



# The Motorways of the Sea and the creation of a European Maritime Space

Visions and ideas for the upcoming DIP, April 2021

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# Motorways of the Sea (MoS)

- The maritime pillar of the trans-European transport policy.
- The pillar prioritizes the full integration of maritime transport operations in the logistic chain.
- With a focus on short sea shipping, maritime links and maritime infrastructure, the MoS pillar is well placed to support the European maritime and shipping industry.

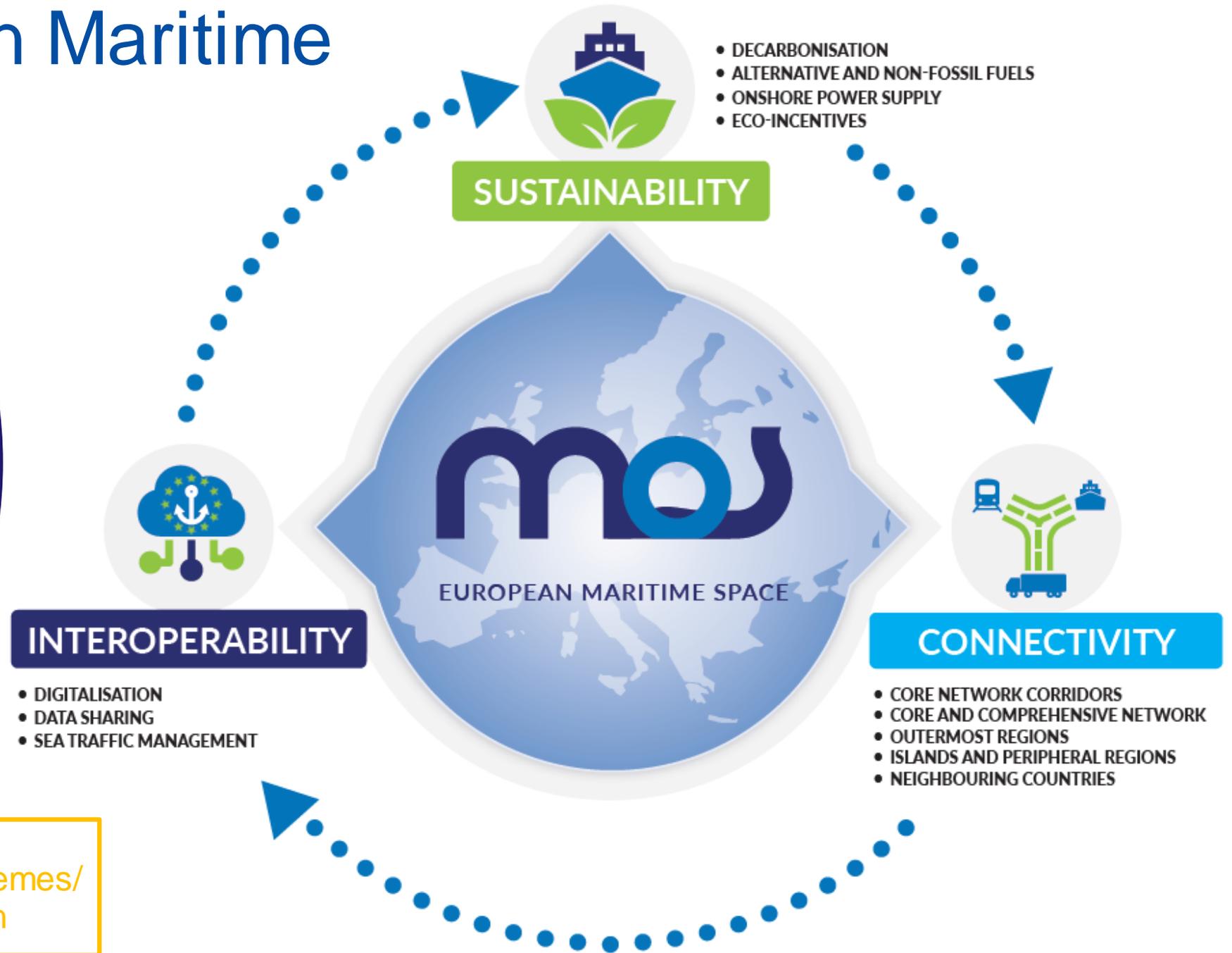
# The Motorways of the Sea (MoS)

- The trans-European transport network consists of 335 ports.
- Roughly 80% of all goods are transported by sea.
- Shipping is the most efficient and cost-effective transport mode (tons/km traveled).
- Short sea shipping stands for ca 65% of all cargo transiting through EU ports.
- That equals 2.5 billion tons of cargo and more than 400 million passengers.

# A European Maritime Space

- In the latest Detailed Implementation Plan (July 2021), the vision of a **European Maritime Space** was introduced.
- It is about creating a reinforced maritime pillar in the TEN-T policy that:
  - Encompasses all maritime transport infrastructure;
  - Addresses the de-carbonization of ports and maritime transport;
  - Strengthens the multimodal connectivity of ports to the rest of the TEN-T;
  - Boosts short sea shipping in the EU;
  - Addresses the digitalization of ports and the maritime sector.

# A European Maritime Space



**MoS DIP available at:**

[https://ec.europa.eu/transport/themes/infrastructure/motorways-sea\\_en](https://ec.europa.eu/transport/themes/infrastructure/motorways-sea_en)

# Introducing a fourth pillar: resilience

- **Digitalization:** The Covid-19 crisis has shown the benefits to meet urgent needs while minimizing human interaction.
- **More connections:** Short-sea-shipping ensures continued operations. Stronger short-sea connections to the CNCs is essential.
- **Development of port infrastructure:** Critical services during crises is of key importance. Climate change adaptation such as breakwaters or dykes are also key.
- **Diversify energy usage:** The EU depends on fossil fuels mainly imported from outside the EU. Renewables and alternative fuels for vessels and ports is vital.

# Current priorities and upcoming deliverables

- FuelEU Maritime, a legislative proposal on maritime fuels, aiming at accelerating the uptake of sustainable alternative fuels in European ports.
- The revised Renewable Energy Directive (2018/2001/EC) with a binding renewable energy target by 2030.
- The ongoing revision of the Directive on the Deployment of Alternative Fuels (2014/94/EU). The revision will try to bring clarity on the role of transition fuels.
- Maritime projects will continue to be funded through the Connecting Europe Facility 2021-2027 Regulation.

# The future of the Motorways of the Sea

- The maritime transport sector forms a big part of the intra-European transport system.
- It contributes to the efforts to reduce the overall external environmental and social costs from transport.
- The creation of a European Maritime Space will help to reinforce the maritime pillar in a smart, sustainable and seamless way.
- More attention is needed for short sea shipping, on-shore power supply and hinterland connectivity.
- A technology neutral approach is necessary for alternative fuels.

# Outlook

- The transport sector's GHG emissions have increased. They represent 25% of the EU total.
- Investments needed in all transport sectors.
- Investments needed in fleet renewals, alternative fuels infrastructure and last mile connections to the rest of the TEN-T.
- Grants from the EU alone will not be enough.

# Thank you for your attention



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