Reconstruction and modernization of the Railway Line Belgrade – Niš

Railway section: Paraćin – Trupale

Public consultations, September 2025

REPUBLIC OF SERBIA
MINISTRY OF EUROPEAN INTEGRATION

#ЕУ ЗА ТЕБЕ

EU PPF
PODRŠKA EU U PRIPREMI PROJEKATA

ppf.rs | europa.rs | mei.gov.rs | cfcu.gov.rs

@euppf

Agenda

1. Presentation of the Project and its technical characteristics
2. Environment, anticipated environmental impacts of the Project, and planned activities
3. Expected social impacts of the project on the population
4. Discission between the expert team and representatives of public authorities, local governments, and local communities about the Project and its impacts

1. Presentation of the Project and its technical characteristics

Project description

- One of the largest and most significant infrastructure projects in Serbia
- The Belgrade–Niš railway is part of Corridor 10, which connects Central Europe with the Balkans and the Middle East.
- It plays a key role in both passenger and freight transport.
- The project is financially supported by the **European Bank for Reconstruction and Development**, the **European Investment Bank**, and the **Delegation of the European Union to the Republic of Serbia**, with the participation of the Republic of Serbia in the construction phase.

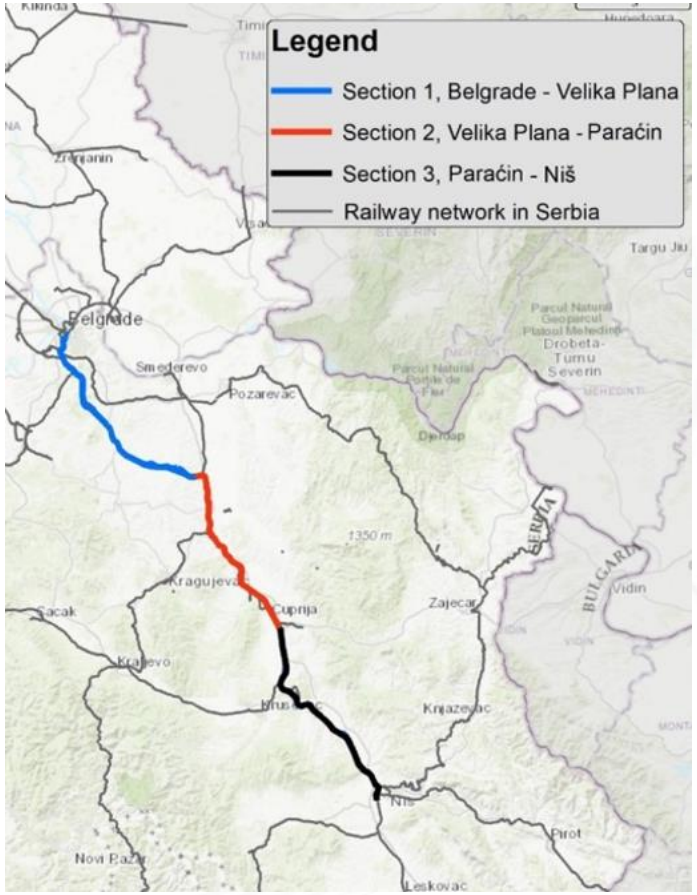
Objectives of the reconstruction and modernization of the railway (approx. 220 km long):

- Conversion from a single-track to a double-track railway
- Increase in train speeds from 30–50 km/h up to 200 km/h
- Improved speed, safety, and service quality
- Environmentally friendly transport aligned with the needs of citizens and the economy

1. Presentation of the Project and its technical characteristics

Project description

- The project includes the development of the preliminary design, feasibility study and environmental and social impact assessment for the reconstruction and construction of the double-track railway line Belgrade – Niš
  - Section 1: Resnik – Velika Plana
  - Section 2: Velika Plana – Gilje
  - **Section 3: Paraćin – Stalać, Đunis – Trupale**



- Design in accordance with TSI, Eurocodes, Law on Planning and Construction
- Railway for mixed traffic
- Electrified line, ETCS Level 2
- Speed up to 200 km/h on more than 50% of the route
- Travel time between Belgrade and Niš 100 min
- Large number of structures (tunnels, bridges, viaducts, culverts, underpasses, overpasses, etc.)

1. Presentation of the Project and its technical characteristics

Project description

A Public Disclosure Document Package has been prepared for Section 3, which includes:

- Environmental and Social Impact Assessment (ESIA)
- Environmental and Social Management Plan (ESMP)
- Environmental and Social Action Plan (ESAP)
- Biodiversity Management Plan
- Approriate Assessment
- Resettlement Policy Framework (RPF)
- Stakeholder Engagement Plan (SEP)
- Non-Technical Summary (NTS)

- These documents are available to the public for at least **120 days**, during which interested parties may submit their **written comments**.
- The documentation may be updated based on the received feedback and will remain available throughout the duration of the project.
- The full document package can be found on the website of “Serbian Railways Infrastructure”: https://infrazs.rs/esia-deonica-3-paracin-trupale-nis/, as well as in the premises of each **municipality affected by the project**.

1. Presentation of the Project and its technical characteristics
Existing/Planned State of traffic and and Improvements

Existing state

- Currently, there are no passenger trains in international traffic
- As a basis for comparison, agency-operated train traffic has been used
- Speeds are shown according to the 2024/25 timetable

Agency trains	Direction towards Niš	Direction towards Belgrade
Total time	321 min	303 min
No stopping	299 min	273 min
Commercial speed	44,54 km/h	47,19 km/h

Domestic long-distance	Direction towards Niš	Direction towards Belgrade
Total time	325 min	305 min
No stopping	306 min	289 min
Commercial speed	43,99 km/h	46,88 km/h

Planned state

- Passenger trains in international and domestic traffic
- HST speeds in domestic traffic, as well as international trains, are 200 km/h
- Domestic regional passenger trains operate at 160 km/h
- Certain sections between Resnik and Trupale are designated for speeds of 160 km/h and 120 km/h

International Passenger	Direction towards Niš	Direction towards Belgrade
Total time	102,7 min	102,0 min
Without stopping	97,7 min	97,0 min
Commercial speed	145,64 km/h	145,45 km/h

Domestic long-distance	Direction towards Niš	Direction towards Belgrade
Total time	94,75 min	94,75 min
Without stopping	93,75 min	93,75 min
Commercial speed	148,91 km/h	148,91 km/h

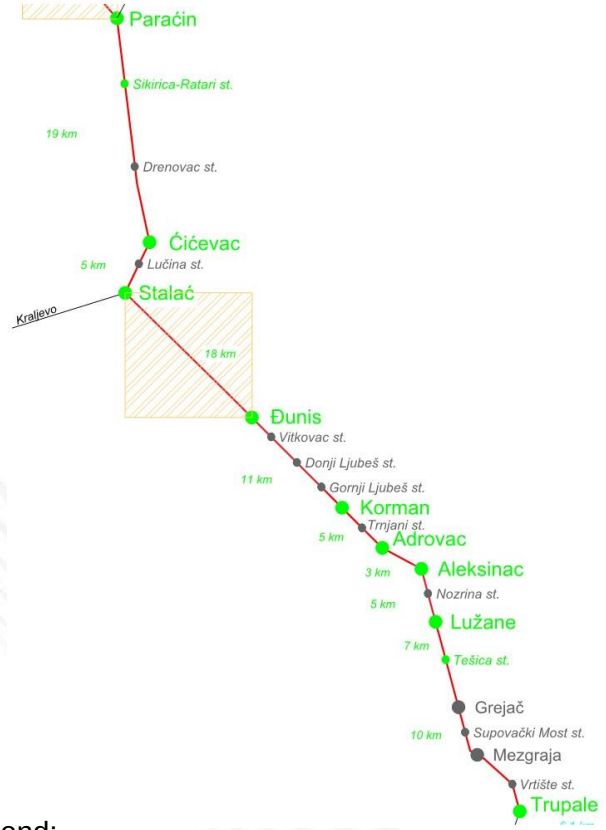
Improvements

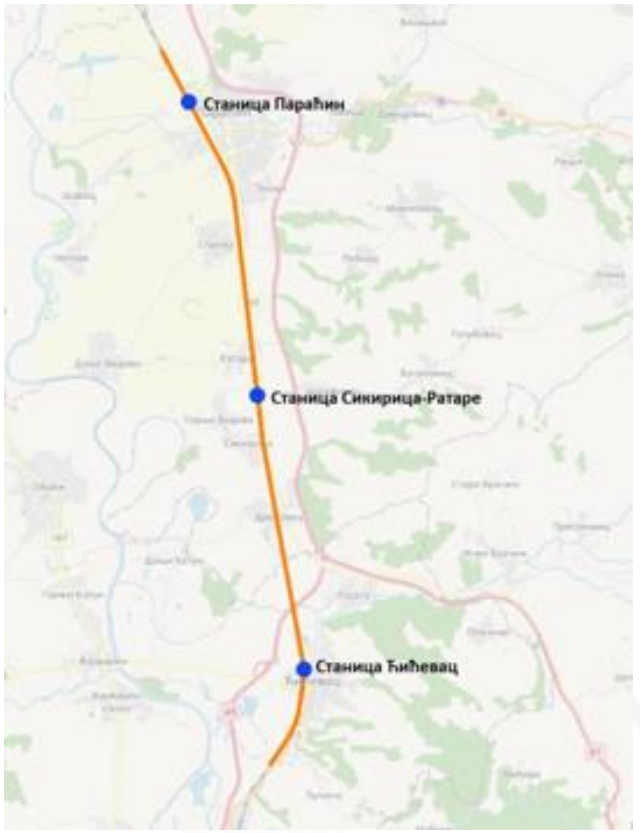
International passenger	Improvement
Total time	Shorter for 218,3 min
Commercial speed	Higher for 100,8 km/h

International passenger	Improvement
Total time	Shorter for 230,25 min
Commercial speed	Higher for 104,92 km/h

1. Presentation of the Project and its technical characteristics
Subsection 3.1 Paraćin - Stalać - official points

- Strategic importance of the railway
- Operational plan
  - Types of trains
  - Number of trains
- Selection of official places was carried out based on the following criteria:
  - Number of passengers
  - Role and importance of the station
  - Distance to neighboring stations
- Official points on Section 3.1 Paraćin – Stalać:
  - Paraćin
  - Sikirica – Ratari
  - Ćićevac





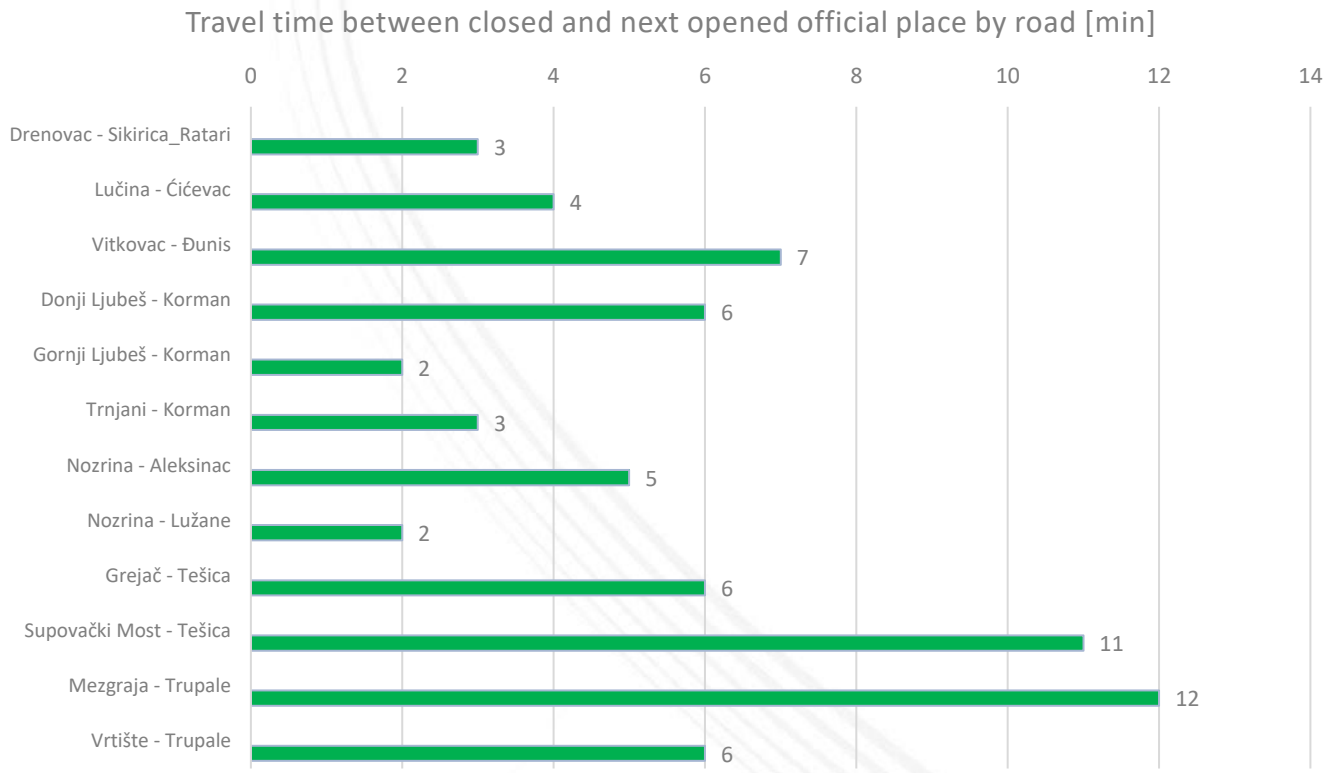
Legend:
Official points marked in green remain
Official points marked in black are being abolished

1. Presentation of the Project and its technical characteristics

Subsection 3.1 Paraćin - Stalać - distance to the next operational official point by road

1. Presentation of the Project and its technical characteristics

Subsection 3.1 Paraćin - Stalać - travel time by road to the next official point in operation



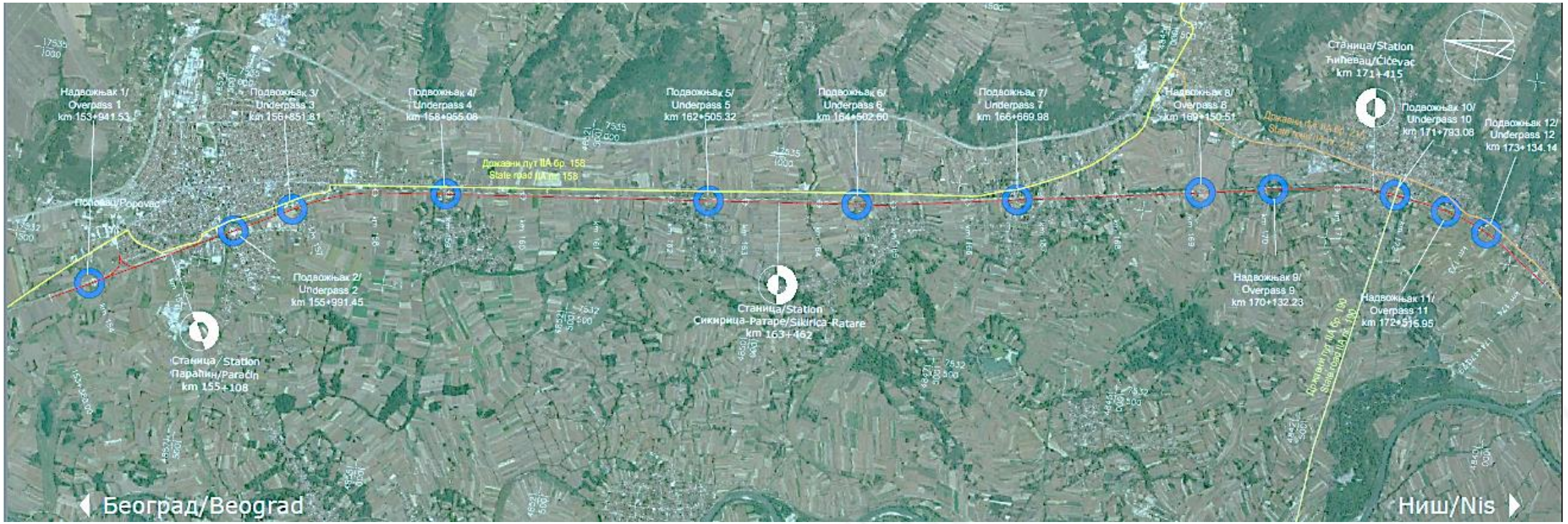
1. Presentation of the Project and its technical characteristics

Subsection 3.1 Paraćin – Stalać – Locations of deleveled crossings

No	Object	Location
1	Overpass 1 at km 153+941.53	Part of the bypass road
2	Underpass 2 at km 155+991.45	Majora Gavrilovića Street
3	Underpass 3 at km 156+851.81	Striška Street
4	Underpass 4 at km 158+955.08	Kralja Petra I Street
5	Underpass 5 at km 162+505.32	Vožda Karađorđa Street
6	Underpass 6 at km 164+502.60	Branka Krsmanovića Street
7	Underpass 7 at km 166+669.98	Beogradska Street
8	Overpass 8 at km 169+150.51	Field access road
9	Overpass 9 at km 170+131.95	Zmaj Jovina Street
10	Underpass 10 at km 171+793.08	Železnička Street
11	Overpass 11 at km 172+515.95	Radnička Street
12	Underpass 12 at km 173+134.14	Mirka Tomića Street

1. Presentation of the Project and its technical characteristics

Subsection 3.1 Paraćin – Stalać – overview of deleveled crossings



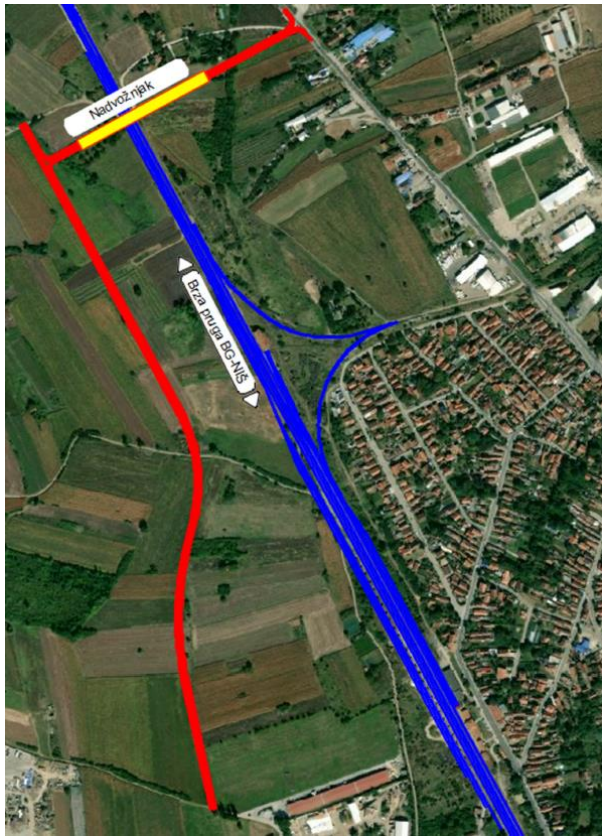
1. Presentation of the Project and its technical characteristics
Locations of deleveled crossings - Paraćin Municipality

No	Object	Location
1	Overpass 1 at km 153+941.53	Part of the bypass road
2	Underpass 2 at km 155+991.45	Majora Gavrilovića Street
3	Underpass 3 at km 156+851.81	Striška Street
4	Underpass 4 at km 158+955.08	Kralja Petra I Street
5	Underpass 5 at km 162+505.32	Vožda Karađorđa Street
6	Underpass 6 at km 164+502.60	Branka Krsmanovića Street
7	Underpass 7 at km 166+669.98	Beogradska Street

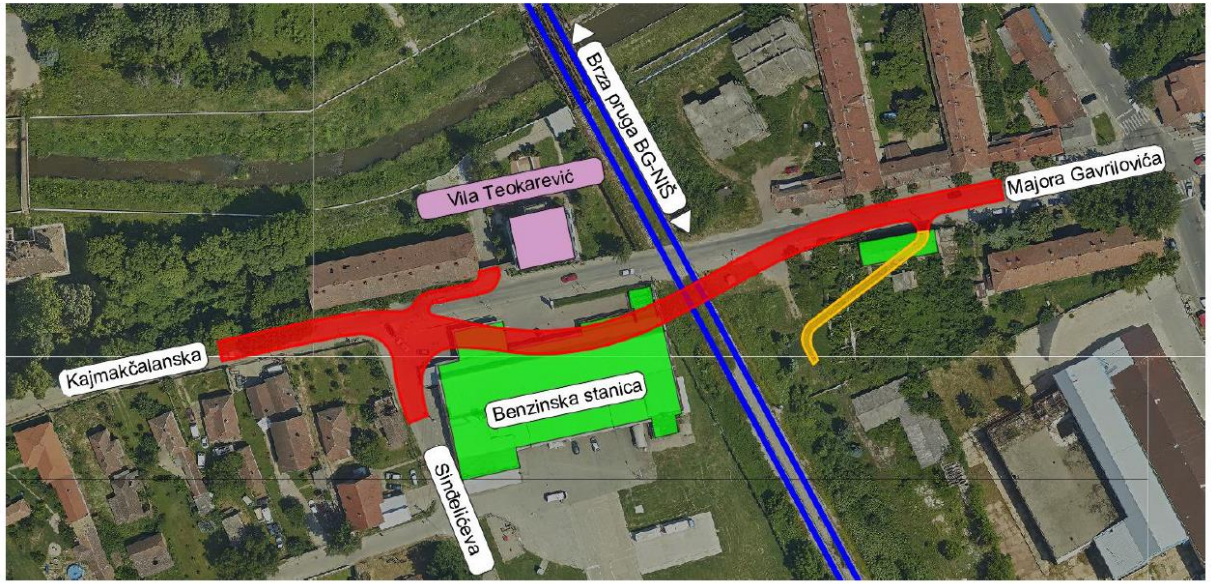
1. Presentation of the Project and its technical characteristics

Overview of deleveled crossings - Paraćin Municipality

Overpass 1 at km 153+941.53	Underpass 2 at km 155+911.45

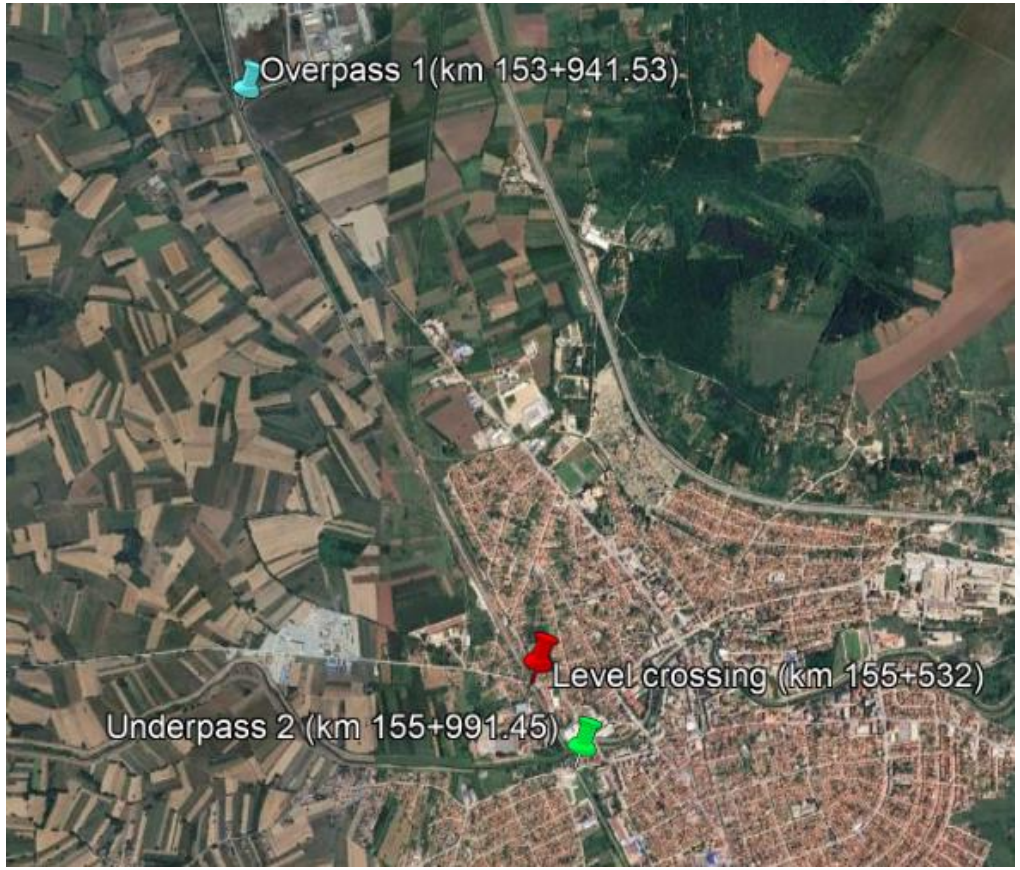


Подвожњак на km 155+911.45
Улица Мајора Гавриловића
Општина Параћин



1. Presentation of the Project and its technical characteristics

Overview of deleveled crossings - Paraćin Municipality



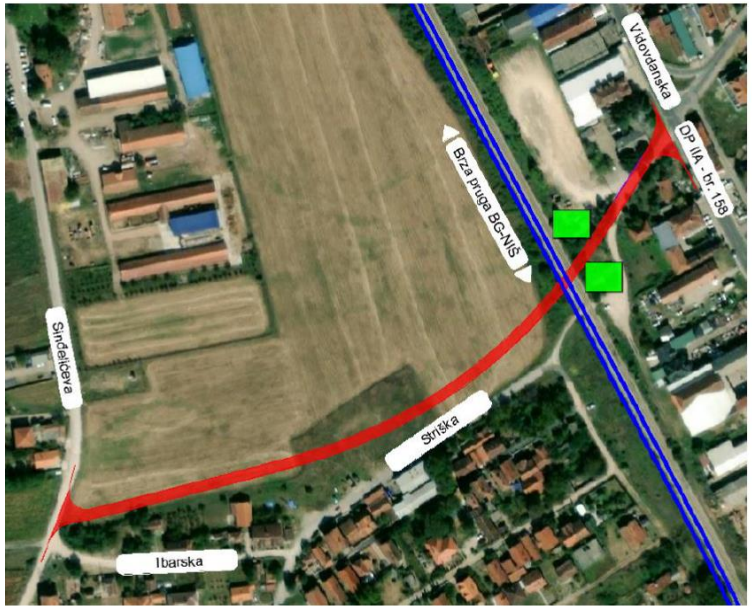
Municipality	Crossing Type	Chainage	Existing or new location	Status after Project	Type of Traffic	Vehicle diversion / est. increase in travel time	Annual Average Daily Traffic
Paraćin	Overpass 1	153+941.53	New crossing at the Road IIA 158 (before Paraćin station)	Overpass	All vehicles	N/A	N/A
Paraćin - Žabare	Leveled	155+532	Existing leveled crossing in the zone of the station (Šumadijska St.)	**Closed**	Pedestrians and cyclists	Rerouting to Overpass 1 (2150 m, 3 min)	1495
Paraćin	Underpass 2	155+991.45	Existing leveled crossing (Majora Gavrilovića St.)	Underpass	All vehicles, pedestrians and cyclists	N/A	7183

1. Presentation of the Project and its technical characteristics

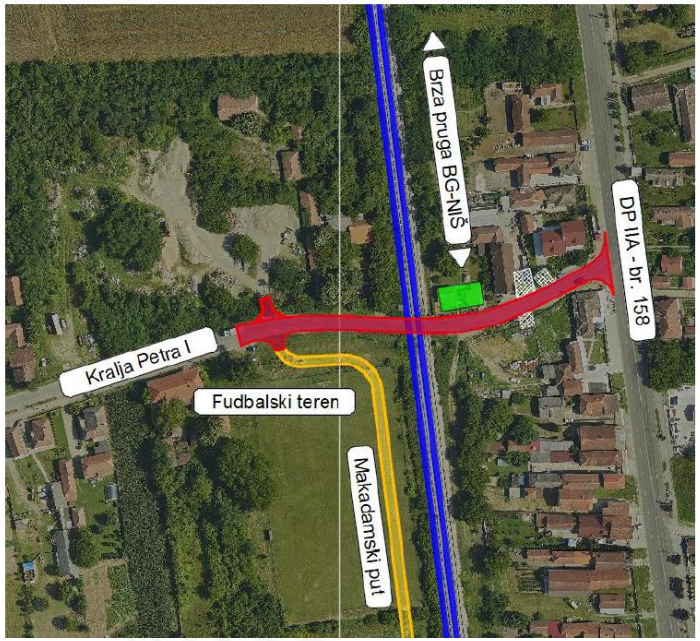
Overview of deleveled crossings - Paraćin Municipality

Underpass 3 at km 156+851.81	Underpass 4 at km 158+955.08

Подвожњак на km 156+851.81
Улица Стришка
Општина Параћин

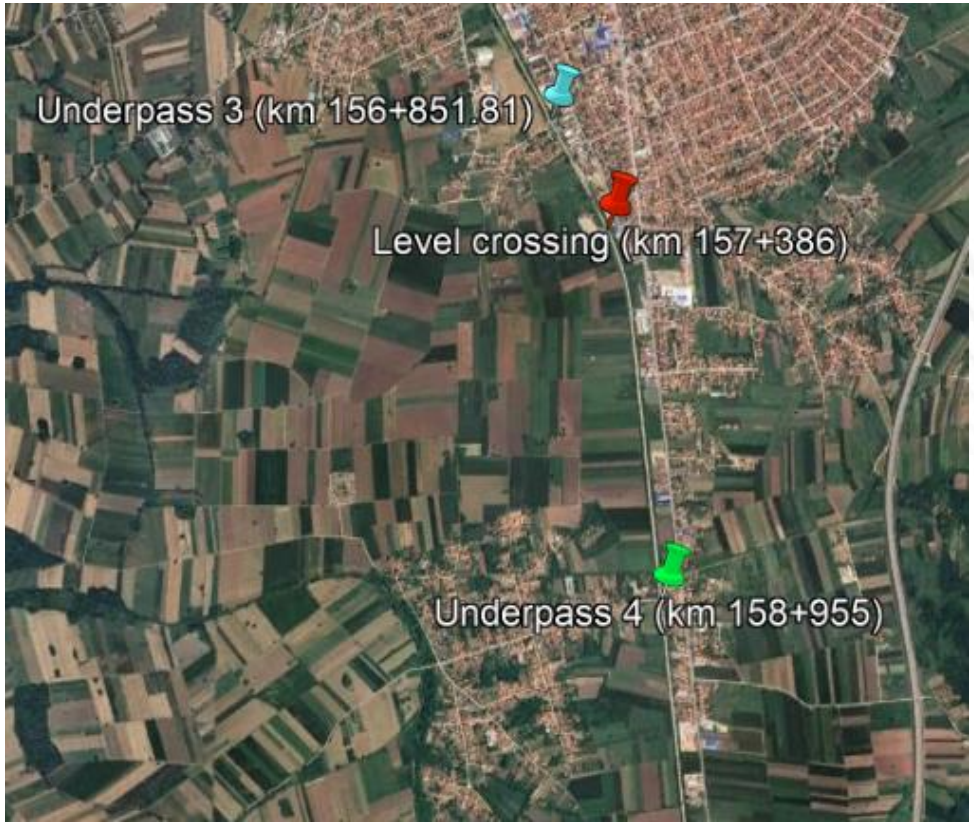


Подвожњак на km 158+955.08
Улица Краља Петра I
Општина Параћин (к.о. Стрижа)



1. Presentation of the Project and its technical characteristics

Overview of deleveled crossings - Paraćin Municipality

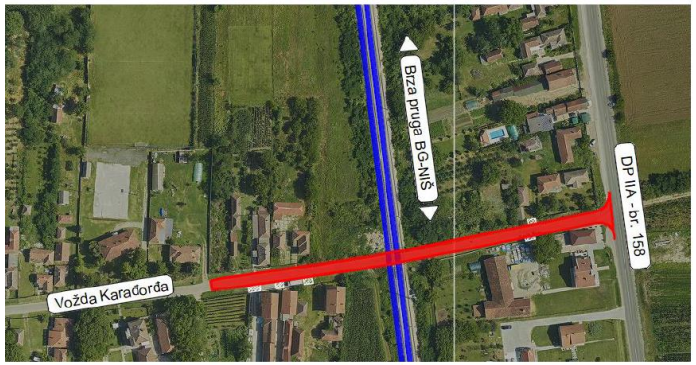


Municipality	Crossing Type	Chainage	Existing or new location	Status after Project	Type of Traffic	Vehicle diversion / est. increase in travel time	Annual Average Daily Traffic
Paraćin	Underpass 3	156+851.81	New denivelation (Striška St.)	Underpass	All vehicles, pedestrians and cyclists	N/A	N/A
Paraćin	Leveled	157+386	Existing leveled crossing (Novoselska St.)	**Closed**	Currently used by a few trucks per day	Rerouting to Underpasses 3 and 4 (800–1,700 m, 2–3.5 min)	A few trucks
Paraćin - Striža	Underpass 4	158+955.08	Existing leveled crossing (Kralja Petra I St.)	Underpass	All vehicles, pedestrians and cyclists	N/A	2131

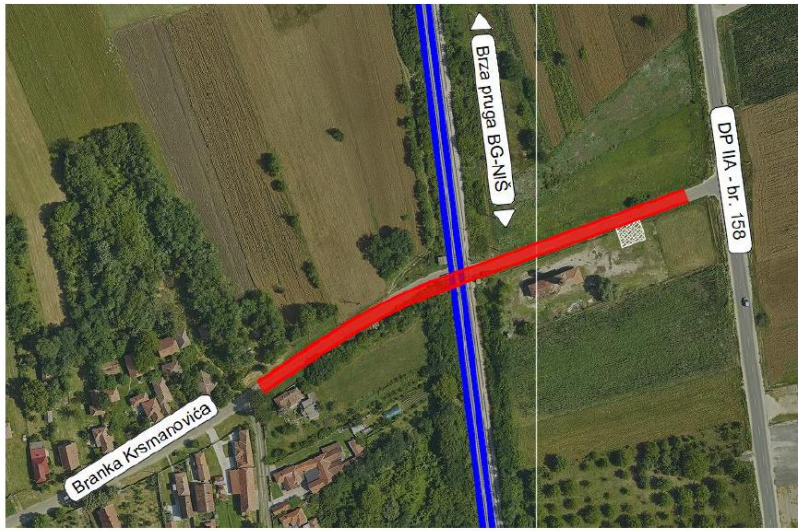
1. Presentation of the Project and its technical characteristics
Overview of deleveled crossings - Paraćin Municipality

Underpass 5 at km 162+505.32	Underpass 6 at km 164+502.60	Underpass 7 at km 166+669.98

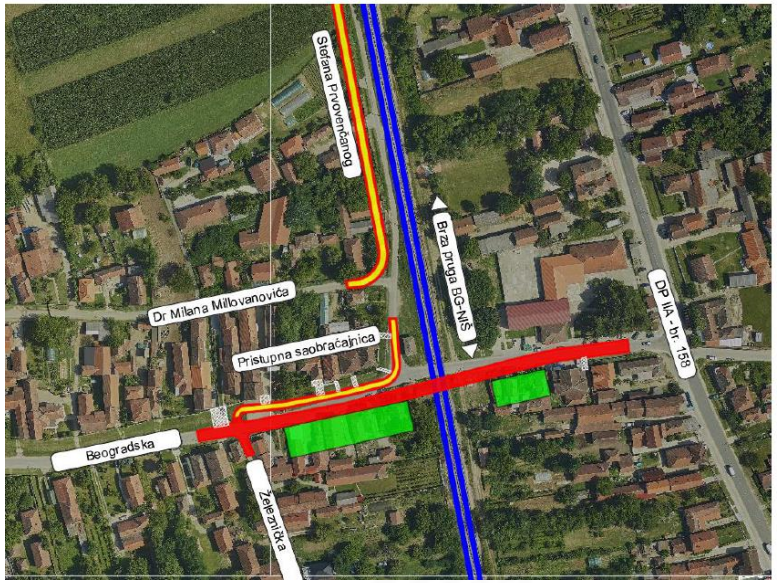
Подвожњак на km 162+505.32
Улица Вожда Карађорђа
Општина Параћин (к.о. Ратаре)



Подвожњак на km 164+502.60
Улица Бранка Крсмановића
Општина Параћин (к.о. Сикирица)



Подвожњак на km 166+669.98
Улица Београдска
Општина Параћин (к.о. Дреновац)



1. Presentation of the Project and its technical characteristics

Overview of deleveled crossings - Paraćin Municipality

Municipality	Crossing Type	Chainage	Existing or new location	Status after Project	Type of Traffic	Vehicle diversion / est. increase in travel time	Annual Average Daily Traffic
Paraćin Ratari	Underpass 5	162+505.32	New crossing (Vožda Karađorđa St.)	Underpass	All vehicles, pedestrians and cyclists	N/A	671
Paraćin Sikirica	Leveled	163+810	Existing leveled crossing (Ravnogorska ST.)	**Closed**	All vehicles, pedestrians and cyclists	Rerouting to Underpass 5 (1,600–3,100 m, 2–6 min) or Underpass 6 (900–2,900 m, 1–5 min)	372
Paraćin Sikirica	Underpass 6	164+502.60	Existing leveled crossing (Branka Krsmanovića St.)	Underpass	All vehicles, pedestrians and cyclists	Takes over the traffic flows from the level crossing at km 163+810	730
Paraćin Drenovac	Underpass 7	166+669.98	Existing leveled crossing (Beogradska St.)	Underpass	All vehicles, pedestrians and cyclists	Takes over the traffic flows from the level crossing at km 168+193 (agr.)	1647
Paraćin Drenovac	Leveled	168+180	Existing leveled crossing for agricultural purposes (Marka Kraljevića St.)	**Closed**	Agricultural machinery	Underpass 7 or 8 (1600 – 1800 m, 2 – 6 min)	113
Ćićevac Pojate	Overpass 8	169+150.51	Existing leveled crossing (Atarski Put)	Overpass	Agricultural machinery	Takes over the traffic flows from the level crossing at km 168+180	N/A

1. Presentation of the Project and its technical characteristics
Locations of deleveled crossings - Ćićevac Municipality

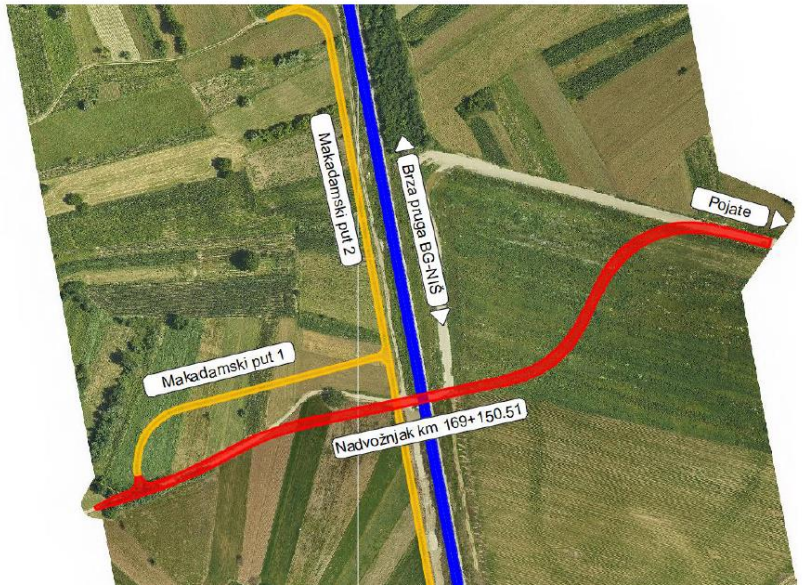
No	Object	Location
1	Overpass 8 at km 169+150.51	Field access road
2	Overpass 9 at km 170+131.95	Zmaj Jovina Street
3	Underpass 10 at km 171+793.08	Železnička Street
4	Overpass 11 at km 172+515.95	Radnička Street
5	Underpass 12 at km 173+134.14	Mirka Tomića Street

1. Presentation of the Project and its technical characteristics

Overview of deleveled crossings - Ćićevac Municipality

Overpass 8 at km 169+150.51	Overpass 9 at km 170+131.95

Надвожњак на km 169+150.51
Атарски пут
Општина Ћићевац (к.о. Појате)

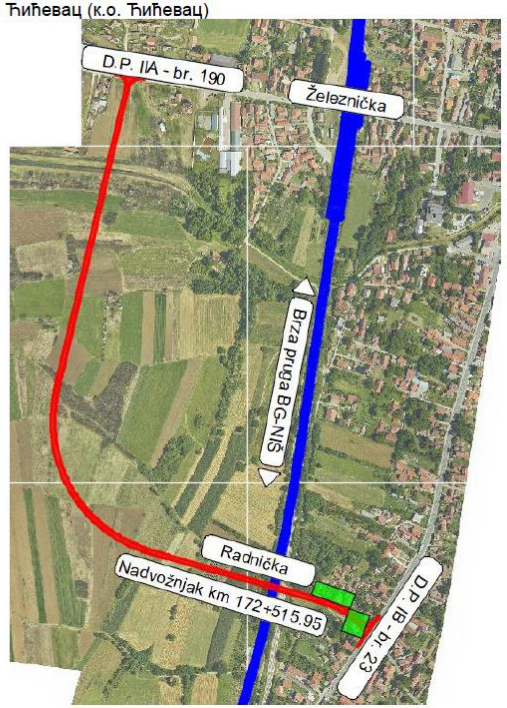


1. Presentation of the Project and its technical characteristics

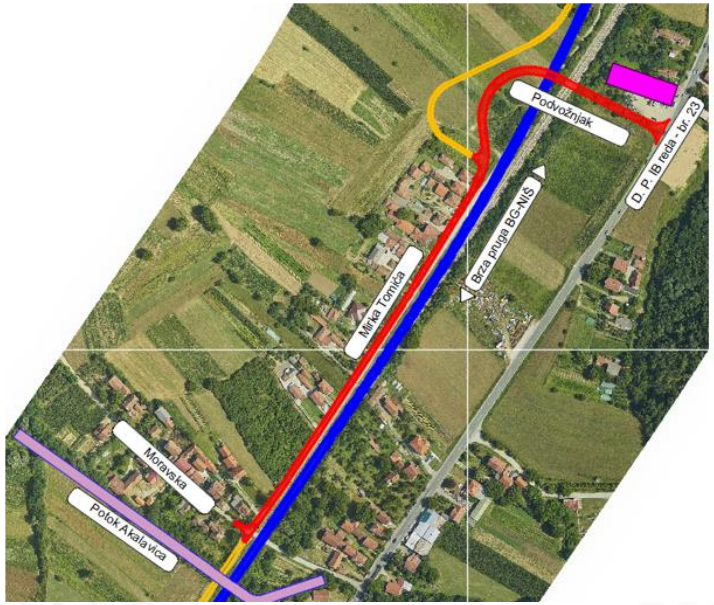
Overview of deleveled crossings - Ćićevac Municipality

Overpass 11 at km 172+515.95	Underpass 12 at km 173+133.79

Надвожњак на km 172+515.95
Радничка улица
Општина Ћићевац (к.о. Ћићевац)

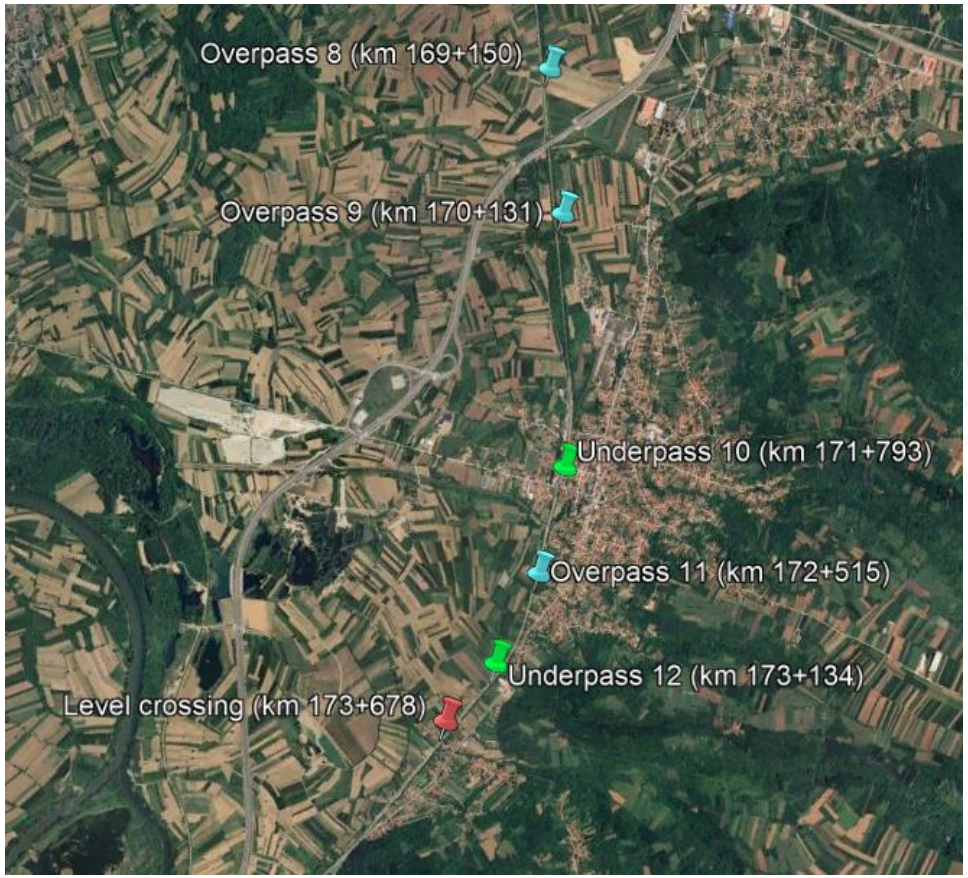


Подвожњак на km 173+133.79
Мирка Томића
Општина Ћићевац (к.о. Ћићевац)



1. Presentation of the Project and its technical characteristics

Overview of deleveled crossings - Ćićevac Municipality

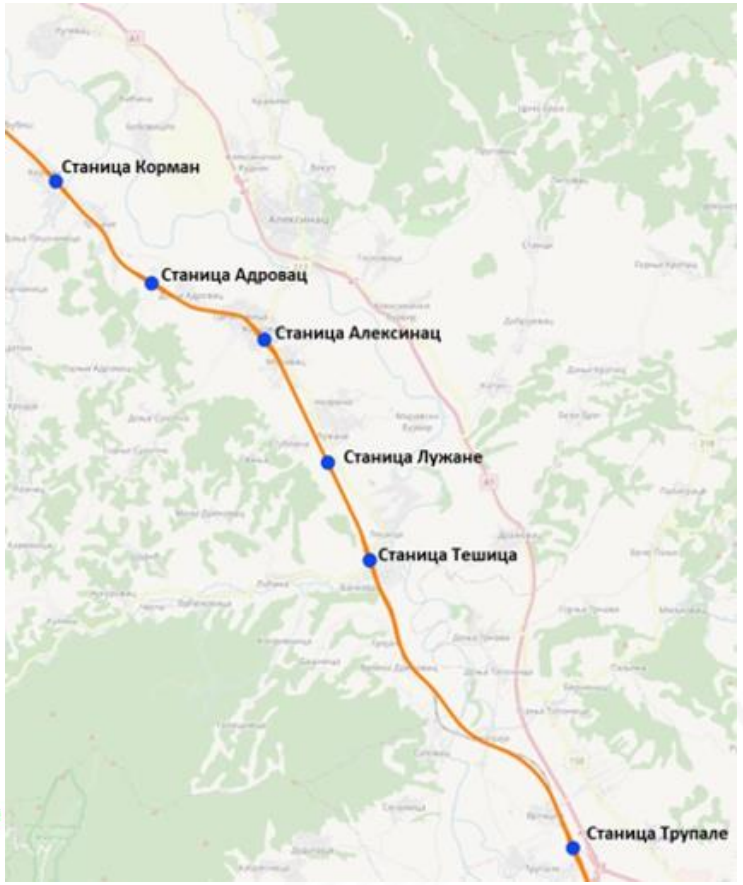


Municipality	Crossing Type	Chainage	Existing or new location	Status after Project	Type of Traffic	Vehicle diversion / est. increase in travel time	Annual Average Daily Traffic
Ćićevac Pojate	Overpass 8	169+150.51	Existing leveled crossing (Atarski Put)	Overpass	Agricultural machinery	Takes over the traffic flows from the level crossing at km 168+180	N/A
Ćićevac	Overpass 9	170+131.95	New deleveled crossing (Zmaj Jovina St.)	Overpass	Agricultural machinery and pedestrians	N/A	N/A
Ćićevac	Underpass 10	171+793.08	Existing leveled crossing (Železnička St.)	Underpass	Passenger vehicles and pedestrians	N/A	N/A
Ćićevac	Overpass 11	172+515.95	New deleveled crossing (Radnička St.)	Overpass	All vehicles, pedestrians and cyclists	N/A	N/A
Ćićevac	Underpass 12	173+134.14	New deleveled crossing (Mirka Tomića St.)	Underpass	Passenger vehicles and pedestrians	N/A	N/A
Ćićevac	Leveled	173+678	Existing leveled crossing (Moravska St.)	**Closed**	Pedestrians and cyclists	Rerouting to the underpass 12 900 m, 2 min	314

1. Presentation of the Project and its technical characteristics

Subsection 3.3 Đunis - Trupale - official points

- Strategic importance of the railway
- Operational plan
  - Types of trains
  - Number of trains
- Selection of official places was carried out based on the following criteria:
  - Number of passengers
  - Role and importance of the station
  - Distance to neighboring stations
- Official points on Section 3.3 Đunis – Trupale:
  - Korman
  - Adrovac
  - Aleksinac
  - Lužane
  - Tešica
  - Trupale



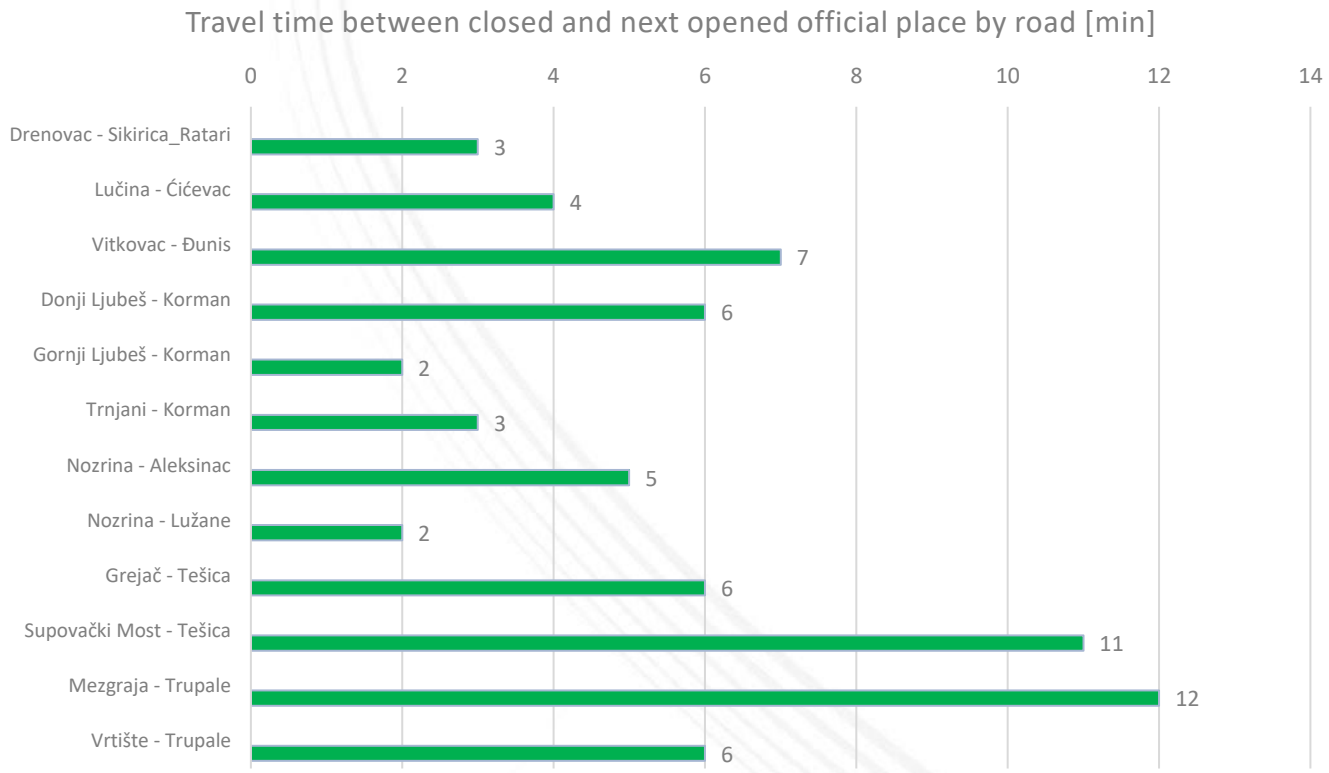
Legend:
Official points marked in green remain
Official points marked in black are being abolished

1. Presentation of the Project and its technical characteristics

Subsection 3.3 Đunis - Trupale - distance to the next operational official point by road

1. Presentation of the Project and its technical characteristics

Subsection 3.3 Đunis - Trupale - travel time by road to the next official point in operation



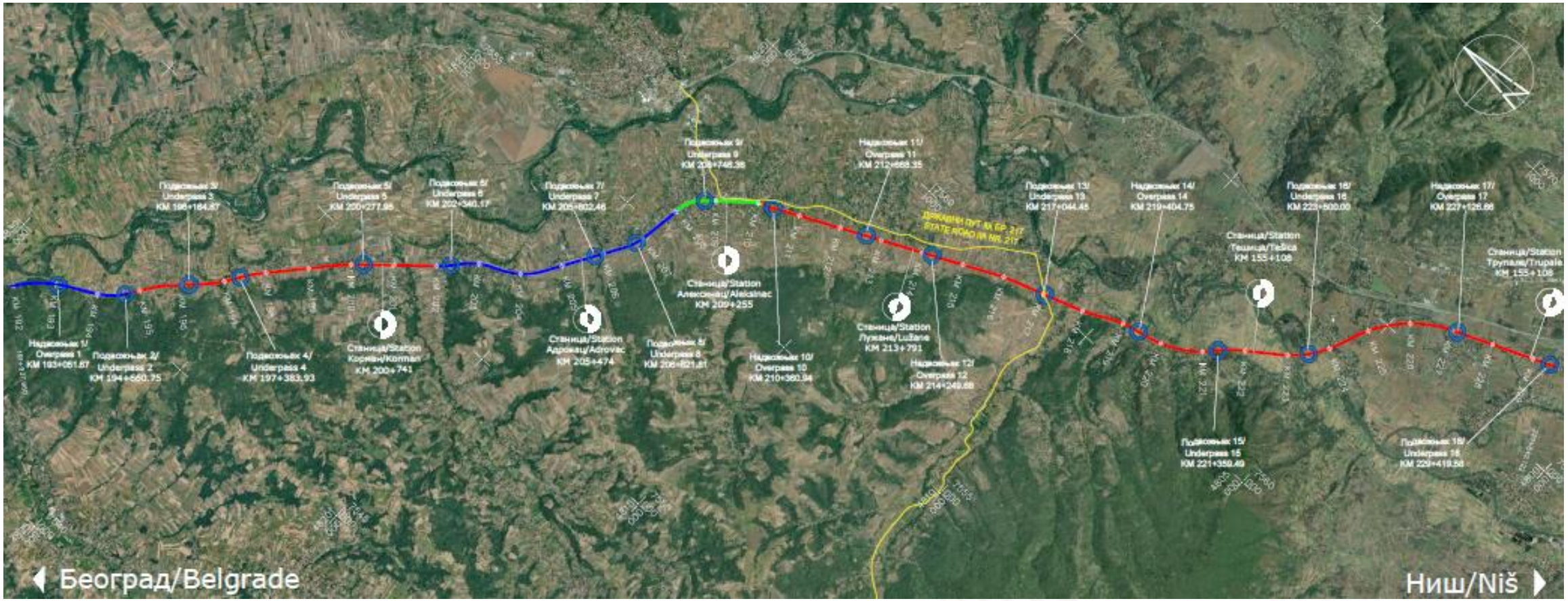
1. Presentation of the Project and its technical characteristics

Subsection 3.3 Đunis – Trupale – Locations of deleveled crossings

No.	Object	Location
1	Overpass 1 at km 193+053.51	J.N.A Street
2	Underpass 2 at km 194+653.01	Traffic connection between J.N.A. Street and Sava Kovačevića Street (Donji Ljubeš)
3	Underpass 3 at km 196+165.06	Jordana Pavlovića-Pavla Street
4	Underpass 4 at km 197+385.00	25th of May Street-Srezovac
5	Underpass 5 at km 200+288.50	Kneza Lazara – Milana Marinkovića Street (Korman)
6	Underpass 6 at km 202+340.10	Omladinska Street
7	Underpass 7 at km 205+802.81	Local Road – Donji Adrovac
8	Underpass 8 at km 206+821.81	Deligradska Street
9	Underpass 9 at km 208+744.21	Milentija Popovića Street
10	Overpass 10 at km 210+360.84	Traffic connection of the Moravac settlement with the IIA state road no. 217
11	Overpass 11 at km 212+642.85	Traffic connection of the settlement of Stublina with the state road IIA no. 217
12	Overpass 12 at km 214+249.59	Field access road - Lužane
13	Underpass 13 at km 217+044.39	State road IIA no. 217 - Tešica
14	Overpass 14 at km 219+404.73	Local road - Grejač
15	Underpass 15 at km 221+359.49	Filed access road – Veliki Drenovac
16	Underpass 16 at km 223+500.00	Peke Dapčevića Street - Mezgraja
17	Overpass 17 at km 227+118.98	Beogradska Street – Vrtište
18	Underpass 18 at km 229+421.88	Železnička Street – Trupale

1. Presentation of the Project and its technical characteristics

Subsection 3.3 Đunis – Trupale – overview of deleveled crossings



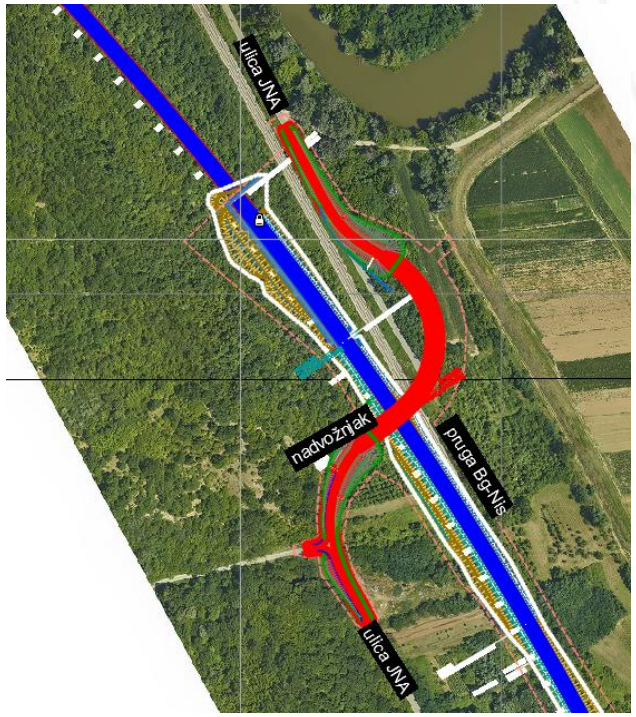
1. Presentation of the Project and its technical characteristics
Locations of deleveled crossings - Aleksinac Municipality

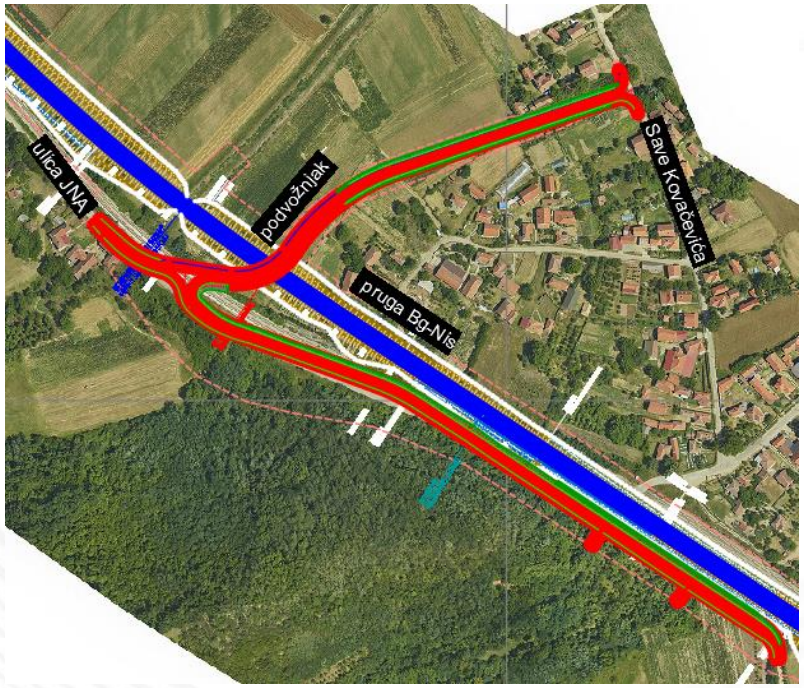
No.	Object	Location
1	Overpass 1 at km 193+053.51	J.N.A Street
2	Underpass 2 at km 194+653.01	Traffic connection between J.N.A. Street and Sava Kovačevića Street (Donji Ljubeš)
3	Underpass 3 at km 196+165.06	Jordana Pavlovića-Pavla Street
4	Underpass 4 at km 197+385.00	25th of May Street-Srezovac
5	Underpass 5 at km 200+288.50	Kneza Lazara – Milana Marinkovića Street (Korman)
6	Underpass 6 at km 202+340.10	Omladinska Street
7	Underpass 7 at km 205+802.81	Local Road – Donji Adrovac
8	Underpass 8 at km 206+821.81	Deligradska Street
9	Underpass 9 at km 208+744.21	Milentija Popovića Street
10	Overpass 10 at km 210+360.84	Traffic connection of the Moravac settlement with the IIA state road no. 217
11	Overpass 11 at km 212+642.85	Traffic connection of the settlement of Stublina with the state road IIA no. 217
12	Overpass 12 at km 214+249.59	Field access road - Lužane
13	Underpass 13 at km 217+044.39	State road IIA no. 217 - Tešica
14	Overpass 14 at km 219+404.73	Local road - Grejač
15	Underpass 15 at km 221+359.49	Filed access road – Veliki Drenovac

1. Presentation of the Project and its technical characteristics

Overview of deleveled crossings - Aleksinac Municipality

Overpass 1 at km 193+053.51	Underpass 2 at km 194+653.01





1. Presentation of the Project and its technical characteristics

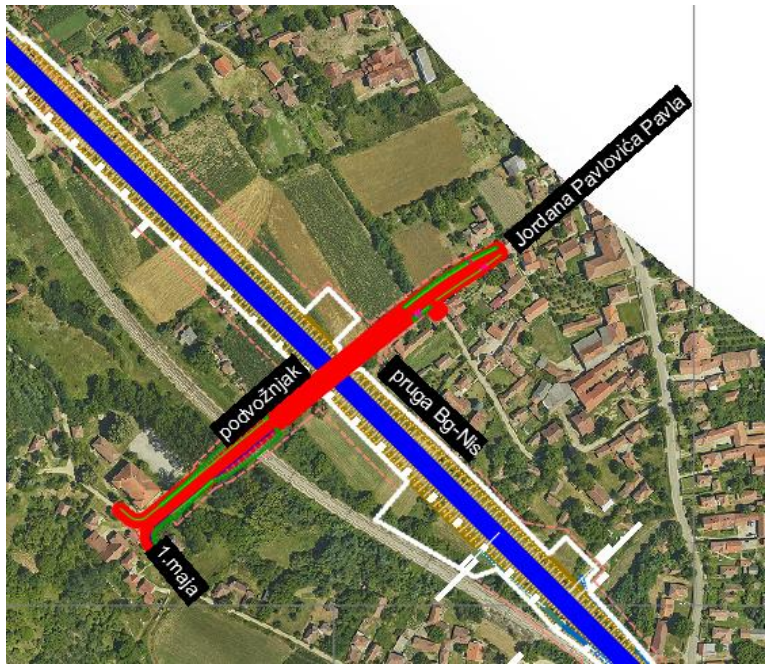
Overview of deleveled crossings - Aleksinac Municipality

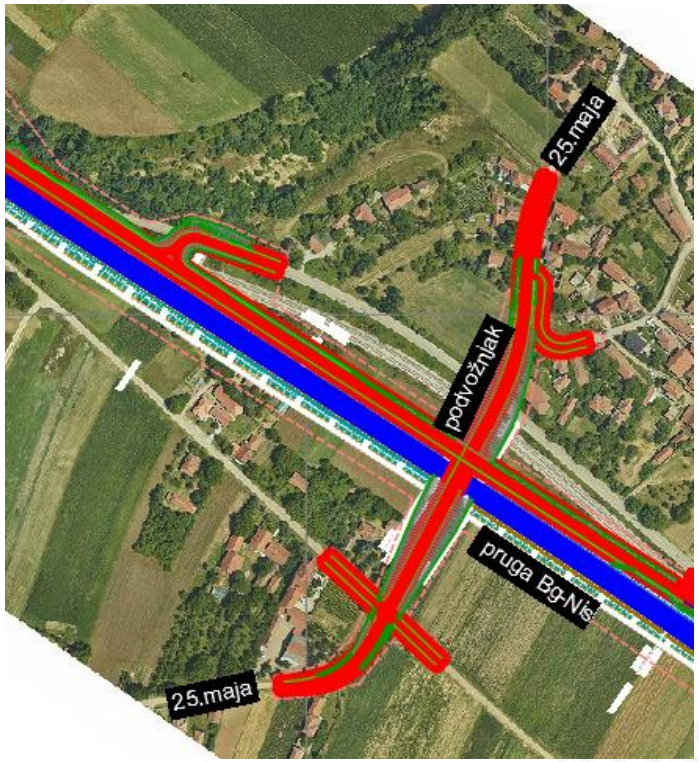
Municipality	Crossing Type	Chainage	Existing or new location	Status after Project	Type of Traffic	Vehicle diversion / est. increase in travel time	Annual Average Daily Traffic
Aleksinac Vitkovac	Overpass 1	193+053.51	Existing leveled crossing (JNA St.)	Overpass	Passenger vehicles	N/A	505
Aleksinac Vitkovac	Underpass 2	194+653.01	Existing leveled crossing (JNA-Save Kovačevića St.)	Underpass	Passenger vehicles	N/A	
Aleksinac Vitkovac	Leveled	195+494	Existing leveled crossing (Moravska and Slavoljuba Simonovića St.)	**Closed**	Passenger vehicles	Rerouting to the underpass 2 (900 m, 3 min)	553

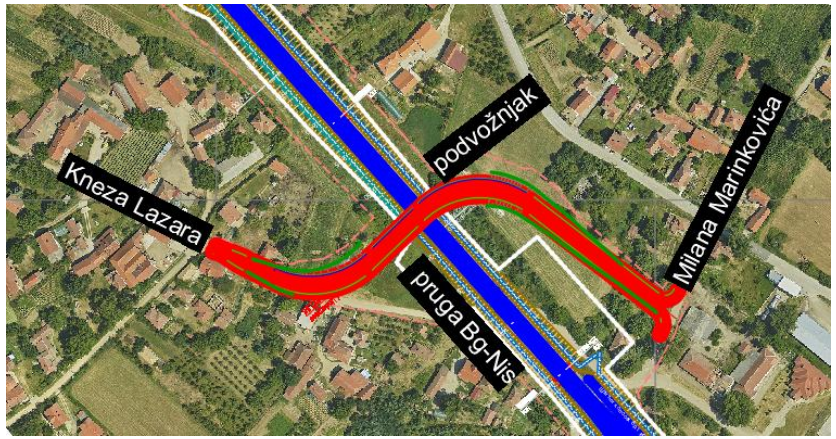
1. Presentation of the Project and its technical characteristics

Overview of deleveled crossings - Aleksinac Municipality

Underpass 3 at km 196+165.06	Underpass 4 at km 197+385.00	Underpass 5 at km 200+288.50







1. Presentation of the Project and its technical characteristics

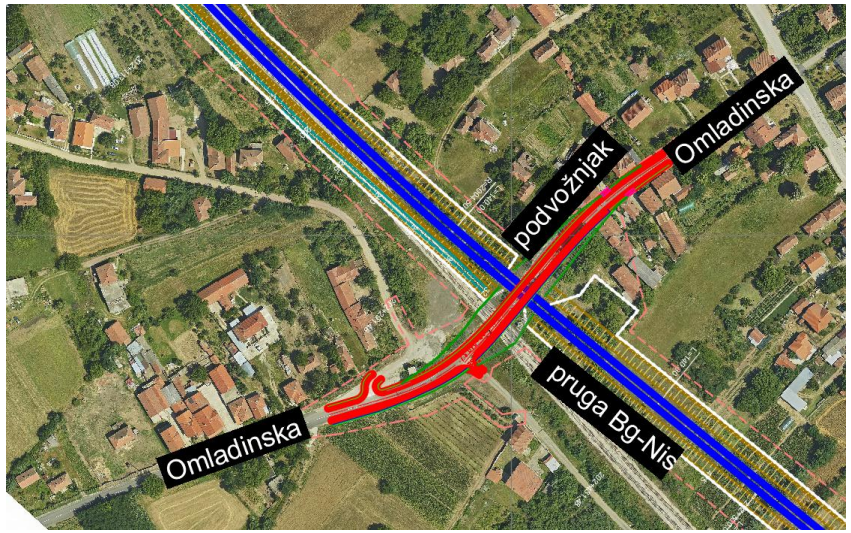
Overview of deleveled crossings - Aleksinac Municipality

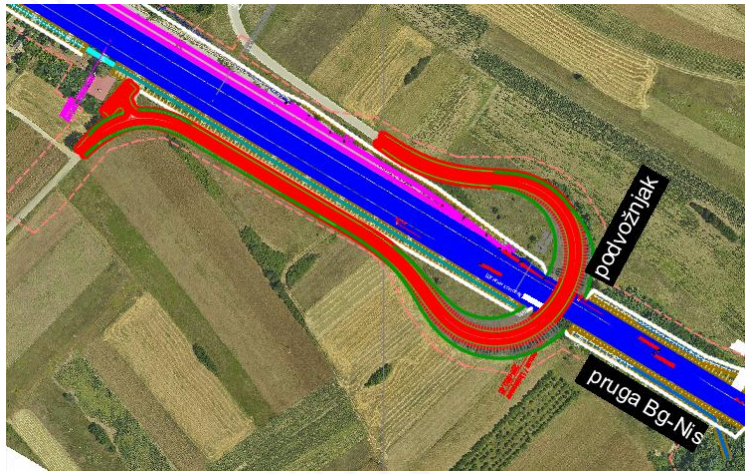
Municipality	Crossing Type	Chainage	Existing or new location	Status after Project	Type of Traffic	Vehicle diversion / est. increase in travel time	Annual Average Daily Traffic
Aleksinac Donji Ljubeš	Existing deleveled crossing	195+900	Existing deleveled crossing (9th Brigade St.)	**Closed**	Agricultural machinery and pedestrians	Rerouting to the underpass 3 (900 m, 2 min)	N/A
Aleksinac Donji Ljubeš	Underpass 3	196+165.06	New deleveled crossing (Jordana Pavlovića St.)	Underpass	Passenger vehicles and pedestrians	N/A	N/A
Aleksinac Donji Ljubeš	Leveled	196+550	Existing leveled crossing (Dragomira Kostića St.)	**Closed**	All vehicles and pedestrians	Rerouting to the underpass 3 or 4 (550 – 950 m, 1 - 3 min)	174
Aleksinac Srezovac	Underpass 4	197+385.00	Existing leveled crossing (25th May St.)	Underpass	Passenger vehicles and pedestrians	Takes over part of the traffic flows from km 196+550	169
Aleksinac Gornji Ljubeš	Leveled	198+975	Existing leveled crossing (Milentija Popovića, 25th May and 7th July St.)	**Closed**	All vehicles and pedestrians	Rerouting to the underpass 4 (1100 – 2100 m, 1 – 3 min)	118
Aleksinac Korman	Underpass 5	200+288.50	Existing leveled crossing (Kneza Lazara St.)	Underpass	Passenger vehicles and pedestrians	N/A	584

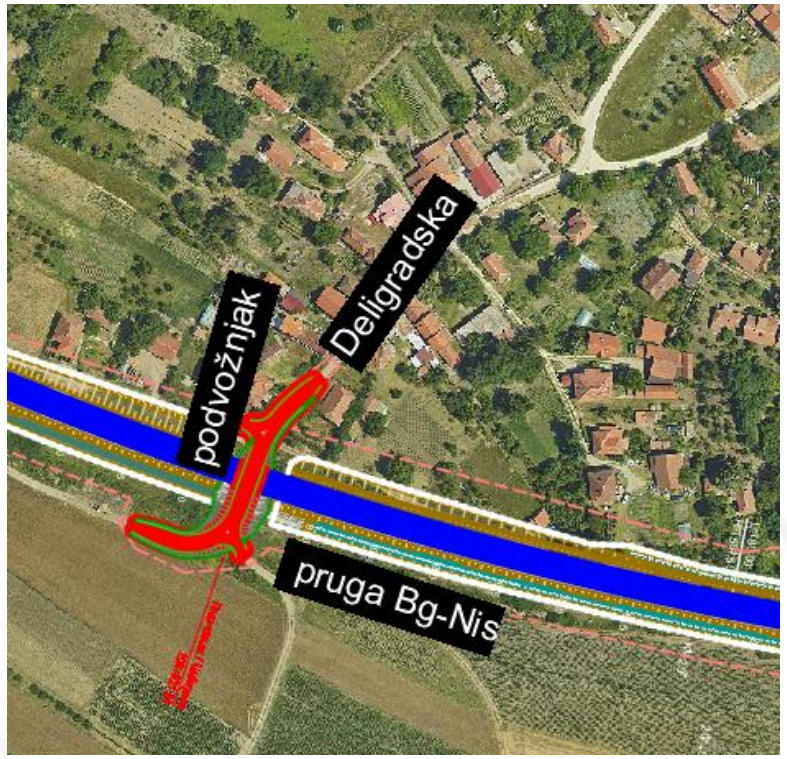
1. Presentation of the Project and its technical characteristics

Overview of deleveled crossings - Aleksinac Municipality

Underpass 6 at km 202+340.10	Underpass 7 at km 205+802.81	Underpass 8 at km 206+821.81







1. Presentation of the Project and its technical characteristics

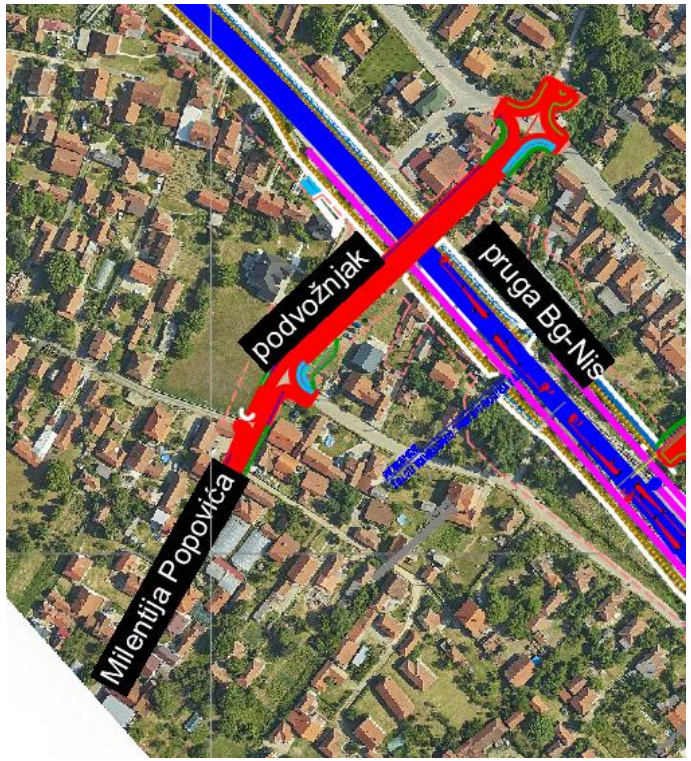
Overview of deleveled crossings - Aleksinac Municipality

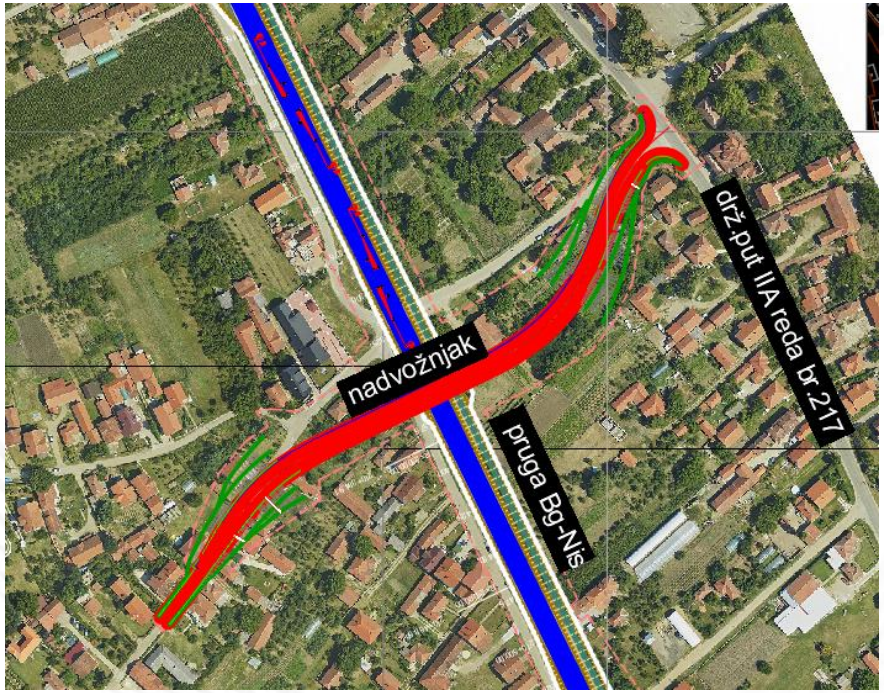
Crossing Type	Chainage	Existing or new location	Status after Project	Type of Traffic	Vehicle diversion / est. increase in travel time	Annual Average Daily Traffic	Crossing Type
Aleksinac Trnjane	Underpass 6	202+340.10	Existing leveled crossing (Omladinska St.)	Underpass	All vehicles and pedestrians	N/A	238
Aleksinac Trnjane	Leveled	203+158	Existing leveled crossing (7. jula Street)	**Closed**	All vehicles and pedestrians	Rerouting to Undeprass 6 (850 – 1000 m, 2 min)	601
Aleksinac Donji Adrovac	Undeprass 7	205+802.46	Existing denivelation (Local road)	Underpass	All vehicles and pedestrians	N/A	N/A
Aleksinac Donji Adrovac	Undeprass 8	206+821.81	Existing leveled crossing (Deligradska Street)	Underpass	Agricultural machinery	N/A	
Aleksinac Prćilovica	Leveled	207+885	Existing leveled crossing (Vuka Karađića Street)	Pedestrian underpass 207+920	Pedestrians	Rerouting to Undeprass 8 (950 m, 2 – 3 min)	560

1. Presentation of the Project and its technical characteristics

Overview of deleveled crossings - Aleksinac Municipality

Underpass 9 at km 208+744.21	Overpass 10 at km 210+360.84

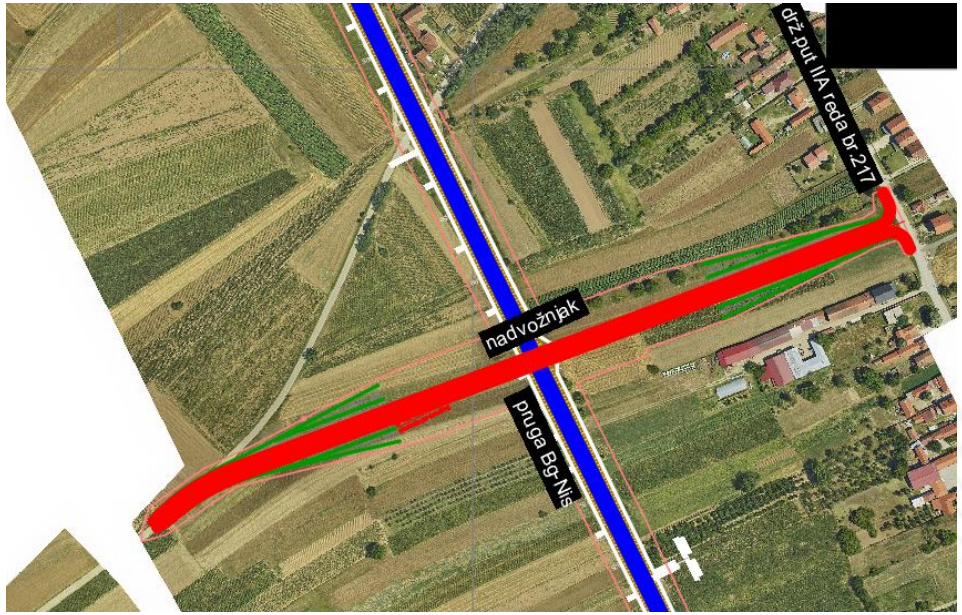


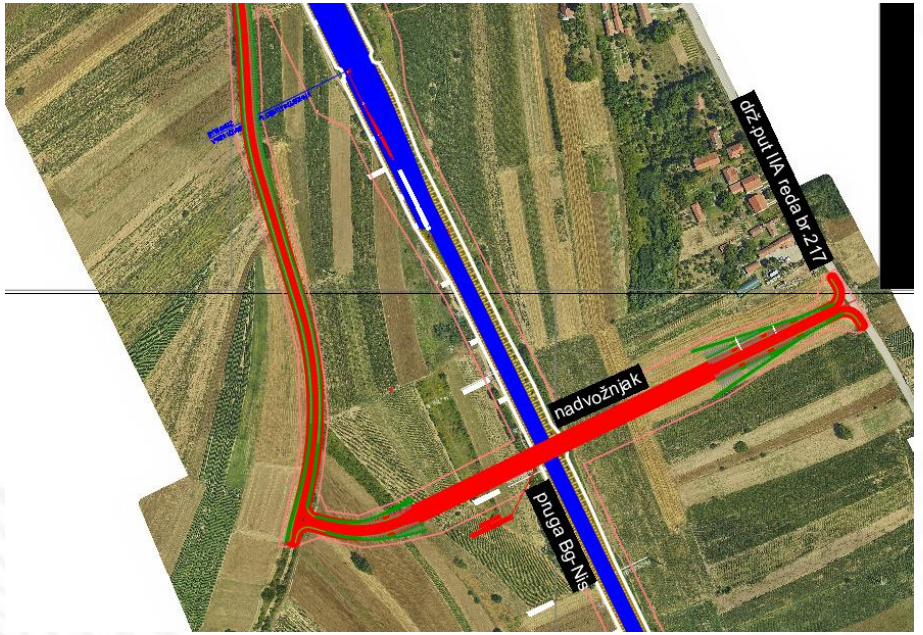


1. Presentation of the Project and its technical characteristics

Overview of deleveled crossings - Aleksinac Municipality

Overpass 11 at km 212+642.85	Overpass 12 at km 214+249.59





1. Presentation of the Project and its technical characteristics

Overview of deleveled crossings - Aleksinac Municipality

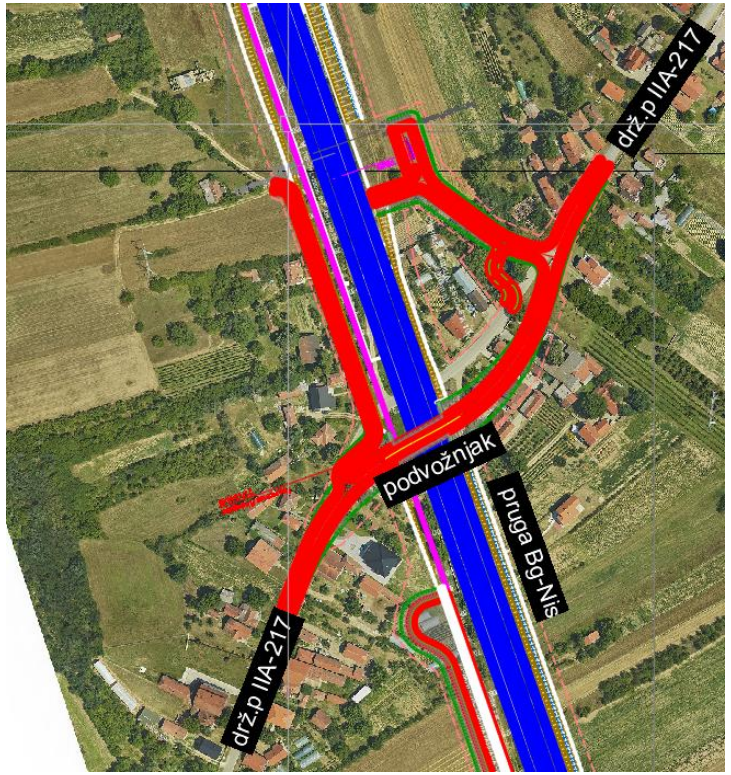
Crossing Type	Chainage	Existing or new location	Status after Project	Type of Traffic	Vehicle diversion / est. increase in travel time	Annual Average Daily Traffic	Crossing Type
Aleksinac Žitkovac	Underpass 9	208+744.21	Existing leveled crossing (Milentija Popovića St)	Underpass	Passenger vehicles, pedestrians and cyclists	N/A	2107
Aleksinac Moravac	Overpass 10	210+360.94	Existing leveled crossing (local road connecting to IIA No. 217)	Overpass	Passenger vehicles, pedestrians and cyclists	N/A	1085
Aleksinac Nozrina	Leveled	212+480	Existing leveled crossing (local road)	**Closed**	All vehicles and pedestrians	Rerouting to Undeprass 11 (800 m, 2 min)	270
Aleksinac Nozrina	Overpass 11	212+642.85	Existing leveled crossing (Stublina-Nozrina local road)	Overpass	Passenger vehicles and pedestrians	Represents the new position of the LC from km 212+480	270*
Aleksinac Lužane	Overpass 12	214+249.59	Existing leveled crossing (local road)	Overpass	Passenger vehicles	N/A	46

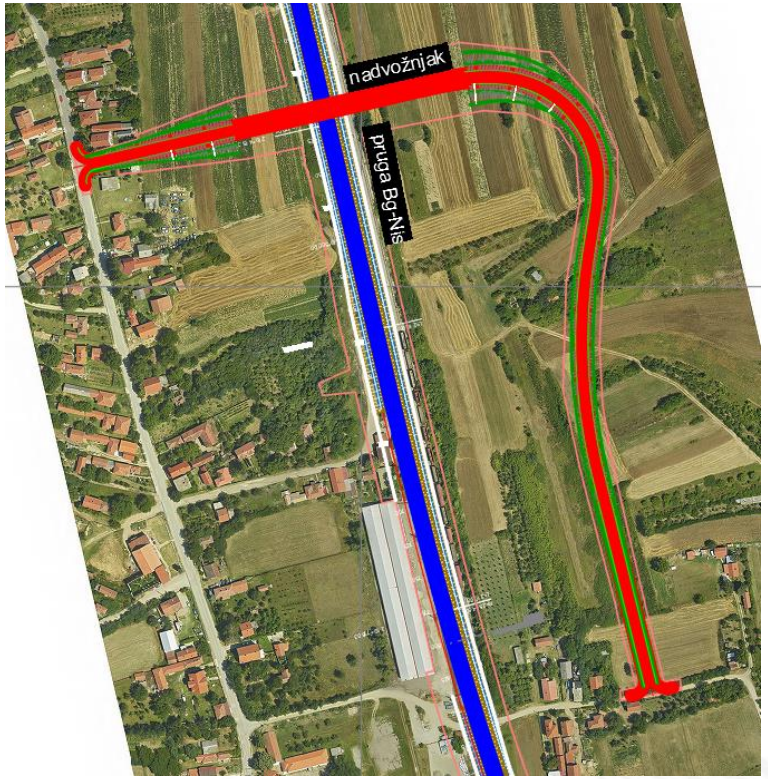
**It is the same crossing, just relocated in the immediate vicinity*

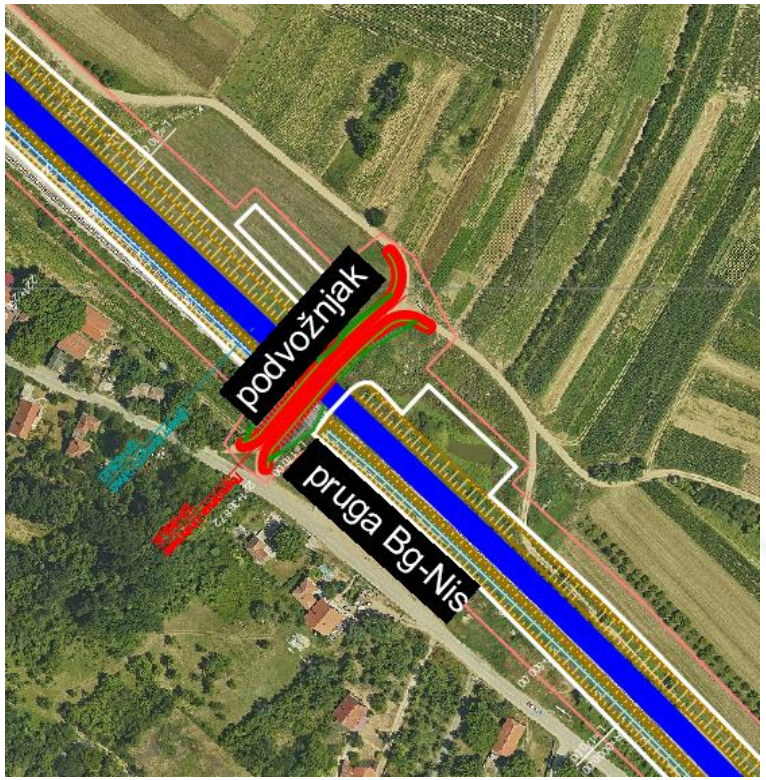
1. Presentation of the Project and its technical characteristics

Overview of deleveled crossings - Aleksinac Municipality

Underpass 13 at km 217+044.39	Overpass 14 at km 219+404.73	Underpass 15 at km 221+359.49







1. Presentation of the Project and its technical characteristics

Overview of deleveled crossings - Aleksinac Municipality

Municipality	Crossing Type	Chainage	Existing or new location	Status after Project	Type of Traffic	Vehicle diversion / est. increase in travel time	Annual Average Daily Traffic
Aleksinac Tešica	Leveled	215+710	Existing leveled crossing (Agricultural road)	**Closed**	Agricultural machinery	Rerouitng to Overpass 12 i 13 (1400 – 2300 m, 5.5 – 6 min)	N/A
Aleksinac Tešica	Underpass 13	217+044.39	Existing leveled crossing (State road IIA order 217)	Underpass	All vehicles and pedestrians	N/A	N/A
Aleksinac Tešica	Leveled	218+270	Existing leveled crossing (Cara Dušina Street)	**Closed**	All vehicles and pedestrians	Rerouting to Underpass 13 (1320 – 3000 m, 2.5 – 5 min)	637
Aleksinac Grejač	Overpass 14	219+404.73	New denivelation (local road)	Overpass	Passenger vehicles	N/A	N/A
Aleksinac Grejač	Leveled	219+863	Existing leveled crossing (local road)	**Closed**	Passenger vehicles	Rerouitng to Overpass 14 (900, 2 min)	29
Aleksinac Veliki Drenovac	Underpass 15	221+359.49	Existing denivelation (Poljoprivredni put)	Underpass	Passenger vehicles	N/A	N/A

1. Presentation of the Project and its technical characteristics

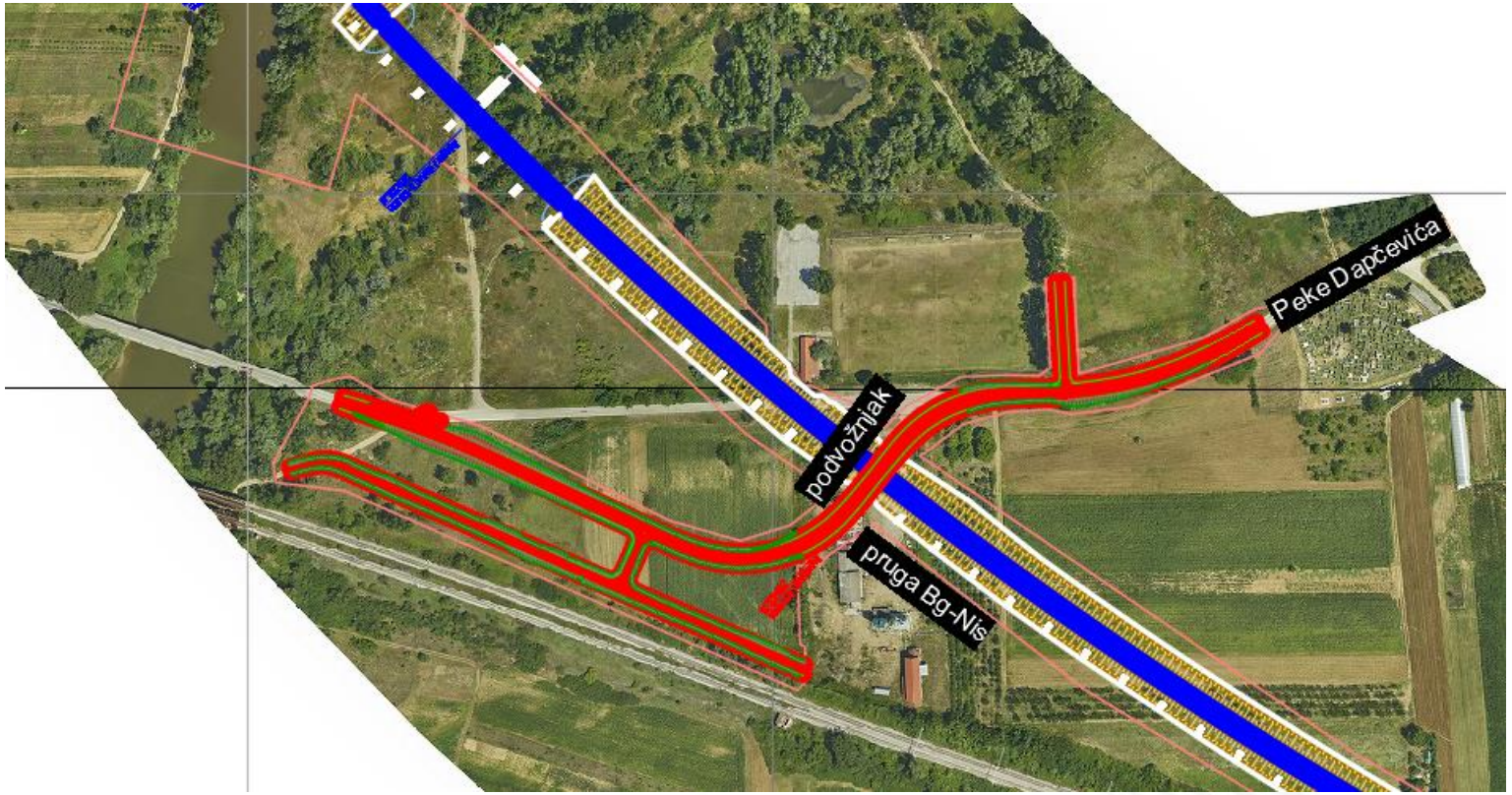
Locations of deleveled crossings – City of Niš

No.	Object	Location
1	Underpass 16 at km 223+500.00	Peke Dapčevića Street - Mezgraja
2	Overpass 17 at km 227+118.98	Beogradska Street – Vrtište
3	Underpass 18 at km 229+421.88	Železnička Street – Trupale

1. Presentation of the Project and its technical characteristics

Overview of deleveled crossings – City of Niš

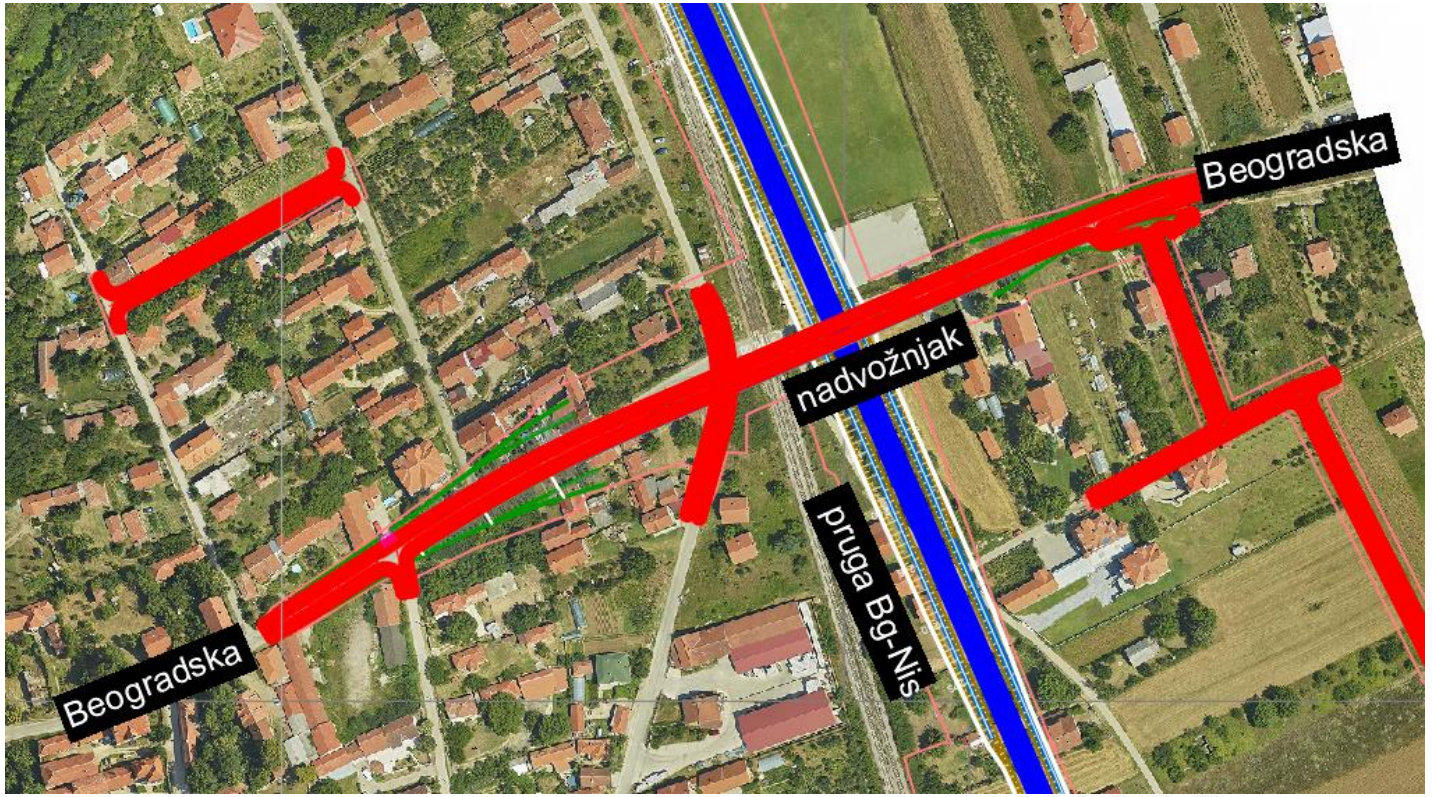
Underpass 16 at km 223+500.00



1. Presentation of the Project and its technical characteristics

Overview of deleveled crossings - City of Niš

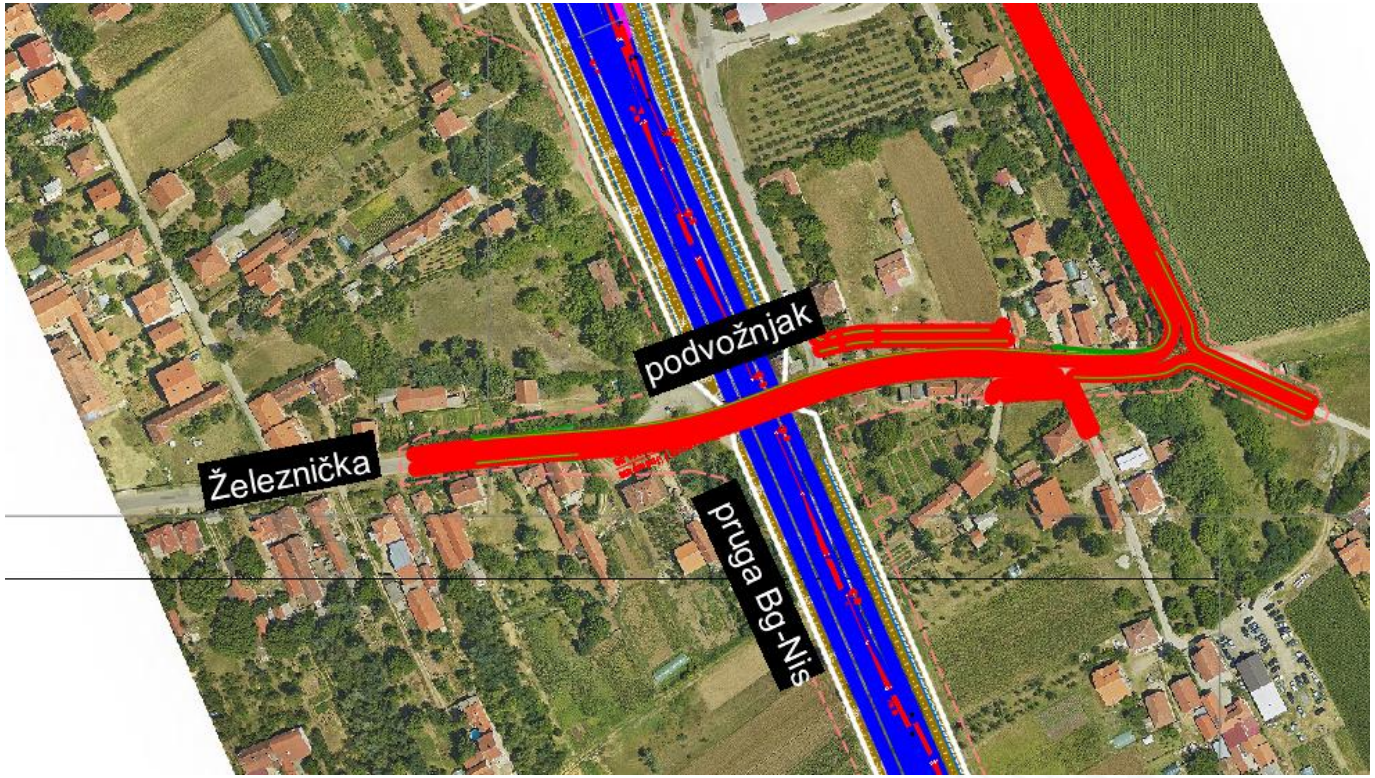
Overpass 17 at km 227+118.98



1. Presentation of the Project and its technical characteristics

Overview of deleveled crossings - City of Niš

Underpass 18 at km 229+421.88



1. Presentation of the Project and its technical characteristics

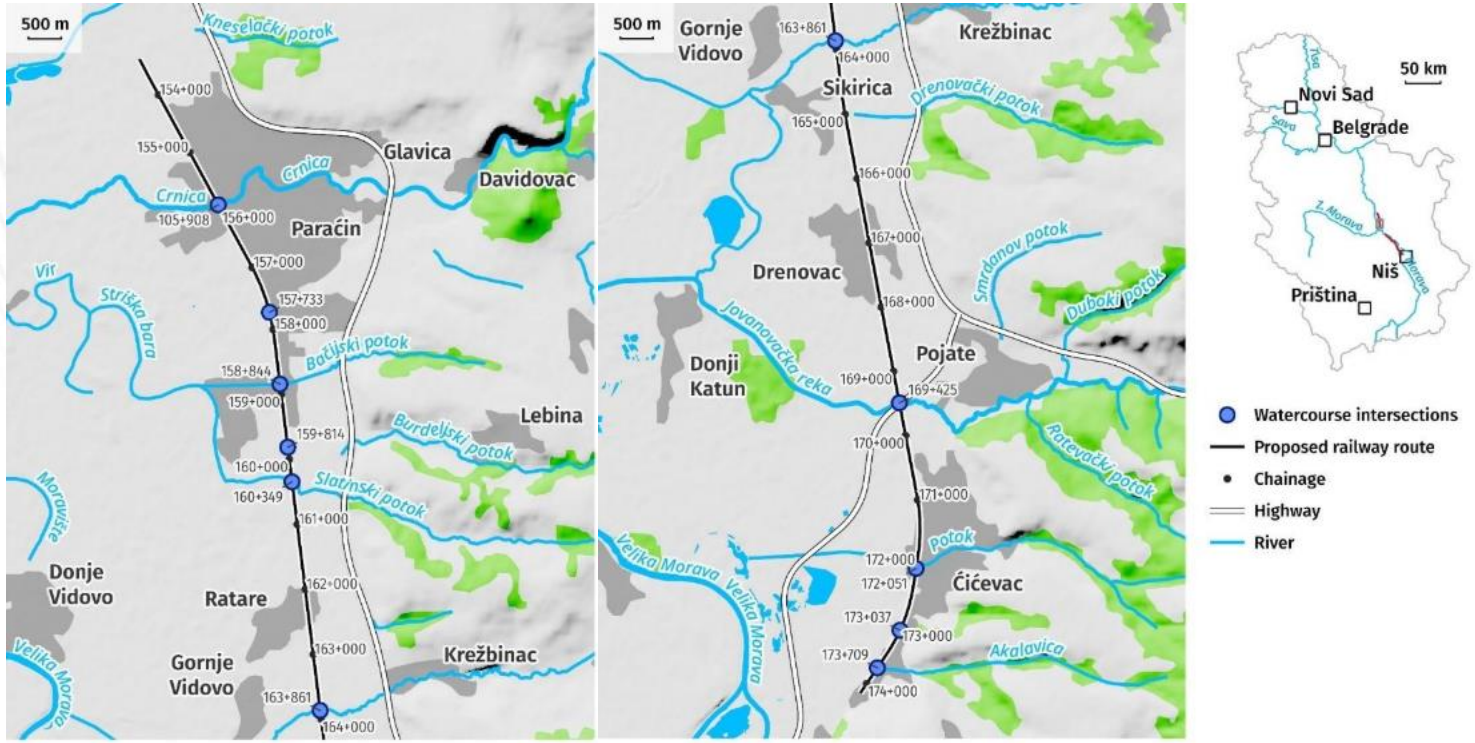
Overview of deleveled crossings – City of Niš

Municipality	Crossing Type	Chainage	Existing or new location	Status after Project	Type of Traffic	Vehicle diversion / est. increase in travel time	Annual Average Daily Traffic
Aleksinac Mezgraja	Underpass 16	223+500.00	New denivelation (Peke Dapčevića Street)	Underpass	Passenger vehicles	N/A	N/A
Aleksinac Mezgraja	Leveled	224+205	Existing leveled crossing (Maršala Tita Street)	Underpass for pedestrians and cyclists	Pedestrians, cyclists	Rerouting to Underpass 6. (730 – 1300 m, 1.5 – 2 min)	590
Aleksinac Vrtište	Overpass 17	227+118.98	Existing leveled crossing (Beogradska Street)	Overpass	Passenger vehicles, pedestrians and cyclists	N/A	1912
Aleksinac Vrtište	Leveled	227+850	Existing leveled crossing (local road)	**Closed**	Passenger vehicles, pedestrians and cyclists	Rerouting 17 (1100 m, 3 min)	39
Aleksinac Trupale	Underpass 18	229+421.88	Existing leveled crossing (Železnička Street)	Underpass	Passenger vehicles, pedestrians and cyclists	N/A	392

2. Environment, Anticipated Environmental Impacts of the Project, and Planned Activities

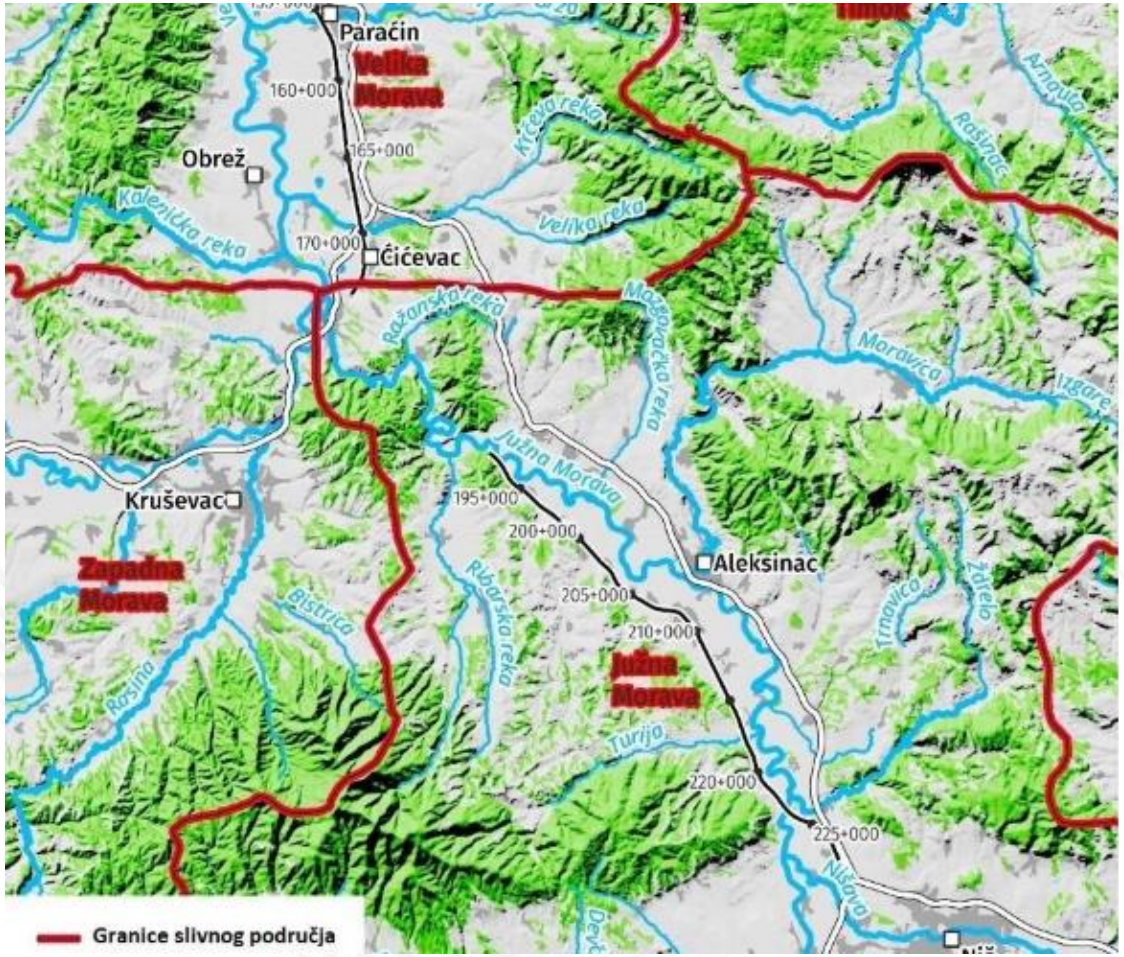
The environment within the Project area Paraćin - Stalać

- 10 watercourses
- Crnica River, Tekijski stream, Bačijski stream, Burdeljski stream, Slatinski stream, Planski stream, Jovanovačka River, Kočanski stream, Bezimeni stream and Akalavica River



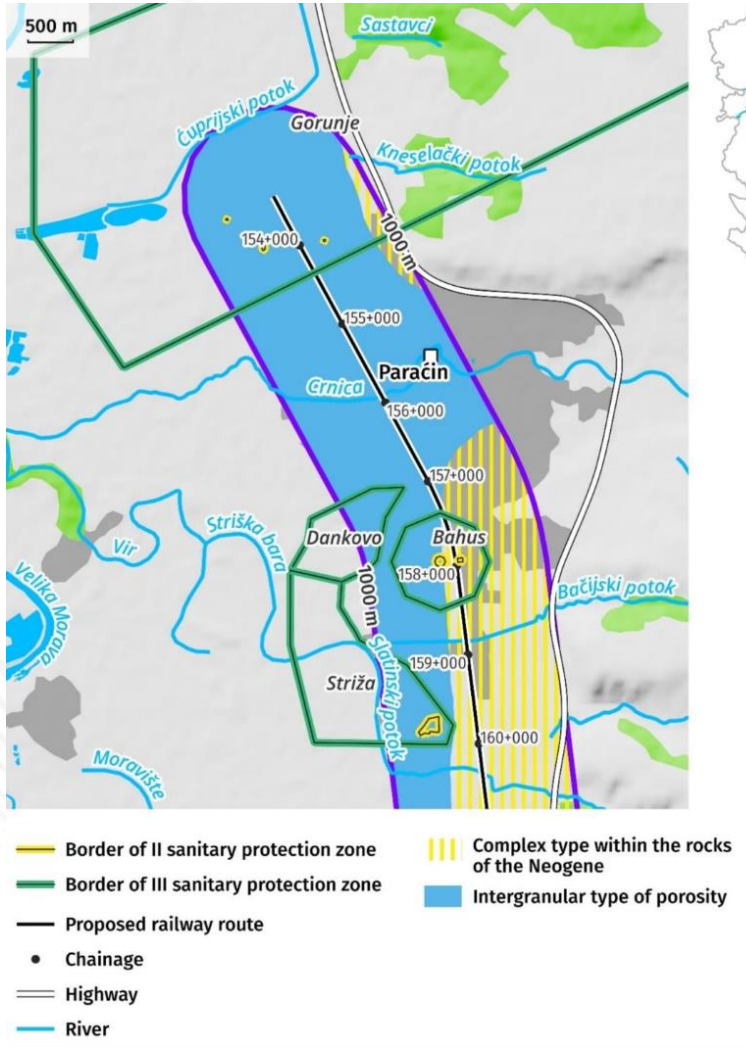
The environment within the Project area Đunis - Trupale

- 10 watercourses
- Simin potok, Jankov potok, reka Srezovačka, reka Radevačka, Suvi potok, Suhotnički potok, Mlada Belja, reka Turija, reka Dašnička, Grejački potok, Drenovački potok i reka Južna Morava



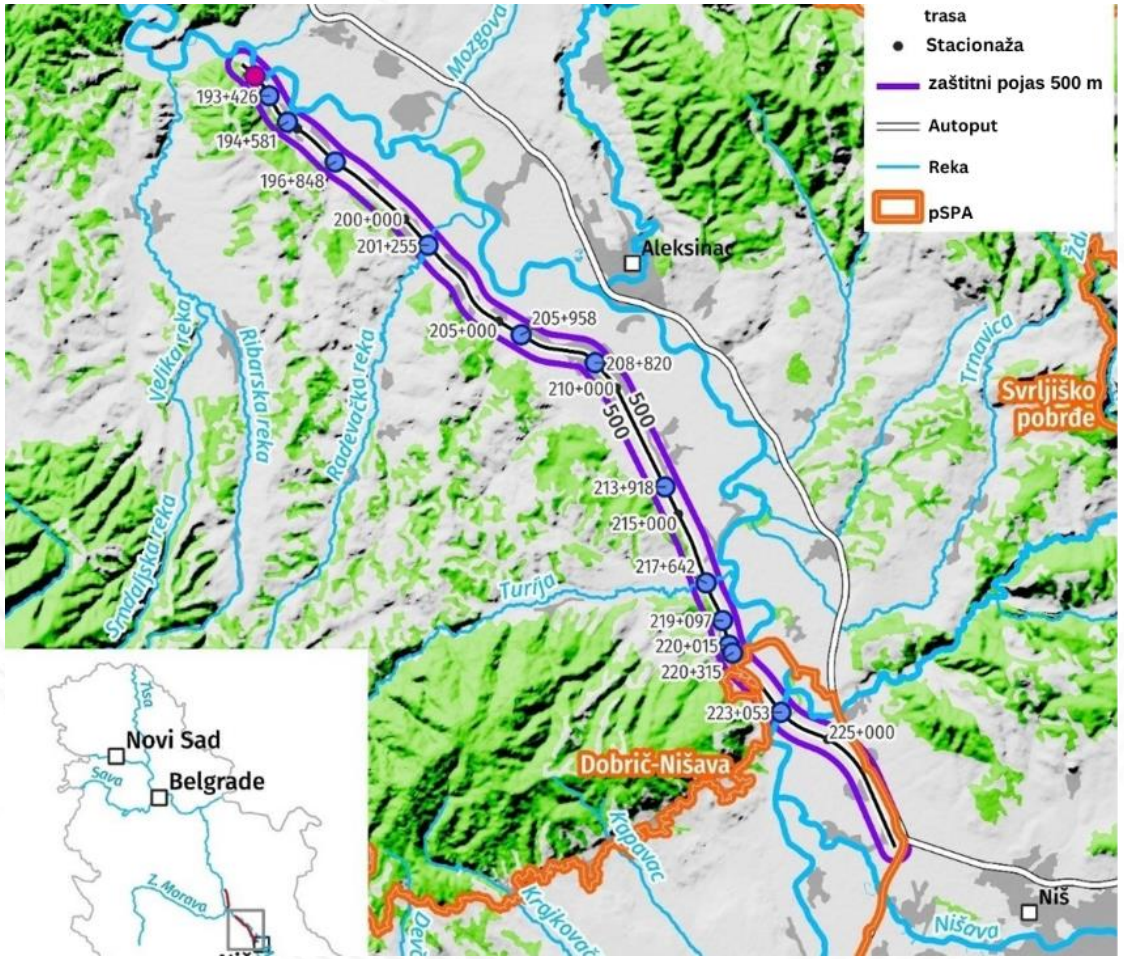
Wider water source area in Paraćin

- Gorunje water source
- Bahus water source
- Striža water source



Protected areas

- Dobrič - Nišava



Field activities

- Biodiversity
- Air quality
- Surface waters
- Ground waters
- Noise and vibrations
- Soild quality

Anticipated environmental impacts during construction works

- During construction, occasional higher noise levels are expected due to the operation of construction machinery in urban areas such as Paraćin, Striža, Drenovac and Ćićevac
- During the construction phase of the railway, surface water in the Crnica and Jovanovačka rivers may be negatively affected due to the proximity of works to the rivers, vegetation clearance, soil disturbance, and possible discharge of polluted water. The most sensitive areas are where the railway crosses or runs near these rivers, especially around km 155–157 and around km 169.
- Temporary impacts in the form of increased dust and emissions from machinery in urban areas.
- Localised and temporary landscape and visual degradation from earthworks and installation of railway infrastructure in urban areas such as Paraćin, Striža, Drenovac and Ćićevac
- Limited and localized disturbance of fauna is expected during the works, while long-term impacts are minimal and confined to the loss of small areas of vegetation.

Anticipated environmental impacts during construction works

- The project intersects with the protected area of Dobrić–Nišava, a significant region inhabited by populations of the rock partridge and the black-headed bunting. The forests in this area are fragmented and degraded due to long-term human activity, but they still provide refuge for several sensitive species. Wetlands and small water bodies support rich aquatic life, including fish, mussels, snails, frogs, and turtles. Some of these species are rare or in decline and require careful protection.
- Localized and temporary disruption of the landscape and visual identity is expected due to earthworks and the installation of railway infrastructure in urban areas such as Vitkovac, Moravac, Vrtište, Striža, Sikirica, Drenovac, Đunis, Donji Ljubeš, Trnjani, Tešica, Grejač, and Supovac.
- Presence of new infrastructure facilities that change the landscape structure and connectivity in the settlements of Vitkovac, Moravac, Vrtište, Striža, Sikirica, Drenovac, Đunis, Donji Ljubeš, Trnjani, Tešica, Grejač, and Supovac.
- Works near the South Morava River by Drenovac and in the river itself near Supovac.
- Sensitive geological areas are located around the future tunnel near Đunis and at several locations where deep cuts or high embankments are planned. These areas are categorized based on the likelihood of soil displacement or erosion, with particularly sensitive areas mostly concentrated between km 193 and km 200.
- During construction, occasional elevated noise levels are expected due to the operation of construction machinery in the settlements of Vitkovac, Moravac, Vrtište, Striža, Sikirica, Drenovac, Đunis, Donji Ljubeš, Trnjani, Tešica, Grejač, and Supovac.

Protection measures during construction works

- Restrict noisy works to daytime, use noise-reducing equipment, and provide temporary barriers in sensitive areas
- Protect rivers with buffer zones, sediment traps, controlled drainage, and strict spill prevention
- Control dust and emissions through road watering, covered transport, and well-maintained machinery
- Minimize land clearance, rehabilitate disturbed areas, and properly store materials to reduce visual impact
- Limit vegetation removal, avoid sensitive periods for fauna, and restore habitats with native species

VISUAL CHANGES

Section III
Subsection Paracin-Stalac
Viewpoint 1

Longitude: 21.3302° E
Latitude: 43.6941° N

Date: 05/11/2024
Time: 13:26:00

Camera: Canon EOS R6m2 35mm
Height of Observer: 185 cm

Section III
Subsection Paracin-Stalac
Viewpoint 2

Longitude: 21.3561° E
Latitude: 43.6169° N

Date: 05/11/2024
Time: 14:08:00

Camera: Canon EOS R6m2 35mm
Height of Observer: 185 cm

VISUAL CHANGES

Section III
Subsection Paracin-Stalac
Viewpoint 3

Longitude: 21.3487° E
Latitude: 43.6037° N

Date: 05/11/2024
Time: 14:21:00

Camera: Canon EOS R6m2 35mm
Height of Observer: 185 cm

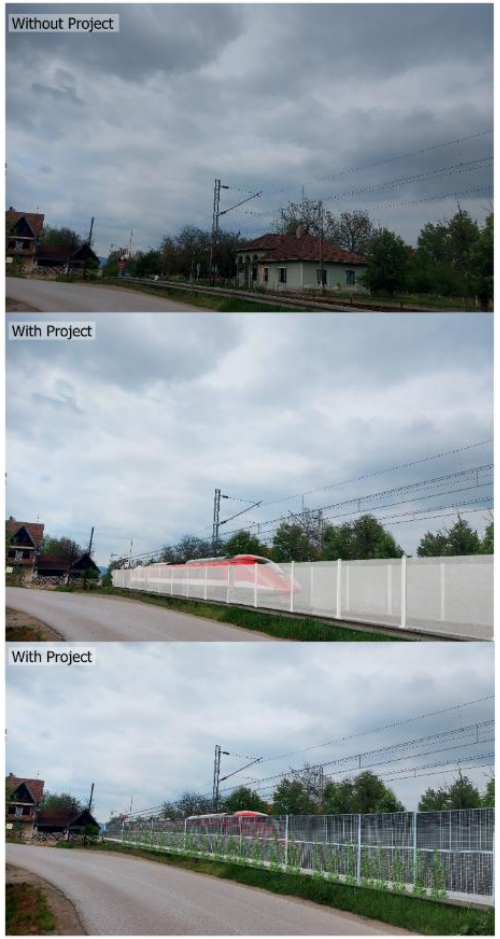
Section III
Subsection Paracin-Stalac
Viewpoint 4

Longitude: 21.3593° E
Latitude: 43.5580° N

Date: 05/11/2024
Time: 15:45:00

Camera: Canon EOS R6m2 35mm
Height of Observer: 185 cm

VISUAL CHANGES



Section III
Subsection Djunis-Trupale
Viewpoint 5

Longitude: 21.4457° E
Latitude: 43.4472° N

Date: 26/04/2025
Time: 14:57:00

Camera: Canon EOS R6m2 35mm
Height of Observer: 185 cm

Section III
Subsection Djunis-Trupale
Viewpoint 6

Longitude: 21.5158° E
Latitude: 43.3932° N

Date: 26/04/2025
Time: 12:17:00

Camera: Canon EOS R6m2 35mm
Height of Observer: 185 cm

VISUAL CHANGES

Section III
Subsection Djunis-Trupale
Viewpoint 7

Longitude: 21.5641° E
Latitude: 43.3682° N

Date: 26/04/2025
Time: 14:24:00

Camera: Canon EOS R6m2 35mm
Height of Observer: 185 cm

Section III
Subsection Djunis-Trupale
Viewpoint 8

Longitude: 21.5752° E
Latitude: 43.3564° N

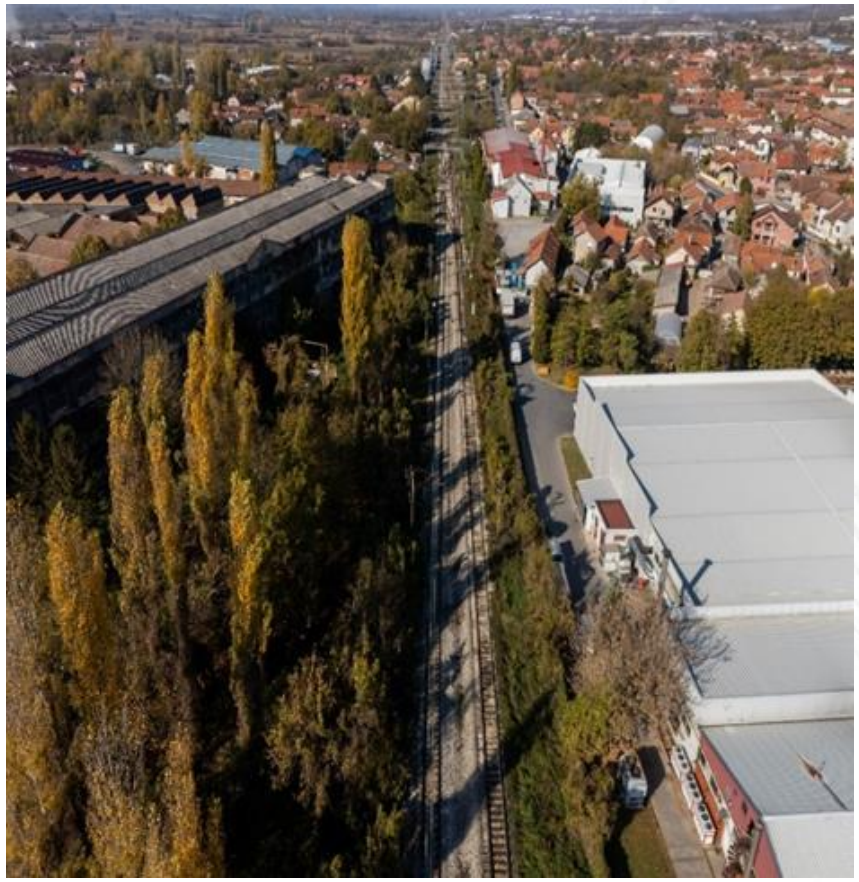
Date: 26/04/2025
Time: 14:12:00

Camera: Canon EOS R6m2 35mm
Height of Observer: 185 cm

Benefits

- Noise reduction from the railway by applying technical protection measures (sound barriers, elastic sleepers, modern electric trains).
- Reduction of overall traffic thanks to modal shift of freight from road to rail transport – fewer trucks on the roads means a quieter and safer environment.
- Reduced possibility of accidents and breakdowns through railway modernization and implementation of advanced signaling and safety systems.
- By removing the level crossing, traffic accidents are prevented and overall safety for the local community is increased.
- Better air quality and reduction of CO_2 emissions through electrification and energy efficiency.
- Long-term protection of resources and natural environment through modernized and sustainable infrastructure.

3. Anticipated social impacts of the project on the population



Anticipated social impacts

Positive impacts of permanent and temporary nature

- Faster railway (increasing railway speed up to 200 km/h and improving the quality and efficiency of passenger and freight rail transport services)
- Safer railway (modern technical solutions and compliance with modern safety standards reduce the risk of incidents)
- Better regional and local connectivity (trade, tourism, employment, education)
- Engagement of local workforce in construction works
- Income from workers employed in railway construction

Anticipated social impacts

Impacts before and during construction:

- Acquisition of land for the needs of the Project (permanently and temporarily) and resettlement (economic and physical)
- Temporary/permanent disruption of mobility and access to agricultural land
- Risk of traffic accidents involving community members
- Risk of damage to private property near construction works / communal infrastructure / local roads
- Interaction with workers – risks to community safety
- Noise and vibrations

Focus on vulnerable population categories, special support within the project.

Anticipated social impacts

Impacts during railway operation

- Closure of railway stations and stops
- Rerouting of traffic to newly constructed or existing overpasses and underpasses
- Loss of access to agricultural land and impacts on agricultural livelihoods
- Community health, safety, and security

Mitigation measures before and during construction

- A Resettlement Action Plan will be developed for the project
  - In accordance with the Expropriation Law and higher standards of the financiers
  - Special attention will be given to vulnerable groups, following international best practices
  - A transparent and participatory process will be ensured

- The traffic management plan during the execution of the works will ensure that access to the agricultural plots is possible at all times
  - The existing road crossings will be open until the planned underpasses and overpasses are built and open to traffic.
  - Cooperation with local communities during the development of the Traffic Management Plan
  - Identification of sensitive locations

- Mechanism for submitting complaints regarding damage / provided compensation for all damages / maintenance of the quality of roads and other infrastructure

- Development of the Community Health and Safety Protection Program during construction

Mitigation measures during operation

- Establishing a coordination group that will work on the preparation of local transportation lines aligned with rail traffic
  - The local community will be involved in drafting plans for the organization of local transport

- The dimensions of the proposed level crossings will be adapted to the size of the vehicles/agricultural machinery likely to use them

- Technical solutions for noise protection (rail silencers, elastic rail ties, protective barriers against noise)

Land Acquisition and Expropriation

Resettlement Action Plan (RAP)

The primary objective of the RAP is to mitigate the negative impacts of resettlement on project-affected persons and to establish an effective mechanism for the timely payment of appropriate compensation and provision of assistance in cases of unavoidable displacement.

Key principles of resettlement:

- The loss of land and residential structures (physical displacement) and the loss of land/livelihoods (economic displacement) will be minimized, while forced resettlement will be avoided.
- Livelihoods and living standards of project-affected persons will be restored or, at a minimum, returned to pre-displacement levels, within the shortest possible timeframe.
- Compensation for expropriated property will be provided prior to the acquisition of assets, except in exceptional cases such as the absence of the owner or the lack of inheritance proceedings following the owner's death, with mandatory payment of full replacement cost.
- Living conditions of displaced vulnerable persons will be improved to at least the minimum acceptable standard of living, ensuring adequate housing and security of tenure.

Land Acquisition and Expropriation

Resettlement Procedure

The resettlement procedure is carried out in accordance with the provisions of the Expropriation Law of the Republic of Serbia. As the project is financed by EBRD and EIB, international standards governing resettlement also apply, providing additional rights to project-affected persons. Four key differences between the domestic procedure and the procedure under the Banks' standards are:

1. **Eligibility for compensation:** Domestic legislation provides compensation only to formal landowners, while EBRD and EIB standards cover both formal and informal users of immovable property.

2. **Compensation principles:** The Expropriation Law prescribes compensation at market value, while EBRD and EIB require full replacement costs, including relocation expenses and transaction fees.

3. **Timing of compensation payments:** Serbian law allows deferred payment, whereas EBRD and EIB require full compensation before land acquisition or relocation.

4. **Consultation and grievance mechanisms:** The Expropriation Law offers limited public engagement of project-affected persons and local communities, while EBRD and EIB require extensive stakeholder engagement, public consultations, and an effective grievance mechanism in addition to administrative and judicial procedures.

Significant role of local communities

- Assistance in the exchange of information and timely communication between citizens and SRI
- Support for local development through the active participation of citizens
- Exchange of information between local representatives and SRI in order to help the vulnerable / Support in using the benefits of the Project
- Identification and assistance to vulnerable groups, families, individuals
- Support to the SRI Complaints Mechanism

Communication on the project

1. Publication of project documents:
   - On the Serbian Railways Infrastructure website: https://infrazs.rs/
   - Printed copies will be available at the premises of local self-government units and in local community offices

2. Open questions and complaints related to the project should be sent to: ana.kopren@srbrail.rs / , infobgnis@srbrail.rs
   - Project Grievance Mechanism
   - Information on the availability of the grievance submission mechanism
   - Grievance registration (acknowledgement of receipt – within 7 days)
   - Processing of the submitted grievance (decision to be made within a maximum of 30 days from submission)
   - Communication with the complainant
   - Possibility to submit grievances anonymously

3. Complaint mechanism of the project

4. Information exchange will be carried out through local self-government units, field liaison officers (who will be appointed), and Serbian Railways Infrastructure

Communication on the project

1. Public Consultations Following the Disclosure of the ESIA Documentation Package (September 2025)

2. Meetings with affected local communities (September 2025):
   - Introduction to the proposed technical solutions and general technical aspects of the project

3. Consultations / research during the preparation of the Resettlement Action Plan with affected persons
   - Interviews and surveys with persons subject to physical displacement
   - Disclosure of the draft RAP and consultations on the draft document

4. Meetings during the construction phase:
   - Consultative meetings in each affected local government unit to present project progress
   - Address potentially outstanding socio-economic issues, as well as in cases of emergencies and citizen requests

5. Meetings planned for the post-construction / exploitation phase

6. The grievance mechanism will be available throughout all phases of the project

Discussion & Questions

Thank you for your attention!