



6th WORLD WATER FORUM

**Inland Waterway Transport in Times
of Globalization**

Marseille, 13 March 2012

**IWT and sustainability:
a holistic approach**

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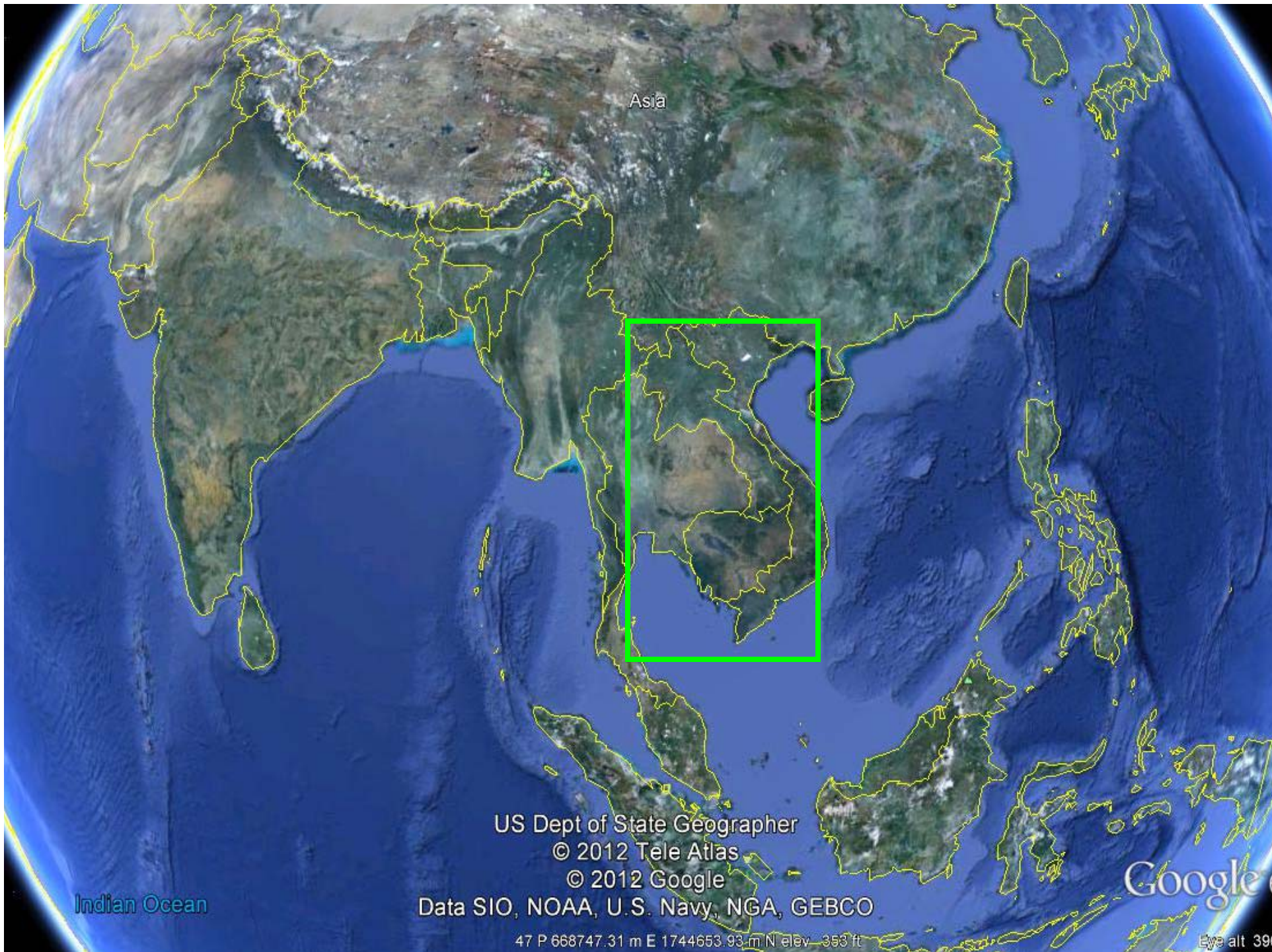


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1. Introduction to the Mekong River Commission and the Mekong Basin
2. MRC Strategic Plan and Integrated Water Resources Management
3. MRC Navigation Programme and its alternative approach.
4. Conclusions

CONTENTS

1. Introduction to the Mekong River Commission and the Mekong Basin



Asia

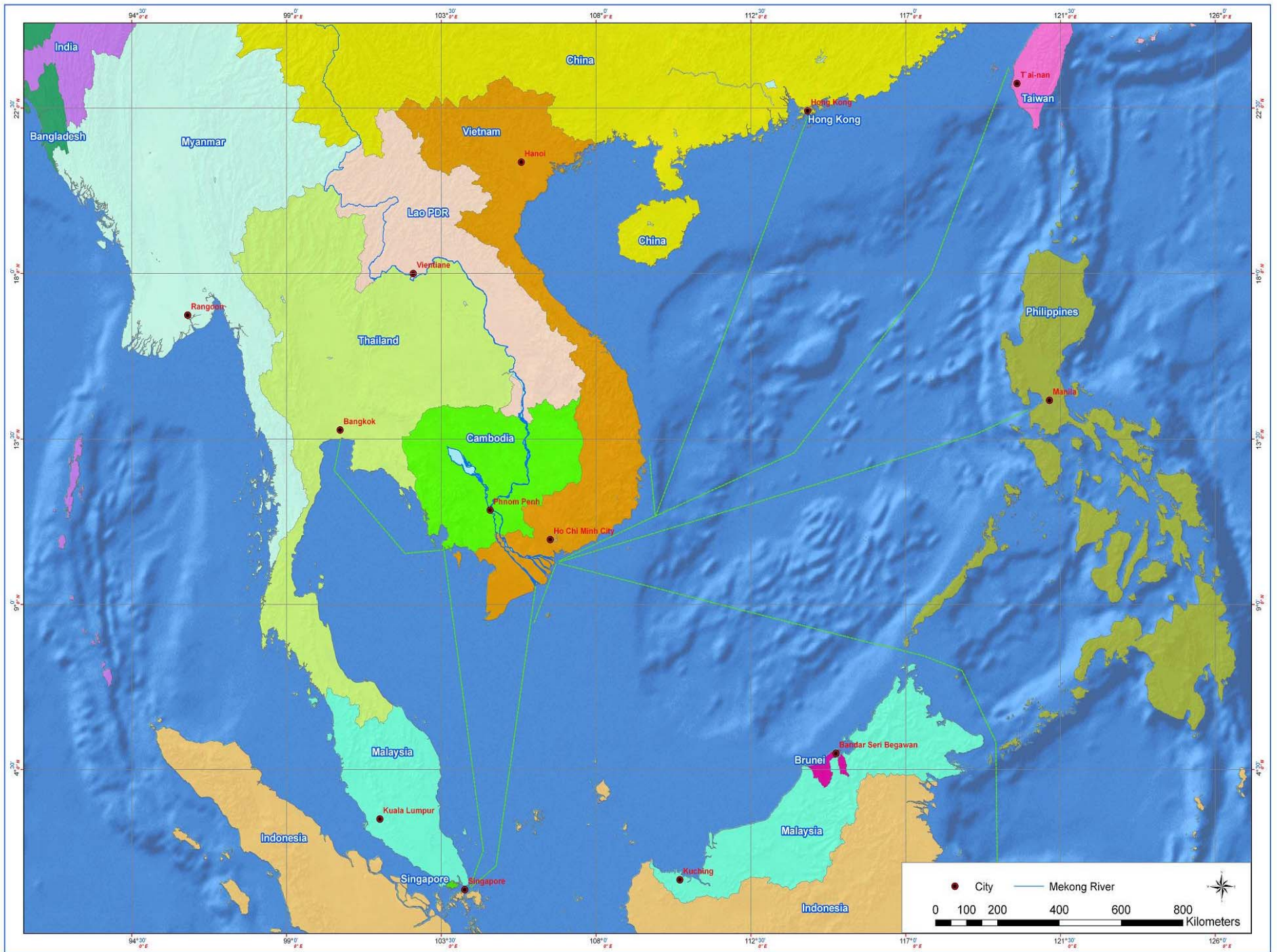
Indian Ocean

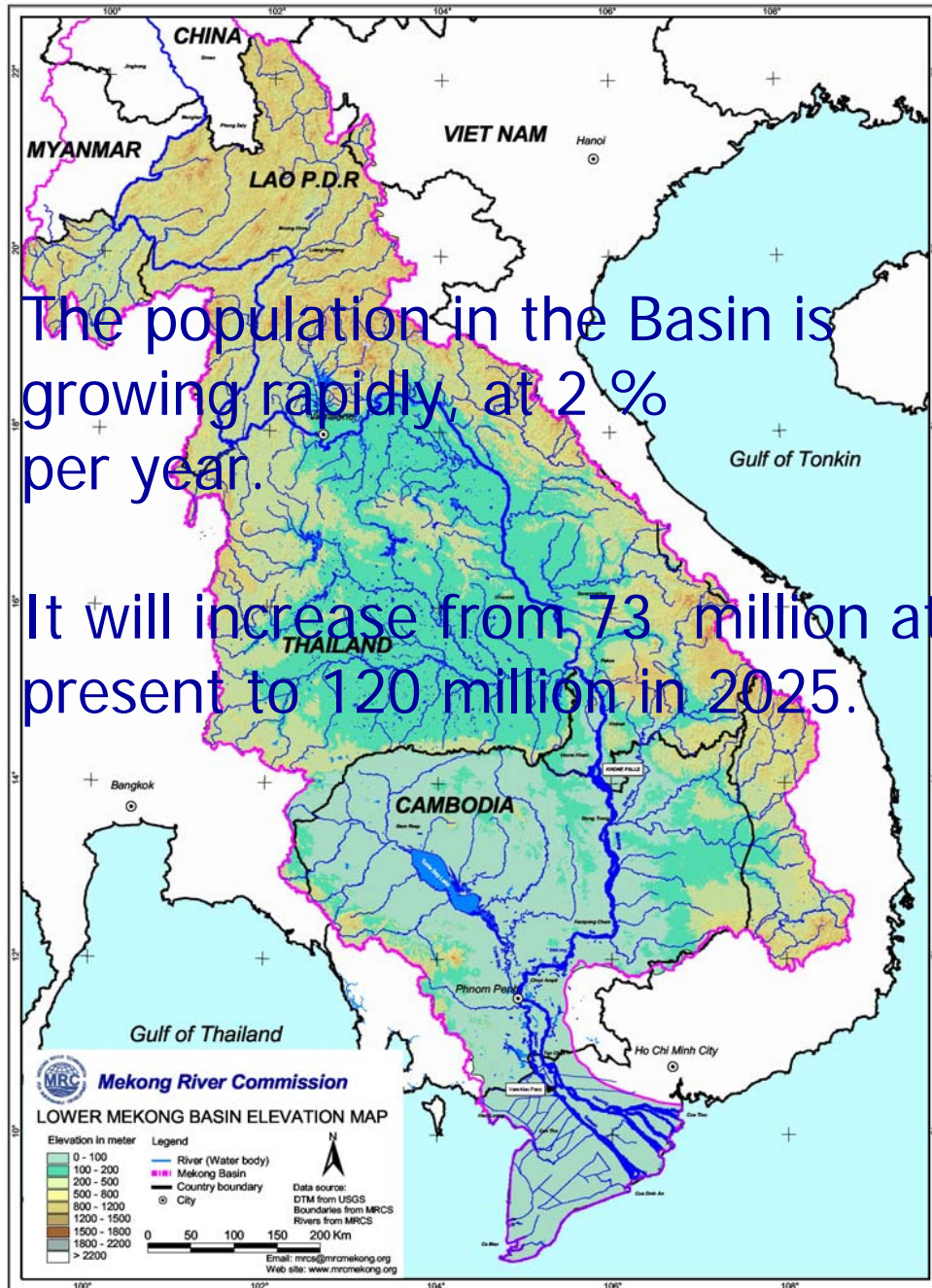
US Dept of State Geographer
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Data SIO, NOAA, U.S. Navy, NGA, GEBCO

Google

47 P 668747.31 m E 1744653.93 m N elev -353 ft

Eye alt 39





The population in the Basin is growing rapidly at 2 % per year.

It will increase from 73 million at present to 120 million in 2025.

MRC's CHALLENGE:

To find the optimal balance



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2. MRC Strategic Plan and Integrated Water Resources Management

Role of the Mekong River Commission

According to the 1995 Agreement, MRC's role is to promote

“Cooperation in all fields of sustainable development, utilisation, management and conservation of water and related resources of the Basin.”



MRC Strategic Plan 2011-2015

The MRC Strategic Plan 2011-2015 is introducing an alternative approach to the work by MRC by implementing **Integrated Water Resource Management (IWRM)** approaches in national water and related sector frameworks and development programmes for sustainable development.

Mekong Programme

Basin Development Planning

Environment
Management

Information and
knowledge management

Integrated
Capacity Building

Climate Change
Adaptation Initiative

Flood management

Drought management

Irrig. Agr. and Forestry

Navigation

Hydropower

Fisheries

Tourism

CONTENTS

3. MRC Navigation Programme and its alternative approach.

MRC AGREEMENT

Article 9: Freedom of Navigation



t,



DEVELOPMENT OBJECTIVE OF THE NAVIGATION PROGRAMME
To assist in in developing sustainable, effective and safe
waterborne transport in a sustainable and protective manner for
the waterway environment

To increase the international trade opportunities for the mutual
benefit of the Member Countries

C1

**SOCIO-ECONOMIC ANALYSIS
AND
WATERBORNE TRANSPORT
PLANNING**

C2

**LEGAL FRAMEWORK
FOR
CROSS-BORDER NAVIGATION**

C3

**TRAFFIC SAFETY
AND
ENVIRONMENTAL SUSTAINABILITY**

C4

**INFORMATION, PROMOTION
AND
COORDINATION**

C5

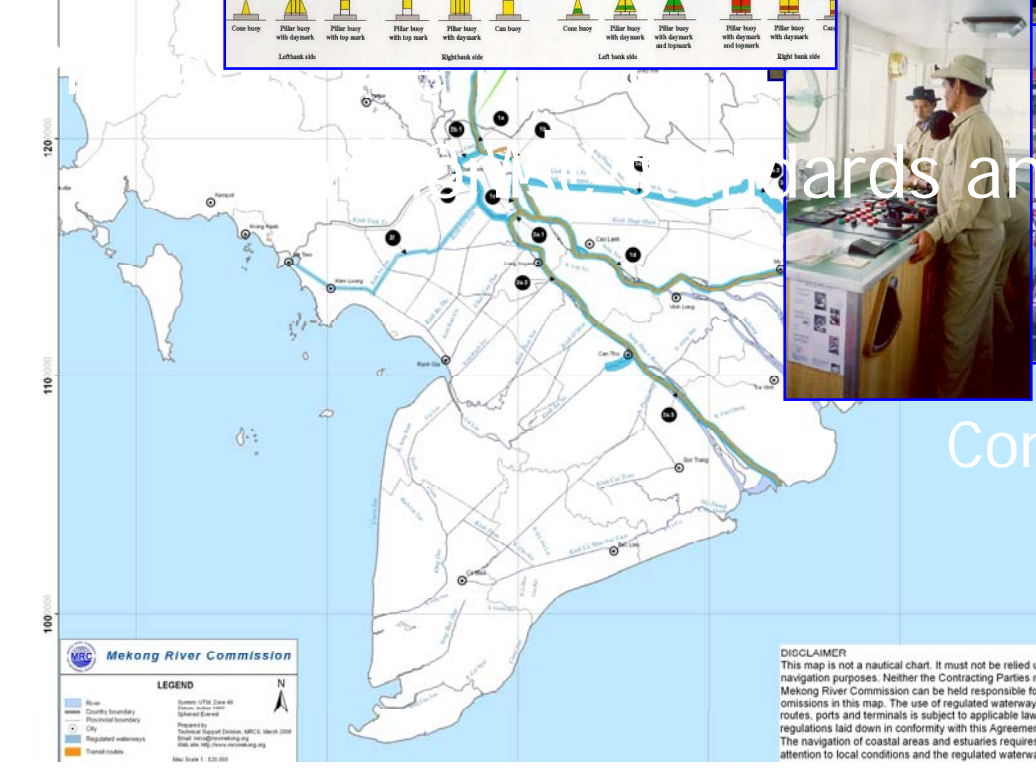
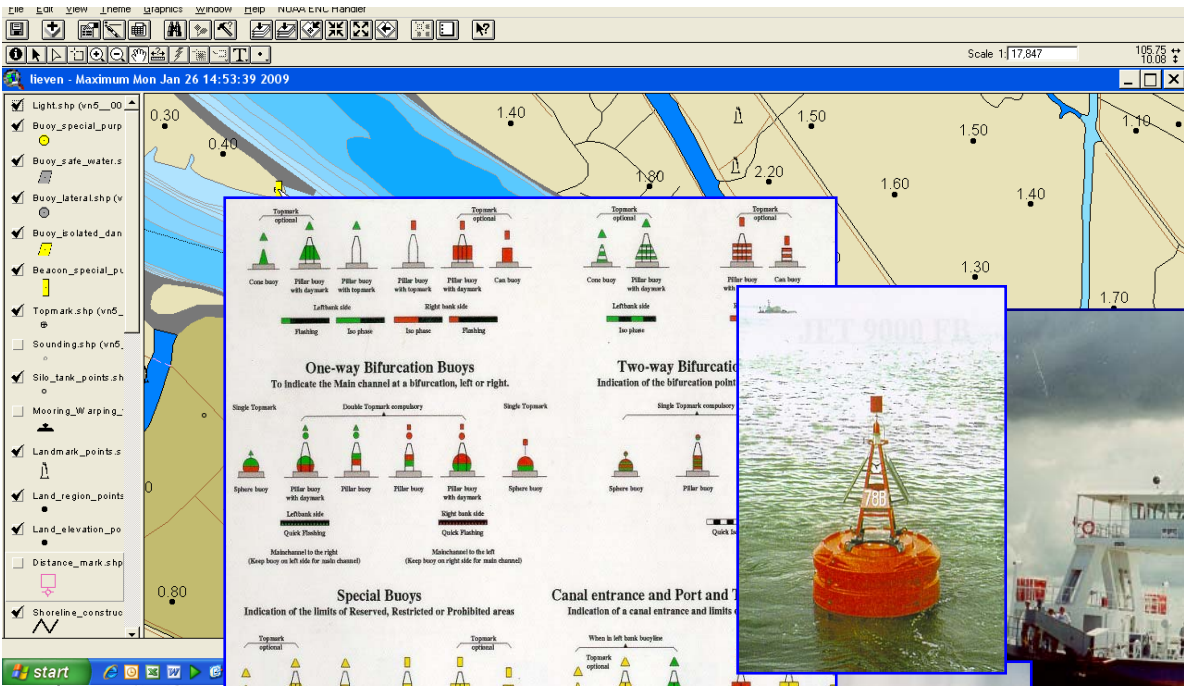
INSTITUTIONAL DEVELOPMENT

Most of the European and US River Commissions for Navigation can now focus on applying technological innovations, improving e-logistics and modernising fleet.

In the Mekong Basin we first have to raise the standards and start harmonizing standards, rules and regulations and ensure waterborne development grows in a sustainable manner.



Even though MRC has assisted, and still is assisting cross-border river transportation projects, such as



Standards and systems

Constructed Ferries and Landings

DISCLAIMER
 This map is not a nautical chart. It must not be relied upon for navigation purposes. Neither the Contracting Parties nor the Mekong River Commission can be held responsible for any errors or omissions in this map. The use of regulated waterways, transit routes, ports and terminals is subject to applicable laws, rules and regulations laid down in conformity with this Agreement. The navigation of coastal areas and estuaries requires particular attention to local conditions and the regulated waterways in these

The Navigation Programme will also focus on other aspects which may no longer be of relevance in developed regions but which are in the Mekong Basin.

We therefore should look much further than only navigation improvements for economic development

LIVING WITH THE MEKONG

Thousands of people rely on the river for their day to day travel as well as a source of fish and other important contributions to their livelihoods.





accessibility to schools and hospitals

Fishing

Fish are crucial for nutrition and food security. They provide Cambodian people with 80% of their animal protein.

To access fish, people need boats.





Domestic Waterborne Transport and Poverty Alleviation

Accessibility during floods



In some cases even the most basic infrastructure is missing



Important Habitats



One of the most important projects is on the Sustainable Management of the Carriage, Handling and Storage of Dangerous Goods.

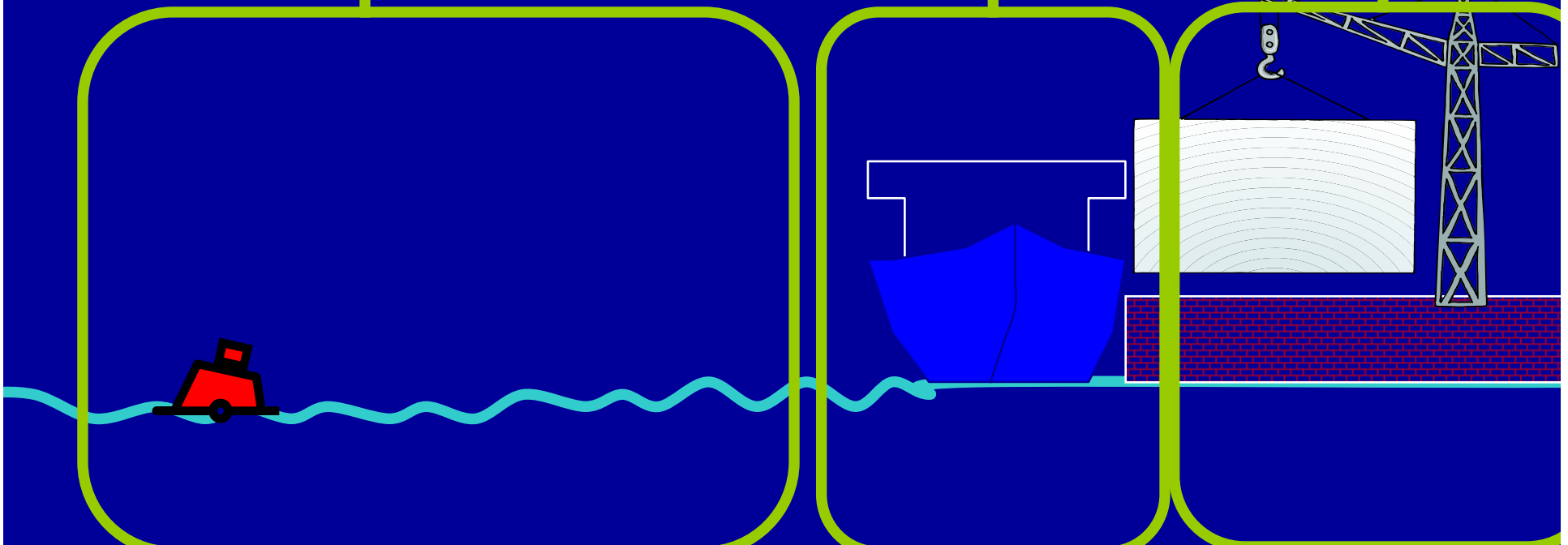


When conducting the Risk Assessment for river transportation of Dangerous Goods we looked at all aspects of the transport chain

WATERWAYS

VESSELS

PORTS



Fire and explosion hazards - spillages



Vol. I RISK ANALYSIS

Vol. II RECOMMENDATIONS



CARRIAGE, HANDLING AND STORAGE OF **DANGEROUS GOODS** ALONG THE MEKONG RIVER

CARRIAGE, HANDLING AND STORAGE OF **DANGEROUS GOODS** ALONG THE MEKONG RIVER



VOLUME I: RISK ANALYSIS

Mekong River Commission
Navigation Programme

VOLUME II: RECOMMENDATIONS

Mekong River Commission
Navigation Programme

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4. Conclusions

There is indeed potential for active involvement in Global Green Growth through river transport in the Mekong Basin.

There are however many aspects in Mekong IWT – very specific and unique to the region - that deserve priority as well.

MRC stands ready to work towards an intensification of cooperation between the river navigation authorities and the setting up of an informal global network.



Thank you for your attention,