

DBS Gateway Region

Experience of Hungary with Funding of Port Development Projects

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- **„KIOP’** Environment and Infrastructure Operational Programme 2004-2006
- **„KÖZOP’** Transport Operational Programme 2007-2013
- **„GOP’** Economic Development Operational Programme 2007-2013
- **„IKOP’** Integrated Transport Development Operational Programme 2014-2020
- **„GINOP’** Economic Development and Innovation Operational Programme 2014-2020

Available and applied state aid schemes in Hungary

1. Project notification (2012-2016)

- Individual notification with the European Commission
- Freeport of Budapest, Port of Baja, Győr and Mohács (KÖZOP, IKOP)

2. GBER General Block Exemption Regulation state aid schemes

- Regional aid (GOP)
- Aid for local infrastructure (GINOP)
- *Aid for inland ports (no use so far...)*

3. De minimis aid (up to 200.000 €/ 3 years)

- Small scale port development investment

4. No aid (not 'state aid')

- Mobile dam in the Freeport of Budapest – environmental purposes with no direct economic interest (IKOP)



Good practice

KÖZOP 4.6 and KÖZOP 4.7 funding instruments

- Transport Operational Programme (2007-2013)
- *Development and upgrading of port infrastructure*
- 2014-2015
- Funding scheme for ports with de minimis state aid
- Application procedure
- 54 successfully implemented port development projects along the Danube, up to 200.000 € non-refundable EU fund

Why good practice?

- Short application procedure (3 months until decision)
- Short implementation phase (~ 1 year/ project)
- Not only public / TEN-T ports but any port operator company could be granted
- State aid scheme – not only basic infrastructure, but technological development and the purchase of equipment was also eligible
- Efficiency in the use of funds compared to major transport projects:
 - **economic impact/ amount of EU fund**
 - **contribution to programme indicators/ amount of EU fund**
(intermodal freight volume)
- Flexible use of ‚de minimis‘ aid (longer list of eligible cost)

14 ,de minimis' projects in the Freeport implemented by different port operator companies:

- Modernisation of port cranes
- Construction of a new pontoon
- Reconstruction of quays
- Purchase of a new forklifts and front loaders
- Upgrading of grain storage facilities and equipments
- Establishment of new entry and exit point registering vehicles and trucks
- Establishment of new IT logistics system
- Warehouse logistics modernisation, IT developments and new goods handling equipments
- Construction of parking lot for trucks

The challenge in the use of the ,new' *Aid for inland ports* state aid scheme

- Clear definition of the **Aid for inland ports** and **Aid for local infrastructure** in the EU legislation is needed
- Subject of the forthcoming DBS project activity (WP 5.2 Project identification)
- Potential topic for further cooperation with partners (Cooperation Platform)

Thank you for your attention!