



ΕΛΛΗΝΙΚΗ ΔΗΜΟΚΡΑΤΙΑ
Πρεσβεία της Ελλάδος στο Βελιγράδι
Γραφείο Οικονομικών & Εμπορικών
Υποθέσεων

ΑΔΙΑΒΑΘΜΗΤΟ
ΚΑΝΟΝΙΚΟ

Βελιγράδι, 11/08/2026
Α.Π. 991

ΠΡΟΣ: όπως Πίνακας Αποδεκτών

ΚΟΙΝ: Υπουργείο Εξωτερικών (χ.σ.)
- Διπλ. Γραφ. ΥΦΥΠΕΞ κ. Θεοχάρη
- Γραφ. κ. Γεν. Γραμ. ΔΟΣ & Εξωστρέφειας
- Γραφ. Κου Β' Γεν. Δ/ντή
- Β1 Διεύθυνση

Ε.Δ.: - κα Πρέσβυ

ΘΕΜΑ: «Προκήρυξη διαγωνισμού εκσυγχρονισμού σιδηροδρομικής γραμμής Βελιγραδίου Nis»

Με το παρόν σας γνωρίζουμε τη δημοσίευση διαγωνισμού για τον εκσυγχρονισμό της σιδηροδρομικής σύνδεσης Βελιγραδίου – Nis. Πρόκειται για σημαντική αναβάθμιση στο σιδηροδρομικό δίκτυο της Σερβίας και τμήματος του Pan-European Corridor X της ΕΕ.

Παρατίθενται συνημμένο κείμενο με λεπτομερή περιγραφή όπως έχει αναρτηθεί στο TED.

Παρακαλούμε όπως θελήσετε και ενημερώσετε τα μέλη σας.

Ο Προϊστάμενος κ.α.α.

Νικόλαος Χριστοδουλίδης
Σύμβουλος ΟΕΥ Α'

Συν:1 σελ. 2

ΠΙΝΑΚΑΣ ΑΠΟΔΕΚΤΩΝ

- ΤΕΧΝΙΚΟ ΕΠΙΜΕΛΗΤΗΡΙΟ ΕΛΛΑΔΑΣ (ΤΕΕ)
- ΠΑΝΕΛΛΗΝΙΟΣ ΣΥΝΔΕΣΜΟΣ ΑΝΩΝΥΜΩΝ ΤΕΧΝΙΚΩΝ ΕΤΑΙΡΕΙΩΝ (ΣΑΤΕ)
- ΣΥΝΔΕΣΜΟΣ ΤΕΧΝΙΚΩΝ ΕΤΑΙΡΕΙΩΝ ΑΝΩΤΕΡΩΝ ΤΑΞΕΩΝ (ΣΤΕΑΤ)
- ΠΑΝΕΛΛΗΝΙΟΣ ΣΥΝΔΕΣΜΟΣ ΕΡΓΟΛΗΠΤΩΝ ΕΓΓΕΓΡΑΜΜΕΝΩΝ ΣΤΑ ΠΕΡΙΦΕΡΕΙΑΚΑ ΜΗΤΡΩΑ (Π.Σ.Ε.Ε.Π.Μ.)
- ΠΑΝΕΛΛΗΝΙΟΣ ΕΝΩΣΗ ΣΥΝΔΕΣΜΩΝ ΕΡΓΟΛΗΠΤΩΝ ΔΗΜΟΣΙΩΝ ΕΡΓΩΝ (ΠΕΣΕΔΕ)
- ΣΥΝΔΕΣΜΟΣ ΕΛΛΗΝΙΚΩΝ ΓΡΑΦΕΙΩΝ ΜΕΛΕΤΩΝ (ΣΕΓΜ)
- ΣΥΛΛΟΓΟΣ ΜΕΛΕΤΗΤΩΝ ΕΛΛΑΔΟΣ (ΣΜΕ)
- ΕΛΛΗΝΙΚΗ ΠΛΑΤΦΟΡΜΑ ΕΡΕΥΝΑΣ ΚΑΙ ΤΕΧΝΟΛΟΓΙΑΣ ΓΙΑ ΤΗΝ ΚΑΤΑΣΚΕΥΗ (ΕΠΕΤΚ)

RAIL CORRIDOR X — BELGRADE–NIŠ MODERNIZATION

Beneficiary: Serbian Railways Infrastructure (SRI) **Financing:** EIB · EBRD · WBIF · State budget

PROJECT AT A GLANCE

CORRIDOR Belgrade–Niš (Rail Corridor X)	TOTAL LENGTH ≈ 230 km, three sections
STANDARD TEN-T / EU TSI, design 200 km/h	DELIVERY MODEL FIDIC Yellow Book (Design & Build)
FINANCIERS EIB · EBRD · WBIF · State budget	PROGRAMME construction to 2032, closeout 2034

The Belgrade–Niš modernization brings the central section of Serbia's rail network up to European standard, as part of the pan-European Corridor X and the EU's Economic and Investment Plan for the Western Balkans. Only one works contract (Stalać–Đunis, Lot 2) is currently signed; the remainder are in design, tender, or awaiting funds. The pages that follow trace the project from its national setting down to the individual contracts, costs, financing and procurement strategy.

The railway line

The Belgrade–Niš railway line is one of the most important transport routes in the Republic of Serbia. It forms part of the Pan-European Corridor X, connecting Serbia with Central Europe, Greece, and the Western Balkans. More than half of all railway traffic in the country uses this corridor, making its modernization essential for national economic growth and regional development

Project activities are implemented within three main sections:

Section 1: (Belgrade) Resnik – Velika Plana (74.6 km),

Section 2: Velika Plana – Paraćin (50.08 km – excluding the subsection Gilje - Paraćin, which has already been reconstructed),

Section 3: Paraćin – Trupale (Niš) (76.2 km).

Construction works will first be carried out on Section 3, then on Section 2, and finally on Section 1.

Section 3 - currently under tendering

Construction Works Contract covers the open-track works on sub-sections 3.1 (Paracin–Stalac, 20.8 km, design speed 200 km/h) and 3.3 (Djunis–Trupale, 37.7 km, design speed 160 km/h).

A total of nine stations will be reconstructed and modernized for both passenger and freight traffic. On sub-section 3.1 the works include 12 grade-separated crossings, 8 bridges and culverts, 2 pedestrian underpasses, 1 retaining wall and 17 culvert structures beneath the track. In addition, the scope of sub-section 3.1 includes a road bridge in the broader project area near Paraćin, requested as a mitigation measure; this structure has not yet been designed, so its particulars will be provided once its design has been carried out.

On sub-section 3.3 the works include 18 grade-separated crossings, 14 bridges and culverts, 2 pedestrian underpasses, 15 retaining walls, 18 culvert structures beneath the track and 2 culvert structures beneath roadways. Across both sub-sections the works include reconstruction of existing and construction of new overhead contact line (OCL) systems, electrical power installations in stations, energy facilities, relay stations, sectioning posts (including neutral sections), remote control of electric traction installations, transformer stations supplied from the OCL, and lighting of crossings and access roads.

Signaling works require temporary operating arrangements (inter-signal interlocking devices, UMZ, in temporary dispatcher rooms). Some limited works on neighboring sections may fall within the contract scope.

Under the latest EIB–SRI agreement, sub-section 3.4 (Trupale–Medjurovo) is now also within the scope of the new combined Section 3 Works contract; Sub-section 3.4 has not yet been designed — its design is still to be carried out — so its length, design speed, structures and cost allocation are not yet defined.

Tenders published:

- The Contract notice for the works **supervision** has been published on 24.07.2026.: [513244-2026 - Competition - TED](#).
- The Contract notice for the **Works contracts** – Section 3: Paraćin – Trupale – Medjurovo (design and build) has been published in TED yesterday: [538901-2026 - Competition - TED](#)