

Railway network development plans in West-Hungary

GYSEV & the SETA project

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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

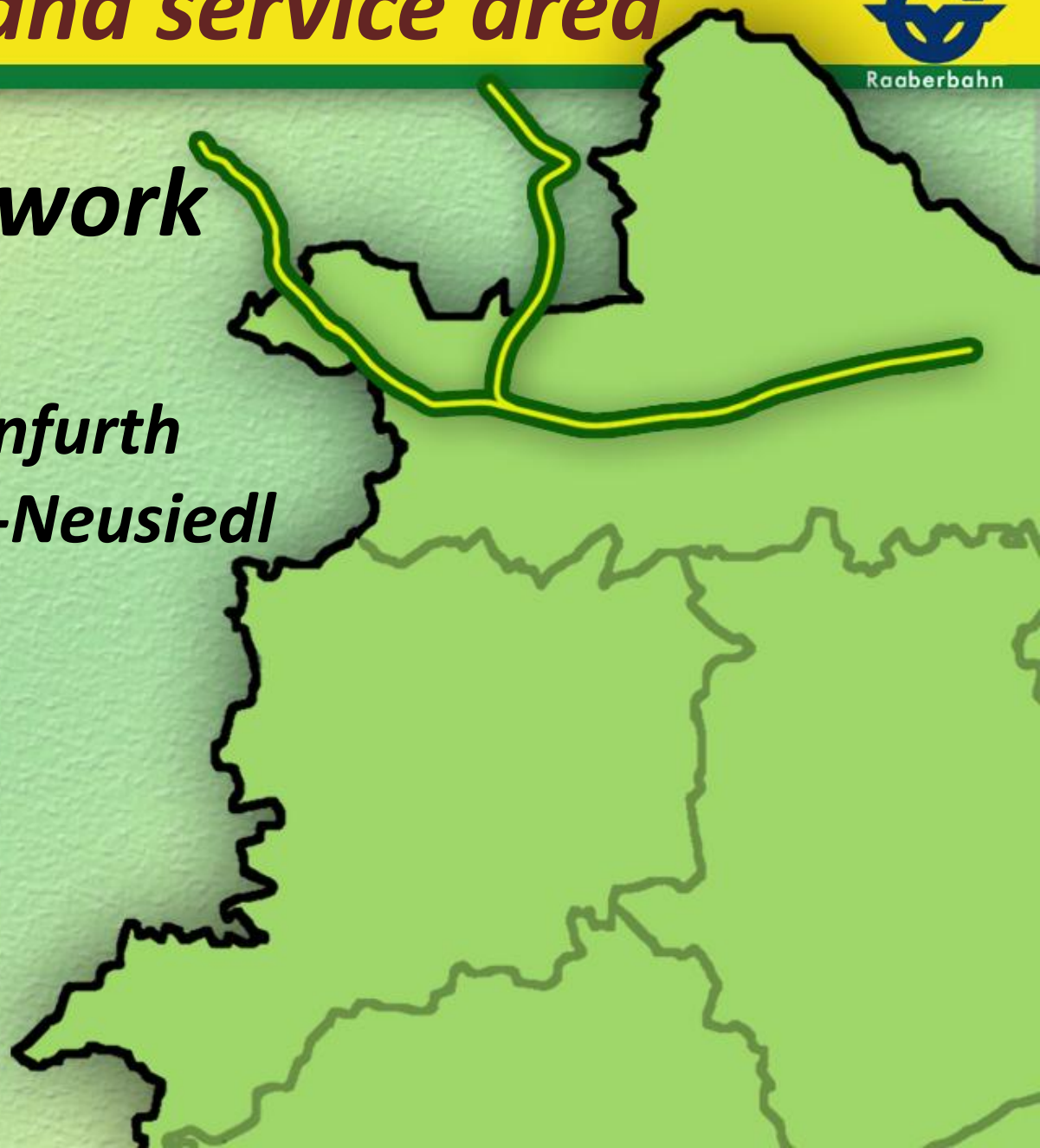
1921 At the end of the 1st World War, part of the lines became Austrian territory (border-redrawing)

1923 Hungarian-Austrian state contract allowed the operation with Hungarian State's major ownership

Network and service area

GYSEV rail network till 2001

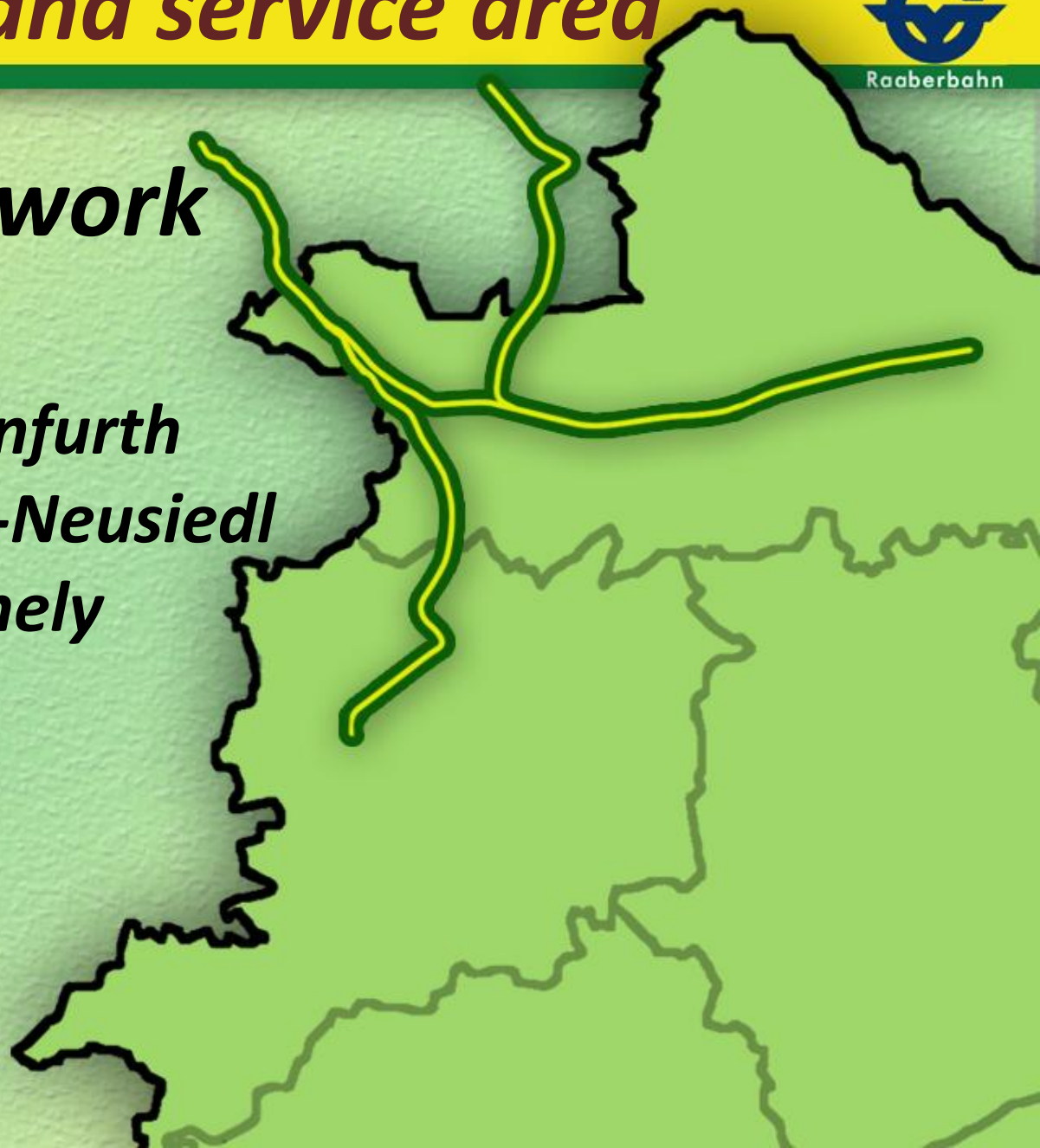
- *Győr-Sopron-Ebenfurth*
- *Fertőszentmiklós-Neusiedl*



Network and service area

GYSEV rail network from 2001

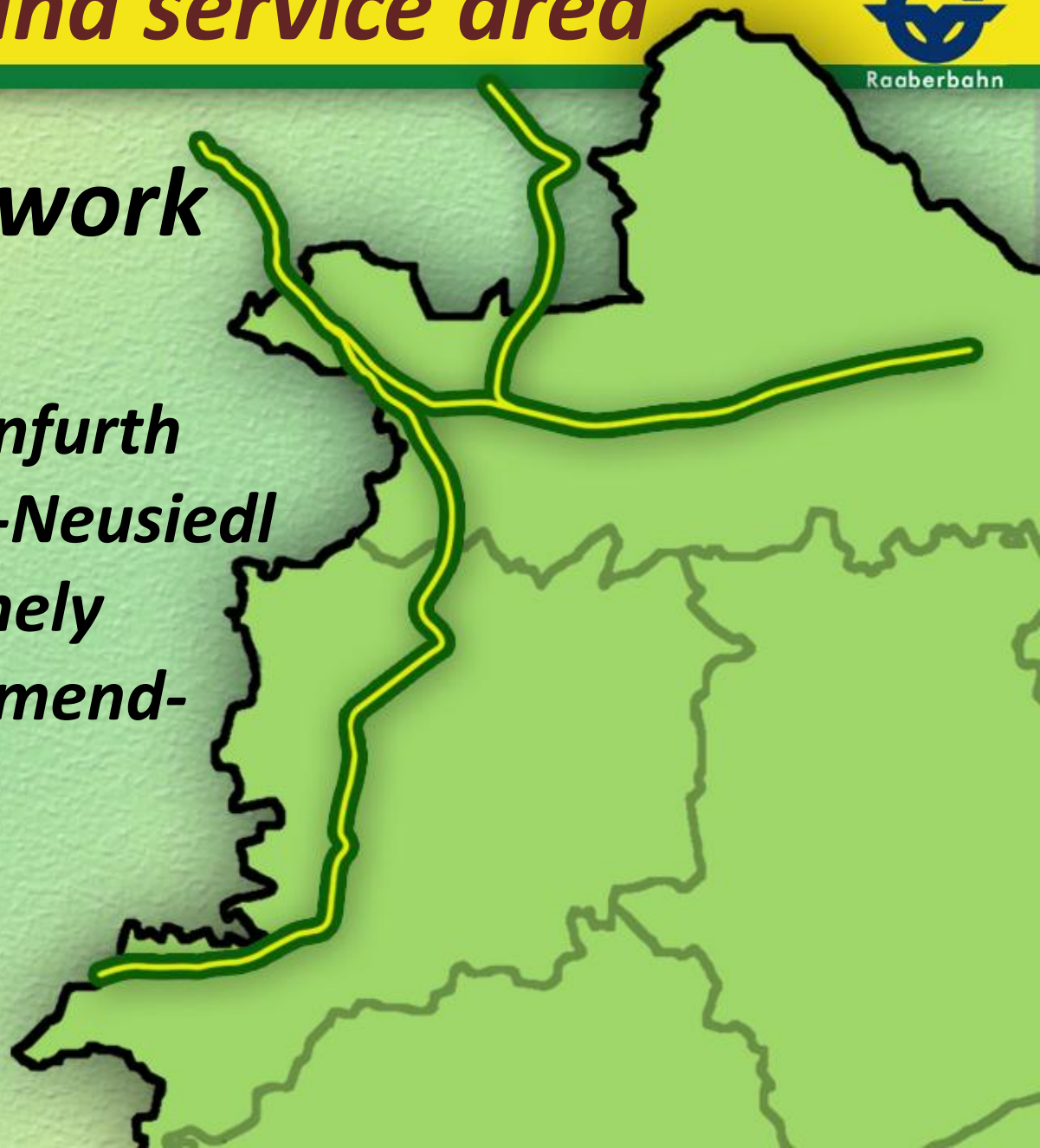
- *Győr-Sopron-Ebenfurth*
- *Fertőszentmiklós-Neusiedl*
- *Sopron-Szombathely*



Network and service area

GYSEV rail network from 2006

- *Győr-Sopron-Ebenfurth*
- *Fertőszentmiklós-Neusiedl*
- *Sopron-Szombathely*
- *Szombathely-Körmend-
Szentgotthárd*



Network and service area

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

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Neusiedl

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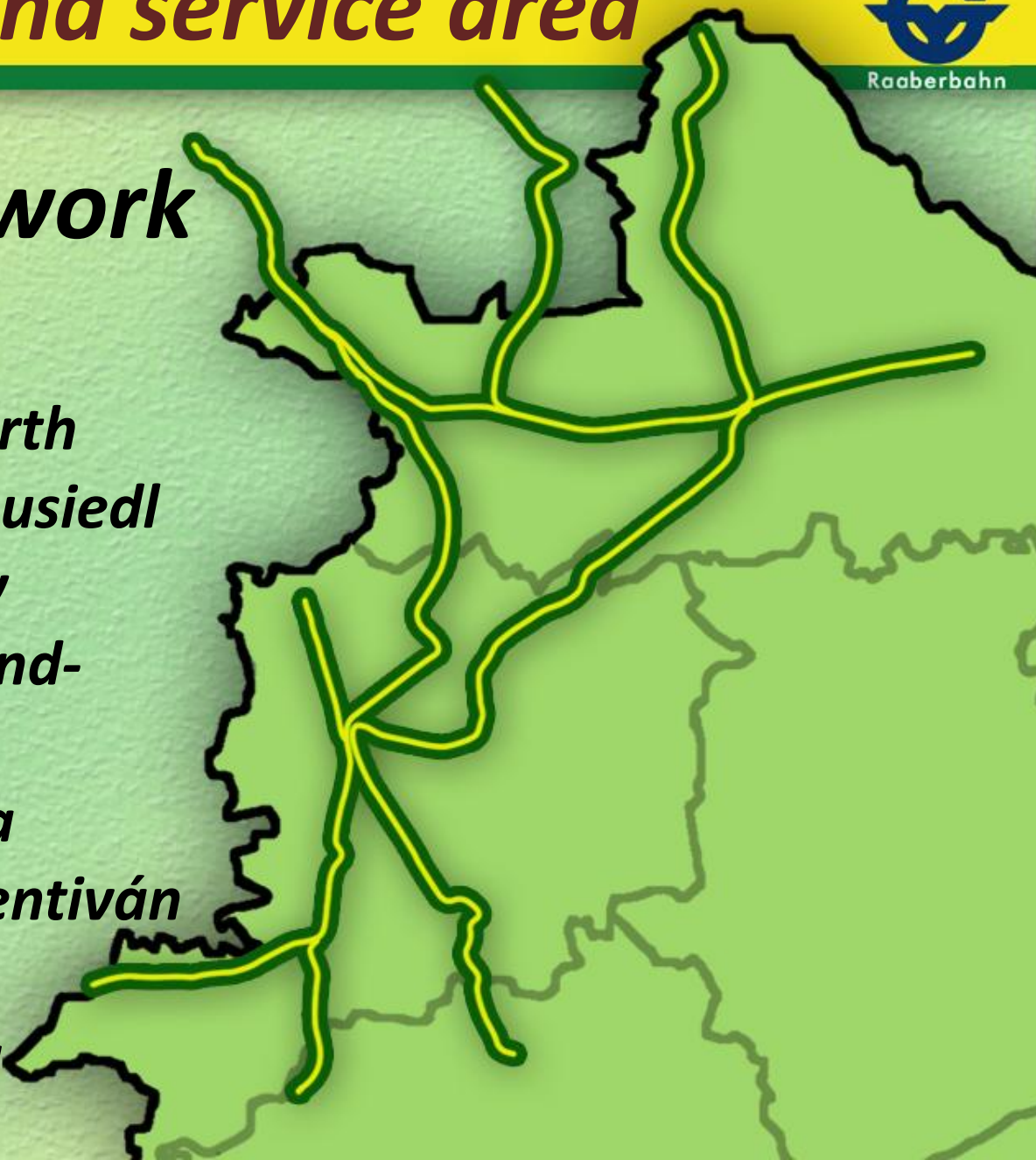
Kermend-

Hajka

Szentiván

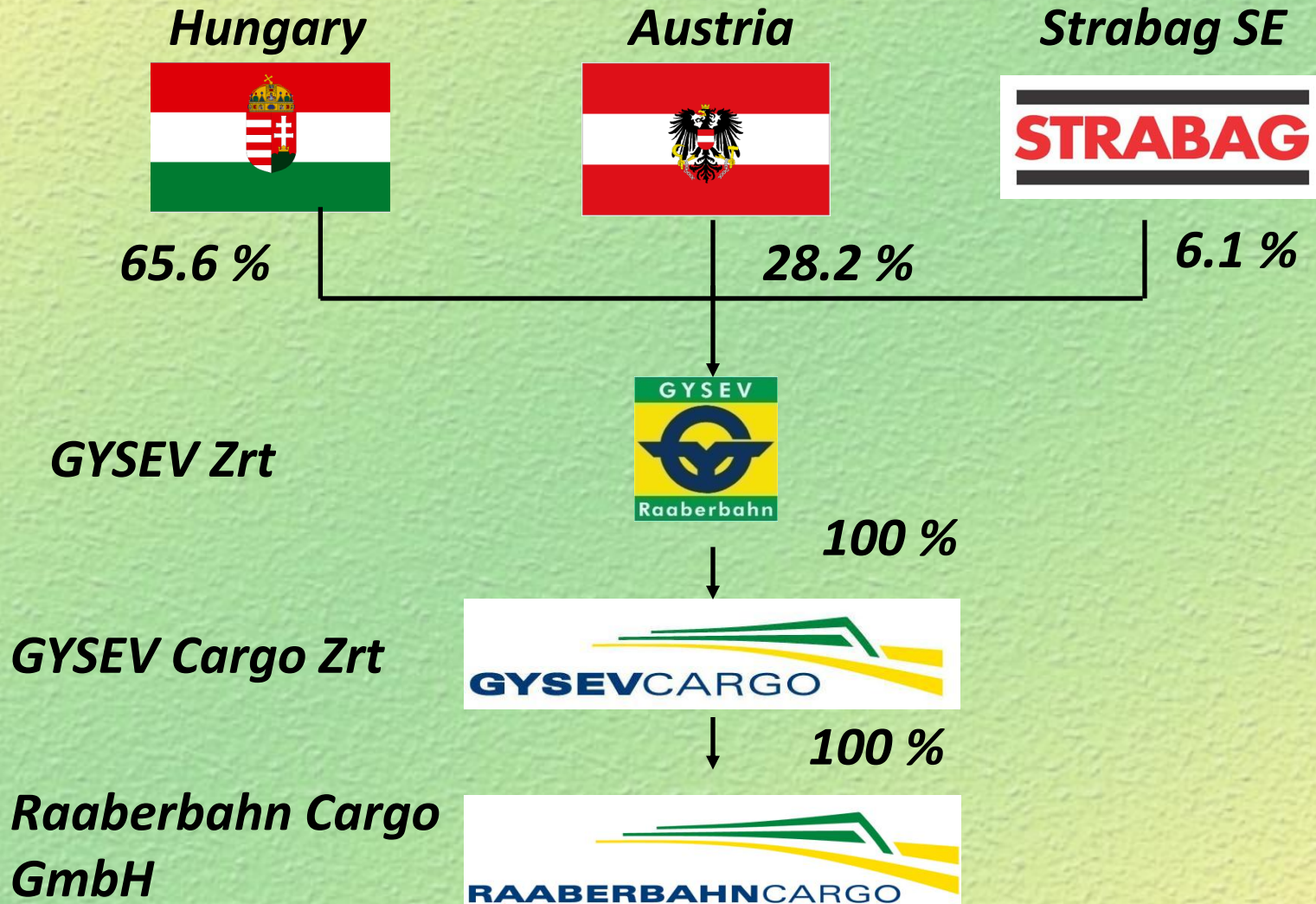
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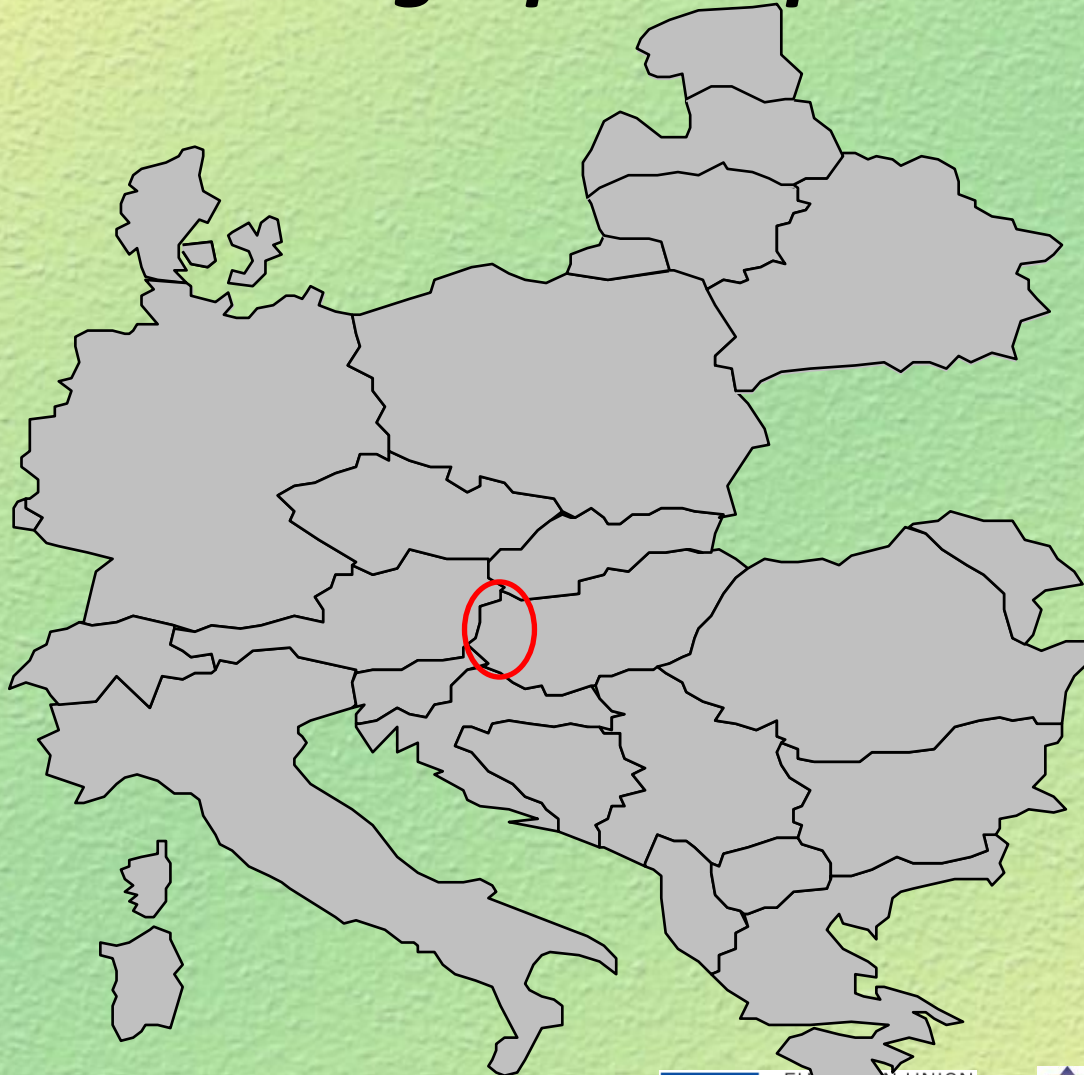
Who we are

The Ownership structure



Who we are

Geographical position



Strategic position

In the middle of

East – West and North - South



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European Regional
Development Fund

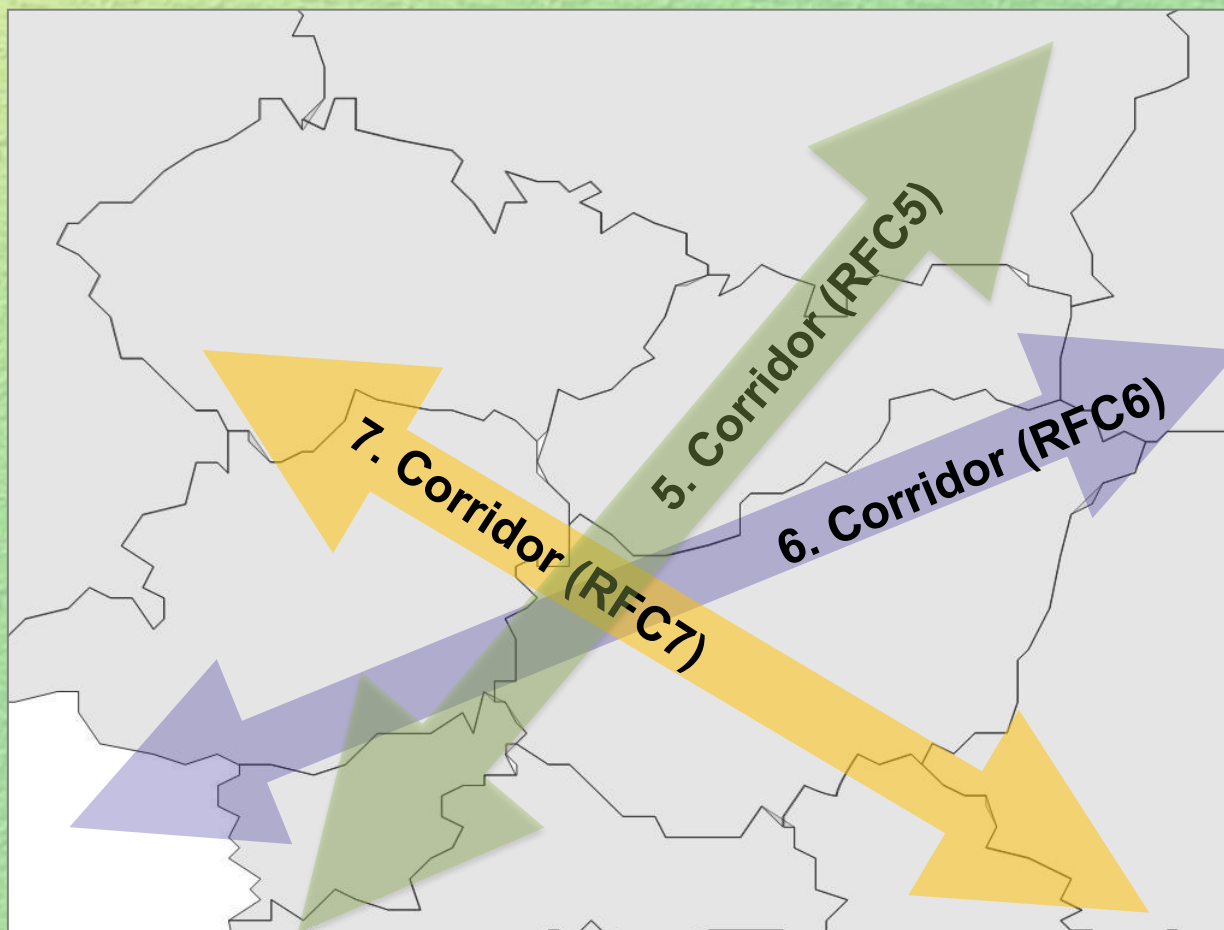


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Who we are

Geographical position

Rail Freight Corridors according to EC Regulation 913/2010



Who we would like to be

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

Good vehicle fleet
(locomotives and coaches)

Modern interlocking system, catenary, telecommunication

No track speed restrictions, maintained stations

Traffic safety developments

Service developments



GYSEV & SETA

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



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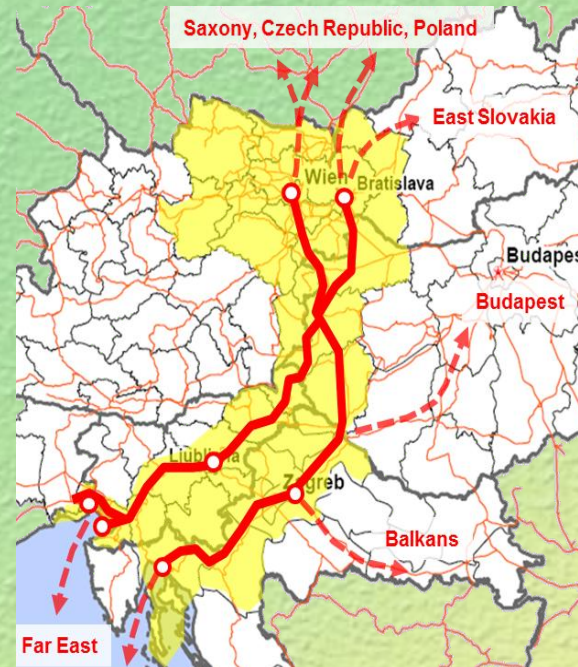


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The SETA corridor in West-Hungary:

- Pozsony - Rajka - Hegyeshalom - Csorna - Porpác - Szombathely /GYSEV
- Wien Meidling – Wiener Neustadt/Ebenfurth- Sopron / GYSEV
- Sopron-Szombathely-Zalaszentiván -Hodos/ GYSEV-MÁV
- Zalaszentiván- Nagykanizsa-Gyékényes / MÁV



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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!

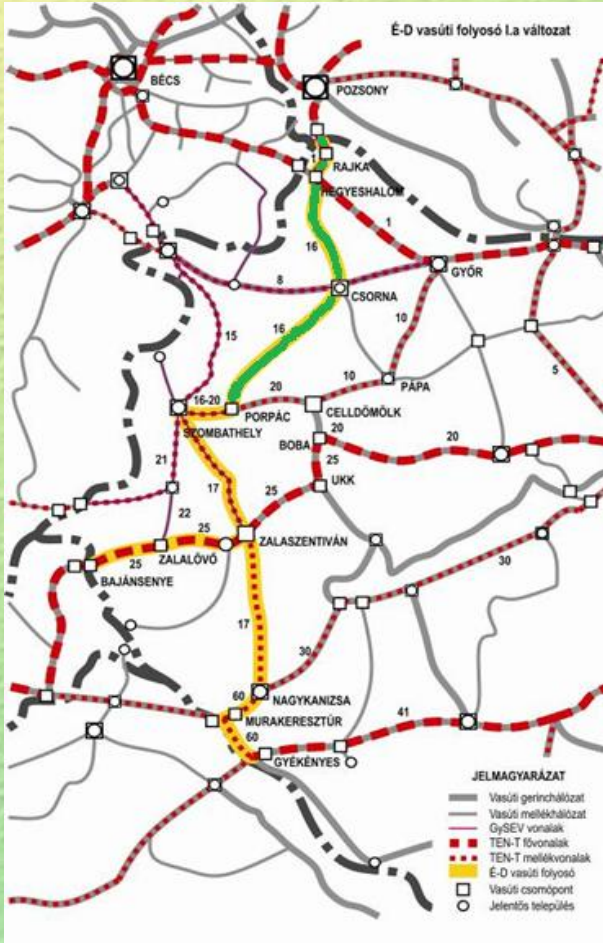
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*SETA DEMO train 28/09/2012 - Zagreb – Vienna
Only with organisation travel time from 6,5 --> 5 hours!*

- *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!

Ongoing and planned developments

Infrastructure developments: electrification and parallelisation

Electrification: Porpác-Mosonszolnok,
Szombathely-Zalaszentiván

87+50 km line; with budget of 71 million €

Grant contract: July, 2012.
Realisation: till October, 2015.

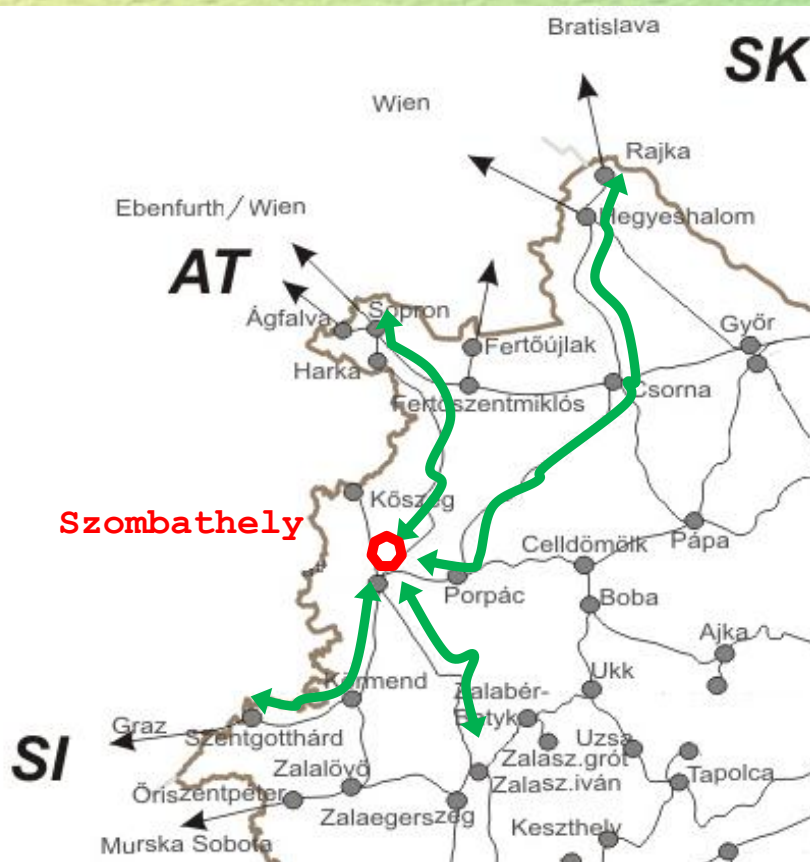
Parallelisation: Győr-Sopron-border
line

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