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Serbia has more than doubled budget subsidies for state road operator [Putevi Srbije](#) after the company recorded rising losses and accumulated substantial unpaid obligations to domestic contractors. The revised 2026 budget increased subsidies from RSD 19 billion to RSD 41 billion, lifting the allocation from approximately €162 million to €350 million. The increase accounts for [...]

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The revised 2026 budget increased subsidies from RSD 19 billion to RSD 41 billion, lifting the allocation from approximately €162 million to €350 million. The increase accounts for most of the additional subsidies introduced through the budget revision.

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[Putevi Srbije](#) used only around RSD 5 billion during the first half of the year. The revised allocation implies that the company could spend as much as RSD 35 billion during the final six months, seven times the amount used in the first half.

Serbia's Fiscal Council said the additional funding was not connected to clearly defined priorities. Available budget documents do not establish whether the money will finance new construction, road maintenance, higher operating costs or overdue payments to contractors.

The company's financial position has deteriorated sharply. Its net loss increased from RSD 11.4 billion in 2024 to RSD 22.5 billion in 2025, equivalent to approximately €192 million.

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Obligations to suppliers reached around RSD 22.7 billion, or €194 million, at the end of 2025. Most of that exposure relates to domestic road-construction companies, which may face liquidity pressure when payments from the state operator are delayed.

[Putevi Srbije](#) had been expected to generate approximately RSD 7 billion in additional revenue following increases in motorway tolls and the expansion of charges for heavy vehicles. The government initially reduced subsidies on the assumption that the higher revenue would strengthen the company's finances.

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The subsequent reversal suggests that increased toll income was insufficient to offset operating weaknesses, accumulated liabilities and road-maintenance costs. The subsidy increase prevents immediate disruption but leaves the company's underlying financial model unresolved.

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