

International Business
Centre of Madeira

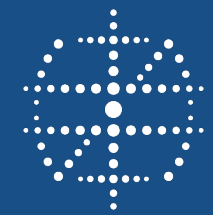


Sociedade
de Desenvolvimento
da **Madeira**



The Economy of the Sea and the contribution of the
International Shipping Register of Madeira - MAR





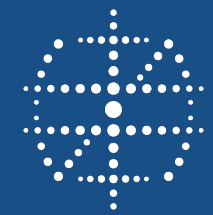
INTERNATIONAL SHIPPING REGISTER OF MADEIRA - MAR

CONTRIBUTIONS



1 – OBJECTIVES BEHIND THE CREATION OF THE REGISTER

- Integrated within the framework of the International Business Centre of Madeira (IBCM);
- Deal with and put an end to the process of flagging out of portuguese vessels as well as attract international shipowners to the Portuguese flag;
- Recovery of Portugal's historical tradition as a maritime nation;
- Create a new source of revenue and employment through shipping-related activities;
- Attract foreign investment and “know-how”.



INTERNATIONAL SHIPPING REGISTER OF MADEIRA – MAR

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2 – MAIN CHARACTERISTICS OF MAR

- EU register, credible and respectable, part of the Paris MOU white list and of the Tokyo MOU white list;
- Quality of the Register assured by a Technical Commission and The Portuguese Maritime Administration;
- The promotion of MAR is focused on the attraction of shipowners and vessels of recognized quality in the market;
- MAR offers a set of tax and operational benefits associated to the IBCM;
- In sum, a credible and attractive register for international shipowners.



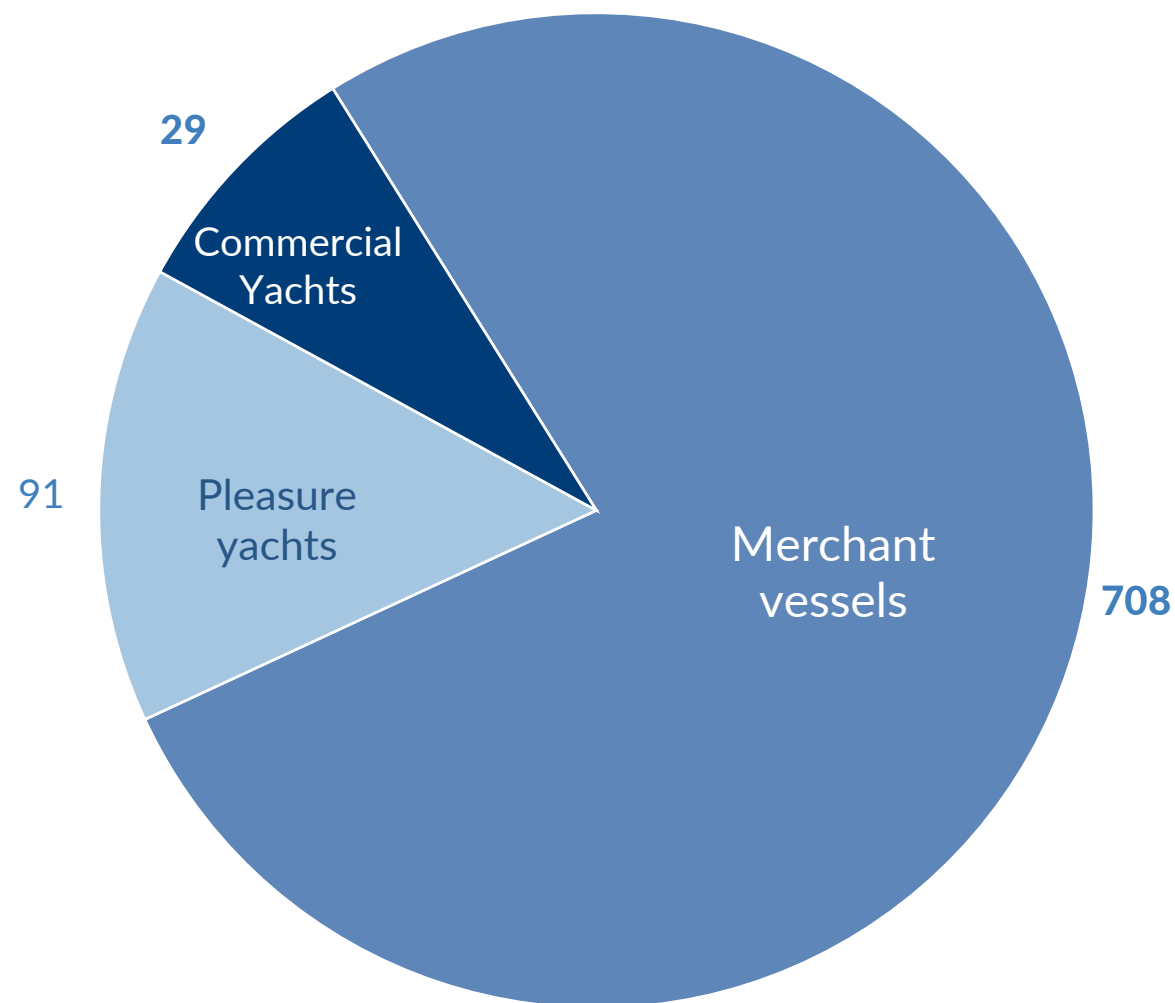
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3 - RESULTS

On the 31st of December of 2021, a total of 828 vessels were registered in MAR with the following distribution:



Crew: 10.417 (31/12/2021)

G.T.: 19.428.594 (31/12/2021)

Types of Ships	Origin of the ships
Container ships	Germany
General Cargo	Switzerland
Bulk Carriers	Netherlands
Oil & Chemical Tankers	Italy
Ro-Ro/Ferries	Spain
Tugs	Portugal
LNG Carriers	Norway
Oil rig platforms	Others



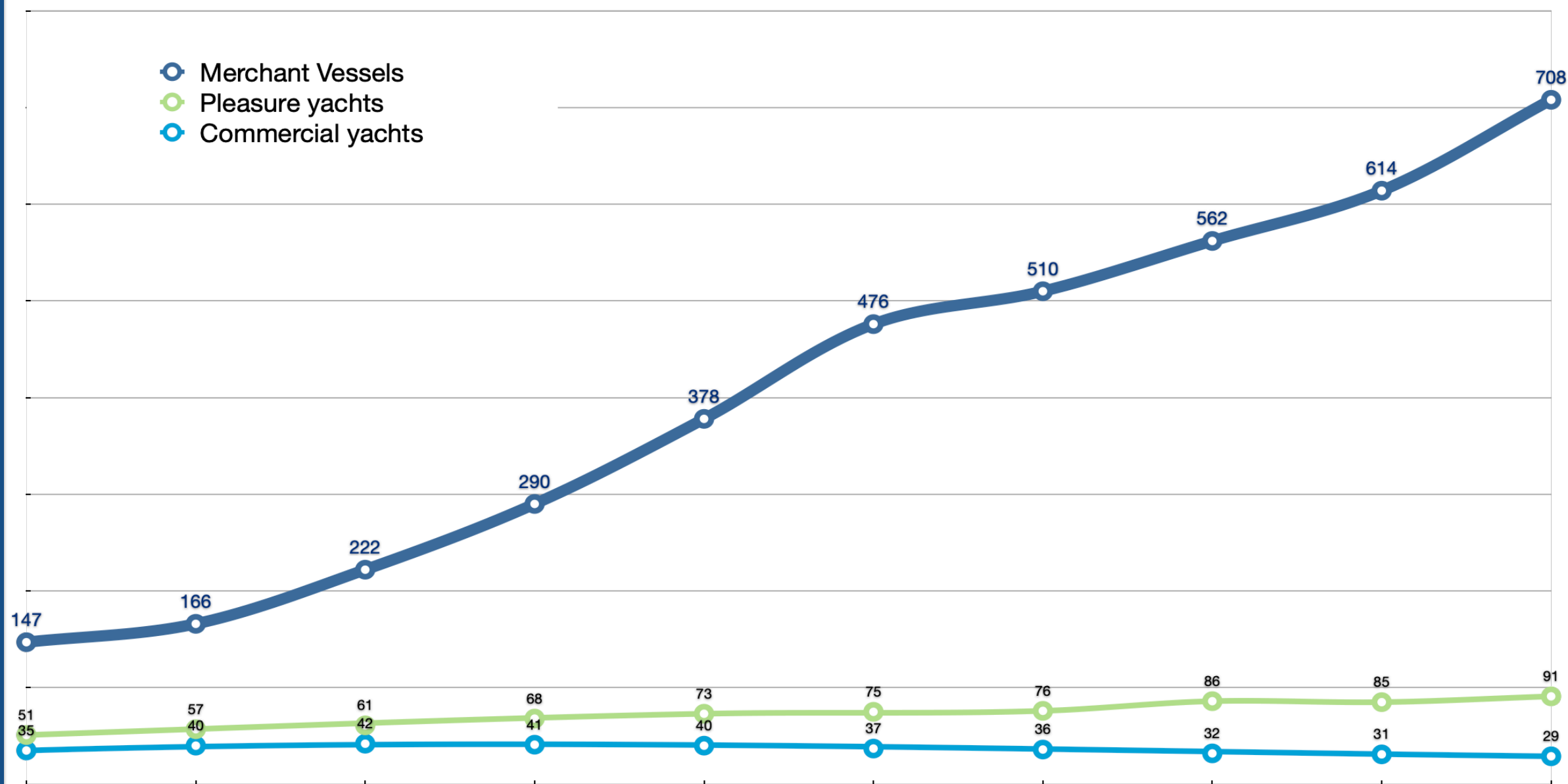
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4 – GROWTH OF MAR IN THE LAST 10 YEARS

MAR	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Merchant Vessels	147	166	222	290	378	476	510	562	614	708
Pleasure yachts	51	57	61	68	73	75	76	86	85	91
Commercial yachts	35	40	42	41	40	37	36	32	31	29
Total	233	263	325	399	491	588	622	680	730	828





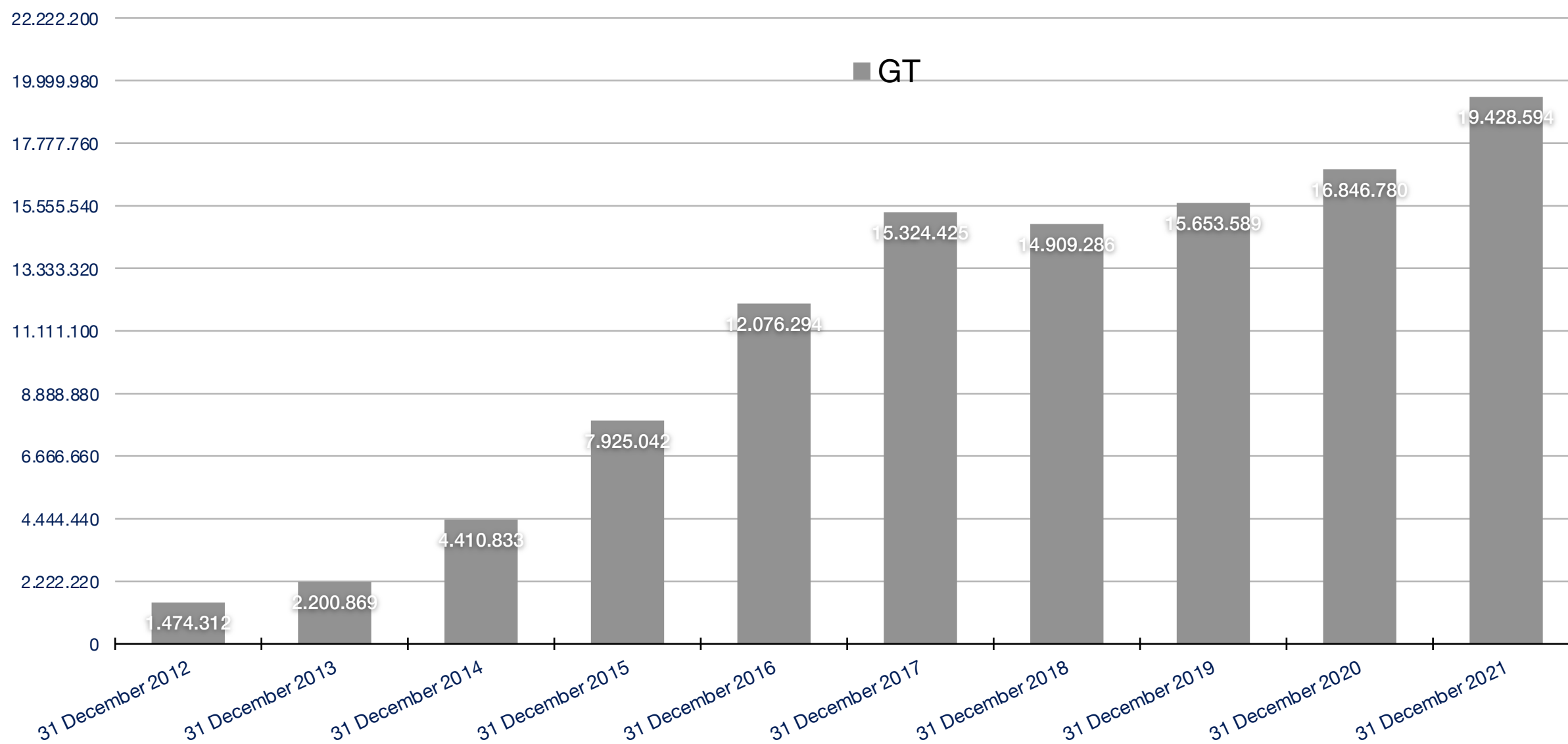
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5 - GROWTH OF MAR IN THE LAST 10 YEARS

Merchant Vessels Registered in MAR	31 December 2012	31 December 2013	31 December 2014	31 December 2015	31 December 2016	31 December 2017	31 December 2018	31 December 2019	31 December 2020	31 December 2021
Nº	147	166	222	290	378	476	510	562	614	708
GT	1.474.312	2.200.869	4.410.833	7.925.042	12.076.294	15.324.425	14.909.286	15.653.589	16.846.780	19.428.594
Average Age	16,18	15,58	13,11	11,94	10,84	12,11	11,7	11,9	12,1	12,2





INTERNATIONAL SHIPPING REGISTER OF MADEIRA - MAR

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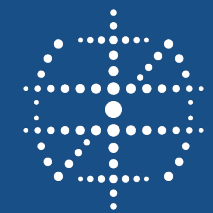


Table 2.5 Leading flags of registration by dead-weight tonnage, 2021								
	Flag of registration	Number of vessels	Share of world vessel total (percentage)	Dead-weight tonnage (thousands dead-weight tons)	Share of total world dead-weight tonnage (percentage)	Cumulative share of dead-weight tonnage (percentage)	Average vessel size (dead-weight tonnage)	Growth in dead-weight tonnage 2020 to 2021
1	Panama	7 980	8	344 200	16.1	16.1	43 133	4.6
2	Liberia	3 942	4	300 088	14.1	30.2	76 126	8.9
3	Marshall Islands	3 817	4	274 041	12.8	43.0	71 795	4.7
4	Hong Kong, China	2 718	3	205 092	9.6	52.6	75 457	1.8
5	Singapore	3 321	3	136 400	6.4	59.0	41 072	-2.6
6	Malta	2 137	2	116 407	5.5	64.5	54 472	0.5
7	China	6 653	7	107 583	5.0	69.5	16 171	5.0
8	Bahamas	1 323	1	74 289	3.5	73.0	56 152	-4.3
9	Greece	1 236	1	64 850	3.0	76.0	52 468	-6.0
10	Japan	5 201	5	39 091	1.8	77.9	7 516	-3.6
11	Cyprus	1 051	1	33 976	1.6	79.5	32 328	-1.6
12	Indonesia	10 427	10	28 750	1.3	80.8	2 757	6.0
13	Danish International Register	602	1	24 735	1.2	82.0	41 089	6.9
14	Madeira	578		22 726	1.1	83.0	39 318	9.7
15	Norwegian Int'l Register	671	1	22 093	1.0	84.1	32 926	5.7
16	Isle of Man	319	0	22 011	1.0	85.1	68 999	-8.7
17	Iran (Islamic Republic of)	893	1	20 417	1.0	86.0	22 863	3.1
18	India	1 801	2	17 054	0.8	86.8	9 469	-2.1
19	Republic of Korea	1 904	2	15 723	0.7	87.6	8 258	4.9
20	Saudi Arabia	392	0	13 662	0.6	88.2	34 853	-1.7
21	United States	3 625	4	12 456	0.6	88.8	3 436	-0.4
22	United Kingdom	927	1	12 063	0.6	89.4	13 013	-0.2
23	Italy	1 296	1	11 255	0.5	89.9	8 685	-6.1
24	Russian Federation	2 873	3	10 899	0.5	90.4	3 794	10.4
25	Viet Nam	1 926	2	10 269	0.5	90.9	5 332	12.1
26	Malaysia	1 769	2	10 231	0.5	91.4	5 783	-1.6
27	Belgium	201	0	9 603	0.4	91.8	47 774	-4.5
28	Bermuda	147	0	8 053	0.4	92.2	54 781	3.0
29	Germany	598	1	7 618	0.4	92.6	12 740	-10.7
30	Taiwan Province of China	429	0	7 136	0.3	92.9	16 635	5.3
31	Netherlands	1 199	1	6 807	0.3	93.2	5 677	-3.4
32	Cayman Islands	160	0	6 725	0.3	93.5	42 032	0.1
33	Turkey	1 217	1	6 425	0.3	93.8	5 279	-9.2
34	Antigua and Barbuda	677	1	6 402	0.3	94.1	9 456	-3.5
35	Philippines	1 805	2	6 240	0.3	94.4	3 457	-5.3
Top 35		75 815	76	2 015 370	94.4	94.4	26 583	2.7
World total		99 800	100	2 134 640	100.0	100.0	21 389	3.0

Source: UNCTAD calculations, based on data from Clarksons Research.

Notes: Propelled seagoing merchant vessels of 100 gross tons and above, as of 1 January 2021. For a complete listing of countries, see <http://stats.unctad.org/fleet>.

Dead-weight tons for individual vessels have been estimated.



INTERNATIONAL SHIPPING REGISTER OF MADEIRA - MAR

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7 – SOME OF THE SHIPOWNERS WITH VESSELS AND COMPANIES IN MADEIRA





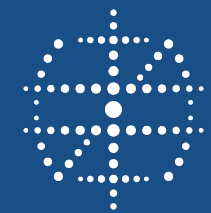
INTERNATIONAL SHIPPING REGISTER OF MADEIRA – MAR

CONTRIBUTIONS



8 – CONTRIBUTIONS OF THE REGISTER

- It has made possible Portugal's return to the maritime world (14th largest flag in the world);
- It has reinforced the presence and prestige of Portugal in various international organizations such as the I.M.O., NATO and the United Nations;
- It has become a vehicle of global promotion of Madeira and Portugal;
- It has become an important source of revenue through both the vessels and companies registered;
- Generator of employment both at sea (crews) and on land (shipping companies, legal and administrative representation and support);
- Allowed not only the attraction of shipowners and quality vessels as well as shipmanagement companies contributing for the creation of a maritime cluster both in Madeira and Portugal.



INTERNATIONAL SHIPPING REGISTER OF MADEIRA - MAR

CONTRIBUTIONS



9- HOW CAN WE ENHANCE SUCH CONTRIBUTIONS?

- Create further tax incentives for shipping companies with “eco-friendly” practices, in line with the “Green Deal”;
- Implement a “Green Concept” for MAR, establishing better environment performance;
- Continue to improve the agility and communication channels of the Portuguese maritime administration with the challenge of a growing fleet;
- Complete digitalization of all services, for greater efficiency;
- In sum, continue to adopt the best international practices in the shipping business.



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Sociedade
de Desenvolvimento
da **Madeira**

THANK YOU!

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