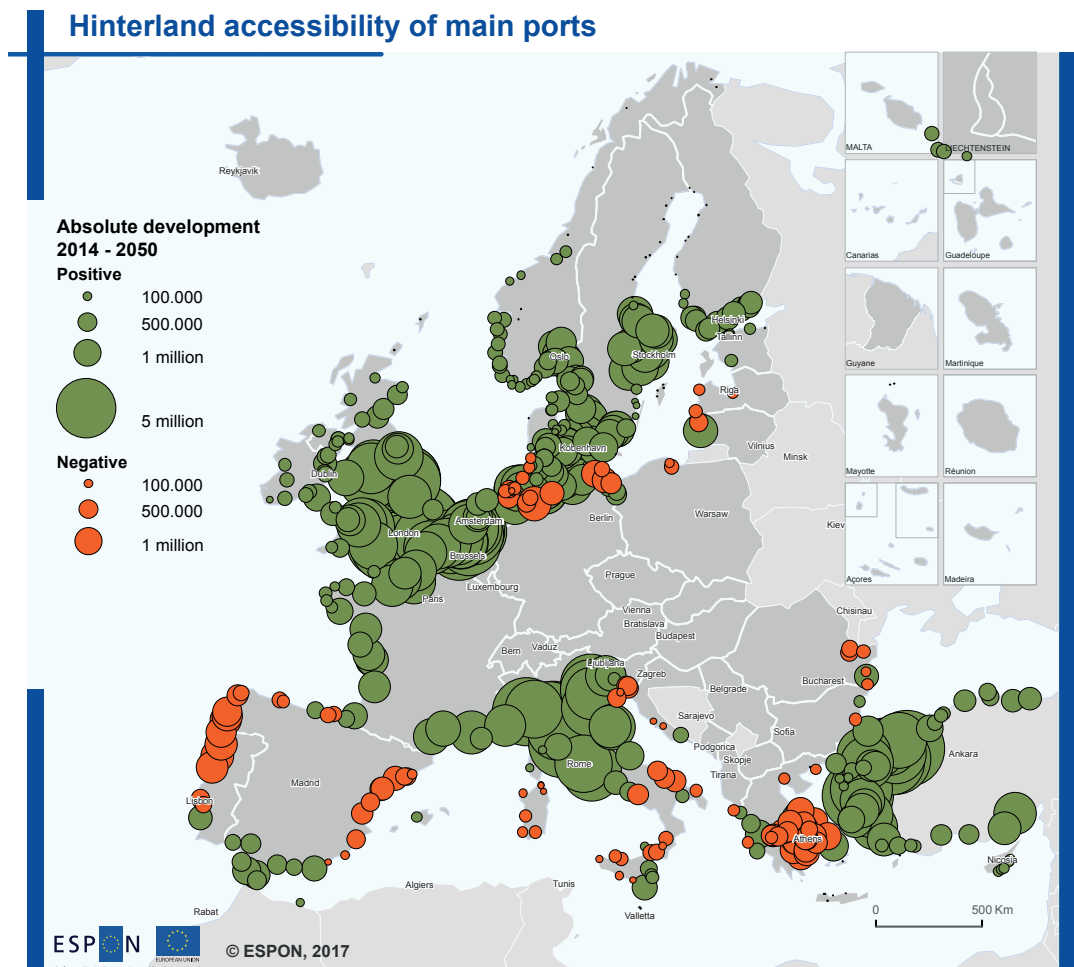


South Europe at the crossroads: are we making the right decisions about accessibility investments for the future?

Seaborne accessibility: prospects and scenarios 2050



Source: Spiekermann and Wegener
Urban and Regional Research (S&W),
ACC SCEN, 2017
Origin of data: S&W Accessibility Model, 2016
CC - UMS RIATE for administrative boundaries

Southern Italy and Greece have lost passenger traffic between 2005 and 2015. Within the same period, the Mediterranean ports of Barcelona and Tarragona, the Atlantic port of Bilbao as well as the Black Sea port of Constanța have experienced a decrease in container volume.

The Atlantic ports of Avilés and Gijón and the Black Sea ports of Varna and Constanța with its satellite ports of Midia and Mangalia exhibit the lowest continental hinterland accessibility in southern Europe with less than 2.5 million people reachable by road within 4 hours.

Further advancements in the TEN-T network will increase the hinterland of an overwhelming majority of European ports. However, ports in Portugal, the eastern parts of Spain, and some regions in Italy and Greece may expect a decreasing hinterland market area.