

Rhine-Danube Corridor: Belgrade Port

Project Financing

WBIF	Grant	WB20-SRB-TRA-02	€ 804,000
EBRD	Loan		€ 19,900,000
EIB	Loan		€ 52,230,000
National Contribution	Own Contribution		€ 16,020,000
Anticipated WBIF TA Grant	External Grant		€ 2,250,000
Anticipated WBIF TA Grant	External Grant		€ 3,770,000
Anticipated WBIF INV Grant	External Grant		€ 14,850,000
Total			€ 109,824,000
Total Grants			€ 804,000
Total Loans			€ 72,130,000

Project Description

The location of the city of Belgrade, lying at the intersection of three important transport corridors (IWW Corridor Rhine-Danube as well as road and railway Corridor X), provides the possibility of projecting competitive transshipment results. The new Port of Belgrade has the potential to become one of the major transportation and distribution nodes in a broader geographic area including Belgrade, Central and South Serbia, east and southeast Srem and Banat. The construction of the railway line connecting the Port of Piraeus with Central and North Europe will provide access to additional multimodal logistic services to the proposed Port of Belgrade along its route enabling the connection of inland waterways with railway and road corridors. The Project is of strategic relevance and it was included in the Single Project Pipeline. This Project ranks as the fifth most important transport sector project.

The general objective of the Project is to provide a multimodal transport hub that will enable the connection between the future New Port of Belgrade and inland waterway TEN-T Rhine-Danube Corridor with the axes of the most important Serbian roads (E-70, E-75, regional road Belgrade-Vrsac and Belgrade-Zrenjanin), as well as with the railway Belgrade-Kelebija (Budapest). The Project Railway Corridor X Rehabilitation in Serbia with its Xb and Xc branches, as well as the construction of the railway connection between the New Port of Belgrade and the Belgrade-Kelebija railway line, will provide connection of the New Port of Belgrade to some of the most important TEN-T corridors, such as the Orient/East-Med Corridor, the Mediterranean Corridor and the Baltic-Adriatic Corridor.

Results and Benefits

- an increase in port terminal capacity from 190,407 tonnes to 3,500,000 tonnes
- increased port terminal capacity for Ro-Ro to 11,500, liquid capacity to 750,000 t, and 350,000 containers

- **Countries:** Serbia

- **Code:** PRJ-SRB-TRA-031
- **Sector:** Transport
- **Lead IFI:** EIB
- **Status:** Preparation
- **Beneficiary:**