SEESARI
South East Europe
Strategic Alliance for Rail Innovation

The SEESARI initiative

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- Very strong economic potential as the strategic commercial node between Europe and Asia or/and the Middle East in collaboration with Turkey

- More than 45,000 km of railway network (UIC Statistics)

- 147 million tons of goods (railways) (UIC Statistics)

- 352 million railway passengers (UIC Statistics)

- only 2% of the total freight between Europe and Turkey is carried by rail (The economist 2010)
Huge Rail Investments in SEE Countries needed
→ One single “Future European Railway System”

EU TEN – T Corridors

Pan European Corridors

NB: South Eastern Europe – Blank!

Extension of the main EU TEN –T Railway Corridors to SEE
Vision: an important player in development or railway system in South East Europe

The main goals of the SEESARI are:

- clustering of interested stakeholders for identifying the innovative ideas/solutions/projects for railway development and transport

- bring new ideas and solutions into reality (concrete projects)

- advanced development of rail in South East Europe and its contribution to the wider European railway system and more sustainable transport
SEESARI KICK-OFF MEETING IN BELGRADE

• Took place on 27th January 2016
• 70 participants from 14 countries
• Opened by the Vice-Prime minister and Minister of Transport and Infrastructure of Serbia
• Presented vision, strategy, action plan and Declaration of intent (establishment)
• Selected Chairman of SEESARI
• Signed Memorandum of establishment (Declaration of intent)
SEESARI – Declaration of Intent

=> Provides clearly expressed will and interest of partners to participate in the initiative
=> Serves as a letter of intention
=> Voluntary participation
=> Not legally binding
=> No financial obligations
SEESARI KICK-OFF MEETING IN BELGRADE

Kick-off meeting in Belgrade on 27th of January 2016
=> 70 participants from 14 countries
The main SEESARI stakeholders:

=> **UIC members** - railway transport operators and infrastructure managers

=> External members – essential for the implementation
   (manufacturers and suppliers of technical equipment, financial institutions, research institutions, associations and interest groups connected with (rail) transport, national and regional authorities)

This will function as a PPP with invited EC financial support (contacts have already been established)
SEESARI VISION & STRATEGY

⇒ Strategy is the main document of the SEESARI initiative that sets out the strategic framework for the seven priorities set up in the Action plan.
⇒ Strategy aims to provide a system-oriented reference to seek appropriate solutions for future challenges, using the „forever open“ concept.
⇒ Vision aims to provide railway leaders, infrastructure managers and railway undertakings with best practice and guidance to support their own national strategies.

SEESARI ACTION PLAN

⇒ Ambitious, market oriented and in line with EU guidelines are collected projects from potential members of the initiative that were joined in seven priorities
SEESARI - MAIN PRIORITIES:

- High Speed Rail Network
- Interconnection of Passenger Transport
- Regional Railway Network
- Railway Rolling Stock
- Interoperability and Technical Standards
- Human Resources
- Cooperation in Freight Transport
DEVELOPMENT OF THE HIGH SPEED RAIL NETWORK IN SEE AREA
INTEGRATION OF PASSENGER TRANSPORT (IT, TICKETING)

• Good opportunity to integrate the Ticketing systems and IT solutions in rail passenger transport

MAIN GOALS:
Better competitiveness of rail transport
More passengers
Integrated rail passenger transport
REVITALISATION OF REGIONAL RAILWAY LINES

Why regional lines?
• big potential (infrastructure already exists)
• low density lines
• less developed and neglected areas

Goals?
• Improved signalling and safety devices (ERTMS regional)
• Sustainable transport and logistics services
• Innovative passenger services
• New generation of rail vehicles (intermodality)
• Integrated smart services model for regional railway network
• **Lower prices** – more attractive offers from suppliers. Quite significant for small companies.

• **Administrative cost savings** – The total administrative work for the involved in preparing and carrying out one rather than several tenders can be substantially reduced.

• **Skills and expertise** – pooling of different skills and expertise. Smaller authorities in particular can benefit from the capacities of staff in larger authorities.
INTEROPERABILITY AND UNIFICATION OF TECHNICAL STANDARDS

• **Interoperability in TSIs** – a fundamental component of the future rail system as the transport backbone of Europe.

• Development of a set of harmonised operating processes in the form of *International Rail Standards (IRS)*.

• **Interoperability** ensures trains cross state and operational borders without delay or operational constraint.
• Positive working conditions and the protection of health and safety of rail workers ➔ **high-quality services.**

• The availability of a skilled and highly motivated labour force in the sector ➔ **efficient and competitive transport services.**

• Optimization and reorganization of railway staff ➔ **more added value.**

• Offering best education and training opportunities for **young professionals.**
FREIGHT TRANSPORT DEVELOPMENT AND INTERMODALITY

- Rail freight to reduce Europe’s dependence on imported fuels, due to its **high energy efficiency** and major reliance on electric energy.
- Rail freight can support Europe’s competitiveness.
- A demand for removing technical and administrative bottlenecks through achieving a **Single European Railway Area** through **rail infrastructure investments**.
SEESARI - SUPPORT

=> Full support of International Union of Railways

=> Support of Community of European Railway

=> Support of EU Commissioner for transport

=> Increased interests of political bodies from South East Europe
Concrete project ideas from SEESARI members under preparation:

- **System of maintenance planning of railways infrastructure** (interested countries: Hungary, Slovenia, Austria, Germany and others, project leader: Mr. Beli, Hungarian Railways)

- **Re-organization of human resources** (interested countries: Slovenia and others, project leader: Slovenian Railways, possible co-financing by the European Social Fund)

- **Introduction of night trains in South East Europe** (interested countries: Serbia, Croatia and Slovenia, ...)

- **Joint procurement of rolling stock** (interested countries: Slovenia, Turkey, possibly Croatia and other + private companies)

- **Revitalisation of regional railway lines and services (ReVitaRail)** (interested countries: Slovenia and others)

- **Incident management tools** (project leader: Mr. Kecman, Serbian Railways)

*Your participation is invited!*
NEXT STEPS:

- Integrating into the UIC structure
- Establishing of the Steering Committee (November 2016 – possibly in Zagreb)
- Staring 3 or 4 common priority projects
- Searching further political support in region
Thank you for your attention.

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