



COUNCIL OF EUROPE
EUROPEAN LANDSCAPE CONVENTION
*National Workshop on the implementation
of the European Landscape Convention
in Bosnia and Herzegovina*



New Possibilities for Utilising Abandoned Railway Infrastructure

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CONTENT:

1. Cycle tourism
2. Disused railways as a new resource (best practice)
3. Greenways concept and examples from the world and the region
4. Project “Transforming abandoned railways into greenways in Serbia”
5. Greenways in Serbia in operation
6. Proposals for reconstruction of railway stations
7. Possibilities for cross border cooperation (forming the Greenways Network of the Western Balkans)
8. Proposal for the new Euro Velo Route
9. Conclusions



From the European Landscape Convention:

1. *"Landscape" means an area, as perceived by people, whose character is the result of the action and interaction of natural and/or **human factors**;*
2. *"Landscape protection" means actions to conserve and maintain the significant or characteristic features of a landscape, justified by its heritage value derived from its natural configuration and/or from **human activity**;*
 - The created landscape can be an industrial heritage that was created after certain human activities, for example, after the construction of the railway infrastructure. This could be put in the category of: **"historical communication landscape"**.
 - The aim of this paper (and the related project) is how to evaluate and protect industrial and architectural heritage.



Cycle tourism

- There are about 2,8 billion cycle trips in Europe per year (for tourism and recreation purposes),
- There are about 900 million people in Europe per year who go on vacation by bicycle,
- Of the total annual income from tourism in EU (55 billion Euro), about 9 billion Euro are realised in cycle tourism, or about 16%
- More than 30% of all cycle tourism trips are international (about 270 millions per year)

Source: European Cyclists Federation, www.ecf.com



Abandoned rails as a new touristic source (world's examp.)

- In the province of Ontario (Canada), from the total of 15,000 km of railways, about 2,800 km are abandoned and 300 km are transformed into green ways.
- In England, in 1990, about 600 km of railways were abolished and turned into green ways.
- In the USA, 240 railways (22,827 km) were abandoned and around 2,400 km was converted into "rail trails".
- In Northern Ireland, about 960 km of railways have been turned into green ways.
- In Portugal, 733 km of railways have been abandoned and turned into trails.
- In Germany there are 5020 km of green trails on abandoned rails.

Source: Julius Gorys et al. "The Acquisition of Abandoned Railway Rights of Way", *International Right of way Association*, October 1993.



Concept of Green Ways

According to the definition:



- **Greenways** are communication routes reserved exclusively for non-motorised journeys , developed in an integrated manner which enhances both the environment and quality of life of the surrounding area.
- These routes should meet satisfactory standards of width, gradient, and surface condition to ensure that they are both user-friendly and low -risk for users of all abilities.
- In this respect, canal towpaths and disused railway lines are a highly suitable resource for the development of greenways.

Source: European GreenWays Association – EGWA, <http://www.aevv-egwa.org/>



Examples from the world and the region



Example from B&H and Croatia – Cycling through history – “ĆIRO”



Example from Italy, Slovenia and Croatia – „Parenzana“



Railways where the rails are held – “rail bike” or “velo – rail”



It is particularly popular in France and South Korea (there are several hundred thousands tourists per year on some sections)



Examples of transferred railway stations from the world



HaTachana – old station in Tel Avivu (Israel)



Examples of transformed railway stations in B&H and the region



Zavala



Banja Luka



Požega



Užice



Project: “Transforming abandoned railways into green ways in Serbia”

- The project was financed by the Ministry of Transport of the Republic of Serbia (2015/2016)
- Several hundred kilometers of railways were analyzed in more than 30 municipalities
- The physical state of the infrastructure, objects, and railway stations has been determined
- The property status of infrastructure and facilities was analyzed
- About 20 sections for detailed elaboration - development of projects have been proposed
- 15 abandoned railway stations were proposed for reconstruction
- 4 conceptual design projects of the routes have been started (Lajkovac, Arandjelovac, Priboj, Uzice)
- An initiative to continue the green ways with neighboring countries has been launched .



Abandoned railways in Serbia

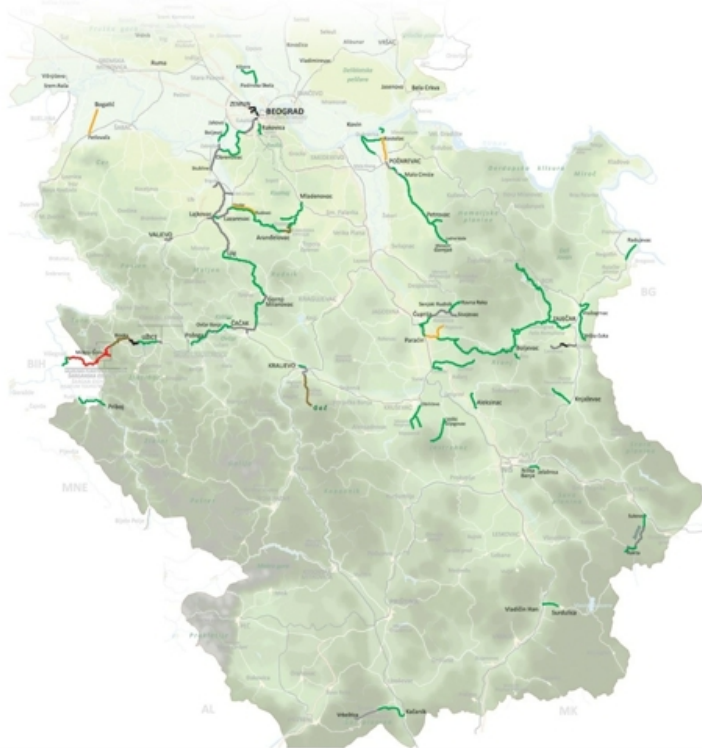
Serbia has about 1300 km of abandoned railway tracks, mostly narrow gauge. Unfortunately, another 1000 km is proposed for the abolition:

- Railways where public transport of passengers and goods was suspended: 421.5 km
- Railways on which the suspension of public transport of passengers and goods is proposed after subsequent analyzes: 451,8 km
- Lines for which an agreement has been reached to transfer the management right to the province of Vojvodina, or the municipalities: 116,3 km
- Total proposed for the abolition of 990 km

Source: Decision of the Government of the Republic of Serbia, from 29.9.2016.



Network of Greenways in Serbia



PREDLOG ZA ZELENU STAZU / GREENWAY PROPOSAL

Lajkovac

Dužina trase Celije-Bogovađa/Length: 9 km
Igračka grupa/ Railway constructed in: 1908-1909-1910
Kilometri/Track gauge: 760 mm, uklonjeni/removed in: 1970-1982
Visinska razlika/Altitude difference: 14 m
Stara trasa od Celije do Lajkovaća rekonstruisana od drumskog uvođenjem, sa samostalnom podlogom, od Lajkovaća do Bogovađe uski lokalni asfaltni put
Condition of track: from Celije to Lajkovac dirt road independent, from motor traffic, from Lajkovac to Bogovađa narrow local asphalt road

Like ovac

Lajkovac je bogata naseljena železnička i druge tehničke infrastrukture.
Lajkovac was a big narrow-gauge railway's significant railway and other technical infrastructure heritage has been preserved.

Trasa se vodi, Pulometa, lokalno naseljena/Trasę Toward Pulometa

PREDLOG ZA ZELENU STAZU / GREENWAY PROPOSAL

Užice-Vrutci

Dužina trase Užice-Vrutci/Length of track: 13 km
Igračka i sklapanje grupa/Railway constructed and closed in: 1924-1974
Kilometri/Track gauge: 760 mm, uklonjeni/removed
Visinska razlika/Altitude difference: 197 m
Stara trasa od Užice do jezera Vrutci zemljani put rekonstruisan od drumskog uvođenjem, u potpuno prirodnom okruženju atraktivne šumare rieke Deronje, deo trase je potopila jezera Vrutci, deonica od Biske do Sargana Vrtaci je zemljana staza, u planu je rekonstrukcija nove turističke željezničke, od stanice Sargan Vrtaci do Mokra Gora je obnovljena deonica atraktivne muzejsko-turističke željeznice Sarganska ozemica
Condition of track: section Užice-Lake Vrutci is a dirt road independent, from motor traffic, section Užice-Lake Vrutci is a dirt road independent, from Biske to Sargan Vrtaci is planned for reconstruction as a tourist railway, section Sargan Vrtaci - Mokra Gora is used as an attractive museum tourist railway, Sargan Light





8th European Greenways Award

“Excellence” Category
Second Prize

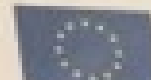
First Greenway in Serbia (Užice, Serbia)

Submitted by: City of Užice

28 September 2017, Limerick (Ireland)

Paulo Serra

Paulo Serra
European Greenways Association President



PREDLOG ZA USPOSTAVLJANJE GRANIČNOG PRELAZA IZMEĐU SRBIJE I BiH

Granični prelaz za bicikliste Uvac



Zamišljen izgled graničnog prelaza za bicikliste Uvac



POLOŽAJ:

Most preko reke Uvac je gvozdena konstrukcija na nekadašnjoj železničkoj pruzi uzanog koloseka Međeđa-Uvac-Priboj. Izgrađen je 1929. godine. Nakon raspada SFRJ, reka Uvac u ovom području razdvaja Srbiju i Bosnu i Hercegovinu (Republiku Srpsku).

VLASNIŠTVO:

Pošto se nalazi na granici, vlasništvo dele dve države, mada se u železničkim papirima kao korisnik jedino vodi nekadašnje železničko preduzeće Bosne i Hercegovine (ŽTP Sarajevo).



PREDLOG ZA OBNOVU:

Gvozdeni most bi nakon statičke sanacije i obnove mogao da primi funkciju **Graničnog prelaza za bicikliste Uvac**. Pored graničnih i carinskih službi, most bi primio i sadržaj zajedničkog turističkog informativnog punkta opština Priboj i Rudo, regionalnih i nacionalnih turističkih organizacija Srbije, Bosne i Hercegovine i Republike Srpske. Stanovnici sa obe strane granice su veoma upućeni jedni na druge, česte su dnevne migracije sa obe strane i otvaranje graničnog prelaza za sve vidove nemotorizovanog saobraćaja bi imalo funkcionalnog opravdanja. Ove usluge bi koristili i ciklo-turisti na deonici 701 na nedavno uspostavljenoj zelenoj stazi.



Četvrtak, 17. novembar 2016.
Otvoravanje druge zelene staze u Srbiji
 Priboj-Uvac



OPŠTINA PRIBOJ
 MUNICIPALITY OF PRIBOJ



ZELENE STAZE SRBIJE



GREENWAYS OF SERBIA

Projekat finansira:



REPUBLIKA SRBIJA
 MINISTARSTVO GRAĐEVINARSTVA,
 SAOBRAĆAJA I INFRASTRUKTURE

Realizacija:



Cyclists' Society

www.greenways.rs

www.facebook.com/greenways.of.serbia

www.bicikl.info

Possibilities for reconstruction of railway stations



2 types:

In cities: centers for civil sector associations with possibilities for “coworking”, museums, etc.

Out of cities: tourists’ or catering objects (restaurants, ethno centers, gastronomy, local folklore)



Abandoned stations in Serbia that are worth rebuilding



Sukovo



Metovnica



Vrdnik



Lazarevac



Ljubić



Obrenovac



Proposal for rebuilding Preljina railway station



PREDLOG ZA OBNOVU STANIČNE ZGRADE U PRELJINI Stanica Preljina - "Kapija Čačka"



Predlog parternog uređenja staničnog platoa

PREDLOG ZA OBNOVU:

Stanična zgrada bi se obnovila prema uslovima zavoda za zaštitu spomenika kulture, kojim bi se zadržale vrednosti objekta tehničke kulture i saobraćajnog nasleđa.

Zgrada stanice bi nakon fizičke obnove dobila naziv Stanica "Kapija Čačka", kojom se naglašava njen jedinstveni položaj na spoju Ibarske magistrale iz smera Beograda i doline Zapadne Morave i kao prvi objekat na ulazu/izlazu sa auto-puta Beograd - Čačak - Južni Jadran. Zgrada Stanice bi dobila sadržaje informativnog punkta udruženih turističkih organizacija gradova i opština u dolini Zapadne Morave i kafe poslastičarnice, radi održivog funkcionisanja Stanice. Korisnici objekta najviše bi bili putnici u tranzitu, automobilom ili ciklo-turisti, korisnici deonice 351 zelene staze, ali i rekreativci iz Preljine, Čačka i drugih okolnih mesta.

POLOŽAJ:

Zgrada nekadašnje železničke stanice Preljina se nalazi u naseljenom mestu Preljina, koje je u sastavu širog, kontinualno izgrađenog područja Grada Čačka. Nalazi se pored pristupnog puta koji povezuje Ibarsku magistralu i auto-put Beograd-Čačak (Južni Jadran). Od centra Čačka je udaljena 10 kilometara.

VLASNIŠTVO:

Objekat je u vlasništvu lokalne samouprave. Veći deo je zapušten i napušten, a u manjem delu se koristi za neovlašćeno stanovanje.

Osnova prizemlja



Severna fasada



Zapadna fasada



Projekat finansira:



Realizacija:



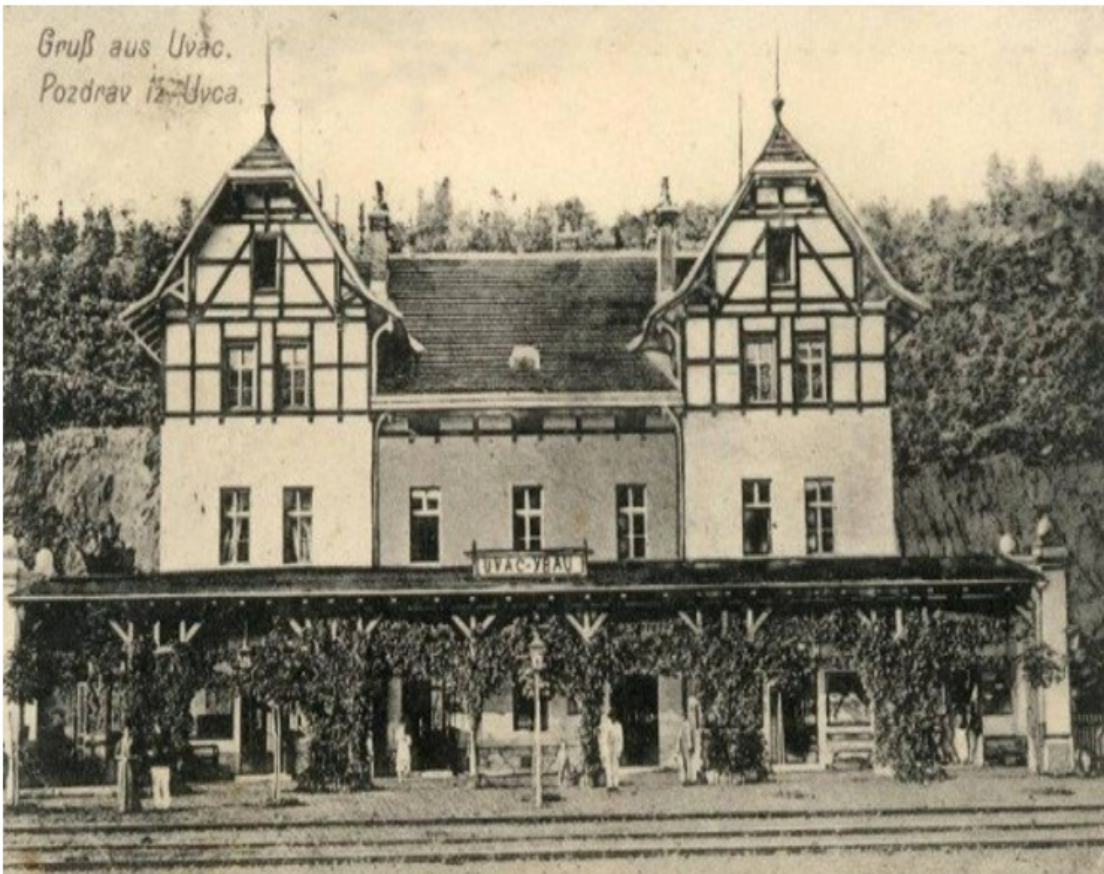
www.greenways.rs
greenways.of.serbia
www.bicikl.info



Possibilities for rebuilding stations in B&H: Hum, before and now



Possibilities for rebuilding stations in B&H: Uvac before and now



Stations of the railway line Hum – Trebinje, that are worth rebuilding



Jasenica



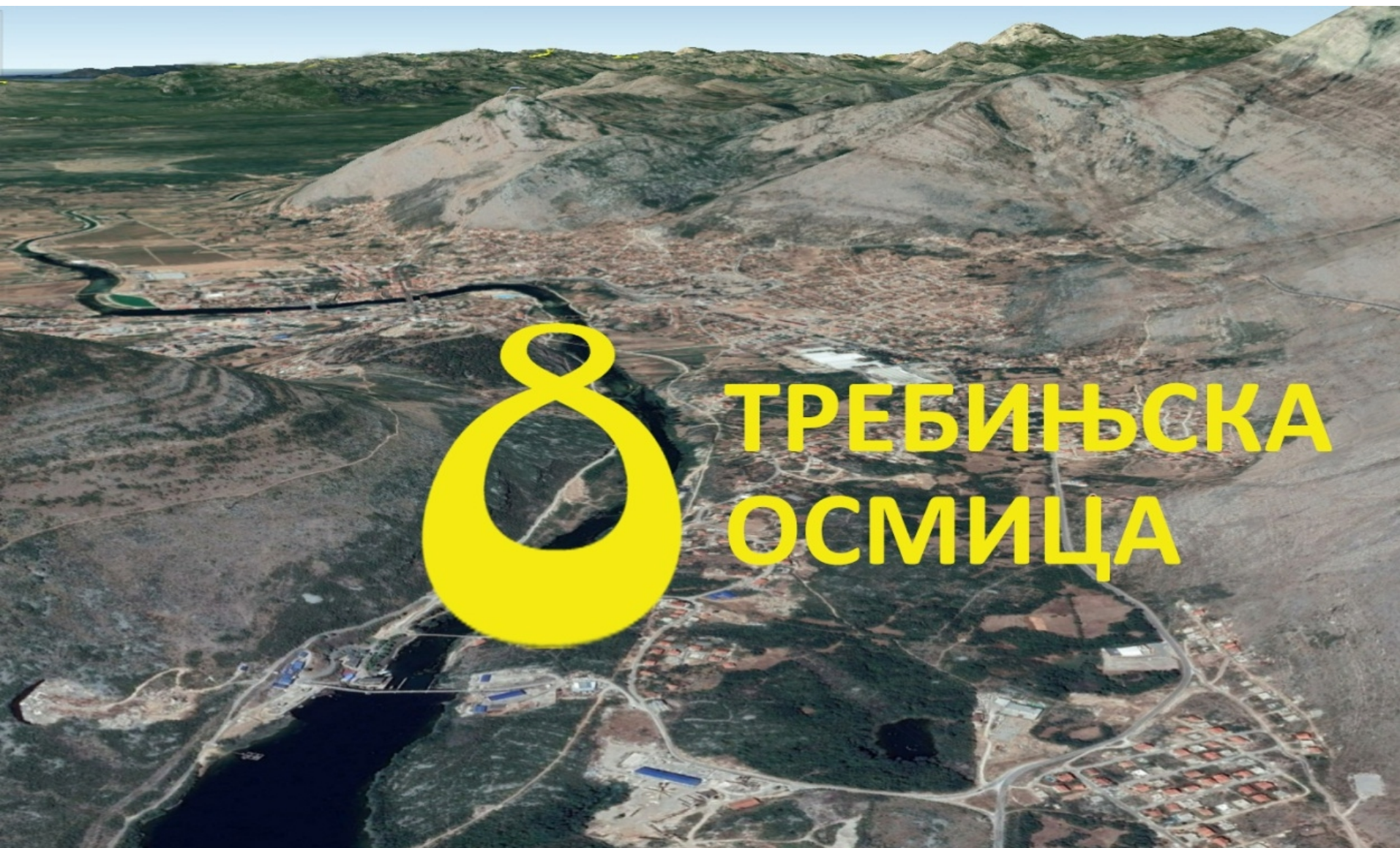
Poljice



Ljubovod – Duži



Proposal for a bicycle path in Trebinje – “Trebinje 8”



Possibilities for cross border cooperation – Proposal for establishing: **“Western Balkans Green Ways Network”**

- The proposal was already promoted and accepted in the Region
- Interest for connecting bordering municipalities between Serbia and B&H and B&H and Montenegro already exists
- Cross border cooperation already exists between Croatia and B&H and Slovenia and Croatia
- Connecting countries in the Region gives better chances for applying to several funds (Cross Border IPA funds, South East Europe – Transnational Co-operation Programme, etc.)



PROPOSAL FOR CONNECTING WEST BALKANS GREENWAYS and establishing NEW EUROVELO ROUTE



The new Euro Velo Route

Proposal is to use the whole railway line from Belgrade over Sarajevo to Dubrovnik as the new EVR

Criteria for getting Euro Velo label from the European Cyclists' Federation are:

- Route must be longer than 1000 km
- Route must pass through at least 2 countries



CONCLUSIONS

- Abandoned railway infrastructure, as a part of the industrial heritage deserves more detailed valorisation and defining its position within the protected landscape context
- Forming bicycle / pedestrian paths on abandoned tracks and turning it into green ways contributes to the preservation of the cultural and industrial heritage and creates the conditions for sustainable tourism
- Corridors are protected and kept for the future for some new, technologically more perfect rail systems, which can be returned one day
- Inaccessible landscapes, natural beauties, become available
- Abandoned railway stations, in and out of settlements, provide great potential for multiple purposes and new activities and land uses
- New content, features and services create the conditions for strengthening the local economy and new jobs creation



Thank you for your attention!



www.greenways.rs

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Green Ways of Serbia

