ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Inland Water Transport
(Forty-eighth session, 19-21 October 2004,
agenda item 4)

STUDY OF THE CURRENT SITUATION AND TRENDS IN INLAND WATER TRANSPORT IN MEMBER COUNTRIES

Note by the secretariat

The secretariat reproduces below the information on recent developments within the European Union of relevance to inland water transport, received from the European Commission.

_____

A.   Transport and security:

1.   **Security of freight transport:** On 23 December 2003, the services of the Directorate General for Energy and Transport of the European Commission published a consultation paper to seek the views of interested parties on ways to improve the security of freight transport in the European Union. The consultation was closed on 28 February 2004. The paper proposed measures in order to enhance security throughout the whole transport chain, in particular (a) securing key transport infrastructure; (b) minimum security standards for transport service providers; (c) ensuring proper functioning of the system. Primarily addressing the security of the freight transport system in an intermodal approach, many of these measures would also increase the safety and security of passengers.

2.   **EU-wide framework for port security: In February 2004, the Commission proposed a new** European-wide framework to enhance port security. The newly proposed directive, amended in May, aims at establishing an EU-wide framework for port security. It will complement the maritime security measures adopted on 29 April 2004 [1] so as to avoid a fragmentation of security efforts, ensure comprehensive security coverage and do so with minimal additional burdens for ports and port users. Port security measures will include security assessments and plans, in line with the IMO measures for international shipping and ship-port interfaces. For inland navigation this means that when delivering services to maritime ships, port facilities or operating in ports, they will have to respect certain security measures and provisions for which the need is recognised in the assessment and included in the plan.

B.   Trans-European Transport Network:

3.   The **revised Guidelines for the development of the trans-European transport network** (TEN-T) were adopted by the Council and the European Parliament at the end of April 2004 [2]. They include a list of 30 priority projects, which are located on major trans-European axes. Motorways of the Sea are also included as a priority project in the Guidelines. The aim is to reduce congestion, improve accessibility and encourage intermodality. At the same time, the EU increased its financial support to 20% of the cost of the projects, for certain key sections such as cross-border sections of these projects.

4.   On 8 June 2004, a ministerial meeting on a "**Wider Europe for Transport**" in Santiago de Compostela, Spain, decided to set up a High Level Group with the task to agree on the extension of the major trans-European axes of the TENs to the neighbouring countries including the new Motorways of the Sea, and on the identification of priority projects on these axes. The Pan-European Corridors and Areas form the background for the exercise for the Russian Federation and the western New Independent States, including the Black Sea region and the Balkans. For Turkey the process of

---

[1]   Regulation (EC) No 725/2004 of the European Parliament and of the Council of 31 March 2004 on enhancing ship and port facility security, OJ L 129 of 29/04/2004, p.6-91.

[2]   Decision of the European Parliament and of the Council amending Decision n° 1692/96/EC on Community guidelines for the development of the trans-European transport network and Council Regulation amending Regulation n° 2236/95 laying down general rules for the granting of Community financial aid in the field of trans-European networks; 21/04/2004; JO L 143 of 30/04/2004.

transport infrastructure needs assessment is under way and, in the Mediterranean region, a project has been launched to develop the Euro-Mediterranean transport networks. In addition to infrastructure measures, other transport policy issues will be looked at including standardisation and interoperability, cross-border and other interconnections, operational procedures and quality requirements, environmental sustainability and modal balance.

_____