/E | P | P/F | | 300 | | 6 | 4 | 7 | 7 | Zs-I | 202,4 | | |
| 6.099 | 78+637 | ADRANI | 1 | S | R | D4 | | | | 605 | 3 | 605 | 3 | station distance | 3 | 13001 | S | T | P/F | | 300 | 0 | 3 | 7 | 3 | 9 | Zs-I | 198 | | |

| Date of public handover to transport | Distance in km | Challange | Name of service point | Type of service point | | | Class of railway line | | Maximum permitted | | Direction | | Direction | | Manner of securing the service point | | Service point code - UIC | Freight car scales | Side/end-loading platform | Occupancy of service point | Open for the acceptance and dispatching of passengers/freight operations | Minimum curve radius | Gradient of the station [%] | | Ruling gradient | | Ruling resistance of the line [daN] | | Loading gauge | Altitude |
|---|--|----------------------------------|---------------------------------|-----------------------|---|---|-----------------------|-----|-------------------|------------|-------------------------|---------------|---------------|------------------|--------------------------------------|-------|--------------------------|--------------------|---------------------------|----------------------------|--|----------------------|-----------------------------|----|-----------------|----|-------------------------------------|------|---------------|----------|
| | | | | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | | | | | | | 19 | 20 | 21 | 22 | 23 | 24 | | |
| 29.09. 1955. | 2.891 | 81+528 MRSAC | 5 | 3 | S | R | D4 | 10 | 11 | Left track | Maximum permitted speed | Direction A→B | Direction B→A | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | | |
| | 2.913 | 84+441 SAMAILA | | 3 | S | R | D4 | | | | | | | station distance | 3 | 13002 | | S | U | P | P | 600 | 7 | 6 | 2 | 6 | 6 | ZS-1 | 212.4 | |
| | 4.169 | 88+610 GORIČANI | | 3 | S | R | D4 | 80 | | | | | | station distance | 3 | 13004 | | S | U | P | P | 600 | 4.6 | 7 | 3 | 8 | 8 | ZS-1 | 228.7 | |
| | 3.650 | 92+260 MRSINCI | | 11 | S | R | D4 | | | | | | | station distance | 3 | 13005 | | S | U | P | P | 600 | 4.6 | 7 | 3 | 8 | 8 | ZS-1 | 228.7 | |
| | 2.240 | 94+500 KUKICI | | 3 | S | R | D4 | | | | | | | station distance | 3 | 13014 | | S | U | P | P | 900 | 6.6 | 4 | 4 | 4 | 4 | ZS-1 | 228.4 | |
| | 1.803 | 96+303 ZABLACE | | 1 | S | R | D4 | | | | | | | station distance | 2 | 13006 | | S | U | P | P | 900 | 6.6 | 4 | 4 | 4 | 4 | ZS-1 | 228.4 | |
| | 2.697 | 99+000 BALUGA | | 3 | S | R | D4 | | | | | | | station distance | 3 | 13012 | | S | U | P | P | 500 | 6.17 | 5 | 4 | 5 | 5 | ZS-1 | 237.3 | |
| | 6.541 | 105+541 CACAK | | 1 | S | R | D4 | | | | | | | station distance | 3 | 13060 | Yes | S | P | P | P | 500 | 6.17 | 5 | 4 | 5 | 5 | ZS-1 | 237.3 | |
| | 4.659 | 110+200 TRBUŠANI | | 3 | S | R | D4 | | | | | | | station distance | 3 | 13010 | | S | U | P | P | | | | | | | ZS-1 | | |
| | 2.794 | 112+904 PRUJEVOR | | 1 | S | R | D4 | | | | | | | station distance | 3 | 13007 | | S | U | P | P | | | | | | | ZS-1 | 250.3 | |
| 28.11. 1976. | 7.500 | 120+494 OVČAR BANJA | | 2 | S | R | D4 | | | | | | | station distance | 3 | 13008 | | U | P | P | P | | | | | | | ZS-1 | 291.6 | |
| | 6.706 | 127+200 JELEN DO | | 3 | S | R | D4 | | | | | | | station distance | 3 | 13013 | | U | P | P | P | | | | | | | ZS-1 | 291.6 | |
| 28.11. 1976. | 1.166 | 128+366 DRAGAČEVO | | 1 | S | R | D4 | 100 | | | | | | station distance | 3 | 13009 | | S | P | P | P | | | | | | | ZS-1 | 298.2 | |
| | 1.534 | 129+900 GUGALJ | | 3 | S | R | D4 | | | | | | | station distance | 3 | 13015 | | S | P | P | P | | | | | | | ZS-1 | 298.2 | |
| 28.11. 1976. | 3.800 | 133+700 BORACKO | | 3 | S | R | D4 | | | | | | | station distance | 3 | 13011 | | S | P | P | P | | | | | | | ZS-1 | 298.2 | |
| | 2.334 | 136+034 JUNCTION POINT 54 POŽEGA | | 12 | S | R | D4 | | | | | | | station distance | 1 | 13011 | | S | P | P | P | | | | | | | ZS-1 | 298.2 | |
| | 0.073 | 136+107 POŽEGA | | 1 | S | R | D4 | | | | | | | station distance | 1 | 15150 | Yes | S | P | P | P | | | | | | | ZS-1 | 298.2 | |
| 214 Connecting track of the station Kraljevo. (Matarska Banja) - junction point No 72 - (Adram) LINE CLOSED FOR TRAFFIC | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 0+444 | JUNCTION POINT 72 KRALJEVO | | 12 | S | R | C3 | | | | | | | station distance | | | | | | | | | | | | | | ZS-1 | | |
| | 0+000 | JUNCTION POINT 73 KRALJEVO | | 12 | S | R | C3 | | | | | | | station distance | | | | | | | | | | | | | | ZS-1 | | |
| 215 Connecting track of the station Požega. (Užići) - junction point No 53 - junction point No 54 - (Dragačevo) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 25.09. 2001. | 0.752 | 0+752 JUNCTION POINT 53 POŽEGA | | 12 | S | R | D4 | 50 | | | | | | 1 | | | | | | | | | | | | | | ZS-1 | | |
| 216 Smederevo - Open line junction Jezava - Radinač - Mala Krzna | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.11. 1888. | 0.813 | -0+870 BEGINNING OF THE LINE | | 1 | S | R | D4 | | | | | | | station distance | 3 | 13670 | | | | | | | | | | | | ZS-1 | 70.9 | |
| | *1.832 | 1+749 OPEN LINE JUNCTION JEZAVA | | 6 | S | R | D4 | 50 | | | | | | station distance | | | | | | | | | | | | | | ZS-1 | 70.9 | |
| | 1.475 | 3+250 GODOMIN | | 3 | S | R | D4 | | | | | | | station distance | | | | | | | | | | | | | | ZS-1 | 70.9 | |
| | 3.461 | 6+711 RADINAC | | 1 | S | R | D4 | | | | | | | station distance | 1 | 13603 | | | | | | | | | | | | ZS-1 | 85.1 | |
| | 2.413 | 9+124 JUNCTION POINT 64 RADINAC | | 12 | S | R | C3 | | | | | | | station distance | 1 | 13603 | | | | | | | | | | | | ZS-1 | 85.1 | |
| | 0.342 | 9+466 VRANOVO | | 3 | S | R | C3 | | | | | | | station distance | | | | | | | | | | | | | | ZS-1 | 85.1 | |
| | 1.406 | 10+872 MALA KRZNA | | 1 | S | R | C3 | | | | | | | station distance | 1 | 13604 | | | | | | | | | | | | ZS-1 | 85.1 | |
| | 217 Open line junction Jezava - Smederevo luka | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 2.484 | 0+000 OPEN LINE JUNCTION JEZAVA | | 6 | S | R | D4 | | | | | | | station distance | | | | | | | | | | | | | | ZS-1 | 83.0 |
| | | 1.527 | 4+011 SMEĐERENO LUKA | | 1 | S | R | D4 | | | | | | | station distance | | | | | | | | | | | | | | ZS-1 | 83.0 |
| 218 Mala Krzna - Bor - open line junction ...2 - (Vražogmac) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 01.12. 1920. | 10.928 | 71+272 MALA KRZNA | | 1 | S | R | D4 | 40 | | | | | | station distance | 1 | 13551 | | S | P | P | P | | | | | | | ZS-1 | 83.0 | |
| | 5.563 | 87+763 POZAREVAC | | 1 | S | R | D4 | | | | | | | station distance | 3 | 14550 | | | | | | | | | | | | ZS-1 | 83.0 | |
| | 1.337 | 89+100 JUGOVIČEVO | | 3 | S | R | B2 | | | | | | | station distance | 1 | 14606 | | | | | | | | | | | | ZS-1 | 83.0 | |
| | 0.990 | 90+090 Sopot POZAREVAČKI | | 3 | S | R | B2 | | | | | | | station distance | 6 | 14502 | | | | | | | | | | | | ZS-1 | 83.0 | |
| | 5.542 | 95+632 BUBUŠINAC/BRAVINAC | | 1 | S | R | B2 | | | | | | | station distance | 8 | 14503 | | | | | | | | | | | | ZS-1 | 83.0 | |
| | 5.168 | 100+800 BARE/KASIDOL | | 3 | S | R | D3 | | | | | | | station distance | 8 | 14504 | | | | | | | | | | | | ZS-1 | 83.0 | |
| | 1.927 | 102+727 STIG | | 1 | S | R | D3 | | | | | | | station distance | 8 | 14505 | | | | | | | | | | | | ZS-1 | 83.0 | |
| | 3.623 | 106+350 MAJLOVAC | | 3 | S | R | D3 | | | | | | | station distance | 7 | 14506 | | | | | | | | | | | | ZS-1 | 83.0 | |
| | 2.705 | 109+055 SIRAKOVO | | 2 | S | R | D3 | | | | | | | station distance | 7 | 14507 | | | | | | | | | | | | ZS-1 | 83.0 | |
| | 7.359 | 116+414 LJUBINJE | | 2 | S | R | D3 | | | | | | | station distance | 4 | 14508 | | | | | | | | | | | | ZS-1 | 83.0 | |
| 12.03. 1939. | 5.858 | 122+272 ČEŠLJEVA BARA | | 10 | S | R | D3 | | | | | | | station distance | 10 | 14509 | | | | | | | | | | | | ZS-1 | 83.0 | |
| | 3.766 | 126+038 RABROVO KLENJE | | 1 | S | R | D3 | | | | | | | station distance | 8 | 14510 | | | | | | | | | | | | ZS-1 | 83.0 | |
| | 5.762 | 131+800 MUSTAPIC | | 3 | S | R | D3 | | | | | | | station distance | 8 | 14511 | | | | | | | | | | | | ZS-1 | 83.0 | |
| | 2.100 | 133+900 MIŠLJENOVAC | | 3 | S | R | D3 | | | | | | | station distance | 8 | 14522 | | | | | | | | | | | | ZS-1 | 83.0 | |

| Date of handover to public transport | Distance in km | Changeage | Name of service point | Type of service point | Single/double-track line | Class of railway line | Railway line category | Maximum permitted speed | | Direction A→B | | Direction B→A | | Manner of traffic regulation | Service point code - UIC | Freight car scales | Side/end-loading platform | Occupancy of service point | Open for the acceptance and dispatching of passengers/freight operations | Minimum curve radius | Gradient of the station [%] | | Ruling gradient | | Ruling resistance of the line [daN] | Loading gauge | Altitude | | |
|--------------------------------------|----------------|-----------|------------------------------|-----------------------|--------------------------|-----------------------|-----------------------|-------------------------|------------|---|--------------------------------|---|--------------------------------|------------------------------|--------------------------|--------------------|---------------------------|----------------------------|--|----------------------|-----------------------------|-------|-----------------|----|-------------------------------------|---------------|----------|-------|-------|
| | | | | | | | | Right track | Left track | Trucks for acceptance of the longest trains | Maximum permitted train length | Trucks for acceptance of the longest trains | Maximum permitted train length | | | | | | | | Incline | Slope | | | | | | | |
| 15.05. 1950. | 3 | 4 | 136-067 ZVIZD | 6 | S R | D3 | 9 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | | |
| | 4 | 5 | 140-650 KUČEVSKA TURJUA | 3 | S R | A | 2 | 520 | 2 | 520 | 2 | 520 | 2 | station distance | 4 | 14512 | station distance | 4 | 14512 | station distance | 4 | 450 | 0.0 | 8 | 2 | 9 | 2 | ZS-1 | 127.0 |
| 29.09. 1958. | 3 | 4 | 144-546 KAONA | 1 | S R | A | 2 | 636 | 2 | 636 | 2 | 636 | 2 | station distance | 7 | 14514 | station distance | 7 | 14514 | station distance | 7 | 400 | 1.8 | 10 | 2 | 11 | 2 | ZS-1 | 153.0 |
| | 4 | 5 | 148-582 KUČEVO | 1 | S R | A | 2 | 700 | 2 | 700 | 2 | 700 | 2 | station distance | 7 | 14515 | station distance | 7 | 14515 | station distance | 7 | 300 | 8.0 | 3 | 1 | 3 | 1 | ZS-1 | 154.1 |
| 15.12. 1922. | 3 | 4 | 153-616 NERESNICA | 3 | S R | A | 2 | 50 | 3 | 50 | 3 | 50 | 3 | station distance | 10 | 14523 | station distance | 10 | 14523 | station distance | 10 | 1.5 | 8 | 0 | 8 | 2 | ZS-1 | | |
| | 4 | 5 | 156-492 NERESNICA | 8 | S R | A | 2 | 562 | 3 | 562 | 3 | 562 | 3 | station distance | 1 | 14518 | station distance | 1 | 14518 | station distance | 1 | 300 | 0.0 | 7 | 1 | 9 | - | ZS-1 | 210.0 |
| 03.04. 1972. | 3 | 4 | 159-700 VOLUJA | 3 | S R | A | 2 | 681 | 3 and 4 | 681 | 3 and 4 | 681 | 3 and 4 | station distance | 10 | 14521 | station distance | 10 | 14521 | station distance | 10 | | | | | | ZS-1 | | |
| | 4 | 5 | 163-582 BRODJICA | 3 | S R | A | 2 | 562 | 3 | 562 | 3 | 562 | 3 | station distance | 1 | 14519 | station distance | 1 | 14519 | station distance | 1 | 300 | 0.0 | 7 | 1 | 9 | - | ZS-1 | 210.0 |
| 29.11.1967. | 3 | 4 | 166-800 BOSILJKOVAC | 3 | S R | A | 2 | 681 | 3 and 4 | 681 | 3 and 4 | 681 | 3 and 4 | station distance | 10 | 14521 | station distance | 10 | 14521 | station distance | 10 | | | | | | ZS-1 | | |
| | 4 | 5 | 170-740 BLAGOJEV KAMEN | 3 | S R | A | 2 | 631 | 2 and 3 | 631 | 2 and 3 | 631 | 2 and 3 | station distance | 1 | 14402 | station distance | 1 | 14402 | station distance | 1 | 350 | 2.0 | 14 | 0 | 15 | - | ZS-1 | 376.9 |
| 03.10. 1963. | 3 | 4 | 178-852 MAJDANPEK | 3 | S R | C3 | 3 | 538 | 2 and 3 | 538 | 2 and 3 | 538 | 2 and 3 | station distance | 1 | 14404 | station distance | 1 | 14404 | station distance | 1 | 300 | 3.0 | 13 | 0 | 16 | - | ZS-1 | 474.5 |
| | 4 | 5 | 181-800 DEBELI LUG | 1 | S R | C3 | 3 | 666 | 1 | 666 | 1 | 666 | 1 | station distance | 1 | 14407 | station distance | 1 | 14407 | station distance | 1 | 350 | 2.0 | 0 | 14 | - | 15 | ZS-1 | 426.1 |
| 25.06. 1960. | 3 | 4 | 187-674 LEŠKOVO | 2 | S R | C3 | 3 | 40 | 2 and 3 | 40 | 2 and 3 | 40 | 2 and 3 | station distance | 1 | 14408 | station distance | 1 | 14408 | station distance | 1 | | | | | | ZS-1 | | |
| | 4 | 5 | 191-800 JASKOVO | 3 | S R | C3 | 3 | 652 | 2 and 3 | 652 | 2 and 3 | 652 | 2 and 3 | station distance | 1 | 14350 | station distance | 1 | 14350 | station distance | 1 | 350 | 0.0 | 0 | 13 | - | 15 | ZS-1 | 364.0 |
| 15.12. 1922. | 3 | 4 | 194-700 VLAOILE SELO | 2 | S R | C3 | 3 | 442 | 2 | 442 | 2 | 442 | 2 | station distance | 4 | 14304 | station distance | 4 | 14304 | station distance | 4 | 250 | 1.0 | 2 | 11 | 3 | ZS-1 | 356.4 | |
| | 4 | 5 | 197-187 VLAOILE | 1 | S R | C3 | 3 | 560 | 2 and 3 | 560 | 2 and 3 | 560 | 2 and 3 | station distance | 1 | 14303 | station distance | 1 | 14303 | station distance | 1 | 250 | 1.0 | 0 | 15 | - | 16 | ZS-1 | 278.7 |
| 29.11.1967. | 3 | 4 | 200-200 GORNJANE | 3 | S R | C3 | 3 | 560 | 2 and 3 | 560 | 2 and 3 | 560 | 2 and 3 | station distance | 1 | 14302 | station distance | 1 | 14302 | station distance | 1 | 300 | 1.0 | 0 | 10 | - | 12 | ZS-1 | 201.6 |
| | 4 | 5 | 202-300 SUSULAJKA | 3 | S R | C3 | 3 | 666 | 1 | 666 | 1 | 666 | 1 | station distance | 1 | 14406 | station distance | 1 | 14406 | station distance | 1 | | | | | | ZS-1 | 152.1 | |
| 03.10. 1963. | 3 | 4 | 205-673 CEROVO | 2 | S R | C3 | 3 | 40 | 2 and 3 | 40 | 2 and 3 | 40 | 2 and 3 | station distance | 1 | 14405 | station distance | 1 | 14405 | station distance | 1 | | | | | | ZS-1 | | |
| | 4 | 5 | 207-800 KRIVELJSKI MOST | 3 | S R | C3 | 3 | 666 | 1 | 666 | 1 | 666 | 1 | station distance | 1 | 14409 | station distance | 1 | 14409 | station distance | 1 | | | | | | ZS-1 | | |
| 25.06. 1960. | 3 | 4 | 211-800 KRIVELJSKI POTOK | 3 | S R | C3 | 3 | 666 | 1 | 666 | 1 | 666 | 1 | station distance | 1 | 14406 | station distance | 1 | 14406 | station distance | 1 | | | | | | ZS-1 | | |
| | 4 | 5 | 215-200 MALI KRIVELJ | 1 | S R | C3 | 3 | 666 | 1 | 666 | 1 | 666 | 1 | station distance | 1 | 14407 | station distance | 1 | 14407 | station distance | 1 | | | | | | ZS-1 | | |
| 29.11.1967. | 3 | 4 | 217-500 BREZONIK | 3 | S R | C3 | 3 | 666 | 1 | 666 | 1 | 666 | 1 | station distance | 1 | 14413 | station distance | 1 | 14413 | station distance | 1 | | | | | | ZS-1 | | |
| | 4 | 5 | 221-401 BOR | 1 | S R | C3 | 3 | 652 | 2 and 3 | 652 | 2 and 3 | 652 | 2 and 3 | station distance | 1 | 14350 | station distance | 1 | 14350 | station distance | 1 | 350 | 0.0 | 0 | 13 | - | 15 | ZS-1 | 364.0 |
| 03.10. 1963. | 3 | 4 | 224-350 BOR TERETNA | 1 | S R | C3 | 3 | 582 | 2 and 3 | 582 | 2 and 3 | 582 | 2 and 3 | station distance | 4 | 14304 | station distance | 4 | 14304 | station distance | 4 | 250 | 1.0 | 2 | 11 | 3 | ZS-1 | 356.4 | |
| | 4 | 5 | 231-092 BORSKA SLATINA | 2 | S R | C3 | 3 | 442 | 2 | 442 | 2 | 442 | 2 | station distance | 1 | 14304 | station distance | 1 | 14304 | station distance | 1 | 250 | 1.0 | 0 | 15 | - | 16 | ZS-1 | 278.7 |
| 25.06. 1960. | 3 | 4 | 238-081 ZAGRAPE | 1 | S R | C3 | 3 | 560 | 2 and 3 | 560 | 2 and 3 | 560 | 2 and 3 | station distance | 1 | 14303 | station distance | 1 | 14303 | station distance | 1 | 250 | 0.0 | 0 | 15 | - | 16 | ZS-1 | 201.6 |
| | 4 | 5 | 244-699 RGTOTINA | 1 | S R | C3 | 3 | 560 | 2 and 3 | 560 | 2 and 3 | 560 | 2 and 3 | station distance | 1 | 14302 | station distance | 1 | 14302 | station distance | 1 | 300 | 1.0 | 0 | 10 | - | 12 | ZS-1 | 152.1 |
| 15.12. 1922. | 3 | 4 | 249-032 OPEN LINE JUNCTION 3 | 6 | S R | C3 | 3 | 666 | 1 | 666 | 1 | 666 | 1 | station distance | 1 | 14406 | station distance | 1 | 14406 | station distance | 1 | | | | | | ZS-1 | | |
| | 4 | 5 | 250-045 OPEN LINE JUNCTION 2 | 6 | S R | C3 | 3 | 666 | 1 | 666 | 1 | 666 | 1 | station distance | 1 | 14406 | station distance | 1 | 14406 | station distance | 1 | | | | | | ZS-1 | | |
| 1914. | 3 | 4 | 0-957 CRVENI KRST | 1 | S R | B2 | 65 | 65 | 65 | 65 | 65 | 65 | 65 | station distance | 1 | 12550 | station distance | 1 | 12550 | station distance | 1 | | | | | | ZS-1 | | |
| | 4 | 5 | 7-493 PANTELEJ | 3 | S R | B2 | 65 | 65 | 65 | 65 | 65 | 65 | 65 | station distance | 1 | 14003 | station distance | 1 | 14003 | station distance | 1 | | | | | | ZS-1 | | |
| 15.12. 1922. | 3 | 4 | 12-382 MATEJEVAC | 1 | S R | B2 | 65 | 65 | 65 | 65 | 65 | 65 | 65 | station distance | 8 | 14001 | station distance | 8 | 14001 | station distance | 8 | 250 | 0.0 | 12 | 0 | 13 | - | ZS-1 | 286.6 |
| | 4 | 5 | 20-645 GORNJA VREZINA | 3 | S R | B2 | 65 | 65 | 65 | 65 | 65 | 65 | 65 | station distance | 1 | 14002 | station distance | 1 | 14002 | station distance | 1 | | | | | | ZS-1 | | |
| 1914. | 3 | 4 | 27-453 JASENOVIK | 3 | S R | B2 | 65 | 65 | 65 | 65 | 65 | 65 | 65 | station distance | 1 | 14004 | station distance | 1 | 14004 | station distance | 1 | | | | | | ZS-1 | | |
| | 4 | 5 | 30-257 GRAMADA | 2 | S R | B2 | 65 | 65 | 65 | 65 | 65 | 65 | 65 | station distance | 8 | 14005 | station distance | 8 | 14005 | station distance | 8 | 240 | 2.0 | 11 | 0 | 13 | - | ZS-1 | 443 |
| 15.12. 1922. | 3 | 4 | 32-600 HADŽICEVO | 3 | S R | B2 | 65 | 65 | 65 | 65 | 65 | 65 | 65 | station distance | 1 | 14006 | station distance | 1 | 14006 | station distance | 1 | | | | | | ZS-1 | | |
| | 4 | 5 | 40-018 SVRLJIG | 1 | S R | B2 | 65 | 65 | 65 | 65 | 65 | 65 | 65 | station distance | 8 | 14007 | station distance | 8 | 14007 | station distance | 8 | 250 | 0.0 | 5 | 11 | 5 | 13 | ZS-1 | 374.7 |
| 15.12. 1922. | 3 | 4 | 45-916 KM 045+916 SC | 9 | S R | B2 | 65 | 65 | 65 | 65 | 65 | 65 | 65 | station distance | 1 | 14008 | station distance | 1 | 14008 | station distance | 1 | | | | | | ZS-1 | | |
| | 4 | 5 | 46-010 NISEVAC | 3 | S R | B2 | 65 | 65 | 65 | 65 | 65 | 65 | 65 | station distance | 1 | 14008 | station distance | 1 | 14008 | station distance | 1 | | | | | | ZS-1 | | |
| 1914. | 3 | 4 | 49-332 PALLJULA | 2 | S R | B2 | 65 | 65 | 65 | 65 | 65 | 65 | 65 | station distance | 8 | 14009 | station distance | 8 | 14009 | station distance | 8 | | | | | | ZS-1 | | |
| | 4 | 5 | 51-692 SVRLJSKI MILJKOVAC | 3 | S R | B2 | 65 | 65 | 65 | 65 | 65 | 65 | 65 | station distance | 6 | 14010 | station distance | 6 | 14010 | station distance | 6 | 250 | 6.0 | 0 | 10 | - | 13 | ZS-1 | 245.7 |
| 15.12. 1922. | 3 | 4 | 60-878 PODAVIS | 2 | S R | B2 | 65 | 65 | 65 | 65 | 65 | 65 | 65 | station distance | 1 | 14011 | station distance | 1 | 14011 | station distance | 1 | | | | | | ZS-1 | | |
| | 4 | 5 | 62-741 RGOŠTE | 3 | S R | B2 | 65 | 65 | 65 | 65 | 65 | 65 | 65 | station distance | 1 | 14012 | station distance | 1 | 14012 | station distance | 1 | | | | | | ZS-1 | | |
| 1914. | 3 | 4 | 68-365 KNJAZEVAC | 1 | S R | B2 | 65 | 65 | 65 | 65 | 65 | 65 | 65 | station distance | 1 | 14013 | station distance | 1 | 14013 | station distance | 1 | 250 | 0.0 | 0 | 9 | - | 9 | ZS-1 | 216.2 |
| | 4 | 5 | 72-105 GORNJE ZUNICE | 3 | S R | B2 | 65 | 65 | 65 | 65 | 65 | 65 | 65 | station distance | 1 | 14014 | station distance | 1 | 14014 | station distance | 1 | | | | | | ZS-1 | | |
| 15.12. 1922. | 3 | 4 | 75-013 DONJE ZUNICE | 3 | S R | B2 | 65 | 65 | 65 | 65 | 65 | 65 | 65 | station distance | 8 | 14015 | station distance | 8 | 14015 | station distance | 8 | | | | | | ZS-1 | | |
| | 4 | 5 | 81-907 MINČEVO | 1 | S R | B2 | 65 | 65 | 65 | 65 | 65 | 65 | 65 | station distance | 8 | 14016 | station distance | 8 | 14016 | station distance | 8 | 400 | 0.0 | 3 | 6 | 3 | 6 | ZS-1 | 188.5 |
| 15.12. 1922. | 3 | 4 | 84-459 SELACKA REKA | 3 | S R | B2 | 65 | 65</ | | | | | | | | | | | | | | | | | | | | | |

| Date of handover to public transport | Distance in km | Changeage | Name of service point | Type of service point | Single/double-track line | Class of railway line | Maximum permitted speed | | Direction A→B | | Direction B→A | | Manner of traffic regulation | Manner of securing the service point | Service point code - UIC | Freight car scales | | Side-/end-loading platform | Occupancy of service point | Open for the acceptance and dispatching of passengers/freight operations | Minimum curve radius | Gradient of the station [%] | | Ruling gradient | Ruling resistance of the line [daN] | | Loading gauge | Altitude | | | | | |
|--------------------------------------|----------------|-------------|----------------------------|-----------------------|--------------------------|-----------------------|-------------------------|------------|---|--------------------------------|---|--------------------------------|------------------------------|--------------------------------------|--------------------------|--------------------|------------------|----------------------------|----------------------------|--|----------------------|-----------------------------|-------|-----------------|-------------------------------------|------|---------------|----------|------|-------|--|--|--|
| | | | | | | | Right track | Left track | Trucks for acceptance of the longest trains | Maximum permitted train length | Trucks for acceptance of the longest trains | Maximum permitted train length | | | | station distance | station distance | | | | | Incline | Slope | | → | ← | | | | | | | |
| 1914. | 3 | 4 | *7.052 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | | | | |
| | 3.860 | 106-906 | GRLJAN | 1 | S | R | B2 | 60(80) | 656 | 2 | and 3 | 656 | 2 | and 3 | station distance | 6 | 14021 | S | U | P/F | 240 | 0.0 | 5 | 7 | 5 | 7 | 5 | 7 | ZS-I | 148 | | | |
| | 0.394 | 107-300 | TIMOK | 3 | S | R | B2 | 60 (70) | 828 | 1 | and 2 | 828 | 1 | and 2 | station distance | 4 | 14060 | S | P | P/F | 300 | 0.0 | 1 | 6 | 2 | 7 | 7 | 7 | ZS-I | 128 | | | |
| | 4.306 | 111-606 | ZAJECAR | 1 | S | R | B2 | 65 | 819 | 2 | and 3 | 819 | 2 | and 3 | station distance | 8 | 14301 | S | P | P/F | 250 | 2.0 | 8 | 8 | 9 | 8 | 9 | 8 | ZS-I | 116.1 | | | |
| | 2.166 | 121-000 | OPEN LINE JUNCTION 2 | 6 | S | R | C3 | | | | | | | | station distance | 1 | | | | | | | | | | | | | | | | | |
| | 0.900 | 121-000 | OPEN LINE JUNCTION 1 | 6 | S | R | C3 | | | | | | | | station distance | 1 | | | | | | | | | | | | | | | | | |
| | 2.731 | 124-631 | TRNAVAC | 1 | S | R | C3 | | | | | | | | station distance | 1 | 14101 | T | P | P | 250 | 3.0 | 10 | 10 | 10 | 10 | 12 | ZS-I | 115 | | | | |
| | 3.902 | 128-533 | COKONJAR | 3 | S | R | C3 | | | | | | | | station distance | 8 | 14102 | | | | | | | | | | | | | | | | |
| | *2.871 | 131-387 | SOKOLOVICA | 3 | S | R | C3 | | | | | | | | station distance | 8 | 14103 | | | | | | | | | | | | | | | | |
| | 4.809 | 136-196 | TABAKOVAC | 1 | S | R | C3 | | | | | | | | station distance | 8 | 14104 | U | P | P | 250 | 1.0 | 1 | 8 | 2 | 9 | 2 | 9 | ZS-I | 84.4 | | | |
| | 2.568 | 138-764 | TABAKOVAČKA REKA | 3 | S | R | C3 | | | | | | | | station distance | 8 | 14105 | | | | | | | | | | | | | | | | |
| | 6.892 | 145-656 | BRUSNIK | 1 | S | R | C3 | | | | | | | | station distance | 8 | 14106 | S | P | P/F | 250 | 0.0 | 0 | 4 | - | 6 | ZS-I | 66.6 | | | | | |
| | 2.870 | 151-330 | CRNOMASNICA | 3 | S | R | C3 | | | | | | | | station distance | 1 | 14107 | | | | | | | | | | | | | | | | |
| | 2.136 | 153-466 | RAJAC | 10 | S | R | C3 | 40 | | | | | | | station distance | 8 | 14109 | S | U | P | 250 | 1.0 | 0 | 3 | - | 4 | ZS-I | 56.9 | | | | | |
| | 3.362 | 156-828 | ROGLJEVO | 1 | S | R | C3 | | | | | | | | station distance | 8 | 14110 | S | U | P | 250 | 0.0 | 2 | 0 | 2 | - | ZS-I | 56.7 | | | | | |
| | 3.416 | 163-608 | MOKRANJA | 3 | S | R | C3 | | | | | | | | station distance | 14111 | | | | | | | | | | | | | | | | | |
| | 4.242 | 167-850 | KOBIŠNICA | 10 | S | R | C3 | | | | | | | | station distance | 14112 | | | | | | | | | | | | | | | | | |
| | 6.278 | 174-128 | NEGOTIN | 1 | S | R | C3 | | | | | | | | station distance | 8 | 14113 | S | P | P | 250 | 1 | 4 | 1 | 4 | 1 | 4 | ZS-I | 39.1 | | | | |
| | 7.887 | 182-015 | PTRAHOVO | 1 | S | R | C3 | | | | | | | | station distance | 5 | 14114 | S | P | P/F | 250 | 0.0 | 7 | 8 | 8 | 8 | 9 | ZS-I | 40.3 | | | | |
| | 2.563 | 184-578 | PTRAHOVO PRISTANIŠTE | 1 | S | R | C3 | | | | | | | | station distance | 8 | 14115 | S | P | P/F | 250 | 5.0 | 5 | 1 | 5 | 1 | 5 | 1 | ZS-I | 55.4 | | | |
| 0.501 | 185-079 | END OF LINE | 1 | S | R | C3 | | | | | | | | station distance | 3 | 14170 | S | P | P/F | 250 | 1 | 17 | 1 | 17 | 1 | 18 | ZS-I | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 0-439 | 0-439 | OPEN LINE JUNCTION 3 | 6 | S | R | C3 | 40 | | | | | | station distance | 6 | | | | | | | | | | | | | | | | | | |
| | 2.560 | 53-334 | OPEN LINE JUNCTION 1 | 6 | S | R | A | 20 | | | | | | station distance | 6 | 11113 | U | | | | | | | | | | | | | | | | |
| | 0.469 | 56-363 | END OF LINE | 1 | S | R | A | | | | | | | station distance | 6 | 11113 | S | U | | | | | | | | | | | | | | | |
| | 2.320 | 0-000 | KURŠUMLIJA | 1 | S | R | A | 20 | | | | | | station distance | 6 | 11113 | S | U | | | | | | | | | | | | | | | |
| | | | OPEN LINE JUNCTION KASTRAT | 6 | S | R | A | | | | | | | station distance | 6 | | | | | | | | | | | | | | | | | | |
| | 3.053 | 3-500 | SAJNOVAC | 3 | S | R | B1 | | | | | | | station distance | 1 | 11001 | S | P | P | 325 | 0.71 | | | | | | | | | | | | |
| | 1.797 | 6-597 | JASENICA | 3 | S | R | B1 | | | | | | | station distance | 11101 | | | | | | | | | | | | | | | | | | |
| | 3.499 | 10-006 | ZITORADA | 1 | S | R | B1 | | | | | | | station distance | 11102 | | | | | | | | | | | | | | | | | | |
| | 0.904 | 11-000 | ZITORADA CENTAR | 3 | S | R | B1 | | | | | | | station distance | 8 | 11103 | S | U | P | 600 | 5.8 | 6 | 0 | 8 | 8 | 8 | ZS-I | 212.3 | | | | | |
| | 2.000 | 14-700 | LUKOMIR | 3 | S | R | B1 | 20 | | | | | | station distance | 11129 | | | | | | | | | | | | | | | | | | |
| | 1.525 | 16-225 | PODINA | 3 | S | R | B1 | | | | | | | station distance | 11104 | | | | | | | | | | | | | | | | | | |
| | 2.575 | 18-800 | BABIN POTOK | 3 | S | R | B1 | | | | | | | station distance | 11105 | | | | | | | | | | | | | | | | | | |
| | 3.527 | 22-327 | PROKUPLJE | 1 | S | R | B1 | | | | | | | station distance | 11124 | | | | | | | | | | | | | | | | | | |
| | 6.720 | 31-734 | TOPLIČKA MALA PLANA | 8 | S | R | A | | | | | | | station distance | 4 | 11106 | S | T | P/F | 300 | 9.1 | 8 | 0 | 8 | 3 | ZS-I | 241 | | | | | | |
| | 2.766 | 34-500 | BRESNICE | 3 | S | R | A | | | | | | | station distance | 10 | 11107 | S | U | P/F | 1000 | 0.0 | 6 | 0 | 0 | 0 | ZS-I | 255 | | | | | | |
| | 3.344 | 37-844 | BELOJIN | 1 | S | R | A | | | | | | | station distance | 8 | 11109 | S | U | P/F | 350 | 6.0 | 6 | 0 | 9 | - | ZS-I | 248.8 | | | | | | |
| | 2.856 | 40-700 | TOPLICA MILAN | 3 | S | R | A | | | | | | | station distance | 11128 | | | | | | | | | | | | | | | | | | |
| | 2.018 | 42-718 | PLOČNIK | 8 | S | R | A | | | | | | | station distance | 10 | 11110 | S | U | P | 350 | 2.0 | 7 | 0 | 0 | 0 | ZS-I | 290 | | | | | | |

| Date of handover to public transport | Right track | Distance in km | Chainage | Name of service point | Type of service point | Single/double-track line | Class of railway line | Maximum permitted speed | | Direction | | Direction | | Manner of securing the service point | Service point code - UIC | Freight car scales | Side-/loading platform | Occupancy of service point | Open for the acceptance and dispatching of passengers/freight operations | Minimum curve radius | Gradient of the station [%] | Ruling gradient | | Ruling resistance of the line [dyn] | Loading gauge | Altitude | | | | | | | | | |
|--|-------------|---|----------------------|----------------------------|-----------------------|--------------------------|-----------------------|-------------------------|------------|-----------|-----|-----------|-------|--------------------------------------|--------------------------|--------------------|------------------------|----------------------------|--|----------------------|-----------------------------|-----------------|------|-------------------------------------|---------------|----------|-----|-----|-----|-----|-------|-------|------|------|------|
| | | | | | | | | Right track | Left track | A→B | B→A | Incline | Slope | | | | | | | | | | | | | | | | | | | | | | |
| 06.06.1930. | 1 | 3 | 4 | BARLOVO | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 313.6 | | | | |
| | | 3.928 | 46-646 | NOVOSELSKE LIVADE | 8 | S | R | A | 410 | 2 | 410 | 2 | 410 | 2 | 410 | 2 | station distance | 8 | 11111 | U | P | 500 | 2.0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ZS-I | | |
| | | 2.654 | 49-300 | PEPELJEVAC | 3 | S | R | A | | | | | | | | | station distance | | 11126 | | | 300 | 3.00 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ZS-I | | | |
| | | 2.700 | 52-000 | PEPELJEVAC | 3 | S | R | A | | | | | | | | | station distance | | 11112 | | | 300 | 3.00 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ZS-I | | | |
| | | 1.334 | 53-334 | OPEN LINE JUNCTION 1 | 6 | S | R | A | | | | | | | | | station distance | 6 | | U | | 250 | 3.00 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ZS-I | | | |
| | | 1.521 | 54-855 | OPEN LINE JUNCTION KASTRAT | 6 | S | R | A | | | | | | | | | station distance | 6 | | U | | 300 | 3.00 | 5 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | ZS-I | | | |
| | | 4.245 | 59-100 | VISOKA | 3 | S | R | A | | | | | | | | | station distance | | 11122 | | | 300 | 3.00 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ZS-I | | | |
| | | 1.700 | 60-800 | LJUŠA | 3 | S | R | A | | | | | | | | | station distance | | 11125 | | | 300 | 3.00 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ZS-I | | | |
| | | 2.010 | 62-810 | RUDARE | 10 | S | R | A | | | | | | | | | station distance | 8 | 11115 | S | U | 300 | 1.0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ZS-I | | |
| | | 4.515 | 67-325 | DESIKA | 3 | S | R | A | | | | | | | | | station distance | | 11127 | | | 300 | 3.00 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ZS-I | | |
| | | 2.555 | 69-880 | KOSANICKA RAČA | 1 | S | R | A | | | | | | | | | station distance | 8 | 11116 | S | U | 300 | 1.4 | 8 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | ZS-I | | |
| | | 3.820 | 73-700 | KOSANICA | 3 | S | R | A | | | | | | | | | station distance | | 11123 | | | 300 | 3.00 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ZS-I | | |
| | | 2.195 | 75-895 | KOSANČIĆ IVAN | 8 | S | R | A | | | | | | | | | station distance | 8 | 11117 | U | P | 400 | 1.7 | 15 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | ZS-I | | |
| 3.105 | 79-000 | VASILJEVAC | 3 | S | R | A | | | | | | | | | station distance | | 11120 | | | 300 | 3.00 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ZS-I | | | | |
| 4.057 | 83-057 | MERDARE | 3 | S | R | A | | | | | | | | | station distance | | 11118 | | | 300 | 3.00 | 14 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | ZS-I | | | | |
| 1.343 | 84-400 | ADMINISTRATIVE LINE | 13 | S | R | A | | | | | | | | | station distance | | | | | 300 | 3.00 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ZS-I | | | | |
| 224 Kosovo Polje – Metohija - Peć **) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 225 Kosovo Polje Teretna - open line junction 1 - (Drenica)**) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 226 Vrbas – Sombor TEMPORARILY SUSPENDED TRAIN SERVICE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 21.12.1906. | 1 | 10.516 | 37-137 | VRBAS | 1 | S | R | C2 | | | | | | | 943 | 3 and 4 | 938 | 3 and 4 | 1 | 23306 | S | T | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 84.2 | | | | |
| | | 7.318 | 54-971 | CRVENKA | 1 | S | R | C2 | | | | | | | | 464 | 2 and 3 | 464 | 2 and 3 | 7 | 24202 | U | | 500 | 0.4 | 2 | 2 | 2 | 2 | 2 | 2 | ZS-I | | | |
| | | 7.705 | 62-676 | SIVAC | 1 | S | R | A | | | | | | | | 492 | 2 and 3 | 452 | 2 and 3 | 7 | 24203 | U | | 500 | 0.4 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | ZS-I | | |
| | | 3.024 | 65-700 | NOVI SIVAC | 3 | S | R | A | | | | | | | | 738 | 2 and 3 | 738 | 2 and 3 | 2 | 24204 | U | | 500 | 0.5 | 8 | 6 | 8 | 6 | 8 | 6 | 8 | 8 | 8 | 8 |
| | | 9.740 | 75-440 | KLJAJICEVO | 1 | S | R | A | | | | | | | | | 625 | 2 and 3 | 625 | 2 and 3 | 2 | 24205 | U | | 500 | 1.8 | 4 | 3 | 4 | 3 | 4 | 3 | 4 | 3 | ZS-I |
| | | 4.255 | 79-695 | CONOPLJA | 10 | S | R | A | | | | | | | | | 424 | 2 and 3 | 424 | 2 and 3 | 10 | 24206 | U | | 450 | 1.8 | 4 | 3 | 4 | 3 | 4 | 3 | 4 | 3 | ZS-I |
| | | 10.015 | 89-710 | SOMBOR | 1 | S | R | A | | | | | | | | | 403 | 2 and 3 | 403 | 2 and 3 | 4 | 25550 | Yes | S/E | P | P/F | 700 | 0.3 | 1 | 1 | 1 | 1 | 1 | 1 | ZS-I |
| | | LOCAL LINES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 301 Subotica - Subotica fabrika | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | RAILWAY LINE OUT OF EXPLOITATION | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 08.01.1885. | 1 | 3.708 | 0-000 | SUBOTICA | 1 | S | L | C3 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 2.431 | 3-708 | SUBOTICA FABRIKA | 1 | S | L | C3 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | ⁹⁾ up to km 002+330 maximum permissible speed is 20 km/h | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 302 Subotica - Subotica bolnica | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 08.01.1885. | 1 | 2.345 | 1-255 | SUBOTICA | 1 | S | L | A' | | | | | | | 594 | 2 and 3 | 594 | 2 and 3 | 4 | 23450 | S/E | P | P/F | 300 | 2.7 | 2 | 5 | 2 | 5 | 2 | 5 | 113.2 | | | |
| | | 0.400 | 3-600 | SUBOTICA BOLNICA | 1 | S | L | A' | | | | | | | | 327 | 1 and 2 | 327 | 1 and 2 | 10 | 24313 | U | | 300 | 2.7 | 2 | 5 | 2 | 5 | 2 | 5 | ZS-I | | | |
| 303 Novi Sad (km 1-042) - Novi Sad Ložionica LINE CLOSED FOR TRAFFIC | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 304 Podbara - open line junction „3“ - open line junction „2“ - (Kač) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 01.03.1969. | 1 | 4+113 | ITOJIBAPA | 6 | S | L | C3 | | | | | | | | 445 | 1 and 2 | 445 | 1 and 2 | 10 | | | | | | | | | | | | | 75.9 | | | |
| | | 2.169 | 6-582 | OPEN LINE JUNCTION 3 | 6 | S | L | C3 | | | | | | | | 10 | | 10 | | 10 | | | | | | | | | | | | | | | |
| | | 1.077 | 7-659 | OPEN LINE JUNCTION 2 | 6 | S | L | C3 | | | | | | | | | | | | 10 | | | | | | | | | | | | | | | |
| LINE CLOSED FOR TRAFFIC | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 305 (Rimski šančevi) - open line junction „1“ - open line junction „3“ - (Podbara) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 01.03.1969. | 6 | 0-910 | OPEN LINE JUNCTION 1 | 6 | S | L | C3 | | | | | | | | | | | | 7 | | | | | | | | | | | | | | | | |
| | | 0-910 | OPEN LINE JUNCTION 3 | 6 | S | L | C3 | | | | | | | | | | | | | 7 | | | | | | | | | | | | | | | |
| | | 0-910 | OPEN LINE JUNCTION 2 | 6 | S | L | C3 | | | | | | | | | | | | | | 7 | | | | | | | | | | | | | | |
| 306 Rimski šančevi - Žabalj | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 02.07.1899. | 1 | 6.406 | 10-270 | RIMSKI ŠANČEVI | 1 | S | L | A | | | | | | | 558 | 2 and 3 | 558 | 2 and 3 | 8 | 23001 | S | P | P/F | 450 | 2.0 | | | | | | | | 83.1 | | |
| | | 2.968 | 16-766 | BAČKI JARAK | 8 | S | L | A | | | | | | | | | | | | 10 | 23002 | S | P | P | 300 | 3.0 | 4 | 0 | 5 | - | - | - | ZS-I | | |
| | | 7.621 | 19-734 | TEMERIN | 1 | S | L | A | | | | | | | | | | | | 10 | 23003 | S | U | P/F | 300 | 3.0 | 4 | 0 | 5 | - | - | - | ZS-I | | |
| | | 6.661 | 27-355 | GOSPODINCI | 1 | S | L | A | | | | | | | | | | | | | 10 | 23004 | S | U | P | 300 | 0.0 | 3 | 0 | 4 | - | - | - | ZS-I | |
| 307 Žabalj - Žabalj | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 02.07.1899. | 1 | 6.661 | 34+016 | ŽABALJ | 1 | S | L | A | | | | | | | 278 | 2 and 3 | 278 | 2 and 3 | 3 | 23005 | S | U | P | 600 | 0.0 | 1 | 0 | 1 | - | - | - | ZS-I | | | |
| | | 6.661 | 34+016 | ŽABALJ | 1 | S | L | A | | | | | | | | 278 | 2 and 3 | 278 | 2 and 3 | 3 | 23005 | S | U | P | 600 | 0.0 | 1 | 0 | 1 | - | - | - | ZS-I | | |

| Date of handover to public transport | Distance in km | Chaining | Name of service point | Type of service point | Class of railway line | Railway line category | | Maximum permitted speed | | Direction A→B | | Direction B→A | | Manner of securing the service point | Service point code - UIC | Freight car scales | Side-/end-loading platform | Occupancy of service point | Open for the acceptance and dispatching of passengers/freight operations | Minimum curve radius | Gradient of the station [%] | Ruling gradient | | Ruling resistance of the line [dyn] | | Loading gauge | Altitude | | | | | | | | | | |
|--|----------------|----------|---|-----------------------|-----------------------|--------------------------|-------------|-------------------------|---------------------------|--------------------------------|---------------------------|--------------------------------|---------|--------------------------------------|--------------------------|--------------------|----------------------------|----------------------------|--|----------------------|-----------------------------|-----------------|-----|-------------------------------------|----|---------------|----------|------|-------|-------|--|--|--|--|--|--|--|
| | | | | | | Single/double-track line | Right track | Left track | Trains for longest trains | Maximum permitted train length | Trains for longest trains | Maximum permitted train length | Incline | | | | | | | | | Slope | → | ← | | | | | | | | | | | | | |
| | | | | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | | | | | | | | |
| 308 (Brasina) - OPEN LINE JUNCTION DONJA BORINA | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | 68+685] OPEN LINE JUNCTION DONJA BORINA | 3 | S | L | A | 50 | | | | | | 3 | | | | | | | 0,0 | | | | | | | | | | | | | | | | |
| | 1.915 | | 70+600] RADALJ | 6 | S | L | A | | | | | | | station distance | | | | | | | 700 | 2,0 | | | | | | Zs-I | 140.1 | | | | | | | | |
| 15.05.1950. | 2.854 | | 73+454] ZVORNİK | 1 | S | L | A | | | | | | | station distance | 4 | 16317 | | | | | P | P/F | 700 | 0,0 | 4 | 2 | 5 | 3 | Zs-I | 147.7 | | | | | | | |
| | 1.846 | | 75+300] ZVORNİK GRAD | 1 | S | L | A | - 9) | | | | | | station distance | 4 | 16317 | | | | | | | 700 | 0,0 | 4 | 2 | 5 | 3 | Zs-I | 147.7 | | | | | | | |
| * up to km 0/74+000 the maximum permissible speed is 10 km/h | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 309 Pančevo Varoš - Pančevo Vojlovica | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | 0+568] PANČEVO VAROŠ | 1 | | | | | | | | | | 2 and 3 | | | | | | | 506 | 2 and 3 | 506 | 2 and 3 | | | | | | | | | | | | | |
| 11.11.1935. | 0.732 | | 1+300] PANČEVO STRELISTE | 3 | S | L | D2 | | | | | | | 2 and 3 | | | | | | | | | | | | | | | | | | | | | | | |
| | 1.614 | | 2+914] PANČEVO VOJLOVICA | 1 | S | L | D2 | | | | | | | 3 and 4 | | | | | | | | | | | | | | | | | | | | | | | |
| | 0.561 | | 3+475] END OF LINE | 1 | S | L | D2 | | | | | | | station distance | | | | | | | | | | | | | | | | | | | | | | | |
| 310 Connecting track of the station Senja. (Čoka) - junction point 22 - junction point 23 - (Orom) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | 38+407] JUNCTION POINT 22 SENJA | 12 | S | L | A | | | | | | | station distance | 1 | | | | | | | | | | | | | | | | | | | | | | |
| | 0.757 | | 39+164] JUNCTION POINT 23 SENJA | 12 | S | L | A | | | | | | | station distance | 1 | | | | | | | | | | | | | | | | | | | | | | |
| 311 Markovac - Svilajnac - Despotovac - (Resavica) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | 0+500] MARKOVAC | 1 | S | L | B2 | | | | | | | 5 | | | | | | | | | | | | | | | | | | | | | | | |
| 01.09.1951. | 9.432 | | 9+932] SVILAJNAC | 1 | S | L | B2 | | | | | | | 855 | 4 | 812 | | | | | | | | | | | | | | | | | | | | | |
| | 7.568 | | 17+500] SEDLARE | 3 | S | L | A | 20 | | | | | | 667 | 3 | 667 | | | | | | | | | | | | | | | | | | | | | |
| 29.11.1951. | 5.700 | | 23+200] RESAVSKO JASENOVO | 3 | S | L | A | | | | | | | station distance | | | | | | | | | | | | | | | | | | | | | | | |
| | 4.270 | | 27+470] RESAVA | 1 | S | L | A | | | | | | | station distance | | | | | | | | | | | | | | | | | | | | | | | |
| | 7.350 | | 34+820] DESPOTOVAC | 1 | S | L | A | | | | | | | 790 | 3 | 790 | | | | | | | | | | | | | | | | | | | | | |
| | 1.580 | | 36+400] VOJNIK | 3 | S | L | A | | | | | | | station distance | | | | | | | | | | | | | | | | | | | | | | | |
| | 6.164 | | 42+564] DVORIŠTE | 1 | S | L | A | | | | | | | 764 | 2 | 764 | | | | | | | | | | | | | | | | | | | | | |
| 1967. | 3.236 | | 45+800] DUTOVO | 3 | S | L | A | | | | | | | station distance | | | | | | | | | | | | | | | | | | | | | | | |
| | 7.560 | | 53+360] RESAVICA | 1 | S | L | A | | | | | | | 506 | 4 | 506 | | | | | | | | | | | | | | | | | | | | | |
| | 0.390 | | 53+750] END OF LINE | 1 | S | L | A | | | | | | | station distance | | | | | | | | | | | | | | | | | | | | | | | |
| 312 Metohija - Prizren **) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 313 Vršac - Bela Crkva | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | 87+546] VRŠAC | 1 | S | L | A | | | | | | | 643 | 4 and 5 | 643 | | | | | | | | | | | | | | | | | | | | | |
| 20.07.1858. | 1+118 | | 88+664] OPEN LINE JUNCTION B JASENOVO | 6 | S | L | A | | | | | | | station distance | | | | | | | | | | | | | | | | | | | | | | | |
| | 8+599 | | 97+263] POTPORANJ | 8 | S | L | A | | | | | | | station distance | | | | | | | | | | | | | | | | | | | | | | | |
| | 5+436 | | 102+699] STRAZA | 3 | S | L | A | 30 | | | | | | 753 | 1 and 2 | 753 | | | | | | | | | | | | | | | | | | | | | |
| | 4+816 | | 107+515] JASENOVO | 1 | S | L | A | | | | | | | station distance | | | | | | | | | | | | | | | | | | | | | | | |
| | 7+134 | | 114+649] CRVENA CRKVA | 3 | S | L | A | | | | | | | station distance | | | | | | | | | | | | | | | | | | | | | | | |
| 01.11.1856. | 4+418 | | 119+067] BELA CRKVA | 1 | S | L | A | | | | | | | 681 | 2 and 3 | 681 | | | | | | | | | | | | | | | | | | | | | |
| | 2+433 | | 121+500] END OF LINE | 1 | S | L | A | | | | | | | station distance | | | | | | | | | | | | | | | | | | | | | | | |
| SHUNTING LINES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 401 Vršac - Vršac Vašariste | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | 0+558] VRŠAC | 1 | S | man | C2 | 50 | | | | | | 643 | 4 and 5 | 643 | | | | | | | | | | | | | | | | | | | | | |
| | 2.857 | | 3+415] VRŠAC VAŠARIŠTE | 2 | S | man | C2 | | | | | | | station distance | | | | | | | | | | | | | | | | | | | | | | | |
| 402 Kikinda - Metaniško sirištni kompleks (km 6+413) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | 0+000] KIKINDA | 1 | S | man | A | 40 | | | | | | 842 | 2 and 3 | 842 | | | | | | | | | | | | | | | | | | | | | |
| | 6.285 | | 6+285] MSK (INDUSTRIAL TRACKS) | 1 | S | man | A | | | | | | | station distance | | | | | | | | | | | | | | | | | | | | | | | |
| 403 Bogojeto - Dunitvska obala LINE CLOSED FOR TRAFFIC | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 404 Paracin - Stari Popovac LINE CLOSED FOR TRAFFIC | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 405 Surčin - Jakovo Bečmen | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | 12+100] SURČIN | 1 | S | man | A | 20 | | | | | | 733 | 3 | 733 | | | | | | | | | | | | | | | | | | | | | |
| | 3.400 | | 15+500] JAKOVO-BEČMEN | 1 | S | man | A | | | | | | | station distance | | | | | | | | | | | | | | | | | | | | | | | |
| | 1.000 | | 16+500] END OF LINE | 1 | S | man | A | | | | | | | station distance | | | | | | | | | | | | | | | | | | | | | | | |

Appendix 7. Overview of primary train delay causes

| 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) |

| 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

| Service point | Location | km position of the beginning and the end of platform | Platform/arranged surface | Dimensions | | |
|--|----------------------------------|--|---------------------------|------------|------------|-----------|
| | | | | Length (m) | Height (m) | Width (m) |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| MAIN LINES | | | | | | |
| 101 Belgrade Center- Stara Pazova- Šid- state border - (Tovarnik) | | | | | | |
| BELGRADE CENTER | 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 |
| | 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 |
| NOVI BEOGRAD | 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 |
| | between the 2nd and 3rd track | 3+204,17 - 3+679,48 | platform | 475,00 | 0,55 | 10,46 |
| | 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 | 10,46 |
| Tošin bunar | next to 5th track | 3+204,17 - 3+679,48 | platform | 475,00 | 0,55 | 5,60 |
| | next to right track | 5+104,79 - 5+274,76 | platform | 110,00 | 0,55 | 4,00 |
| | next to left track | 5+104,79 - 5+274,76 | platform | 110,00 | 0,55 | 4,00 |
| ZEMUN | between the 1st and 2nd track | 8+276 – 8+676 | platform | 400,00 | 0,55 | 6,16 |
| | between the 3rd and 4th track | 8+276 – 8+676 | platform | 400,00 | 0,55 | 6,16 |
| | 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 |
| ZEMUNSKO POLJE | between the 1st and 2nd track | 12+264 -12+374 | platform | 110,00 | 0,55 | 4,00 |
| | 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 |
| Kamendin | next to left track | 13+955 – 14+065 | platform | 110,00 | 0,55 | 4,00 |
| | next to right track | 13+744 – 13+854 | platform | 110,00 | 0,55 | 4,00 |
| BATAJNICA | next to 1st track | 18+884 – 19+104 | platform | 220,00 | 0,55 | 4,00 |
| | 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 | 0,55 | 7,91 |
| STARA PAZOVA | next to 1st track | 35+015-35+235 l.n. | platform | 220,00 | 0,55 | 3,00 |
| | 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 |
| | 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 |
| RUMA | between the 2nd and 3rd track | 64+733-64+973 | platform | 240,00 | 0,35 | 1,60 |
| | 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 |
| | between the 3rd and 4th track | 81+563-81+763 | platform | 200,00 | 0,35 | 1,60 |
| Lačarak | 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 | 94+059-94+159 | platform | 100,00 | 0,35 | 1,60 |
| | between the 3rd and 4th track | 94+131-94+141 | platform | 10,00 | 0,35 | 1,60 |
| Kuzmin | NONE | | | | | |
| KUKUJEVCI-ERDEVİK | between the 2nd and 3rd track | 104+935-104+985 | platform | 50,00 | 0,45 | 1,60 |
| | 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 | 0,35 | 1,60 |
| Gibarac | NONE | | | | | |
| ŠID | between the 1st and 2nd track | 116+300-116+490 | arranged surface | 190,00 | 0,10 | 2,50 |
| | between the 2nd and 3rd track | 116+300-116+665 | platform. | 365,00 | 0,45 | 1,60 |
| | between the 3rd and 4th track | 116+300-116+677 | platform | 377,00 | 0,45 | 1,60 |
| 102 Belgrade Center– Junction „G“ – Rakovica - Mladenovac - Lapovo - Niš - Preševo - state border - (Tabanovce) | | | | | | |

| Service point | Location | km position of the beginning and the end of platform | Platform/arranged surface | Dimensions | | |
|-------------------------|-------------------------------|--|---------------------------|------------|------------|-----------|
| | | | | Length (m) | Height (m) | Width (m) |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| BELGRADE CENTER | 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 |
| | 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 |
| RAKOVICA | next to 2nd track - right | 8+460-8+786 | platform | 326,00 | 0,55 | 6,10 |
| | 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 |
| RESNIK | next to 1st track | 14+080-14+240 | arranged surface | 160,00 | 0,55 | 4,00 |
| | 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 |
| PINOSAVA | NONE | | | | | |
| Ripanj Kolonija | next to railway line - left | 20+080-20+180 | platform | 100,00 | 0,35 | 1,00 |
| RIPANJ | between the 1st and 2nd track | 21+324,00-21+356,40 | platform | 32,40 | 0,35 | 1,00 |
| | between the 2nd and 3rd track | 21+265,70-21+361,20 | platform | 95,50 | 0,35 | 1,55 |
| | between the 3rd and 4th track | 21+265,70-21+361,20 | platform | 95,50 | 0,35 | 1,55 |
| KLENJE | between the 1st and 2nd track | 24+743,40-24+804,00 | platform | 60,60 | 0,35 | 1,00 |
| | between the 2nd and 3rd track | 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 | 0,40 | 1,60 |
| RALJA | between the 1st and 2nd track | 34+695-34+774 | platform | 79,00 | 0,40 | 1,60 |
| | between the 2nd and 3rd track | 34+695-34+774 | platform | 79,00 | 0,40 | 1,60 |
| SOBOT KOSMAJSKI | between the 2nd and 3rd track | 41+454-41+544 | platform | 90,00 | 0,40 | 1,60 |
| VLAŠKO POLJE | between the 2nd and 3rd track | 47+684-47+784 | platform | 100,00 | 0,40 | 1,60 |
| MLADENOVAC | between the 2nd and 3rd track | 53+089-53+190 | platform | 101,00 | 0,40 | 1,60 |
| | between the 3rd and 4th track | 53+030-53+190 | platform | 160,00 | 0,40 | 1,60 |
| KOVAČEVAC | between the 1st and 2nd track | 59+954-60+109 | platform | 155,00 | 0,40 | 1,60 |
| | 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 |
| KUSADAK | between the 1st and 2nd track | 67+497-67+650 | platform | 153,00 | 0,40 | 1,60 |
| | 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 |
| GLIBOVAC | between the 1st and 2nd track | 73+941-74+041 | platform | 100,00 | 0,50 | 1,50 |
| | between the 2nd and 3rd track | 73+978-74+078 | platform | 100,00 | 0,50 | 1,50 |
| PALANKA | between the 1st and 2nd track | 78+476-78+586 | platform | 110,00 | 0,50 | 1,50 |
| | 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 |
| VELIKA PLANA | 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 |
| | 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 |
| Staro Selo | next to right track | 94+008-94+055 | platform | 47,00 | 0,40 | 1,60 |
| | next to left track | 94+008-94+055 | platform | 47,00 | 0,40 | 1,60 |
| Novo Selo | next to right track | 97+660-97+706 | platform | 46,00 | 0,40 | 1,60 |
| | next to left track | 97+660-97+706 | platform | 46,00 | 0,40 | 1,60 |
| MARKOVAC | between the 2nd and 3rd track | 100+400-100+450 | platform | 50,00 | 0,40 | 1,60 |
| | 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 |
| Lapovo Varoš | next to right track | 106+250-106+310 | platform | 60,00 | 0,35 | 1,60 |
| | next to left track | 106+250-106+310 | platform | 60,00 | 0,35 | 1,60 |
| Lapovo Marshalling Yard | next to right track | 108+350-108+400 | platform | 50,00 | 0,35 | 1,60 |
| | next to left track | 108+340-108+390 | platform | 50,00 | 0,35 | 1,60 |
| LAPOVO | next to 1st track | 109+460-109+510 | platform | 50,00 | 0,35 | 1,60 |
| | 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 |
| | 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 |

| Service point | Location | km position of the beginning and the end of platform | Platform/arranged surface | Dimensions | | |
|------------------|---------------------------------------|--|---------------------------|------------|------------|-----------|
| | | | | Length (m) | Height (m) | Width (m) |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| | next to left track | 116+940-116+990 | platform | 50,00 | 0,35 | 1,60 |
| BAGRĐAN | 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 |
| JAGODINA | between the 1st and 2nd track | 135+192-135+342 | platform | 150,00 | 0,20 | 1,90 |
| | 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 |
| | 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 |
| | 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 |
| | next to left track | 163+565-163+615 | platform | 50,00 | 0,35 | 1,60 |
| Drenovac | next to right track | 166+605-166+655 | platform | 50,00 | 0,35 | 1,60 |
| | next to left track | 166+605-166+655 | platform | 50,00 | 0,35 | 1,60 |
| ĆIĆEVAC | between the 2nd and 3rd track | 171+550-171+640 | platform | 90,00 | 0,35 | 1,60 |
| | between 3 rd and 4th track | 171+550-171+640 | platform | 90,00 | 0,35 | 1,60 |
| Lučina | next to right track | 173+625-173+674 | platform | 49,00 | 0,35 | 1,60 |
| | next to left track | 173+625-173+674 | platform | 49,00 | 0,35 | 1,60 |
| STALAĆ | between the 2nd and 3rd track | 176+222-176+425 | platform | 203,00 | 0,28 | 6,40 |
| | 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 | NONE | | | | | |
| BRALJINA | between the 2nd and 3rd track | 186+443-186+563 | platform | 120,00 | 0,35 | 1,60 |
| | 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 |
| ĐUNIS | between the 2nd and 3rd track | 194+882-195+003 | platform | 121,00 | 0,35 | 1,60 |
| | between the 3rd and 4th track | 194+882-195+003 | platform | 121,00 | 0,35 | 1,60 |
| Vitkovac | next to right track | 199+160-199+210 | platform | 50,00 | 0,35 | 1,60 |
| | next to left track | 199+160-199+210 | platform | 50,00 | 0,35 | 1,60 |
| Donji Ljubeš | next to right track | 201+175-201+225 | platform | 50,00 | 0,35 | 1,60 |
| | next to left track | 201+175-201+225 | platform | 50,00 | 0,35 | 1,60 |
| Gornji Ljubeš | next to right track | 203+560-203+610 | 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 4th 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 |
| | next to left track | 208+087-208+186 | platform | 99,00 | 0,35 | 1,60 |
| ADROVAC | next to 1st track | 210+445-210+530 | platform | 85,00 | 0,28 | 5,00 |
| | between the 1st and 2nd track | 210+432-210+521 | platform | 89,00 | 0,35 | 1,60 |
| | between the 2nd and 3rd track | 210+440-210+562 | platform | 122,00 | 0,35 | 1,60 |
| ALEKSINAC | between the 2nd and 3rd track | 214+067-214+277 | platform | 210,00 | 0,35 | 1,60 |
| | between the 3rd and 4th track | 214+067-214+277 | platform | 210,00 | 0,35 | 1,60 |
| Nozrina | next to right track | 217+400-217+500 | platform | 100,00 | 0,35 | 1,60 |
| | 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 |
| | next to left track | 218+708-218+785 | platform | 77,00 | 0,35 | 1,60 |
| Tešica | next to right track | 222+062-222+164 | platform | 102,00 | 0,35 | 1,60 |
| | next to left track | 222+062-222+164 | platform | 102,00 | 0,35 | 1,60 |
| GREJAČ | between the 2nd and 3rd track | 224+656-224+758 | platform | 102,00 | 0,35 | 1,60 |
| | between the 3rd and 4th track | 224+656-224+708 | platform | 52,00 | 0,35 | 1,60 |
| Supovački Most | next to right track | 228+087-228+155 | platform | 68,00 | 0,35 | 1,60 |
| | next to left track | 228+091-228+159 | platform | 68,00 | 0,35 | 1,60 |
| Mezgraja | next to right track | 229+306-229+416 | platform | 110,00 | 0,35 | 1,60 |
| | next to left track | 229+306-229+416 | platform | 110,00 | 0,35 | 1,60 |
| Vrtište | next to right track | 232+544-232+631 | platform | 87,00 | 0,35 | 1,60 |
| | next to left track | 232+544-232+631 | platform | 87,00 | 0,35 | 1,60 |
| TRUPALE | between the 2nd and 3rd track | 234+893-234+994 | platform | 101,00 | 0,40 | 1,60 |
| | between the 4th and 5th track | 234+893-234+994 | platform | 101,00 | 0,40 | 1,60 |

| Service point | Location | km position of the beginning and the end of platform | Platform/arranged surface | Dimensions | | |
|---|-------------------------------|--|---------------------------|------------|------------|-----------|
| | | | | Length (m) | Height (m) | Width (m) |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| CRVENI KRST | between the 2nd and 3rd track | 240+842-240+994 | platform | 152,00 | 0,40 | 1,60 |
| NIŠ | 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 |
| | 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 |
| Malošišće | 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 | 1,60 |
| | between the 2nd and 3rd track | 261+419-261+526 | platform | 107,00 | 0,40 | 1,60 |
| Kočane | next to railway line - right | 263+218-263+263 | platform | 45,00 | 0,40 | 1,10 |
| | 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 | 1,60 |
| 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 | | | | | |
| LESKOVAC | between the 1st and 2nd track | 287+460-287+679 | platform | 219,00 | 0,40 | 1,60 |
| | between the 2nd and 3rd track | 287+507-287+630 | platform | 123,00 | 0,40 | 1,60 |
| ĐORĐEVO | NONE | | | | | |
| 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 | next to railway line - left | 308+614-308+629 | platform | 15,00 | 0,40 | 1,60 |
| PREDEJANE | between the 1st and 2nd track | 312+675-312+750 | platform | 75,00 | 0,40 | 1,60 |
| DŽEP | between the 2nd and 3rd track | 319+629-319+710 | platform | 81,00 | 0,40 | 1,60 |
| MOMIN KAMEN | next to railway line - left | 322+900-322+930 | platform | 30,00 | 0,40 | 1,60 |
| Šelince | NONE | | | | | |
| 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 | 1,60 |
| Lepenički most | NONE | | | | | |
| Stubal | NONE | | | | | |
| PRIBOJ VRANJSKI | NONE | | | | | |
| VRANJSKA BANJA | between the 1st and 2nd track | 347+958-348+080 | platform | 122,00 | 0,40 | 1,60 |
| VRANJE | between the 1st and 2nd track | 354+080-354+260 | platform | 180,00 | 0,40 | 1,60 |
| | between the 2nd and 3rd track | 354+125-354+242 | platform | 117,00 | 0,40 | 1,60 |
| Neradovac | NONE | | | | | |
| RISTOVAC | between the 1st and 2nd track | 365+666-365+768 | platform | 102,00 | 0,40 | 1,60 |
| | between the 2nd and 3rd track | 365+666-365+768 | platform | 102,00 | 0,40 | 1,60 |
| BUJANOVAC | between the 1st and 2nd track | 373+665-373+720 | platform | 55,00 | 0,40 | 1,60 |
| Letovica | NONE | | | | | |
| BUKAREVAC | NONE | | | | | |
| PREŠEVO | between the 1st and 2nd track | 392+256-392+357 | platform | 101,00 | 0,40 | 1,60 |
| 103 (Belgrade Center) - Rakovica - Jajinci - Mala Krsna - Velika Plana | | | | | | |
| RAKOVICA | next to 2nd track - right | 8+460-8+786 | platform | 326,00 | 0,55 | 6,10 |
| | 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 |
| JAJINCI | NONE | | | | | |
| BELO POTOK | between the 2nd and 3rd track | 16+240-16+337 | platform | 97,00 | 0,40 | 1,60 |
| | between the 3rd and 4th track | 16+240-16+351 | platform | 111,00 | 0,40 | 1,60 |
| Zuce staj. | next to railway line - right | 20+305-20+363 | platform | 58,00 | 0,40 | 1,60 |
| ZUCE | between the 1st and 2nd track | 21+180-21+287 | platform | 107,00 | 0,40 | 1,60 |
| VRČIN | between the 1st and 2nd track | 24+824-24+932 | platform | 108,00 | 0,40 | 1,60 |
| | between the 2nd and 3rd track | 24+824-24+934 | platform | 110,00 | 0,40 | 1,60 |
| Kasapovac | next to railway line - left | 27+840-27+938 | platform | 98,00 | 0,40 | 1,60 |
| 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 |

| Service point | Location | km position of the beginning and the end of platform | Platform/arranged surface | Dimensions | | |
|--|--|--|---------------------------|------------|------------|-----------|
| | | | | Length (m) | Height (m) | Width (m) |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| | 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 |
| | 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 |
| MALA KRSNA | 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 |
| | 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 |
| OSIPAONICA | between the 1st and 2nd track | 76+168-76+231 | platform | 63,00 | 0,40 | 1,60 |
| | 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 | 1,30 |
| Saraorci | NONE | | | | | |
| 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 | 100,00 | 0,40 | 1,60 |
| 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 |
| VELIKA PLANA | 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 |
| | 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 Junction Čuprija – Čuprija – Paraćin | | | | | | |
| ČUPRIJA | between the 1st and 2nd track | 0+516-0+641 | platform | 125,00 | 0,20 | 1,60 |
| | between the 2nd and 3rd track | 0+516-0+641 | platform | 125,00 | 0,30 | 1,60 |
| PARAĆIN | between the 3rd and 4th track | 155+081-155+184 | platform | 103,00 | 0,35 | 1,60 |
| | between the 4th and 5th track | 155+065-155+166 | platform | 101,00 | 0,20 | 1,90 |
| 105 (Belgrade Center) - Stara Pazova- Novi Sad- Subotica - state border - (Kelebia) | | | | | | |
| STARA PAZOVA | next to 1st track | 34+015-35+235 л.н. | platform | 220,00 | 0,55 | 3,00 |
| | between the 5th and 6th track | 35+015-35+265 л.н. | platform | 250,00 | 0,55 | 6,16 |
| INDIJA | next to 1 st track | 42+577 - 42+977 | platform | 400,00 | 0,55 | 4,10 |
| | between the 4th and 5th track | 42+577 - 42+977 | platform | 400,00 | 0,55 | 7,55 |
| BEŠKA | next to 1st track | 53+922 - 54+142 | platform | 220,00 | 0,55 | 4,00 |
| | next to 4 th track | 53+922 - 54+142 | platform | 220,00 | 0,55 | 4,00 |
| SREMSKI KARLOVCI | between the 1st and 2nd track | 65+759 - 65+979 | platform | 220,00 | 0,55 | 4,00 |
| | between the 1st and 2nd track | 65+759 - 65+979 | platform | 220,00 | 0,55 | 4,00 |
| PETROVARADIN | between the 1st and 2nd track | 70+603 – 70+823 | platform | 220,00 | 0,55 | 6,10 |
| | between the 5 th and 6 th track | 70+708 - 70+928 | platform | 220,00 | 0,55 | 6,10 |
| NOVI SAD | between the 10th and 11th track | 77+077-77+214 | platform | 137,00 | 0,55 | 6,10 |
| | between the 7th and 8th track | 76+794-76+919 | platform | 125,00 | 0,55 | |
| | next to 1st track | 76+809-77+214 | platform | 405,00 | 0,55 | 8,60 |
| | between the 2nd and 3rd track | 76+819-77+247 | platform | 428,00 | 0,55 | 8,60 |
| | between the 4th and 5th track | 76+837-78+247 | platform | 410,00 | 0,55 | 8,60 |
| | next to the 6th track | 76+892-77+177 | platform | 285,00 | 0,55 | 6,00 |
| RUMENKA | NONE | | | | | |
| KISAČ | next to the 1st track left | 90+222-90+442 | platform | 220,00 | 0,55 | 4,00 |
| | next to the 4th track right | 90+222-90+442 | platform | 220,00 | 0,55 | 4,00 |
| Stepanovićevo | next to the 1st track right | 97+227-97+447 | platform | 220,00 | 0,55 | 4,00 |
| | next to the 4th track left | 97+227-97+447 | platform | 220,00 | 0,55 | 4,00 |
| ZMAJEVO | next to the 1st track right | 102+481-102+701 | platform | 220,00 | 0,55 | 4,00 |

| Service point | Location | km position of the beginning and the end of platform | Platform/arranged surface | Dimensions | | |
|--|--------------------------------------|--|---------------------------|------------|------------|-----------|
| | | | | Length (m) | Height (m) | Width (m) |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| | next to the 4th track left | 102+664-102+884 | platform | 220,00 | 0,55 | 4,00 |
| VRBAS NOVA | next to the 1st track right | 113+500-113+720 | platform | 220,00 | 0,55 | 4,00 |
| | between the 1st and 2nd track | 113+410-113+810 | platform | 400,00 | 0,55 | 6,60 |
| | between the 5th and 6th track | 113+410-113+810 | platform | 400,00 | 0,55 | 6,60 |
| | next to the 1st track right | 129+386-129+606 | platform | 220,00 | 0,55 | 4,00 |
| LOVČENAC – MALI IĐOŠ | next to the 4th track left | 129+386-129+606 | platform | 220,00 | 0,55 | 4,00 |
| | next to the 1st track left | 143+406-143+806 | platform | 400,00 | 0,55 | 4,00 |
| BAČKA TOPOLA | next to the 4th track right | 143+406-143+806 | platform | 400,00 | 0,55 | 4,00 |
| | next to the 1st track right | 156+965-157+185 | platform | 220,00 | 0,55 | 4,00 |
| ŽEDNIK | next to the 4th track left | 156+965-157+185 | platform | 220,00 | 0,55 | 4,00 |
| | next to the 1st track left | 166+393-166+613 | platform | 220,00 | 0,55 | 4,00 |
| NAUMOVIĆEVO | next to the 4th track right | 166+393-166+613 | platform | 220,00 | 0,55 | 4,00 |
| | next to the 1st track left | 176+606-176+850 | platform | 244,00 | 0,55 | 3,00 |
| Subotica | between the 2nd and 3rd track | 176+450-176+850 | platform | 400,00 | 0,55 | 6,10 |
| | between the 4th and 5th track | 176+550-176+820 | platform | 270,00 | 0,55 | 6,10 |
| | between the 6th and 7th track | 176+605-176+826 | platform | 221,00 | 0,55 | 6,10 |
| | | | | | | |
| 106 NIŠ - DIMITROVGRAD - state border –(Dragoman) | | | | | | |
| NIŠ | 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 |
| | between the 4th and 5th track | 243+410-243+771 | platform | 361,00 | 0,40 | 8,00 |
| | 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 | | | | | |
| ČELE KULA | between the 2nd and 3rd track | 5+422-5+502 | platform | 80,00 | 0,40 | 1,60 |
| EI NIŠ | NONE | | | | | |
| 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 |
| | next to railway line - right | 14+740-14+770 | platform | 30,00 | 0,40 | 1,60 |
| SICEVO | NONE | | | | | |
| OSTROVICA | between the 1st and 2nd track | 22+475-22+529 | platform | 54,00 | 0,40 | 1,60 |
| Majdan Ostrovica | NONE | | | | | |
| Radov Dol | next to railway line - left | 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 |
| Crveni Breg | next to railway line - left | 34+262-34+292 | platform | 30,00 | 0,40 | 1,60 |
| CRVENA REKA | 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 |
| Crkvica | NONE | | | | | |
| ČIFLIK | NONE | | | | | |
| Sinjac | NONE | | | | | |
| Đurđevo polje | NONE | | | | | |
| Crvenčevo | NONE | | | | | |
| STANIČENJE | NONE | | | | | |
| Sopot | NONE | | | | | |
| 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 | | | | | |
| Činiglavci | next to railway line - left | 90+465-90+471 | platform | 6,00 | 0,40 | 1,60 |
| | next to railway line - left | 90+485-90+491 | platform | 6,00 | 0,40 | 1,60 |
| Srećkovac | NONE | | | | | |
| DIMITROVGRAD | next to 14th track | 97+126-97+267 | platform | 141,00 | 0,40 | 2,50 |
| | between the 1st and 2nd track | 97+316-97+717 | platform | 401,00 | 0,40 | 3,20 |
| 107 Belgrade Center– Pančevo Main St. - Vršac - state border - (Stamora Moravita) | | | | | | |
| BELGRADE CENTER | 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 |
| | 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 |

| Service point | Location | km position of the beginning and the end of platform | Platform/arranged surface | Dimensions | | |
|--|--|---|-------------------------------------|------------|------------|-----------|
| | | | | Length (m) | Height (m) | Width (m) |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| Karadordev park | between the tracks (next to left Banat track) | 1+123-1+215 | platform | 92,00 | 0,55 | 7,00 |
| | between the tracks (next to right Banat track) | 1+222-1+314 | platform | 92,00 | 0,55 | 7,00 |
| Vukov spomenik | between the tracks | 2+754,13-2+829,13 (chainage along the left) 2+850,52-2+925,52 (chainage along the right) | central platform | 75,00 | 0,95 | 18,60 |
| | between the tracks (next to right Banat track) | 2+785,52-2+850,52 | lateral platform towards the Center | 65,00 | 0,95 | 3,50 |
| | between the tracks (next to right Banat track) | 2+925,52-3+010,52 | lateral platform towards the bridge | 85,00 | 0,95 | 3,50 |
| | between the tracks (next to left Banat track) | 2+689,13-2+754,13 | lateral platform towards the Center | 65,00 | 0,95 | 3,50 |
| | between the tracks (next to left Banat track) | 2+829,13-2+914,13 | lateral platform towards the bridge | 85,00 | 0,95 | 3,50 |
| PANČEVAČKI MOST | next to 1st track | 4+590-4+741 | platform | 151,00 | 0,90 | 4,94 |
| | next to 2nd track | 4+694-4+845 | platform | 151,00 | 0,90 | 4,94 |
| | next to railway line - right | 10+500-10+600 | Danube platform | 100,00 | 0,35 | 1,60 |
| Krnjača most | Between the left and right 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 |
| | 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 | 220,00 | 0,55 | 4,00 |
| | between the 4th and 5th track | 12+537,60-12+757,60 | platform | 220,00 | 0,55 | 6,10 |
| PANČEVO MAIN STATION | between the 1st and 2nd track | 15+913-16+033 | platform | 120,00 | 0,40 | 1,60 |
| | between the 1st and 2nd track | 16+090-16+210 | platform | 120,00 | 0,40 | 1,60 |
| | 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 |
| PANČEVO VAROŠ | next to 1st track | 18+131-18+223 | station plateau | 92,00 | 0,40 | 1,60 |
| | 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 |
| | between the 2nd and 3rd track | 53+503-53+603 | arranged surface | 100,00 | 0,00 | 1,30 |
| BANATSKI KARLOVAC | between the 2nd and 3rd track | | | | | |
| Nikolinci | | | NONE | | | |
| ULJMA | between the 2nd and 3rd track | | | | | |
| Vlajkovac | | | NONE | | | |
| VRŠAC | between the 1st and 2nd track | 82+807,5-82+902,5 | platform | 95,00 | 0,40 | 1,60 |
| | between the 2nd and 3rd track | 82+807,5-82+902,5 | platform | 95,00 | 0,40 | 1,60 |
| 108 (Belgrade Center) - Resnik - Požega - Vrbnica - state border - (Bijelo Polje) | | | | | | |
| RESNIK | next to 1st track | 14+080-14+240 | arranged surface | 160,00 | 0,55 | 4,00 |
| | 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 |

| Service point | Location | km position of the beginning and the end of platform | Platform/arranged surface | Dimensions | | |
|----------------------------|-------------------------------|--|---------------------------|------------|------------|-----------|
| | | | | Length (m) | Height (m) | Width (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 |
| | 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 |
| | 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 |
| | between the 2nd and 3rd track | 58+899-59+052 | platform | 153,00 | 0,35 | 1,60 |
| Mladevo | 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 |
| | 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 |
| LAISTRA | 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 |
| | 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 |
| | 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 |
| UZIĆI | between the 1st and 2nd track | 149+125-149+255 | platform | 129,00 | 0,40 | 1,60 |
| | 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 FREIGHT STATION | between the 2nd and 3rd track | 161+795-161+995 | platform | 200,00 | 0,40 | 1,60 |
| | 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 |
| | 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 |
| Ristanovića Polje | next to railway line - left | 173+412-173+425 | platform | 13 | 0,40 | 1,60 |
| | 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 |
| BRANEŠCI | next to 1st track | 185+181-185+291 | platform | 110,00 | 0,40 | 5,50 |
| | 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 |
| PRIBOJ | between the 2nd and 3rd track | 225+227-225+490 | platform | 263,00 | 0,50 | 5,10 |
| | 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 |
| BISTRICA NA LIMU | between the 2nd and 3rd track | 241+208-241+352 | platform | 144,00 | 0,40 | 1,60 |
| Džurovo | next to railway line - right | 246+300-246+328 | platform | 28,00 | 0,40 | 1,00 |
| PRIJEPOLJE | next to 1st track | 252+396-252+705 | platform | 309,00 | 0,40 | 4,60 |
| | between the 2nd and 3rd track | 252+396-252+705 | platform | 309,00 | 0,40 | 7,00 |
| PRIJEPOLJE FREIGHT STATION | between the 2nd and 3rd track | 255+789-255+982 | platform | 187,00 | 0,35 | 1,60 |
| | between the 3rd and 4th track | 255+789-255+982 | platform | 187,00 | 0,35 | 1,60 |
| Velika Župa | next to railway line - right | 259+605-259+624 | platform | 19,00 | 0,40 | 1,00 |

| Service point | Location | km position of the beginning and the end of platform | Platform/arranged surface | Dimensions | | |
|---|-------------------------------|--|---------------------------|------------|------------|-----------|
| | | | | Length (m) | Height (m) | Width (m) |
| 1 | 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 Lapovo - Kraljevo - Lešak - Kosovo Polje – Đeneral Janković - state border - (Volkovo) | | | | | | |
| 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 |
| | 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 | | | | | |
| 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 |
| JOVANOVAČA | 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 |
| | 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 |
| DRAGOBRACA | 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 |
| KNIČ | 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 |
| GUBEREVAČA | 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 |
| VITANOVAČA | 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 | 0,25 | 0,50 |
| Sirča | right side | 82+006-82+069 | platform | 63,00 | 0,35 | 1,90 |
| KRALJEVO | between the 1st and 2nd track | 84+649-84+733 | platform | 84,00 | 0,33 | 1,60 |
| | between the 2nd and 3rd track | 84+649-84+748 | platform | 99,00 | 0,33 | 1,60 |
| MATARUŠKA BANJA | between the 2nd and 3rd track | 93+895-93+940 | platform | 45,00 | 0,20 | 1,80 |
| 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 | | | | | |
| 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 |
| | 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 | | | | | |
| 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 |
| 110 Subotica - Bogojevo - state border - (Erdut) | | | | | | |
| BOGOJEVO | NONE | | | | | |

| Service point | Location | km position of the beginning and the end of platform | Platform/arranged surface | Dimensions | | |
|---|-------------------------------|--|---------------------------|------------|------------|-----------|
| | | | | Length (m) | Height (m) | Width (m) |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| SONTA | NONE | | | | | |
| PRIGREVICA | between the 1st and 2nd track | 58+619-58+649 | platform | 30,00 | 0,30 | 1,55 |
| | between the 2nd and 3rd track | 58+619-58+649 | platform | 30,00 | 0,30 | 1,57 |
| BUKOVAČKI SALAŠI | NONE | | | | | |
| SOMBOR | 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 |
| | between the 1st and 2nd track | 73+673-73+823 | arranged surface | 150,00 | 0,05 | 1,50 |
| | 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 |
| SVETOZAR MILETIĆ | between the 2nd and 3rd track | 83+340-83+397 | platform | 56,70 | 0,30 | 1,68 |
| ALEKSA ŠANTIĆ | between the 2nd and 3rd track | 97+500-97-556 | platform | 55,61 | 0,24 | 1,90 |
| BAJMOK | between the 2nd and 3rd track | 105+138-105+193 | platform | 55,00 | 0,23 | 1,90 |
| Skenderevo | NONE | | | | | |
| TAVANKUT | between the 2nd and 3rd track | 115+350-115+400 | platform | 50,00 | 0,30 | 1,80 |
| Ljutovo | NONE | | | | | |
| ŠEBEŠIĆ | NONE | | | | | |
| Subotica predgrađe | next to railway line - left | 128+229-128+270 | platform | 41,00 | 0,25 | 1,60 |
| SUBOTICA | 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 |
| | 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 |
| 111 Belgrade Marshalling Yard „A“ – Ostružnica - Batajnica | | | | | | |
| BELGRADE MARSHALLING YARD A | NONE | | | | | |
| OSTRUŽNICA | NONE | | | | | |
| SURČIN | NONE | | | | | |
| BATAJNICA | between the 1st and 2nd track | 20+510 - 20+768 | platform | 258,00 | 0,35 | 1,90 |
| | between the 2nd and 3rd track | 20+543 – 20+722 | platform | 179,00 | 0,35 | 1,90 |
| | between the 3rd and 4th track | 20+598 – 20+722 | platform | 124,00 | 0,35 | 1,60 |
| | between the 4th and 5th track | 20+598 – 20+722 | platform | 124,00 | 0,35 | 1,60 |
| 112 Belgrade Marshalling Yard „B“ - Ostružnica | | | | | | |
| BELGRADE MARSHALLING YARD B | NONE | | | | | |
| OSTRUŽNICA | NONE | | | | | |
| 113 Belgrade Marshalling Yard „A“ - Open line junction „B“ - Open line junction „K/K1“ - Resnik | | | | | | |
| BELGRADE MARSHALLING YARD A | NONE | | | | | |
| RESNIK | next to 1st track | 14+080-14+240 | arranged surface | 160,00 | 0,55 | 4,00 |
| | 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 |
| 114 Ostružnica - Open line junction „B“ - (Open line junction „K/K1“) | | | | | | |
| OSTRUŽNICA | NONE | | | | | |
| 115 Belgrade Marshalling Yard „B“ - Open line junction „R“ - Open line junction „A“ - (Resnik) | | | | | | |
| BELGRADE MARSHALLING YARD B | NONE | | | | | |
| 116 (Belgrade Marshalling Yard „B“) - Open line junction „R“ - Rakovica | | | | | | |
| RAKOVICA | next to 2nd track - right | 8+460-8+786 | platform | 326,00 | 0,55 | 6,10 |
| | 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 |
| 117 Belgrade Marshalling Yard „A“ - Open line junction „T“ - Rakovica | | | | | | |
| BELGRADE MARSHALLING YARD A | NONE | | | | | |
| RAKOVICA | next to 2nd track - right | 8+460-8+786 | platform | 326,00 | 0,55 | 6,10 |
| | 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 |
| 118 Belgrade Marshalling Yard „B“ - Open line junction „T“ - (Rakovica) | | | | | | |
| BELGRADE MARSHALLING YARD B | NONE | | | | | |
| 119 connecting track in the zone of Open line junction „K/K1“: (Open line junction „B“) - Open line junction „K“ - Open line junction „K1“ - (Jajinci) | | | | | | |
| 120 (Open line junction Pančevački most)-Open line junction Karadorđev park-Open line junction Dedinje-(Open line junction „G“) | | | | | | |

| Service point | Location | km position of the beginning and the end of platform | Platform/arranged surface | Dimensions | | |
|--|---|--|---------------------------|------------|------------|-----------|
| | | | | Length (m) | Height (m) | Width (m) |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| Karadordev park | between the tracks (next to left Banat track) | 1+123-1+215 | platform | 92,00 | 0,55 | 7,00 |
| | between the tracks (next to right Banat track) | 1+222-1+314 | platform | 92,00 | 0,55 | 7,00 |
| 121 Indija - Golubinci | | | | | | |
| INĐIJA | 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 | platform | 147,00 | 0,35 | 1,60 |
| | between the 3rd and 4th track | 45+767,00-45+914,00 | platform | 147,00 | 0,35 | 1,60 |
| 122 Novi Sad- Novi Sad Marshalling Yard - Open line junction Sajlovo | | | | | | |
| NOVI SAD | next to 11th track | 77+836-77+950 | platform | 114,00 | 0,40 | 3,00 |
| | between the 11th and 10th 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 |
| | next to 1st track | 77+835-78+250 | platform | 415,00 | 0,40 | 4,20-8,90 |
| | between the 2nd and 4th track | 77+843-78+181 | platform | 338,00 | 0,40 | 8,75 |
| | between the 12th and 1st track | 78+104-78+250 | platform | 146,00 | 0,40 | 8,90 |
| NOVI SAD MARSHALLING YARD | | | NONE | | | |
| 123 by-pass track of Mala Krsna station: (Kolari) - separation switch No1 - separation switch No28 - (Osipaonica) | | | | | | |
| 124 Open line junction Lapovo Varoš - Lapovo Marshalling Yard - Lapovo | | | | | | |
| Lapovo Varoš | next to right track | 106+250-106+310 | platform | 60,00 | 0,35 | 1,60 |
| | next to left track | 106+250-106+310 | platform | 60,00 | 0,35 | 1,60 |
| LAPOVO MARSHALLING YARD | | | NONE | | | |
| LAPOVO | between the 2nd and 3rd track | 109+560-109+680 | platform | 120,00 | 0,35 | 1,60 |
| | between the 3 rd and 4 th 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 |
| 125 Trupale - Niš Marshalling Yard - Medurovo | | | | | | |
| TRUPALE | between the 2nd and 3rd track | 234+893-234+994 | platform | 101,00 | 0,40 | 1,60 |
| | between the 4th and 5th track | 234+893-234+994 | platform | 101,00 | 0,40 | 1,60 |
| NIŠ MARSHALLING YARD | next to 1a. track | 238+216-238+289 | platform | 73,00 | 0,40 | 2,20 |
| MEĐUROVO | | | NONE | | | |
| 126 Crveni Krst - Niš Marshalling yard | | | | | | |
| CRVENI KRST | between the 2nd and 3rd track | 240+842-240+994 | platform | 152,00 | 1,60 | 0,40 |
| NIŠ MARSHALLING YARD | next to 1a. track | 238+216-238+289 | platform | 73,00 | 0,40 | 2,20 |
| 127 Niš - Open line junction Most - (Niš Marshalling Yard) | | | | | | |
| NIŠ | 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 |
| | 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 track of Niš station: (Crveni Krst) - separation switch No3 - separation switch No4 - (Čele Kula) | | | | | | |
| REGIONAL RAILWAY LINES | | | | | | |
| 201 Subotica - Horgoš - state border - (Röszeke) | | | | | | |
| SUBOTICA | 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 |
| | 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 PALIĆ | next to railway line - left | 2+275-2+385 | platform | 110,00 | 0,55 | 3,00 |
| | 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 |
| Hajdukovo | next to railway line - right | 12+002-12+112 | platform | 110,00 | 0,55 | 3,00 |
| BAČKI VINOGRADI | next to 2 nd track (right) | 15+360-15+470 | platform | 110,00 | 0,55 | 3,00 |
| HORGOS | next to 2 nd track (right) | 23+995-24+105 | platform | 110,00 | 0,55 | 4,00 |
| | next to 5th track | 23+995-24+105 | platform | 110,00 | 0,55 | 4,00 |
| 202 Pančevo Main St.- Zrenjanin - Kikinda - state border - (Jimbolia) | | | | | | |
| PANČEVO MAIN STATION | between the 1st and 2nd track | 15+913-16+033 | platform | 120 | 0,40 | 1,60 |
| | between the 1st and 2nd track | 16+090-16+210 | platform | 120 | 0,40 | 1,60 |
| | between the 2nd and 3rd track | 15+913-16+210 | platform | 297 | 0,40 | 1,60 |

| Service point | Location | km position of the beginning and the end of platform | Platform/arranged surface | Dimensions | | |
|---|---------------------------------|--|---------------------------|------------|------------|-----------|
| | | | | Length (m) | Height (m) | Width (m) |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| | between the 3rd and 4th track | 15+987-16+137 | platform | 150 | 0,40 | 1,60 |
| JABUKA | NONE | | | | | |
| KAČAREVO | between the 1st and 2nd track | 26+784-26+834 | platform | 50 | 1,6 | 0,35 |
| CREPAJA | NONE | | | | | |
| DEBELJAČA | NONE | | | | | |
| KOVAČICA | between the 1st and 2nd track | NONE | | | | |
| UZDIN | NONE | | | | | |
| TOMAŠEVAC | between the 1st and 2nd track | 61+920-61+970 | platform | 50 | 1,6 | 0,35 |
| | between the 2nd and 3rd track | 61+920-61+970 | platform | 50 | 1,6 | 0,35 |
| ORLOVAT STAJALIŠTE | between the 1st and 2nd track | 64+025-64+075 | platform | 50 | 1,6 | 0,35 |
| LUKIĆEVO | NONE | | | | | |
| ZRENJANIN FABRIKA | NONE | | | | | |
| ZRENJANIN | next to 1st track | 88+705-88+776 | platform | 71 | 1,3 | 0,55 |
| | between the 1st and 2nd track | NONE | | | | |
| | between the 2nd and 3rd track | NONE | | | | |
| ELEMIR | NONE | | | | | |
| MELENCI | between the 2nd and 3rd track | NONE | | | | |
| KUMANE | NONE | | | | | |
| NOVI BEČEJ | NONE | | | | | |
| BANATSKO MILOŠEVO POLJE | NONE | | | | | |
| BANATSKO MILOŠEVO | next to 1st track | NONE | | | | |
| | between the 1st and 2nd track | NONE | | | | |
| | between the 2nd and 3rd track | NONE | | | | |
| Derić | NONE | | | | | |
| 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 SELO | NONE | | | | | |
| 203 Belgrade Donji Grad (km 7+041) – Belgrade Dunav - Open line junction Pančevački most – TRAFFIC SUSPENDED | | | | | | |
| 204 Topčider Putnička (km 4+195) – Open line junction „G“ – (Rakovica) | | | | | | |
| 205 Banatsko Miloševo - Senta - Subotica | | | | | | |
| BANATSKO MILOŠEVO | next to 1st track | NONE | | | | |
| | 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 | | | | |
| ČOKA | between the 1st and 2nd track | NONE | | | | |
| | 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 | | | | | |
| SUBOTICA | 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 |
| | 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 |
| 206 Pančevo Varoš - Open line junction 2a - (Јабука) | | | | | | |
| PANČEVO VAROŠ | next to 1st track | 18+131-18+223 | station plateau | 92,00 | 0,40 | 1,60 |
| | 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 Sad- Odžaci - Bogojevo | | | | | | |
| NOVI SAD | next to 11th track | 77+836-77+950 | platform | 114,00 | 0,40 | 3,00 |
| | between the 11th and 10th track | 77+822-77+950 | platform | 128,00 | 0,40 | 3,72 |

| Service point | Location | km position of the beginning and the end of platform | Platform/arranged surface | Dimensions | | |
|--|--|--|---------------------------|------------|------------|-----------|
| | | | | Length (m) | Height (m) | Width (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 | 4,20-8,90 |
| | 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 | | | | |
| 208 (NOVI SAD) - Open line junction SAJLOVO - Rimski Šančevi- Orlovat Stajalište | | | | | | |
| RIMSKI ŠANČEVI | | NONE | | | | |
| KAC | | NONE | | | | |
| Budisava | | NONE | | | | |
| ŠAJKAŠ | | NONE | | | | |
| Vilovo-Gardinovci | | NONE | | | | |
| Lok | | NONE | | | | |
| TITEL | | NONE | | | | |
| Donji Titel | | NONE | | | | |
| Knićanin | | NONE | | | | |
| PERLEZ | | NONE | | | | |
| FARKAŽDIN | | NONE | | | | |
| ORLOVAT | | NONE | | | | |
| ORLOVAT STAJALIŠTE | between the 1st and 2nd track | 64+025-64+075 | platform | 50,00 | 1,6 | 0,35 |
| 209 Novi Sad Marshalling yard separation switch No7 - Novi Sad Lokoteretna - Open line junction SAJLOVO | | | | | | |
| NOVI SADMARSHALLING YARD | | NONE | | | | |
| 210 Orlovat - Open line junction 1a - (Lukičevo) | | | | | | |
| ORLOVAT | | NONE | | | | |
| 211 Ruma - Šabac - Open line junction Donja Borina - state border - (Zvornik Novi) | | | | | | |
| RUMA | between the 2nd and 3rd track | 64+733-64+973 | platform | 240,00 | 0,35 | 1,60 |
| | 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 |
| BUĐANOVC | between the 1st and 2nd track | 11+324,00-11+355,00 | platform | 31,00 | 0,35 | 1,60 |
| Nikinci | next to railway line - left | 16+657,70-16+688,70 | platform | 31,00 | 0,35 | 1,60 |
| PLATIČEVO | between the 1st and 2nd track | 21+293,00-21+323,00 | platform | 30,00 | 0,35 | 1,60 |
| Klenak | next to railway line - right | 28+873,15-28+904,15 | platform | 31,00 | 0,35 | 1,60 |
| ŠABAC | between the 1st and 2nd track | 32+684,00-32+738,00 | platform | 54,00 | 0,40 | 1,00 |
| Majur | next to railway line - left | 3+975-4+025 | platform | 50,00 | 0,35 | |
| ŠTITAR | between the 1st and 2nd track | 7+713,70-7+735,70 | platform | 22,00 | 0,35 | 1,60 |
| Dublje Mačvansko | | NONE | | | | |
| PETLOVAČA | | NONE | | | | |
| Ribari | | NONE | | | | |
| PRNJAVOR MAČVANSKI | | NONE | | | | |
| Podrinsko Novo Selo | | NONE | | | | |
| LEŠNICA | between the 1st and 2nd track | 34+900,00-35+025,00 | platform | 125,00 | 2,40 | 0,55 |
| Jadarska Straža | next to railway line - right | 38+860,00-38+940,00 | platform | 80,00 | 0,35 | 1,60 |
| Lipnica | | NONE | | | | |
| LOZNICA | | NONE | | | | |
| Loznica Fabrika | | NONE | | | | |
| KOVILJAČA | between the 1st and 2nd track | 56+170,00-56+213,00 | platform | 43,00 | 0,35 | 1,60 |
| Gornja Koviljača | | NONE | | | | |
| BRASINA | between the 2 nd and 3 rd track | 65+212-65+354 | platform | 142,00 | 0,35 | 3,20 |
| Donja Borina | next to railway line - right | 68+650-68+750 | platform | 100,00 | 0,35 | 1,60 |
| 212 (Platičevo) - Open line junction 1 - Open line junction 3 - (Štitar) | | | | | | |

| Service point | Location | km position of the beginning and the end of platform | Platform/arranged surface | Dimensions | | |
|---|---|--|---------------------------|------------|------------|-----------|
| | | | | Length (m) | Height (m) | Width (m) |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 213 Stalać - Kraljevo - Požega | | | | | | |
| STALAC | between the 2nd and 3rd track | 176+222-176+425 | platform | 203,00 | 0,28 | 6,40 |
| | 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 | | | | | |
| KRUŠEVAC | between the 2nd and 3rd track | 14+451-14+626 | platform | 175,00 | 0,35 | 2,84 |
| | between the 3 rd and 4 th track | 14+490,3-14+610,3 | platform | 120,00 | 0,35 | 1,60 |
| Čitluk | NONE | | | | | |
| KOŠEVI | NONE | | | | | |
| Globoder | 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 | | | | | |
| 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 |
| KRALJEVO | between the 1st and 2nd track | 84+641,9-84+774,9 | platform | 133 | 0,30 | 1,60 |
| | 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 | | | | | |
| ZABLAČE | NONE | | | | | |
| Baluga | NONE | | | | | |
| ČAČAK | left from 1 st track | 105+500-105+590 | platform | 90,00 | 0,44 | 6,50 |
| | between the 1st and 2nd track | 105+494-105+628 | platform | 134,00 | 0,37 | 1,60 |
| | between the 2nd and 3rd track | 105+494-105+615 | platform | 121,00 | 0,38 | 1,60 |
| Trbušani | next to railway line - left | 110+240-110+263 | platform | 23,00 | 0,40 | 1,60 |
| PRIJEVOR | between the 2nd and 3rd track | 112+820-113+070 | platform | 250,00 | 0,40 | 1,60 |
| OVČAR BANJA | next to railway line - right | 120+450-120+550 | platform | 100,00 | 0,40 | 1,60 |
| | between the 1st and 2nd track | 120+450-120+652 | platform | 202,00 | 0,35 | 1,60 |
| Jelen Do | next to railway line - right | 127+180-127+230 | platform | 50,00 | 0,40 | 1,60 |
| DRAGAČEVO | between the 2nd and 3rd track | 128+295-128+405 | platform | 110,00 | 0,40 | 1,60 |
| Gugalj | NONE | | | | | |
| Boračko | NONE | | | | | |
| POŽEGA | next to 1st track | 140+720-140+975 | platform | 255,00 | 0,45 | 10,00 |
| | between the 2nd and 3rd track | 140+675-140+984 | platform | 309,00 | 0,45 | 6,20 |
| 214 connecting track of Kraljevo station: (Mataruška Banja) - separation switch No72 - separation switch No73 - (Adrani) | | | | | | |
| 215 connecting track of Požega station: (Uzićo) - separation switch No53 - separation switch No54 - (Dragačevo) | | | | | | |
| 216 Smederevo – Open line junction Jezava – Radinac - Mala Krsna | | | | | | |
| SMEDEREVO | between the 1st and 2nd track | 0+000-0+103 | platform | 103,00 | 0,40 | 1,60 |
| | between the 2nd and 3rd track | 0+000-0+105 | platform | 105,00 | 0,40 | 1,60 |
| Godomin | next to railway line - left | 3+303-3+350 | platform | 47,00 | 0,40 | 1,60 |
| RADINAC | next to 1st track | 6+650-6+800 | platform | 150,00 | 0,50 | 2,20 |
| | between the 2nd and 3rd track | 6+650-6+800 | platform | 150,00 | 0,60 | 6,20 |
| Vranovo | next to railway line - left | 9+475-9+537 | platform | 62,00 | 0,40 | 1,90 |
| MALA KRSNA | 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 | 1,9 |
| | 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 |
| 217 Open line junction Jezava – Smederevo Luka | | | | | | |
| 218 Mala Krsna - Bor - Open line junction „2” - (Vražogrnac) | | | | | | |

| Service point | Location | km position of the beginning and the end of platform | Platform/arranged surface | Dimensions | | |
|--|-------------------------------|--|---------------------------|------------|------------|-----------|
| | | | | Length (m) | Height (m) | Width (m) |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| MALA KRSNA | 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 |
| | 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 |
| Ljubičevski most | NONE | | | | | |
| POŽAREVAC | between the 1st and 2nd track | 87+703-87+826 | platform | 123,00 | 0,40 | 1,80 |
| | between the 2nd and 3rd track | 87+712-87+816 | platform | 104,00 | 0,40 | 1,60 |
| Jugovićevo | next to track - left | 89+078-89+094 | platform | 16,00 | 0,50 | 1,00 |
| Sopot Požarevački | next to track -right | 90+082-90+107 | platform | 24,00 | 0,40 | 1,60 |
| BUBUŠINAC-BRATINAC | NONE | | | | | |
| Bare - Kasidol | NONE | | | | | |
| STIG | between the 1st and 2nd track | 102+693-102+764 | platform | 71,00 | 0,40 | 1,60 |
| Majilovac | NONE | | | | | |
| 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 |
| Češljeva Bara | next to railway line - left | 122+138-122+200 | platform | 62,00 | 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 | | | | | |
| 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 |
| BOR | next to 1st track | 221+369-221+452 | platform | 83,00 | 0,35 | 8,00 |
| | 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 |
| 219 (NIŠ) - Crveni Krst - Zaječar – Prahovo Pristanište | | | | | | |
| 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 | 0,35 | 1,60 |
| MATEJEVAC | between the 1st and 2nd track | 12+370-12+395 | platform | 25,00 | 0,35 | 1,50 |
| Gornja Vrežina | NONE | | | | | |
| Jasenovik | NONE | | | | | |
| GRAMADA | between the 1st and 2nd track | 30+232-30+282 | platform | 50,00 | 0,35 | 1,60 |
| Hadžićevo | NONE | | | | | |
| 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 | 16,00 | 0,35 | 1,60 |
| PALILULA | between the 1st and 2nd track | 49+320-49+355 | platform | 35,00 | 0,35 | 1,60 |
| Svrljiški Miljkovac | NONE | | | | | |
| PODVIŠ | between the 1st and 2nd track | 60+853-60+903 | platform | 50,00 | 0,35 | 1,60 |
| Rgošte | NONE | | | | | |
| KNJAŽEVAC | between the 1st and 2nd track | 68+338-68+392 | platform | 54,00 | 0,35 | 1,60 |
| Gornje Zuniče | next to railway line - right | 72+080-72+142 | platform | 62,00 | 0,35 | 1,60 |

| Service point | Location | km position of the beginning and the end of platform | Platform/arranged surface | Dimensions | | |
|--|-------------------------------|--|---------------------------|------------|------------|-----------|
| | | | | Length (m) | Height (m) | Width (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 |
| ZAJEČAR | between the 1st and 2nd track | 111+622-111+820 | platform | 198,00 | 0,35 | 1,60 |
| | 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 |
| Sokolovica | next to railway line - right | 131+100-131+125 | platform | 25,00 | 0,35 | 1,60 |
| TABAKOVAC | between the 1st and 2nd track | 136+170-136+223 | platform | 53,00 | 0,35 | 1,60 |
| Tabakovačka reka | next to railway line - right | 138+740-138+790 | platform | 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 | 148+420-148+480 | 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 | 1,60 |
| Veljkovo | | NONE | | | | |
| Mokranja | | NONE | | | | |
| Kobišnica | | NONE | | | | |
| NEGOTIN | between the 2nd and 3rd track | 174+049-174+199 | platform | 150,00 | 0,35 | 1,60 |
| PRAHOVO | between the 2nd and 3rd track | 181+974-182+054 | platform | 80,00 | 0,35 | 1,60 |
| PRAHOVO PRISTANIŠTE | | NONE | | | | |
| 220 (Rgotina) - Open line junction „3” - Open line junction „1” - (Trnavac) | | | | | | |
| 221 (Barlovo) - Open line junction „1” - Kuršumlija | | | | | | |
| KURŠUMLIJA | | NONE | | | | |
| 222 Kuršumlija - Kastrat | | | | | | |
| KURŠUMLIJA | | NONE | | | | |
| 223 Doljevac - Kastrat – Merdare - Kosovo Polje | | | | | | |
| DOLJEVAC | between the 1st and 2nd track | 261+419-261+527 | platform | 108 | 0,40 | 1,60 |
| | between the 2nd and 3rd track | 261+419-261+526 | platform | 107 | 0,40 | 1,60 |
| Šajinovac | | NONE | | | | |
| Toplički Badnjevac | | NONE | | | | |
| Jasenica | | NONE | | | | |
| ŽITORAĐA | | NONE | | | | |
| Žitorada Centar | next to railway line - left | 10+925-10+977 | platform | 52,00 | 0,40 | 1,60 |
| Rečica | | NONE | | | | |
| Lukomir | | NONE | | | | |
| Podina | | NONE | | | | |
| Babin Potok | next to railway line - right | 18+726-18+774 | platform | 48,00 | 0,40 | 1,60 |
| PROKUPLJE | between the 1st and 2nd track | 22+257-22+370 | platform | 113,00 | 0,40 | 1,60 |
| Gornja Draganja | next to railway line - left | 24+990-25+027 | platform | 37,00 | 0,40 | 1,60 |
| Toplička Mala Plana | | NONE | | | | |
| Bresničići | | NONE | | | | |
| BELOLJIN | | NONE | | | | |
| Toplica Milan | | NONE | | | | |
| Pločnik | | NONE | | | | |
| Barlovo | | NONE | | | | |
| Novoselske Livade | | NONE | | | | |
| Pepeljevac | | NONE | | | | |
| Rasputnica Kastrat | | NONE | | | | |
| Visoka | | NONE | | | | |
| Ljuša | | NONE | | | | |
| Rudare | | NONE | | | | |
| Dešiška | | NONE | | | | |
| KOSANIČKA RAČA | | NONE | | | | |
| Kosanica | | NONE | | | | |
| Kosančić Ivan | | NONE | | | | |

| Service point | Location | km position of the beginning and the end of platform | Platform/arranged surface | Dimensions | | |
|---|---------------------------------|--|---------------------------|------------|------------|-----------|
| | | | | Length (m) | Height (m) | Width (m) |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| Vasiljevac | | | NONE | | | |
| Merdare | | | NONE | | | |
| 224 Kosovo Polje - Metohija – Peć** | | | | | | |
| 225 Kosovo Polje Freight - Open line junction 1 - (Drenica) ** | | | | | | |
| 226 Vrbas - Sombor | | | | | | |
| VRBAS | between the 2nd and 3rd track | 116+702-116+770,3 | platform | 68,00 | 0,35 | 1,40 |
| | 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 |
| SOMBOR | 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 |
| | between the 1st and 2nd track | 73+673-73+823 | arranged surface | 150,00 | 0,05 | 1,50 |
| | 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 |
| LOCAL RAILWAY LINES | | | | | | |
| 301 Subotica - Subotica Fabrika – RAILWAY LINE IS OUT OF SERVICE | | | | | | |
| 302 Subotica - Subotica Bolnica | | | | | | |
| SUBOTICA | 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 |
| | 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 |
| 303 Novi Sad(km 1+042) - Novi Sad Ložionica | | | | | | |
| NOVI SAD | next to 11th track | 77+836-77+950 | platform | 114,00 | 0,40 | 3,00 |
| | between the 11th and 10th 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 |
| | next to 1st track | 77+835-78+250 | platform | 415,00 | 0,40 | 4,20-8,90 |
| | between the 2nd and 4th track | 77+843-78+181 | platform | 338,00 | 0,40 | 8,75 |
| | između 12. и 1. колосека | 78+104-78+250 | platform | 146,00 | 0,40 | 8,90 |
| | između 14. и 13. колосека | 78+104-78+249 | platform | 145,00 | 0,40 | 6,46 |
| 304 Podbara - Open line junction „3” - Open line junction „2” - (Kač) | | | | | | |
| 305 (Rimski Šančevi) - Open line junction „1” - Open line junction „3” - (Podbara) | | | | | | |
| 306 Rimski Šančevi- Bečej | | | | | | |
| RIMSKI ŠANČEVI | | | NONE | | | |
| Bački Jarak | | | NONE | | | |
| TEMERIN | | | NONE | | | |
| GOSPOĐINCI | | | NONE | | | |
| ŽABALJ | | | NONE | | | |
| ČURUG | | | NONE | | | |
| Bačko Gradište | | | NONE | | | |
| Bečej predgrađe | | | NONE | | | |
| BEČEJ | | | NONE | | | |
| 308 (Brasina) - Open line junction Donja Borina – Zvornik Grad | | | | | | |
| ZVORNIK GRAD | | | NONE | | | |
| 309 Pančevo Varoš - Pančevo Vojlovica | | | | | | |
| PANČEVO VAROŠ | next to 1st track | 18+131-18+223 | station plateau | 92,00 | 0,40 | 1,60 |
| | 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 Strelišće | next to railway line - left | 1+290-1+400 | platform | 110,00 | 0,40 | 1,60 |
| PANČEVO VOJLOVICA | between the 3rd and 4th track | 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 Connecting track of Senta station: (Čoka) - separation switch No22 - separation switch No23 - (Orom) | | | | | | |
| 311 Markovac – Svilajnac – Despotovac – (Resavica) | | | | | | |
| MARKOVAC | between the 2nd and 3rd track | 100+400-100+450 | platform | 50 | 0,4 | 1,6 |
| | between the 3rd and 4th track | 100+350-100+452 | platform | 102 | 0,4 | 1,6 |

| Service point | Location | km position of the beginning and the end of platform | Platform/arranged surface | Dimensions | | |
|--|-------------------------------|--|---------------------------|------------|------------|-----------|
| | | | | Length (m) | Height (m) | Width (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 Metohija - Prizren** | | | | | | |
| 313 Vršac – Bela Crkva | | | | | | |
| VRŠAC | between the 1st and 2nd track | 82+807,5-82+902,5 | platform | 95,00 | 0,40 | 1,60 |
| | 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 | | | | | |
| BELA CRKVA | between the 1st and 2nd track | 119+052-119+082 | platform | 30,00 | 0,30 | 1,60 |
| SHUNTING LINES | | | | | | |
| 401 Vršac - Vršac Vašarište | | | | | | |
| VRŠAC | between the 1st and 2nd track | 82+807,5-82+902,5 | platform | 95,00 | 0,40 | 1,60 |
| | between the 2nd and 3rd track | 82+807,5-82+902,5 | platform | 95,00 | 0,40 | 1,60 |
| 402 Kikinda – Metanolsko siričetni kompleks (km 6+413) | | | | | | |
| 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 |
| 403 Bogojevo – Dunavska Obala – TRAFFIC SUSPENDED | | | | | | |
| 404 Paraćin – Stari Popovac - TRAFFIC SUSPENDED | | | | | | |
| 405 Surčin – Jakovo-Bečmen | | | | | | |
| SURČIN | NONE | | | | | |
| 406 Šid- Sremska Rača Nova - state border - (Bijeljina) | | | | | | |
| ŠID | between the 1st and 2nd track | 116+300-116+490 | arranged surface | 190,00 | 0,10 | 2,50 |
| | between the 2nd and 3rd track | 116+300-116+665 | platform. | 365,00 | 0,45 | 1,60 |
| | between the 3rd and 4th track | 116+300-116+677 | platform | 377,00 | 0,45 | 1,60 |
| Adaševci | NONE | | | | | |
| MOROVIĆ | between the 1st and 2nd track | 12+360-12+390 | platform | 30,00 | 0,35 | 1,60 |
| VIŠNJIČEVO | between the 1st and 2nd track | 19+633-19+655 | platform | 22,00 | 0,35 | 1,60 |
| Rasputnica Rača | NONE | | | | | |
| SREMSKA RAČA NOVA | between the 1st and 2nd track | 24+169-24+205 | platform | 36,00 | 0,35 | 1,60 |
| 407 Ovča – Padinska Skela - TRAFFIC SUSPENDED | | | | | | |
| 408 Sonta – Apatin Fabrika | | | | | | |
| 409 Bačka Palanka – Gajdobra - TRAFFIC SUSPENDED | | | | | | |

* 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:

$$C_{sv}/b_{rtkm} = \frac{MES.RAČ - TROŠ.INF}{BRTKM_{ter} + K * BRTKM_{put}}$$

where:

C_{sv}/b_{rtkm} – 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”

BRTKM_{ter} – total (all railway undertakings) monthly freight transport expressed in gross-tonne km.

K – coefficient by means of which is taken into consideration that passenger trains consume more electric energy per gross-tonne km than freight trains.

BRTKM_{put} – 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 (BRTKM_{ter} for freight service, and K* BRTKM_{put} for passenger service):

N_{tern} = C_{sv}/b_{tkm} * BRTKM_{tern} for freight service, i.e

N_{putn} = C_{sv}/b_{tkm} * K * BRTKM_{putn} for passenger service,

where:

N_{tern} – compensation paid by x RU in freight service for the consumption of electrical traction, expressed in RSD.

BRTKM_{tern} – gross-tonne kilometres realized by x RU in freight service in the given month.

N_{putn} - compensation paid by x RU in passenger service for the consumption of electrical traction, expressed in RSD.

BRTKM_{putn} - 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 | I | II | III | IV | V | VI | VII | VIII | IX | X | XI | XII |
|-------|---|-----|-----|-----|------|-----|-----|------|------|-----|-----|-----|
| K | 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] |
|----------|--|---|---------------------------------|--|---|-------------------------------------|
| BEOGRAD | Batajnica | 19+031 ^P / 20+616 ^T | Nova Pazova | 101 Belgrade Center - Stara Pazova - Šid - state border - (Tovarnik) | 19+960 ^P / 21+396 ^F | 929 ^P / 780 ^F |
| | Ovča | 12+555 / 12+653 | Pančevo Main St. | 107 Belgrade Denter - Pančevo Main St. - Vršac - state border - (Stamora Moravita) | 13+550 / 13+647 | 995 |
| | Jajinci | 10+988 | Beli Potok (Mala Krsna) | 103 (Belgrade Center) - Rakovica - Jajinci - Mala Krsna - Velika Plana | 12+045 | 1057 |
| | 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 |
| SUBOTICA | Naumovićevo | 166+519 | Žednik (Vrbas) | 105 (Belgrade Center) - Stara Pazova - Novi Sad - Subotica - state border - (Kelebia) | 165+640 | 879 |
| | Palić | 7+658 | Bački Vinogradi (Horgoš) | 201 Subotica - Horgoš - state border - (Roszke) | 8+614 | 956 |
| | Subotica | 76+739 | Orom (Senta) | 205 Banatsko Miloševo - Senta - Subotica | 74+990 | 1751 |
| | Subotica Freight St. | 75+972 | Orom (Senta) | 205 Banatsko Miloševo - Senta - Subotica | 74+990 | 982 |
| | Šebešić | 123+761 | Tavankut (Sombor) | 110 Subotica - Bogojevo - state border - (Erdut) | 122+915 | 846 |
| NOVISAD | Novi Sad | 77+101 | Rumenka (Vrbas) | 105 (Belgrade Center) - Stara Pazova - Novi Sad - Subotica - state border - (Kelebia) | 78+552 | 1542 |
| | Sajlovo rasp. i odj. | 0+000 | Futog (Bogojevo) | 207 Novi Sad - Odžaci - Bogojevo | 0+280 | 280 |
| | Sajlovo rasp. i odj. | 0+000 | Rimski Šančevi (Orlovat) | 208 (Novi Sad) - Open line junction Sajlovo - Rimski Šančevi - Orlovat Stajalište | 4+093 | 1370 |
| | Sajlovo rasp. i odj. | 0+000 | Rumenka (Vrbas) | Sajlovo - Rumenka | 1+295 / 1+248 | 1287 |
| | Petrovaradin | 70+870 | Sremski Karlovci (Indija) | 105 (Belgrade Center) – Stara Pazova – Novi Sad – Subotica – state border – (Kelebia) | 69+870 | 1000 |
| LAPOVO | 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 | 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 |
| NIŠ | Trupale | 234+939 | Grejač (Stalać) | 102 Belgrade Center - Open line junction "G" - Rakovica - Mladenovac - Lapovo - Niš - Preševo - state border - (Tabanovce) | 233+934 | 1005 |
| | Crveni Krst | 0+000 | Matejevac (Zaječar) | 219 (Niš) - Crveni krst - Zaječar - Prahovo Pristanište | (0+957=3+455) 3+736 | 1238 |
| | Međurovo | 249+462 | Doljevac | 102 Belgrade Center - Open line junction "G" - Rakovica - Mladenovac - Lapovo - Niš - Preševo - state border - (Tabanovce) | 250+323 | 861 |
| | Čele Kula | 5+461 | Niška Banja (Piot) | 106 Niš - Dimitrovgrad - state border - (Dragoman) | 6+320 | 859 |
| PANČEVO | Pančevo Main St. | 16+069 | Ovča (Beograd) | 107 Belgrade Center - Pančevo Main St. - Vršac - state border - (Stamora Moravita) | 14+878 | 1191 |
| | Pančevo varoš | 18+206 | Banatsko Novo Selo (Vršac) | 107 Belgrade Center - Pančevo Main St. - Vršac - state border - (Stamora Moravita) | 19+242 | 1036 |
| | 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)