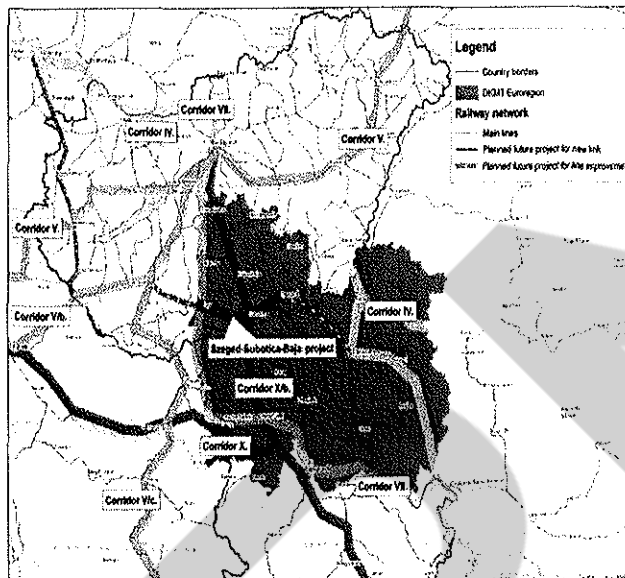


# RECONSTRUCTION AND MODERNIZATION OF THE RAILWAY SEGEDIN - HORGOSĀ - SUBOTICA - ĀIKERIJA - BAĀALMAĀĀ - BAJA

For the purpose of implementation of the Protocol on Cross-Border Cooperation of the



Republic of Hungary and the Republic of Serbia, in the field of railway transport development, the Euroregional development non-profit agency "Danube - Kris - Moris - Tisa" (DKMT) was established to manage projects financed by IPA funds of the European Union, with headquartered in Szeged (Csongrad County, Hungary).

In this regard, the IPA cross-border cooperation project HU-SRB / 0901/112/153, DKMT railway "Reconstruction and construction of the Szeged-Reske-Horgos-Subotica-Chikeria-Bacalmash-Baja railway line" has been implemented the following:

- a) Feasibility study with Conceptual design for reconstruction and modernization of the Subotica - Horgos - Border with Hungary railway. Created by CeS COWI d.o.o., and adopted by the Audit Committee in November 2015.
- b) Study on the Environmental Impact Assessment of the Reconstruction and Modernization of the Subotice - Horgos - Border Railway with Hungary. Made by CeS COWI d.o.o.
- c) The conceptual design of the reconstruction of the Subotica - Chikeria - Bacalmash - Baja railway is underway by CeSTRA. The conceptual design deadline is June 2020. The length of the Szeged - Reske - Horgos - Subotica - Chikeria - Bacalmash - Baja railway is about 100 km, of which the length of the railway in the Republic of Serbia is about 37 km:
  - section Horgos - Subotica about 27 km,
  - section Subotica - Āikeria about 10 km.

The reconstruction of the railway line is envisaged so that the category of the D4 railway line, single-tracked, electrified, is designed within the existing lane. The design elements of the open track lower machine, stations and service posts are at a speed of 160 km / h, and the design elements of the upper track machine are at a speed of 120 km / h. The project also included the reconstruction of 13 road crossings (with rationalization), the electrification of the railroad, the installation of modern SS and TT devices – level ETSC 1, hydraulic structures. The estimated value of this project is **EUR 60 million.**

