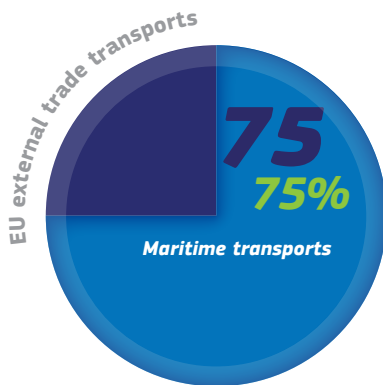
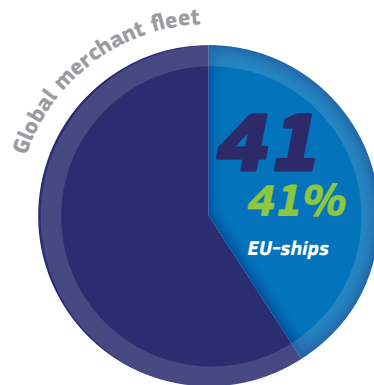


Maritime transport and Short Sea Shipping



Maritime transport plays a key role for the European economy, transporting 75% of its external trade and ensuring smooth and efficient trade flows in and out of the European Union.



EU-owned ships represent 41% of the global merchant fleet.¹



In 2018, the 335 ports of the TEN-T core and comprehensive networks handled 3.8 billion tonnes of cargo, of which almost three quarters in the 84 core network corridor (CNC) ports. Short Sea Shipping represents around 65%² of the TEN-T ports' total cargo traffic.

Motorways of the Sea today

The Motorways of the Sea (MoS) programme is an integral part of TEN-T policy and also a funding priority of the Connecting Europe Facility. It funds projects of highest EU co-operation spirit, by creating or upgrading maritime links between European ports and by stimulating wider benefit actions of several ports.

2008-2013 TEN-T programme - 44 MoS projects funded, generating over EUR 1.2 billion in investment, of which the EU contributed EUR 281.9 million.

2014 - 2020 CEF programme - 50 MoS Actions funded for a total of EUR 435.3 million of grant financing, making the Motorways of the Sea funding priority the most important EU instrument in financing infrastructure interventions in maritime ports, vessels and hinterland port connections.

Core Network Corridors

- Baltic-Adriatic
- North Sea-Baltic
- Mediterranean
- Orient-East Med
- Scandinavian-Mediterranean
- Rhine-Alpine
- Atlantic
- North Sea-Mediterranean
- Rhine-Danube

Regular roro connections

- 1 dep/w
- 2-5 dep/w
- 5-14 dep/w
- 14-28 dep/w
- >28 dep/w



Motorways of the Sea extend and complement the TEN-T network, connecting EU countries with each other and with neighbouring countries.³

¹ <https://stats.unctad.org/handbook/MaritimeTransport/MerchantFleet.html>

² Based on Eurostat maritime transport data.

³ ISL 2019 based on operator schedules, excluding car carriers destined to transport of traded vehicles



Prof. Kurt Bodewig
EU COORDINATOR

The Motorways of the Sea Detailed Implementation Plan

The Motorways of the Sea Detailed Implementation Plan sets the priorities for the future maritime policy of the trans-European transport network and aims at ensuring a better integration of MoS within the wider TEN-T policy and at having a specific view at the opportunities and challenges per sea-basin. My vision for Motorways of the Sea is that **it becomes the cornerstone for the creation of a sustainable, smart and seamless European Maritime Space leading to a truly maritime dimension of TEN-T.**

As a result of a close cooperation and dialogue with Member States and the wider maritime community as well as a sound analysis of transport data, legislative drivers and emerging trends, I am setting the following three pillars which focus around the development of a **sustainable, seamless and smart European Maritime Space**:

The first pillar for a sustainable European Maritime Space addresses the objectives of fighting climate change and improving air and water quality. Under this pillar, I strongly advocate for investments in decarbonisation, e.g. looking into all types of promising alternative and in particular non-fossil fuels, onshore power supply, innovation in propulsion systems as well as the use of eco-incentives.

The second pillar underlines the need to ensure seamless maritime transport by improving multimodal connectivity, in terms of better connections with the corridors and better links with outermost regions, islands and neighbouring countries.

Under the third pillar, I recommend pushing for a smart European Maritime Space, through the improved adoption of digital tools throughout the industry, such as the digitalisation of trade lanes, interoperable data sharing and Sea Traffic Management (STM).

