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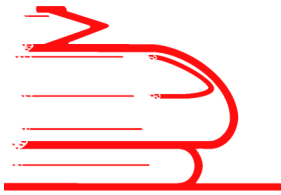
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Railway safety in the region should be priority #1

Dear readers, members and friends of Railway Cluster for South-East Europe (RCSEE),

The year 2018 was unfortunately marked by a large number of accidents on the regional railways. It is simply unbelievable that the safety of level crossings in, for example, Bosnia and Herzegovina and in Serbia is at a much lower level than in the 70s. Of course, this topic is closely linked to the lack of basic culture of irresponsible people who endanger themselves and the others when they pass over railway tracks with their motor vehicles or on foot, despite the closed ramps and clear signalization.



Foto: Printsreen RTS



Foto: Printsreen RTS

Each year in Serbia alone drivers damage over two thousands ramps and half-ramps of Serbian Railways Infrastructure through their careless, irresponsible driving. Apart from the material loss, this directly endangers the safety of the railway traffic, claims the company.

Still, national railways in the region carry the greatest responsibility why a large number of level crossings doesn't have any ramps or signalization. That, among others, was still the most important factor of the train and bus collision in Serbia, near Niš in December 2018, when 7 passengers died in the bus and 28 more were injured.



Foto: Printsreen RTS

Serbia and Bosnia and Herzegovina still miss a large number of fully equipped level crossings, while 2000 to 2500 of them are highly neglected in Serbia alone. And while people in the region lose their lives on level crossings for years, no one suffers the blame. No-one even suffers moral responsibility. And someone should. At the very least, because no one sanctions "wild" crossing of railways in order that, when tragedies do occur, everyone could put the blame on "human factor".

Kindest regards,

Milan Vučković

RCSEE Director

*Editor in chief **SEE RAIL Perspective***



Foto: Printsreen RTS



Railways of Republic of Srpska directorate organized, at its premises in Doboј, traditional Christmas and New Year reception for media representatives.

This was an opportunity for summing up the cooperation in the past year, announcement of finishing of the current projects and beginning of new ones in 2019.

As a part of financial restructuring, drawing of second credit line amounting to 9 million EUR is currently in progress. Expectations are for that work to be finished in 2018 as all preconditions have been fulfilled and railways have completed all procedures in a timely manner—said acting Director General, Zoran Ilinčić.

During 2018 Railways of Republic of Serbia finished an important project currently in testing phase.

-Project of modernization of signalling-safety and telecommunication devices on Dobož-Banjalučka section, is what we can boast with in the end of this year. We speak of cutting-edge technologies, which are used for the first time even in the whole region. For the first time, through this investment, we have an optical cable built in the whole section, connecting all railway objects in Dobož and Banjaluka. For the first time we have remote control from Banjaluka station on six locations, enabling the traffic regulation from a single center, said Ilinčić.

(Source and Photo: Railways of RS)



Current railway network of Bosnia and Herzegovina:





Split fast train in function starting this summer

December, Split: This summer, as announced by Croatian magazine *Željezničar*, »Split metro« will begin to function, and bus station will be moved to Split Suburbs. Fast train will transport passengers from the port of Split to Kopilica, where the passengers will choose if they want to continue trip by train or by bus. The presentation of the future railway and bus station was held on the promotional train ride from Kastel station to Split Suburbs.

The project itself is divided into three phases. After phase zero, which covers the setup of temporary bus station in Kopilica, first phase will include construction of new stops Dujmovača, Solin, Širine, Sveti Kajo, Split – Hrvatske bratske zajednice and Rudine. The second phase covers the reconstruction of stations Split Suburbs (Kopilica) and Split (East coast) and the construction of new railway line to Split Airport. Croatian Railways Infrastructure considers this project of importance for the citizens of Split, Kaštel and Solin, but also for the entire population of Split-Dalmatia region. It will contribute to the improved transport in the city and the region during tourist season, when there are huge traffic jams around the port of Split.

EU funds for the modernization of Karlovac - Oštarije section

December, Karlovac: On December 6, in Karlovac, the Minister of Maritime Affairs, Transport and Infrastructure **Oleg Butković** and the director of Central agency for financing and contracting of EU programs and projects **Tomislav Petrić** signed a contract with Croatian Railways Infrastructure, represented by the President of the Managing Board **Ivan Kršić**. The contract concerns a grant for creation of study and project documentation for modernization of railway M202 Zagreb GK – Rijeka, on the Karlovac – Oštarije section.

The goal of the project is creation of documentation for modernization of transport route Zagreb – Rijeka, connecting of wider area of Karlovac and Oštarije, and satisfying technical and technological requirement of modern railways for international transport. Project's total value is 85.5 million HRK, of which 69.5 million are acceptable expenses. 85% of acceptable expenses will be financed out of Cohesion fund (59 million HRK), while the other 15% (10.4 million HRK) will be provided by CR Infrastructure. Deadline for the project is December 31, 2023.

Karlovac – Oštarije section is a part of main railway for international transport M202 Zagreb GK – Karlovac – Rijeka, part of railway transport corridor RH2 and Mediterranean Trans-European Railway Corridor. On this corridor, some projects have already been completed (modernization of signalling-safety devices in Zagreb Main Station), some sections are currently being worked on (Dugo Selo – Križevci), while some projects are in the public procurement procedure for main contractor and supervision (Križevci – Koprivnica – državna granica). Karlovac – Oštarije section extends the Hrvatski Leskovac – Karlovac section, for which project documentation is currently being prepared, as well as the application for the co-funding through the EU funds.

This fulfills the repeat promise made by the Government of Croatia that railways will become its priority.

(Source and map: *Željezničar* magazine, December 2018)





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Sava Express - quality combined cargo transport between Slovenia and Serbia

December, Ljubljana: Sava Express offers quality cargo transport by classic rolling stock and delivery of combined transport through regular direct lines between Slovenia and Serbia and vice-versa. Through Ljubljana, Zalog, Belgrade and Sremska Mitrovica, new offer connects cargo flow from Western and Central Europe and transit through Serbia. Its added value is the option of adding or removing wagons in Slavonski Brod in Croatia. Sava Express is oriented toward client needs for reliable railway transport from Ljubljana and transit through Slovenia (Austria, Italy, Germany, Czech Republic..) to Belgrade and transit through other countries of the region. It offers complete logistic solution, containing flexible cargo transport, all necessary manipulations, shorter transit time, regular removal of goods and return of wagons. It also offers clients shipment tracking and information concerning current location, theft and damage protection, increased reliability, advice on best logistic solution, improved delivery of wagons and simple and reliable payments. Additional advantage is the “door to door” cargo delivery. Sava Express traffics from Slovenia to Serbia on Mondays, Wednesdays and Saturdays, and in the other direction on Mondays, Thursdays and Saturdays.

(Source: **Slovenian Railways**)



Reconstruction of Nikšić - Podgorica railway

December, Podgorica: Development of main plans for reconstruction of 10 slopes on Nikšić - Podgorica railway is currently in progress. Contracted value for design of main plan is 299,990.00 EUR and planned completion of realization is expected in the third quarter of 2020.

Current status of this project is: the contract for design of main plan is granted to Austrian company **iC Consulment**. Geological and geodesy surveys have been completed, and currently revision is in progress. Parallel with that, activities on the design of main plan are being conducted. Project is going according to schedule.

At this time, 30% of contract has been physically realized, and 10% have been financially realized.

(Source and photos: *Railway Infrastructure of Montenegro AD Podgorica*)





Minister of Transport, Zorana Mihajlović, claims that new infrastructure investment cycle in Serbia starts in 2019, worth five billion EUR

January, Belgrade: New investment cycle in Serbian infrastructure, according to the Serbian Minister of construction, transport and infrastructure **Zorana Mihajlović**, in an interview given to the Serbian news agency Beta, begins in 2019.

Minister stated that the new investment cycle, that should improve country's economic growth, includes numerous projects relating to the construction of highways, railway corridors and maritime transport through already planned funds that will be allocated in the upcoming three to four years.

Mihajlovic said that the most important and most expensive infrastructure project in Serbia—modernization of Belgrade-Budapest railway— is being worked on intensively.

- Works are currently in progress on two sections, Belgrade - Stara Pazova and Stara Pazova - Novi Sad, one part is being done by Chinese companies, and the other in cooperation with Russian railways, said the Minister.

She reminded that in 2018 a commercial contract was signed for the most expensive part of the project, section between Novi Sad and Subotica, worth 943 million EUR. Deadline for completion of these works is 33 months from the beginning of works, and the main contractor on this 108 kilometers long section is a consortia of Chinese companies “**China Railway International**” and “**China Communications construction company ltd**”.

According to the Minister, reconstruction and electrification of relaciji Niš - Dimitrovgrad railway (toward Bulgaria) will start in March, together with roundabout railway around Niš. Works will last at least two and a half years. This project includes the reconstruction, modernization and electrification of existing Niš - Dimitrovgrad railway, as well as construction of new, single track roundabout around Niša, 22 kilometers long, which will direct railway transport out of the city center.

- A financial contract with the European Investment Bank has been signed. The project is worth 268 million EUR and part of it comes from the EU donations, and part from the Serbian budget - said Mihajlović.

As she stated, this is an important section providing connection between Serbia and Bulgaria, and was the only railway section on Pan-European Corridor X that was not electrified, which posed a problem for cargo transport.

Minister said that in 2018 a total of 220 kilometers of railways were repaired from own funds, and that Serbia now has railway sections on which trains can travel with speeds of up to 110 kilometers per hour.

In the end, Mihajlović reminded that a 77 kilometers long section from Resnik to Valjevo, on the Belgrade - Bar railway was reconstructed in 2018. The plan is that the documentation for the section Valjevo-Montenegro border to be made in 2019, for which the funds have been allocated in the budget.

New EU standard for rolling stock presented to companies from Southeast Europe

Representatives of locomotives and wagon manufacturers, as well as companies performing rolling stock maintenance from Croatia, Slovenia, Serbia, Macedonia, Montenegro and Bosnia and Herzegovina gathered in Slavonski Brod in order to attend the presentation of EN 17149 standard. This presentation was held by the experts from Austrian certification and engineering companies **ERC GmbH** and **CAE Simulation & Solutions** together with organizers – Railway Cluster for Southeast Europe, Croatian Chamber of Commerce and Pro Rail Alliance.

During the presentation, Austrian experts **Mr. Fabian Schmid** and **Berhard Bohm** introduced companies with complete procedures concerning TSI certification necessary for manufacturers in the railway system of EU, but also in Turkey and other surrounding countries that have also implemented these standards. Then they presented the new developments that will be brought by the EN 17149 standard that will become compulsory in 2022, demanding a number of changes at company level.

Day before the seminar participants visited Djuro Djakovic Strojna Obrada company from Slavonski Brod, RCSEE member and renowned supplier of some of the largest regional and European companies.

Guests were welcomed by the company director Mr. Hrvoje Kekez, who presented the activities and accomplishments of Strojna Obrada and led the guests on a tour through production facility, showing the production process.

This meeting was a good opportunity for managers and engineers to network, and several among them used the opportunity to arrange joint business activities.





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