



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

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Conference Services

The 16th Meeting of the OSCE Economic and Environmental Forum

**“Maritime and inland waterways co-operation in the OSCE area:
Increasing security and protecting the environment”**

Part 2 / Prague, 19 – 21 May 2008

Plenary Session III

**Acting together in addressing multifaceted aspects of maritime and inland waterways
security**

Please find attached the presentation by Mr. Cesare Bernabei, Policy Coordinator, Directorate General for Energy and Transport, European Commission.



16° OSCE Economic and Environmental Forum

**Trans-European Transport Networks:
Priority Projects on Inland Waterways**

Directorate-General
for Energy
and Transport

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DG TREN Unit B2
Cesare Bernabei

Prague
May 20th, 2008

Summary

- Sustainable Mobility
- Policy Framework
- TEN-T Priority Projects
- Why Inland Waterways Transport
- The Way Forward

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Sustainable Mobility



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Policy Framework

- White Paper

There is a clear problem at stakes:

- » Demand for mobility is increasing
- » Worsening congestion
- » Poor quality services
- » Impact on environment

The Objective is

- » Without restricting mobility
- » Making more efficient use of transport modes

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Policy Framework

- Approach

- » Shifting the balance between modes
- » Eliminating bottlenecks
- » Promoting intermodality
- » Using innovation

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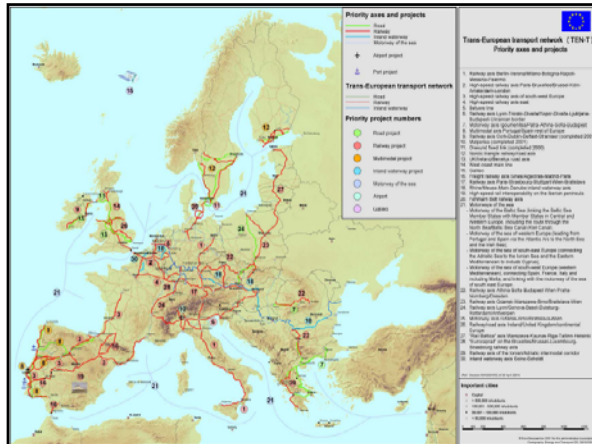
Policy Framework

TEN-T Guidelines

- Approved in 1996
- Modified in 2004, to reflect priorities of the White Paper on Transports (2001).

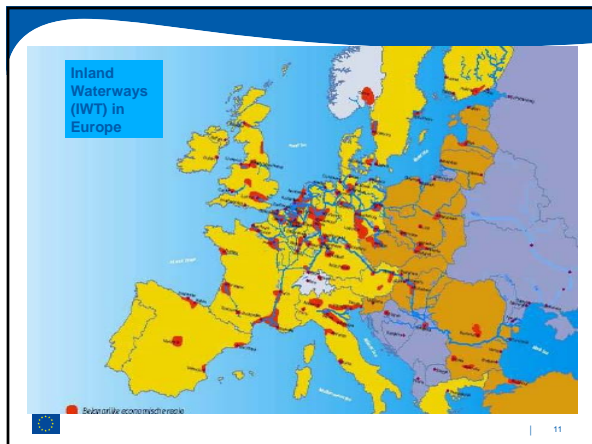
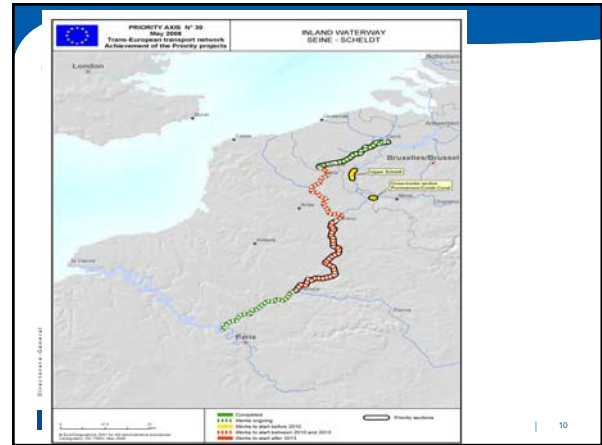
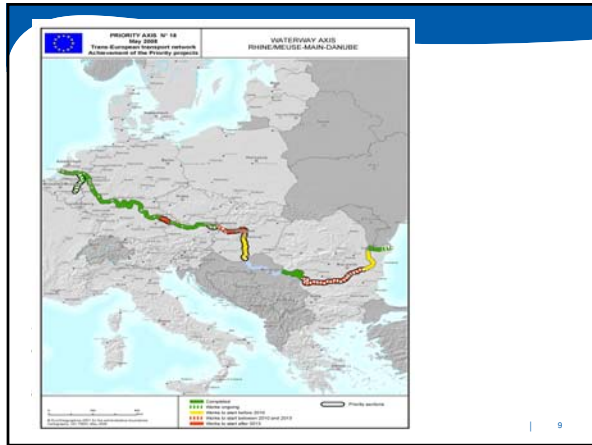
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Trans-European Transport Priority Projects

- two of them are relevant to Inland Waterways
 - N°18 Rhine/Meuse-Main-Danube
 - N°30 Seine-Scheldt



WHY INLAND WATERWAYS?

- Congestion
- Environment
- Safety & Security
- Cost

CARS



Bulky loads



Containers




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● All these can be transported safely, efficiently, on-time and at low cost using modern ships

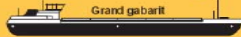





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● Example of Cost Comparison

Route, rail, navigation : le point sur les coûts de transport

12€/t	 Grand gabarit	3€/t
17€/t	 Petit gabarit	4€/t
21€/t		12€/t
22€/t		5€/t


Coût moyen de transport d'une tonne sur 350 Km y compris pré et postacheminement pour le rail et la navigation
Coûts externes pour une tonne transportée sur 350 Km (coûts non intégrés dans le coût de transport : congestion, bruit, accident, pollution...)


Source: VNF France

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Equipped with modern tools for an efficient River Information System




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● The Way Forward

- Inland Waterways are an asset for the European development.
- Can contribute to relieve heavily congested areas and to develop peripheral regions of the Union.
- Certainly an asset but also a challenge, it has to be developed in respect of the environment

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● The Way Forward

NAIADES Action Programme

- Market
- Fleet
- Jobs & Skills
- Image
- Infrastructure

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● The Way Forward

The European Commission has nominated Mrs. Karla Peijs, former Dutch Transport Minister, European Coordinator for the development of Inland Waterways Transport.

With the support of the European Commission services the Coordinator will investigate bottlenecks and controversy, in order to facilitate the implementation of a sustainable Inland Waterway System.

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● In Conclusion

From one of the key questions

How to facilitate a policy debate on maritime and inland waterways on security, risk management and multi-layered approach?

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● In Conclusion

- It is possible to envision common ground for developments between OSCE and European Commission projects
- Exchange of experiences based on Best Practices

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● In Conclusion

Best Practices include:

- Global approach
- Multi-faceted and multi-layered activities
- Building up on confidence
- sharing of experiences such as PPP initiatives

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Thank you for your attention!

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