

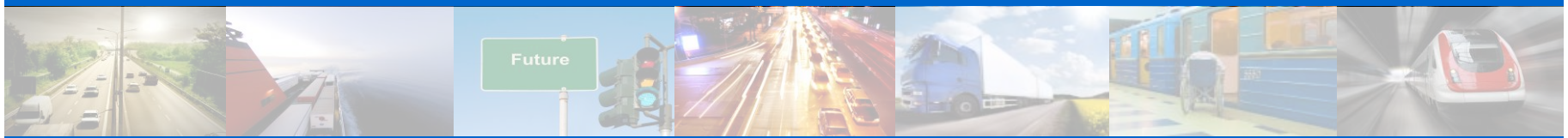


United Nations Economic Commission for Europe
Transport Division

Efficient and Sustainable Inland Water Transport in Europe

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Seventy-third session of UNECE Inland Transport Committee
1-3 March 2011





UNECE White Paper on Efficient and Sustainable Inland Water Transport in Europe

1. Mandate
2. Preparing the new UNECE White Paper
3. Scope of the paper
 - Place of IWT in the ECE region
 - Current state of the AGN network
 - Institutional and regulatory framework
 - Policy recommendations
4. Follow-up to the White Paper

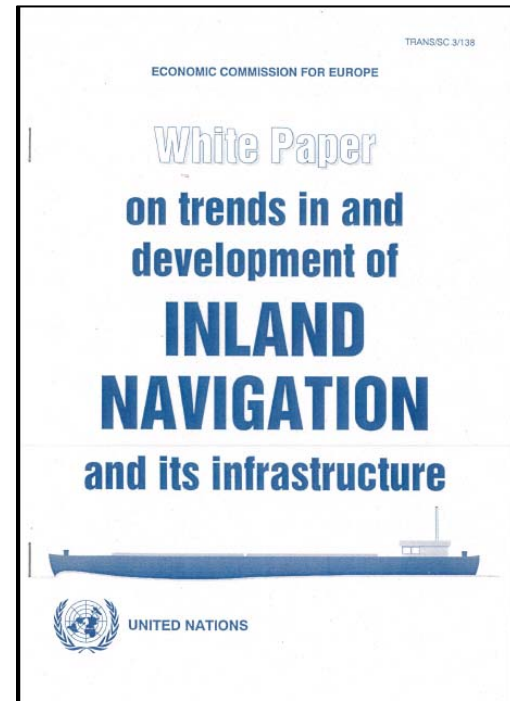




1.Mandate for White Paper on IWT (1/1)

“UNECE should actively promote the advantages of transport by inland waterway and indicate the problems it is facing through the regular publication of a White Paper on Trends in and Development of Inland Navigation and its Infrastructure”

[Resolution No. 258 on Supporting further development of inland water transport adopted by the Inland Transport Committee on 8 February 2007]





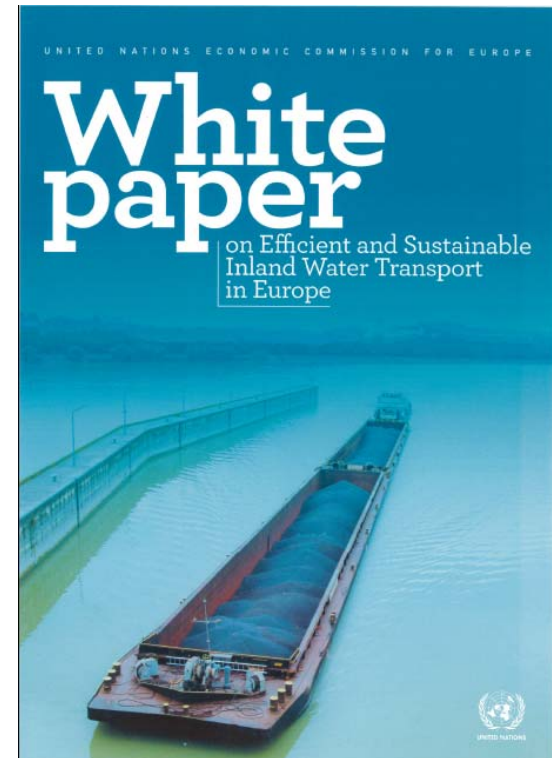
2. Preparing new UNECE White Paper (1/1)

- Feb. 2007: ITC Resolution No.258
- April 2008: Setting up the Special Review Board (EC, River Commissions, other interested organizations)
- Oct. 2008: Outline adopted by the Working Party on Inland Water Transport (SC.3)
- 2009-2010: Preparation of the analysis and the draft recommendations
- Sept. 2010: Policy recommendations validated by the Review Board and submitted to SC.3
- Oct. 2010: Draft paper approved in principle by SC.3
- Feb.2011: Special editorial session on English, French and Russian text of the paper



3. Scope of the 2011 White Paper

- CHAPTER 1: Importance and Performance of Inland Water Transport in the ECE region
- CHAPTER 2: Current State of the European Network of Inland Waterways of International Importance
- CHAPTER 3: Institutional and regulatory framework for inland navigation in Europe
- CHAPTER 4: A pan-European vision for efficient and sustainable inland water transport





3.1. Importance and Performance of Inland Water Transport in the ECE region)

- Freight transport by IWT
 - 144.6 billion t-km (EU-27): (Belgium, Germany, the Netherlands account for 83 percents)
 - 86 billion t-km in Russian Federations
 - 18 billion t-km in Ukraine
- Evolution since mid-1990: Decrease in several countries in terms of modal split

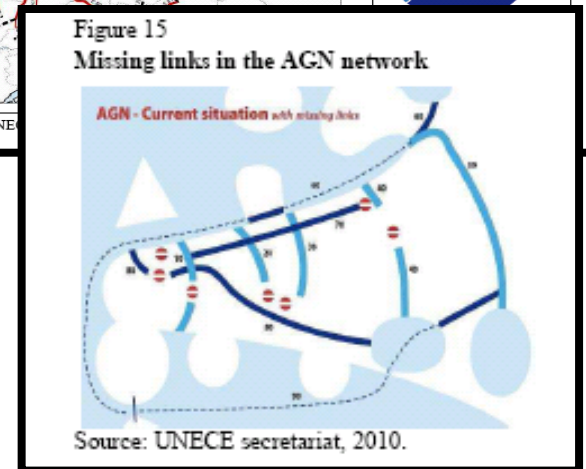
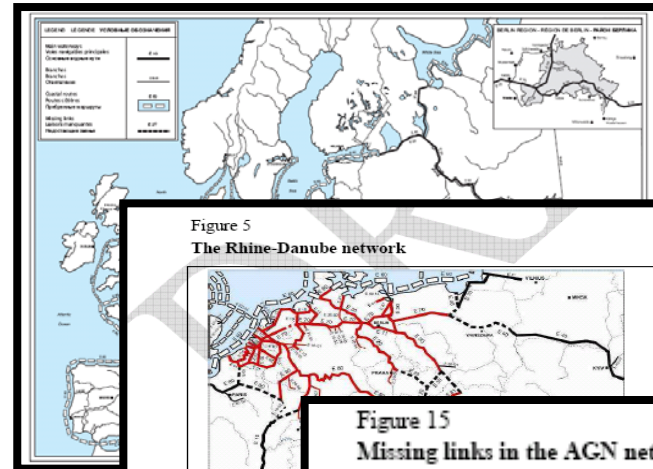
Table 4
Modal split in the selected UNECE countries (1995–2007)
(percentage in total inland freight t-km)

	<i>Inland Waterways</i>			<i>Road</i>			<i>Rail</i>		
	<i>1995</i>	<i>2000</i>	<i>2007</i>	<i>1995</i>	<i>2000</i>	<i>2007</i>	<i>1995</i>	<i>2000</i>	<i>2007</i>
EU-27		6.6	5.8		73.7	76.2		19.7	18.0
Austria	4.9	4.5	4.2	63.5	64.8	60.9	31.6	30.6	34.8
Belgium	9.7	10.9	14.9	77.4	77.4	69.7	12.9	11.6	15.3
Bulgaria		2.6	4.8		52.3	70.0	45.2	25.1	25.1
Croatia	1.0		0.8	38.4		74.0	60.6		25.2
Czech Republic	0.8	0.2	0.1	57.5	68.0	74.7	41.6	31.9	25.3
Finland	0.2	0.3	0.3	72.3	75.8	73.9	27.5	24.0	25.9
France	2.8	3.4	3.4	76.5	76.0	80.9	20.7	20.6	15.7
Germany	17.2	15.5	12.4	63.9	65.3	65.7	18.9	19.2	21.9
Hungary	6.1	3.1	4.6	58.3	68.1	74.5	35.6	28.8	20.9
Lithuania	0.1	0	0	41.6	46.6	58.5	58.2	53.4	41.5
Luxemburg	5.3	4.4	3.4	85.9	87.8	93.8	8.9	7.9	2.8
Netherlands	33.6	32.9	35.1	63.6	63.4	59.4	2.9	3.7	5.5
Poland	0.7	0.9	0.1	42.6	56.9	73.5	56.7	42.2	26.4
Romania	6.6	7.9	9.8	42.0	42.9	71.3	51.4	49.1	18.9
Slovakia	3.5	5.3	2.7	63.7	53.0	71.8	41.7	25.5	25.5
United Kingdom	0.1	0.1	0.1	92.3	90.0	86.6	7.6	9.8	13.3



3.2. Current state of the AGN network

- Analysis by sub-networks
 - Rhine-Danube network
 - Azov-Black-Caspian seas basin
 - Baltic area
 - Czech-Slovak centred link
 - Rhône-Saône basin
 - Seine-Oise basin
 - Coastal routes and connected inland waterways
- Infrastructure parameters, fleet and IWT performance
- Highlighting missing links and ongoing projects





3.3. Institutional and regulatory framework

- Multi-layered institutional landscape
- Different legal regimes for inland navigation but significant degree of harmonization
- Further development of the regulatory framework is necessary! (Bucharest Ministerial Declaration, UNECE Inventory of obstacles of legal nature etc.)

Table 1: Membership in inland navigation organizations (Only full membership)

	UNECE	EU	CCNR	DC	SC	MC
Austria	X	X		X		
Belarus	X					
Belgium	X	X	X			
Bosnia and Herzegovina	X				X	
Bulgaria	X	X		X		
Croatia	X			X	X	
Czech Republic	X	X				

Annex
Content of European inland navigations regimes
Note: Instruments that are not legally binding are highlighted in italics. N/A indicates the absence of recommendations or regulations.

Content of the regulatory framework	UNECE	EU	CCNR	DC	SC	MC
1. Standards and parameters of the European inland waterways	European Agreement on Main Inland Waterways of International Importance (AGN), done in Geneva on 19 January 1996	N/A	N/A	N/A	N/A	N/A
2. Access to market	N/A	EU regulations (EEC) 9921/91 and (EC) 1356/96	Act of Mannheim (as amended by Additional Protocol No. 2)	The Belgrade Convention		
3. Technical and safety requirements						
3.1 Rules of the road	<i>Resolution No. 24 – CEPNI European Code for Inland Waterways</i>	N/A	Police Regulations for the Navigation of the Rhine	<i>Basic Rules of Navigation on the Sava River</i>	Navigation Rules on the Sava River Basin (Decision-3907)	Police Regulations for the Navigation of the Meuse
3.2 Technical requirements for inland vessels	<i>Resolution No. 61 – Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels</i>	Directive 2006/87/EC laying down technical requirements for inland waterway vessels	Rhine Vessel Inspection Regulation	<i>Recommendations on Technical Requirements for Inland Navigation Vessels</i>	<i>Technical Rules for Vessels in the Sava River Basin</i>	N/A
3.3 Minimum	<i>Resolution No. 21</i>	<i>Council Directive 94/50/EC</i>	<i>The Rhine Treaty</i>	<i>The Danube</i>	<i>Polonia</i>	N/A





3.4. A pan-European vision for efficient and sustainable inland water transport

Seven axes of Pan European Cooperation

Policy actions

- | | |
|--|--|
| 1. Infrastructure development | => Strengthen the AGN and its instruments (Blue Book)/Establish Ad Hoc Expert groups and studies |
| 2. Fleet modernization | => Joint work on technical prescriptions for inland vessels, river-sea vessels, financing fleet modernization |
| 3. Use of ICT and RIS | => Promote and support RIS and other ICT solutions (hull database) |
| 4. Market requirements | => Improve cooperation between IWT, rail and road operators/Sea ports |
| 5. Labour market challenges | => Promote the IWT image/ harmonize requirements to boatmasters/crew |
| 6. Climate change | => Information sharing/Waste and pollution management |
| 7. Institutional and regulatory issues | => Identify the areas where cooperation could be strengthened/promote existing conventions and proven soft law solutions (CEVNI) |



Future

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4. Follow up to the White Paper

- Feb. 2011: SC.3/WP.3 discussions on the implications
 - Possible UNECE contribution to the European hull database
 - Expert meeting on inland water infrastructure
 - Further work on technical prescriptions for inland vessels
 - Boatmasters' certificates: ongoing revision of the international legislation and recommendations of River Commissions
- Concept notes to be submitted to the next session of SC.3 on 12-14 October 2012

The traditional areas of the UNECE activities stay of crucial importance for IWT development!





Thank you for your attention



UNECE
Transport Division



Future

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