

Corridor X: Strategic significance for logistics and transport in the Republic of Serbia

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Abstract—Corridor X represents the backbone of the Republic of Serbia's transport and logistics system, connecting the country with European markets and determining its economic competitiveness. This paper analyzes the multidimensional significance of Pan-European Corridor X for the development of transport and logistics infrastructure in the Republic of Serbia, with particular emphasis on economic, infrastructural, and regional aspects. The methodology encompasses analysis of secondary sources—scientific literature, SEETO, and European Commission documents—as well as spatial analysis of the route, logistics centers, and infrastructural characteristics. Corridor X integrates the main axis, Salzburg-Thessaloniki (2,300 km road, 2,528 km railway), with four branch routes, of which Branch B (Budapest-Belgrade) and Branch C (Niš-Sofia) are crucial for Serbia. Road transport dominates with a 70% share but generates five times higher external costs (31-54 EUR/1,000 tkm) compared to rail (8-15 EUR/1,000 tkm). Infrastructure modernization has reduced transport costs by 15-20% and delivery time (Belgrade-Niš from 5h to 3h). Along the corridor, 15 free zones have been developed, logistics centers with a capacity of 1.5 million m², and intermodal terminals (Batajnica-1.530 TEU). Over 40% of foreign investments are concentrated along the corridor, with employment growth in logistics of 30%. Corridor X is transforming Serbia into a regional logistics hub but requires continued investment in railway infrastructure, digitalization of customs procedures, and incentives for sustainable transport.

Index Terms—Corridor X, logistics, transport, Serbia, multimodal transport.

INTRODUCTION

The territory of present-day Serbia has for centuries represented a crossroads of the most significant trade and communication routes between East and West, North and South (Petrović, 2022). Through these areas passed routes that shaped the history, economy, and culture of entire continents. Among them, a special place is occupied by Via Militaris, the Military Road of the Roman Empire, which was one of the key communications of the ancient world in the Balkans (Visy, 2017). This artery connected Singidunum (Belgrade) via Viminacium (Kostolac) and Naissus (Niš) with Constantinople, forming the backbone of Roman administration, economy, and cultural exchange in the region. Built with stone pavement, bridges, and rest stations, this thoroughfare enabled efficient communication; imperial courier services covered up to 80 kilometers daily (Kehne, 2007). In addition to its military function, urban centers and trade hubs developed along the road where diverse products were exchanged, from grain and wine to precious metals. The geographical logic of Roman builders who followed the Morava valleys and avoided mountain obstacles is still confirmed today. Modern highways through Serbia largely follow the route of this ancient road, which testifies to the enduring value of their infrastructural solutions. In the mid-twentieth century, with the reconstruction of Europe after World War II and the emergence of the need for comprehensive economic integration, the idea of an organized transport network regained significance. Industrialization and growing trade exchange revealed structural problems: uneven infrastructure development between western and eastern parts of the continent, lack of standardized solutions, and poor interconnection of national systems (Balbaa, 2022). A critical point in the contemporary approach to transport corridor development occurred in 1994 during the Second Pan-European Transport Conference in Crete. At this conference, transport ministers from more than fifty European countries adopted the concept of ten Pan-European transport corridors, designed to bridge the development gap and enable better economic integration of the region (Papadaskalopoulos et al., 2005). These ten corridors were envisioned as multimodal development axes combining road, rail, and water transport, connecting major industrial centers, ports, and urban

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agglomerations from the Atlantic to the Urals (Qaja et al., 2018). For countries located outside the then borders of the European Union, these corridors represented an opportunity to modernize obsolete infrastructure and connect to the European economic network. Among all defined routes, Corridor X, which extends along a north-south axis from Salzburg to Thessaloniki, acquired a special role for Southeast Europe and the Balkans, a region that had been marginalized and infrastructurally neglected for decades (Milijić et al., 2003). The objective of this paper is to examine the multidimensional significance of Corridor X for the development of logistics and the transport system of the Republic of Serbia, with particular emphasis on economic, infrastructural, and regional aspects. The research seeks to transcend the approach that views the corridor exclusively as technical infrastructure and to analyze how its implementation affects regional economic development, the formation of logistics chains, and the attraction of investment. The significance of the research stems from the fact that Corridor X is the largest infrastructure project in the Western Balkans, with far-reaching consequences for regional cohesion and economic development; thus, understanding its role is crucial for defining Serbia's long-term development priorities as a candidate for European Union membership. Despite the strategic importance of Corridor X for the Serbian economy, the scientific literature lacks a comprehensive overview that integrates transport infrastructure, logistics hubs, free zones, and the broader economic effects of the corridor within a single analytical framework. Existing studies address individual aspects in isolation — the development of intermodal transport (Tadić & Zečević, 2012) or rail freight competitiveness (Stanojević et al., 2018) — but not the corridor as a whole from a logistics and economic perspective. This paper aims to fill that gap through a systematic review of secondary sources, thereby establishing an analytical foundation for future empirical and quantitative research in this field.

MATERIALS AND METHODS

Research Type

The research is designed as a descriptive study based on a case study of Pan-European Corridor X. The applied approach is exploratory in nature, with the aim of achieving an in-depth understanding of the role and significance of this corridor in the development of transport and logistics infrastructure in the Republic of Serbia. The temporal framework of the research covers the period from the formation of Corridor X (1997) to 2025, with particular focus on the period of intensive infrastructure modernization (2003-2025).

Research Method

The primary methodology is a case study of Pan-European Corridor X as a representative example of a contemporary multimodal transport corridor in the Western Balkans. The case study approach enables detailed analysis of the complex infrastructural, economic, and organizational aspects of the corridor in a real-world context. The research focuses on the segments of the corridor that pass through Serbian territory—the main E75 axis and branches B (Budapest-Belgrade) and C (Niš-Sofia).

Data Collection Methods

The research is based exclusively on the analysis of secondary data sources, which include:

- Analysis of scientific and professional literature: Peer-reviewed scientific papers in the fields of transport logistics, supply chain management, and regional economics published during the period 2003-2025, with particular focus on publications addressing Pan-European corridors and the Western Balkans; monographs and professional publications dedicated to infrastructure development and transport policy in Southeast Europe.
- Analysis of official documents from international and national institutions: Publications of the South East Europe Transport Observatory (SEETO), including Multi-Annual Plans and Progress Reports for the

period 2003-2025; European Commission documents on Pan-European transport corridors, the TEN-T network, and infrastructure projects in the Western Balkans; strategies and master plans of the Ministry of Construction, Transport and Infrastructure of the Republic of Serbia; reports and statistics from the Statistical Office of the Republic of Serbia.

Data Analysis Methods

The collected data were analyzed using the following methods: Descriptive analysis: description of the geographical route, technical characteristics, and organizational structure of Corridor X; identification of key infrastructural components (highways, railways, logistics centers, intermodal terminals). Comparative analysis: comparison of external costs of different modes of transport (road vs. rail) based on data reported in existing literature; analysis of time and cost savings before and after infrastructure modernization; review of the modal split in Serbia's foreign trade exchange as documented in secondary sources. Spatial analysis: mapping of the route of the main axis and branches of Corridor X through Serbia; identification of the distribution of logistics centers, warehouse capacities, and free zones along the corridor; analysis of the positioning of key cities (Belgrade, Novi Sad, Niš) as logistics hubs.

Research Limitations

The research has the following limitations: The reliance exclusively on secondary data sources limits the possibility of obtaining specific operational information and the perspectives of direct participants; the availability and homogeneity of statistical data vary between different periods and sources; certain segments of the analysis (particularly the assessment of future effects) depend on assumptions and projections that may be subject to uncertainty.

CORRIDOR X: DEVELOPMENT, CHARACTERISTICS, STRUCTURE, AND ITS BRANCHES

Corridor X obtained its special status at the Third Pan-European Transport Conference in Helsinki in 1997, becoming the tenth and youngest among the Pan-European corridors (Qaja et al., 2018). While the previous corridors, adopted three years earlier at the conference in Crete, were focused on the modernization of already existing transport routes, the establishment of Corridor X was motivated by specific political and economic circumstances in the Balkans (Rajkovača, 2016). With the dissolution of the Socialist Federal Republic of Yugoslavia and the war events during the 1990s, the region experienced an interruption of transport connections established over decades, which resulted in economic isolation and a decline in trade exchange. The European Union identified the reconstruction of transport infrastructure as a key element in the process of stabilization and preparation of the Western Balkans for future accession (Qaja et al., 2018). From the outset, Corridor X was conceived as a multipurpose development platform which, in addition to its primary transport function, has the task of stimulating economic cooperation among the countries of the region, enabling unimpeded movement of people and goods, and gradually integrating the Western Balkan countries into the unified European economic area. Geographically, the corridor forms a north-south axis connecting Salzburg in Austria with Thessaloniki in Greece, encompassing more than 2,300 kilometers of road and 2,528 kilometers of railway routes through six countries-Austria, Slovenia, Croatia, Serbia, North Macedonia, and Greece-thereby establishing a connection between the industrialized regions of Central Europe and the Mediterranean port of Thessaloniki, which serves as a gateway to the Aegean Sea and beyond. In addition to the main axis connecting the north and south of the continent, Corridor X includes four branch routes that enable broader regional integration and connection with neighboring transport systems (Rajkovača, 2016). Branch A establishes a connection between the Austrian city of Graz and the Croatian capital Zagreb via the Slovenian city of Maribor, providing additional communication toward Central Europe and enabling alternative access to the Slovenian-Croatian area. Branch B has particular strategic significance as it connects the Hungarian capital, Budapest, with Belgrade via Novi Sad, enabling a direct

connection of Serbia with the Pannonian and Central European region, and integrates Danube river navigation with road and rail transport. The third branch, designated by the letter C, leads eastward from Niš-via Sofia in Bulgaria further toward Istanbul, thereby establishing a connection with Corridor IV and opening direct communication toward Asia Minor and the Middle East. The southernmost Branch D connects the North Macedonian cities of Veles and Bitola with the Greek cities of Florina and Kozani, integrates with the Egnatia Odos, and provides an alternative exit toward the Ionian coast and the port of Igoumenitsa. This corridor architecture demonstrates that it is not a simple line but a complex network covering a wide geographical area and enabling multidirectional transport flows between different regions.

Figure 1 depicts only the segments and branches of Corridor X passing through the territory of the Republic of Serbia; branch routes outside Serbian borders are not shown. The border crossings at Horgoš (towards Hungary), Batrovci (towards Croatia), Preševo (towards North Macedonia), and Dimitrovgrad (towards Bulgaria) are indicated as the terminal points of the corridor on Serbian territory.

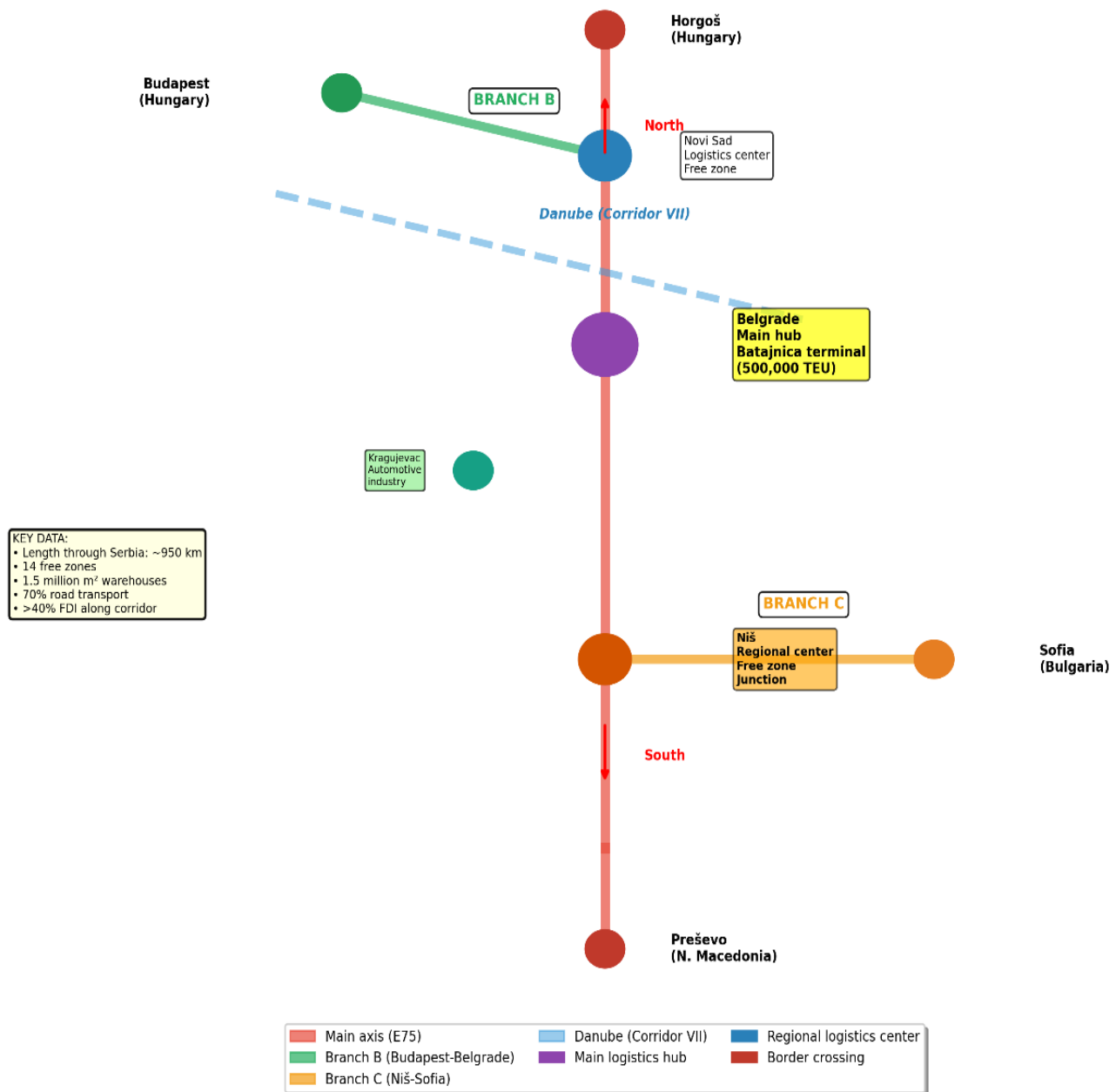


Figure 1: Map: Corridor X through Serbia – key routes and hubs (only segments and branches within the territory of the Republic of Serbia are shown; border crossings are indicated at the terminal points of each corridor route)

Branches of Corridor X Through Serbia and Their Significance

Of the four branch routes of Corridor X, only Branch B and Branch C pass through the territory of the Republic of Serbia; Branch A (Graz–Zagreb) and Branch D (Veles–Bitola) lie outside Serbian borders. Two branches of Corridor X that pass through the territory of the Republic of Serbia have fundamental strategic significance for its transport connectivity and economic development (Rajkovača, 2016). Branch B connects Budapest, Novi Sad, and Belgrade, following the course of the Danube through the plain terrain of Vojvodina. Its distinctiveness is reflected in the integration of three modes of transport—road, rail, and waterway—which enables flexible distribution of different types of cargo. While the Danube serves for the transport of heavy and voluminous goods, road and rail routes provide speed and efficiency for more valuable and urgent shipments. Novi Sad functions as a key node of this branch, not only as the administrative center of Vojvodina but also as a logistics hub that enables access to the markets of Central Europe, Hungary, Romania, and Austria. Industrial and free zones in the vicinity of the city capitalize on this favorable position, while Branch B provides Serbia with the shortest connection to Central European economic centers (Laketa et al., 2011). Branch C, which leads from Niš via Sofia toward Istanbul, has dual significance—historical and contemporary. This route continuously follows the path of the ancient Via Militaris and the medieval Constantinople Road, confirming the persistence of the geographical logic of transport communications through millennia. Niš, thanks to the reconstruction and modernization of this route, once again assumes the role of an important logistics center that serves southern Serbia but also as a gateway to Greek ports and further to Asia Minor (Rajkovača, 2016). The combination of these two branches with the main north-south axis positions Serbia as a four-directional transit bridge, which brings geostrategic advantage but also the obligation of continuous investment in infrastructure and alignment with European standards. Forecasts indicate a significant increase in freight traffic through the region in the coming decades, which requires proactive capacity planning, modernization of border crossings, and development of logistics infrastructure (Laketa et al., 2011). Only an integrated approach that combines infrastructure investments, institutional reforms, and regional cooperation enables Serbia to maximize the benefits of its geostrategic position at the crossroads of Corridor X.

SIGNIFICANCE OF CORRIDOR X FOR THE DEVELOPMENT OF LOGISTICS AND TRANSPORT IN THE REPUBLIC OF SERBIA

Corridor X represents the backbone of the transport and logistics system of the Republic of Serbia, integrates different modes of transport, and enables efficient connectivity with European markets. Its role transcends the function of an ordinary thoroughfare—it is a development axis that determines logistics capacities, economic competitiveness, and territorial cohesion of the country (Laketa et al., 2011; Quium, 2019).

*Transport Systems on Corridor X Through Serbia**Road Transport*

The road segment of Corridor X through Serbia encompasses the E75 highway, which extends from the Hungarian border at Horgoš, via Novi Sad and Belgrade, then through the valleys of the Great and South Morava via Niš, Leskovac, and Vranje to the North Macedonian border at Preševo (Western Balkans Investment Framework, 2019). This route, approximately 600 kilometers long, represents the backbone of road traffic and the most heavily loaded thoroughfare in the country (Road Directorate of Serbia). According to available data, the average annual daily traffic (AADT) on the Belgrade–Niš section exceeds 20,000 vehicles, with a significant share of freight vehicles accounting for approximately 25–30% of total traffic load (PE "Roads of Serbia," Traffic Counting). In certain sections during the summer season and holidays, congestion occurs that extends travel time and increases operational transport costs. The modernization of the highway network along Corridor X began in the 2010s and has continued in phases. The Belgrade–Niš section has been completely reconstructed and expanded to four traffic lanes, which has significantly improved safety and

throughput capacity. However, the southern section from Niš toward Preševo still does not fully meet European standards-individual segments have technical deficiencies such as sharp curves, insufficient width of traffic lanes, and outdated overpasses. Road transport on Corridor X carries high external costs. According to research conducted on the branches of Corridor X in neighboring countries, the average external costs of road transport range between 31 and 54 euros per thousand tonne-kilometers, including costs of air pollution, noise, traffic accidents, and energy consumption (Vukić & Poletan Jugović, 2016). These costs are largely transferred to society. Although tolls are collected on the Corridor X motorway network, covering the full 938 km of Serbian highways, including the E75 Belgrade-Niš and E75 Niš-Preševo sections (Public Enterprise "Roads of Serbia"), the toll rates do not cover the full extent of external costs generated by road transport, particularly concerning air pollution, noise, and traffic accidents. The remaining burden is therefore borne by society at large.

Railway Transport

The railway line along Corridor X represents a strategic alternative to road transport, with the potential for significant reduction of external costs and increase in freight transport capacity (Stanojević et al., 2018). The main railway line, Belgrade-Niš-Preševo, follows the route of the highway network and encompasses approximately 340 kilometers of track through Serbia. However, the technical parameters of the existing line lag far behind European standards. Maximum speed on most sections is limited to 80-100 km/h for passenger traffic and 60-80 km/h for freight, which makes rail non-competitive compared to road transport in terms of delivery time. Awareness of the necessity for railway transport modernization led to the initiation of an ambitious project for the reconstruction of the Belgrade-Budapest line in cooperation with China, which was completed in 2022. This project enabled speeds of up to 200 km/h for passenger traffic on the section through Vojvodina. In parallel, the modernization of the Belgrade-Niš line has also commenced, which includes electrification, the introduction of modern signaling systems, track reconstruction, and infrastructure upgrades (European Investment Bank & European Bank for Reconstruction and Development). It is expected that upon completion of works, the maximum speed will be increased to 120-160 km/h, which would reduce travel time between Belgrade and Niš from the current four hours to approximately two hours (European Commission, Directorate-General for Mobility and Transport (2020)). Comparative analysis of external costs shows that railway transport generates significantly lower external costs compared to road transport (Stanojević et al., 2018). The average external costs of railway freight transport are estimated at 8-15 euros per thousand tonne-kilometers, which is almost five times lower than road transport (Milijić et al., 2003; Stanojević et al., 2018) (Figure 2). This difference stems from lower CO₂ emissions, less noise, greater energy efficiency, and a lower accident rate. Electric traction vehicles further reduce emissions compared to diesel locomotives, making rail the most favorable option from the standpoint of environmental sustainability.

Despite evident advantages, railway freight transport on Corridor X still lags behind road transport. According to data on Serbia's foreign trade with countries located on Corridor X, road transport dominates with a share of over 70%, while rail accounts for less than 20% (Christen et al., 2021). According to data for the first half of 2025, road transport accounted for 63.7% of total freight (tkm), rail for 15.2%, and river transport for 14.7% (trans.info, 2025). The reasons for this imbalance are multiple: insufficient speed and flexibility of railway transport, lack of intermodal terminals, obsolescence of the rolling stock, complexity of administrative procedures, and insufficiently coordinated schedules with international operators. To achieve a real change in the modal distribution of transport, it is necessary not only to invest in infrastructure but also to create legal and economic incentives that would favor railway transport, particularly through the internalization of external costs of road transport via environmental taxes and tolls (Stanojević et al., 2018).

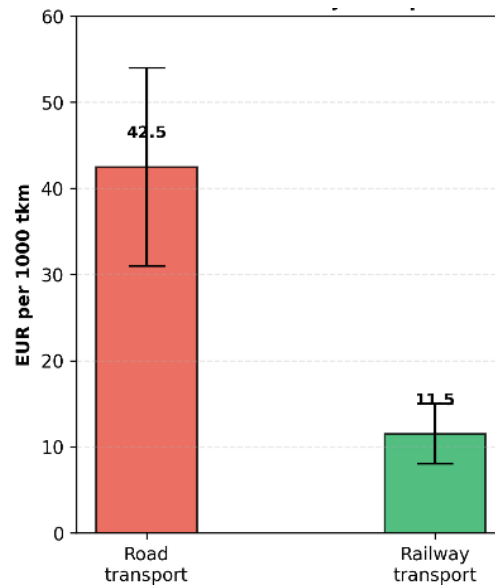


Figure 2: Comparison of external costs of road and railway transport

Multimodal Transport

The multimodal approach involves combining road, rail, and waterway transport in order to increase the efficiency of logistics processes (Tadić & Zečević, 2012). In Serbia, this concept is realized through the connection of Corridor X with the Danube waterway (Corridor VII), particularly in Belgrade and Novi Sad. The Port of Belgrade, with a capacity of over 3 million tonnes annually, enables the transfer of goods between river, road, and rail transport. Novi Sad serves as a transit hub that connects Serbia with Hungary, Romania, and Austria through combined modes of transport. The Batajnica intermodal terminal near Belgrade, spanning 82 hectares between Batajnica railway station and the E75 motorway, represents key infrastructure with a container storage capacity of 1. Despite the evident 1.530 TEU and 3 railway transshipment tracks (Logistics Centres of Serbia, 2025). The terminal connects Central Europe with the Adriatic Sea via the Port of Bar. Additional intermodal nodes in Niš and Novi Sad complement the network, with Niš holding a strategic position toward Bulgaria and Novi Sad toward the Pannonian region. However, the utilization of these capacities is low—only 5% of freight traffic using intermodal chains, while in the EU this share exceeds 20%. Main problems include insufficient coordination among operators, expensive transshipment procedures, administrative barriers, and weak application of combined transport in the economy (Tadić & Zečević, 2012). Improvement requires both infrastructure investments and digitalization of processes and regulatory reforms.

Logistics Centers and Warehouse Capacities

Logistics centers represent key nodes in supply chains and distribution networks, integrating various functions—warehousing, shipment consolidation, cargo processing, customs clearance, and transport coordination (Durlević & Durlević, 2025). Along Corridor X in Serbia, a series of logistics complexes of different capacities and functionalities has been developed (Figure 3). Belgrade and its surroundings represent the dominant logistics hub in Serbia; the country's total modern industrial and logistics space exceeded 6 million square metres in 2024, with Belgrade accounting for the largest share of both stock and occupier demand (CBS International, 2025). The logistics park in Dobanovci, in the immediate vicinity of the E75 highway and Nikola Tesla International Airport, encompasses over 450,000 square meters of modern warehouses with automated management systems, temperature control, and multipurpose facilities. This complex serves as a central distribution hub for international retail chains such as Lidl, Metro, and DM (Durlević, 2025). Novi Sad, as the second-largest city in Serbia and an emerging logistics hub in Vojvodina, has developed a cluster of logistics and warehousing capacities rather than a single centralized logistics center. The South Industrial

Zone, in proximity to the A1 highway toward Hungary, hosts multiple operators — including CTPark Novi Sad and DP World — concentrating capacities intended for the distribution of goods toward Central Europe and the EU market. Niš, as the third logistics center on Corridor X, is experiencing dynamic development thanks to investments in free zones and industrial parks. The zone in Niš has attracted significant foreign investors from the automotive and electronics industries, which generates the need for extensive logistics infrastructure. Warehouse capacities in the vicinity of Niš have reached over 80,000 square meters, and planned projects envisage the formation of a regional logistics center that would cover not only southern Serbia but also neighboring countries, Bulgaria, North Macedonia, and Albania.

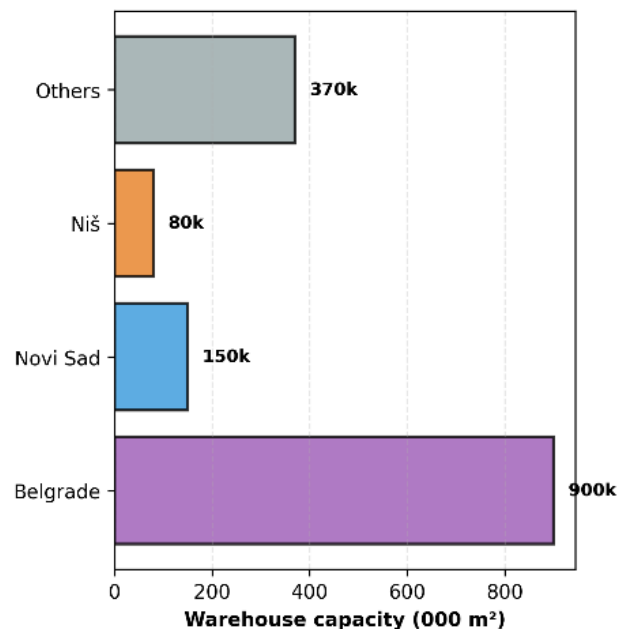


Figure 3: Distribution of warehouse capacities by city

In addition to these large centers, smaller logistics nodes are developing along Corridor X in cities such as Kragujevac, Jagodina, and Leskovac, which serve local markets and specific industrial sectors. However, total warehouse capacities in Serbia still lag behind regional countries—according to estimates, Serbia has approximately 1.5 million square meters of modern Class A warehouses, which is significantly less than in Romania or Poland, which have several times greater capacities.

Free Zones and Industrial Parks

Free zones are economic territories with customs and tax incentives that attract foreign investors. Along Corridor X in Serbia, there are 14 free zones, among which those in Belgrade, Šabac, Subotica, Zrenjanin, Kragujevac, Niš, and Pirot stand out. The Pirot Free Zone, located along the E80 highway that connects with Corridor X, has attracted investments in the textile industry (Italian Fashion Team, Geox, Benetton). The Niš Free Zone, one of the most developed in the country, employs over 4,000 workers in the production of electronic components, automotive parts, and light industry products. Industrial parks offer developed infrastructure and logistics services. The main parks along Corridor X are located in Kragujevac (automotive industry-Fiat/Stellantis), Subotica (food industry), and Smederevska Palanka. These zones generate significant logistics flows as production takes place locally, while raw materials and finished products are transported to European markets or ports (Government of the Republic of Serbia, 2024). The connection of zones with Corridor X is crucial for their efficiency. Most have direct access to the highway, but the quality of access roads and railway infrastructure varies. Kragujevac has good road connections but insufficiently developed railway infrastructure, while Niš possesses both modes of transport, enabling a multimodal approach.

CONCLUSIONS

Corridor X represents far more than a transport infrastructure thoroughfare-it is a strategic development axis that fundamentally determines the logistics capacities, economic competitiveness, and territorial cohesion of the Republic of Serbia. The analysis has demonstrated that Corridor X integrates different modes of transport-road, rail, and waterway-enabling multimodal logistics that are crucial for the efficient functioning of contemporary supply chains. The logistics infrastructure along the corridor-warehouses, free zones, intermodal terminals-creates conditions for attracting foreign investments and developing an export-oriented economy. Cities such as Belgrade, Novi Sad, and Niš are positioning themselves as regional logistics hubs, while industrial clusters are forming along the corridor that capitalizes on the favorable transport position. According to available estimates, a significant share of foreign direct investments in Serbia is concentrated in municipalities and zones along Corridor X, which is reflected in the development of industrial parks, free zones, and logistics infrastructure along its route (Laketa et al., 2011; Quium, 2019). The further development of Corridor X must be integrated into broader strategies of territorial development, environmental sustainability, and European integration. Only through a comprehensive approach that combines infrastructure investments, institutional reforms, technological innovations, and regional partnerships can Serbia fully exploit the potential of its geostrategic position and transform Corridor X into a driver of long-term economic prosperity and regional cohesion. Future research should focus on quantitative analysis of the impact of infrastructure improvements on the economic performance of economic entities along the corridor, as well as on a comparative study of the effectiveness of different logistics models in the Western Balkans region, to identify best practices that can support further optimization of logistics operations and strengthen the competitiveness of the Serbian economy in the European market.

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Koridor X: strateški pomen za logistiko in promet v Republiki Srbiji

Izvleček — Koridor X predstavlja hrbtenico prometnega in logističnega sistema Republike Srbije, saj državo povezuje z evropskimi trgi in pomembno vpliva na njeno gospodarsko konkurenčnost. Prispevek analizira večdimenzionalni pomen vseevropskega Koridorja X za razvoj prometne in logistične infrastrukture v Republiki Srbiji, s posebnim poudarkom na gospodarskih, infrastrukturnih in regionalnih vidikih. Metodologija vključuje analizo sekundarnih virov, znanstvene literature ter dokumentov organizacije SEETO in Evropske komisije ter prostorsko analizo trase, logističnih centrov in infrastrukturnih značilnosti koridorja.

Koridor X združuje glavno os Salzburg–Solun (2.300 km cestne infrastrukture in 2.528 km železniške infrastrukture) s štirimi odcepnimi kraki, med katerimi sta za Srbijo posebej pomembna krak B (Budimpešta–Beograd) in krak C (Niš–Sofija). V prometni strukturi prevladuje cestni promet s 70-odstotnim deležem, vendar povzroča petkrat višje zunanje stroške (31–54 EUR/1.000 tonskih kilometrov) v primerjavi z železniškim prometom (8–15 EUR/1.000 tonskih kilometrov). Posodobitev infrastrukture je prispevala k zmanjšanju transportnih stroškov za 15–20 % ter skrajšanju časa prevoza (na relaciji Beograd–Niš s petih na tri ure).

Ob koridorju se je razvilo 15 prostih con, logistični centri s skupno zmogljivostjo 1,5 milijona m² ter intermodalni terminali (Batajnica – 1.530 TEU). Več kot 40 % tujih investicij je skoncentriranih vzdolž koridorja, zaposlenost v logističnem sektorju pa se je povečala za 30 %. Koridor X tako Srbijo postopoma preoblikuje v regionalno logistično vozlišče, vendar so za nadaljnji razvoj potrebne nadaljnje naložbe v železniško infrastrukturo, digitalizacija carinskih postopkov in spodbude za trajnostne oblike transporta.

Ključne besede — koridor X, logistika, promet, Srbija, multimodalni transport