



## REGIONAL

### Partners:

- Ministry of Transport and Communications and Ministry of Finance - the former Yugoslav Republic of Macedonia
- Ministry of Construction, Transport and Infrastructure - Republic of Serbia
- European Bank for Reconstruction and Development

### Estimated total investment:

- €4.36 million

### EU contribution<sup>1</sup>:

- €0.38 million

### Technical Assistance provided by:

- Infrastructure Project Facility 4 (COWI-IPF Consortium)<sup>2</sup>

### Duration of Technical Assistance:

- June 2016 – October 2018

## Orient/East-Med Corridor (CX): Construction of Tabanovce Joint Border Station between the former Yugoslav Republic of Macedonia and Serbia

This project will create the necessary infrastructure for the creation of a Joint Railway Border Station (JRBS) between the former Yugoslav Republic of Macedonia and Serbia. At present all international and domestic transit trains have to make two stops, in Tabanovce (the former Yugoslav Republic of Macedonia) and in Preševo (Serbia). In each of these two stations, relevant authorities execute customs, border police, phytosanitary, veterinary, radiology, as well as railway infrastructure and operation controls. With the creation of the JRBS in Tabanovce these controls will be carried out only once, with representatives of the authorities of both countries working together.

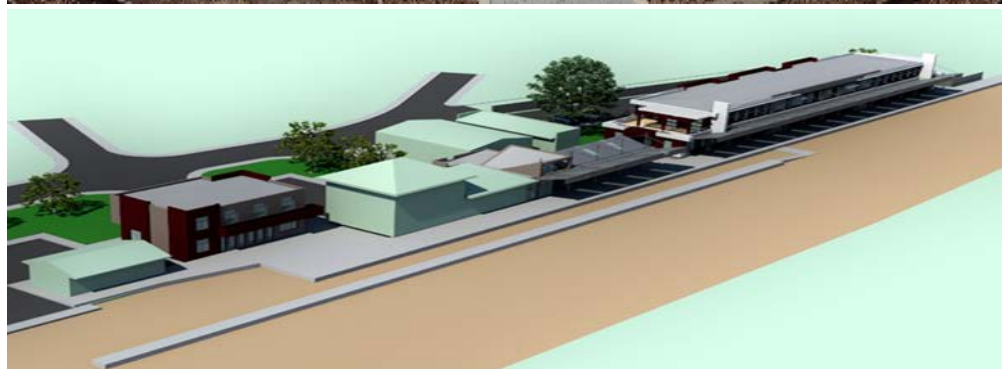
The project is currently being developed for investment, with technical assistance (TA) provided by the EU, which covered: needs assessment of cross-border station users; feasibility study and cost benefit analysis; conceptual, preliminary, and main designs; environmental and

social impact assessment; and tender documents.

### Results:

All TA outputs have been approved and the consent of Serbian users received. The project is now ready to be built. The new facilities will comprise:

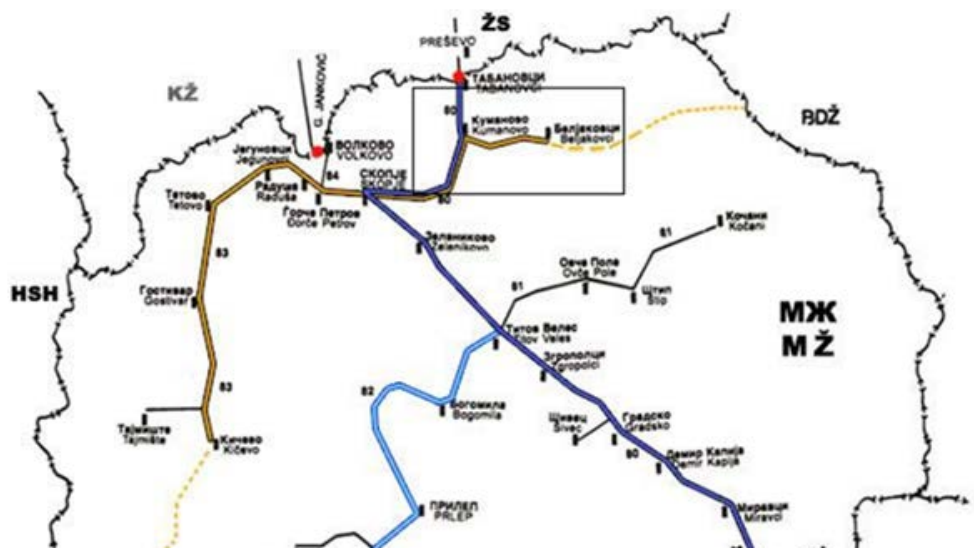
- Joint Railway Border Station (1674 sq.m)
- Passenger Border Railway Station (100 sq.m)
- Railway Company Building in the former Yugoslav Republic of Macedonia (270 sq.m) and Railway Company Building in Serbia (326 sq.m)
- Electrical Supply Block and Warehouse; small wastewater treatment plant.
- Lengthening of Inspection Platform by 186 m, including by covering with canopy 97 meters of existing platform.



Current (above) and future (below) Tabanovce Joint Railway Border Station.

<sup>1</sup> To date, EU contribution concerns only TA services for project development.

<sup>2</sup> WBIF grant reference number: WB13-MKD-TRA-01.



Location of Tabanovce and Presevo Stations on Orient/East-Med Corridor (CX).

Estimated Investment Start Date:

- Q1 2020

Estimated Investment End Date & Commissioning:

- Q3 2021

The JRBS is part of the measures foreseen under the Connectivity Agenda – a EU initiative focused on improving transport and energy links within the Western Balkans, as well as between the Western Balkans and the European Union, particularly by supporting the preparation and financing of concrete regional infrastructure investment projects as well as the implementation of technical standards and reform measures in the two sectors. The JRBS was included in the set of measures endorsed at the WB6 Vienna Summit (27 August 2015). It has also been the subject of a formal agreement signed on 16 February 2015 by the Minister of Transport and Communications of the former Yugoslav Republic of Macedonia and the Minister of Construction, Transport and Infrastructure of Serbia.

The Ministry of Transport and Communications in the former Yugoslav Republic of Macedonia intends to apply for future EU funding under the WBIF which may cover up to 50% of the investment budget, while the remaining amount will be secured through a loan from the European Bank for Reconstruction and Development. The application is due in November 2018; if approved by the WBIF Steering Committee, construction works may start in the first three months of 2020, following an international tender that can be initiated late in 2019.

## Benefits

- Train travel time savings because of one stop instead of two.
- Time savings for transported passengers of at least one hour. Passenger controls will be carried out on moving trains.
- Significant time savings for transported freight or approximately two hours.
- Improvement of competitive advantage of railways compared to road transport.
- Reduced environmental impacts.
- Economies of scale in railway station operations.
- Improved collaboration between the customs, border police, phytosanitary, veterinary, radiology, railway operations, railway infrastructure controllers of the two countries.