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Chief Editor:

Jelena Vasić

Executive Editors:

Višnja Radić, Maja Vasiljević, Jelena Filipovski

Editorial Board:

Olivera Kominac, Nikola Ranković, Aleksandra Đurić,
Dijana Montiljo Mihajlović, Nataša Kecman, Bojan Stanić,
the organizational units of the Chamber of Commerce and Industry of Serbia:
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FOREWORD

Sectoral analyses of the Chamber of Commerce and Industry of Serbia (CCIS bulletins) have been reporting on the business performance indicators of the domestic economy for the 18 chamber associations for eight consecutive years. We analyze trends in agriculture, industry and services, as well as business expectations of the economy, with a review of current projections. We publish the Bulletins quarterly (review of quarterly business dynamics) and annually in Serbian and English. These publications inform members of the chamber system, representatives of the business community and the professional public about the leading macroeconomic, sectoral and branch topics.

In the bulletins you can find information on current and adopted economic initiatives that we launch with the aim of improving the business environment, creating sustainable business conditions and strengthening the potential of the domestic economy to perform on domestic and foreign markets, data on sources of financing, incentives, services, public authorizations and education of the Serbian Chamber of Commerce.

All information in the bulletins are a result of the activities of the single chamber system and the domestic economy. For analyses, we use official data from domestic and foreign institutions, results of chamber research and information available on business platforms. We develop case studies and examples of good practice in cooperation with the economy.

All previously published Bulletins are available on the website of the [Chamber of Commerce and Industry of Serbia](#).

Jelena Vasić,
Editor



The Association of Transport of the Chamber of Commerce and Industry of Serbia brings together all companies dealing with the transport of people or goods by road, railway, water or air, as well as other supporting transport activities such as freight forwarding, agencies, etc. The businesspeople brought together within the Association realize their legal business interests with the competent institutions through their work in groups. There are seven active groups: Board of the Group of Road Passenger Transport and Bus Stations, Board of the Group of Road Goods Transport, Board of the Group of Freight Forwarding and Logistics, Board of the Group of Inland Waterway Shipping, Group of Ports and Piers, Group of Air Transport and Group of Railway Transport.

The importance of traffic and transport is very often described as "the lifeblood of an economy and society". This industry is needed for operation of the entire economy both locally and globally but it is also very vulnerable to any global disruptions in supply chains. Taking into account all difficulties, the Association of Transport endeavours to provide its maximum support to the transport economy and to meet its requirements both before the competent authorities of the Republic of Serbia and international institutions. As a result of the CCIS's support, the state packages and sectoral support measures have been adopted, which is of exceptional importance for the preservation of passenger transport activities, liquidity, employment (particularly the deficient driving staff) and the provision of conditions for recovery and continuation of business. The Association has launched numerous initiatives for amendments and supplements to regulations, participated in the work of working groups, steering committees, and established fruitful cooperation and connection with the competent institutions. Our goal is to intensify more these support activities to the transport sector through stronger involvement of the economy in the work of the Association, because there is no strong economy without strong transport sector.

Milica Dubljević,
Secretary





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CCIS ASSOCIATION OF TRANSPORT

Meeting of the Board of the Group of Road Transport of Passengers and Bus Stations

The meeting of the Board of the Group of Road Transport of Passengers and Bus Stations, the 20th in a row, was held on 11 January 2024. In addition to the approval of the Minutes from the 18th and 19th meetings of the Board of the Group, under Item three, the Tabular Summary of the Distance Table for Intercity Transport - version 12.0 was adopted, whereas under Item four, the proposal of the members of the Commission for harmonization of the proposed timetables with registered timetables in intercity transport was determined.

On 11 September 2024, in the Chamber of Commerce and Industry of Serbia, a joint meeting of the members of the Board of the Group of Road Passenger Transport and Bus Stations with interested operators was held. The meeting was attended by representatives of the Ministry of Construction, Transport and Infrastructure, the Secretariat for Transport and the Secretariat for Public Transport of the City of Belgrade. The topics of the meeting were: the opening of the Main Bus Station in a new location, and the Bus Stop Autokomanda - South.

From 21 to 22 October 2024, the 24th electronic meeting of the Board of the Group of Road Transport of Passengers and Bus Stations was held. The agenda of the meeting included accepting of the Initiative to equalize the right to refund of excise duty for domestic and international road transport in the working version of the Law amending and supplementing the Law on Excise Duties, in the amount of 29.68 dinars per litre. After that, the Initiative to equalize the right to refund of excise duty for domestic and international road transport in the working version of the Law amending the Law on Excise Duties, in the amount of 29.68 dinars/litre, was adopted, i.e. the amount to which the excise duty paid for motor fuel for transport purposes for domestic road transport of passengers is reduced, is defined in the amount of 34.56 dinars per litre.

Meetings of the Group of River Shipping

In 2024, three meetings of the Group of River Shipping were held.

At the meeting held on 7 March 2024, the members of the Group expressed their agreement with the decision of the School of Shipping, Shipbuilding and Hydro-Engineering to launch an initiative to develop qualification standards for the educational profile of marine engineering technician. The participants were informed about the issuance of the authorizations to ship crews, and it was agreed to discuss, at the next meeting of the Group, about the proposal to amend the regulations regarding the application of the minimum Technical Rules for Inland Navigation Vessels that apply the ES-TRIN standard, all in conformity with the Instructions, which specify more closely certain technical requirements included in the technical rules, because it is stipulated that the mentioned anchoring equipment is to be harmonized with the technical requirements from the Technical Rules for Inland Navigation Vessels sailing on inland waterways belonging to the ship navigation zones 1, 2, 3 and 4 (ES-TRIN standard).

The second meeting was held on 3 April 2024. On that occasion, an initiative was launched to amend the regulations regarding application of the minimum Technical Rules for Inland Navigation Vessels that apply the ES-TRIN standard; the Minutes of the previous meeting of the Group of River Shipping were adopted, and it was agreed to wait and see if the application of the ES-TRIN standard will be postponed at the EU level. If the regulations are not changed, it was agreed that the members of the Group of River Shipping prepare a good argument for postponing the application of the ES-TRIN standard in the part concerning anchoring equipment, in order to submit the started initiative to the Ministry of Construction, Transport and Infrastructure. It was agreed that the List of candidate members of the Group of River Shipping, who are eligible to take the exam in connection with the issuance of the authorization to ship crews, will be submitted to the CCIS Association of Transport by December 2024, with the aim of its timely delivery to the Ministry, Department of Water Transport and Navigation Safety.

The third, electronic meeting of the Group of River Shipping was held in the period from 18 to 20 December 2024. During the meeting, the initiative to extend the deadline for installing new auxiliary and main vessel engines specified in the ES-TRIN 2021/1 standard at STAGE IIIa, for ships flying the flag of the Republic of Serbia, was discussed. An additional deadline has been proposed for the start of mandatory installation of STAGE V standard engines, until 31 December 2025, whereby, by that deadline, it should be possible to purchase and start installing engines according to the STAGE IIIa standard, which has very high criteria in terms of environmental protection and emission of harmful substances, and is more available on the market.

Constitutive meeting of the Board of the Group of Railway Transport

The constitutive meeting of the Board of the Group of Railway Transport was held on 13 December 2024, in the Chamber of Commerce and Industry of Serbia. On that occasion, the members of the Board were verified, after which the representative of Transagent Operator doo Belgrade was appointed President of the Board, and the representative of Rail Trans Logistic doo Belgrad, Deputy President of the Board of the Group. The Proposal of the Programme for 2025 was elaborated at the meeting.

Meeting of the Board of the Association of Transport

The electronic meeting of the Board of the Association of Transport was held on 20-22 November 2024. The agenda of the meeting included the adoption of the Decision amending the Decision on the election of Board Members of the Group of Road Passenger Transport and Bus Stations, and the adoption of the Decision supplementing the Decision on the election of Board Members of the Group of Freight Forwarding and Logistics. The proposals of the following decisions were adopted: Decision amending the Decision on the election of Board Members of the Group of Road Passenger Transport and Bus Stations, and Decision supplementing the Decision on the election of Board Members of the Group of Freight Forwarding and Logistics.

Joint meeting of Group of Ports and Wharfs and Group of River Shipping

The joint meeting of the Group of Ports and Wharfs and the Group of River Shipping was held on 25 October 2024, at the Chamber of Commerce and Industry of Serbia. At the meeting, the following were discussed: current problems in the operations of the members of the CCIS Association of Transport - the Group of River Shipping and the Group of Ports and Wharfs; the initiative to amend the regulations related to the application of the minimum Technical Rules for Inland Navigation Vessels, the application of the ES-TRIN standard, which stipulates that the specified anchoring equipment be brought into line with the technical requirements of the Technical Rules for Inland Navigation Vessels sailing on inland waterways belonging to the ship navigation zones 1, 2, 3 and 4 (ES-TRIN standard); Rulebook on minimum port tariffs, and any other business. It was agreed to repeat the Initiative to the Ministry of Construction, Transport and Infrastructure as an Urgency in connection with the amendment of Article 18 of the Decree on the regime of border checks of foreign and domestic vessels ("Official Gazette of the RS", Nos. 94/19, 132/21, 73/22) and that the members of the Group of Ports and Wharfs begin work on amending the Rulebook on minimum port tariffs in part of the tariff amount.



CCIS Association of Transport
+381 11 33 04 535
saobracaj@pks.rs

New version of the transit system NCTS phase 5

The Customs Administration of the Republic of Serbia has announced that the implementation of the new version of the transit system NCTS phase 5, which is harmonized with the customs regulations of the European Union and the Convention on a common transit procedure, will begin on 28 January 2024. With the application of the new system, the method of submitting and filling out transit declarations is done in accordance with the new Annexes 9 and 10 of the Rulebook on the form, content, and manner of submitting and filling out declarations and other forms in the customs procedure in the case of a national transit procedure, i.e. Annex A1 of the Appendix and the Convention on a common transit procedure in the case of a joint transit procedure.

Tabular Summary of Distance Table - Version 12.0

In accordance with Article 7 of the Distance Table for Intercity Transport ("Official Gazette of the RS", No. 104/2023), and at the proposal of the Board of the Group of Road Passenger Transport and Bus Stations, the Tabular Summary of the Distance Table - Version 12.0 was adopted, which is applied in the process of harmonizing the proposed timetables with the registered timetables in intercity transport, in the registration period for 2024.

On the rivers in Serbia, 15.1 million tons of transshipped cargo

In 2023, the Port Management Agency recorded 15.1 million tons of transshipped cargo on the rivers in Serbia, which is a decrease of 0.8 percent compared to 2022, when 125,000 tons less cargo were transshipped. Gravel, sand and stone aggregates are the most frequently transshipped, with a share of 33 percent; coal is in second place, with 19 percent; and oil and oil derivatives in third place, with 16.5 percent; ores are in fourth place with a 9 percent share. Coal transshipment increased by 6 percent compared to 2022, whereas grain transshipment is still in decline.

Meeting of the of the International Chamber of Commerce ATA Carnet Administrative Committee (ICC ATAC)

The meeting of the International Chamber of Commerce ATA Carnet Administrative Committee (ICC ATAC) was held from 6 to 8 March 2024, in New York. On that occasion, it was discussed about the Work Plan for 2024, preparations for the global transition in the digitization of ATA Carnets, the composition of ATAC, global statistics on the issuance and demand for ATA Carnets, and the access of new members to the system and administration of ATA carnets.

Meeting of the ATA Carnet Administrative Committee (ATAC)

The meeting of the ATA Carnet Administrative Committee (ATAC) was held on 24 April 2024. The topic of the meeting was - Impact of wars and sanctions on the ATA guarantee chain and payments. Analysing the case arising from the disruption of settlement of customs claims due to the military conflict between Russia and Ukraine, and the sanctions imposed on Russia and Belarus, it was established that there are undisputed and disputed claims. For disputed claims, ATAC tries to find a solution so that there is no delay in payments and compliance with the provisions of the ATA and Istanbul Convention.

Transport of transshipment goods

The Port Management Agency noted that in the first three months of this year, 3.7 million tons of transshipment cargo were transported on the rivers in Serbia, which is ten percent more than in the same period previous year. The most frequently transshipped goods are gravel, sand and stone aggregates, with a share of 32 percent in the total transshipment. In second place are oil and oil derivatives with 16.5 percent share, and other bulk cargoes, i.e. mineral fertilizers and industrial salt, in third place with 11.8 percent share. Cereals are in fourth place and their share in the total transshipment in the first quarter of this year is 11.2 percent, while coal is in fifth place, with 10.5 percent.

Extension of the term of office of the CCIS representative in the World ATA Carnet Committee

The World ATA Carnet Committee (WATAC) unanimously voted and adopted the candidacy of the representative of the Chamber of Commerce and Industry of Serbia for a member of the ATA Carnet Administrative Committee (ATAC) for another term of three years.

Roads of Serbia - Safe parking lots (rest areas)

Bobovište near Aleksinac is the first location equipped by Roads of Serbia within the pilot project Safe parking lots (rest areas). This rest area on the state road A1 (Belgrade- Niš highway section), with 20 spaces for cargo vehicles and 23 spaces for passenger vehicles, is provided with state-of-the-art video surveillance, which is then integrated into a complex management system. The installed cameras are integrated with the software that can detect parking space occupancy, average parking space occupancy time, and it can provide all data in real time. The "smart parking" solution relies on artificial intelligence and Deep Learning, and provides data on each individual parking spot, for all types of vehicles.

Adriatic ports for Renewable Energy Communities, ADRIREC

The implementation of the international project ADRIREC - Adriatic ports for Renewable Energy Communities, which has been implemented within the framework of the IPA ADRION programme since 1 September 2024, started. The Port Management Agency, as an IPA partner on the project will, in the next three years, develop a transnational approach to solving the challenges of the green transition in ports, which should contribute to the reduction of carbon dioxide emissions, the improvement of air quality, the increase of energy security and the port's resilience to climate change, through the use of the potential of renewable energy sources.

Joint Railway Station of Serbia and Montenegro opened in Bijelo Polje

The Ministry of Construction, Transport and Infrastructure of the Republic of Serbia and the Ministry of Transport and Maritime Affairs of Montenegro opened a Joint Railway Station in Bijelo Polje, on 9 July 2024. There will be only one joint police at the railway station, with one customs procedure, which means twice as fast border crossing for goods and passengers.

A new Terminal Building opened at the Constantine the Great Airport in Niš

A new Terminal Building was opened at the Constantine the Great Airport in Niš. It is planned that the new terminal building can accommodate up to six planes at the same time, as well as one and a half million passengers per year. The area of 7,500 square meters was constructed, as well as the accompanying infrastructure, new parking lot and electric chargers.

More cargo on the rivers in the first half of the year

By 1 July 2024, the Port Management Agency recorded 7.4 million tons of transshipped cargo on the rivers in Serbia, which is 0.6% more than in the same period last year. Gravel, sand and stone aggregates are the most frequently transshipped types of cargo, with 36% of the total transshipment. Oil and oil derivatives are in second place, with 17.6%, and cereals in third place with 12.6%. Other bulk cargoes - mineral fertilizers and industrial salt are in fourth place, with a share of ten percent, while ores are in fifth place, with nine percent. The largest increase in transshipment was recorded in the case of cereals, where 939,000 tons were transshipped in the first half of the year, almost eight times more than in the same period last year. In addition, transshipment of oil increased by 28% and gravel, sand and stone aggregates by 21%. Coal handled volumes are 67% lower compared to the first six months of 2023.

Serbia-Belgium Business Forum

The Serbia-Belgium Business Forum was held at the Chamber of Commerce and Industry of Serbia, on 16 September 2024. This event brought together representatives of 27 companies from Belgium, whose main activity includes river shipping, transport and logistics on rivers and whose goal is to stimulate river shipping and greening of this sector.

Regular train service – Port of Koper - Belgrade – Koper

The Companies AD Intereuropa Belgrade and Intereuropa Slovenia jointly launched a regular train service from Koper to Serbia. It is a weekly line - Port of Koper - Belgrade - Port of Koper with great support from partners, as well as from the Port of Koper, for which the development of the railway is of strategic importance. This regular rail line aims to ensure reliability and predictability in supply chains. There are regular weekly departures, the transit time is three to four days, while waiting at the Terminal in Dobanovci is less than 24 hours. The maximum capacity of the train, which is 505 meters long, is 78 TEUs..

Reconstruction of the main airport runway at the Nikola Tesla Airport

After more than 60 years, the first comprehensive reconstruction of the main airport runway in a length of 3,400 meters was completed at the Nikola Tesla Airport. It is one of the key steps towards Belgrade becoming the hub of Southeast Europe, and enabling it to serve 15 million passengers a year by the end of the concession period. The reconstructed main runway is equipped according to the most modern standards, which ensures the receipt and dispatch of all categories of aircraft, and is also equipped with a system for landing in conditions of reduced visibility.

Proposals of the Government of the RS adopted

The Chamber of Commerce and Industry of Serbia and the Development Agency of Serbia organized the participation of Serbian businesspeople within the National Pavilion of Serbia at the 25th International Trade Fair, which took place in Mostar, Bosnia and Herzegovina, from 16 to 20 April 2024. Since this fair is multi-sectoral, companies from the agricultural and food industry have traditionally participated this year as well.

Air Serbia is the Best Airline in Eastern Europe

Based on the results of a survey by the American magazine Global Traveler, which publishes news, reviews and travel guides for business travelers, Air Serbia has been awarded the title Best Airline in Eastern Europe.

Training of customs officers for the use of the ATA Carnet Customs Platform

In cooperation of the Chamber of Commerce and Industry of Serbia and the RS Customs Administration, on 25 and 26 December 2024, the training for customs officers for the use of the ATA Carnet Customs platform, intended for the processing of digital ATA Carnets, the so-called eATA, was held at the Goods Terminal of the Nikola Tesla Airport. Officers in both customs points at the airport (passenger and goods terminal) have completed the training, and thus the conditions have been created for the Nikola Tesla Airport to be included in the world map of border customs crossings that can test digital ATA carnets at the beginning of 2025.



CCIS Association of Transport

+381 11 33 04 535

saobracaj@pks.rs



REGIONAL INFORMATION

Cooperation with companies from the Antalya Industrial Zone

Belgrade Chamber of Commerce and Industry

On 19 November 2024, business meetings of Serbian and Turkish businesspeople were held in the organization of the Belgrade Chamber of Commerce and Industry and the Organized Industrial Zone Antalya, from Turkey, and in cooperation with the RCCI of the Zlatibor Administrative District (Užice) and the RCCI of the Moravica and Raška Administrative District (Kraljevo). Special guests at the meeting were the President of the Chamber of Commerce and Industry of the Federation of Bosnia and Herzegovina with his businesspeople. Leading companies from the Industrial Zone Antalya presented their products, mainly from the fields of agriculture and food industry, chemical industry, but also construction and machinery and elevator industry.

Extended Subotica Free Zone

RCCI of the North Bačka Administrative District Subotica

By the Decision of the Government of the Republic of Serbia, the Subotica Free Zone was extended to the Municipality of Senta. Now, after expanding to the Municipalities of Kanjiža and Kikinda, it occupies an area of 100 hectares of land. The Free Zone currently consists of 11 companies: Zoppas, ContiTech Fluid, Norma Group JI Europe, Ametek, Flender, Swarovski, Boysen, B+B Sensor Solutions, Plastikcam East, Nifco Germany and Feller.

Construction of the road Stapar-Sivac completed

RCCI of the West Bačka Administrative District Sombor

The construction of a completely new road from Stapar to Sivac was completed in February 2024. This road means a lot, not only to the citizens of the territory of the City of Sombor, and the Municipality of Kula, but also to the residents of the Municipality of Apatin, because it significantly shortens their access to the future high-speed road. In addition, the work is being done on the repair of local roads, which contributes to better territorial connectivity of the population and the flow of goods.

Ambassador of Italy visiting Vršac

RCCI of the South Banat Administrative District Pančevo

On 20 March 2024, the Mayor of Vršac hosted the Ambassador of Italy in Serbia, with the aim of exchanging information regarding the operations of a large number of Italian companies in the area of the City of Vršac. Fintel energija ad, which is majority-owned by the Italian Fintel Energia Group SpA, is the leading producer of electricity obtained from wind energy in the Balkans. Also, the cooperation with the Company Palladio East doo, which is a large producer of pharmaceutical paper packaging, and employs 270 workers from the territory of Vršac, proved to be very successful. The new Industrial Zone North, which extends towards the border crossing and has new locations, very suitable for numerous investments, was also presented. An invitation was made for further cooperation with Italian companies, especially due to the convenience of proximity to Romania, where tens of thousands of Italian companies operate extremely successfully.



Vršac becomes the capital of modern Serbian aviation

RCCI of the South Banat Administrative District
Pančevo

The reconstruction of the Aviation Academy Training Centre in Vršac will create the greatest European potential for training airplane pilots and helicopter pilots, aviation engineers, air traffic controllers, aviation mechanics and other aviation specialists. Thanks to the investments of the Government of the Republic of Serbia, future pilots will soon be trained on the most technologically advanced flight simulator for training pilots of Airbus A320 passenger planes. It is expected that the reconstruction of the Training Centre will be completed by the end of 2025, or the beginning of 2026, at the latest.

Cooperation Agreement signed between the Chamber of Commerce and Industry of the Zenica-Doboj Canton and the CCIS – RCCI of the Šumadija and Pomoravlje Administrative District

RCCI of the Pomoravlje and Šumadija
Administrative District Kragujevac

Within the cooperation project of the Faculty of Economics of the University of Kragujevac and the University of Zenica, an Agreement on Cooperation was signed between the Chamber of Commerce and Industry of the Zenica-Doboj Canton and the Chamber of Commerce and Industry of Serbia - Regional Chamber of Commerce and Industry of the Šumadija and Pomoravlje Administrative District. The Agreement envisages joint activities that should greatly contribute to the intensification of cooperation and the stronger linking of these two industrially developed regions.

Cooperation and partnership between Italian and Serbian businesspeople on the territory of Šumadija and Pomoravlje of the RCCI of the Pomoravlje and Šumadija Administrative District

RCCI of the Pomoravlje and Šumadija
Administrative District Kragujevac

Meeting of businesspeople - Connecting industries: meetings, challenges and opportunities was held on 9 April 2024, in the premises of the RCCI Kragujevac. The meeting was attended by companies with Italian capital and members of Confindustria Serbia, with the aim of maintaining an open dialogue of the companies present and presenting activities and plans, as well as possible opportunities for cooperation.

Businesspeople of the Rasina, Raška and Moravica Districts visited the 25th International Business Fair in Mostar

RCCI of the Rasina Administrative District
Kruševac

Companies from the Rasina, Raška and Moravica Districts, 50 of them, visited the 25th International Business Fair in Mostar, which was held from 15 to 17 April 2024, and included significant business discussions with the companies that introduced themselves at one of the most visited and most successful fair events in Bosnia and Herzegovina.



Businesspeople of the Rasina District visited the 48th International Construction Fair SEEBBE

RCCI of the Rasina Administrative District
Kruševac

The Regional Chamber of Commerce and Industry of the Rasina Administrative District of the Chamber of Commerce and Industry of Serbia organized a visit to the 48th SEEBBE International Construction Fair, for 50 representatives of the economy and Local Self-Governments of the Rasina District. This provided the companies with the opportunity to enter new markets, and gave them access to current products and solutions, through an overview of all aspects of the construction industry.

Kruševac businesspeople visiting the Liaoning Province and the City of Shenyang, China

RCCI of the Rasina Administrative District
Kruševac

In the organization of the Chinese Central European Logistics Zone CECZ with its Representative Office in Budapest, and the Government of the Liaoning Province, in the period from 9 to 14 October 2024, a business visit of the Business Delegations of Serbia, Hungary and Romania was realized to the Liaoning Province and the City of Shenyang, in the northeast of China. The Delegation from Serbia visited companies from the metalworking industry, rubber and light industry - textiles and fashion industry. During the visit, several conferences and meetings were held at which Serbian businesspeople established contacts aimed at economic cooperation. In addition, they participated in the dialogue of the business and the consortium of industrial and hazardous waste operators, with consultants from the field of environmental protection.

Postal Savings Bank signed Agreements on Cooperation with three Municipalities of the Braničevo District

RCCI of the Braničevo and Podunavlje
Administrative District Požarevac

With the aim of improving agricultural production in the Braničevo District, Postal Savings Bank signed Agreements on Business Cooperation with three Municipalities that welcome any kind of assistance, on 5 September 2024. These are Žagubica, Malo Crniće and Žabari. As pointed out, the year 2024 was difficult for agricultural producers, and this is a good way to help farmers to reduce potential problems. In addition to being very important as an aid to Municipalities, this is also a great help for all registered agricultural holdings.

New bridge over the Velika Morava completed

RCCI of the Braničevo and Podunavlje
Administrative District Požarevac

As of 24 August 2024, traffic on the part of the high-speed road from the turn for Mala Krsna towards Požarevac will also be carried out across the newly built bridge over the Velika Morava. As stated by Roads of Serbia: "Within the framework of the construction of the IB-class high-speed road, from the highway E-75 Belgrade - Niš (loop Požarevac) - Požarevac (bypass) - Veliko Gradište - Golubac, in accordance with the last change on the state road IB 33, traffic was carried out on the newly built lane, from the turn to Mala Krsna for the next nine kilometres, except for the bridge on the Velika Morava, where traffic was carried out across the existing bridge." On the above-mentioned section, traffic will be carried out entirely on the newly built traffic lane, including the new bridge over the Velika Morava. The high-speed road, 68 kilometers long, is being built from the Belgrade-Niš highway near Mala Krsna to Golubac, via Požarevac and Veliko Gradište.

The Danube Corridor ahead of schedule

RCCI of the Braničevo and Podunavlje Administrative District Požarevac

The construction of a high-speed road, from the highway to Požarevac, Veliko Gradište and Golubac, is one of the most successful infrastructure projects in Serbia. This is the first part of the Danube Corridor, which connects eastern Serbia in a total length of 67 kilometres. Požarevac is one of the cities that was connected to the network of highways and high-speed roads this year. This high-speed road is also a springboard for further economic development, as well as for the development of tourism, because Viminacium, Ramska and Golubac Fortresses are located in that area.

Support of the company Serbia Zijin Mining to farmers from Metovnica

RCCI of the Bor and Zaječar Administrative District Zaječar

Representatives of the Company Serbia Zijin Mining signed a Contract on Cooperation with local agricultural producers from Metovnica, near Bor, in September 2024. The goal of the signing is to provide the support to local producers and livestock farmers, especially those from the category of socially vulnerable households, and to enable continuous marketing of their products, as well as to support the development of local industry and encourage economic growth. In the coming period, more than two hundred registered agricultural households will be able to sell their livestock and agricultural products to Serbia Zijin Mining.

With hydroseeding to green areas in Majdanpek

RCCI of the Bor and Zaječar Administrative District Zaječar

Environmental Protection Service of the Majdanpek subsidiary of Serbia Zijin Copper points out that the company has so far covered 130,000 square meters with a green "carpet" in the greening and recultivation of degraded land in Majdanpek, and that 2,000 square meters of inaccessible areas have been greened, with the hydroseeding technique, by which the annual plan of reclamation of degraded land is already exceeded. Recultivation prevents soil erosion and greatly improves the quality of ambient air. Hydroseeding is a new greening technique, which is mostly used in Italy. In Serbia, it has so far been used only to stabilize terrain along highways, because the technique is not cheap at all.

The City of Leskovac won the Eco-Municipality Award for the second time

RCCI of the Jablanica and Pčinja Administrative District Leskovac

At the competition in the Sustainable Water Management category, the City of Leskovac won the Eco-Municipality award for the second time, which was presented to the Mayor of Leskovac. This city has always strived to improve its system of communal infrastructure and stand side by side with the cities of Europe.



A Delegation of Chinese businesspeople visited the Niš region

RCCI of the Nišava, Pirot and Toplica
Administrative District Niš

At the initiative of the Naissus Business Club, on 19 January 2024, a bilateral meeting of local businesspeople was held with a Delegation of the People's Republic of China and representatives of the Canton Chamber of Commerce and Industry. The aim of the meeting was to promote economic and trade exchange between the Chinese Province of Guangdong and the economic potential of the Nišava, Pirot and Toplica Districts, in order to create a long-term environment that will encourage the growth and development of business relations between Serbian and Chinese companies.

Cross-border Conference Europe in the Balkans: a Common Future

RCCI of the Nišava, Pirot and Toplica
Administrative District Niš

Cross-border Conference of the project Europe in the Balkans: a common future was held simultaneously in Belgrade and Vidin (Bulgaria), on 14 June 2024. The project Europe in the Balkans: a common future is implemented by BTA, with the support of the European Commission, and builds on the already realized project called Europe in Bulgaria: a common future. The goals of the project are: better understanding of the role of cohesion policy, with an emphasis on the Balkans, raising awareness of projects financed by the EU through cohesion policy, promoting an open dialogue on the results of its implementation at the local level, as well as civic participation in issues related to cohesion policy. The representative of the CCIS – RCCI Niš introduced the participation of this chamber in cross-border cooperation projects, which has lasted for more than two decades, and pointed out, among other things, that in addition to the Cross-Border Cooperation Programme of Serbia and Bulgaria, this Chamber also participates in other programmes financed by the EU.

Office for the Cooperation of the Cities of Niš and Lishui opened

RCCI of the Nišava, Pirot and Toplica
Administrative District Niš

The Office for the Cooperation of the Cities of Niš and Lishui (China) was opened in Niš, on 23 September 2024. On that occasion, a Protocol of Intentions was signed, which foresees the continuation of the promotion of trade of goods and services, as well as the organization of mutual visits and dialogues.

Agreement between Serbia and Uganda to conquer new African markets

RCCI of the Nišava, Pirot and Toplica
Administrative District Niš

The city of Niš hosted the first meeting of the Joint Commission for Trade Cooperation between the Republic of Serbia and the Republic of Uganda. At the meeting, held on 25 October 2024, a Memorandum of Understanding in the field of air transport was signed, as well as an Agreement on Air Transport between the Government of the Republic of Serbia and the Government of the Republic of Uganda. This opens the door to increasing the volume of cargo transport and trade between the two countries, which will have the opportunity to place their goods on third markets, i.e. on the territory of Europe in the case of Uganda's economy, and in the markets of Africa, in the case of our country. It was especially emphasized that the common goal is that the trade between Serbia and Uganda exceeds 100 million euros, and that it continues to grow in the coming years.



ECONOMIC ACTIVITY

in Transport

Rail, Water, Road and Air Transport

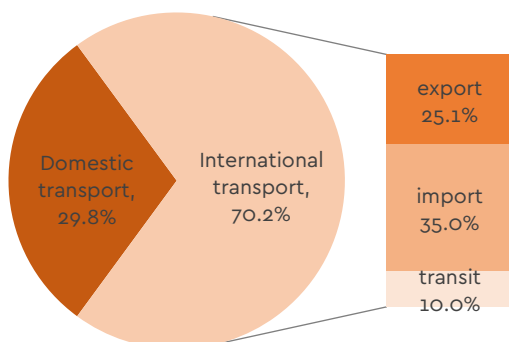
Rail Transport

The number of transported passengers in 2023 in railway traffic recorded a growth of 25.1% compared to 2022, and the realized performance, expressed in passenger kilometres, increased by 23.9%. The amount of exported goods decreased, while the amount of imported goods increased, while the total amount of goods transported by rail is by 12.9% lower. The volume of work in ton-kilometres decreased by 23.6% in railway traffic.

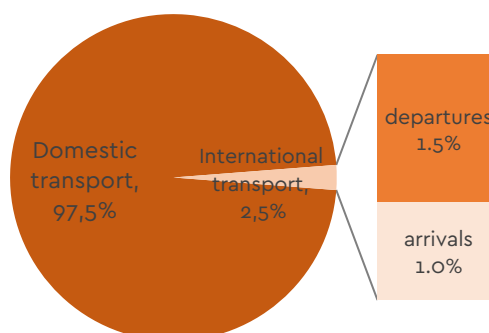
According to the SORS data, and based on data by "Srbija Voz" a.d., "Srbija Kargo" a.d. and "Infrastruktura Železnice Srbije" a.d. (Serbian Railways Infrastructure), the operational length of railways in 2022 was 3,382 km (3,041 km of single-track, 341 km of double-track), of which 1,304 km were electrified. Out of a total of 645 official places, 291 are railway stations (196 mixed, 79 passenger, 12 freight and 4 shunting), 43 crossings, 37 junctions, 246 stops, 13 dispatch offices, 14 loading stations and one check-out station. The means of transportation including 246 locomotives, 377 passenger cars and 4,194 freight cars were recorded. During the 2022, 5,691 thousand passengers were transported, of which 5,550 thousand in domestic transport, and 141 thousand in international transport. On the other hand, 10,156 thousand tons of goods were transported, of which 2,792 thousand tons in domestic transport, and 7,364 thousand tons in international transport.



Structure of rail transport of goods, by type of transport, 2023



Structure of rail transport of passengers, by type of transport, 2023



Source: SORS, precalculation by Centre for SAAPP (CCIS).

Source: SORS, precalculation by Centre for SAAPP (CCIS).

Water Transport

Traffic on inland waterways in 2023 recorded a decrease in the amount of transported goods for 17.2% compared to 2022. Of the total transported 5,582 thousand tons of goods, 70.1% was transported in internal transport. In total transport, export comprises 5.6%, import 20.1% and transit 1.6%. The volume of work in 2023, expressed in ton kilometers, is lower by 4.1% compared to the previous year.



Year	Goods transported, thousands of tons						Tons kilometers (in mil)
	Total	Domestic transport	Export	Import	Transit	Between foreign ports	
2018	1,553	1,045	151	297	60	-	580
2019	1,697	970	195	458	64	10	727
2020	1,602	1,090	221	276	15	-	558
2021	6,597	4,666	620	1,059	174	78	1,883
2022	6,742	5,051	355	1,066	173	97	1,583
2023	5,582	3,912	310	1,124	90	146	1,518

Source: SORS.

Road Transport

According to the published data of SORS, and based on the data of JP "Putevi Srbije" (PE "Roads of Serbia"), out of a total of 45,408 km of roads, 31,885 km are municipal roads, 9,522 km are the second-class state roads, and 4,001 km are the first-class state roads. The most commonly used road surface is asphalt (68.8%), whereas the first and the second-class state roads mostly have only this type of surface.

Of the total length of the road network in 2023, 69.2% refers to modern roads. There are 963 km of two-lane highways. Out of 51,895 thousand transported passengers, 49,814 thousand were transported within the domestic transport, which is 96.0%. Out of a total of 4,770 million passenger kilometers, 3,134 million were realized within the domestic transport, which is 65.7%. Out of a total of 22,051 thousand tons of transported goods, 38.0% were transported in all types of international transport.

According to the data of the Ministry of Interior of the Republic of Serbia, a total of 3,008,549 road motor vehicles and trailers were registered in 2024, which is 4.0% more than in 2023:

- mopeds 38,129;
- motorcycles 65,909;
- passenger cars 2,476,419;
- buses 11,659;
- trucks 307,815;
- work vehicles 2,904;
- trailers 105,714.

The highest year-on-year increase was recorded for motorcycles and amounted to 12.1%.

Air Transport

Of the four airports that are officially owned by the Republic of Serbia, only three (Belgrade, Niš and Kraljevo) monitor the traffic of planes, passengers and goods. Priština Airport is under the authority of EULEX, therefore the Statistical Office of the Republic of Serbia does not receive information on the traffic of planes, passengers and goods.

The number of aircraft dispatched from these three airports in 2023, compared to 2022, is higher by 23.5%. In domestic air traffic, the number of dispatched national aircraft is lower compared to 2022, while the number of dispatched domestic aircraft in international traffic higher, by 36.8%. The number of dispatched foreign aircraft is higher by 10.3%.

In 2023, the number of aircraft increased by 27, the number of lines was increased to 88, as well as the length of the lines, by 37.0%. An increase in the number of segment flights by 43.4%, an increase in air kilometers traveled by 34.7%, and an increase in flight hours by 49.0% was recorded.

The number of transported passengers is higher by 52.3%, and the number of realized pkm by 61.4% compared to 2022. The inconsistency of passenger transportation by month during the year

is still present. In 2023, 36.1% of the total number of passengers transported during the year were transported in the third quarter. The largest number of passengers who traveled by national airlines went to Montenegro, Turkey, Germany, followed by Russian Federation and Switzerland.

In 2023, the traffic of passengers and goods at the airport in Belgrade is significantly higher than at the airports in Nis and Kraljevo. In 42.0% of cases, international traffic is carried out by aircrafts of foreign airlines, the most represented of which are: Wizzair, Lufthansa and Turkish Airlines. National airplanes have the largest traffic of passengers and goods in the Montenegro, Turkey and Germany, while the largest traffic of goods is with the USA and the Russian Federation.

The volume of air passenger traffic increased in 2023 by 38.2% compared to 2022. The number of passengers who traveled by national airplanes in international traffic increased by 52.2%, whereas the number of passengers who traveled by foreign airplanes increased by 39.0%. Compared to 2022, the volume of air cargo traffic in 2023 increased by 15.6%. The volume of national aircraft traffic in international traffic increased by 26.9%. Cargo traffic carried out by foreign aircraft increased by 9.3%. Seasonal oscillations are significantly more noticeable in passenger traffic than in cargo traffic.



Total Transport of Goods and Passengers

In 2023, a total of 63,155 passengers were transported in domestic and international traffic, which is 8.6% more than in 2022. In **international traffic**, passenger transportation increased by 29.6%, while **domestic** passenger transportation increased by 6.6%.

Observed according to the branches of traffic, the total number of transported passengers in **road**

traffic increased by 4.5% compared to 2022, and this increase was influenced by the transportation of passengers in internal traffic, which increased by 6.6%, while the number of passengers in international traffic increased by 29.6%. The number of transported passengers in **railway traffic** recorded a growth of 25.1% compared to 2022, and the work performed, expressed in passenger kilometres, increased by 23.9%. The number of transported passengers in **air traffic** increased year-on-year by 52.3%, and the volume of work achieved increased by 61.4%.

Transported passengers in domestic and international transport, 2022 and 2023

	in thousands		y-o-y change, %
	2022	2023	2023/2022
TOTAL	58,162	63,155	8.6
Domestic transport	53,232	56,765	6.6
<i>Railway transport</i>	5,550	6,941	25.1
<i>Road transport</i>	47,682	49,814	4.5
<i>Air transport</i>	0	10	-
International transport	4,930	6,390	29.6
<i>Railway transport</i>	141	176	24.8
<i>Road transport</i>	2,069	2,081	0.6
<i>Air transport</i>	2,720	4,133	51.9

Source: SORS.

Passenger kilometers in domestic and international transport, 2022 and 2023

	in million		y-o-y change, %
	2022	2023	2023/2022
TOTAL	8,271	10,453	26.4
Domestic transport	3,602	3,607	0.1
<i>Railway transport</i>	383	471	23.0
<i>Road transport</i>	3,219	3,134	-2.6
<i>Air transport</i>	0	2	-
International transport	4,669	6,846	46.6
<i>Railway transport</i>	43	57	32.6
<i>Road transport</i>	1,433	1,636	14.2
<i>Air transport</i>	3,193	5,153	61.4

Source: SORS.

Transported passengers in land and air transport, 2022 and 2023

	in thousands		y-o-y change, %
	2022	2023	2023/2022
TOTAL	58,162	63,155	8.6
Domestic transport	55,442	59,012	6.4
<i>Railway transport</i>	5,691	7,117	25.1
<i>Road transport</i>	49,751	51,895	4.3
Air transport	2,720	4,143	52.3

	in million		y-o-y change, %
	2022	2023	2023/2022
Urban transport	989	1,000	1.1

Source: SORS.

Passenger kilometers in land and air transport, 2022 and 2023

	in million		y-o-y change, %
	2022	2023	2023/2022
TOTAL	8,271	10,453	26.4
Domestic transport	5,078	5,298	4.3
<i>Railway transport</i>	426	528	23.9
<i>Road transport</i>	4,652	4,770	2.5
Air transport	3,193	5,155	61.4

	in million		y-o-y change, %
	2022	2023	2023/2022
Urban transport	5,983	6,041	1.0

Source: SORS.



The amount of transported goods in 2023 is 2.4% lower than in 2022. The internal transport of goods is higher by 2.8%, while in the international transport of goods, a decrease in the export of goods by 8.9% and import by 2.1% was recorded compared to 2022.

Observed according to the branches of traffic, the total amount of transported goods in **road traffic** in 2023 is higher than in 2022 by 8.6%, while the volume of work, in ton kilometres, decreased by

4.2%. When we look at the transportation of goods in **air traffic**, we can also see an increase. Namely, in 2023, compared to the previous year, there was an increase in the amount of goods transported by 15.4%, but also an increase in the volume of work performed by 23.5%. Traffic on **inland waterways** in 2023 recorded a decrease in the amount of transported goods by 17.2% compared to 2022, and the volume of work in 2023, expressed in ton-kilometers, was lower by 4.1% year-on-year.

Transported cargo in land, inland waterway and air transport, 2022 and 2023

	in thousands tons		y-o-y change, %
	2022	2023	2023/2022
TOTAL	44,477	43,410	-2.4
Land transport	37,730	37,822	0.2
<i>Railway transport</i>	10,156	8,848	-12.9
<i>Road transport</i>	20,305	22,051	8.6
<i>Pipeline transport</i>	7,269	6,923	-4.8
Inland waterway transport	6,742	5,582	-17.2
Air transport	4.9	5.7	15.4

Source: SORS.

Tonne kilometers in land, inland waterway and air transport, 2022 and 2023

	in million		y-o-y change, %
	2022	2023	2023/2022
TOTAL	14,905	13,731	-7.9
Land transport	13,304	12,191	-8.4
<i>Railway transport</i>	2,780	2,124	-23.6
<i>Road transport</i>	9,614	9,212	-4.2
<i>Pipeline transport</i>	910	855	-6.0
Inland waterway transport	1,583	1,518	-4.1
Air transport	17.7	21.9	23.5

Source: SORS.

Relative Importance of the Activity – Gross Value Added

According to the data of the Statistical Office of the Republic of Serbia, the gross value added (GVA) in land, water and air transport and warehousing, in 2023, amounted to EUR 2.8 billion, which accounts for 4.3% of the total realized GVA of the Republic of Serbia, with the real growth rate of 7.1%.

In the structure of gross value added of the section of transportation and storage, the share of land transport and transport via pipelines amounts to 56.6% (EUR 1.7 billion). The recorded

GVA in warehousing and support activities for transportation amounts to EUR 841.0 million (27.7% of GVA of the mentioned section), whereas the share of the remaining two activities, i.e. water and air transport, in the total GVA of the section, is much lower and amounts to 5.5% and 1.9% respectively.

The highest year-on-year gross value added growth was recorded in air transport (13.6%). Slightly lower growth was recorded in the water transport (10.3%), whereas the lowest increase was recorded in warehousing and support activities for transportation (4.6%).

Gross value added (GVA) in land, water and air transport and warehousing, 2023

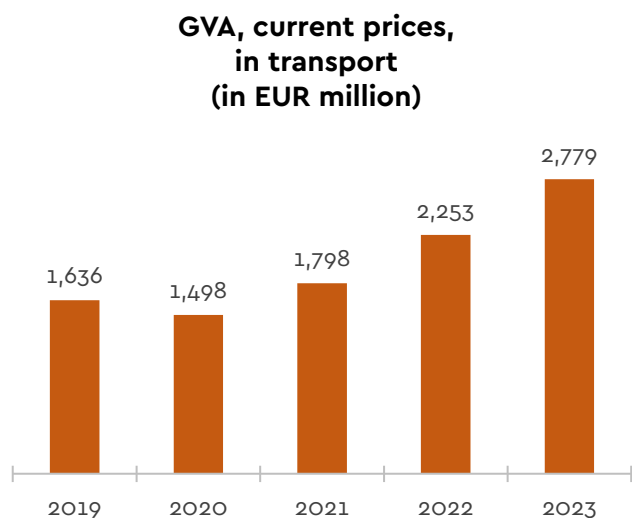
Code of section and activity divisions	GVA, by sections and activity divisions of CA (2010)	Share in GVA, in %		Real growth rates (2022 = 100, %)
		in total	by section	
	Republic of Serbia	100.0	-	4.8
Section H	Transportation and storage	4.7	100.0	6.9
Division 49	Land transport and transport via pipelines	2.7	56.6	7.6
Division 50	Water transport	0.1	1.9	10.3
Division 51	Air transport	0.3	5.5	13.6
Division 52	Warehousing and support activities for transportation	1.3	27.7	4.6

Source: SORS, precalculation by Centre for SAAPP (CCIS).

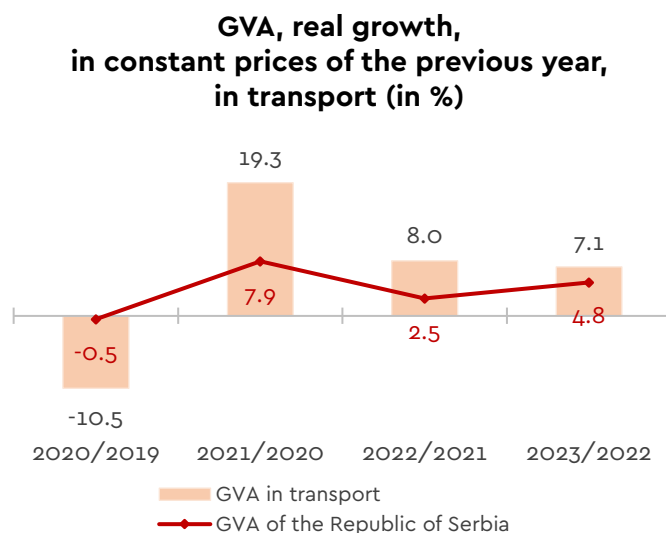
Note:

in total = the share of activity sections and divisions of CA(2010) in the recorded GVA of the Republic of Serbia

by section = the share of activity division of CA (2010) in the GVA of the activity section of CA (2010) it belongs to

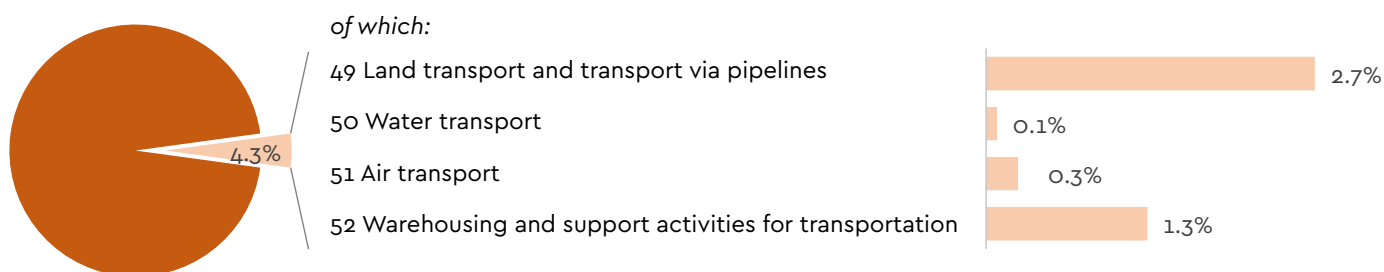


Source: SORS, precalculation by Centre for SAAPP (CCIS).



Source: SORS, precalculation by Centre for SAAPP (CCIS).

Share of GVA in transport in GVA of the Republic of Serbia, 2023 (in %)



Source: SORS, precalculation by Centre for SAAPP (CCIS).

Note: For the calculation of GVA in transport, the following areas of activity are included according to CA(2010): 49-Land transport and transport via pipelines, 50-Water transport, 51-Air transport, 52-Warehousing and support activities for transportation.

Companies and Entrepreneurs

According to the calculations of the CCIS, and based on the data of the Business Registers Agency, in 2024, 9,182 companies operated in land, water and air transport and warehousing, which accounts for 6.7% of the total registered companies in the Republic of Serbia. Out of that

number, 6,716 companies are registered for land transport and transport via pipelines (73.1%), and 2,298 companies for warehousing and support activities for transportation (25.0%).

In addition to companies, in 2024, about 31,710 entrepreneurs were engaged in land, water and air transport and warehousing.

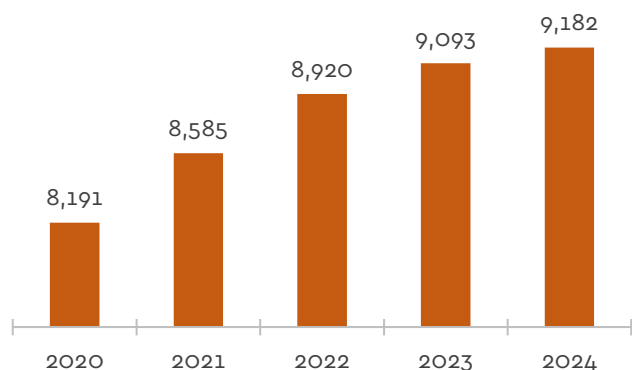
Active companies and entrepreneurs engaged in land, water and air transport and warehousing, 2024

Code of section and activity divisions	Active companies and active entrepreneurs	Active companies		Active entrepreneurs	
		number	year-on-year change, in %	number	year-on-year change, in %
	Republic of Serbia	137,871	0.4	353,010	7.0
Section H	Transportation and storage	9,399	1.5	32,360	3.9
Division 49	Land transport and transport via pipelines	6,716	0.5	30,379	3.2
Division 50	Water transport	108	-0.9	81	6.6
Division 51	Air transport	60	15.4	6	-33.3
Division 52	Warehousing and support activities for transportation	2,298	2.1	1,244	15.8
TOTAL		9,182	1.0	31,710	3.6

Source: Serbian Business Registers Agency (SBRA), precalculation by CCIS.

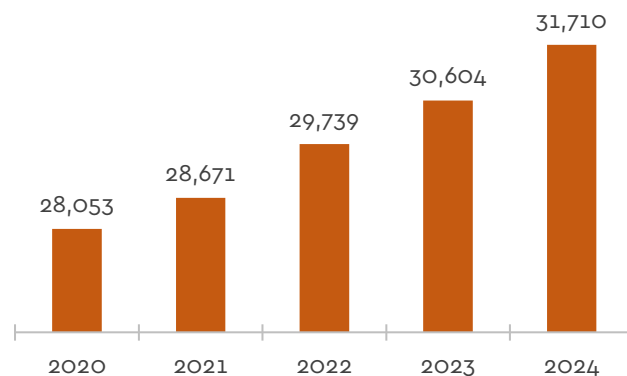


Number of companies in transport



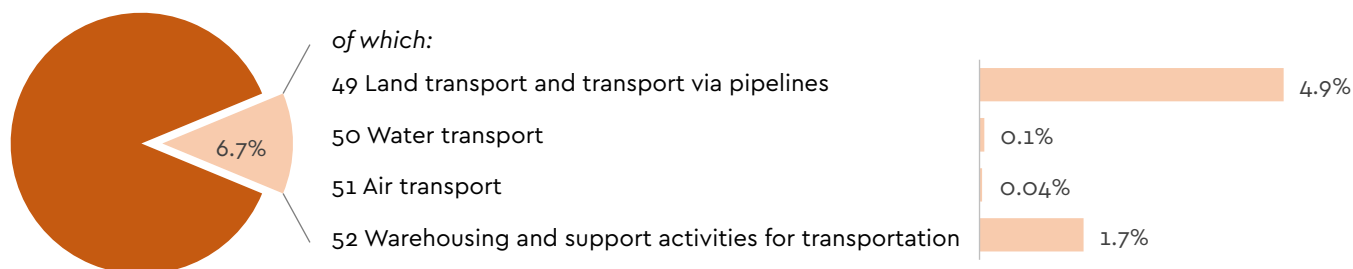
Source: Serbian Business Registers Agency (SBRA), precalculation by CCIS.

Number of entrepreneurs in transport



Source: Serbian Business Registers Agency (SBRA), precalculation by CCIS.

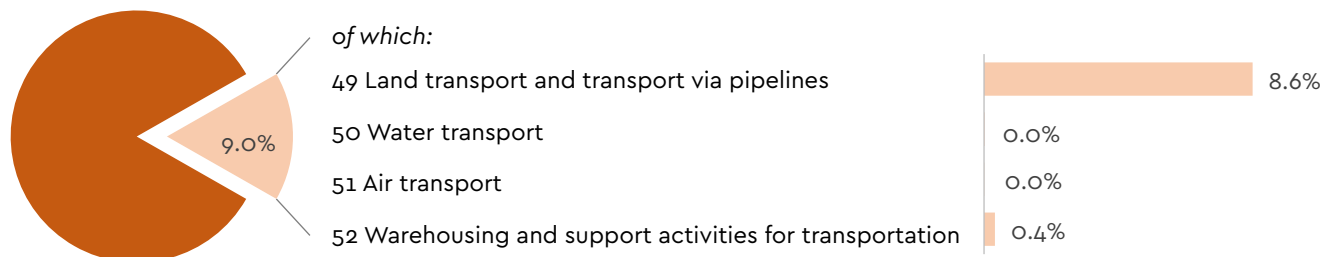
**Share of the number of companies in transport
in the total number in the Republic of Serbia, 2024 (in %)**



Source: Serbian Business Registers Agency (SBRA), precalculation by CCIS.

Note: For the calculation of the number of companies in transport, the following areas of activity are included according to CA(2010): 49–Land transport and transport via pipelines, 50–Water transport, 51–Air transport, 52–Warehousing and support activities for transportation.

**Share of the number of entrepreneurs in transport
in the total number in the Republic of Serbia, 2024 (in %)**



Source: Serbian Business Registers Agency (SBRA), precalculation by CCIS.

Note: For the calculation of the number of entrepreneurs in transport, the following areas of activity are included according to CA(2010): 49–Land transport and transport via pipelines, 50–Water transport, 51–Air transport, 52–Warehousing and support activities for transportation.

Turnover

The total realized turnover, i.e. the total value of sold products and services in the non-financial business economy in the Republic of Serbia, in 2023, amounted to EUR 160.7 billion, which constitutes a

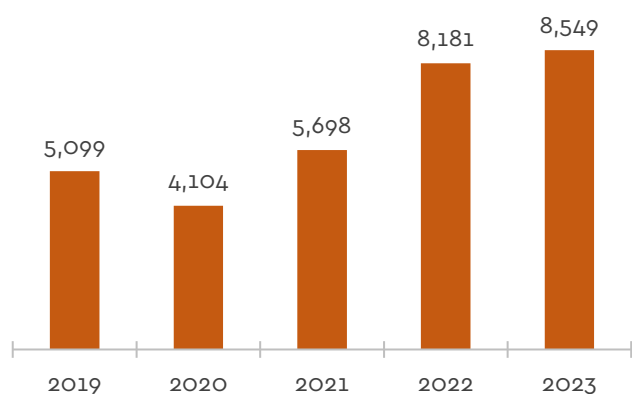
year-on-year increase of 5.5%. In 2023, land, water and air transport and warehousing recorded the total turnover of EUR 8.5 billion, which accounts for 5.3% of the realized turnover in the non-financial business economy in the observed year.

Turnover in land, water and air transport and warehousing, 2023

Code of section and activity divisions	Turnover in non-financial sector	in million EUR	year-on-year change, in %
	Republic of Serbia	160,680	5.5
Section H	Transportation and storage	8,967	4.9
Division 49	Land transport and transport via pipelines	5,340	3.1
Division 50	Water transport	301	10.8
Division 51	Air transport	752	31.8
Division 52	Warehousing and support activities for transportation	2,156	-0.2
TOTAL		8,549	4.5

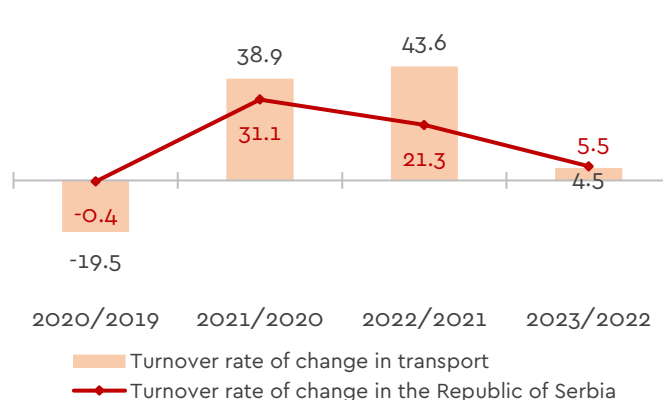
Source: SORS, precalculation by Centre for SAAPP (CCIS).

Turnover in transport (in EUR million)



Source: SORS, precalculation by Centre for SAAPP (CCIS).

Year-on-year turnover rate in transport (in %)



Source: SORS, precalculation by Centre for SAAPP (CCIS).

Employment

According to the data of the Statistical Office of the Republic of Serbia, in 2024, the total of 2.3 million employees were registered in the Republic of Serbia at legal entities and with entrepreneurs. In 2024, the number of employees at legal persons and with entrepreneurs in land, water and air transport and warehousing reached 111,793, which is higher by 0.8% as compared with 2023.

The majority of employees are in land transport and transport via pipelines, 80,963 (y-o-y growth of 0.6%), and in warehousing and support activities for transportation, 27,833 (y-o-y growth of 0.9%), whereas the lowest number of employees is in water transport, 1,044 (y-o-y growth of 1.0%).

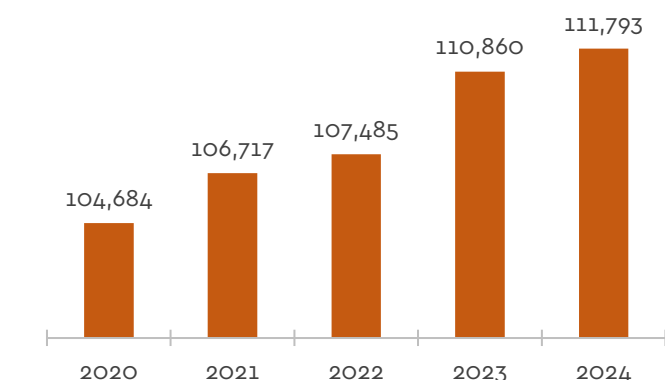
In the total number of employees in the Republic of Serbia, the share of employees in land, water and air transport and warehousing is 4.8%. The five-year average growth of employees (2020–2024) in the transportation activity amounts to 1.7%.

Registered employment in land, water and air transport and warehousing, 2024

Code of section and activity divisions	Registered employment	Number of employees		Share in employment, in %	
		number of employees	year-on-year change, in %	in total	by section CA(2010)
	Republic of Serbia	2,319,535	0.5	100.0	-
Section H	Transportation and storage	130,316	0.7	5.6	100.0
Division 49	Land transport and transport via pipelines	80,963	0.6	3.5	62.1
Division 50	Water transport	1,044	1.0	0.0	0.8
Division 51	Air transport	1,953	10.0	0.1	1.5
Division 52	Warehousing and support activities for transportation	27,833	0.9	1.2	21.4
TOTAL		111,793	0.8	4.8	

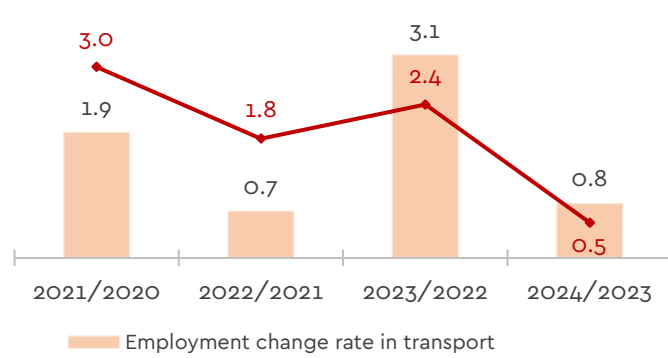
Source: SORS, precalculation by Centre for SAAPP (CCIS).

Number of employees in transport



Source: SORS, precalculation by Centre for SAAPP (CCIS).

Year-on-year rate of change in employment in transport (in %)



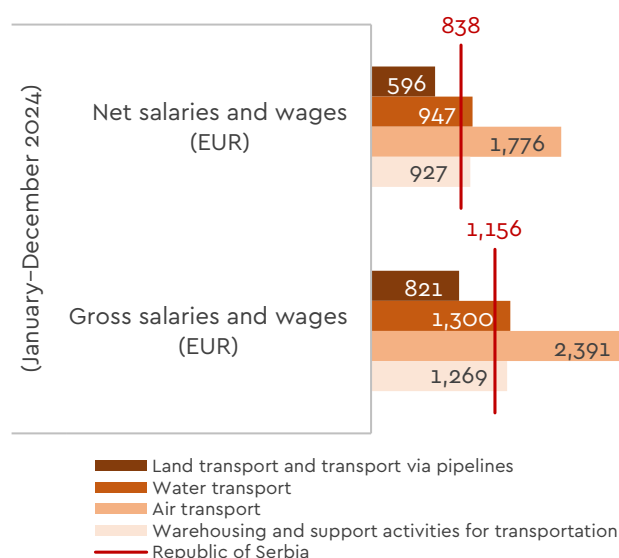
Source: SORS, precalculation by Centre for SAAPP (CCIS).

Salaries and Wages

In the period January–December 2024, the average salaries and wages paid out in the Republic of Serbia amounted to EUR 1,156, whereas the average salaries and wages without taxes and contributions (net) stood at EUR 838. The growth in gross and net salaries and wages, in the period January–December 2024, as compared with the same period in 2023, amounted to 14.2% nominally, i.e. 9.2% in real terms.

In 2024, the average salaries and wages in the amount of EUR 996 were paid out in the section of transportation and storage, which is below the average of the Republic of Serbia by 14.8%. The highest average salaries and wages were paid out in air transport (EUR 2,391), and they are 2.1 times higher than the average salaries and wages in the Republic of Serbia. In warehousing and support activities for transportation, the average salaries and wages amount to EUR 1,269 and are higher by 9.7% as compared with the Republic of Serbia average. In land transport and transport via pipelines, the average salaries and wages are lower as compared with the Republic of Serbia average by 29.0%.

Salaries and wages, January–December 2024 (in EUR)



Source: SORS, precalculation by Centre for SAAPP (CCIS).

Average gross salaries and wages in land, water and air transport and warehousing, 2024

Code of section and activity divisions	Average gross and net salaries and wages	Average gross salaries and wages			Average net salaries and wages		
		EUR	year-on-year change, in %		EUR	year-on-year change, in %	
			nominal	real		nominal	real
	Republic of Serbia	1,156	14.2	9.2	838	14.1	9.1
Section H	Transportation and storage	986	15.4	10.3	718	15.4	10.3
Division 49	Land transport and transport via pipelines	821	16.1	11.0	596	16.0	10.9
Division 50	Water transport	1,300	16.4	11.3	947	16.6	11.5
Division 51	Air transport	2,391	7.8	3.1	1,776	7.5	2.8
Division 52	Warehousing and support activities for transportation	1,269	13.9	8.9	927	13.8	8.8

Source: SORS, precalculation by Centre for SAAPP (CCIS).

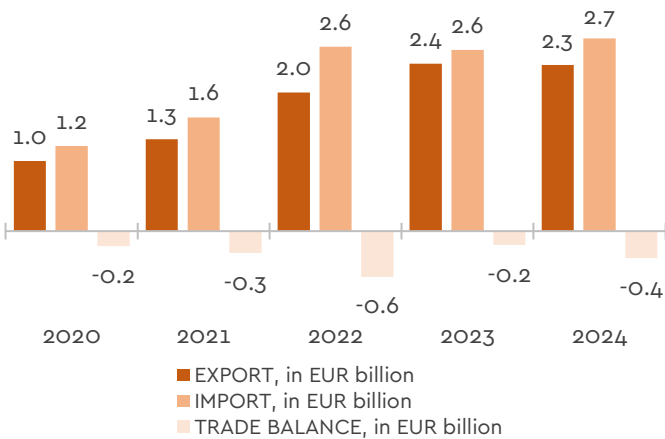
Foreign Trade

According to the data of the NBS, the export of transportation services, except for postal and courier services, generated EUR 2.3 billion, with the recorded year-on-year export drop of 0.7%. The average annual export growth rate in the five-year period (2020–2024) was positive and amounts to 24.1%. In the structure of export of services, 51.4% account for services of goods transport, 26.7% for services of passenger transport, and 21.9% account for other services. The year-on-year drop rate in export of services of goods transport, in 2024, amounts to 3.2%.

In 2024, the value of import is slightly below EUR 2.7 billion, with the recorded year-on-year import growth rate of 6.5%. The average annual import growth rate in the five-year period (2020–2024) amounts to 22.7%. In the structure of import of services, 60.0% (EUR 1.6 billion) accounts for goods transport services, 32.0% (EUR 872.3 million) accounts for other services, and 8.0% (EUR 217.1 million) accounts for passenger transport services.

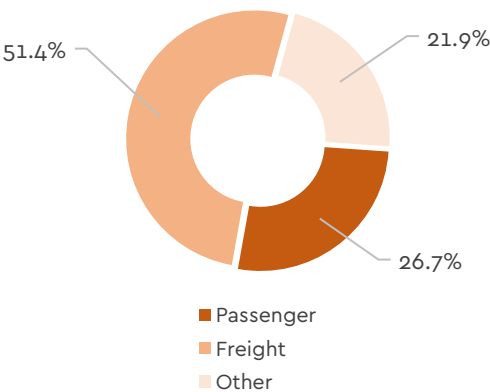
The deficit in foreign trade in transportation services, except for postal and courier services, in 2024, amounted to EUR 378.2 million, which is 2 times higher deficit compared to the same period previous year.

Foreign trade in transportation services, except for postal and courier services



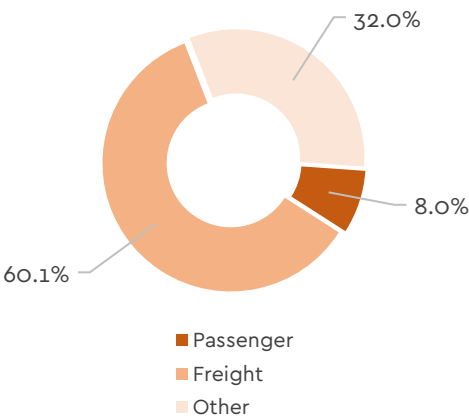
Source: NBS, precalculation by Centre for SAAPP (CCIS).

Export structure of transportation services, except for postal and courier services, 2024 (in %)



Source: NBS, precalculation by Centre for SAAPP (CCIS).

Import structure of transportation services, except for postal and courier services, 2024 (in %)



Source: NBS, precalculation by Centre for SAAPP (CCIS).

Total Realized Investments

The total realized investments in fixed assets in the transportation activities, in 2023, amounted to EUR 796.8 million, out of which 61.4% was realized in land transport and transport via pipelines (EUR 488.9 million), 35.9% in the activities of warehousing and support activities for transportation (EUR 286.1 million). In the remaining activities, the total volume of realized investments is at a negligible level.

In the structure of these investments, the investments in domestic and imported equipment had the largest share (44.8%). Lower investments were made in buildings and civil engineering (29.8%), whereas the remaining 25.4% accounts for investments in intellectual property – research and development, software, databases and other.

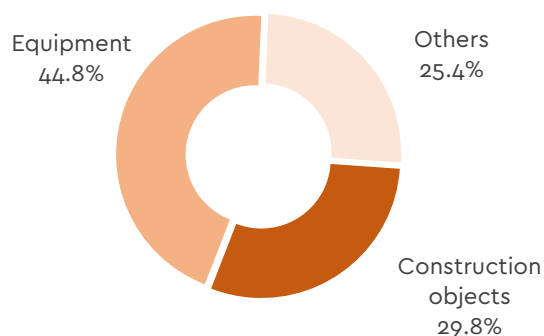
Foreign Direct Investments

According to the preliminary data of the National bank of Serbia, in 2024, the total net inflow of FDIs in the Republic of Serbia, on ground of investments of non-residents, amounted to EUR 5.2 billion.

In the section of transportation and storage, except for postal activities, the net outflow of EUR 116.6 million was recorded in 2024. In the warehousing and support activities for transportation the highest net inflow of FDIs was recorded on ground of investments of non-residents, in the amount of EUR 28.2 million, while remaining activities of the transport sector recorded net outflow of FDI .

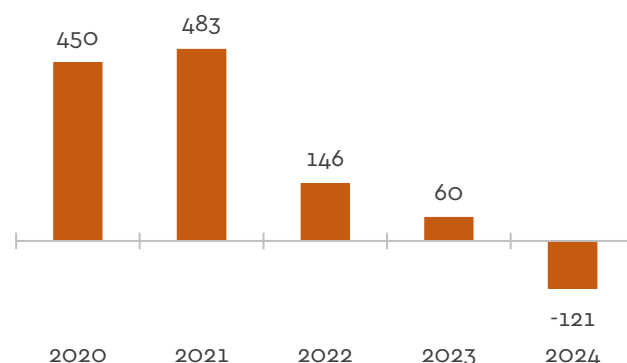
In the five-year period (2020–2024) the total net inflow of FDIs in the land, water and air transport and warehousing amounted to EUR 1.0 billion, and the highest inflow was recorded in 2021 (EUR 483.0 million).

Structure of realized investments in fixed assets in transport, 2023



Source: SORS, precalculation by Centre for SAAPP (CCIS).

Net FDI inflow, based on non-residents' investments (in mil EUR)



Source: NBS, precalculation by Centre for SAAPP (CCIS).

Note: In accordance with the "Manual for the preparation of the balance of payments and international investment position no. 6, IMF", the mentioned economic branch includes: **Land transport and transport via pipelines; Water transport; Air transport; Warehousing and support activities for transportation**. Industries are classified according to the tatistical classification of economic activities of the European Community (NACE Rev. 2, 2008).

Annual Assessment of Business Activity

Investments

According to the results of the [CCIS Survey on Business Activity of the Domestic Economy](#), the surveyed companies in transport industry state that in the structure of investments the following items have the largest share: imported equipment (37.4% of realized investments in 2024, i.e. 36.6% of total planned investments in 2025), construction buildings (22.3% of realized investments, i.e. 20.8% of total planned investments), and are least interested in investing in intellectual property (only 5.3% of the realized investments in 2024, i.e. 5.1% of planned investments in 2025).

Financing

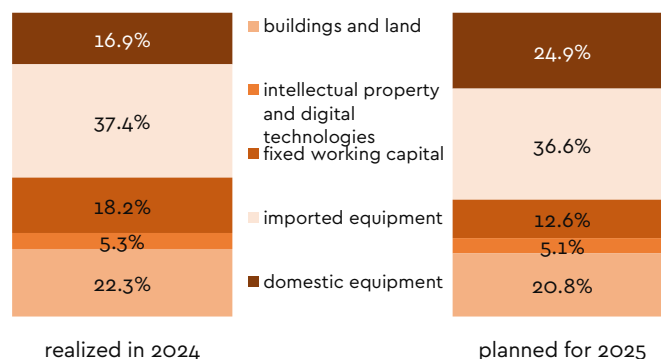
In 2024, the largest number of the surveyed companies in transport industry mainly used their own assets in business operations (79.0%) and loans (19.6%). Budget incentives (0.6%) and other sources of financing (0.8%) have a negligible share in the structure of sources of financing.

Incentives

In 2024, the incentives of state institutions and local self-governments were used by 5.6% of the surveyed companies in transport industry, whereas 92.1% of the respondents stated that they did not apply for these funds.

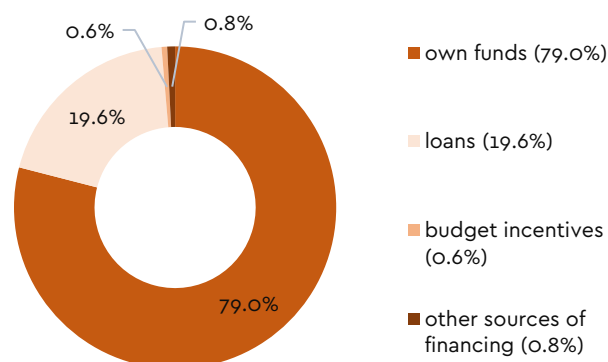
The number of the surveyed companies in transport industry is indicated by the letter "n" (sample size).

Structure of the realized and planned investments (% of respondents)



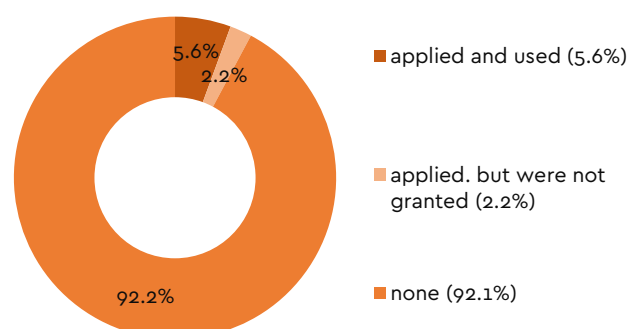
Source: CCIS Survey on Business Activity of the Domestic Economy (n realized = 39, n planned = 48).

Structure of the sources of financing in 2024 (% of respondents)



Source: CCIS Survey on Business Activity of the Domestic Economy (n=90).

Did you apply for any subsidies granted by state institutions or local self-governments in 2024? (% of respondents)



Source: CCIS Survey on Business Activity of the Domestic Economy (n=90).

ECONOMIC ACTIVITY

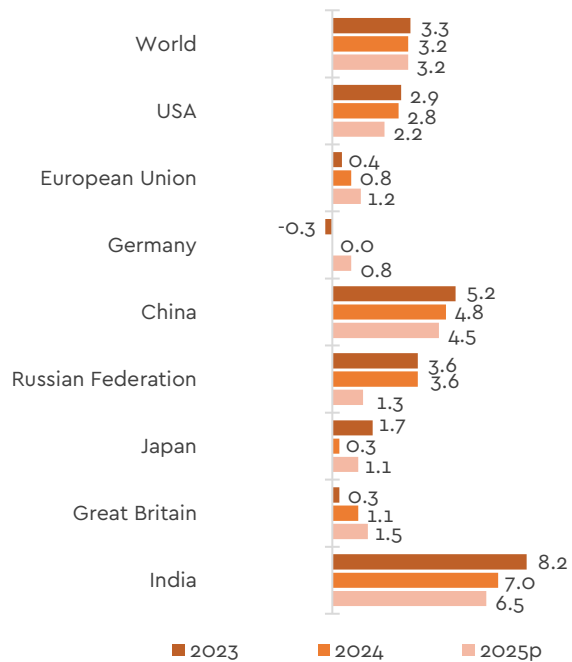
Macroeconomic Overview

In 2024, the global economy was characterized by growing risks due to increased geopolitical conflicts in the world, economic fragmentation and strengthening of state protectionism, the return of inflation to the target range and the cautious start of expansionary monetary policy, along with political instability and uncertainty. Europe, faced by the above risks, has not managed to cope with economic, political and technological challenges even in 2024, which is the main inhibiting factor in a faster exit from the crisis situation. The election process in the US and the victory of Donald Trump triggered the so-called domino effect, and political changes were also recorded in countries such as Germany, France, Canada.

While the West is struggling with political changes that could lead to strategic oscillations in the further development of its economies, China is advancing technologically and is moving towards the strategic goal of strengthening its position in the coming years. The tightening of relations between the world's largest economies has been in effect for years, and it has been further intensified by the West's increase in tariffs on imports of products from China, as well as a comprehensive package of sanctions against the Russian Federation. On the other hand, it can be said that Inflation has been brought back within the target range and the world's leading central banks have begun to lower interest rates, which has meant cheaper loans to businesses and population thus boosting both economic activity and household consumption.

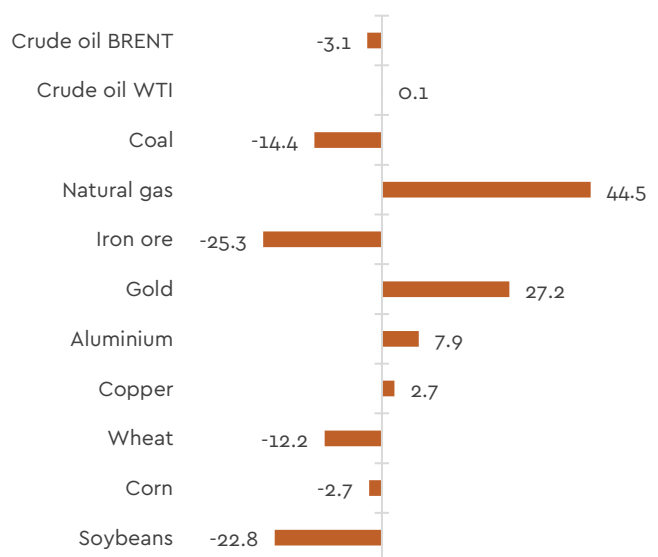
According to the IMF's estimate, the world economy recorded growth of 3.2% in 2024, with China (4.8%) and India (7.0%) being the drivers of this growth. If the impact of these two economies were excluded, only the Russian Federation (3.6%) and the US (2.8%) had growth at the average level. All other countries have recorded anemic growth, hence the European Union achieved an acceleration of economic activity of only 0.8%, whereas the largest economy in this economic bloc, Germany, is in a certain degree of stagnation (0.0%) and has been struggling with recession for several years now.

GDP growth/decline projection for the world's largest economy for 2023, 2024 and 2025 (in %)



Source: IMF.
(p – projection)

Change in the price of energy, metals and the most important agricultural products in December 2024 compared to the beginning of the year (in %)



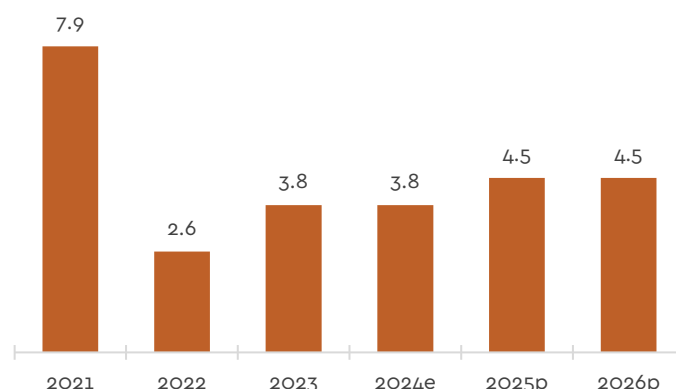
Source: Bloomberg L.P.

The 2025 outlooks are similar to the ones in 2024, and the continued dominance of China and India is expected within this parameter, as well as a slight slowdown in the US (2.2%). Global growth in 2025 will depend most on the European Union's capacity to deal with political conflict in Europe, whether leading economies will overcome problems in the industrial sector, and whether greater central bank monetary stimulus will contribute to reducing technological and economic dependence on the United States.

In 2024, Serbia managed to preserve the stability of its economy and the trust of consumers and investors, with a constant inflow of Foreign Direct Investments, growth in employment and earnings in the private sector, as well as the highest level of foreign exchange reserves. The economy of Serbia had an average quarterly growth of around 4% in 2024 measured by the **real growth rate of gross domestic product**, and given that the positive dynamics of activity in most manufacturing and service sectors continued during October, it is estimated by the economists that annual GDP growth in 2025 will be around 3.8%. Leading economists at the IMF and the World Bank also agree with this projection.

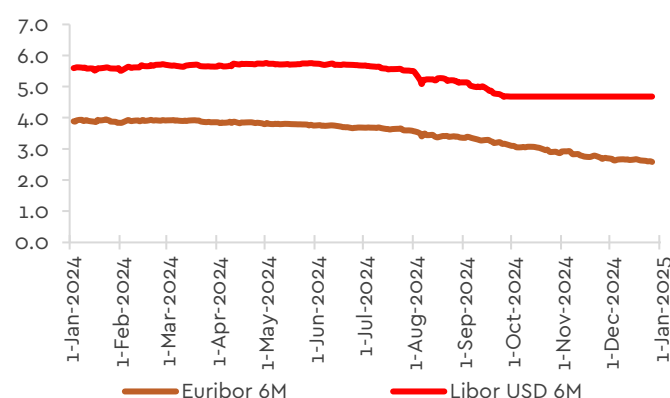
The backbone of economic activity growth in 2025 is infrastructure projects and the recovery of real incomes of citizens (private household consumption). In 2024, the domestic economy recorded an acceleration in the first half of the year, when the drivers of economic growth were the manufacturing, trade, and public administration sectors, however there was a slight slowdown in progress in the second half of the year. In 2025, the growth will still be driven by domestic demand: higher private consumption will be driven by further growth in employment and salaries and investment growth will be driven by implementation of projects in the field of transport, energy and communal infrastructure. The National Bank of Serbia projects that, due to the expected growth of investments and private consumption, imports will grow faster than exports, which will result in negative net export.

Real GDP growth of the Republic of Serbia (in %)



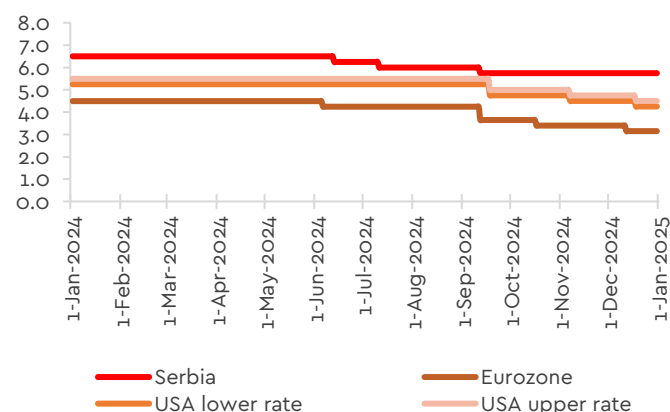
Source: SORS, NBS.
(e – SORS estimate, p – NBS projection)

Interest rates trend in Serbia in 2024



Source: Bloomberg L.P.

Trends in key interest rates in Serbia, Eurozone and USA in the last year



Source: Bloomberg L.P.

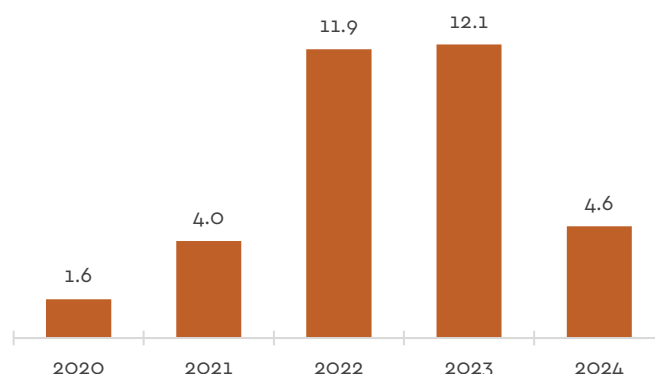
The risks of reaching the target growth rate in 2025 are: energy situation and general uncertainty regarding the functioning of NIS, the consequences of inflation on the part of the population with below-average incomes, slow economic dynamics of key trading partners, sensitive power production system, relatively high borrowing costs for both citizens and business, lack of labor in certain industries, foreign political pressures, regional political disputes, stagnation of EU integration, etc.

In 2024, **the reference interest rate** was reduced three times and currently is 5.75% (as of September 2024). In a large number of economies all over the world, regardless of their level of development, the process of reducing interest rates has been in force, which is aimed at stimulating economic activity at a time when risk factors from the global market have been neutralized and the business environment is stable and predictable. In order to avoid any unwanted effects of this decision, *inter alia*, interest rates were reduced by 25 basis points.

In the period January–December 2024, **the inflation** amounted to 4.6%, which is at the upper limit of the NBS target interval (3.0% ± 1.5 percentage points). In December 2024, as compared to the same month in 2023, the inflation amounted to 4.3% which shows that it is within the target range on a monthly basis. The National Bank of Serbia states that inflation will be within the projection horizon during 2025. According to the results of the *Ipsos* survey as of November 2024, inflation expectations of the financial sector one year ahead are within the target range (*Ninamedia* November 3.9%, *Bloomberg* December 3.5%), whereas expectations two and three years ahead are within the NBS target range.

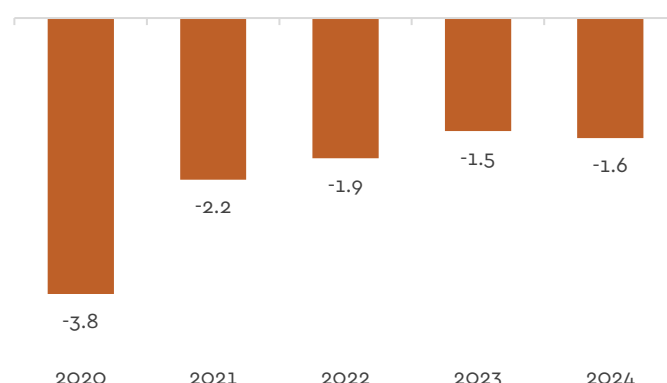
According to the data of the Ministry of Finance, a **consolidated budget deficit** of about EUR 1.6 billion was recorded in the period January–December 2024. At the end of December 2024, the **share of public debt in the GDP of Serbia** was 47.4% which is a decrease of about 60 basis points as compared to the level in December 2023. The medium-term fiscal framework envisages a gradual reduction in the general government deficit to the level of 1.5% of GDP and maintaining the share of public debt

Consumer prices
(in %, as compared with
the same period previous year)



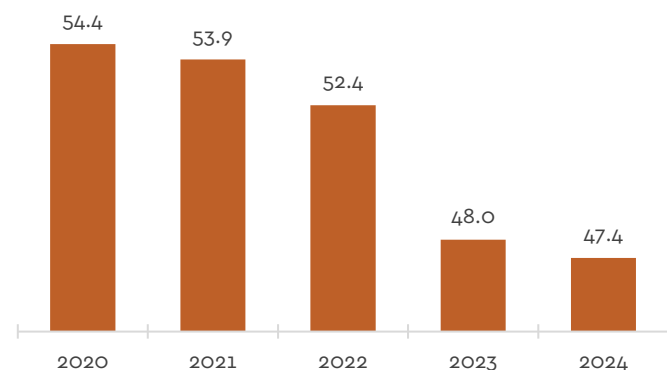
Source: SORS.

**Consolidated fiscal balance
of the Republic of Serbia (in EUR billion)**



Source: Ministry of Finance, precalculation by CCIS.

**Public debt of Serbia
(central country level, in GDP %)**



Source: Ministry of Finance.

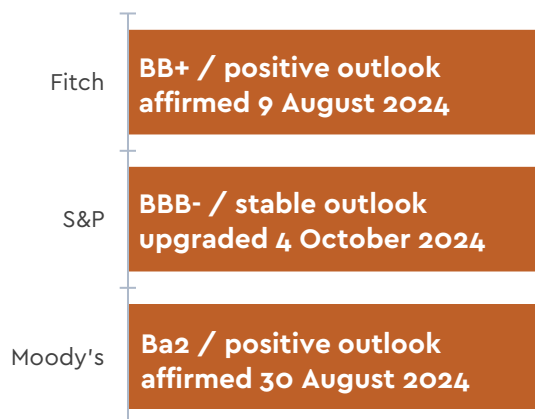
in GDP below the Maastricht limit (60%). On the other hand, the Fiscal Strategy in 2024 predicts a budget deficit of 2.7% of GDP.

In 2024, Serbia was ranked among the countries with an investment grade credit rating for the first time in its history. In October, *Standard and Poor's* increased Serbia's credit rating to the level of "BBB-", whereas, in August, the *Fitch Ratings* ("BB+") and *Moody's* ("Ba2") increased the outlook of increasing a credit rating from stable to positive, therefore, in the coming months we should expect these agencies to rate Serbia with an investment grade, as well. Key factors for obtaining an investment rating include high real GDP growth compared to the pre-pandemic level, doubled foreign exchange reserves, a substantial reduction in the share of public debt in GDP, as well as responsible management of monetary and fiscal policy.

In the period January–December 2024, the **industrial production** increased by 3.1%, as compared with the same period of 2023. The highest growth in production was recorded in the mining sector (7.4%), whereas the manufacturing industry recorded a slightly lower growth (4.7%). A 6.5% decrease was recorded in the electricity, gas, steam and air conditioning supply sector in the same period.

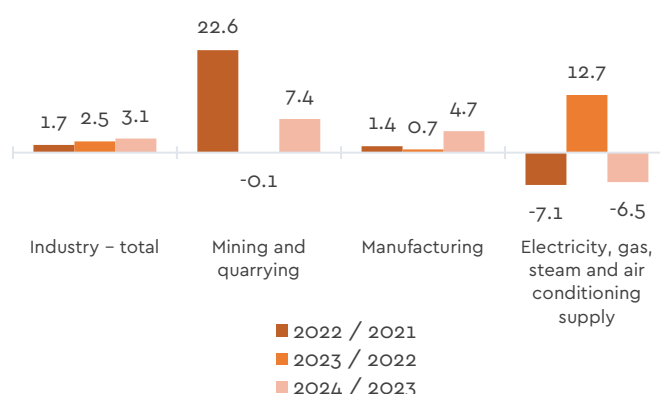
The **total foreign commodity trade** of Serbia, in the period January–December 2024, amounted to EUR 68.2 billion, which is an increase of 4.1% as compared with the same interval of 2023. Goods were exported in the value of EUR 29.2 billion, which is an increase of 1.8%, while the imports of goods amounted to EUR 39.0 billion, with the recorded year-on-year increase of 5.9%. The commodity trade deficit amounted to about EUR 9.9 billion, whereas the coverage of imports by exports decreased year-on-year by around 3 percentage points and amounted to 74.8%. The deficit increased by 19.9% year-on-year, primarily because of a growth in the import of raw and production materials for the purposes of the current investment.

Republic of Serbia's long-term credit rating



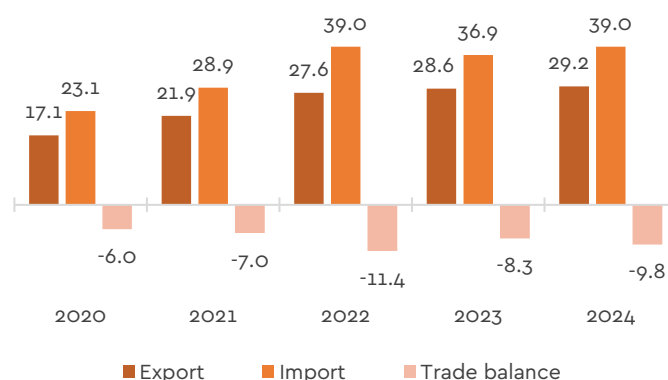
Source: NBS.

Increase/decline in industrial production, in total and according to sectors (in %)



Source: SORS.

Foreign trade (in EUR billion)



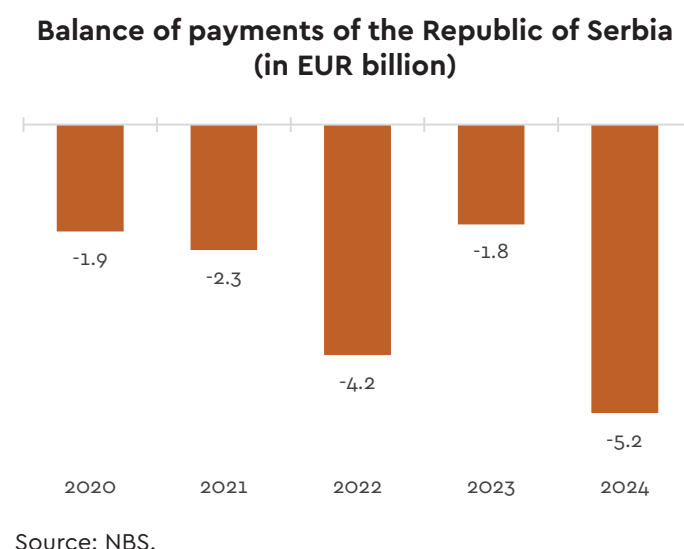
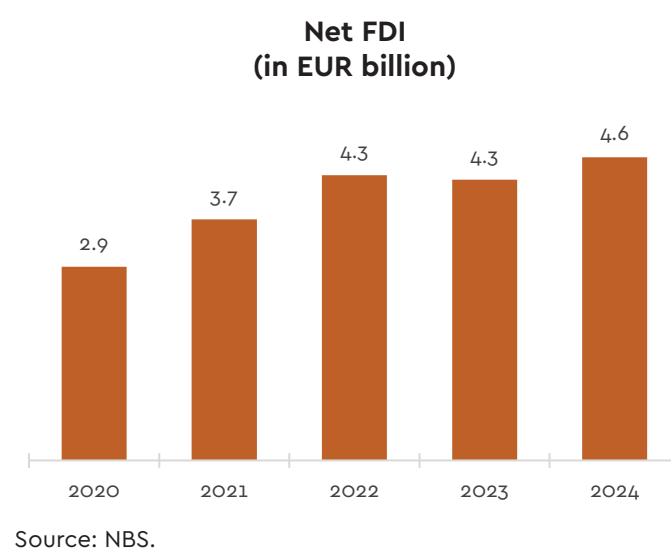
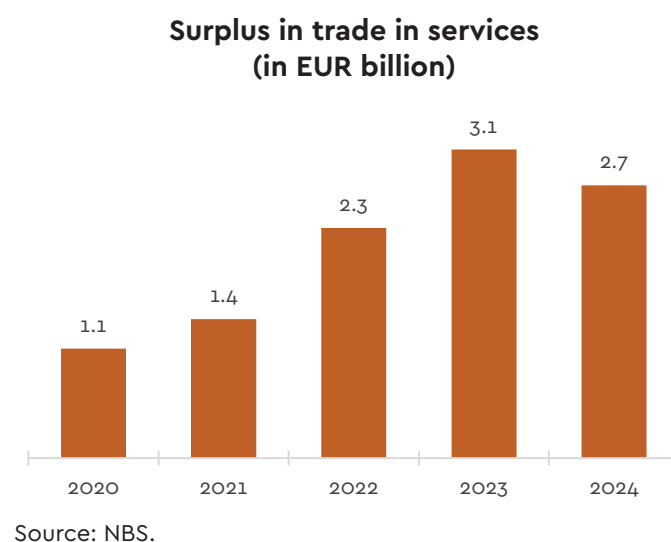
Source: SORS.

In the period January–December 2024, Serbia reached the **surplus in trade in services** of EUR 2.7 billion, with the year-on-year drop of 11.5%. Taking into account a progressive development of the service sector in recent years, in 2024, this indicator slowed down as it was expected. ICT sector in Serbia (telecommunication services, computer and information services), except for recording excellent export results, increasingly contributes to the total growth in turnover, total number of employees and gross added value, i.e. increasing gross domestic product. In addition to them, business services (management counselling, research and development, and other technical services) make the largest contribution to reducing the deficit in trade and payment balance of the country.

In the period January–December 2024, Serbia attracted totally EUR 4.6 billion of **net foreign direct investments**, which is the year-on-year increase of 7.9%. FDIs are geographically diversified, as well, with the largest share of inflows of countries from the European Union, which is the main foreign trade and financial partner, but also the growing share of inflows from the Asia-Pacific region.

According to the data of the NBS, in the period January–December of 2024, the **current account balance of payment deficit** amounted to EUR 5.2 billion, which is a significant change having in mind that in the same period of 2023 a deficit in the amount of EUR 1.8 billion was recorded. In 2024, the current account balance of payment deficit accounts for about 5.0% of GDP of the Republic of Serbia, which is within the targets of sustainability.

The current account balance of payment deficit in Serbia has been influenced by a faster growth in imports of goods and services than exports, which is largely reflected in the import of equipment for the needs of the investment cycle, as well as consumer goods and tourist services due to higher available income. The inflow of remittances from abroad was recorded in 2024, in the amount of EUR 3.8 billion, mainly from the German speaking countries (Germany, Austria, and Switzerland).

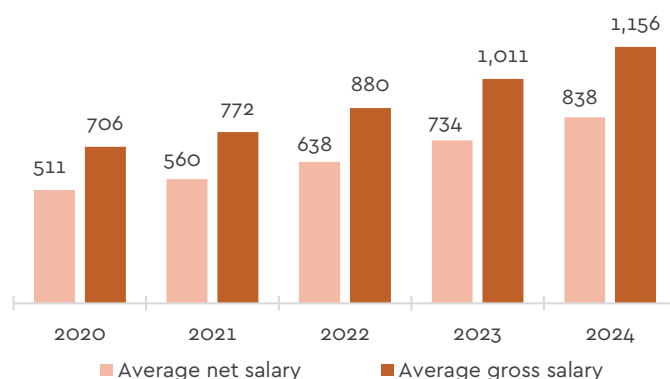


The **average gross salary** calculated for the period January–December 2024 amounted to RSD 135,403 (EUR 1,156), while the **average net salary** amounted to RSD 98,143 (EUR 838). As compared with the same period of the previous year, the salaries were higher in real terms by 9.2%. At the same time, medial net salary for December 2024 amounted to RSD 79,624 (EUR 680), which means that 50% of employees earned the salary lower than the above amount.

According to the **Labour Force Survey**, in the fourth quarter of 2024, the number of employees amounted to 2.9 million, whereas 273.1 thousand unemployed persons were registered. The number of residents outside the labor force was 2.5 million. Compared to the same quarter of the previous year, the number of employed persons increased by 50.7 thousand, the number of unemployed persons decreased by 11.6 thousand, as did the number of residents outside the labor force, which decreased by 65.3 thousand. The **employment rate** of the population aged 15 and over increased by 1.1 percentage points and amounted to 51.4%, whereas the **unemployment rate** decreased by 0.5 percentage points and was 8.6%. The rate of the population outside the labor force was 43.7%, which represents a decrease of 1.0 percentage points. The labour market can be characterized as stable.

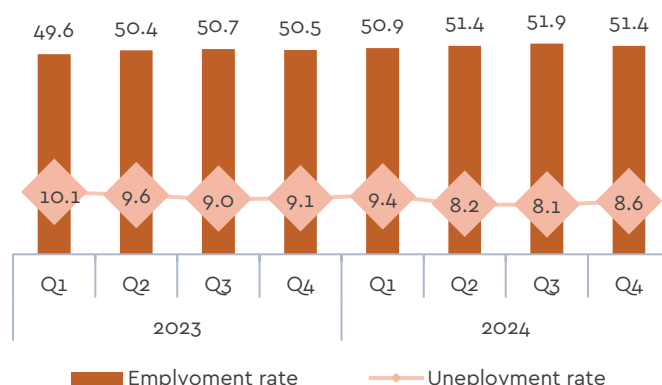
According to the data of the NBS, the domestic **lending activity** speeded up its year-on-year growth in 2024 and is expected to continue to grow in the following period. The loan structure, in 2024, remained favorable in terms of its contribution to the economic growth led by investments with corporate and housing loans with citizens. Corporate loans increased by 4.8% in 2024, and housing loans by 10.4%, with a more dominant growth in dinar loans. In 2024, banks facilitated credit standards for dinar corporate and housing loans, which was contributed by a more favorable assessment of the general economic situation. The stability of the banking sector in Serbia was maintained and additionally reinforced owing to the measures of the NBS, and the share of non-performing loans in total loans amounted to 2.5%.

**Average net and gross salary
(in EUR)**



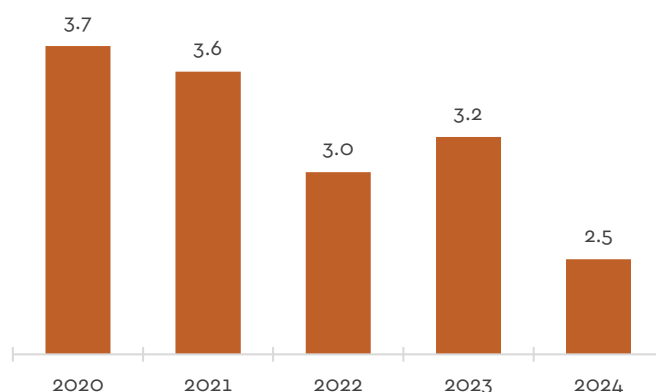
Source: SORS, precalculation by CCIS.

**Trends in employment/unemployment rate with
the population of age 15 and over, according
to the Survey on Labour Force (in %)**



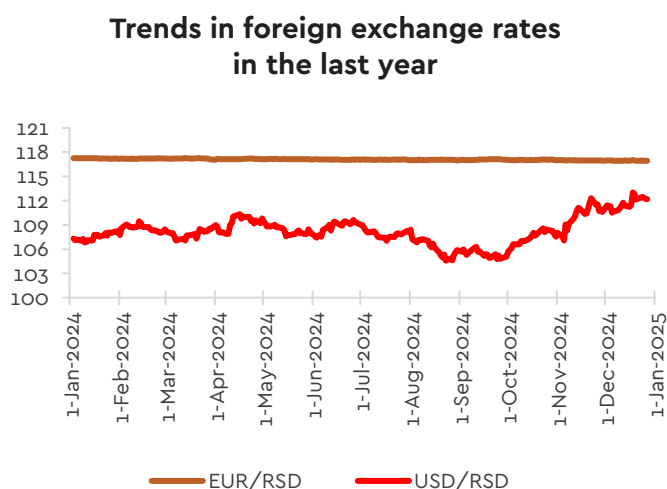
Source: SORS.

**Non performing loans (NPL)
share in total loans (in %)**



Source: NBS.

The **average foreign exchange rate**, in the period January–December 2024, amounted to 117.0851 dinars to one euro, as well as 108.1965 dinars to one American dollar. Despite numerous economic and geopolitical challenges in 2024, dinar has shown substantial level of stability against the leading currency of the Eurozone, whereas it has shown certain level of oscillations against American dollar, which has been caused primarily by the current monetary policy in the global level. The National Bank of Serbia states that the stable foreign exchange rate should be expected in the coming period without large oscillations in the value against the leading currencies.



Source: Bloomberg L.P.



Macroeconomic Overview edited by the Chamber of Commerce and Industry of Serbia is yearly and quarterly overview of the most important macroeconomic indicators of the national economy. It contains the main macroeconomic performances, current trends, and economic activities shown through the main statistical, monetary and fiscal indicators in a textual or graphical manner.

For more details, please visit the [website](#) of the Chamber of Commerce and Industry of Serbia.



PLO	EER	QRT	OPY
6,350	10,985	665	6,800
(-200)	(+580)	(-15)	(-115)
RQN	NFR	UGH	OMJ
7,654	6,522	1,632	3,652
(+169)	(+122)	(-54)	(+182)
IIT	KLM	CCX	EMH
7,150	782	1,901	3,280
(-150)	(+74)	(+101)	(-120)
OLC	LSD	SDH	GHS

METHODOLOGICAL NOTES

Activities of the Association of Transport, according to the CA (2010), includes fields of activity: Land transport and transport via pipelines, Water transport, Air transport, Warehousing and support activities for transportation.

Presentation of data by activity is performed according to the Regulation on Classification of Activities („Official Gazette of the RS“, No. 54/10).

From 2018, the Statistical Office of the Republic of Serbia calculates average wages on the basis of data from the records the Tax Administration. The study of wages is based on the data from the Tax Return for withholding tax (form PPP-PD). Average wages are calculated based on the amount of calculated wages for the reporting month, and the number of employees, which is shown in the full-time equivalent – FTE. All categories of employees are included, for whom their employers, i.e. economic entities, submitted to the Tax Administration a completed electronic tax return form PPP-PD, with the calculated wages. Since 1999, the Statistical Office of the Republic of Serbia has not disposed of some specific data for the Autonomous Province of Kosovo and Metohija, and therefore, they are not included in the scope of data for the Republic of Serbia (total).

The term employees implies persons who have a formal and legal employment contract, i.e. the established labour relationship with the employer, for a fixed or indefinite period; persons working outside the labour relationship, based on an engagement contract or a contract on temporary and occasional jobs; persons engaged in self-employment, or founders of companies or sole trade businesses; and persons engaged in agricultural activities, who are in the records of the Central Registry of Compulsory Social Insurance. The study on the registered employment is based on the combination of data of the Central Registry of Compulsory Social Insurance (CROSO) and the Statistical Business Register (SBR). The data on payers of the compulsory social insurance contribution and the insured, based on the work, are obtained from CROSO. The data on business entities and their main characteristics are obtained from SBR. Distribution of employees by activity, in the context of a business entity, is done according

to the structures that are formed on the basis of data on local units.

Some of the values shown in the Bulletin, are rounded up to millions or billions, with one decimal place and, therefore, the total values (summaries) do not always coincide with the sum of individual data, due to the fact that non-rounded up figures were used (which gives more accurate data).

Abbreviations used: GDP – Gross Domestic Product, GVA – Gross Value Added, FDI – Foreign Direct Investment, CA (2010) – Classification of Activities (2010), Ø – Average for Period, LFS – Labour Force Survey, NPL – Non-performing Loan, MSMEs – Micro, Small and Medium Enterprises, p.p. – Percentage Point, RSD – Serbian Dinar, EUR – Euro, USD – American Dollar.

The sources of data: Statistical Office of the Republic of Serbia (SORS), National Bank of Serbia (NBS), Business Registers Agency (BRA), Chamber of Commerce and Industry of Serbia (CCIS), Customs Administration (CA), Ministry of Finance (MF), Central Registry of Compulsory Social Insurance (CROSO), International Monetary Fund (IMF), World Bank, Bloomberg L.P.

Foreign exchange rates: All conversions in the Bulletin were made according to the average medium rates of the National Bank of Serbia:

Time:	2017	2018	2019	2020	2021	2022	2023	2024
EUR/RSD	121.3367	118.2716	117.8524	117.5778	117.5733	117.4588	117.2513	117.0851
USD/RSD	107.4987	100.2784	105.2762	103.0272	99.4925	111.8607	108.4143	108.1965

Source: NBS.



Disclaimer: The information is subject to change in accordance with the changes of the official sources of information. The information given in this report is for the purpose of general information, and cannot be a substitute for the economic advice, nor can any obligation be created for the Chamber of Commerce and Industry of Serbia by its publishing. Reproduction and distribution of the Bulletin or its parts is permitted if the source is stated and a copy of it submitted to the Chamber of Commerce and Industry of Serbia to: analitika@pks.rs.

CCIS ASSOCIATION

of Transport

Association of Transport of the Chamber of Commerce and Industry of Serbia performs its activities within the following codes of activity:

49.10 – Passenger rail transport, interurban and regional
49.20 – freight rail transport
49.39 – Other passenger land transport n.e.c.
49.41 – freight transport by road
49.42 – Removal services
50.10 – Sea and coastal passenger water transport
50.20 – Sea and costal freight water transport
50.30 – Inland passenger water transport
50.40 – Inland freight water transport
51.10 – Passenger air transport
51.21 – freight air transport
51.22 – Space transport
52.10 – Warehousing and storage
52.21 – Service activities incidental in land transportation
52.22 – Service activities incidental to water transportation
52.23 – Service activities incidental to air transportation
52.24 – Cargo handling
52.29 – Other transportation support activities
77.12 – Renting and leasing of trucks
77.34 – Renting and leasing of water transport equipment
77.35 – Renting and leasing of air transport equipment
85.53 – Driving school activities

The following groups are currently active within the Association:

- Board of the Association of Transport
- Board of the Group of Road Transport of Passengers and Bus Stations
- Board of the Group of Road Transport of Goods
- Board of the Group of Freight Forwarding, Logistics
- Group of Railway Transport
- Group of Ports and Wharfs
- Group of River Shipping
- Group of Air Transport

Public powers

- Issuance and warranties by TIR Carnets – by the authority of the Customs Administration of the Republic of Serbia and IRU
- Issuance and warranties by ATA Carnets – by the authority of the Customs Administration of the Republic of Serbia and WCF/ICC; World Committee for ATA Carnets (WATAC)
- Identification and application of the General business conditions of bus stations
- Prescribing the Document on the Categorisation of Bus Stations and on the Categorisation of Bus Stations in Serbia
- Identification and application of the General conditions for road interurban transport of passengers
- Keeping records of bus stops for intercity transportation
- Identification and application of the Distance table for interurban transport and maintenance and updating of the Distance table application
- Implementation of the procedure for the harmonisation of proposed timetables with registered timetables in the intercity transportation once in the course of a calendar year, as well as extraordinary harmonization
- Issuance of FIATA documents and forms (eFBL, FCR)

Centre for Vocational Training in Transport is within the Association and provides numerous types of trainings, out of which we highlight the following:

- Road transport organizer
- Driving times and rest periods of crew members in road transport and usage of digital tachographs
- Professional competence for drivers in transport of dangerous goods
- Preparation for taking the exam to obtain the certificate by a person responsible for the transportation of goods in road traffic
- The manner and criteria for the distribution of foreign licenses from the aspect of carriers

Membership in the international organizations:

IRU



FIATA



ICC



UNECE (Transport)



ITF



TIR

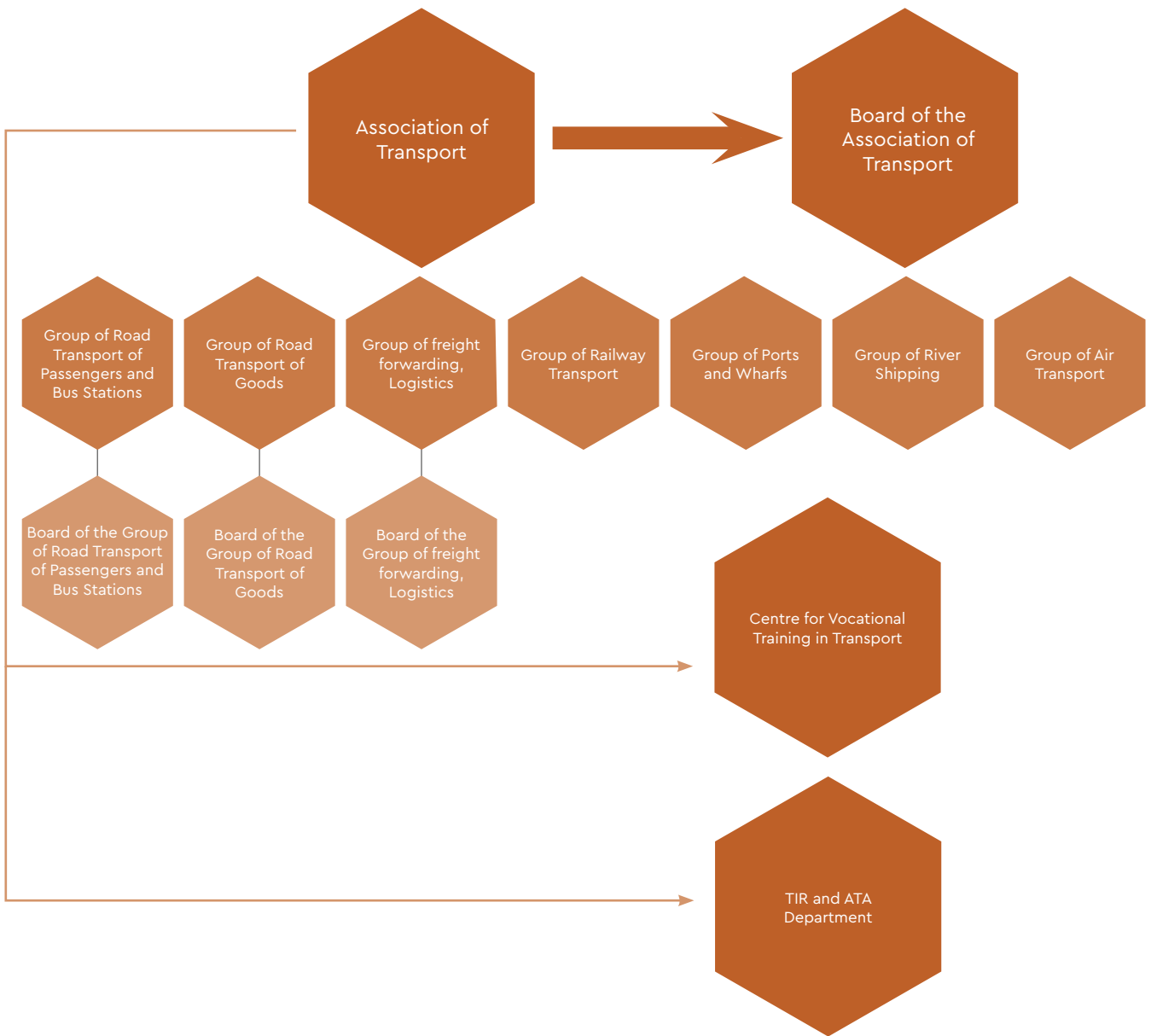


ATA



Activities in the international organizations:

- World Road Transport Organization IRU (General Assembly, financial Commission, Assembly of the Board of passenger transport and Board of freight Transport, working group on transport of dangerous goods)
- WP.30 UNECE – Working group on customs issues in the field of transport
- Working group on Southeast Europe of IRU Academy
- Working group on liberalization of trade in services in CEFTA (within the DIHK Project)
- World Committee for ATA Carnets (WATAC)
- Balkan Transport forum (BTF)
- Joint Committees for road transport
- International Transport forum (the former ECMT)
- International Federation of National Associations of Freight Forwarders (FIATA)



CONTACT

Chamber of Commerce and Industry of Serbia



Resavska 15, 11000 Belgrade
bis@pks.rs
www.pks.rs
[@Privrednakomora](https://www.instagram.com/Privrednakomora)

Association of Transport



Milica Dubljević, Secretary
+381 11 33 04 535
saobracaj@pks.rs



CHAMBER OF
COMMERCE AND
INDUSTRY OF SERBIA