



AUTONOMOUS REGION OF THE AZORES
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Office of the Presidency of the Regional Secretary for External Affairs

Information to be added
to the Report under Article 9 of the SGEI Decision and paragraph 62 of the SGEI Framework

3) Air or maritime links to islands [Article 2(1)(d) of Decision 2012/21/EU of 11 January 2012]

Clear and complete description of the way in which the services in question are organised in your Member State¹	
Explain what kind of services were defined in your sector as SGEI in your Member State. List the content of services assigned as SGEI as clearly as possible.	<p>The following services were defined as SGEI:</p> <p>a) air transport service between the islands of the Autonomous Region of the Azores, in order to ensure minimum services to users. Among the obligations imposed were those affecting frequency, capacity, categories of aircraft used, fares, continuity, punctuality, schedules, flight marketing and postal services;</p> <p>b) seasonal public maritime transport service for passengers and vehicles between the islands of the Autonomous Region of the Azores, except for the island of Corvo, from May to September, with the aim of ensuring mobility between all the islands of the archipelago by sea during the summer period and regular passenger transport service between the islands of Flores and Corvo, both provided by the public company Atlânticoline, SA.</p> <p>c) regular public maritime transport service between the Triangle islands (Faial, Pico and São Jorge), in order to guarantee users a minimum service as regards frequency, capacity, categories of vessels used, tariffs and the continuity and timeliness of service, ensured by the company Transmaçor Lda., liquidated on 11 September 2015 through the process of merger by incorporation into Atlânticoline, SA.</p>
Explain the (usual) forms of assignment . If standardised models are used for assignments to	Responsibility for the management of the service of general economic interest was

¹ If there is only a small number of individual SGEIs in your Member State in a given sector, we would appreciate a detailed description of these services. If a large number of services are entrusted to a specific sector in your Member State (for example, due to the fact that jurisdiction lies with regional or local authorities), it would be disproportionate to provide individual information about the assignments; however, it remains crucial to have a clear and concise overview of how the sector is organised, including the common characteristics of individual assignments. Since the cases covered by the SGEI Framework are limited in number, the Commission expects a detailed description of each concrete measure.



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<p>a particular industry, please attach them.</p>	<p>entrusted to the public sector companies stated below.</p> <p><u>AIR TRANSPORT</u></p> <p>SATA AIR AÇORES, SA</p> <p>From 1 April 2003, the Autonomous Region of the Azores decided to impose public service obligations on air service between the islands of the Archipelago, in order to ensure minimum services to users.</p> <p>Among the obligations imposed were those affecting frequency, capacity, categories of aircraft used, fares, continuity, punctuality, schedules, flight marketing and postal services. These public service obligations were published in Official Journal of the European Communities No 2002/C 115/02 of 16 May 2002.</p> <p>Subsequently, in accordance with Article 4(1)(a) of Council Regulation (EEC) No 2408/92 of 23 July, the Autonomous Region of the Azores launched a public tender for the operation of a scheduled air service within the region, published in Official Journal of the European Communities No 2002/C 298/10 of 20 November 2002.</p> <p>No Community air carrier submitted an application for the operation of scheduled air services within the Autonomous Region of the Azores without demanding financial compensation or exclusive rights to the route, in accordance with the public service obligations imposed.</p> <p>After the expiration of the first contract, a new call for tender was launched, published in Official Journal of the European Union No 2006/C 51/07 of 1 March 2006. Only SATA Air Açores, SA submitted a bid; its proposal complied with all the public service obligations imposed, and it was awarded the concession for scheduled air services within the Autonomous Region of the Azores via an agreement dated 31 May 2006 concluded following Government Council Resolution No 18/2006 of 9 February 2006 for a period of three years.</p>
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	<p>In May 2009, following Resolution No 76/2009 of 8 May, a new call for tender was launched, published in Official Journal of the European Union No 2009/C 115/05 of 15 May 2009, following which again only SATA Air Açores, SA submitted a bid and was awarded the concession for scheduled air services within the Azores for a period of five years by signing a contract on 7 September 2009.</p> <p>In September 2015, following Resolution No 29/2015 of 12 February, a new public tender was released, published in Official Journal of the European Union No 2015/C 98/06 of 25 March 2015, following which again only SATA Air Açores, SA submitted a bid, and was awarded the concession for scheduled air services within the Azores for a period of five years by signing a contract on 4 September 2015.</p> <p><u>MARITIME TRANSPORT</u></p> <p>ATLÂNTICOLINE, SA</p> <p>The service management of general economic interest relating to the construction and operation of vehicle and passenger transport ships between the islands of the archipelago, as well as the provision of the public service of maritime passenger and vehicle transport between the islands of the Azores, was assigned to Atlânticoline, SA, via Government Council Resolution No 152/2005 of 3 November 2005, as amended later by Resolutions No 39/2006 of 20 April 2006, No 9/2007 of 25 January 2007, No 114/2008 of 1 August 2008, No 13/2010 of 18 January 2010, No 9/2014 of 20 January 2014 and No 172/2014 of 21 November 2014.</p> <p>Following the 2005 resolution, a management contract of general economic interest was concluded between the Autonomous Region of the Azores (RAA) and Atlânticoline, SA, on 8 November 2005.</p> <p>TRANSMACOR, LDA (<i>liquidated on 11 September 2015 through the process of</i></p>
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	<p><i>merger by incorporation into Atlânticoline, SA)</i></p> <p>From 1 January 2010, the Autonomous Region of the Azores decided to impose public service obligations on the regular shipping service between the Islands belonging to the Central Group of the Archipelago (Faial, Pico and São Jorge, Terceira and Graciosa), in order to ensure minimum services to users in terms of frequencies, capacities, categories of ships used, tariffs and continuity. The contract notice for these public service obligations was published in Official Journal of the European Union No 2009/S 204-293924 of 22 October. Only Transmaçor, Lda. submitted a bid; its proposal complied with all the imposed public service obligations and it was entrusted with the provision of this service via contract dated 31 December 2009, for a period of 3 years.</p> <p>After the first contract, a new call for tender was launched, published in Official Journal of the European Union No 2013/S 130-224735 of 6 July 2013, following which again only Transmaçor, Lda. submitted a bid, and was entrusted with the provision of maritime passenger transport between the islands of Faial, Pico and São Jorge via contract dated 17 September 2013, for a period of 9 months.</p> <p>After the expiration of the second contract, a new call for tender was launched, published in Official Journal of the European Union No 2014/S 189-333844 of 2 October 2014, following which again only Transmaçor, Lda. submitted a bid, and was entrusted with the provision of maritime passenger transport between the islands of Faial, Pico and São Jorge via contract dated 21 November 2014, for a period of three months.</p> <p>After the expiration of the third contract, a new call for tender was launched, published in Official Journal of the European Union No 2015/S 066-116633 of 3 April 2015, following which again only Transmaçor, Lda. submitted a bid, and was entrusted with the provision of maritime passenger transport between the islands of Faial, Pico, São Jorge and Terceira via</p>
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	<p>contract dated 15 April 2015, for a period of 9 months.</p> <p>ATLÂNTICOLINE, SA (<i>agreement signed in September 2015 which includes regular and seasonal shipping</i>)</p> <p>On 25 September 2015 the supply contract for providing maritime public service for passengers and vehicles in the Azores was concluded with Atlânticoline, which includes regular shipping services for passengers and vehicles between the islands of Faial, Pico and São Jorge, and for passengers between the islands of Flores and Corvo, as well as seasonal shipping service of passengers and vehicles in the period between May and September between the islands of the region, with the exception of the island of Corvo. The contract notice for these public service obligations was published in Official Journal of the European Union No 2015/S 136-250930 of 17 July 2015. Only Atlânticoline, SA. submitted a bid; its proposal complied with all the imposed public service obligations, and it was entrusted with the provision of this service via contract dated 25 September 2015, beginning on 1 November 2015, for a period of 14 months.</p>
Explain the (usual) duration of the assignment and the variation of the durations of assignments. Also indicate the proportion of assignments with a duration longer than 10 years.	<p>The contracts concluded usually have the following duration:</p> <p>a) air transport service between the islands of the Autonomous Region of the Azores: 3 to 5 years;</p> <p>b) public service of shipping passengers and vehicles between the islands of the Autonomous Region of the Azores: 3 months to 3 years</p>
Explain if exclusive or special rights are (usually) granted to companies.	Exclusive or special rights are not granted to companies.
Explain the (usual) compensation mechanism with regard to the respective services, including the aid instrument (direct subsidy, guarantee, etc.) used, and whether the methodology is used based on cost allocation or on the net costs avoided.	All the contracts concluded with regional commercial public sector companies that provide public services contain clauses designed to prevent cross-subsidies, allow for proper allocation of costs and avoid overcompensation.



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	<p>The methodology based on cost allocation is used, and financial compensation is calculated according to the operating deficit determined annually 'ex-post' based on duly justified and actually incurred costs and income, except in the case of the last contract with Atlânticoline of 25 September 2015, in which the financial compensation is calculated based on the price per transported passenger.</p>
<p>Explain the (usual) measures to prevent any overcompensation and respective terms of repayment.</p>	<p>The Autonomous Region of the Azores ensures that regular checks are carried out in order to ensure that companies do not receive compensation higher than the amount needed to cover the costs to comply with the public service obligations.</p> <p>The Region considers this supervision to be perfectly adequate, highlighting the close proximity it has with these companies in the regional commercial public sector in terms of supervision and oversight and the fact that the development of the activity of the aforementioned companies is followed very closely.</p> <p>SATA AIR AÇORES, SA</p> <p>The rules for awarding financial compensation to SATA Air Açores are carefully stipulated in the Contract. The method to certify the amount that is to be paid to the concessionaire is based on an annual report on implementation of the concession sent to the Region, with detailed information about the prescribed items, as well as the procedures and accounting criteria used. The payment by the grantor is made after each quarter, while the payment for the last quarter of each year will only be available after the clearance of the exact amount of compensation due and is identical to the difference between the mentioned amount and the sum of the payments that were already made. If the balance corresponding to the last quarter of each year is in favour of the grantor, it will be subject to compensation in the very next quarter, except for the last quarter of the grant, which will be the object of reimbursement.</p>



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	<p>For reasons of restoring the financial balance of the concession, and to the extent of the excess of the losses incurred, the occurrence of abnormal and unpredictable changes in conditions the proposal was based on can be included in this Agreement, resulting in a substantial increase in charges, namely the following situations and only to the extent of the excess of the losses suffered in percentages higher than 17 % of the average price of fuel of the last 24 months before the conclusion of the Agreement, 15 % of the average exchange rate of the dollar against the euro for the year the contract was concluded and the change in the value of insurance premiums higher than the inflation rate of the previous year.</p> <p>ATLÂNTICOLINE, SA</p> <p>In the case of the Service Management Agreement regarding General Economic Interest concluded with Atlânticoline, SA, it is expressly stated that the company must submit operating accounts separated by activity in order to prevent the paid subsidies being used to finance an activity that is considered to be exercised under normal market conditions.</p> <p>Similarly, the Agreement stipulates that the criteria that determine the transfers to be performed by the Regional Budget to Atlânticoline, SA, must be set out in a clear and transparent manner and must be based on the costs incurred in discharging the public service obligations, and the level of compensation needs to be set based on an analysis of the costs that a company properly managed and equipped with means of transport would incur in order to fulfil the public service requirements, taking into account the respective receipts, as well as a reasonable profit for the execution of the present obligations.</p> <p>TRANSMAÇOR, LDA</p> <p>The rules for awarding the sum of financial compensation to Transmaçor, Lda. are carefully defined in the Agreement. In order to certify the amount to be paid to the contractor, an annual</p>
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	<p>report on the execution of the contract is sent to the Region, with details of the stipulated items and the procedures and accounting criteria used. Payment by the contracting authority is made after each quarter, while payment for the last quarter of each year is only made available after the clearance of the exact amount of compensation due, and corresponds to the difference between the mentioned amount and the sum of the payments already made. If the balance corresponding to the last quarter of each year is in favour of the contracting authority, it will be subject to compensation in the very next quarter, except for the last quarter of service provision, which will be the object of reimbursement.</p> <p>For reasons of restoring the financial balance of the concession, and to the extent of the excess of the losses incurred, the occurrence of abnormal and unpredictable changes in conditions the proposal was based on can be included in this Agreement, resulting in a substantial increase in charges, namely the following situations and only to the extent of the excess of the losses suffered in percentages higher than 10 % of the average exchange rate of the dollar against the euro for the year the contract was concluded and the change, higher than the inflation rate of the previous year, of port taxes and insurance premiums.</p> <p><i>Atlânticoline, SA (agreement signed in September 2015 which includes regular and seasonal shipping)</i></p> <p>The rules for awarding financial compensation to Atlânticoline, SA are carefully set forth in the Agreement. At the end of each calendar year, the Contractor submits to the contracting authority a final report about the service provided, certified by a Chartered Accountant, containing information on the following: the fulfilment of public service obligations; the number of passengers carried by each shipping service and for each type of fare; and the income from shipping services, separating the income value generated by ticket sales and fare type.</p>
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	<p>At the end of each calendar year, the annual price is adjusted to the number of passengers carried, and based on that the final report of the service provided is submitted by the Contractor. If at the end of each calendar year there is a balance in favour of the contracting authority, compensation will be paid in monthly instalments in the following year, except in the last calendar year, in which such amount will be the object of reimbursement.</p> <p>For reasons of restoring the financial balance of the services provided, the situations in which the contracting authority determines a unilateral modification of the contract or of the public service obligations can be integrated into this Agreement, provided that, as its direct result, the contractor has an increase of expenses or loss of income.</p>
Amount of aid granted	
Amount of aid granted² <u>Includes all aid paid in the territory, namely the aid paid by regional and local authorities.</u>	<p>The financial transfers to enterprises of the regional commercial public sector during 2012-2015 were as follows:</p> <p>- Passenger air transport between the islands: EUR 68 386 007.84 .SATA Air Açores, SA: 2012: EUR 5 733 965.50 2013: EUR 13 397 785.34 2014: EUR 17 455 065.00 2015: EUR 31 799 192.00</p> <p>- Passenger sea transport between the islands: EUR 31 620 230.62 2012: EUR 6 933 720.00 2013: EUR 7 842 912.64 2014: EUR 6 772 335.41 2015: EUR 10 071 262.57</p>
Other quantitative information³	<p>The beneficiaries of general economic interest in the sectors of air and maritime transport are the</p>

² As stipulated in Article 9(b) of the SGEI Decision and point 62(b) of the SGEI Framework. Please supply a breakdown by calendar year.

³ The Commission would welcome any data available on aid granted in accordance with the SGEI Decision and the SGEI Framework, for example the number of beneficiaries per sector, the average amount of aid, the amount per aid instrument (direct subsidy, guarantee, etc.), the size of firms, etc. If a Member State does not have such further quantitative information readily available, the data can of course be presented in a more aggregated way and/or by estimate. In this case, please indicate that estimates were used, together with the type of aggregation performed.



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	<p>citizens.</p> <p>Atlânticoline, SA, and Transmaçor, Lda. are companies with a staff of 20 and 67 workers, respectively.</p> <p>SATA Air Açores, SA is a company with an average workforce of 670 workers.</p>
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4) Airports and ports [Article 2(1)(e) of Decision 2012/21/EU of 11 January 2012]

Clear and complete description of the way in which the services in question are organised in your Member State ⁴	
Explain what kind of services in the sector in question were defined as SGEI in your Member State. List as clearly as possible the content of services assigned as SGEI.	<p>The following services were defined as SGEI:</p> <p>a) airport services to support civil aviation in regional airports;</p> <p>b) rehabilitation, modernisation and construction of port infrastructure.</p>
Explain the (usual) forms of assignment. If standardised models are used for assignments to a particular industry, please attach them.	<p>The responsibility for the management of services of general economic interest was entrusted to companies of the public sector as stated below.</p> <p><u>AIRPORTS</u></p> <p>SATA GESTÃO DE AERÓDROMOS, SA</p> <p>The concession of the public service of airport support provided to civil aviation at the airports of Corvo, Graciosa, Pico, São Jorge and Flores was assigned to SATA – Gestão de Aeródromos, SA, via Agreement dated 1 July 2005 and concluded following Council of Government Resolution No 102/2005 of June 16, for a period of ten years, renewable for periods of five years up to a maximum of 20 years.</p>

⁴ If in your Member State, in a given sector, there is only a small number of individual SGEIs, we would appreciate a detailed description of these services. If in your Member State a large number of services are entrusted to a specific sector (for example, due to the fact that jurisdiction lies with regional or local authorities) it would be disproportionate to provide individual information about the assignments; it remains crucial, however, to have a clear and concise overview of how the sector is organised, including the common characteristics of individual assignments. Since the cases covered by the SGEI Framework will be limited in number, the Commission expects a detailed description of each concrete measure.



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	<p><u>PORTS</u></p> <p>PORTOS DOS AÇORES, SA</p> <p>Regional Legislative Decree No 30/2003/A of 27 June established the three regional port authorities (APSM – Port Administration of the Islands of São Miguel and Santa Maria, SA; APTO – Administration of Ports of the Triangle and the Western Group, SA, and APTG – Administration of Ports of Terceira and Graciosa, SA), which, by Regional Legislative Decree No 24/2011/A of 22 August, were incorporated via a merger process in the company Portos dos Açores, SA.</p> <p>Portos dos Açores, SA, is a wholly publicly owned company whose mission is the administration of the ports of the Azores, with a view to their exploitation, conservation and development, including the exercise of the powers and prerogatives of port authority.</p> <p>Between 2004 and 2011, contracts for the implementation of various construction, modernisation, expansion and upgrading works of regional port infrastructure were concluded via Government Council Resolutions between the Autonomous Region of the Azores (RAA) and the Regional Port Administrations, current Portos dos Açores, SA.</p> <p>No contracts were signed in 2012 and 2013 between the RAA and Portos dos Açores, SA.</p> <p>Two programme contracts were signed in 2014 via Government Council Resolutions between the Autonomous Region of the Azores (RAA) and Portos dos Açores, SA, one to carry out jetty extension work at the port of Velas on the island of in São Jorge, and the other for the execution of works of repaving the pier of the port of Praia da Vitória and pave the access to the fuel terminal and install a network of fire protection at the port of Praia da Vitória. Only one programme contract was signed in 2015 for the execution of the expansion work of the port of Casa on the island of Corvo.</p>
Explain the (usual) term of assignments and the variation of the durations of assignments. Also	The contracts usually have the following durations:



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indicate the proportion of assignments with a duration of more than 10 years.	a) airport services provided to support civil aviation in the regional airports: 10 years; b) rehabilitation, modernisation and construction of port infrastructure: 1 to 4 years.
Explain if exclusive or special rights are (usually) granted to companies.	No exclusive or special rights are granted to companies.
Explain the (usual) compensation mechanism with regard to the respective services, including the aid instrument (direct subsidy, guarantee, etc.) used, and whether the methodology is used based on cost allocation or the net costs avoided.	<p>All the contracts concluded with regional commercial public sector companies providing public services contain provisions designed to prevent cross-subsidies, allowing for proper cost allocation and avoiding overcompensation.</p> <p>In order to avoid the amount of compensation exceeding what is necessary to cover the costs incurred in discharging the obligations in the contracts with the Regional Port Authorities, the current Portos dos Açores, SA, provisions are stipulated to determine the assigned global funds and the condition of the amount of financial contribution to be allocated be proportionally reduced if the company benefits from additional support from other forms of financing.</p> <p>In the case of SATA Gestão de Aeródromos, SA, the costs and investments that are the responsibility of the grantor were defined, and it was stipulated that the provider shall submit an annual business plan for the following year, indicating the equipment, conservation, maintenance or enlargement works to be performed at the airports needed for normal operation and development, as well as their timing and costs, to be approved in advance by the concessionaire.</p>
Explain the (usual) measures to prevent any overcompensation and respective terms of reimbursement.	<p>The Autonomous Region of the Azores performs and ensures the performance of regular checks to guarantee that companies do not receive overcompensation of the amount needed to cover the costs incurred in the compliance of their public service obligations.</p> <p>The Region considers this supervision to be perfectly adequate, highlighting the close proximity it has with these companies in the regional commercial public sector for reasons of supervision and oversight and the fact that it</p>



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	<p>follows very closely the development of the activity of these companies.</p> <p>SATA – GESTÃO DE AERÓDROMOS, SA</p> <p>SATA – Gestão de Aeródromos, SA as the grantor of the public airport services to support civil aviation in regional airports has the obligation to submit a business plan – to be approved by the grantor – for the following year until the end of July of the previous year, indicating the equipment, the conservation / maintenance / expansion works it wishes to perform at the airports for which the concession is held, necessary for their normal development, as well as their timing and costs. In return for the provision of services, the provider is entitled to receive the financial compensation defined by the Contract.</p> <p>In the same agreement it is stipulated that SATA – Gestão de Aeródromos, SA, assumes the risks of the concession; however, the financial balance may be restored in cases of force majeure for unforeseeable and overwhelming events beyond the control of the grantor that have a direct negative impact on the concession or in cases of abnormal and unforeseeable changes in the conditions on which the proposal is based, resulting in a substantial increase in costs. Restoring the financial balance of the concession will be effected by awarding a direct compensation to the concessionaire by the granting authority, the concessionaire needing to notify the grantor of the occurrence of any event that may give rise to the restoration of the financial balance of the concession, within ten days following its occurrence.</p> <p>The listed contractual obligations of SATA – Gestão de Aeródromos, SA, are those that provide the grantor all elements relating to the grant that it believes need to be requested and that allow free access to supervisory bodies, if any premises and equipment are properly identified within the concession areas.</p> <p>PORTOS DOS AÇORES, SA</p> <p>The use of funds made available under the</p>
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	<p>contracts with Portos dos Açores, SA and their suitability for the proposed goals is exercised in particular via the obligation of this entity to provide the information and clarifications that the Region requests from them, at the intervals that it considers to be appropriate, and via the submittal of assessments and/or audits carried out by the Region or by whom it designated for that purpose.</p> <p>Portos dos Açores, SA also undertakes to develop and submit to the Region annual progress reports as well as final reports on the performance of contracts and to include an express reference in its annual plan of activities to the execution status of contracts.</p>
Amount of aid granted	
Amount of aid granted⁵ <u>Includes all aid paid in the territory, namely the aid paid by regional and local authorities.</u>	<p>The financial transfers to enterprises of the regional commercial public sector during 2012-2015 were as follows:</p> <p>- Airports: EUR 3 608 194.47 SATA Gestão de Aeródromos, SA 2012: EUR 589 037.77 2013: EUR 2 837 541.66 2014: EUR 0.00 2015: EUR 0.00</p> <p>- Ports: EUR 4 118 954.00 Portos dos Açores, SA 2012: EUR 0.00 2013: EUR 0.00 2014: EUR 1 852 340.00 2015: EUR 2 266 614.00</p>
Other quantitative information⁶	<p>The beneficiaries of general economic interest at airports and ports are the citizens, whose movement at airports and ports is shown in Annex I, as well as all regional business.</p> <p>Portos dos Açores, SA, is an SME with a staff of 280 workers.</p>

⁵ As stipulated in Article 9(b) of the SGEI Decision and point 62(b) of the SGEI Framework. Please supply a breakdown by calendar year.

⁶ The Commission would welcome any data available on aid granted in accordance with the SGEI Decision and the SGEI Framework, for example the number of beneficiaries per sector, the average amount of aid, the amount per aid instrument (direct subsidy, guarantee, etc.), the size of firms, etc. If a Member State does not have such further quantitative information readily available, the data can of course be presented in a more aggregated way and/or by estimate. In this case, please indicate that estimates were used, together with the type of aggregation performed.



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	SATA Gestão de Aeródromos, SA is a small company with an average workforce of 25 employees.
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5) Other SGEI compensation

TEATRO MICAELENSE – CENTRO CULTURAL E DE CONGRESSOS, SA

Clear and complete description of the way in which the services in question are organised in your Member State ⁷	
Explain what kind of services were defined in your sector as SGEI in your Member State. List as clearly as possible the content of services assigned as SGEI.	Programme contract between the Autonomous Region of the Azores and Teatro Micaelense – Centro Cultural e de Congressos, SA.
Explain the (usual) forms of assignment. If standardised models are used for assignments to a particular industry, please attach them.	On 14 June 2013 a programme contract was concluded between the Autonomous Region of the Azores and TEATRO MICAELENSE – CENTRO CULTURAL E DE CONGRESSOS, SA, its regular object being the terms in which the collaboration between the Region and the company is developed for the implementation of the annual action plan for the development of cultural supply, its diversification and promotion of the region.
Explain the (usual) duration of the assignment and the variation of the durations of assignments. Also indicate the proportion of assignments with a duration of more than 10 years.	Every year, the region determines the amount of funds to be transferred to the concessionaire via joint order of the regional secretaries with expertise in the areas of finance and culture.
Explain if (usually) exclusive or special rights are granted to companies.	None.
Explain the (usual) compensation mechanism with regard to the respective services, including the aid instrument (direct subsidy, guarantee, etc.) used, and whether the methodology is used based on cost allocation or on the net costs avoided.	Financial compensation is performed via the Programme Contract and its cost allocation.

⁷ If there is only a small number of individual SGEIs in your Member State in a given sector, we would appreciate a detailed description of these services. If a large number of services are entrusted to a specific sector in your Member-State (for example, due to the fact that jurisdiction lies with regional or local authorities), it would be disproportionate to provide individual information about the assignments; however, it remains crucial to have a clear and concise overview of how the sector is organised, including the common characteristics of individual assignments. Since the cases covered by the SGEI Framework are limited in number, the Commission expects a detailed description of each concrete measure.



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Explain the (usual) measures to prevent eventual overcompensation and respective terms of repayment.	The contractual obligations of the TM SA include special duties regarding information, in particular to prepare and submit semi-annual reports and a final report on the contract to the Region.
Amount of aid granted	
Amount of aid granted⁸ <u>Includes all aid paid in the territory, namely the aid paid by regional and local authorities.</u>	2014: EUR 700 000.00; 2015: EUR 735 000.00
Other quantitative information⁹	

⁸ As stipulated in Article 9(b) of the SGEI Decision and point 62(b) of the SGEI Framework. Please supply a breakdown by calendar year.

⁹ The Commission would welcome any data available on the aid granted in accordance with the SGEI Decision and the SGEI Framework, for example, the number of beneficiaries per sector, the average amount of aid, the amount per aid instrument (direct subsidy, guarantee, etc.), the size of firms, etc. If a Member State does not have such further quantitative information readily available, the data can of course be presented in a more aggregated way and/or by estimate. In this case, please indicate that estimates were used, together with the type of aggregation performed.



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ANNEX I

NUMBER OF DISEMBARKED PASSENGERS AT THE AIRPORTS OF THE AZORES

Year	2011	2012	2013	2014	2015
S MARIA	29 429	30 971	30 515	33 012	36 368
S MIGUEL	448 784	434 411	442 442	471 869	618 829
TERCEIRA	217 748	203 738	200 304	215 143	234 668
GRACIOSA	20 425	18 604	17 451	19 040	20 383
S JORGE	25 521	23 991	24 070	24 264	26 472
PICO	32 378	33 369	33 723	37 474	44 562
FAIAL	91 076	85 212	84 206	82 615	91 940
FLORES	21 988	20 977	20 808	22 066	24 158
CORVO	2 219	2 263	2 307	2 600	3 014
AZORES	889 468	853 536	855 826	908 083	1 100 394

Source: SREA

NUMBER OF DISEMBARKED PASSENGERS AT THE PORTS OF THE AZORES

Year	2011	2012	2013	2014	2015
S MARIA	11 485	9 445	8 987	8 667	8 684
S MIGUEL	21 412	18 547	18 241	17 212	16 799
TERCEIRA	22 816	19 900	17 776	18 750	16 906
GRACIOSA	6 346	5 411	4 673	4 530	4 583
S JORGE	32 469	32 804	33 361	34 830	37 530
PICO	198 359	188 468	192 851	205 306	215 772
FAIAL	188 788	179 577	183 388	190 279	208 466
FLORES	2 778	2 587	2 501	2 816	2 403
CORVO	1 696	1 738	1 656	1 668	1 545
AZORES	486 149	458 477	463 434	484 058	512 688

Source: SREA