



Organization for Security and Co-operation in Europe Factsheet

OCEEA's Transport Activities

The mandate

At the 2003 Ministerial Council Meeting in Maastricht, the OSCE participating States recognized that secure and efficient transport, *inter alia*, plays an important role in enabling economic growth, increasing employment and living standards and reducing poverty, all of which support stability and security throughout the OSCE region.

Transport related issues have been high on the OSCE's agenda in the Economic and Environmental Dimension in recent years as they have been the focus of discussion during several Economic and Environmental Forum cycles in 2006, 2008, 2010 and 2011. These meetings, gathering high level representatives of the 56 OSCE participating States as well as other relevant international and local stakeholders, set the strategic direction for the OSCE's engagement in this field.

In the field of transport the Office of the Co-ordinator of OSCE Economic and Environmental Activities (OCEEA), together with the OSCE field operations¹, continues to implement the relevant Ministerial Council Decisions adopted over the past years, namely *MC Decision No. 11/06 on Future Transport Dialogue in the OSCE* (Brussels, 2006), *MC Decision No. 9/08 on Follow-Up to the Sixteenth Economic and Environmental Forum on Maritime and Inland Waterways Co-operation* (Helsinki,

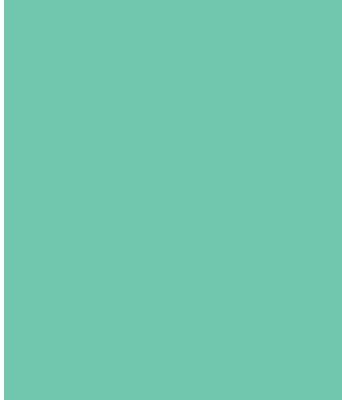
2008) and the most recent *MC Decision No. 11/11 on Strengthening Transport Dialogue in the OSCE* (Vilnius, 2011).

Based on these documents, the OCEEA and partner organizations such as the United Nations Economic Commission for Europe (UNECE) Transport Division and the World Customs Organization (WCO) have engaged in activities supporting the adoption and implementation of legal instruments related to transport, trade and border crossing facilitation; providing political support for the development of international transport and logistics networks connecting Europe and Asia; promoting the dissemination of best practices and standards in the transport field; assisting participating States in combating corruption in customs; and facilitating public-private dialogue; all while maintaining a focus on the environmental implications of transport development.

Transport and security

Recent terrorist attacks on transport systems and challenges posed by cross-border trade have heightened global awareness of the importance of transport security. The security of inland transport has been noted as the weakest in the global supply chain. Relative to seaports and airports, many consider inland transportation to be under-protected. The OSCE has responded by promoting a comprehensive, integrated

¹ The OSCE has a unique network of 15 field operations across South-Eastern Europe, Eastern Europe, the South Caucasus and Central Asia.



approach towards inland transport security taking into account the views and concerns of various stakeholders, including the public and private sectors and relevant international organizations. A number of OSCE meetings have focused on identifying inland transport security challenges across the OSCE region and improving the co-ordination and effectiveness of national and international efforts to addressing these challenges. Issues the OSCE plans to take forward include addressing the need to adopt a comprehensive and integrated approach to supply chain security; the need to balance security and facilitation and rely more heavily on a risk-based approach. There is also a need to emphasize preparedness and resilience; share information and ensure multi-stakeholder co-operation through public-private partnerships and interagency co-ordination, both nationally and across borders.

Good governance and anti-corruption

International trade and transport play a vital role in the economic development of the OSCE participating States. Procedural impediments and 'red tape' at border crossings, however, hamper international trade and foreign investment, creating high costs for trade transactions and delays in the cross-border movement of goods. Additionally, a lack of integrity in border and customs services further affects trade and investment opportunities.

In line with the OSCE's mandate in the economic and environmental dimension, the OCEEA assists participating States by providing capacity building and regional training activities aimed at combating corruption in customs and other border services. In carrying out these activities, the OCEEA aims to raise awareness of the existing tools to fight corruption in border services and to work with participating States to identify concrete national follow-up activities in this field.

International legal instruments

A number of international legal instruments, conventions, standards and norms have been developed over the years that, when implemented well by the countries concerned, could lead to a considerable improvement in cross-border trade and transport operations.

In this regard, the OCEEA assists participating States in organizing regional training activities and national seminars to discuss the implementation of the following international legal instruments in Eastern and South-Eastern Europe, the South Caucasus and Central Asia:

- United Nations Economic Commission for Europe (UNECE) International Convention on the Harmonization of Frontier Control of Goods ('Harmonization Convention');
- World Customs Organization (WCO) revised Kyoto Convention on the Simplification and Harmonization of Customs Procedures;
- World Customs Organization (WCO) SAFE Framework of Standards to Secure and Facilitate Global Trade.

In close co-operation with the Transport Division of the UNECE, the OCEEA offers states national, tailor-made technical assistance. Such assistance is provided upon request throughout the OSCE region.

Assistance to Landlocked Developing Countries

Out of 31 landlocked developing countries globally, nine are OSCE participating States or Partners for Co-operation. The specific transport challenges landlocked developing countries face include lack of direct access to deep water ports and a high level of dependence on the transit services of non-landlocked neighbours. Addressing those challenges requires the development of efficient transport systems through genuine public and private partnerships between landlocked and transit countries and their development



partners. While the international donor community, including financial and development institutions and donor countries, have a major role to play in providing financial and technical support for the construction of transport infrastructure, the OSCE has focused on tackling non-physical obstacles to trade and transport. The harmonization of customs legislation, policies and procedures requires much more political will than financial support. It is precisely in this political context that the OSCE's second dimension can make a difference. Since 2006 the OSCE has provided political and financial support to the UNECE's Euro-Asian Transport Links Project (Phases I and II). In the course of the project, countries have, *inter alia*, evaluated and prioritized a large number of infrastructure projects in Eurasia and conducted a preliminary analysis of transport obstacles and recommendations for overcoming them. Achievements the project has generated include the organization of a number of national capacity-building workshops on transport facilitation.

OSCE-UNECE Handbook of Best Practices at Border Crossings: a Trade and Transport Facilitation Perspective

In February 2012, the OCEEA and the Transport Division of the United Nations Economic Commission for Europe (UNECE) jointly released a *OSCE-UNECE Handbook of Best Practices at Border Crossings – A Trade and Transport Facilitation Perspective*.

The handbook aims to assist OSCE participating States/UNECE member States, particularly those which are landlocked developing countries with limited access to world markets, in developing more efficient border, transport and customs policies.

The publication provides an overview of a range of reference materials and over 120 best practice examples. It covers

areas such as available legal instruments, inter-agency and international co-operation, balancing security and facilitation measures, freight processing, risk management, border crossing point design, ICT technology use, human resource management and benchmarking.

The handbook is a reference document for officials in transport, trade and finance ministries, customs agencies, transport, freight and logistics business communities, civil society and researchers. It is being promoted and distributed through a series of capacity building and training events.

The online version is available at
<http://www.osce.org/eea/88200>

Transport of hazardous waste

In a response to serious challenges that the illegal cross-border transportation of hazardous and other waste pose to human health and the environment, the OSCE in the framework of Environment and Security Initiative (ENVSEC)² works to build the capacity of its participating States to detect and prevent the illegal transportation of waste.

The OSCE has prepared a manual for trainers entitled *Detection and prevention of illegal transboundary movement of waste and other environment-sensitive commodities*. The manual aims to assist trainers in providing courses on this topic. The OCEEA also works on practical tools that could assist border management authorities in detecting and preventing the illegal cross-border transportation of waste. For instance, it has published Waste Watch cards - a set of quick-reference cards with practical information for practitioners.

² The Environment and Security Initiative was established in 2003 and comprises the OSCE, UNDP, UNEP, UNECE, REC and NATO as an associated partner.



Contact details

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

OSCE Secretariat

Wallnerstrasse 6

1010 Vienna, Austria

Tel.: (+43-1) 514 36 6151

Fax: (+43-1) 514 36 6996

E-mail: pm-ceeda@osce.org

www.osce.org/eea

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Miloš Kosanić, osce.org

- The Organization for Security and Co-operation in Europe works for **stability, prosperity and democracy** in 56 States through political dialogue about shared values and through practical work that makes a lasting difference.