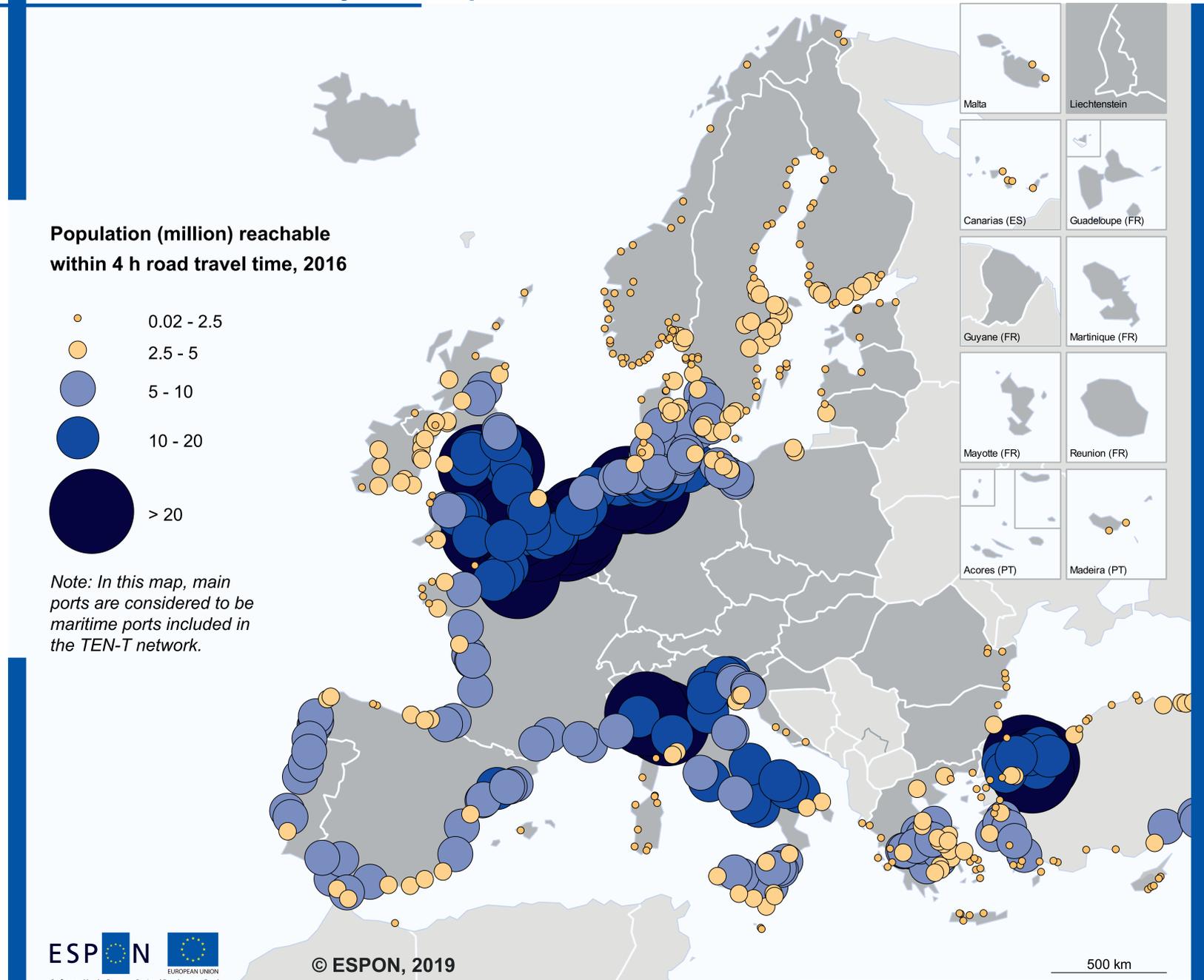


Hinterland accessibility of main ports



Source: Spiekermann and Wegener Urban and Regional Research (S&W), ACC SCEN, 2017
Origin of data: S&W Accessibility model, 2016; ©EuroGeographics Association for ports
© UMS RIATE for administrative boundaries

Developing port-inland connections enables new trade routes and a more efficient port system

Hinterland accessibility is an important part of ports' attractiveness and general performance. From most European ports, a population of at least 5 million inhabitants is reachable within 4 hours road travel time.

The North Sea concentrates the most ports with good hinterland accessibility and large amounts of goods handled (e.g. Antwerp or Rotterdam). A dense network of motorways, railways and inland waterways and the possibility to reach the most populated part of Europe are the main assets of these ports.

A few ports in northern Italy (e.g. Genova, La Spezia) act as gates to Central Europe and provide access to a population of around 20 million (4 hours road travel time), while the rest of the Mediterranean ports have lower hinterland connectivity values, due to a less dense highway and motorway network.

Lower values in hinterland accessibility are also registered by ports in the Nordic and Baltic states. Black Sea ports in Romania and Bulgaria also show a low hinterland accessibility, although they serve an important trade route to the Orient.

At EU and national level, the improvement of port-hinterland connections should be further supported by completing links between the TEN-T network and the Motorways of the Sea (MoS), thus generating more efficient trade routes. This is particularly important for Mediterranean Sea and Black Sea ports. Developing their hinterland accessibility, and thus increasing their attractiveness, could shorten the travel of cargo coming from Asia, thus reducing CO2 emissions.

Further reading: Accessibility by the Sea Indicators (ESPON 2017).