

# FINANCING THE DEVELOPMENT OF RAIL TRANSPORT INFRASTRUCTURES



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# Quick facts about GYSEV

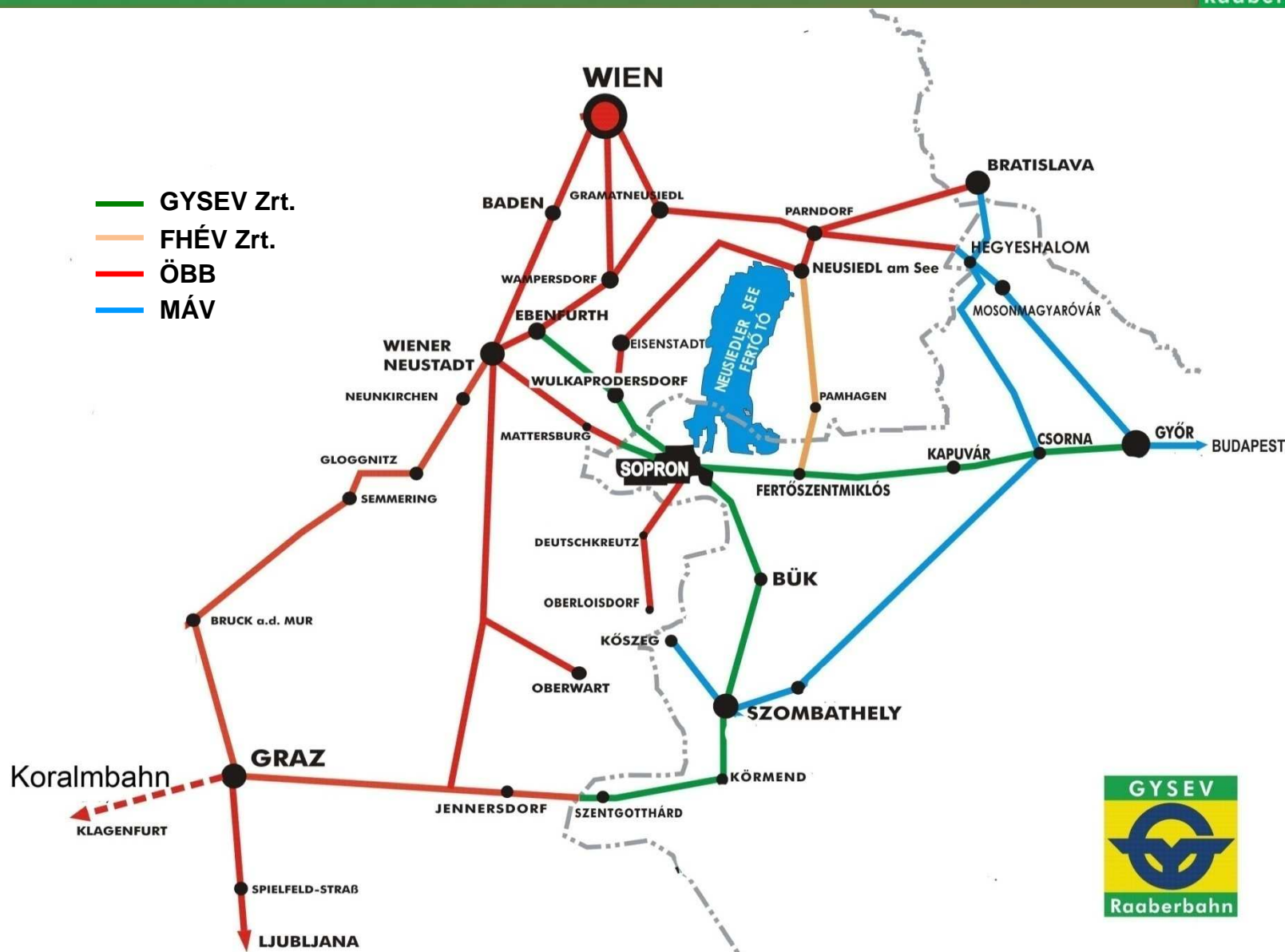


## Integrated railway company with separated business units

- 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:

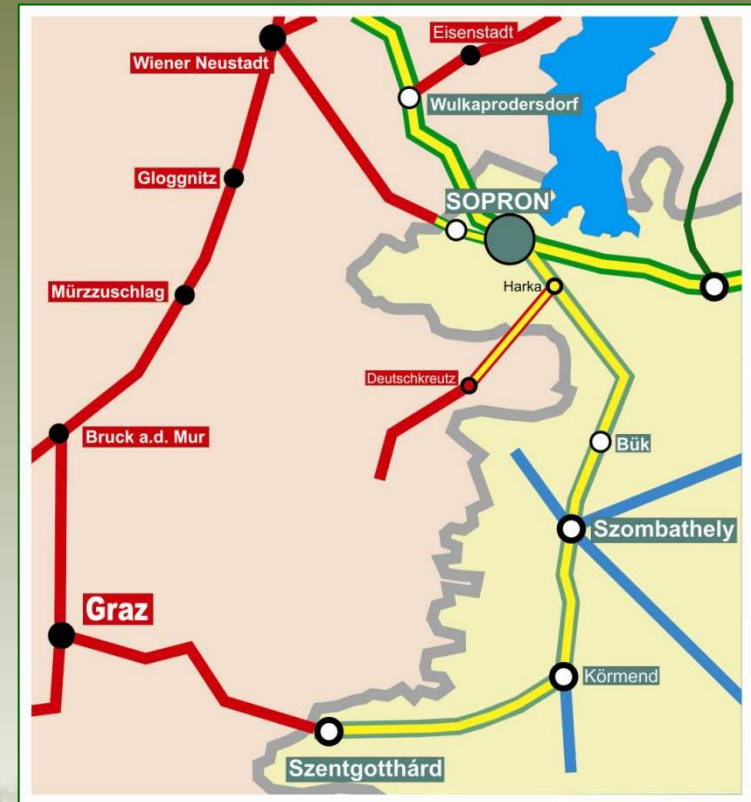
- 2001: Taking over the operations control by GYSEV
- 2002: Electrification and partial modernisation of the line
- 2006: Installation of a rail safety device system

**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



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



# Project status report – progress of technical works



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



# 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





**SOUTH EAST EUROPE**  
Jointly for our common future

**SETA – South East Transport Axis**



**SETA project area**



**Focus on interlinkages between secondary and primary network**

- SETA-Transport Corridor
- PA 17 Priority Axes
- Vb TEN

# 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./Raaberbahn 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?

