

INFRASTRUCTURE PROJECTS IN SERBIA

▪ **MOTORWAY SREMSKA RAČA-KUZMIN AND BRIDGE OVER THE SAVA RIVER (18.00 km)**

The Commercial Contract predicts construction of a 16.5 km long motorway section from Kuzmin to Sremska Rača and a bridge over the Sava River, 1,320 metres long. The section is planned to begin in the vicinity of the existing junction Kuzmin, where it is connected to the existing E-70 motorway. The roadway extends in the north-south direction, near the settlements Kuzmin and Bosut, all the way to Sremska Rača, where it ends in the form of a bridge over the Sava river. It was designed with a conventional motorway cross-section with two driving and one emergency lane (for each direction), and a median strip 30 metres wide in total, for a designated speed of 130 km/h. A new integrated border crossing is being constructed on the motorway section before the bridge on the Sava, on the Republic of Serbia side.

The construction of the bridge over the Sava river, followed by the motorway Rača – Bijeljina construction project, in Republika Srpska, has been completed.





Works on the construction of the motorway section and planned accompanying facilities are being completed.



Video: [Section Kuzmin-Sremska Rača \(video gallery\)](#)

Photo: [Section Kuzmin-Sremska Rača \(photo gallery\)](#)

▪ BELGRADE BYPASS CONSTRUCTION

The Belgrade Bypass represents one of the most significant infrastructure projects in the Republic of Serbia. Its primary purpose is relocation of transit, i.e., freight traffic in particular, from the city centre and connection of the **E-75**, **E-70** and **E-763** motorway routes.

The section from Batajnica to Bubanj Potok, approximately 47 km long, has been completed, thus significantly improving the traffic flow and safety and reducing the congestion on the city's road network.

The forthcoming medium-term period will see the beginning of construction of the Belgrade Bypass Sector C, section Bubanj Potok-Vinča-Pančevo, approximately 31 km long, comprising the construction of the road-rail bridge over the Danube, tunnels and other infrastructure facilities.

The implementation of this project will mark the final phase of construction of the Belgrade Bypass as a unique transport system, providing a direct connection of Banat with the Republic of Serbia motorway network and international transport corridors, at the same time significantly removing transit traffic from the city centre. The project is of extreme strategic importance for the development of the national transport system, increase of the road network capacity and further improvement of the Republic of Serbia's regional and international connections.





Photo: [Construction of the Belgrade Bypass](#)

- **CONSTRUCTION OF THE IB CATEGORY STATE ROAD NO. 27, section IVERAK-LAJKOVAC, and THE VALJEVO SOUTHERN BYPASS**

Section Iverak-Lajkovac, 18.3 km long, provides a direct link between Valjevo and the motorway E-763, “Miloš the Great“, and represents a significant cross-connection within the road network of the Republic of Serbia.

The project implementation improves the connectivity of Western Serbia and parts of Bosnia and Herzegovina with the motorway E-763, the Morava Corridor and Corridor X, thus creating conditions for faster economic development of Valjevo, Lajkovac and wider Western Serbia area.

The strategic significance of this route will be additionally improved by the construction of the Valjevo Southern Bypass, which will enable the diversion of transit and freight traffic away from the urban area, enhance the traffic safety and traffic flow, improve the connectivity between industrial zones and create conditions for the more efficient functioning of the city’s entire transport system. Together, the Iverak-Lajkovac section and the Valjevo Southern Bypass represent an integral traffic solution of particular importance for the development of the Kolubara District and Western Serbia.





Photo: [Iverak-Lajkovac and Valjevo Southern Bypass](#)

- **CONSTRUCTION OF THE MOTORWAY E-763 “Miloš the Great” SECTION PRELJINA-POŽEGA (30.9 km)**

The Commercial Contract predicts construction of the motorway E-763 (Motorway “Miloš the Great”) section from Preljina to Požega, approximately 30.2 km long. The beginning of the section is located in the zone of the existing junction Preljina, where the motorway is connected with the existing IA Category Motorway No.2, while the roadway extends in the east-west direction, across the territories of the city of Čačak and municipalities Lučani and Požega.

Three junctions have been constructed as part of the subject section – interchanges Pakovraće, Lučani and Prilipac, as well as numerous buildings and civil engineering structures, including bridges, retaining and other structures. Two tunnels are especially relevant, both approximately 2.8 km long in total, and they represent some of the most significant structures on this section.

Interchange Pakovraće connects the motorway with the IB Category State Road No. 23, interchange Lučani provides connection with the Lučani Municipality area and the IIA Category State Road No. 181, while the interchange Prilipac represents the final point of the subject section and the future link with the continuation of the motorway towards Boljari and border with Montenegro. It is also the future motorway connection with Kotroman.

The construction of the Preljina-Požega section marks the end of the significant extension of the motorway network in the western part of the Republic of Serbia, thus improving the traffic connectivity between the Western Serbia region and Belgrade and other parts of the country. The subject section represents an important segment of the Corridor 11, whose strategic goal is to connect the Republic of Serbia with Montenegro and also improve the regional and international transport connectivity.

The motorway section Preljina-Požega was opened to traffic after the successful completion of the works and conducted activities necessary for obtaining the conditions for safe use, which has provided uninterrupted traffic flow on the entire route of the subject section.



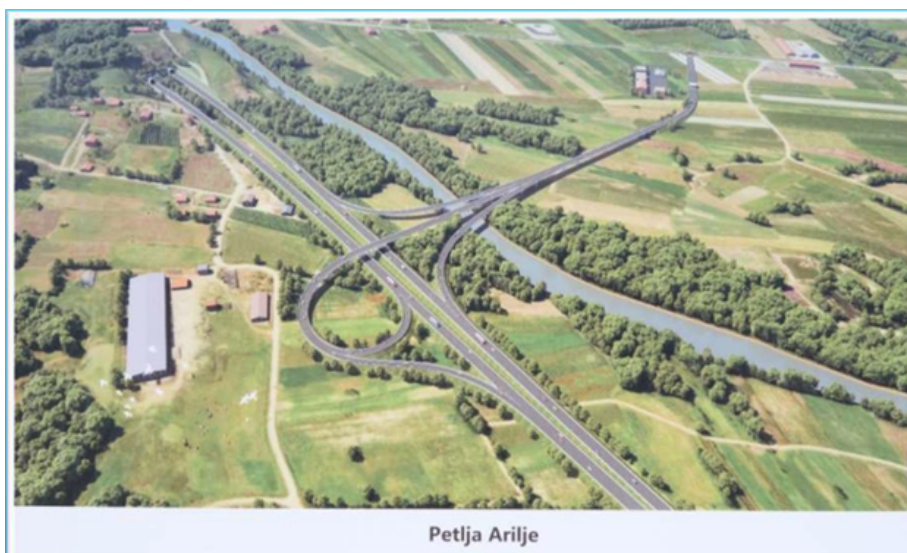


Photo: [Construction of motorway E-763 – Preljina-Požega](#)

- **CONSTRUCTION OF THE MOTORWAY E-763 “Miloš the Great” SECTION POŽEGA-DUGA POLJANA (74.73 km), motorway segment POŽEGA-BOLJARE, approx. 106.5 km long**

The E-763 section Požega-Duga Poljana is the southernmost section of the Corridor Belgrade-South Adriatic in Serbia. Located in southern-central Serbia, the project is an extension of the E-763 section Preljina-Požega in the north, motorway Montenegro North-South, and the Bar Port in the south.

The preparation of the project documentation is currently in progress.



▪ **CONSTRUCTION OF SECTION NEW BELGRADE-SURČIN, segment of the motorway E-763, section: New Belgrade-Surčin, 7.9 km long**

The section from New Belgrade to Surčin represents the link between the city of Belgrade and the motorway E-763 (“Miloš the Great”), thus creating a functional entity of city streets and motorway E-763, which represents the shortest connection of Belgrade with the Adriatic Sea.

The section enables drivers to directly enter the motorway “Miloš the Great“ from Vojvođanska Street and Dr Ivana Ribara Street, instead of the previous entry via the Belgrade – Zagreb motorway section. Their access to the “Miloš the Great“ motorway is shorter by approximately 10 kilometres.

Construction of noise barriers is currently in progress on the subject section (5 barriers with a total length of 2,515 m), and the beginning of rehabilitation works on the roundabout at the beginning of the New Belgrade – Surčin section is expected soon.

The subject Commercial Contract included the construction of on-ramps and off-ramps on the IA Category State Road No. 2 (E-763 motorway), Belgrade-South Adriatic, section: Surčin-Obrenovac in Jakovo, at km 11+010.00 (interchange Jakovo). The remaining works at the interchange Jakovo (installation of traffic gantries and additional public lighting on the motorway) have been planned for the third quarter of 2026.

Section New Belgrade - Surčin



Interchange Jakovo



Photo: [Construction of E-763 – New Belgrade-Surčin](#)

▪ **CONSTRUCTION OF THE KRAGUJEVAC NORTHERN BYPASS AND THE IB CATEGORY STATE ROAD FROM KRAGUJEVAC TO THE CONNECTION WITH THE STATE ROAD IA-A5 (E-761) IN MRČAJEVCI**

The Kragujevac Northern Bypass route is approximately 21 km long and represents one of the most significant infrastructure projects in the Republic of Serbia. The Government of the Republic of Serbia recognized this project as a project of special importance for the Republic of Serbia by issuing the Decision 05 No. 351-4496/2021 from 20 May 2021.

The construction of the Northern Bypass will establish a direct link between the motorway routes Kragujevac-Batočina and Kragujevac-Mrčajevci, providing more efficient functioning of the transport network. Through the diversion of freight and transit traffic away from the central urban area, the city streets will be significantly relieved, local traffic conditions will be improved and safety of all traffic participants will be increased.

The implementation of this project resolves the long-term issues of the city street network, primarily the passing of transit traffic through the central urban zones. At the same time, conditions are being created for improving the mobility within the urban area, faster and more efficient transit, and also for the development of new commercial and industrial zones along the Bypass roadway.

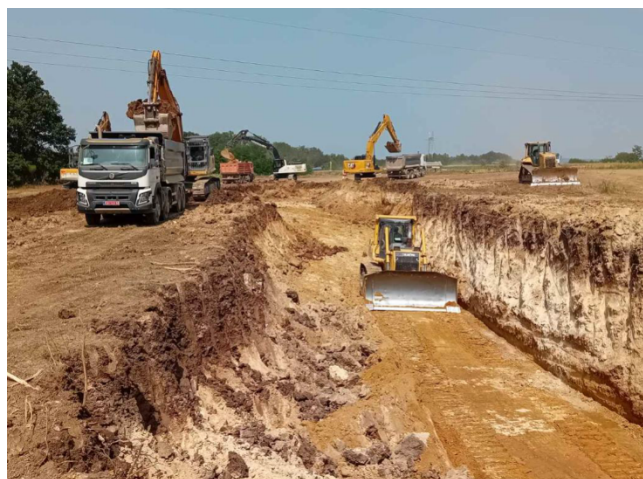
The planned construction of the Northern Bypass will be executed in three phases:

- **Phase 1** – Section 1: from km 0+000 to km 5+000 (interchange Jovanovac and route from km 0+500 to km 5+000);
- **Phase 2** – Section 2: from km 5+000 to km 11+000;
- **Phase 3** – Section 3: from km 11+000 to km 21+000, i.e., to the end of the roadway as a functional entity.

The expressway extends mostly along a hilly terrain, with the largest part of the road base designed on a low embankment. The design solution is in compliance with the terrain configuration and the existing surrounding, while observing all applicable technical regulations and standards, aimed at reducing the impact on the existing conditions to the greatest extent possible.

The design speed of the road is **100 km/h**, and the basic cross-section elements are:

- driving lanes – **4 × 3.50 m**;
- edge strips – **4 × 0.50 m**;
- central reservation – **4.00 m**;
- shoulders – **2 × 1.50 m**;
- on-ramps and off-ramps – **3.50 m**.







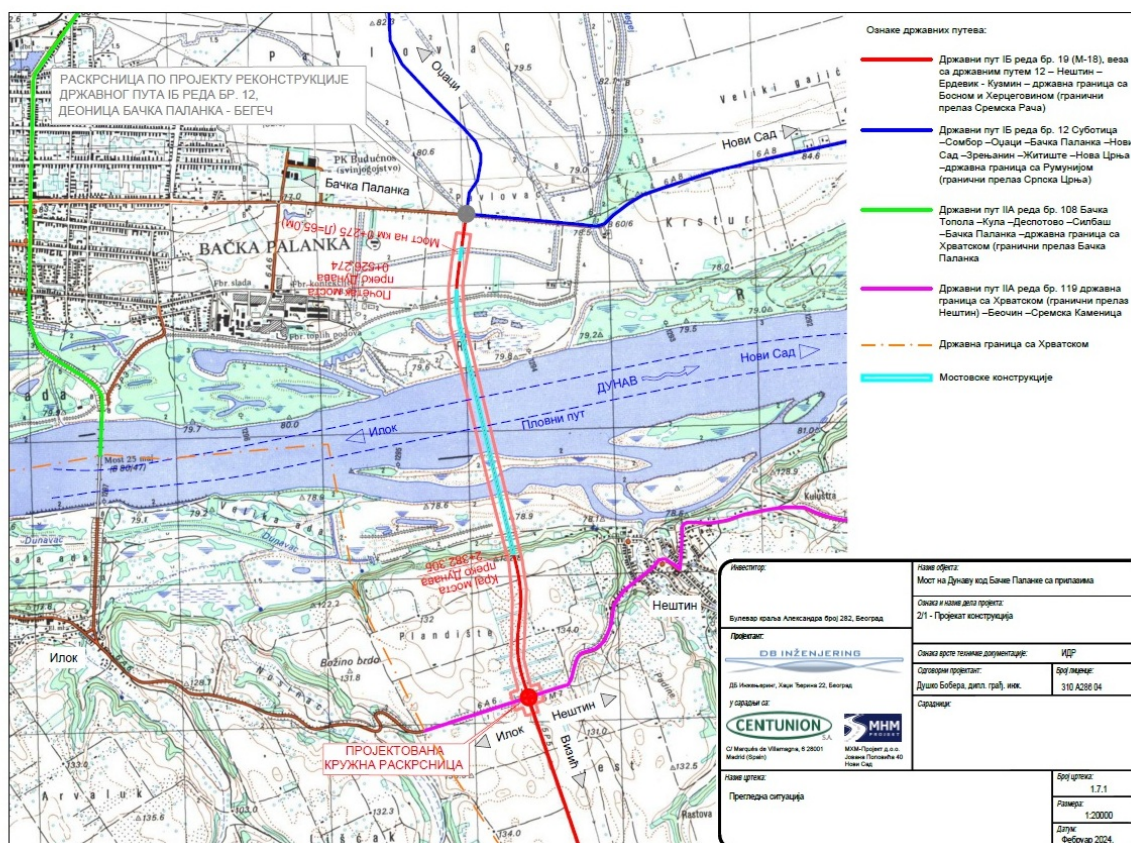
Video: [Construction of Kragujevac Northern Bypass](#)

■ **CONSTRUCTION OF THE BRIDGE WITH APPROACH ROADS ON THE DANUBE RIVER AT BAČKA PALANKA**

According to the applicable planning documentation, the existing bridge over the Danube at Bačka Palanka is also a border crossing between the Republic of Serbia and the Republic of Croatia. Croatia's accession to the European Union significantly disrupted local and transit traffic flows. The possibility of operating a local border traffic regime and local bus services was discontinued, which particularly affected the inhabitants of settlements south of the Danube, schoolchildren and users of health services. As a result, traffic from Western Vojvodina towards Bosnia and Herzegovina proceeds only on the IB Category State Road No. 12 (Subotica – Odžaci – Bačka Palanka), the IIA Category State Road No. 120 (state border with Croatia – Kuzmin) and the IB Category State Road No. 19 (Kuzmin – border crossing Sremska Rača). The only alternative connection is via Novi Sad, since there are no bridges over the Danube between Novi Sad and Bačka Palanka.

The construction of a new bridge at Bačka Palanka will provide direct transport connection between Western Vojvodina and Bosnia and Herzegovina, running entirely through the territory of the Republic of Serbia. The bridge with approach roads will represent a segment of the future connection of this region with the E-70 motorway (section Belgrade – Batrovci).

The project is currently in the technical documentation development phase. A temporary building permit for preliminary works has been issued.



The section begins in front of the circular intersection with the turnoff for Bačka Palanka and Novi Sad. The Srem side route is connected to the roundabout with the turnoff for Neštin, Vizić and Ilok.

Once it's built, the subject bridge will be the first bridge over the Danube at the entry to the territorial waters of Serbia, approximately 2.5 km downstream from the existing bridge connecting Bačka Palanka in Serbia with Ilok in Croatia. This bridge with approach roads will connect Bačka and Srem. In this way, costs for transporting people and goods from Bačka to Srem, Western Serbia, and Bosnia and Herzegovina will be significantly reduced as the new bridge will lead from Neštin via Erdevik to the Sremska Rača border crossing towards Bosnia and Herzegovina.

The bridge consists of the central part over the Danube waterway and the approach bridges from the Bačka and Srem sides. The total length of the bridge structure over the Danube is approximately 1,860 m, and the length of the entire section is approximately 3,262 m. The road is designed for a speed of 80 km/h, the predicted carriageway width is 6.5 m and the total cross-section width is 12 metres.

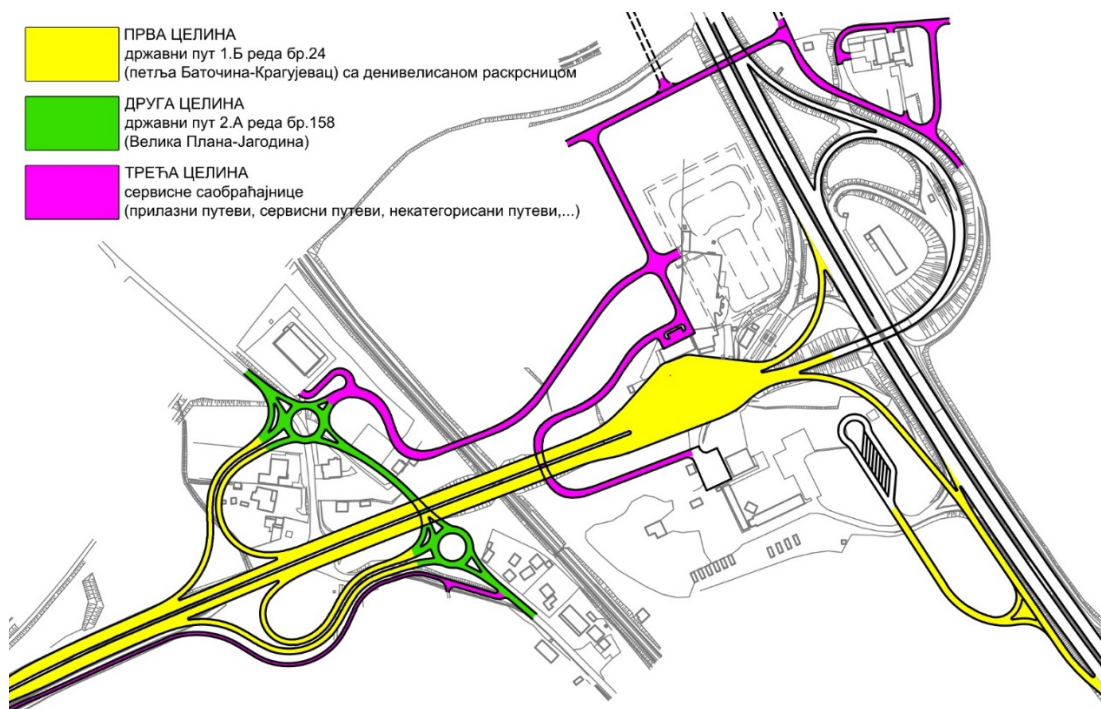


▪ **RECONSTRUCTION AND CONSTRUCTION OF THE KRAGUJEVAC – BATOČINA EXPRESSWAY CONNECTION TO THE E-75 MOTORWAY AND THE BATOČINA INTERCHANGE**

The Batočina interchange reconstruction should provide conditions for safer traffic flow on both sides of the motorway E-75, Belgrade – Niš, in the Batočina interchange zone and on the IM Category State Road No. 15, section Batočina – Kragujevac, in order to improve the existing connections and the layout of roadside and functional facilities.

The proposed traffic design may be considered in terms of three components:

- I The first component is the reconstruction of of the existing IM Category State Road No. 15, Batočina-Kragujevac Interchange,** so that the existing two-lane road is reconstructed to a road with 2 (two) lanes for each driving direction, with a central reservation between. As part of this component, reconstruction of the Batočina Interchange has also been predicted, including the change in the location and integration of the toll collection points, and the reconstruction of interchange ramps as well; construction of a new bridge over the double-track main railway line; and the reconstruction of the connection to the II A Category State Road.



- II The second component is the reconstruction of the II A Category State Road No. 158, Velika Plana – Jagodina,** which is connected to the IM Category State Road No. 15 through the construction of two circular intersections in order to avoid at-grade intersecting and raise the traffic safety level.

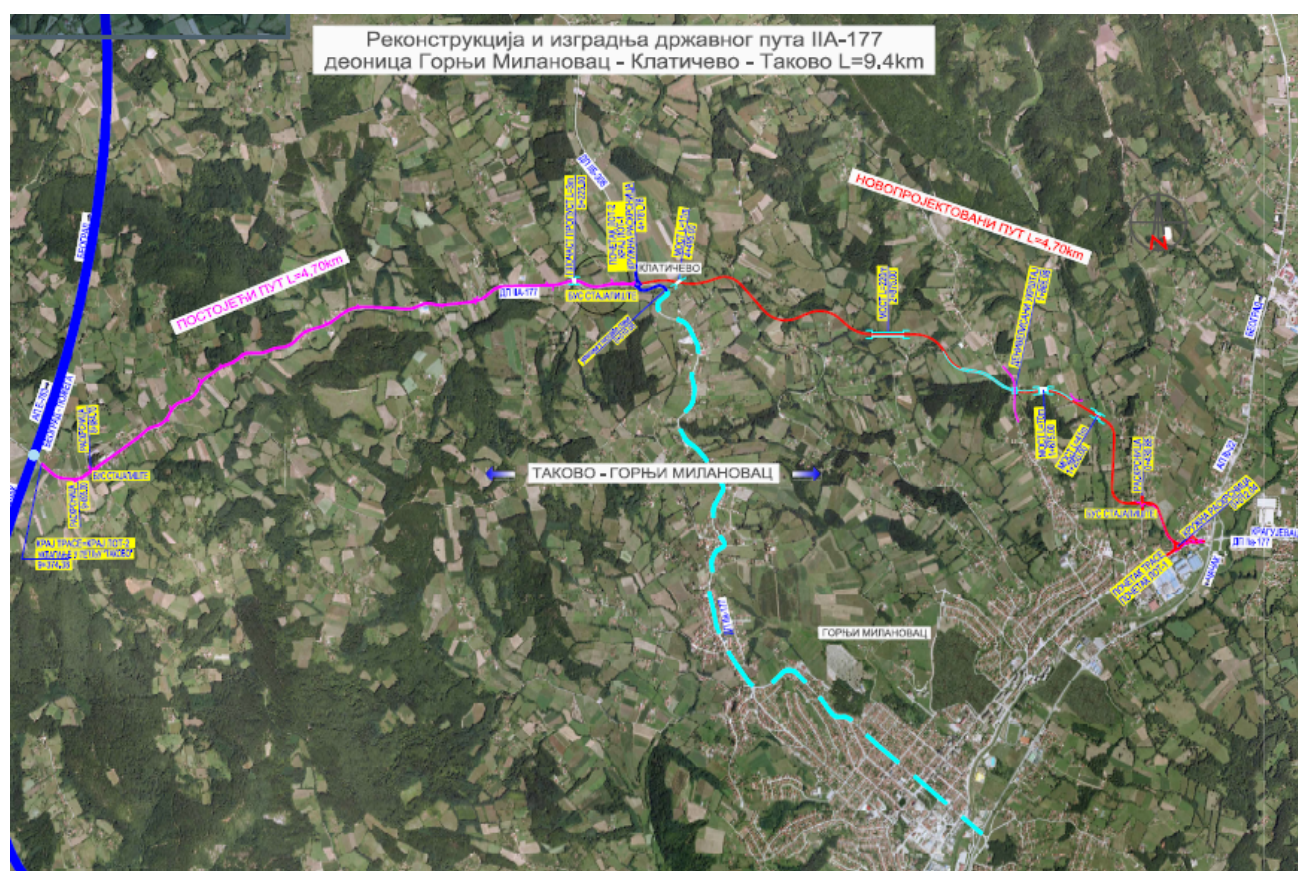
III The third component is the construction of service roads for the purpose of moving from one side of the motorway to another, crossing the main railway line and the access of vehicles to the designated road maintenance depot, existing facilities, parking areas and the remaining connections within the location area. The new traffic design requires construction of two new bridges, one over the main railway railway line and the other over the E-75 motorway.

A building permit has been obtained for the envisaged works in Phase I and the works on the installation of precast girders for the bridge over the motorway have commenced.

■ **CONSTRUCTION OF THE GORNJI MILANOVAC BYPASS**

The construction of the Gornji Milanovac Bypass, consisting of the newly constructed road section from Gornji Milanovac to Klatičevo (LOT 1=4.78 km) and the reconstructed IIA Category State Road No. 177, section from Klatičevo to the intersection with the “Miloš the Great“ motorway in Takovo (LOT 2=4.7 km), has been completed. Besides this, transit (freight) traffic is completely separated from the local traffic in the Gornji Milanovac municipality, ensuring comfortable traffic flow, reduced air pollution, reduced routine road maintenance costs, increased traffic safety, etc.

The activities and execution of the works within the contracted warranty period are in progress.



section Gornji Milanovac – Klatičevo (LOT 1)



connection of LOT 1 and LOT 2



section Klatičevo – Takovo (LOT 2)

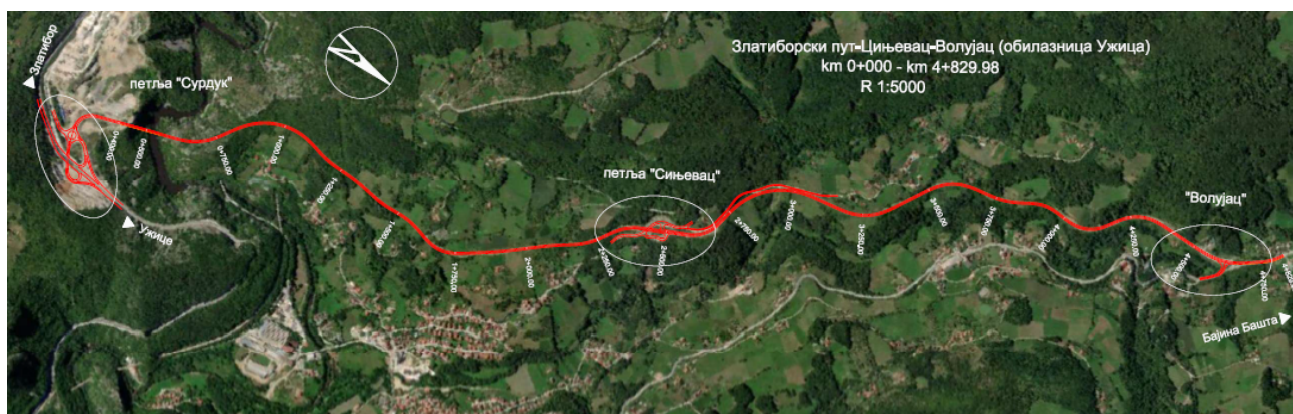


▪ **CONSTRUCTION OF THE UŽICE BYPASS – RELOCATION OF A SEGMENT OF THE IB CATEGORY STATE ROAD NO.28**

The Užice Bypass Construction Project predicts the relocation of a segment of the IB Category State Road No. 28 section, or, more precisely, the construction of a new two-lane road which would connect the IB Category State Road No. 23 (section: Užice - Zlatibor) and the IB Category State Road No. 28 (section: Užice – Bajina Bašta). The length of the newly designed road section is approximately 4.80 km.

The primary goal of the subject project is to relocate the freight traffic and a portion of passenger traffic from the city of Užice, i.e., to provide comfortable traffic flow, improve traffic safety, reduce the air pollution levels, etc.

Preparation of technical documentation and implementation of prescribed activities and procedures are currently in progress to provide approvals, permits and compliances necessary for the beginning of work execution. At this moment, preliminary works are being carried out at the construction site.



Photographs of preliminary works for the construction of the Užice Bypass





▪ **CONSTRUCTION OF THE VRANJSKA BANJA INTERCHANGE ON THE A1 MOTORWAY (E-75), SECTION VLADIČIN HAN – DONJI NERADOVAC**

The Vranjska Banja Interchange (km 533+921) is situated on the A1 State Road (E75), and it is of national and potentially international importance.

The interchange represents a connection between the existing A1 State Road and the IIB State Road No. 442 and Kriva Feja, as well as a connection of Vranjska Banja with primary tourist destinations Vlasina and Krajište.

The primary goal of the subject project is to connect Vranjska Banja with the motorway. The current connection of Vranjska Banja with Vranje and the motorway is achieved by at-grade crossing with the main railway line and crossing over the South Morava using the old steel bridge, whose cross-section allows traffic to operate in alternating directions only, as it has a single traffic lane. Vranjska Banja, as a separate entity, with its various natural resources – land, agriculture, forests, water management infrastructure, mineral and tourism assets – has extremely significant tourist potentials.

Preparation of technical documentation and implementation of prescribed activities and procedures are currently in progress to provide approvals, permits and compliances necessary for the beginning of work execution. At this moment, preliminary works are being carried out at the construction site.



Preliminary works currently carried out



