



**Organization for Security and Co-operation in Europe
The Secretariat**

**Office of the Co-ordinator of OSCE
Economic and Environmental Activities**

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Requirements in Inland Navigation
(Geneva, 16 February 2016)

Agenda item 4 – Workshop on Inland Water Transport Security

**Statement by Mr. Roel Janssens, Economic Adviser
Office of the Co-ordinator of OSCE Economic and Environmental Activities**

Ladies and Gentlemen,
Distinguished Participants,

On behalf of the Secretariat of the Organization for Security and Co-operation in Europe (OSCE) I would like to thank our colleagues from the UNECE Sustainable Transport Division for inviting us to participate in and contribute to this workshop on inland water transport security.

At the OSCE, and in particular in its Economic and Environmental Dimension, transport remains high on the agenda. It has been in the focus of discussion during the annual Economic and Environmental Forum cycles in 2006 (under Belgian Chairmanship), 2008 (Finnish Chairmanship with a focus on maritime transport), 2010 (Kazakh Chairmanship) and 2011 (Lithuanian Chairmanship). These Forums have led to the adoption, by our 57 participating States, of a number of Ministerial Council Decisions on transport.

The UNECE has always proved to be a strong ally and close partner in our work in this field. The UNECE's technical know-how and expertise in transport matters, and the OSCE's platform for political discussion and exchange of experiences and practices perfectly complement each other.

Over the years, we have done a lot of work together on transport facilitation. This includes addressing the specific transit transportation challenges for landlocked developing countries, rendering continuous support for the Euro-Asian Transport Links project as well as

promoting the ratification and implementation of relevant international conventions and legal instruments e.g. the “UNECE Harmonization Convention”. Most importantly, we have jointly produced a Handbook of Best Practices at Border Crossings – A Trade and Transport Facilitation. The Handbook which was published in 2012 and is available in English and Russian as well as in other languages; it is widely used across our region as a capacity-building and training tool.

Ladies and gentlemen,

The OSCE is closely involved in the transport topic because of its clear security links. International terrorism and transnational organized crime pose serious threats to the transport sector and to our common security and stability. The past 15 years have seen ruthless terror attacks on trains and urban transport means – in Madrid, London and the Russian Federation, with tragic results. Many more - fortunately unsuccessful - attempts have not made the headlines.

Inland transport faces a complex range of security risks. These also include thefts of vehicles and of high-value goods, illegal border crossings, and the trafficking of dangerous substances and/or hazardous waste. The list is daunting. Inland transport has often been noted as the weakest link in the global supply chain. Compared to maritime ports and airports, inland transportation (incl. of course inland waterways) strikes many as being under-protected. It is thus high time that we pay more attention to the multiple facets of the security of inland transport. Our aim should be to promote a comprehensive, integrated approach that involves various stakeholders, including the public and the private sectors, along with relevant international organizations.

Some of you may remember that a couple of years ago, the OSCE hosted a Round-Table in Vienna, in the framework of the *2012 Inland Transport Security Discussion Forum*. During that two-day event, experts (including from national authorities, academia and the private sector) presented academic-style papers on transport security issues in the road, rail and inland waterways sectors. They discussed weaknesses and threats in the area of transport security and ways to improve co-ordination and the effectiveness of national and international efforts in making inland transport more secure. The proceedings of that meeting, including the expert papers and reviews, were further revised and adjusted in the course of 2012 and in early 2013 were officially published by our Office and the UNECE Sustainable Transport

Division. Looking back at this publication now, we still believe that these contributions were impressive and meaningful for further dissemination among decision-makers, experts, and a broader audience. We hope that in the meantime this publication has served as a basis for development of new, innovative transport security policies both at national and regional levels.

In the meantime and despite many efforts made over the past years by the UNECE, the OSCE and other international and national stakeholders, inland transport security remains to be a weak link in the global supply chain. When looking a bit deeper into the issue, the following observations could be made:

- There seems to be a lack of inter-governmental bodies dealing specifically with inland transport security. While the security arrangements of civil aviation and maritime transport are regulated by ICAO and IMO respectively, inland transport remains largely a national policy matter. Whereas the security rules and standards in maritime and aviation sectors are clearly defined and decided within the respective intergovernmental regulatory bodies, such a harmonised and cooperative approach seems to be lacking in the inland transport sector (incl. of course in the inland waterways field). When I talk about a harmonised approach, I do not mean that a “one size fits all” approach should be used, since the inland transport sector is quite diverse and security issues in the railway sector are not necessarily the same in the inland waterways sector. Efforts could be made however to try and identify a common denominator based on a common risk-based approach for all modes (Such cross-cutting issues could be: protection of critical infrastructure, transport of dangerous goods; valuable goods and passenger transport).
- In addition, security in the inland transport sector, as opposed to in other segments of the supply chain, is highly fragmented in terms of number and nature of actors involved (transport authorities, river commissions and associations, customs, police, as well as the private sector to name just a few). Improving collaboration between these actors, in other words promoting a multi-stakeholder approach, is therefore an absolute necessity.
- As well, the lack of a unified, co-ordinated approach can also be explained by the fact that there are no harmonized regulatory frameworks, legal instruments and conventions available that cover inland transport security in its entirety. The OSCE as a political

organisation could be well placed to support UNECE and others in their endeavours to create a harmonized set of rules and regulations that could possibly fill this gap.

Ladies and Gentlemen,
Distinguished Participants,

Allow me to conclude by informing you, that this year, one of the top priorities of the Organization, under the German 2016 OSCE Chairmanship will be “*Strengthening stability and security through co-operation on good governance*”. At the core of this renewed focus on good governance stands the topic of “economic connectivity”, a concept that looks at infrastructure, logistics, trade, investment, business processes in an integrated and holistic manner. In our view, ‘security’ is an integral part of such connectivity because supply chains that are not or insufficiently secured are a threat to people’s livelihood, undermine food supplies, impact on production processes and economic and social development.

At the OSCE we feel that there is a further need to explore this topic, it is only by assessing common gaps and weaknesses, by identifying the remaining stumble blocks that workable solutions could be identified and real, tangible progress could be made. We would therefore like to support the idea of our UNECE colleagues to organise an inter-modal inland transport security event in June of this year. We stand ready to co-organize such an endeavour that would support efforts to develop and implement a more coherent and integrated approach to inland transport security.

I wish all of us fruitful and productive discussions in the further course of this workshop and I look forward to continue co-operating with many of you. Thank you for your attention.