

Managing infrastructure for cross-border rail freight

– The approach of the bi-national Győr-Sopron-Ebenfurt Railway (GYSEV)



Dr. Gerhard Troche

**Senior Advisor – International Projects
GYSEV Zrt.**

Rail network of GYSEV Zrt.

Key data (2017):

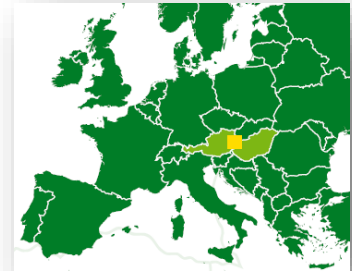
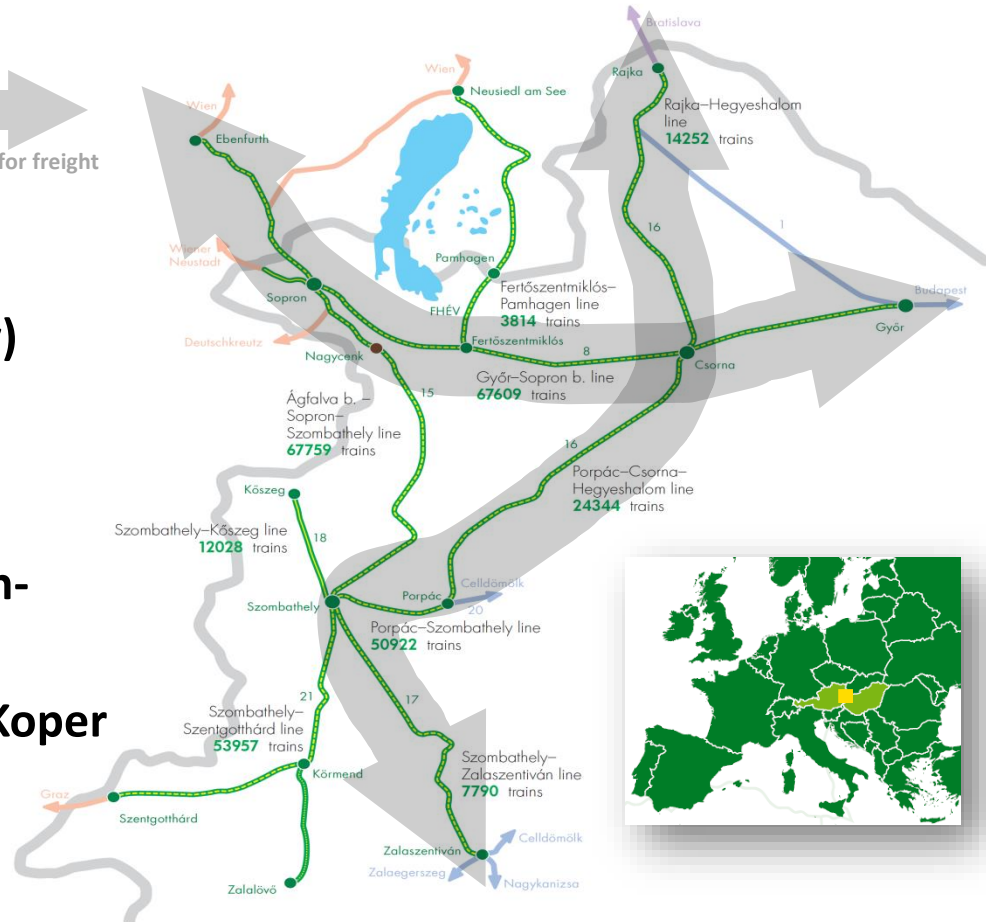
- Total length: 509 km
(439 km in HU, 70 km in AT)
- 95% of lines electrified
- Passenger trains: 154.000/a (422/day)
- Freight trains 20.500/a (56/day)

Main routes for freight:

- East-West (Central Europe \leftrightarrow South-Eastern Europe/Turkey)
- North-South (port-hinterland traffic Koper \leftrightarrow Central Hungary / Slovakia)



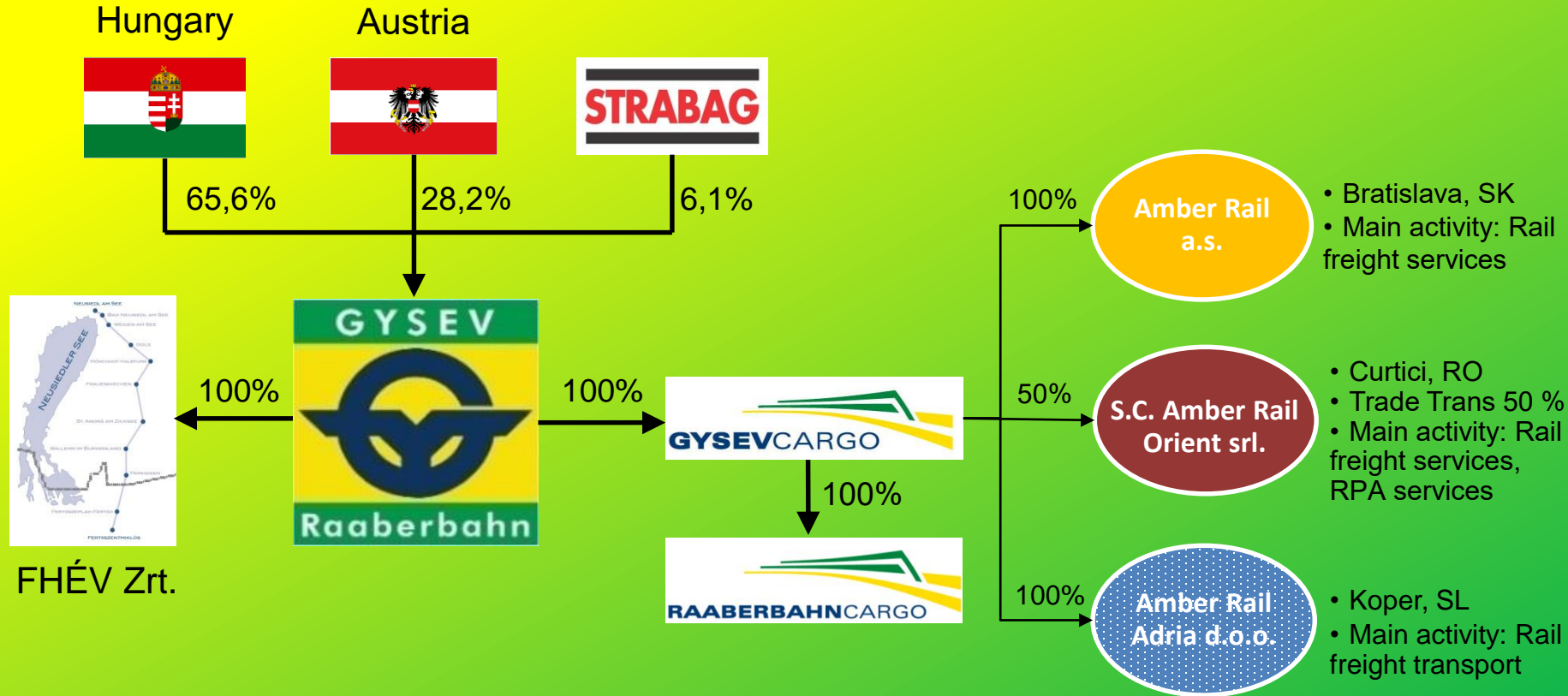
Main routes for freight



Important traffic functions of GYSEV's rail network

- Important route in international East-West and North-South traffic
 - Central Europe \longleftrightarrow South-Eastern Europe / Turkey
 - Adriatic seaports \longleftrightarrow Central Hungary / Slovakia / Poland
- Traffic to / from Sopron intermodal terminal and freight yard (gateway function for traffic to/from South-Eastern Europe)
- Diversionary route in case of disruptions on other corridors – improving resilience of the European rail network
- "Flat route" east of the Alps with uninterrupted loading gauge P/C 400

Ownership and company structure



Attractive infrastructure for efficient freight



Good infrastructure
standard

Efficient access points
to infrastructure
(intermodal terminals,
spurs)

“Hard” factors

Smooth administrative
processes

Operational rules

Good customer
communication

“Soft” factors

Important: Customers usually use more than one network – therefore cooperation across borders / with neighboring IMs is crucial in both “pillars”

Standard and quality of our infrastructure influences the competitiveness of our customers

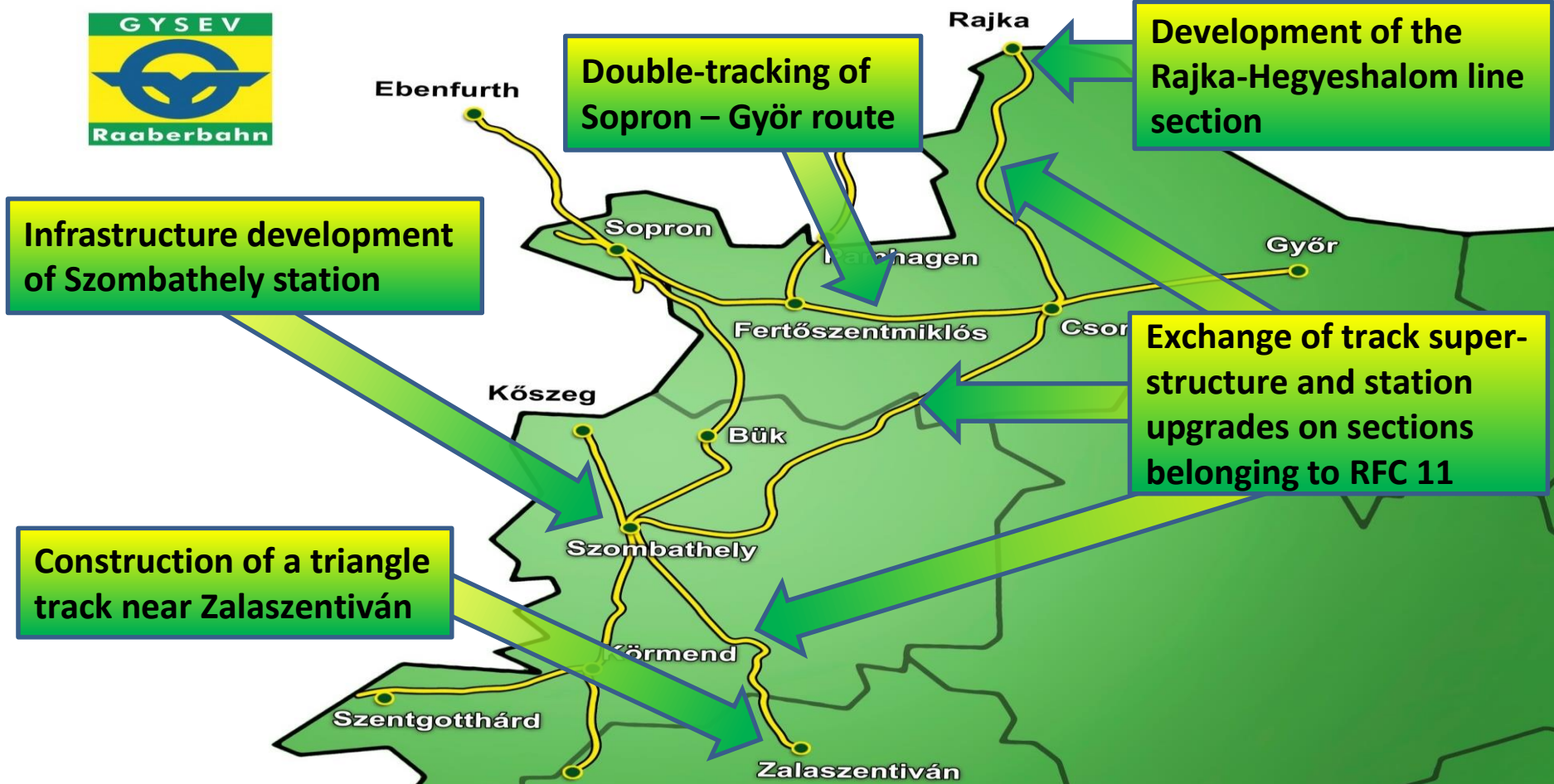
Key minimum target standards for rail infrastructure

- Electrification
 - Axle-load 22,5 t
 - Train length 740 m
 - ERTMS (GSM-R + ETCS)
 - Line speed 100 km/h
 - Intermodal loading gauge: P/C 400
- TEN-T minimum infrastructure requirements (EU-Regulation 1315/2013, Art.39 (2a))

→ Rail network standard should be in line with – or exceed – the standard of neighboring networks (avoid bottlenecks in infrastructure standard)

→ Investment cycles for infrastructure are long – therefore always consider standards beyond legal minimum requirements when planning works !

GYSEV developments affecting international rail freight corridors (plan)



GYSEV – an active Member in the EU Rail Freight Corridors

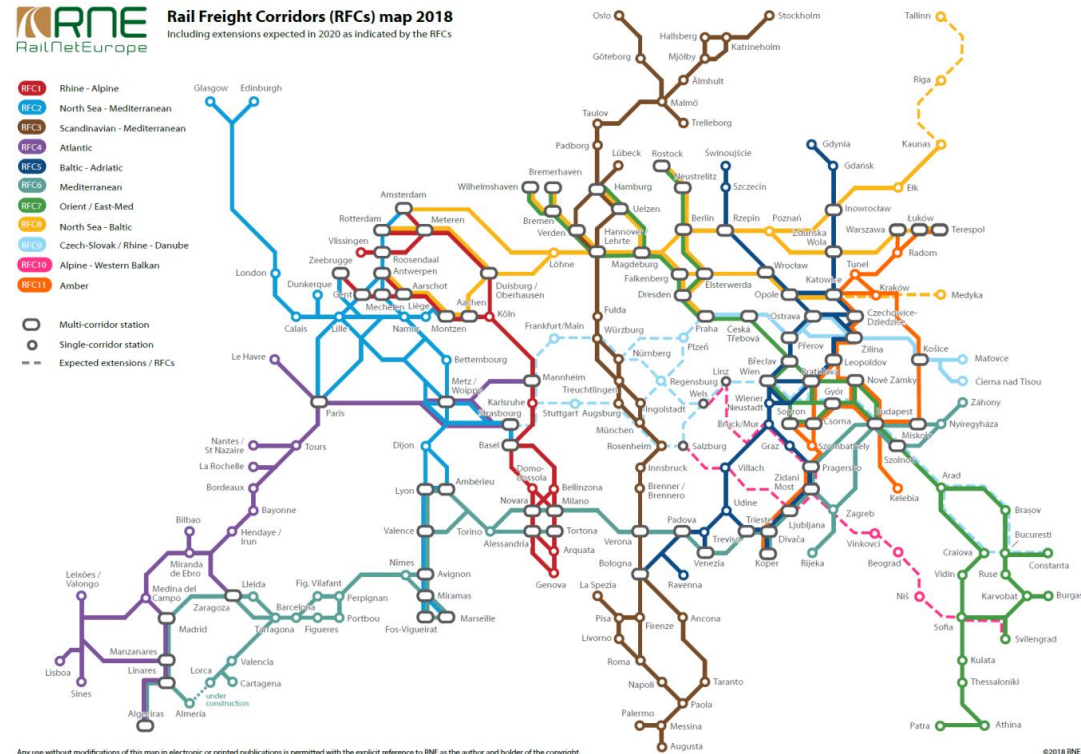
GYSEV participating in three EU Rail Freight Corridors:

- Orient/East-Med RFC No.7
- Rhine-Danube RFC No.9
- Amber RFC No.11

Majority of GYSEV network is included in one or several RFCs !

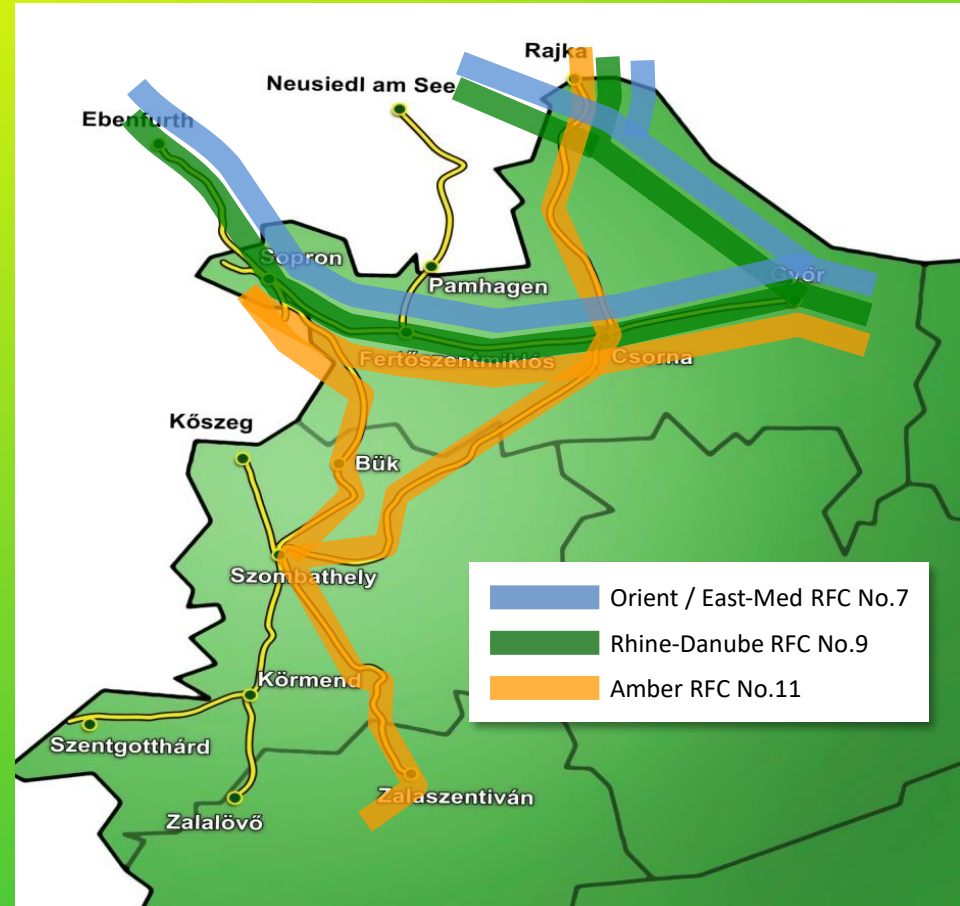
GYSEV plays an active role:

- Coordinator for the Amber RFC of the EU Programme Support Action for RFCs
- Leader of the Marketing Working Group of RFC No.7
- Active participation in the Management Boards and Working Groups of all three RFCs



Rail Freight Corridors – benefits for customers

- Provision of dedicated capacity for international freight
- Corridor-One Stop Shops for allocation of capacity to cross-border freight trains
- Joint fora with customers to discuss cross-border issues with all IMs along a corridor
- Joint activities of IMs/ABs to facilitate cross border traffic (e.g. language issues, operational rules, reduction of dwell times in border stations, etc.)



Incentive for use of corridors

At present: Incentives for certain freight train categories, e.g. single wagonload trains

From timetable period 2018/19 corridor trains will also receive a discount on the Train Access Charges

Example: Train of 1.000 t costs ca. 685 HUF/km, in case of corridor trains only 644 HUF/km → Discount ca. 6% !

Thank you !

`gerhard.troche@gysev.hu`