Brief introduction of GYSEV;
impact of the pandemic; sustainable role of railways
From the point of view of a cross-border Railway-Company
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Network, operation, historic milestones

- **Foundation:** 1872
- **Győr-Sopron-Ebenfurth line:** 1879
- **Entry of the Austrian state:** 1923
- **Line takeovers:** 2001-2011
- **Ownership structure:** 2009
- **Major infrastructural developments:** since 2009
- **Major rolling stock investments:** since 2009
- **Network length:** 535 km
- **Number of train runs 2010-2019**
  - **Passenger trains:** (210 - 422/day)
  - **Freight trains:** (40 - 58/day)
  - **No. of passengers (2019):** 7.8 million
  - **Punctuality (2019):** 93.7%
- **GYSEV Zrt.:** integrated railway undertaking
Major EU investments at GYSEV

Traffic Management and Control Centers

Electrification of the North-South Axis

Railway safety project

Reconstruction of Sopron-Szombathely-Szentgotthárd line

Procurement of new EMUs
Impact of the pandemic

Passenger transport

- Decreasing number of passengers (30-55%)
- Difficulties: (border) controls, passenger/staff fear
- Positive: continuous rail passenger traffic also on cross-border lines (commuters)

Rail freight traffic

- First decrease, then increase in the transported goods
- Only minor disturbances
- Continuous freight traffic, guaranteed safe arrival

Individual

- Traffic jams, road/border closures, parking difficulties
  - Border control, long waiting time (up to hours)
Regional traffic
- Weekend / school break timetable (30.3-15.6)
- Bus replacement between Csorna–Rajka (1.7.-30.9.)

Long distance traffic
- Temporary suspension of Sopron–Pécs direct connection (6.6.–1.8.)

Cross-border/International traffic
- Rajka–Bratislava-Petržalka temporarily suspended
- Budapest–Graz direct IC connection temporarily suspended
- ÖBB lines: reduced operation

Proper communication to passengers ensured
Future opportunities; role of sustainability

To strengthen the mobility of the region, especially by cross-border passenger traffic (Suburb of Vienna, Wiener Neustadt, Bratislava, Graz)

To ensure by all means that rail is going to be the choice of more and more people (return of passengers after pandemic)

To transport goods at a larger scale by exploiting the benefits of the international rail freight corridors

To keep on having green developments: infrastructure reconstruction, electrification, electric traction, EMUs, improvement of services
Thank you for your attention!

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CEO