

This is the small motorway Kikinda – Ada – Novi Sad – Sremska Mitrovica and Loznica. It is, again, the small motorway Požarevac – Krusevac – Majdanpek – Negotin. And the motorway Pancevo – Procec.

Corridor 10 is one of the paneuropean corridors, which construction has been accepted and adopted, probably, in the Conference of Helsinki in 1997.

The part of this corridor is shown in the concession of the line crosses between East and West, the west and south-east Europe.

We have also the construction of Corridor 10, which is very important for the development of the country.

Corridor 10 binds Salzburg with Thessaloniki, total length of 2,360 kilometers from which 835 kilometers pass through the Democracy of Serbia.

The main transport corridors, which is strategically important of the Democracy of Serbia, is: Corridor 10 Ljubljana – Zagreb – Belgrade – Nis – Leskovac – Skopje – Thessaloniki.

It is the part of the Corridor 10B, is : Horgos – Votica – Novi Sad – Belgrade. And in the part of this road of the main corridor 10, which crosses through Nis – Dimitrovgrad – Gradina and Sofia.

From the total length of 835 kilometers that cross the Democracy of Serbia, there have been constructed 400 kilometers, which means a total 48% of the motorway.

The rest part refers to a motorway under construction, with length of 343 kilometers. And the small motorway, which is under construction too, with length of 900kilometers.

The total means which are required after the completion of the construction of Corridor 10, which, as we have said, crosses Serbia, amounts to €1,8 billion.

This per areas and construction polygons, would be Polygon 10, the part 10b is Horgos – Subotica – Novi Sad – Belgrade, with length of 108 kilometers. And the required funds, pecuniary means of course, would be €132 millions.

The construction site of Leskovac – Precevo, which is in the borders of Serbia and FYROM, length of 96 kilometers and required pecuniary funds of €604,3 millions.

The part of Corridor 10, Nis – Dimitrovgrad – Gradina – Sofia, length 83,4 kilometers, requires about €650 million.

The circuitous road around Belgrade, with length of 47 kilometers, requires €222 millions for its construction.

For the section Batajnica – Dobanovci, length 10,1 kilometers, the funds required amounts to €115 millions.

According to the construction plan, it has been calculated and planned that the construction works of section 10, which passes through the Democracy of Serbia, will finish in 2011.

For the completion of this important case, we need to ensure that there will be sources of sponsorship in the expected target date. It's about long-time sponsorships with some long-time loans, that can be obtained from 4 basic sources.

The first one is, absolutely, the budget of the Democracy of Serbia. The second source is to ensure loans and credits by the International Economic Organizations, under favorable terms.

The third source, is to ensure international loans under mercantile terms and conditions. And the fourth one, probable, concession.

The expected benefits of the completion of the Corridor 10, through Serbia, are of manifold importance and they indicate to these ones.

Economic and social results and effects. In the modern and high quality road infrastructure. The canvass and the intense of the transport construct throughout this corridor. The fortified activities for the construction and maintenance of the transport's infrastructures.

The construction of complimentary works. Also, the construction of new transport works. New technological systems for the stewardship for the transportation. And some other conditions.

Issue is more complex when it comes to the railway corridor 10. The circumstance in the railway line and the infrastructure's works, in corridor 10, shows many difficulties and it is too old, taking into consideration that the railway network was constructed in the 19th century.

About 25% of the main lines of the railway network in the Democracy of Serbia is on the corridor 10 and the section 10B and 10C.

From the total length of the corridor 10 only the 32% has a double line. The electrotechnic equipment is old. Indeed, the railway line Nis – Dimitrovgrad, has not been energized.

The speed that the trains are moving now, the merchant speed, is about 50 kilometers per hour. An infrastructure like that is not capable of providing a qualitative service of the transport of the railways.

As far it concerns the railway corridor 10, which passes through Serbia, the line-cities are : Beograd – Sid, and Croatia's borders, Belgrade – Novi Sad – Subotica – Hungary's borders, Belgrade – Nis, Nis – Presevo – Fyrom's borders and Nis – Dimitrovgrad – Bulgaria's borders.

These lines, because of their geographical position and the morphology of the ground, have particular importance to the paneuropean railway system, because they ensure the most rational transport concession between east and west, north and south.

The modernization should ensure that in corridor 10 there will be the reconstruction of the double-lined railway network, the electric traction and the provision with modern signaling. The expected speed should be at 160 to 200 kilometers, - + 20, per hour.

It should be suitable for all the technologies of the combined transport. And of course in the big marshalling yards we should give total support and service to the customers and users.

The estimation of the required funds for the construction of the railway's corridor 10, which passes through Serbia, amounts to 4,611 billion euro.

Now, if we portion this amount to railway's sections we will have: Belgrade – Sid €318 millions, Belgrade – Subotica €885 millions. Nodal point of Belgrade €278 millions. Belgrade – Nis €1,57 billion, Nis – Presevo about 1 billion euro and Nis – Dimitrovgrad about 1 million euro.

In order for this to happen we should ensure funds mainly from 5 basic sources.

The first one is associated with the budget of the Democracy of Serbia. The second one is associated with loans and credits by the international economic organizations under favorable terms. Also, the credits under mercantile terms and conditions. Funds from the European Union. And the interested individuals that would like to invest.

So, the final aim, I say would be a modern and fast railway, capable of accepting and transfer with the trains, from the west to the north and from the south to the south-east section with a fast and qualitative way from which the customers should benefit.

Thank you for your time.
