

Municipal parliament Kikinda
Municipal parliament Coka
Municipal parliament N. Knezevac
No.: 04-06-18/2001.
On April 3rd 2001.
Kikinda

To the office for regional cooperation
Danube-Keres-Moris-Tisa-Szeged

European institutions

Subject: Opinion about the outlines of the proceedings
from the forum conference of the presidents of
DKMT held on March 1st 2001 in Szeged

Based on the conclusions from the Forum of presidents of DKMT, submitted to the mayor of Kikinda, Mr. Dusan Radakovic according to which revitalization of railway traffic between Szeged and Timisoara should primarily take place on the route going through Kiszombor and Canad, rather than the route going through Kikinda and Zombolj, we wish to offer our

OPINIONS

1. When choosing routes for infrastructure connections within international regions, the routes that connect parts of region in all of the countries concerned should be given priority in accordance with European policy for regional communication. Avoiding this principle is contrary to the tendencies of European regionalization.
2. Regional cooperation should support development of the parts of region, which had the misfortune to function as a part of a state whose economic policy marginalized their trade and economy. A good example here is the situation with Yugoslav north Banat, which developed well until the end of the first world war when its development became subordinated to Yugoslavia's macroeconomic solutions, which induced deterioration of Banat's economy, in spite of its wealth in natural and other resources (oil, agriculture, industry, natural gas).
3. The route through Kikinda would, apart from the fact that it would pass three municipalities in north Banat (N. Knezevac, Coka and Kikinda) provide a connection of the entire Yugoslav part of Banat with Europe, and the railway network Kovin-Pancevo-Smederevo would then provide an important alternative connection between Central Europe on one side and Serbia, Macedonia, Greece and Bulgaria on the other.
4. All the reasons we have stated made the railway connections Kikinda-Szeged and Kovin-Pancevo-Smederevo an important part of the plans of Serbian Government for improving transport infrastructure after long discussions between experts. This is why we are surprised at the fact that people who lack expertise in this field deny and ignore these facts.

5. The already existing base for railway between Kikinda and Szeged would be capable of supporting two-track railway and providing railway traffic compliant with European standards (bends, pressure, speed etc.). These claims are supported by the study compiled by CIP, the traffic institute in Belgrade.

6. It would be economically unjustified to make both a road and a railway on the same route and ignore the communications with other parts of a region (the regional road Timisoara-Canad-Kiszombor-Szeged has recently been opened).

7. The area around the route Szeged-Kikinda-Timisoara is abundant with significant economic potential which really needs cheap railway transport to bring its goods to the European market. The municipalities of Zombolj, Coka, N. Knezevac and Kikinda are located in this area, and all of them have production facilities on a European level. There had been few municipalities in Yugoslavia which had 23,000 employed (out of 70,000) citizens before the government policy induced international sanctions. Besides this, it would be important to emphasize that even in these hard days, Kikinda still has significant economic contacts with several European states.

8. The railway route Szeged-Kikinda-Timisoara can be completed with the smallest possible investments as the base already exists, which means that only six kilometres of tracks have to be laid in Yugoslavia, which can also be seen in the aforementioned study compiled by CIP. The rest of the railway exists, and it would only require revitalization and slight adaptation for the new conditions of traffic.

9. This rationally conceived route used to be the symbol of railway traffic in Central Europe. If the second phase of the project would include a bridge on Tisa near Szeged, this route would once again be one of the most important railway routes in Europe.