

The logo for NIF (National Infrastructure Development Zrt.) consists of the letters 'NIF' in a bold, white, sans-serif font on a dark blue background.

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A photograph of a high-speed train, likely a Hungarian H-SPEED train, on a railway track. The train is white with blue accents and is moving towards the viewer. The background shows a sunset or sunrise sky with silhouettes of trees and railway infrastructure.

# Significant EU funding in the railway development sector

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## Content

### **RAILWAY INFRASTRUCTURE DEVELOPMENT**

#### **Funding sources between 2014-2020**

Connecting Europe Facility (CEF)

Integrated Transport Development Operational Programme  
(IKOP)

#### **NIF results in KÖZOP (2007-2013)**

#### **NIF RAILWAY DEVELOPMENT PLANS (2014-2020)**

IKOP projects

CEF projects



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## Connecting Europe Facility CEF

<b>CEF allowance:</b>	<b>33,2 Mrd EUR</b>
Transport development funding:	26,25 Mrd EUR
To Member states eligible for Cohesion Fund:	11,305 Mrd EUR
Allowance of Hungary till 2017:	<u><b>1,075 Mrd EUR</b></u>

Annual tender calls, application with „mature” projects, 85 %  
funding intensity

TEN-T lines, projects with european value

First call: 2014 autumn, application until 2015 february



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## Integrated Transport Development Operational Programme, IKOP

Hungary's Cohesion funding between 2014-2020:  
**20,56 Mrd EUR**

<b>IKOP allowance:</b>	<b>~1036 Mrd Ft</b>
TEN-T lines:	~460 Mrd Ft
Suburban transport:	<u>~330 Mrd Ft</u>
	~790 Mrd Ft

### Project conditions:

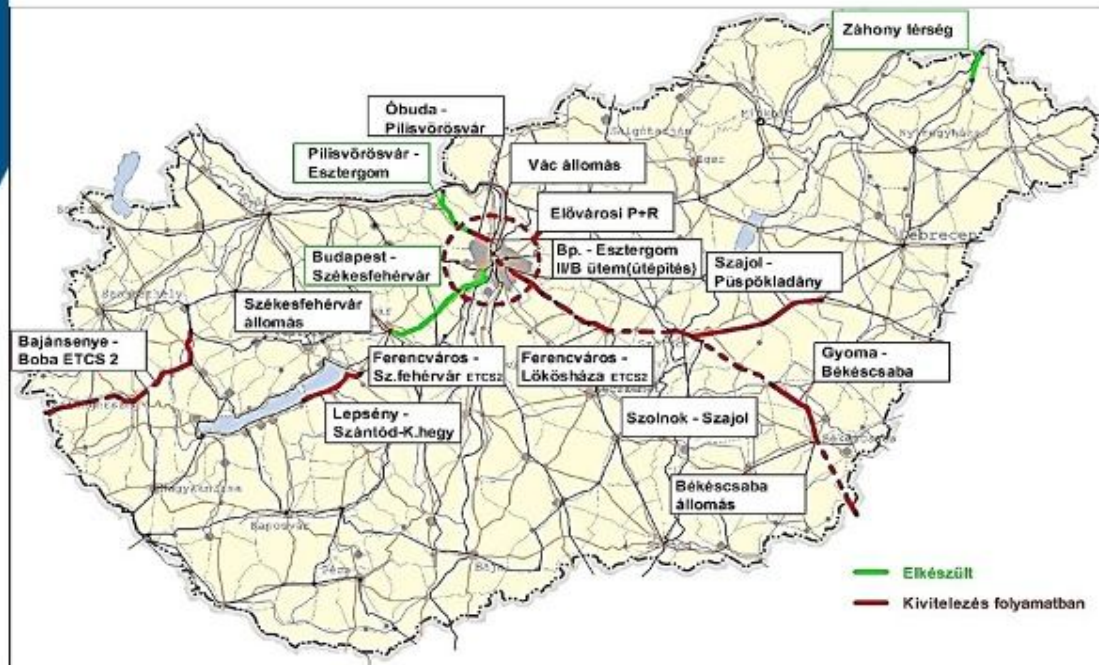
- Feasibility Study
- Positive social-economical CBA
- Environmental analysis
- Timetable for realization

## Full allowance for railway development:

~1100 Mrd Ft (depending on exchange rates)

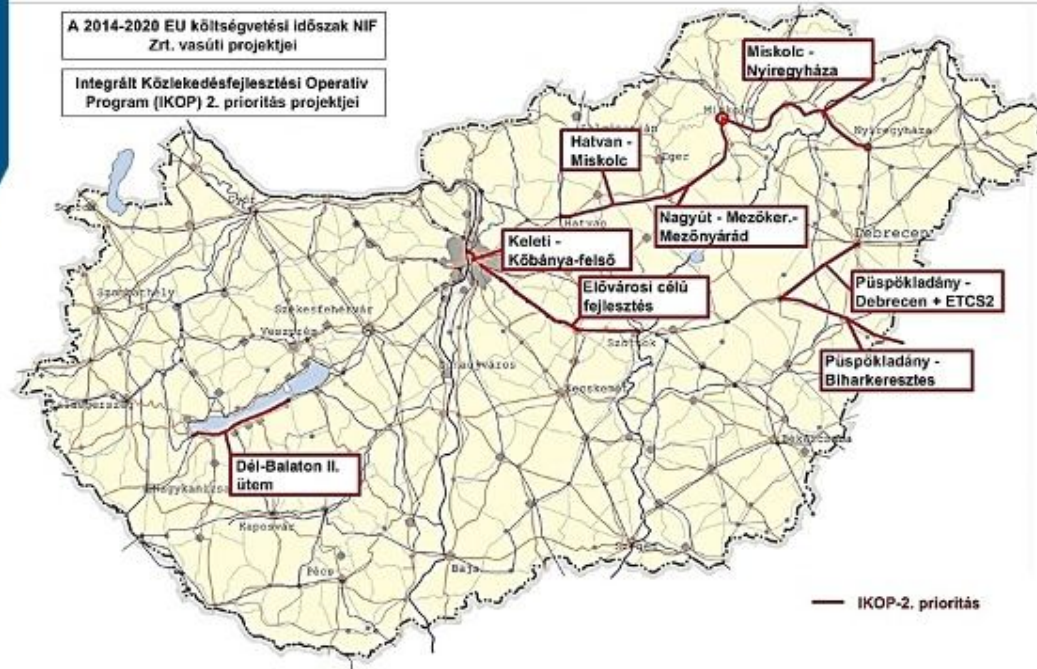
While the whole allowance for transport development were reduced with 33%, the allowance of railway development is almost the same!

## KözOP construction projects



A 2014-2020 EU költségvetési időszak NIF Zrt. vasúti projektjei

Integrált Közlekedésfejlesztési Operatív Program (IKOP) 2. prioritás projektjei



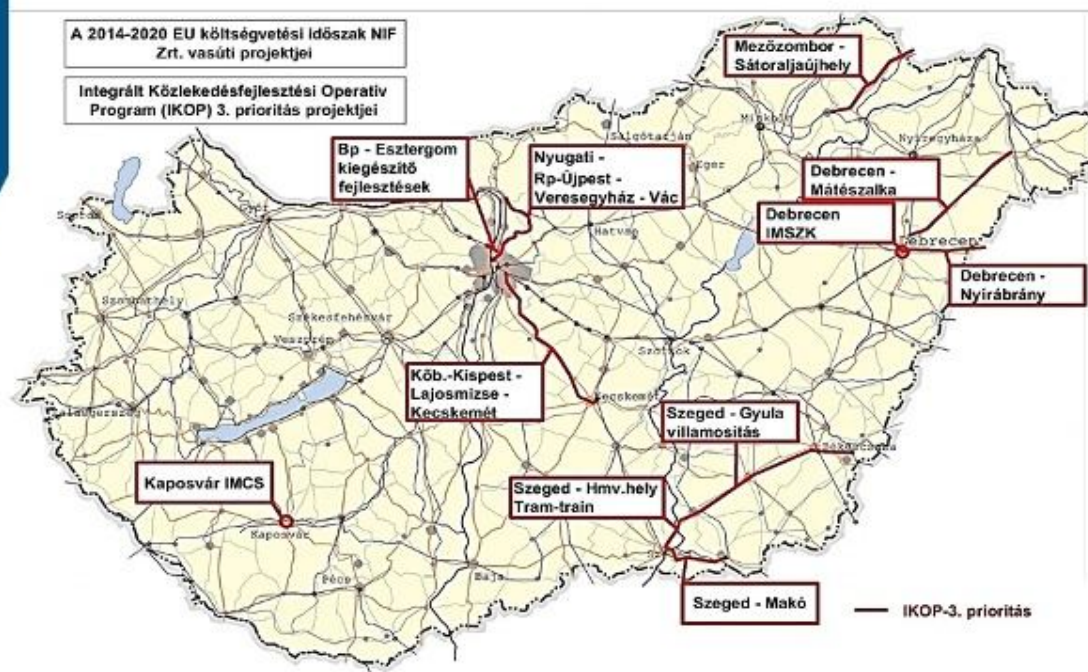
Projects applicable in IKOP priority axis 2.

Project	Net cost, Mrd Ft	Line lenght km	Planned start	Preparation
<b>Determinations from KözOP</b>	114,6			Construction under way
Békéscsaba station	8,7			
Gyoma – Békéscsaba	9,2			
Szajol – Püspökladány	5,2			
Szolnok – Szajol	2,5			
Székesfehérvár állomás	23			
Dél-Balaton I. phase	33			
ETCS 2 projects	6			
Püspökladány – Debrecen + ETCS 2	70	44	2016	Building permit, construction plans
Szántód-Köröshegy – Balatonszentgyörgy, Fonyód – Kaposvár development	60	108	2015	Fully prepared
Püspökladány – Biharkeresztes, Zalaszentiván – Nagykanizsa bottlenecks + electrification	35	104	2017	-
Keleti – Kőbánya-felső bottleneck	30	5	2017	-

### More, possible IKOP 2. projects

Project	Net cost, Mrd Ft	Line length km	Planned start	Preparation
Nagyút – Mezőkeresztes bottlenecks, stations	20	40	2015	-
Dombóvár – Kaposvár – Gyékényes bottlenecks	44	101	2017	-
Hatvan – Miskolc és Miskolc – Nyíregyháza bottlenecks	90	194	2018	plans for permit

### IKOP 3. projects

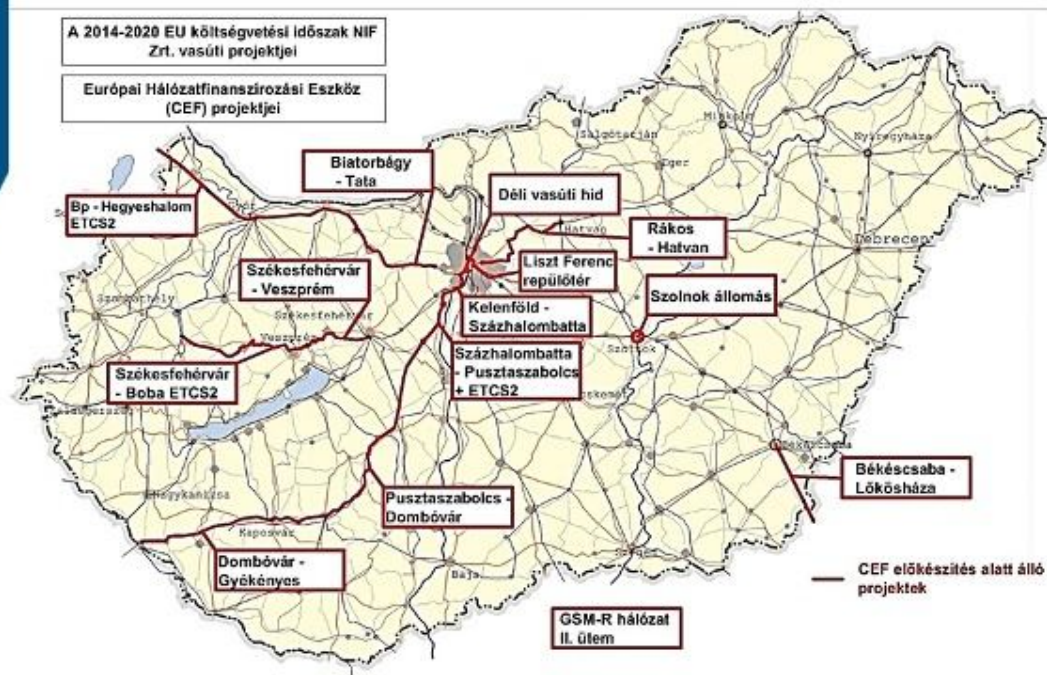


### Projects applicable in IKOP priority axis 3.

Project	Net cost, Mrd Ft	Line length km	Planned start	Preparation
Determinations from KözOP	1,9			Procurement under way
Budapest – Esztergom II/B ütem	1,9			
Nyugati I/A (Hungária krt. bez. – Rákospalota-Újpest bez.)	52	16	2015	tender plans
Budapest - Veresegyház – Vác	56	41	2015	construction plans
Suburban development in line No. 100	10	89	2016	construction plans
Nyugati I/B (Nyugati pu. – Városliget mh.)	52	3	2018	construction plans
Szeged – Hódmezővásárhely tram-train és Szeged – Gyula szűk bottlenecks + electrification	40	113	2015	feasibility study
Debrecen intermodal nod	21	-	2016	construction plans
Debrecen – Nyírábrány, Debrecen – Mátészalka suburban development	70	108	2016	feasibility study

### More IKOP 3. projects

Project	Net cost, Mrd Ft	Line length km	Planned start	Preparation
Kőbánya-Kispest – Lajosmizse – Kecskemét bottlenecks + electrification	27	87	2018	-
Mezőzombor – Sátoraljaújhely bottlenecks + electrification	16	41	2016	buliding permit
Intermodal nods, P+R in regional centres	42		2018	feasibility study
Szeged – Makó suburban transport development	30	33	2016	feasibility study



Projects applicable in CEF I. phase (2015-2016)

Project	Net cost, Mrd Ft	Line length km	Planned start	Preparation
Kelenföld – Százhalombatta	51	21	2016	construction plans
ERTMS system (GSM-R II)	43		2016	
Rákos – Hatvan	120	60	2016	building permit
Százhalombatta – Pusztaszabolcs	83	25	2016	construction plans
Biatorbágy – Tata	110	52	2017	construction plans
Budapest – Hegyeshalom ETCS 2	15	180	2017	construction plans
Székesfehérvár - Veszprém	60	45	2016	building permit
Székesfehérvár – Boba ETCS 2	8	115	2016	building permit
Szolnok station	80	-	2016	building permit



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### Projects applicable in CEF II. phase (from 2017)

Project	Net cost, Mrd Ft	Line length km	Planned start	Preparation
Békéscsaba – Lőkősháza 2nd track	51	30 km	2017	building permit
South Danube bridge	35	-	2017	-

CEF I-II. phases sum: **660 Mrd Ft** (allowance: ~380 Mrd Ft)

The overplanned mass of projects make room for decision-makers to adapt in the changing economical and funding scene.



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**All of our prepared projects fit in the National Transport Strategy**

**Due to preparation, procurements for construction can continue  
without pause**

**Overplanned project amount – options**





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## New NIF projects in the 2014 – 2020 period

Project	Net cost, Mrd Ft	Line length km	Planned start	Preparation
Programme for transport safety II. phase	18,1	-	2015	feasibility study
Bridge reconstruction programme I. phase	8,1	9 bridges	2015	plans, permits
Bottleneck projects preparation	5,1	-	2015	-
Traction Energy Development	10	18 substations	2015	-



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Thank you for your attention!

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