Maritime and inland waterways co-operation in the OSCE area: increasing security and protecting the environment

International Frameworks – an anchor for security and environmental protection

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Two over-arching themes

1. Security – Trade facilitation
2. Future role of maritime and inland waterway transport – focus on IWT
Security is one of the mega trends affecting transport

1. Globalization
2. Liberalization + Facilitation
3. **Security challenge**
4. Fast changing technology
5. Dependence on other sectors’ performance
6. The impact of decreasing public funds
7. Stronger interest groups also in transport
8. Regional integrations
9. New roles for governments
10. Increasing awareness of environmental issues
Many faces of the security challenge....

- Fear from terrorism
  - New procedures
  - New investments

- Smuggling and attacks on transport staff (drivers)
  - New requirements in infrastructure planning
The double face: Security and TTF, since trade matters most for development, but barriers to trade are still awesome.
GSCM raises the profile of transport: value for money in transport to counter-balance security costs, however ....
... total logistics costs may be high and can undermine competitiveness,
... gap between problem recognition at large and problem solving at hands – convincing indicators are needed

**Improved methods to measure competitiveness in terms of trade and transport**

- Traditional analyses macro-economics should be accompanied by models focusing on logistics
- Complex measures, like investment climate surveys, participation in regional integrations, TTF audit
- Less complex, but still powerful indicators, like time spent in customs clearance, distance from markets

![Figure 1.3. Index of Real GDP, 1990-2004](chart.png)
Security + TTF: Three major issues

- IWT – growing part of global trade
- Improved security framework for land transport – incl. IWT
- Logistics Indicators that are
  - Comparable
  - Position transport according to its weight in trade
The human side of maritime and IW transport

• Maritime population
  – Mediterranean basin: 430 million people

• IWT Population
  – Rhein basin: ? Million people
  – Danube basin: 81 million people
  – Dniepre basin: 33 million people
  – Volga basin: 57 million people
Traffic dimension

• IWT today (7%)
• The impact of the Euro-Asian trade and transport on maritime and IW transport demand
The Europe-Asia trade

EU-25 TOTAL TRADE (Mio EUR)

- China (People's Republic of)
- Japan
- Korea, Republic of (South Korea)
Europe-Asia TEU traffic

Graph 1. Europe and Eastern Asia Trade in TEU*
Expected Utilization Rates by 2011
Expected bottlenecks in European transport flows
UNDA Project
Draft GIS Rail routes
To be more utilised network potentials
The institutional dimension: Milestones in promoting IWT

- The Budapest Declaration of 1991
- The Rotterdam Declaration of 2001
- UN ECE Group of Volunteers’ Report
- The EFIN Group Report
  - From Netherlands, Germany, France, Belgium, Switzerland
  - Institutional framework
- The Bucharest Declaration of 2006
... Europe needs a strong framework to promote inland navigation!

- To strengthen its uniformity
- To respect its pan-European dimensions
- To increase its influence on political level
- To secure more resources
- To improve its efficiency (incl. Inter-modal links)
- To improve its service capacity
Because there is still a need for

- Redistribution of tasks among RCs – Reduction of overlaps
- European integration of markets and rules of the game at a pan-European level
- More focused cooperation among international organisations
Institutional players in Inland Navigation

- European Conferences for Inland Navigation
- Intervention Fund for River Transport
- Management Bureau

- ECMT
- Council of EU Ministers
- UNECE IWT WP
- European Commission
- CCNR
- DC
- Other RCs
Conclusions

Fast changes + fast adjustments in trade and transport = improved competitiveness

1. Facilitation and Security serve common goals
2. Multilateral framework
   1. for new logistics indicators
   2. for improved security of inland transport
3. Maritime and IW transport as part of GSCM
   1. Can offset cost increases due to security measures
   2. Can offer solutions in the Euro-Asian trade
4. IWT is pan-European – UN ECE WP to be strengthened to respond to institutional challenges
5. Room for multi-agency cooperation