FINANCING THE DEVELOPMENT OF RAIL TRANSPORT INFRASTRUCTURES

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Deputy General Director
Quick facts about GYSEV

Integrated railway company with separated business units

- Hungarian name: Győr-Sopron-Ebenfurti Vasút Zrt. (GYSEV)
- German name: Raab-Oedenburg-Ebenfurter Eisenbahn AG (Raaberbahn)
- Headquarters in Sopron, general representation in Budapest and Vienna
- Owner structure:
  - 65.6365 % Republic of Hungary
  - 28.2378 % Republic of Austria
  - 6.1266 % Strabag SE

- Lines owned and/or operated by GYSEV:
  - Győr – Ebenfurth
  - Sopron – Ágfalva
  - Sopron – Szombathely
  - Szombathely – Szentgotthárd
  - Fertőszentmiklós – Neusiedl am See
GYSEV as cross-border operator
Strategical background

Sopron-Szombathely-Szentgotthárd railway line: **Part of TEN-T network**

Vienna - Ebenfurth - Sopron - Szombathely - Körmend - Szentgotthárd – Graz corridor (see the orange line) is part of the European TEN-T railway network based on the 1692/96/EC decision.
Modernisation of the line
Sopron – Szentgotthárd – A new railway axis is born?

Sopron-Szombathely:
2001: Taking over the operations control by GYSEV
2002: Electrification and partial modernisation of the line
2006: Installation of a rail safety device system

Investment financing without EU funds

Szombathely-Szentgotthárd:
12/2006: Taking over the operations control by GYSEV
Since 2008: Modernisation of the line
2011: Completion of the modernisation

Financial support of the EU Cohesion Funds
# Project budget in HUF

<table>
<thead>
<tr>
<th>Description</th>
<th>Budget (HUF)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Modernisation of the line Szombathely-Szentgotthárd (track, catenary and safety installation)</td>
<td>24,853,673,709</td>
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<tr>
<td>Modernisation of the line Sopron-Szombathely (track, catenary and safety installation)</td>
<td>10,655,233,192</td>
</tr>
<tr>
<td>Rolling stock (acquisition of 4 modern electric multiple-unit trains)</td>
<td>5,000,000,000</td>
</tr>
<tr>
<td>Sopron – underpass in Kőszegi street</td>
<td>1,900,000,000</td>
</tr>
<tr>
<td>Szombathely – overpass in Csaba street</td>
<td>2,000,000,000</td>
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<tr>
<td>Energy supply for the whole line Sopron-Szombathely-Szentgotthárd</td>
<td>606,450,000</td>
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<tr>
<td>Other costs (acquisition of land, engineers, etc.)</td>
<td>1,804,151,056</td>
</tr>
<tr>
<td>Reserve funds (without lifting the bridge over Lapinscs: 494.252.464 HUF )</td>
<td>1,795,492,043</td>
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<tr>
<td><strong>Total:</strong></td>
<td><strong>48,615,000,000</strong></td>
</tr>
</tbody>
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## Project status report – progress of technical works

<table>
<thead>
<tr>
<th>Activity</th>
<th>Status</th>
</tr>
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<tbody>
<tr>
<td>Preparational works since May 2007 (studies, legal issues, public procurement, preparation of land, etc.)</td>
<td>✓</td>
</tr>
<tr>
<td>Track possession in April-May 2010 (60 days) on the section Szombathely-Kőrmend</td>
<td>✓</td>
</tr>
<tr>
<td>Works on the section Harka-Szombathely finished, technical delivery at the end of November 2010</td>
<td>✓</td>
</tr>
<tr>
<td>Works on the track and the catenary on the section Kőrmend-Szentgotthárd</td>
<td>Under way</td>
</tr>
<tr>
<td>Works on the safety device system on the section Szombathely-Szentgotthárd</td>
<td>Under way</td>
</tr>
<tr>
<td>Supply point in Kőrmend is ready to get tested – going into operation at the beginning of December 2010</td>
<td>Under way</td>
</tr>
<tr>
<td>Sopron – works on the underpass in Kőszegi street</td>
<td>2011</td>
</tr>
<tr>
<td>Szombathely – works on the overpass in Csaba street</td>
<td>2011</td>
</tr>
<tr>
<td>Acquisition of new multiple-unit trains - acquisition process starts this year</td>
<td>24 months</td>
</tr>
</tbody>
</table>
Goals to achieve by modernising the line

- Raising the line speed from 60-80 km/h to 120 km/h
- Raising the wagon axle load from 210 kN to 225 kN
- Curve corrections and building in rails of type UIC 60 almost on the whole line
- Increasing the length of tracks at stations to 750 m to support the arrival and departure of long trains
- New platform edge of 55 cm at the stations to make boarding and disembarking the trains easier
- Noise protection measures along the line
- Electrification of the whole line
- Installing a new rail safety device system
- Security installations for all level crossings (crossing lights and half lifting barriers), terminating level crossings without function
  - New secured railway crossings: 31, terminated railway crossings: 7
South-East Europe

Transnational Co-operation Programme for a European area in transition on the way to integration

SETA - South-East Transport Axis
Focus on interlinkages between secondary and primary network
Project objectives

Implementation of measures for improvement of accessibility and logistic workflow as a basis for regional development in South East-Europe

1. Better accessibility as basis for regional economic growth in South East Europe
2. Develop environmental friendly freight and passenger transport (Green corridors)
3. Improve (economic) cooperation between Central and South East European regions
4. Access alternative financing options for the necessary improvement of transport infrastructure
5. Create a common interest between and within the partner regions
Project partners

Austria:
Provincial Government of Burgenland (Lead partner),
City of Vienna, Provincial Government of Lower Austria,
Ministry of Transport and Innovation

Croatia:
Croatian Academy of Engineering (HATZ), City of Rijeka
Observers: City of Zagreb, Port of Rijeka Authority,

Hungary:
Gysev Zrt./Raaberhahn AG

Italy:
Port of Venice (to be confirmed)
Observer: FVG

Slovakia:
Ministry of Transport, Posts and Telecommunications

Slovenia:
Port of Koper

Germany:
Saxon state ministry of the interior

Bosnia/Herzegovina
Observer: Ministry of Transport and Communication

Czech Republic
Observer: Ministry of Transport
We overcome borders
GYSEV – who else?