

Featured Topic: InnoTrans 2018



s. 5 - 9 | FACTORY NEWS



B&H: Best business results of Railways of Federation of B&H

Croatia: Visit of the representative of European Commission to Croatian Railways

Slovenia: Slovenian Railways invest in new passenger wagons

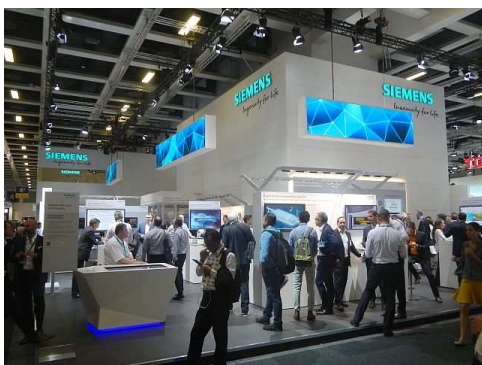
Srbija: Main railway station in Belgrade shut down after 133 years

s. 10 | INNOTRANS 2018



s. 10 - 14 RCSEE and member activities at InnoTrans 2018

- ✓ Berlinski InnoTrans largest and most important up to now
- ✓ RCSEE representatives and cluster members at InnoTrans
- ✓ Networking meeting of 5 European railway clusters at InnoTrans



IMPRESSUM

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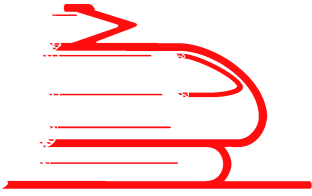
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Entire Railway World at InnoTrans 2018

Dear readers, RCSEE members and friends



This year was marked by InnoTrans fair for many reasons. Over 160,000 expert visitors from the entire world came to Berlin in order to see and personally experience new technologies, world premiers of 400 innovations, but also to create new business contacts. You can read more about InnoTrans in this Issue through our short photo-reportage on page ? You can also read about the activities of our cluster and its members at InnoTrans on pages ?

On the other hand, if I could partially paraphrase German Remarque, I would just say: „All quiet on the East“.

While the innovative changes happen worldwide, digitalization is introduced and various problems in railway sector are being addressed, Belgrade, capital of Serbia, became an only metropolis in the world without a railway station in the city center. If you



intended to visit Belgrade by train, from the direction of Zagreb, Budapest or Thessaloniki, you should change your mind. Find out why at page?

Of course, in this issue you can read other interesting texts from our region.

Regards,

Milan Vučković

RCSEE Director

*Chief Editor **SEE RAIL Perspective***



Best Business Result of Railways of Federation B&H in the Last 25 Years

September, Sarajevo, B&H: At 155th session, held on 06.09.2018 in Sarajevo, Government of the Federation of B&H accepted the Report on Business Results of Railways of Federation of B&H for 2017, which lists business results in the primary activity of passenger and cargo transport, and the results in maintenance, reconstruction, modernization and development of railway infrastructure, organization and safety of railway traffic.

In 2017, 8,873,000 tons of cargo were transported, 10,000 more than in the previous year. Compared to the plan, 23,000 tons more were transported. Interior transport is dominating with 5.948.000 tons transported. Largest customers are Elektroprivreda BiH (4,045,891 tona), **Arcelor Mittal Zenica company** (2,525,725 tons), **GIKIL Lukavac** (1,073,276 tons) and **Aluminij Mostar** (245,020 tons). A total of 743.600.000 net tonne-kilometers was achieved, 4% more than planned.

During last year, 355,000 passengers were transported, an increase of 97,000 passengers compared to the last year, and 13,000 passengers higher than was planned. 21,900,000 passenger kilometers were made, a 6%, or 1,300,000 higher than the plan. This increase is a result of introduction of modern and comfortable Talgo passenger wagons, significantly increasing the quality of service. Outdated capacities used in local passenger transport were replaced by electromotor sets and RIC wagons.

Railways of Federation of B&H have, using own capacities (electromotor and talgo sets), introduced two pairs of intercity trains from 1st of August on the Sarajevo—Doboj—Sarajevo route and, in cooperation with Railways of Republic of Srpska, expanded routes of fast trains from Doboj to Banja Luka.
(Source and photo: Željeznice Federacije BiH)



Modernization of Railways of Republic of Srpska

September, Doboj: Modernization and reconstruction of signaling-safety and telecommunication devices, new technical and technological solutions that enable more quality, safer and cheaper railway operations on Doboj-Banja Luka section was officially promoted mid-September in Banja Luka.



Railways of Republic of Srpska, within the project „Modernization of signaling and telecommunication systems on railway section Doboj—Banja Luka” have installed new electronic devices for safety of stations and level crossings. Six stations were equipped with new signaling-safety devices, and 11 level crossings with automatic safety devices. Also, interstation dependency and remote traffic management systems were installed, giving a possibility of centralized management of stations and level crossings.

Dragan Savanović, acting director general of Railways of Republic of Srpska said that this is an milestone in safety on this section, and underlined the importance of this project for the railways.

Source and photo: Railways of Republic of Srpska



Chinese owners of port of Zadar ready to invest in renewal of Unska railway

September, Zadar: The management of Port of Zadar, majorly owned by the Chinese Luxury Real Estate company, announced an increase in equity capital of the Port of Zadar and expressed a readiness to invest in the renovation and modernization of Unska railway, from Knin to the border with Bosnia and Herzegovina.

This would mean that cargo railway transport and transport of goods from South-Eastern Europe to Adriatic ports of Zadar, Sibenik and Split would be reestablished after more than 20 years.

Unska railway, a shortest railway connection between mainland and southern Croatia, through the territory of Bosnia and Herzegovina is extremely important for ports in middle Dalmatia, especially for the Port of Zadar, which has recently officially been taken over by Chinese company.

Railway leading to the Port of Zadar is in very bad condition and demands urgent renovation, with parallel works on the renovation of Unska railway. This initiative has also been supported by the Croatian Chamber of Economy.

Visit of European Comission representatives to Croatian Railways

September, Zagreb: From 4th to 6th of September representatives of European Comission visited Croatia. Together with the representatives of Ministry of Transport, Infrastructure and Maritime Affairs, Ministry of Regional Development and EU Funds, Croatian Railways Infrastructure and Croatian Railways Passenger Transport, they visited the location of works on **reconstruction of existing and construction of second track on Dugo Selo—Križevci section**, as well as **Križevci—Koprivnica—State border section**.

Apart from talks on development and improvements of Croatian railway network, the visit was used to discuss the purchase of new trains for Croatian Railways Passenger Transport, which is also co-financed by the European Union funds.



(Source and Photo: ŽH infrastruktura)



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ALTPRO od 1994. godine inovira, razvija i proizvodi signalno sigurnosnu opremu i sustave za željeznička vozila i infrastrukturu. Predanost povećanju sigurnosti na željeznicama učinila je ALTPRO globalnom kompanijom sa sustavima koji su instalirani na 6 kontinenata u 47 država svijeta.

Posjetite nas na sajmu SEE Mobility 2017 kako biste vidjeli zašto možemo biti izvor vaše sigurnosti.



Izvor vaše sigurnosti.



Obnova putničkog prijevoza između Trsta i Ljubljane

Septembar/Rujan, Ljubljana: Nakon 10 godina „praznine“ u redovnom željezničkom putničkom voznom redu od Udina i Trsta do Ljubljane, 9. rujna 2018. u voznom redu ponovno će „oživjeti“ nekadašnje trase putničkog prijevoza.

To je rezultat dogovora o partnerstvu između talijanske regije Friuli Venezia Giulia, putničkog operatera Talijanskih željeznica Trenitalia i Slovenskih željeznica. Od 9. rujna 2018. na toj dionici dnevno vozit će dva para vlakova. Cijena prijevozne karte od Udina do Ljubljane bit će 15,60 eura, dok će od Trsta i Ville Opicine do Ljubljane stajati 8 eura.

(Izvori: Savez za željeznicu i International Railway Journal)



Robbery in Belgrade Railway Museum - locomotive from 1864 cut and stolen

September, Belgrade: Oldest locomotive from the collection of Belgrade Railway Museum, produced in 1864, was cut and stolen from the storage. Unknown perpetrators broke into the storage of Belgrade Railway Museum and stole a large number of showpieces, and completely destroyed „pulska“ and another valuable locomotive. Both locomotives were completely stripped, leaving only skeletons.

Oldest locomotive from the collection of Railway Museum, produced in 1864, was cut and stolen on August 31st from the museum storage, part of the Belgrade Railway Station, close to Belgrade Fair. Once it transported workers and equipment in one of the largest construction efforts since Second World War—Suez Canal, most important maritime road for supply of Europe with Middle East oil. „Pulska locomotive“ from 1864 was covered with graffiti and dust, even though it was „older than railways in Serbia“.

“Lathes and drills were stolen, technical collections were destroyed. Even a 30 tons lathe was stolen. Robbery and devastations of the object happened before, from time to time, and final destruction occurred week ago” said chief museum organizer of Railway Museum Strahinja Vuković.

(Source: kaleidoskop-media.com)





Main Railway Station in Belgrade Shut Down After 134 Years

June, Belgrade: Railway traffic in Main Railway Station in Belgrade was halted in the end of June. After full 134 years, one of the recognizable symbols of this city among many generations in Belgrade, Serbia and former Yugoslavia, instead of being modernized and reconstructed, was simply made non-existent for train passengers by a simple non-explanatory political decision. Domestic and international transport is now relocated to two auxiliary stations: one of them is **Topčider** railway station, small station located on the periphery that passengers can hardly reach without a cab, and have even more difficulties in finding it. The other station is **Belgrade-center**, known among the local population as **Prokop**, which is, with long breaks, being constructed for almost 50 years and still isn't finished. Belgrade media call this station "main railway station that isn't", with full right, as those who shut down Main railway station Belgrade, announce through the media that the main building of Prokop railway station will be finished in 2020 (which everyone finds hard to believe).

In the beginning of July, when the train transport was at its highest and transferred to the „Center“ station, the station didn't have a single info desk or a store with refreshments, no ATMs or even escalators so that passengers had to drag their luggage along long and numerous stairs. Not to mention people with disabilities, who had no possibility of moving around this „new“ station, which is hard to reach with public transport. Domestic media wrote that the situation was very chaotic in the moment of transfer of railway transport to this station, as foreign travelers had difficulties finding their way, while domestic passengers simply ran over the tracks. However, there is nothing we can do but hope that this station will receive necessary elements soon in order for passengers to be able to finally travel from this point with dignity.

As a reminder, main Belgrade railway station was constructed between 1882 and 1885, according to the project of Serbian architect Dragutin Milutinović, and is considered a cultural monument of high importance. This station is linked to the construction of first Serbian railway Belgrade—Niš. First train from this station headed toward Zemun on 20th of August 1884 at 15:00, and its first passengers were Serbian king Milan, queen Natalia and royal heir Aleksandar Obrenović. One month later, first international train headed toward Budapest.



InnoTrans Berlin 2018 largest and most important up to now

The largest and most important InnoTrans fair up to now ended in Berlin, on September 21st. Those who visited the fair for just a day or two were disappointed. Not even the full four days of visit to this fair from the morning until late afternoon hours were enough for an average visitor to see everything. Nothing strange, considering that this year exhibitors and visitors had 41 fair halls that were used by 3,062 exhibitors from 60 countries, 62% of which were foreign companies, confirming the international character of this incredible manifestation.

In addition, at the open space the wagons and locomotives of well-known producers from all around the world were exhibited on the total of 3,500 meters of rails, also owned by the Berlin fair.

Experts from our sector and numerous visitors (160,000 of them) came to InnoTrans 2018 from 120 countries. A total of 41 ministers from the field of transport and infrastructure came in person to the fair in order to see 400 innovations, 155 world premieres of the products and 155 rolling stocks on the open space.

If you think that more than this is impossible, you are wrong: the Berlin fair is constructing two new large halls for the next InnoTrans 2020, expecting even more exhibitors and even larger number of visitors. Of course, it is encouraging that more and more of the exhibitors are coming from our region, and that trend is bound to continue in the future.



RCSEE representatives and members at InnoTrans 2018

Railway Cluster for Southeast Europe (RCSEE) management, Dragoljub Rajić, Marko Radović and Milan Vučković, visited largest European fair for railway technologies InnoTrans that was held between October 18th and 21st in Berlin.

For four fair days, our delegation visited stands of many members that participated as exhibitors presenting, among others, their new products and services.

During the fair, three member delegation of RCSEE was invited as a guest to the stands of Italian railway cluster DITECFER, railway cluster from German state of Saxony (BTS), railway Cluster of German state of Bavaria (CNA) and German Railways (DB), more precisely rolling stock maintenance sector.

RCSEE delegation visited numerous exhibitors from the region and other potential members from European countries that have shown interest for all our activities.



Stand of AeBT, Germany, RCSEE member



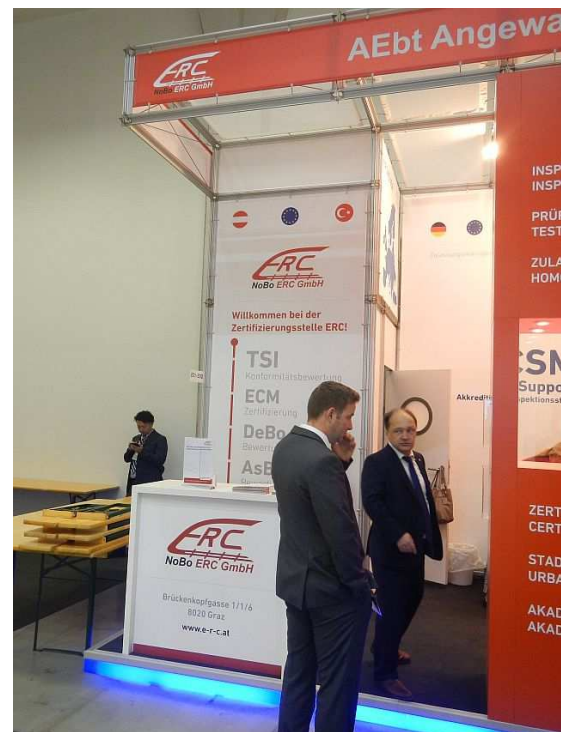
Stand of RCSEE member, Altpro from Croatia with new product (right)



RCSEE representatives and members at InnoTrans 2018



Stand of Novatronic company, Serbia, RCSEE member



NoBo ERC GmbH
RCSEE member



Berghof, Germany, RCSEE member



D&T, Italy, RCSEE member



Tatravagónka, RCSEE member

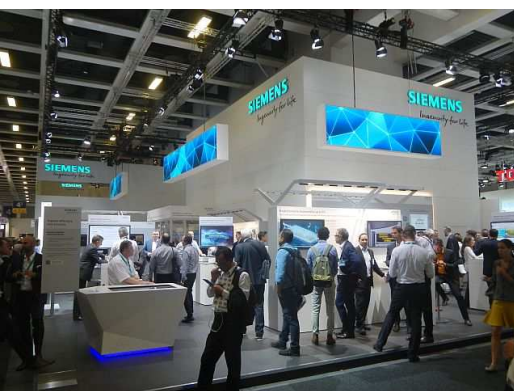


Stand of Siemens, RCSEE member

RCSEE representatives and members at InnoTrans 2018



At the stand of Thales, RCSEE member, With Marina Vlachos (Thales Austria) and Henrik Klannerom (Thales Germany)



Stand of Siemens, RCSEE member



RŽV Čakovec, Croatia, RCSEE member



Schwiab, Switzerland, RCSEE member



Galeb, Serbia, RCSEE member



At the stand of Mihajlo Pupin Institute, Serbia, RCSEE member



Đuro Đaković strojna obrada, Croatia, RCSEE member

Networking meeting of five European clusters at InnoTrans 2018

On the second day of InnoTrans fair in Berlin, on 19th of September, event was held with interesting B2B meetings of members of five European railway clusters among which were also the members of RCSEE.

In a relaxed fair atmosphere members of the following cluster met: **RCSEE**, Rail Cluster **BTS** from the state of Saxony, **I-Trans** from France, **Rail Alliance** from United Kingdom and **DITECFER** from Italy.

The meeting was an opportunity for new contacts and business networking to be made, but also for the discussion of cluster representatives concerning deeper cooperation in joint project **PERES** under the patronage of European Commission and the EU.



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International fair

of transport technology and services

Belgrade, 08th-09th May 2019

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