

# A guideline to mobility in Madeira



# Transports in Autonomous Region of Madeira

**How many are we?**

**Population: 267 785** (42% live in Funchal)

**of which 5 483 in Porto Santo**

**How do we move?**

## 1) External Connections

- Passengers: - by air: competitive market;  
- by sea: concession contest runs until December;
- Freight: - by air: freighter aviation since 07/2017 by private initiative;  
- by sea: container ships 2 x week; in bulk 1 x week.



# Transports in Autonomous Region of Madeira

Air transport: Regular and Non-Regular Traffic:

➤ 2 airports:

- 68 Routes
- 47 Airlines
- 19 Countries (including Portugal)
- Direct Flights from/ to (average of Weekly flights):

Austria (2), Belgium (4), Czech Republic (1), Denmark (6), Estonia (1), Finland (3), France (20), Germany (35), Ireland (1); Lithuania (1), Luxembourg (2), Netherlands (6), Norway (2), Poland (5), Portugal mainland & Azores (111), Spain (14), Sweden (5), Switzerland (5), United Kingdom (44).



**2,9 million Kg | air cargo**

- 0,9% | variation 2015/2016

**3,1 million | PAX**

+ 14,7% | variation 2015/2016



# Transports in Autonomous Region of Madeira

## 2) Connections between Madeira and Porto Santo Island

There are two concessions, both with Public Service Obligations:

1) By air: 2 daily winter connections; 3 in summer

**27 073 | PAX**

+ 8,1% | variation 2015/2016

2) By sea : 1 daily ferry connections except on tuesdays

(in some periods there are 2 trips / day).

**315 585 | PAX**

+ 17,4% | variation 2015/2016



## Transports in Autonomous Region of Madeira

### 3) *Internal mobility* (in each island):

Single means: Road transport

Public Transport Service of Passengers:

5 companies in Madeira

1 company in Porto Santo



Notes:

- . There is no integrated ticketing, every company has its own. There are intermodal passes.
- . There is no integrated information system, every company has its website.
- . Network was defined a long time ago by each of the operators.

# Mobility and Transport Policy in Madeira

a set of measures to improve the performance of the AMS mobility and transport system and to increase its energy and environmental efficiency

## Developed actions:

→ PIETRAM – Plano Integrado Estratégico dos Transportes da Região Autónoma da Madeira

approved and published in JORAM: Resolução n.º154/2016 e Declaração de Retificação n.º 13/2016

→ Integrated public transport network

→ Madeira Move - campaign to promote electric mobility

A set of measures aimed to improve the performance of the Madeira mobility and transport system and increasing its energy and environmental efficiency.

## Strategic objectives:

Improve external accessibility of RAM;

Improve the conditions for intra-regional mobility of people and goods;

Ensure the suitability of the transport system for the needs of urban mobility;

Improve energy and environmental efficiency and safety in the transport sector;

Promote the improvement of the governance system of the transport sector.

# Integrated Public Transport Network



Legal framework: Lei n.º 52/2015, de 09/06

- New Transport Authority led to an understanding between the municipalities and the Regional Government
- Inter-administrative contracts for the sharing of competences:  
10 municipalities adherent  
Missing Municipality Funchal - under negotiation

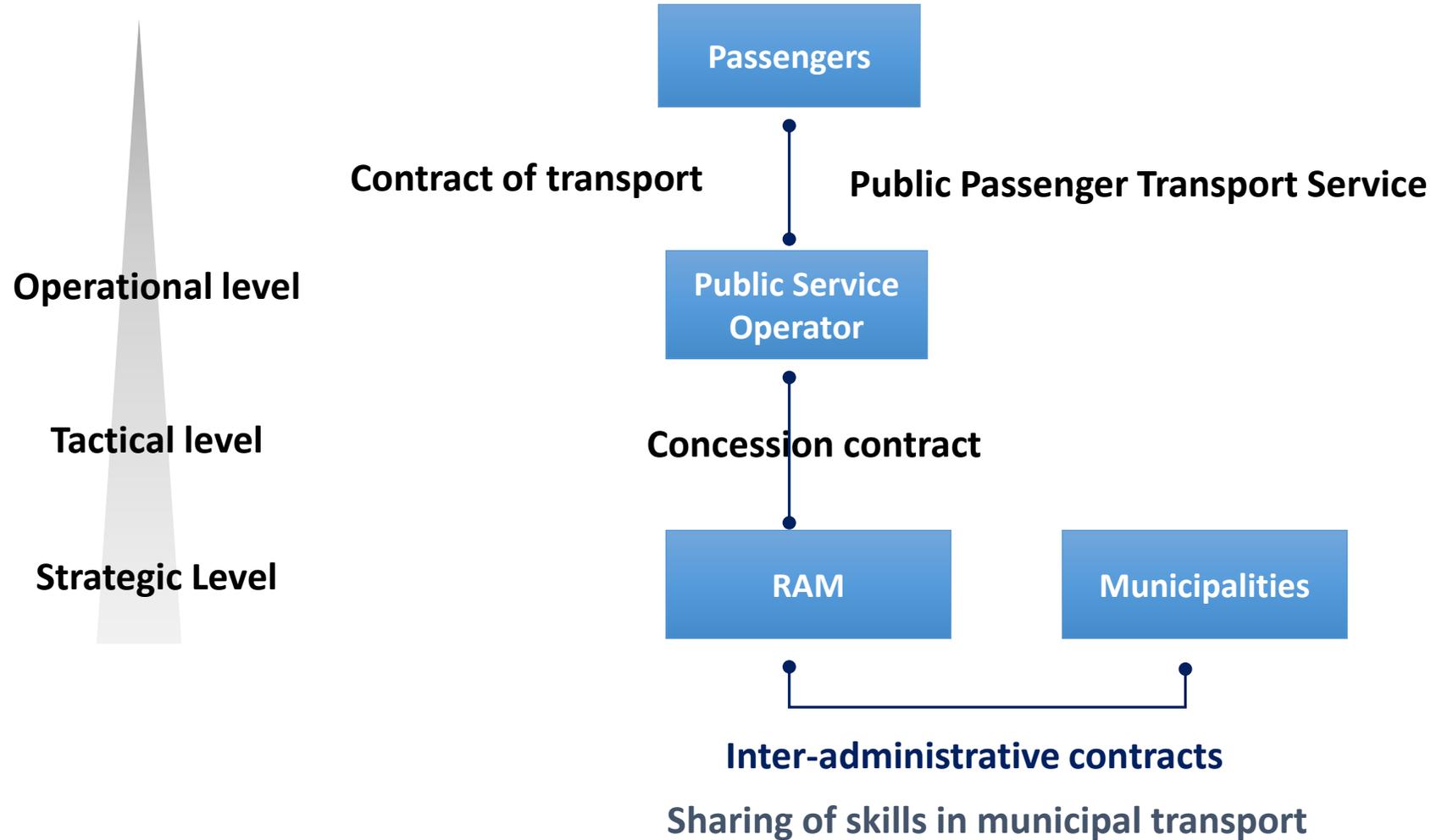
**Tender for interurban transport concession ready to launch**

Goal: Improve the performance and attractiveness of the Public Transport System:

- Hierarchy of the public road transport network;
- Contractualisation of the public road transport network;
- Integrated tariff and ticketing system;
- Improvement of bus stops and transhipment conditions;
- Integrated public information system;
- Renewal of the fleet of public transport vehicles



## How it works?





# Integrated Public Transport Network

Complementing the new network restructuring:

## Sales Network

OWN SALE POSTS

Through own resources

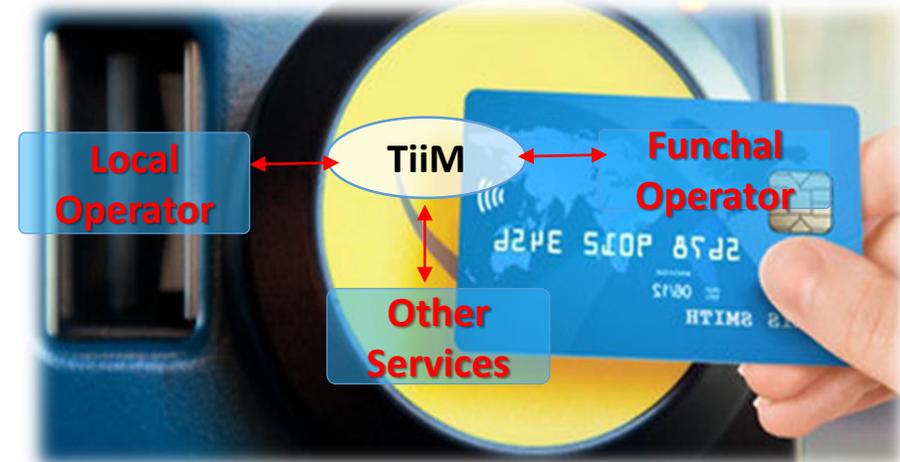
SALES AGENTS

Agreements with third entities

➤ creation of an integrated tariff system, with sales outlets in all municipalities → increases users' convenience

➤ Integration of a non-contact ticketing system throughout the network → increases the attractiveness of the transport service, as it will allow greater fluidity among users.

## Non-contact ticketing system



# Integrated Public Transport Network

- Adapting the bus stops to the new system → Improvement of user reception conditions and clarification of the information to be made available



- revision of the passenger transshipment system → creating conditions for rapid implementation of this operation, not to mention the convenience of users, particularly users with reduced mobility.



- Provide information on the system of road passenger transport (schedules, tariffs, bus time, among others.)



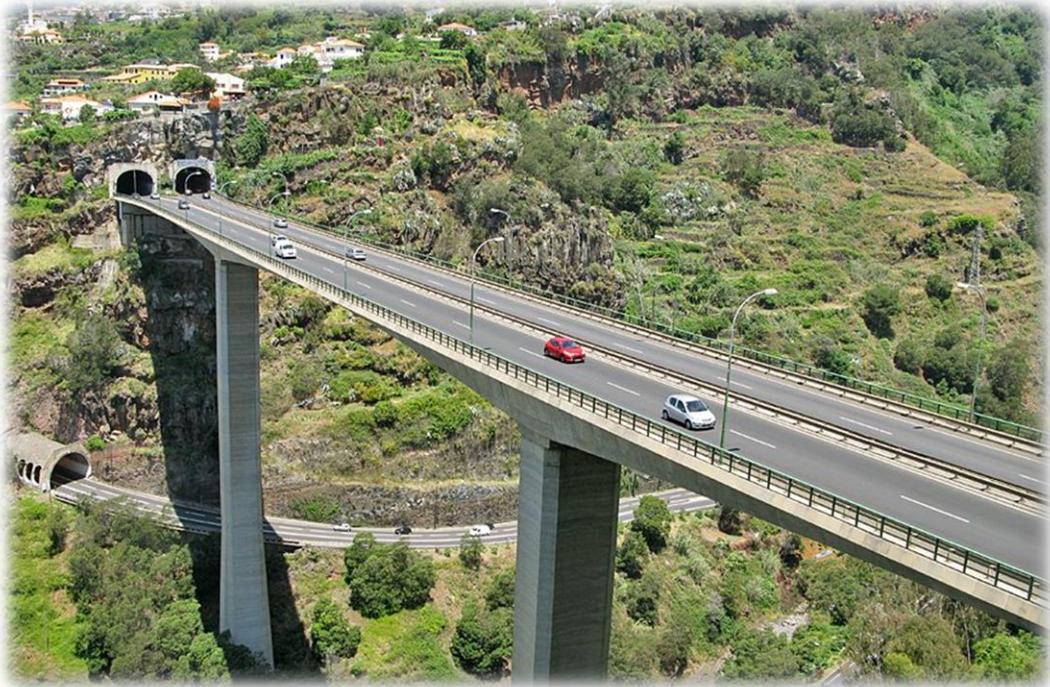
- Improvements in the vehicles at the service of the public transport, since the present fleet finds itself aged.

## Road Accessibility

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Due to the orography and size of the Autonomous Region of Madeira, we can only ensure urban and interurban mobility through road transport, both people and goods.

This makes road accesses a relevant aspect of internal mobility.



There are still some areas, especially in the north of Madeira, where the road network is weakened, making it difficult for users to be accessible.

Actions to be developed:

- Construction of regional road network infrastructures;
- Construction / Improvement of roads that allow the reinforcement of connectivity between the regional and local network;
- Reinforcement of the program to maintain the infrastructures that integrate the regional road network.

# Regional and Urban Logistics

## Goal

Optimization of the distribution processes through, essentially, the reduction of the costs associated with the transport chain.

## Current situation

There are two logistical platforms, Loginsular and Logislink, located 7km from Funchal and 23km from the Caniçal port.

## Future

It is possible to create new business initiatives in this sense, improving the logistic situation of the Autonomous Region of Madeira.



## Air transport

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Considering that our Region is an island destination, air transport is of central importance in the movement of residents and tourists.

### Main goal

That is why we need an airport system capable of responding to the various challenges to increase the region's economic competitiveness.

- Incentives to open new air transportation routes;
- Incentives for the establishment of partnerships between airport infrastructure managers, airlines and tour operators;
- Improvement of passenger comfort conditions at regional airports;
- Update and eventual revision of the subsidy model for air travel.



# Maritime transport

Three major port infrastructures:

## ❖ Port of Funchal

- Cruise Ship Terminal;
- Ro-ro ramp;
- Same cargo movement between Madeira and Porto Santo;
- Dock for fard unloading fish;

## ❖ Port of Caniçal

- Freight port;
- Dock shelter for fishing boats and unloading fish;

## ❖ Port of Porto Santo

- Cruise Ship Terminal;
- Ro-ro ramp;
- Freight port;

MARITIME TRANSPORT	RAM 2016	Variation 2015/16
Container movement (N.º)	62 043	+ 3,9%
Movement of goods (ton)	1 105 683	+ 4,7%
Passenger movement (N.º)	628 378	+ 17,4%



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MarineTraffic.com

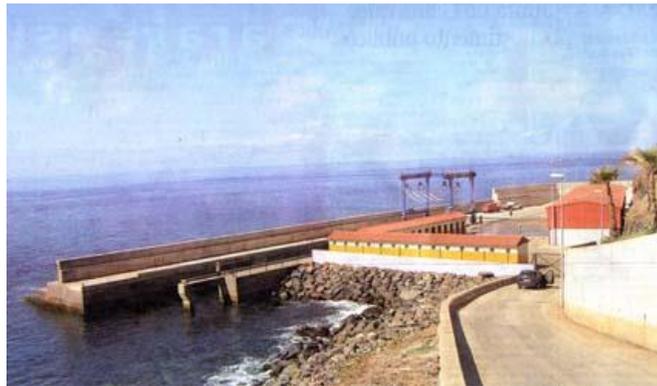


# Maritime transport

The inter-island movement (Madeira and Porto Santo) is carried out through Porto Santo Line, a company that owns the Lobo Marinho ferry, a ferry that connects people, goods and automobiles between Madeira and Porto Santo.

There are other port infrastructures that support the movement of goods and people:

- Terminal of Socorridos;
- Terminal of Porto Novo;
- Shelter harbor of Porto Moniz.



There small port infrastructures that support :

- maritime tourism activity;
- Fishing.



## Maritime transport

Another Goal of the Regional Government is the implementation of a maritime link between the island of Madeira and Portugal mainland, creating an alternative to air transport for the mobility of people and goods.

The tender for the concession of this line was opened, and is currently in the phase of receiving applications, until december.



# Madeira MOVE



## MADEIRA MOVE MOBILIDADE ELÉTRICA



The strategy for promotion of electric mobility is assumed as a priority by the Regional Government of Madeira.

## Measures:

- the incorporation of electric vehicles in the executive fleet and public companies by 30% in 2020;
- the existence of electric buses in the public transportation service;
- the installation of electric charging points;
- launching of new and more attractive information campaigns and public awareness.



Madeira MOVE campaign toured all the municipalities of the Region and involved the entire population around an experience that we expect to be assimilated in medium and long term.

## Focus:

- on the first person;
- on direct interaction and contact with the citizens;
- in examples of those who have already chosen this type of mobility.

This is a collective responsibility and it's with everyone that we wish to keep working, for:

- Greater use of renewable energy sources for and in transport;
- The progressive reduction of greenhouse gas emissions;
- The creation of healthy living habits;
- Public awareness of the multiple advantages of this type of mobility;
- And, of course, building a better future for all.





## Event for younger generation

Funchal\_ September 16 and 17

- sensitizing the benefits of electric mobility – they tried electric bicycles electric;
- road safety- they attend educational lectures and had an experience of road safety, driving an electric bicycle, with the collaboration of the Public Security Police

The young people also had the opportunity to apply the theoretical knowledge, through the accomplishment of a course with electric bicycles.

The youngest, in turn, tested their knowledge on a course with robots, always attentive to road safety.



# Madeira MOVE



