PRESS RELEASE

01/10/2019

**Second construction phase: Getzner know-how for major Turkish project**

**Elastic bearings from Getzner Werkstoffe protect the surroundings on the high-speed line between Ankara and Sivas from vibrations**

**Buers (Austria), Ankara (TR): It is one of the largest railway projects for Getzner Werkstoffe in Turkey. The Buers-based company is supplying the new high-speed line between Ankara and Sivas with elastic bearings that protect against vibrations and reduce maintenance costs. The first construction phase from Yerköy to Sivas will soon be complete; the second phase from Ankara** **to Yerköy is scheduled to be complete by 2023.**

The Turkish railway company TCDD is building a new 406 km high-speed line between the capital Ankara and the city of Sivas in central Anatolia. Together with other infrastructure projects, this railway line is part of the “Middle Corridor” along the new Silk Road, which will connect Turkey with Georgia and Azerbaijan. The rail network in Turkey is due to grow to a total of 31,000 km by 2035. The first construction phase of the new route from Yerköy to Sivas will be finished soon.

**Second construction phase begins**

The second phase of the construction project covers the roughly 155 km from Ankara to Yerköy and will be completed by 2023. The installation of the Getzner materials will begin in 2019. The [Under Sleeper Pads](https://www.getzner.com/en/products/rail-products/sleeper-pads) and [Under Ballast Mats](https://www.getzner.com/en/products/rail-products/under-ballast-mats) from Getzner are used to protect the ballast and also ensure lower wear of the superstructure components. Ismail Bayrak is the Project Manager at Getzner Werkstoffe: “For [turnouts](https://www.getzner.com/en/subject-areas/turnouts-in-superstructures) and [transitions](https://www.getzner.com/en/subject-areas/transitions) in particular, maintenance costs can be greatly reduced by using our elastic bearings. This can significantly increase line availability.”

The Ankara – Sivas route encompasses many bridges and viaducts plus 50 km of tunnels in total. If maintenance requirements are to be reduced, [transitions](https://www.getzner.com/en/subject-areas/transitions) from open track to a tunnel or bridge represent a considerable challenge. Similarly, the numerous high-speed turnouts are themselves high-maintenance components. “In order to optimise these sensitive sections in the track, we are using a total of 205,000 m² of Under Ballast Mats and around 50,000 Under Sleeper Pads,” reports Ismail Bayrak. Getzner Mass-Spring Systems provide optimum vibration protection on 50,000 m² of slab track.

**Two hours instead of twelve**

The new line will reduce travel times from Ankara to Sivas to two hours from the current twelve and shorten the route between the two cities from 603 km to 406 km. Trains with a capacity of 516 seats travelling at speeds of up to 300 km/h will be used on the line.

**Consultancy and support**

The experts from Getzner Werkstoffe have supported the project from the initial detailed planning, calculations, and consultations through to the preparation of installation plans and on-site supervision. Particular attention has been paid to environmental compatibility: All Getzner materials for this project are being transported from Austria to Turkey by railway.

In Turkey, Getzner Werkstoffe has already implemented numerous successful projects. These include the first construction phase of Yerköy - Sivas (2018 - 2019), Metro Istanbul (2016 - 2018), Kabataş - Mahmutbey Metro (2017), BursaRay Metro (2016), Kocaeli Tramway (2016), Antalya Tramway (2016), Samsun Light Railway (2016), Çatalca Tunnel (2014) and Marmaray BC1 (2012).

**Ankara - Yerköy high-speed line**

Client/contractor: Second construction phase Doğuş İnşaat ve Ticaret A.Ş.

Operator: TCDD (Türkiye Cumhuriyeti Devlet Demiryolları)

Getzner installation: End of 2020

Planned opening: Expected 2023

Length: 155 km (406 km in total from Ankara to Sivas)

Elastic components: Getzner Werkstoffe GmbH, Buers

Getzner products: Approx. 50,000 track and turnout sleeper pads  
Approx. 205,000 m² of under ballast mats  
Approx. 50,000 m² of mass-spring systems

Project support: Model and forecast calculations using finite element method, supervision, quality assurance, acceptance

Project Manager: Ismail Bayrak (Area Sales Manager, Getzner Werkstoffe)

**Image 1: Under ballast mats**

**Image caption 1: The economic and technical performance of Getzner under ballast mats can be seen around the world.**

**Image 2: Under ballast mats**

**Image caption 2: Installing Getzner under ballast mats achieves a high degree of track elasticity**

**Image 3: Under sleeper pads**

**Image caption 3: Under sleeper pads provide vibration protection, preserve the ballast under the tracks and improve track stability.**

**Image rights:** Getzner Werkstoffe. May be published free of charge.

**Getzner Werkstoffe GmbH**

[Getzner Werkstoffe](https://www.getzner.com/en) is the leading specialist in the field of [vibration isolation and protection](https://www.youtube.com/watch?v=iogTUmxLcl4). Its solutions are based on the products [Sylomer®](https://www.getzner.com/en/products/sylomer), [Sylodyn®](https://www.getzner.com/en/products/sylodyn), [Sylodamp®](https://www.getzner.com/en/products/sylodamp) and [Isotop®](https://www.getzner.com/en/products/isotop), all of which were developed and manufactured at Getzner’s own facility. They are used in the railway, construction and industry sectors to reduce vibrations and noise, improve the service life of bedded components and thereby minimise the need for maintenance and repairs on tracks, vehicles, structures and machines. The company was founded in 1969 as a subsidiary of Getzner, Mutter & Cie.

Getzner markets its vibration protection solutions around the world. Alongside its locations in Buers and in Germany, Getzner also has offices in China, France, India, Japan, Jordan and the USA. Its tightly-knit distribution network in Europe is complemented by its distribution partners in the USA, South America and the Far East. Partners in a total of 40 countries around the world distribute Getzner Werkstoffe products to every location. By reducing noise and vibrations, Getzner is making a valuable contribution towards enhancing quality of life in both the home and work environment.

**Facts and figures – Getzner Werkstoffe GmbH**

Founded: 1969 (as a subsidiary of Getzner, Mutter & Cie.)

Chief Executive Officer: Juergen Rainalter

Employees: 490 (360 in Buers)

Turnover in 2018: EUR 100.3 million

Business areas: Railway, construction, industry

Headquarters: Buers (AT)  
Locations: Beijing, Kunshan (CN), Munich, Berlin, Stuttgart (DE), Lyon (FR),   
 Pune (IN), Amman (JO), Tokyo (JP), Charlotte, Decatur (US)

Ratio of exports: 93%

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