

MEMO

The analysis carried out from the report submitted by Mr. Professor Valente Oliveira, on July 2009

"Motorways of the Sea, the maritime sustainable vision for Europe Building on Europe's maritime legacy and looking beyond Global Trade".

We hereby present our considerations concerning the assessment of the project and its implementation, as well as the position of the region related to a possible integration in the same.

Actually the region does not present the requirements necessary to submit any application to Motorways of the Sea (MoS). However, and given the characteristics and benefits of that project, it might be relevant to consider that the region could somehow come to benefit from implementation of this national program as a whole, in particular for the further streamlining of procedures and the profitability of the external costs of operation and to reduce of the final costs to the final consumer.

This is because a project that should be exploited in order to translate gains for Madeira, even with the awareness of our geographical and infrastructure.

The MOS are not more than the provision of an integrated set of services and systems, operational, administrative and bureaucratic, informational and logistical infrastructure that will enable the goods will be transported by sea in an efficient, economic competitive and therefore represents an alternative to road transport.

Ports and shipping are for the island and, in particular for the outermost regions of strategic importance for development. In the special case of Madeira, due to their remoteness, their size and characteristics of its economy, handling and transportation of goods is mainly a view to import - 95% of moved cargo is importation.

In the sequence analysis of the relevant report concluded:

- That the Madeira Island does not have the necessary requirements for a possible application to MOS;
- Madeira is not integrated in the national strategy for the port sector, as regards the possibilities of integration of ports in the MOS.

So in conclusion we believe that all regions to tackle the enormous challenges that currently exist to directly resulting in levels of development achieved, lack of continuity of support to be consolidated the level of economic growth, social and cultural development achieved in recent years, so in the context of development initiatives of the Trans-European Transport, the EU should:

- Include in the priority projects (Security and safety - VTS, studies, simplification, etc.) and structural infrastructure to increase the competitiveness of maritime transport;

- To promote political cohesion and territorial continuity involving the regions and to assign such financial incentives to reduce transport costs which affect economic activity of these regions, whereas under the aid program are excluded from Marco Polo aid to routes between the mainland and island.

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