

The Belgrade Trolleybus Network

Are we witnessing the end after 78 years of service?



Stefan Radaković

Founder and Business Analyst at SR Rail

Belgrade, 10.01.2025



past and present of the network

- established in 1947
- expanded until the 1970s
- current line organisation set up in the 1980s

Network as of 2024

- 7 day lines operating on three branches
- System length of 55.8 km
- Line 29 is the most frequent public transit line in Belgrade
Headway on weekdays: 2 - 3 minutes
Headway on weekends: 9 - 10 minutes
- Line 21 has mostly switched to bus operations due to fleet shortages
- Line 29N is operated as a bus





Failed modernisation?

The 2000s and 2010s

- Fleet renovation 2009 - 2011
- Multiple network development plans suggested, with none being realised
- Trolley vs. Tram debate for the central stretch prior to the 2017 - 2019 renovations.
- Abolishment of line 28 in 2019

Bring back trolley 28 & urbanist movements

- Line 28 was taken out of service in 2019, with capacities being shifted to lines 40 and 41
- Citizens' initiative collected over 8 000 signatures and organised rallies to bring back line 28
- Line 28 was put back into service in the summer of 2020



Bring back trolley 28 & urbanist movements

- Abolishment of the entire trolleybus network was discussed in 2013, 2016, 2018 and 2024 – always with a rejection by the public
- Urbanist movements and faculty staff from the university of Belgrade always advised against a reduction of the trolleybus network



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Dec 18th: The mayor of Belgrade presents a fleet-renewal plan, which includes 100 new trolleybuses

Dec 25th: The mayor of Belgrade publicly defends his decision to abolish trolleybuses.

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we won't know what happened behind closed doors



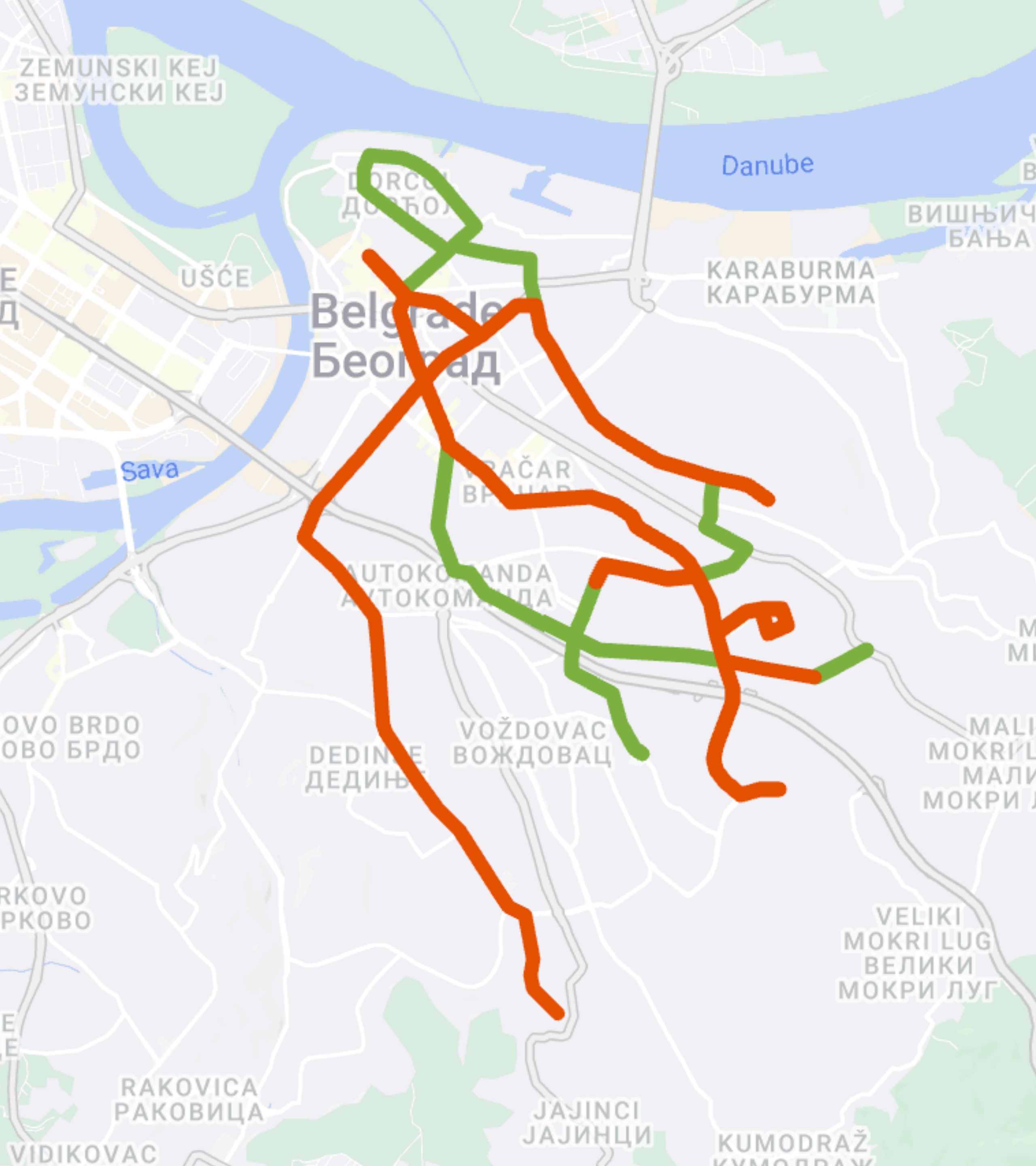
Is the city making an informed decision?

Trolleybuses

- Need more infrastructure in the form of overhead wires
- Rolling stock is cheaper to procure, and requires smaller batteries
- Perform well on steep inclines

eBuses

- Allow for the electrification of any line with minimal infrastructure
- Can be used to electrify low-frequency lines
- Offer more resilience during operational difficulties



Imagining the future

What if we stuck with the trolley?

- Connecting to Dorćol on existing infrastructure
- Restructuring line 31 for trolley operation with catenary free section from Slavija to Šumice
- Extending lines 19 & 22 without the need for additional wiring
- And a comprehensive fleet renewal

Thank you for your attention!

Let's hope that not all is lost



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