Railway network development plans in West-Hungary

GYSEV & the SETA project

Szilárd Kövesdi, CEO of GYSEV
Contents of presentation

- About GYSEV
- Connection between GYSEV and SETA
- GYSEV developments (planned and ongoing)
Who we are

1872 Baron Victor von Erlanger won concession contract to construct a rail line between Győr-Sopron-Neufeld/Leitha

1876 Starting year of rail operation

1921 At the end of the 1st World War, part of the lines became Austrian territory (border-redrawing)

1923 Hungarian-Austrian state contract allowed the operation with Hungarian State’s major ownership
GYSEV rail network
till 2001

- Győr-Sopron-Ebenfurth
- Fertőszentmiklós-Neusiedl
GYSEV rail network from 2001

- Győr-Sopron-Ebenfurth
- Fertőszentmiklós-Neusiedl
- Sopron-Szombathely
GYSEV rail network from 2006

- Győr-Sopron-Ebenfurth
- Fertőszentmiklós-Neusiedl
- Sopron-Szombathely
- Szombathely-Körmend-Szentgotthárd
GYSEV rail network from 2011:

Data about year 2012:
- **Freight transport**: 5 M tons
- **Logistics**: 270,000 tons moved
- **Number of trains operated**:
  - **Passenger**: 121,000 train
  - **Freight**: 21,000 train
- **Passenger Public transport**:
  - 3.39 M passenger (HU)
  - 1.39 M passenger (AT)
- **Own property lines**: 116 km
- **Lines with property management**: 387 km
- **Staff**: 2,000 employees (HU)
  - 150 employees (AT)

Network and service area
Who we are

The Ownership structure

Hungary

65.6%

GYSEV Zrt

Austria

28.2%

GYSEV Cargo Zrt

Strabag SE

6.1%

Raaberbahn Cargo GmbH

100%

100%

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Who we are

Geographical position

Strategic position
In the middle of
East – West and North - South
Who we are

Geographical position

Rail Freight Corridors according to EC Regulation 913/2010
GYSEV in the future

GYSEV is the leading public service provider of the area

Rail alternative to the freight transport through the transit corridors
What is needed for success?

Successful tenders

Proper infrastructure

- Modern interlocking system, catenary, telecommunication
- No track speed restrictions, maintained stations
- Traffic safety developments

- Good vehicle fleet (locomotives and coaches)
- Service developments

What is needed for success?
How does our goals connect the SETA aims?

**SETA Goal:** Measuring and upgrading the north-south rail traffic opportunities

**Highlight target:** Freight transport between sea ports

**Shift the freight traffic from the congested road to rail**

**Shorter travel times in passenger transportation**

**SETA DEMO train – 28/09/2012 between Zagreb-Vienna**

36 months, 2.8 million €, 6 countries / 10 project partners
The SETA corridor in West-Hungary:
• Pozsony - Rajka - Hegyeshalom - Csorna - Porpác - Szombathely /GYSEV
• Wien Meidling – Wiener Neustadt/Ebenfurth- Sopron / GYSEV
• Sopron-Szombathely-Zalaszentiván -Hodos/ GYSEV-MÁV
• Zalaszentiván- Nagykanizsa-Gyékényes / MÁV
Some SETA suggestions for organisational developments:

• reducing the waiting time at the stations (e.g. border crossing stations);
  – minimise changes of locomotives (diesel vs. electric) ✓
  – better coordination with other trains passing the station ✓
• reducing the number of stops;
  – better coordination between regional and international trains will provide good quality of service for all customers ✓
• use modern rolling stock;
  – modern wagons reduce noise emissions ✓

SETA DEMO TRAIN proved, that these are feasible!
SETA DEMO train 28/09/2012 - Zagreb – Vienna

Only with organisation travel time from 6,5 --> 5 hours!

- Customs inspection on board without stopping
- Reduced the number of stops at stations
- Optimised timetable
- Diesel railcar with common driver and pilot staff
SETA corridor infrastructure development plan suggestions:

- **Rajka-Szombathely:**
  - reduction of block distance  ✗ (not in the plans yet)
  - Increasing axle load to 225 KN ✓ (it is in our plans)

- **Sopron-Szombathely:**
  - electrification of 3rd sidetrack at stations  ✗

- **Upgrading the connection to line Körmend-Zalalövő to SLO, IT**  ✗

- **Szombathely-Zalaszentiván:** enlargement of sidetrack ✓

- **Zalaszentiván-Nagykanizsa:** reduction of stops, electrifications, loop in Zalaszentiván ✓

**GYSEV is going to analyse the feasibility of these suggestions!**
Infrastructure developments: electrification and parallelisation

**Electrification:** Porpác-Mosonszolnok, Szombathely-Zalaszentiván

- 87+50 km line; with budget of 71 million €
- Grant contract: July, 2012.

**Parallelisation:** Győr-Sopron-border line

- Capacity expanding, track upgrade (160 km/h, 225 kN)
- Now: preparation,
  Realisation - planned: 2016-19
Szombathely rail hub modernisation

- Szombathely station and shunting yard, including waggon repair hall
- 6 rail lines meet here
- Capacity expansion
- New electronic interlocking system
- Increasing axle load to 225 KN
- Creating 55 cm high platforms
- Upgrading passenger information system
- ETCS Level 2 deployment
Planned developments

- Expansion of the computer-based central traffic control system (KÖFI) to the sections:
  - Rajka-Szombathely
  - Szombathely-Zalaszentiván
- New control center deployment at Csorna, Szombathely
- With this development all of the GYSEV lines will be controlled centrally!
- In line with the SETA suggestions
Thank you for the kind attention!

Szilárd Kövesdi