



Organization for Security and Co-operation in Europe

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

Vienna, 22 November 2005

To: All OSCE Delegations
Partners for Co-operation
Mediterranean Partners for Co-operation

Subject: First Preparatory Conference to the Fourteenth OSCE Economic
Forum: "The role of transportation to enhance regional economic co-
operation and stability"

Attached herewith is a document consisting of the Consolidated Summary of the First Preparatory Conference to the Fourteenth OSCE Economic Forum: "The role of transportation to enhance regional economic co-operation and stability", which took place in Dushanbe, Tajikistan, on 7-8 November 2005



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Vienna, 22 November 2005

CONSOLIDATED SUMMARY

**FIRST PREPARATORY CONFERENCE TO THE FOURTEENTH OSCE ECONOMIC FORUM:
THE ROLE OF TRANSPORTATION TO ENHANCE REGIONAL ECONOMIC
CO-OPERATION AND STABILITY**

DUSHANBE, TAJIKISTAN, 7-8 NOVEMBER 2005

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EXECUTIVE SUMMARY

Introduction

The First Preparatory Conference for the 14th OSCE Economic Forum was held on 7 - 8 November 2005 in Dushanbe, Tajikistan. The topic of the Conference was “The role of transportation to enhance regional economic co-operation and stability”.

The next year’s 14th OSCE Economic Forum which will focus on ‘Transportation in the OSCE area: Secure transportation networks and transport development to enhance regional economic co-operation and stability’. According to the PC Decision No. 684, the Forum is to be held in two stages - on 23 and 24 January in Vienna; and from 22 to 24 May in Prague.

The Dushanbe Conference was organised by the incoming Belgian Chairmanship of the OSCE and the Office of the Co-ordinator of OSCE Economic and Environmental Activities (OCEEA) in close co-operation with the Government of Tajikistan and the OSCE Centre in Dushanbe. A Background Note was circulated by the Office of the Coordinator of OSCE Economic and Environmental Activities to introduce the topic of the Conference (SEC.GAL/217/05).

The Conference was opened by **H.E. Akil Akilov**, Prime Minister of the Republic of Tajikistan. **H.E. Khakim Soliev**, Minister of Economy and Trade of the Republic of Tajikistan chaired the opening session of the Conference. **H.E. Shodimad Mirzoalimov**, Deputy Minister of Transport of the Republic of Tajikistan, **Ambassador Andrej Benedejcic**, Ambassador of Slovenia to the Russian Federation, representative of the OSCE Chairmanship, **Mr. Frank Geerkens**, Head of the OSCE Chairmanship Unit, Ministry of Foreign Affairs, Belgium, incoming OSCE Chairmanship for 2006, **Ambassador Alain Couanon**, Head of the OSCE Center in Dushanbe and **Mr. Bernard Snoy**, Co-ordinator of OSCE Economic and Environmental Activities spoke in the opening session.

Over 150 participants, official representatives from OSCE participating States, International and Non-Governmental Organization, Business Community and the Academic Community, as well as OSCE Field Offices attended the Conference and engaged in discussions.

30 speakers and panellists presented their inside knowledge and their views thereby stimulating the discussion. Throughout the deliberations all the participants freely expressed their views and contributed to formulating concrete suggestions for further consideration by the OSCE Economic and Environmental Sub-Committee and the OSCE Economic Forum.

Numerous documents and presentations were circulated. A list of these documents is included as an annex in the Consolidated Summary. The documents will be published on a CD-Rom available upon request from the OCEEA. Further information on the Office of the Co-ordinator of OSCE Economic and Environmental Activities and the Economic Forum process can be found on the **OSCE Website**: www.osce.org/eea.

Structure of the Conference

The Conference consisted of both opening and closing plenary sessions and four plenary working sessions and three panel discussions. The plenary sessions and panels were dedicated to the following topics:

- | | |
|---------------------------|---|
| Plenary Session I | The role of transport in regional economic co-operation and stability |
| Plenary Session II | Taking stock of existing co-operation initiatives in transportation: examples of effective policies and practices |
| Panel Discussion I | Optimising transport links between Europe and Asia in support of regional economic development stability and security |

Panel Discussion II	Transport issues at the sub-regional, national and local levels: policy issues, including environmental sustainability
Plenary Session III	Addressing non-physical barriers to transport: the importance of good governance as a prerequisite for secure and efficient trade and transport
Panel Discussion III	Transport issues in land-locked countries: how regional co-operation can reduce the cost disadvantage of being landlocked and contribute to stability
Plenary Session IV	The role of international financial institutions and bilateral donors in supporting transport development

Suggestions

The Dushanbe Conference accomplished its main goal of adding more information and knowledge on the transport related issues and existing initiatives in the OSCE region and in particular in Central Asia, bringing thus more clarity with regard to the possible role of the OSCE. Many suggestions for the OSCE and its participating States with regard to various aspects related to economic and security challenges posed by transport developments were put forward. The Conference contributed thus to a better prioritization of issues and areas of activity, to the identification of niches and gaps, which could be tackled by the OSCE, through developing networks with other International Organizations, as well as to the identification of ideas for follow-up activities.

The overviews of the discussions and the suggestions stemming from each session are presented in the **Rapporteurs' Reports** which are included in this Consolidated Summary. It is envisaged that the Economic and Environmental Sub-Committee discusses these suggestions, in order to streamline the preparatory process for the Forum.

A list of preliminary ideas and suggestions is presented below, for easy reference.

Plenary Session I The role of transport in regional economic co-operation and stability

- Trade is the most important engine of economic development;
- Physical infrastructure and institutional infrastructure are equally important;
- The "distance to markets" should be reduced by developing infrastructure and removing non-physical obstacles to trade and investment;
- Good governance is a key to improving business climate;
- Landlocked countries have special needs that have to be addressed;
- Regional co-operation is needed;
- An independent report could assess economic costs of lost opportunities, potential benefits associated to improved transport links, and suggest remedies and priorities;
- IOs and IFIs should see Central Asia as a region in its own right;
- Major transport routes should be complemented by secondary networks;
- Possible negative effects of improved transport links (drug trade, transnational organized crime, trafficking in human beings, HIV/AIDS) should be addressed.

Plenary Session II Taking stock of existing co-operation initiatives in transportation: examples of effective policies and practices

- The OSCE should by no means duplicate the work of others;
- The OSCE should develop synergies with the UNECE and regional organizations; it could promote monitoring or capacity building projects, assisting OSCE participating States in implementing UNECE Conventions in the transport sector that have an impact on security;
- The OSCE should utilize the expertise and contacts of field presences;
- The OSCE has a role in:
 - security in all modes of transport;
 - good governance in the transport sector;

- conflict prevention and resolution in areas with relevance for the transport sector.

Panel Discussion I Optimising transport links between Europe and Asia in support of regional economic development stability and security

- Transport planning should be demand driven and involve all relevant stakeholders;
- With regard to major infrastructure projects/corridors (trans-Siberian, North-South, TRACECA):
 - There is no direct role for the OSCE in developing corridors;
 - The OSCE could promote dialogue, inclusiveness, co-operation;
- Strengthening co-operation and complementarity between corridors should be sought by those involved.

Panel Discussion II Transport issues at the sub-regional, national and local levels: policy issues, including environmental

- Developing transport is a complex process;
- It requires regulatory framework, prioritization, strategic decisions, co-ordination, capacity building, resources;
- The OSCE should support local and inter-regional (including trans-boundary) initiatives;
- The OSCE should promote transparency and inclusiveness of the decision-making processes;
- The OSCE could have a supportive role in the reform of transport administrations and agencies;
- Transport development and environmental issues should be integrated;
- The OSCE should support the implementation of existing international environmental conventions and harmonization of legislation in the same field;
- The Aarhus Centers could be used to raise awareness, promote dialogue and help preparing environmental impact assessments related to transport;
- Adequate measures to prevent land degradation and contingency plans for disasters that may affect transport are needed;
- The Tajik authorities made a suggestion that the OSCE, jointly with the International Road Union, UN ECE and ESCAP, organize in Dushanbe, preferably in 2006, an international conference on ‘ the prospects for development of trans-Asian and Eurasian transit transportation through Central Asia till the year 2015’;
- OSCE, together with other international organizations or NGOs, could facilitate a conference on reforestation to prevent or reduce the risk of natural disasters (landslides).

Plenary Session III Addressing non-physical barriers to transport. The importance of good governance as a prerequisite for secure and efficient trade and transport

- Political will and regional harmonization of customs and border procedures as well as cross border coordination and exchange of information are needed; clarity of legislation and simplifying customs regimes should also be pursued;
- The OSCE could be instrumental in supporting the implementation of UNECE Conventions addressing non-physical barriers to transport (Harmonization Convention, TIR Convention etc.) and monitoring their implementation;
- An adaptation of the requirements of the TIR Convention to the circumstances of Central Asia could be considered;
- Specific "pilot projects" could be considered; capacity building and training should be provided for both the public and the private sectors;
- Good governance and fighting corruption in the transport sector and at border crossings remain key OSCE priorities;
- Business associations could play an important role in promoting regional co-operation and fighting corruption; OSCE could provide further support;
- Partnerships at various levels (public-private, inter-regional etc) should be promoted by the OSCE.

Panel Discussion III Transport issues in land-locked countries: how regional co-operation can reduce the cost disadvantage of being landlocked and contribute to stability

- The OSCE could be instrumental in promoting the Almaty Programme of Action for landlocked countries;
- The OSCE should continue contacts with the UN High Representative for Landlocked Countries to identify specific actions;
- Transit arrangements, especially with neighbouring countries, have to be concluded (for trade and passengers) to implement the Almaty Programme of Action;
- Modernization of the aviation sector should be a priority for Central Asian countries;
- Regarding road transportation the legal as well as the logistical base need to be enhanced;
- Transport companies have to be strengthened and modernized and the creation of joint companies could be envisaged.

Plenary Session IV The role of international financial institutions (IFIs) and bilateral donors in supporting transport development

- The OSCE could have a facilitating role in drawing the attention of IFIs and bilateral donors to priority needs and unresolved issues;
- Liberalization and modernization of the aviation sector in Central Asia is very important to underpin enhanced trade and transport;
- The IFIs should examine the potential for financing the leasing of transport vehicles.

Annexes

A number of annexes - *Agenda, List of Participants and List of Distributed Documents* - have been attached to give you a more complete picture of the Dushanbe Conference. For further reading, please note that background documents from this seminar can be found on the OSCE web site under www.osce.org/eea or requested at the Office of the Co-ordinator of OSCE Economic and Environmental Activities (gabriel.leonte@osce.org or andrea.gredler@osce.org).

WELCOMING ADDRESS

by **H.E. Akil Akilov**
Prime Minister of the Republic of Tajikistan

Dear Participants of the Conference,
Ladies and Gentlemen!

On behalf of the Government of the Republic of Tajikistan let me welcome our dear guests, participants of the preparatory conference to the 14th Economic Forum of the Organization for Security and Co-operation in Europe on the Tajik land.

The main goal of this conference is to attract the attention of the OSCE participating States to problems of transport infrastructure development, in the context of expanding intergovernmental and regional links, as well as to enhance stability and lift existing barriers in the sphere of transport communications. Road transport, air communications and railways play a key role in the development of each country's economy, enhancing intergovernmental and regional economic co-operation, integration of regions, remote and isolated ones in particular, reduction of disparities between them, as well as providing cultural exchange and bringing the nations closer.

The work being carried out by the Government of the Republic of Tajikistan under the leadership of the President of the Republic of Tajikistan, respectable Emomali Sharipovich Rakhmonov, on reforming of the economy and improving the conditions for mutually beneficial co-operation with the countries of the region gives a positive outcome: macroeconomic stabilization has been achieved, the foundation for the sustainable economic development has been laid, and programmes on reforming the branches of the country's economy are being successfully implemented, including in the transport sector, that is gradually raising the population's standard of living.

The development of the transport branch, which plays two main roles, is one of the top priority issues for the Government. First of all, it is the development of the major part of the transport infrastructure, and secondly, providing necessary conditions for transport security and environmental protection, as the events of recent years have clearly demonstrated the transport sector's vulnerability to terrorism and organized crime.

Currently the Government of Tajikistan has adopted the Programme of the Tajik transport complex development till 2015, which is mainly focused on expanding a network of international transport corridors, construction, rehabilitation and reconstruction of highways and construction of railways facilitating the development of transit and trade in the region. All this in perspective will facilitate substantial change in the scheme and the structure of international freight flow, efficiency of integration and economic growth. All conditions for legal and institutional reform, for the transition to market economy, support of entrepreneurship and for providing investment climate in this sphere have been created.

In close co-operation with governments of a number of foreign countries, as well as international financial institutions and with their financial support 8 projects have been launched on the improvement of the country's transport infrastructure, to the sum of 239,7 million USD. Budget allocations for this purpose are increasing annually. Such projects as the rehabilitation of the road Dushanbe-Kurghonteppa-Kulob, construction of the Shagon-Zigar Zigar-Shkev road, and the highway tunnel through the Anzob Pass, which provides year-round road transport communication for the capital of the country with the Sughd and Gorno-Badakhshon Autonomous Oblasts, have already been completed or in the completion stage. By putting into operation the highway section Murghob-Kulma Pass - the border of the People's Republic of China, the construction of which was completed in 2003, mutually beneficial trade and economic co-operation between Tajikistan and the People's Republic of China has expanded. It provided exit from the Central Asian countries to the Karakorum Highway and to ports. After putting this highway into operation a drastic increase in commodity circulation between our countries was noticed. The number of Chinese companies investing in various Tajik projects, including the transport sector, has increased. Participation of Chinese specialists in the implementation of the project on the rehabilitation of Dushanbe-Nurobod-Jirghatol-Kyrgyz Border Highway, as well as the agreement of parties on participation in the construction of highway tunnels "Sharshar" and "Shahriston" serve as proof of this increase.

With the efforts of the Government of the Republic of Tajikistan, and with the financial support of foreign countries and international organizations, five automobile bridges over the Pyanj River have been constructed or are under construction, and provide transport communication between Tajikistan and Afghanistan. This contributes to organizing transit transportation along the transport corridor Tajikistan-Afghanistan-Pakistan-India, as well as enables other countries to take part in the rehabilitation of the Afghan economy. Road transport communication through Tajikistan turns our country into a transit one and will play a positive role in the development of the region.

Given the country's topography peculiarities, the total length of railways in Tajikistan constitutes 950,7 kilometres. Total volume of international cargo transportation by railway constitutes 95%. The new railway Kurghonteppa-Kulob has been constructed, and the construction of the new Dushanbe-Kurghonteppa and Kolkhozobod-Nizhny Pyanj railway line, with exit to Afghanistan and electrification and completion of the construction of second railway section Bekobod-Konibodom, is planned. Upon completion of these works, merging the section with the existing network of electrified roads of the Central Asia will take place.

The Government of the Republic of Tajikistan and the State Unitary Enterprise "Tojikiston" have taken specific measures to modernize the fleet of air vessels to meet the growing demands of the national economy in air transportation.

Over the past years the air transport of the country has provided flights to more than 40 countries worldwide. A special training programme of aviation specialists is underway; the reconstruction of strip of airports in the cities of Dushanbe, Kulob and Khujand has been undertaken. Systematic work on supporting flying fitness (maintenance) of air vessels of all types is being carried out; and an agreement has been signed on using "Boeing" type planes for the aviation enterprise, on a lease basis.

Along with the complex development of road, railway and air transportation in the region, attention is also paid to the creation of a single transport policy, providing security of movement, safety of transported cargo and environmental protection, and to the creation of equal competitive conditions for the work of transport, harmonization and unification of the legislative framework of countries-parties to international agreements and programmes. This will enable significant reduction in both delivery time and expenditures during carriage of goods along transport corridors. Fortunately, this process is already underway in the framework of the Commonwealth of Independent States, Eurasian Economic Co-operation and the Shanghai Organization for Co-operation. At the moment, the Republic of Tajikistan has joined 4 international conventions regulating carriage of goods by road, is a part of a number of international agreements in the field of transport, and is a member of international organizations and integration regional associations, under which framework the work on transport as well as coordinated customs and tariff policy making and transit development is underway.

Implementation of priority projects in the transport sector facilitates enhancing regional co-operation and close interaction with international financial institutions, in particular with TRACECA Programme, of which Tajikistan is a part, with the purpose of further development of co-operation in the field of transportation along the Europe-Asia corridor.

Tajikistan is at the cross-roads of the Great Silk Way, connecting the South-East Asian countries with the countries of the Near East and Europe. According to History, for centuries caravan routes of the Great Silk Road passed through the territory of Tajikistan, as it was the shortest trade path from Asia to Europe.

A special role in the development of trade and free carriage of goods is played by the construction of modern specialized border complexes along international transport corridors. In order to facilitate the movement of foreign transport means and development of free cross-border trade, the Government of the Republic of Tajikistan has adopted normative acts on the construction of such complex facilities at all cross-border points of the country. However, despite the work carried out by the Government, there are transport problems not fully depending on us connected with the services provided to citizens and cargo transportation, with various barriers (visa regime, fees, local taxes, etc.) and exploitation constraints (congestion on borders, private travels with compulsory custom procedures, the necessity of transshipping, etc.). From that perspective, given its trans border nature, transportation needs high level of co-operation at the regional and sub-regional levels to ensure consistency in defining priority investments in infrastructure, harmonization of policies, and general approach to enhancing security.

It would be good if these and other topical issues were addressed at the plenary sessions and panel discussions of this conference and so that practical solution could be defined.

I hope this preparatory conference will be effective, that the recommendations and decisions made during it will further promote regional co-operation in the OSCE area, and that new approaches for interaction in the sphere of transport and trade providing acceleration of the process of developing of mutually beneficial international relations for the benefit of all countries and nations will be found.

I wish the participants of the conference every success.

Thank you for your attention.

WELCOMING ADDRESS

by **H.E. Khakim Soliev**
Minister of Economy and Trade of the Republic of Tajikistan

Dear Mr. Akil Gaibulloevich,
Dear Participants of the Conference,
Ladies and Gentlemen!

Taking advantage of the possibility, let me cordially welcome all guests and participants of today's Conference on the Tajik land and to wish all of you a pleasant stay and fruitful work. At the same time, I would like to address to the OSCE Secretariat words of sincere gratitude for the support of the initiative of the Government of the Republic of Tajikistan on the holding in the city of Dushanbe of the First Preparatory Conference to one of the most prestigious events in the international life and economy – the 14th OSCE Economic Forum. Highly appreciating this Conference, we regard it as an important stage for enhancing comprehensive co-operation among the participating States of the Organization for Security and Co-operation in Europe, which facilitates integration of the sub-region countries into the global economy.

Today the Organization for Security and Co-operation in Europe has become a connecting link in promoting good neighborhood and mutual confidence, friendship and co-operation between the participating States and is an effective mechanism of enhancing regional security and stability, a catalyst for co-operation and mutually beneficial development and trade, in economic, scientific and technical, transport, power engineering and other spheres of global economy, acting as a positive force and guarantor of peace and stability on the planet.

I want to note that intensifying integration processes and participation in microeconomic links is a key element of the Tajik Government's foreign economic policy. As a landlocked country with a complicated mountainous relief the Republic of Tajikistan attaches great importance to the development of transport as the most effective instrument in the field of regulating the globalization process and the development of co-operation within Eurasian sub-continent. In this context, the importance of this Conference is great in the perspective of analysis of the existing transport and transit capacity of the organization's participating States, figuring out of existing problems hampering effective co-operation in the field of transport communication and transit development, as well as determining a set of activities on enhancing co-operation of participating States in these spheres.

I want to underline that for the promotion of structural economic reforms underway in the Republic of Tajikistan, the main problem is tackling transport and transit issues. Faster transport movement, transportations on the existing transport axes, eradication and optimization of non-tariff barriers, as well as gradual decrease of tariffs in optimal timeframe will enable the countries of the region to develop effective transit trade, to facilitate trade on cross-border checkpoints, to minimize expenditures on transportation and mobility. Today, the problem of cargo transportation and transit is the main deterrent of the promotion of trade and regional co-operation. From that perspective, while addressing this issue in the framework of the Eurasian sub-region, the most important practical objective is the unification of transport policies and providing transit freedom.

It is necessary to note the importance of effective utilization of the existing transport infrastructure. Transit capacity development is an important condition for the promotion of trade and investment. This requirement has to become an important integral part in the process of setting up relations, since literally up to present the Central Asian region did not have a developed infrastructure for exiting to transport axes of the world economy and along the entire perimeter of its borders it was locked from ports. In that context, due attention should be paid to the issue of defining the most acceptable transport axes connecting the countries of the region with ports in Pakistan, Iran, with due account of real interests of all countries of the region.

Dear Ladies and Gentlemen,

It should be mentioned, that the important feature of the Central and South Asian sub-region is that exactly this was the region where the Great Silk Road passed through, the significance of which,

centuries later, is even more increasing. Strategic importance of the region is that it serves a bridge between the West and the East, between Asian and European cultures. All these circumstances define the role of the Central Asian region in the global economy and geopolitics. In that perspective, Tajikistan highly appreciates the positive role of this conference, of this meeting, the aim of which is to give a new impetus to the development of multilateral co-operation of European and Central Asian countries and become a forum for discussion of topical issues covering general intergovernmental problems of transit, trade and transport.

I want to express confidence that our present meeting will make a valuable contribution with regard to the development of the countries in the region, of deepening regional integration and enhancing mutually beneficial co-operation in all spheres and directions.

WELCOMING ADDRESS

by **H.E. Shodimad Mirzoalimov,**
Deputy Minister of Transport of the Republic of Tajikistan

Dear Ladies and Gentlemen,
Dear Colleagues,
Dear Guests,

Let me welcome you on the sunny land of Tajiks and express sincere gratitude to the organizers of this conference, in particular the Organizations for Security and Co-operation in Europe, for the opportunity provided to discuss issues of the transport development in the context of solving regional problems and ensuring communication between the European and Asian regions. Today Tajikistan opened doors to one of the most important forums uniting states of the Eurasian region in a unified transport system. I think the hospitality of the Tajik people, the aspiration of the participants for consolidation and co-operation will create warm and friendly environment for the work of the forum.

Intensification of economic reforms under the direct leadership of the President of the Republic of Tajikistan, His Excellency Emomali Sharifovich Rakhmonov, is directed on the continuous reduction of poverty of the country's population. Today all legal and institutional reforms are provided for the transition to market economy, for the growth of entrepreneurship and foreign investments in our economy.

It is known, that no society can ensure its economic growth without developed system of transport, power engineering, trade and information technologies, since they are the basis for every economic infrastructure. Therefore, the development of the country's transport system branches is one of high priorities in the social and economic policy of the Government of Tajikistan.

Development of integration between states naturally necessitates unification and harmonization of their national legislative systems. The general aim of unification is the development of common approaches, principles and decisions on regulating operational and other relations emerging in the process of functioning both of the transport generally, and of its separate modes (railway, motor, water, air, etc.). It might be known that the process of harmonization and unification of legislation is already underway within the framework of the Commonwealth of Independent States, Eurasian Economic Community (basic transport legislation of EEC member-states has been developed), Shanghai Organization for Cooperation (SCO), Central Asian Community (CAC). Presently, Tajikistan is a part of 4 international conventions regulating carriages by road. Intergovernmental Agreement on the Asian network of highways was signed on April 26, 2004 in Shanghai and ratified on the 1st of September, 2005. In October 2004, the Republic of Tajikistan joined the Agreement on the transport corridor North-South signed on September 12, 2000 in Sankt-Petersburg. TRACECA corridor is of direct interest for the Republic of Tajikistan. Since 1998 Tajikistan is a signatory to the Main Multilateral Agreement on the development of Corridor Europe-Caucasus-Asia.

The issue of the development of transport corridors is one of the priority issues and by facilitating the development of transit routes connecting Europe, Central Asia, China and Russia, we can gain profit for all states involved in co-operation.

In the Republic of Tajikistan, main transport and transit corridors have been defined, which are a part of the network of Asia's highways, such as international route AH-7, AH-65 and AH-66. Currently these corridors are being brought in compliance with international norms and standards and a number of roads and their sections rehabilitation projects are launched in this domain.

Participation of the Republic of Tajikistan in international organizations and programmes plays an important role in the development of the transport complex of the Republic of Tajikistan. The Republic of Tajikistan is a member of a number of integration regional associations – CIS, Eurasian Economic Community (EEC), Shanghai Organization for Cooperation (SOC), Central Asian Community (CAC), in the framework of which the work on transport policy making, transit development, coordinated customs and tariff policy is underway. The work on the implementation of a special UN programme for the economy of the Central Asia (SPECA) is being carried out.

I would like to underline particularly the big role of such financial institutions as Asian Development Bank, Islamic Development Bank, European Bank for Reconstruction and Development, OPEC Fund, Kuwait Fund of Arabian Economic Development, Governments of Japan, the USA, Iran and

People's Republic of China (PRC), without which the rehabilitation of the Uzbekistan Border-Dushanbe-Jirgatal-Kyrgyzstan Border highway and its separate sections Dushanbe-Kulob-Kalakhumb-Khorog-Murghob-Kulma Pass with the exit to the Karakorum highway (People's Republic of China), Uzbekistan Border-Khujand-Dushanbe-Dusti-Nizhny Pyanj-Afghanistan Border highway, the construction of highway tunnels under Anzob, Sharshar and Shahrison passes, would be impossible.

At the moment, the whole world is involved in the orbit of rehabilitation of the Afghanistan's economy. Tajikistan has the longest border with this state and the planned construction of six bridge passages to Afghanistan will significantly contribute to the cargo and goods delivery to this developing country and will ensure transit carriages in the direction Tajikistan-Afghanistan-Pakistan-India-Iran further on via sea and back to CIS countries and Europe.

Analysis of the activity in the economics' transport sphere during the past years clearly demonstrates the progress of the Republic of Tajikistan in the development of transport branches. The normative-legal framework regulating the activity of the transport system is under modernization. Questions of structural reforms and privatization, building of specialized border complexes, international passenger and freight terminals are pending. There are issues in the branch as well, the solution of which is impossible without assistance and participation of international financial institutions, foreign investors and entrepreneurs.

I want to wish efficiency to the participants of the conference and success in their work. There are many places of interest in our country. I think, the guests of the capital will study them with pleasure and take with them the warmest impressions from visiting Tajikistan.

Thank you for your attention.

WELCOMING ADDRESS

**by Ambassador Andrej Benedejcic
Ambassador of Slovenia to the Russian Federation,
representative of the OSCE Chairmanship**

Mr. Chairman,
Mr. Prime Minister,
Ladies and Gentlemen,
Dear Colleagues,

Since its independence in 1991, Slovenia has engaged in a number of challenging foreign policy projects, with a view to actively contribute to the maintenance of international peace and security. One of them was the non-permanent membership in the Security Council of the United Nations in 1998 and 1999. The most recent one is the current Chairmanship of the Organization for Security and Cooperation in Europe. It is therefore a great pleasure for me to address this conference as the representative of the OSCE Chairman-in-Office, my Foreign Minister Dr. Dimitrij Rupel. On his behalf, I would especially like to express appreciation and gratitude to our host country Tajikistan, to the Office of the Co-ordinator of OSCE Economic and Environmental Activities and to the OSCE Center in Dushanbe for the organization of this important event.

We have all gathered here with the goal of exploring and furthering our understanding of the complex issue of transportation from the economic, environmental and security perspectives. I am therefore confident that the conference will serve as an important contribution to the development of the transportation theme within the OSCE. It should provide insight into some of the most relevant transportation issues of both general concern and specific relevance to the OSCE participating States.

In this connection, I would like to recall the focus of this year's OSCE Economic Forum on the issue of "Demographic Trends, Migration and Integration of Persons Belonging to National Minorities". The central characteristic of the "migration-integration" theme of the Slovenian OSCE Chairmanship was its cross-dimensional approach, which linked politico-military, economic-environmental and human aspects of security. In this sense, I wish to commend the incoming Belgian OSCE Chairmanship for suggesting the theme of transportation as the central concern of the 2006 Economic Forum cycle. Just like the "migration-integration" focus, the transportation theme bears similar potential for the efficient cross-dimensional linkages and action. The European Union, the United Nations Economic Commission for Europe, the Eurasian Economic Community, the World Bank, the Asian Development Bank, the Islamic Development Bank and other international political and financial institutions have already exerted tremendous efforts to elaborate and pursue innovative policy responses to transportation concerns. The OSCE undoubtedly also has its role in these international endeavors, especially in promoting enhanced transportation policies with the goal of fostering regional economic cooperation and stability.

Mr. Chairman, Ladies and Gentlemen,

Transportation is the basis for economic development and represents one of the fundamental cross-sectoral communication channels. The construction and maintenance of transportation infrastructure also offers considerable job opportunities and can contribute significantly to a country's economic growth. This is certainly the experience of Slovenia, which embarked on an ambitious project of completion and upgrading of its highway grid after independence. The development of transportation is therefore a challenge and a responsibility, but it also provides important opportunities to all of the OSCE participating States. Decisions taken in this sphere today can determine conditions for the functioning of businesses and the lives of people in the OSCE area for decades. It is therefore important that we find solutions, which would be mutually acceptable, as well as feasible in the long run.

The OSCE, in collaboration with other specialised agencies and financial institutions, could therefore provide participating States with assistance in formulating more appropriate transport policies, particularly in the domains of legal order and legislation. It could furthermore offer assistance in devising relevant national spatial strategies, since we must find ways to ensure a more efficient use of the settlement concentration and optimum locations of productive capacities. The Organization could also

offer support to individual participating States in stimulating public interest in that sphere of transportation, which is linked with social and ecological issues. One of the OSCE's potential tasks could be to provide assistance in developing basic mobility possibilities for the reasons of education and work as well as for accessing health and patient care.

Finally, in the light of the follow-up activities to this year's "migration-integration" focus promoted by the Slovenian OSCE Chairmanship, the OSCE could, in collaboration with partners in its field presences, assist interested participating States in setting up a model of information collection about transportation flows in all the transport systems, which is required for an efficient monitoring and oversight of the migration flows.

Before concluding, I would like to say that the choice of the transportation theme for the 2006 Economic Forum cycle demonstrates the potential and enduring value of the OSCE's second basket. This is especially important this year, when much of the effort of participating States is focused on increasing the effectiveness of the Organization, with a view to adapting it to new needs and challenges. In fact, in his address to the OSCE Permanent Council in Vienna on January 13 my Foreign Minister emphasized the following agenda as the guiding principle of this year's Chairmanship: "revitalize, reform, rebalance". It is therefore important that once again a topic was found in the economic and environmental dimension, which is of value to all the participating States. Needless to say, such a message is all the more significant one month before the OSCE Ministerial Council in Ljubljana.

Mr. Chairman, Ladies and Gentlemen,

The theme of the conference, the high level of attendance by representatives of participating States, international organizations, financial institutions, academia and NGOs promise fruitful deliberations. On behalf of the Chairman-in-Office, I therefore wish you a productive and rewarding exchange of views.

Thank you.

WELCOMING ADDRESS

**by Mr. Frank Geerkens
Head of the OSCE Chairmanship Unit,
Ministry of Foreign Affairs,
Belgium, incoming OSCE Chairmanship for 2006**

Your Excellency,
Mr. Prime Minister,
Excellencies,
Distinguished Guests,
Ladies and Gentlemen,

On behalf of the government of Belgium and as incoming chairmanship of the OSCE, I would like to thank the Government and the people of the Republic of Tajikistan for their hospitality and for hosting this conference in your beautiful country in the heart of Central Asia.

I would also like to express our gratitude to the Slovenian Chairmanship-in-office for its leadership of the OSCE this year, - a task which the Slovenian chair is accomplishing with diligence and success.

This conference is already living proof of this success. The last Economic Forum recommended indeed to make transportation the central theme of the OSCE's economic and environmental dimension. It is an important mandate that the Belgian chairmanship will have to fulfil in the coming year. Fortunately, a chairmanship is not alone. We share the mandate with all 55 participating states, and we are all feeling comfortable and confident as we can count on the strong support of the Secretariat General of the OSCE, and in particular the very dynamic and experienced Co-ordinator for the Economic and Environmental Dimension, Mister Bernard Snoy and his excellent team.

Looking at the impressive list of participants – and the countries, organizations and institution they represent – the incoming Belgian chairmanship is in good company indeed. I think I can speak on behalf of all participating states, when I welcome the representatives of the international organizations and institutions, and look forward to a fruitful cross-institutional exchange and co-operation.

This conference in Dushanbe is the first major event and the first major step in preparing the Economic Forum of 2006. Today and in the next days we will work on the first of the two main clusters of our transportation theme, and that is regional economic development and cooperation. Development and growth are among the highest priorities for our countries, but development and growth come from trade, and trade needs transportation that is efficient and secure.

The OSCE is not and does not want to be a pan-European transportation agency. There are other organizations, regional and sub regional, which have the objectives and the means to develop regional and sub regional transportation integration. The OSCE does not want to build physical roads and construct physical bridges. So what can the OSCE do? Well, the OSCE can build bridges between policy makers – national governments and international organizations – and develop roadmaps for cooperation among them. Our conference in Dushanbe already is such a bridge under construction, and I hope that at the end of the conference, our roadmap will be further developed.

As incoming chairmanship, Belgium knows that chairmanship means to be servant as much as, if not more than, a leader of our OSCE community. So we want to listen closely to what you, distinguished participants will tell about your experiences, your policies, your views, your ideas, and your proposals.

We believe that the OSCE offers a unique forum where we take stock of policies, opportunities and deficiencies in the field of transportation in the OSCE area. From that stocktaking we might identify unserved needs or niches, and turn them into impulses and input for policy makers, both national and international.

In the field of transportation, the UN Economic Commission for Europe, among others, has done a lot of international and regional regulatory work. As OSCE, we might support the process of ratification and implementation of this regional regulatory body.

We should not forget that (frozen) conflicts exist in the OSCE region, and maybe we should look at transportation problems as a consequence of these conflicts, and transportation opportunities as a contribution to their solution.

A particular characteristic of some OSCE countries, like in Central Asia, is their landlocked situation. The challenges to transportation are obvious. They could be opportunities for closer attention on our OSCE transportation agenda.

Excellencies,
Ladies and Gentlemen,

We are only at the beginning of our conference. In one of the greatest work of literature in Tajikistan, the Epic of Kings, it is said, “a wise and prudent man does not strive with dragons”. Well, a wise and prudent incoming chairmanship should not strive with too many words. So let me thank you for your presence and your participation. I thank you for your attention.

WELCOMING ADDRESS

**by Ambassador Alain Couanon
Head of the OSCE Center in Dushanbe**

Dear Mister Prime-Minister,
Dear Ministers,
Dear Colleagues,
Ladies and Gentlemen,

First of all, I would like to welcome you to the First Preparatory Conference for the Fourteenth Economic Forum in the name of the OSCE Centre in Dushanbe. This is the first time that a major OSCE economic event has been held in Tajikistan, a country in which the organization has had a permanent presence since 1994 and in which the OSCE played such an important role in assisting in the resolution of the civil war.

The central theme of next year's Economic Forum, "Transportation in the OSCE Area," is particularly applicable to Tajikistan, a country where development of its internal transportation network as well as its inter-regional and international transport ties is vital to the further development of its economy. Hindrances to the development of Tajikistan's external transport access could lead to economic stagnation and political and social instability. As a regional security organization whose participating and partner states include many of Tajikistan's neighbors, the OSCE is uniquely placed to address non-physical barriers to the development of the country's transport ties. These might include excessive customs barriers, border controls that unnecessarily limit cross-border transport of goods and passengers, or rules and regulations, internal or external, that limit Tajikistan's access to the outside world.

The OSCE Centre in Dushanbe has already become involved indirectly in supporting transport development through its projects in 2004 and 2005 promoting the development of cross-border and regional trade. In particular, the OSCE Centre has had success with its projects supporting the development of trade between Tajik and Afghan Badakhshon. At the beginning of October, we supported a major international conference in Khorog, which brought together government officials, businessmen and representatives of civil society from four countries neighboring the Pamir region—Tajikistan, Afghanistan, China and Kyrgyzstan—to assess the obstacles to development of trade within the region and beyond, and draw up recommendations for removing those obstacles. All four countries are deeply interested in taking advantage of the improving transport links in this region to establish closer ties with each other, and with the world beyond.

This is only one example of a way in which the OSCE can help overcome obstacles to freer transport of people and goods in the Central Asian region. We intend that there should be many more.

Thank you, Mr Chairman

WELCOMING ADDRESS

by Mr. Bernard Snoy
Co-ordinator of OSCE Economic and Environmental Activities

Excellencies,
Ladies and Gentlemen,

It is a great pleasure and an honor for me to welcome all of you to this first preparatory Conference to the 14th OSCE Economic Forum on “The role of transportation to enhance regional economic co-operation and stability”.

As Mr. Frank Geerkens, representative of the incoming Belgian OSCE Chairmanship, pointed out in his introductory remarks, the preparatory process for our next year’s Forum was launched one month ago, in Vienna, through a special meeting of the Economic and Environmental Sub-Committee. Today and tomorrow, here in Dushanbe, we will discuss transport related issues in a wider and more diversified group. I am indeed delighted to see that the topic of transport is received with such a wide-spread interest not only among OSCE representatives but also among representatives of various national and local governmental authorities, civil society, private sector, as well as international organisations. I take this as a sign of both awareness of the importance of transport and willingness of all of you to be part of a debate and of a process which should generate concrete proposals for action in the area of transport and thus contribute to the improvement of economic prospects and to strengthening security and stability, in the entire OSCE area, but above all here in Central Asia.

Before briefly referring to the substance of the Conference and to the expected outcome, let me extend my warmest thanks and appreciation to the Government of the Republic of Tajikistan, for their hospitality and for the outstanding work done in preparing this Conference. Your Excellencies, Mr. Akil Akilov, Prime Minister of the Republic of Tajikistan, Mr. Khakim Soliev, Minister of Economy and Trade of the Republic of Tajikistan, Mr. Abdurahim Ashurov, Minister of Transport of the Republic of Tajikistan, I thank you very much. We are honoured by your presence here. My thanks also go to the representative of the Slovenian Chairmanship, represented here by Ambassador Andrej Benedejcic, for the leadership provided in 2005 and for the constant support for the Economic and Environmental Dimension of the OSCE. As well, I want to thank the incoming Belgian Chairmanship, represented here by Mr. Frank Geerkens, to their teams in Vienna and Brussels, for the excellent co-operation in organizing this event. Mr. Geerkens, let me assure you of my Office’s support for your Chairmanship in the year to come. We have started the preparations for the next year’s Economic Forum under good auspices and I am confident that we will have a very successful Forum next year. And of course a special thank you goes to Ambassador Alain Couanon, Head of the OSCE Centre in Dushanbe, and his excellent staff, in particular Ms. Bess Brown, Mr. Saulius Smalys, Ms. Muhabbat Kamaraova and Mr. Bahridin Shermatov, for making all the necessary preparations so that we can meet in perfect conditions today. I am pleased to welcome our speakers and panelist, who accepted our invitation to share their knowledge and experience with us, as well as our moderators and rapporteurs. I am also very pleased to welcome numerous representatives of various international organizations and last but not least representatives of the OSCE Field Presences, who also had an important contribution to the preparation of this Conference.

Ladies and Gentlemen,

Our main task is to identify the most realistic and suitable suggestions for the future engagement of the OSCE in the area of transport. To achieve this objective, we need over the next days an interactive and dynamic exchange of views. We need to learn more about what is already being done in the area of transport, about what is still needed. Only thus will we be able to clearly define the possible role of the OSCE. The OSCE, as you know, has neither the financial resources nor the mandate to be a major donor for big infrastructure projects. Nevertheless, we believe the OSCE can play an important role with regard to transport development and enhancing transport security. The OSCE could play a facilitating role between Governments and international financial institutions, or between the public and the private sectors, it can raise awareness and stimulate political will, it can contribute to strengthening the co-operation among its participating States. The OSCE can also identify and help implement small but

relevant, catalytic projects. The OSCE, through its political mandate and wide membership and through its diversified contacts both at Headquarters level and at the field level, can be instrumental in developing networks with other partner organizations, thus mobilizing expertise and resources to address the needs of its participating States.

It is often stressed, and rightly so, that the OSCE activities should not overlap with those of other, more specialized organizations, that the OSCE should not attempt to develop new norms and commitments. But, the OSCE can play an important role in promoting the implementation of existing norms, standards, and other commitments, putting of course emphasis on commitments that have a link with the OSCE security and co-operation mandate. The OSCE has done that in the past, in various areas, and could do so in the future with regard to transportation.

Ladies and Gentlemen,

My Office has prepared a background paper which I hope you have all received. I hope you will find it useful. This paper attempts to present a number of existing activities and initiatives in the area of transport and some transport related issues which will be discussed in greater details today and tomorrow. It is by no means exhaustive but it might be a good start. We have to add to it your input, your first hand experiences, knowledge and ideas.

Let me now briefly refer to some topics included on the agenda.

Transport plays a major economic, social and geo-political role, it is vital to the distribution of goods as well as to trade, it provides access to basic services such as health and education. I will not dwell at length on the importance of transport. I am looking forward to hearing the speakers of the next session, who will address these issues. I am also looking forward to hearing about various examples of effective policies and practices in the area of transport, about the activities of and instruments developed by other international and regional organizations, in support of regional economic development, stability and security, as well as about the work done by international financial institutions and bilateral donors in supporting transport development.

Beside the importance of developing viable transport networks linking continents and countries, I want to emphasize the role of transport in underpinning local economic development. Local roads might be vital to the populations not able to access main transport corridors in the course of their daily trade. Transport is crucial for the integration of regions, particularly those that are peripheral and isolated and for the reduction of unbalances among them. At the same time it is important that governments make transport related decisions in consultation with the general public, private sector representatives and civil society, including at the local level. This local dimension takes on an international character when they are 'secondary' or 'tertiary' trans-boundary routes. The importance of economic development for these border regions is of vital importance in order to maintain good neighbourly relations and promote regional integration.

I also want to stress that promoting transport is not only about building roads and infrastructure projects – this is important but is not the OSCE mandate. Facilitating transport (and trade) has also a lot to do with political dialogue, cross border co-operation, border and customs procedures, with combating corruption, with negotiating adopting, implementing and respecting agreements and conventions, with functioning institutions as well as inter-institutional co-ordination, with promoting public-private dialogue and co-operation. Borders are a major source of costs and delay for the movement of international goods and passengers. More effective and streamlined border crossing and customs procedures are needed, as well as cross border exchanges of information and enhanced co-operation. "Soft" barriers to transport and trade are often more difficult to overcome than physical barriers. Eliminating "soft" barriers is also a prerequisite to starting infrastructure projects. We can indeed say that transport facilitation and development is a matter of good governance.

Another important issue I want to bring to your attention is the need for a sustainable development of transport, taking into consideration the environmental aspects. Indeed transport projects will invariably have an impact on the surrounding ecosystems (for instance through emissions of gas and habitat division) and we should take appropriate measures to limit the negative effects. As well, the environment may affect transport. A very telling example is represented by the impact of natural disasters on transport. Some natural disasters, admittedly, might not be prevented and in such cases Governments should prepare local/regional contingency plans for disruption due to natural disasters. However, it is

always better to try to prevent natural disasters, to the extent possible. In some cases such as local landslides and flooding adequate measures to reverse land degradation such as forestation policies and watershed management represent the most effective preventive mechanism for existing transport systems. All new transport systems should thus be planned so as to avoid being put in peril by natural disasters.

The last issue I want to refer to is the situation and the needs of landlocked countries. The remoteness from the world markets and the additional border crossings substantially increase the total costs for the transport services hampers competitiveness and constraints the overall socio-economic development of landlocked countries. Overcoming these difficulties is therefore crucial for many countries in Central Asia as well as for others in the OSCE region.

Excellencies,
Ladies and Gentlemen,

This Conference in Dushanbe is an important milestone in the preparatory process for the 14th OSCE Economic Forum. By discussing the topics proposed on the agenda, by focusing on the most relevant aspects, by trying to better define the role of the OSCE in the area of transport, we will all bring our contribution to advancing our common objective of strengthening co-operation, promoting economic development and security in our region.

The results of the Conference will be further discussed in Vienna, in the Economic and Environmental Sub-Committee, during the first session of the 14th OSCE Economic Forum (23-24 January 2006), as well as in the Permanent Council.

I strongly encourage you to participate actively in what I hope will be a qualitatively outstanding seminar and to engage our speakers and panellists in an open dialogue.

I thank you for your attention.

RAPORTEURS' REPORTS

PLENARY SESSION I – The role of transport in regional economic co-operation and stability

Moderator: H.E. Shodimad Mirzoalimov, Deputy Minister of Transport of the Republic of Tajikistan
Rapporteur: Ms. Bess Brown, Senior Economic Affairs Officer, OSCE Center in Dushanbe

In his presentation on *Greater Central Asia and the future of continental trade*, **Professor Frederick Starr** contrasted the present relative isolation of Central Asia with its historic role as a major transit route for intercontinental exchange of ideas and cultural products, as well as goods. Now, he noted, the world often sees Central Asia as a part of someone's sphere of influence rather than as an entity in its own right, and he called for an unleashing of economic growth as the engine for overcoming the region's poverty, at the same time strengthening trade links with nearby economic regions, since trade is the most important engine for economic development. In this context he encouraged the Central Asian states to develop ties particularly with South, South East and East Asia. At the same time, he argued, there needs to be awareness that improving the transportation system in the region in order to facilitate trade could have negative effects, in particular encouraging the spread of contagious diseases, specifically HIV/AIDS, as well as drug trade.

Speaking on the topic of *The impact of transport links on trade, investment and economic integration in the OSCE area and with its Mediterranean and Asian Partners for Cooperation*, **Mr. Robert Nowak** of the UNECE focused on the problems of landlocked countries and countries that are distant from their markets, noting that trade is the most important engine of economic development but high transport costs and longer shipping times discourage trade. In the past, lower transport costs accounted for 8 per cent of export increase but the benefits could be much larger in the future.

He quoted estimates that doubling shipping time decreased the volume of trade by about one third and that delaying custom clearance from 5 to 7 days reduces the volume of trade by 40%. The availability of infrastructure and transport services was a major factor in decisions on where to invest, particularly for large firms. He stressed that in addition to physical infrastructure, institutional infrastructure was also necessary. This included favorable border and customs practices, reasonable taxes and security of transport means.

In Mr. Nowak's view, Central Asia needed to reduce its distance from markets by developing infrastructure which was beneficial to trade, improving the business climate and strengthening regional co-operation and integration. This was especially important for landlocked countries, which faced a natural transport disadvantage. The OSCE was encouraged to examine available studies, or, if not available, to commission an independent report assessing the economic costs of lost opportunities and the potential benefits that could come from improving and better coordinating transport and trade regimes.

Mr. Abdughaffor Raufi, Director of the Tajik Academy of Sciences' Institute of Economics, provided an overview of the extensive development of transportation in Soviet-era Tajikistan, noting that when the Tajik Autonomous Republic was created out of what had been the Eastern part of the Emirate of Bukhara, it had hardly any transport network worthy of the name. Tajikistan's present roads and rail lines were the result of many decades of work, but neither system could be seen as adequately meeting the country's transport needs.

PLENARY SESSION II – Taking stock of existing co-operation initiatives in transportation: examples of effective policies and practices

Moderator: Mr. Frank Geerkens, Head of the OSCE Chairmanship Unit, Ministry of Foreign Affairs,
Belgium, incoming OSCE Chairmanship for 2006

Rapporteur: Mr. William Hanlon, Economic and Environmental Officer, OSCE Mission to Georgia

Plenary Session II brought international experts from the United Nations Economic Commission for Europe (UNECE) Transport Division, from the European Commission Directorate General for Energy

and Transport, and from the Eurasian Economic Community (EURASEC) to present and discuss the current activities in the field of transport, carried out by these International Organizations.

Mr. Poul Hansen from the UNECE Transport Division began by describing the UNECE's current activities in transport. He first started by identifying the barriers to international transport. These include inadequate or incoherent transportation networks; long, cumbersome procedures and controls; security threats; heterogeneous transport regulations; and safety and environmental concerns. He further explained the contribution of UNECE through 55 different Agreements, Conventions, recommendations and resolutions in the area of transport that can be grouped in five separate categories. These include international infrastructure networks; international road traffic; transport and safety; the transport of dangerous and special cargos; border crossing facilitation; and safe and clean vehicles (pan-European program for transport, environment and health).

Mr. Hansen further stressed that the UNECE does not provide financial support to transport infrastructure development, but rather strives to create a coherent legal framework. Therefore, UNECE agreements strive to facilitate trade development, to provide market access and to positively contribute to the globalization processes through the harmonization of the transport framework.

Mr. Hansen then made specific recommendations for the OSCE. He suggested that the OSCE focus should be on implementation of the UNECE Conventions and Agreements, as this was where the OSCE field presences could assist in the monitoring process and in projects that could enhance the capacity of its participating States.

The next presentation was given by **Mr. Dirk Schuebel** from the European Commission Directorate General for Energy and Transport. To begin, Mr. Schuebel highlighted the co-operation of the EC with OSCE countries in the area of transport. He then highlighted the main areas of interest for the EC for each of the transport modes. These included the enhancement of safety and security according to ICAO standards and EU rules, including training, as well as the use of Galileo as a worldwide system with direct participation of some countries in the programme, the EU-Russia transport dialogue, the EU-Black Sea- Caspian Sea Ministerial Transport Conference and its follow-up through five Working Groups.

At the end of the presentation, Mr. Scheubel stressed that there were already many on-going activities in transport and that duplication should be avoided as well as the interference in bilateral matters between the EU and specific countries. He then made specific suggestions on where the OSCE might play a particularly useful role based on its specific experience and contacts in the region and through its field presences. He suggested that the OSCE could bring added value in areas such as security in all modes of transport (particularly aviation, ports and urban transport), good governance in the transport sector and conflict prevention and conflict resolution in areas with relevance for the transport sector.

The third presentation of the session was given by **Mr. Gumar Kassymov**, Advisor and Deputy Head, Department for Infrastructure Development, Eurasian Economic Community. He began by describing the EURASEC and its transportation issues. The Community is composed of a number of Central Asian and Eastern European countries, including Belarus, Kazakhstan, Kyrgyzstan, Russia, and Tajikistan. The Department of Infrastructure Development has held a number of meetings and has signed agreements on transportation issues relating to trade.

He then went on to describe the transportation corridors, such as the "North-South" route and others that connect the countries of the EURASEC. Mr. Kassymov then stated that the key objective of the EURASEC transport programme is to develop the EURASEC transport system and to bring it up to international standards.

Finally, Mr. Kassymov made suggestions for the OSCE. He emphasized that the OSCE should seek a closer co-operation with regional organizations such as the EURASEC to assist in the development of transportation systems and to assist in the protection of the environment.

During the question and answer session several issues were raised. The first concern regarded the lack of inclusion in UNECE maps of possible transport routes from Central Asia to the Indian Subcontinent. A

second issue was related to country specific plans. Generally, the discussion in this session concerned regional issues, and the question was raised if there were country specific activities.

The answer to the first issue was that the UNECE would like to include states from South East Asia and the Indian Subcontinent, but that there has been little expression of interest from the countries of that region in the UNECE's activities at that time. Finally, the Mr. Scheubel answered that country specific transportation plans were important, but he further stressed that regional perspectives were also essential.

PANEL DISCUSSION I – Optimising transport links between Europe and Asia in support of regional economic development stability and security

Moderator: Mr. Frederick Starr, Chairman of the Central Asia-Caucasus Institute,
Johns Hopkins University

Rapporteur: Mr. Danielius Pivoriunas, Economic and Environmental Adviser, OSCE
Mission to Bosnia and Herzegovina

Mr. Fedor Pehterev, representing the Institute for Technical and Economic Research and Design of Railway in Russian Federation, presented the Trans Siberian Railway system. The Trans-Siberian Railway system, as a part of the international railway network, plays an important role for trade and economic co-operation among Asia and Europe. In recent years transportation of goods have reached 67.9 billion tones per year and it is planned that by 2010 it will be increased up to 129.3 billion tones per year. Special attention has been given to container transportation, which is more cost-efficient and secure.

Modernization plans for the period until 2010 comprise the development of railway infrastructure in direction of the North-West region of Russia and the development of the international railway transport corridor No. 2 - Krasnoe-Moscow-Niznij Novgorod. Plans for modernization also include the development of additional terminals for working with different size of containers and complex reconstruction of railways in the Krymskaya-Zaibalsk. New railway system construction is planned across the Amur River, as well as further development of infrastructure in the Vladivostok region. Administrative changes in the Trans-Siberian railway system will also include the establishment of substitutive agencies for the management of different parts of this system.

TRACECA (Transport Corridor Europe-Caucasus-Asia) was introduced by **Mr. Akif Mustafayev**, National Secretary in Azerbaijan for Inter-Governmental Commission TRACECA and by **Ms. Yuliya Usatova**, Expert on International and Public Relations, Permanent Secretariat of the InterGovernmental Commission TRACECA. TRACECA started as an EU-funded TACIS Interstate Program established in 1993 during a conference in Brussels by 8 States. Now it has 14 members aiming at improving trade and transport along the Europe - Caucasus - Asia Corridor, through stimulating the co-operation among the participating states for trade development in the region; promoting optimal integration of the international transport corridor Europe-Caucasus-Asia "TRACECA" into Trans-European Networks (TENs); identifying factors hindering the development of trade and transport systems; and promoting TRACECA projects as means to attract loans from IFIs and private investors. TRACECA is also an Intergovernmental Commission with an UN-registered Basic Multilateral Agreement (MLA) on International Transport for Development of the Europe – Caucasus - Asia Corridor signed in 1998 at Baku Summit and ratified by 12 States. The Intergovernmental Commission TRACECA (IGC) consists of governmental authorities or their authorized representatives of MLA parties. It is chaired by a high level Government representative of one of the MLA parties following a rotating system.

The investment projects relieved most urgent infrastructure and operational bottlenecks and complemented own efforts of the TRACECA beneficiary countries and of the international donor community. Selected Investment Projects are in sectors of maritime, railways and in intermodal terminal development. TRACECA corridor investments included: grants of the EU in the amount of 160 mln. € IFI-supported projects of Euro 1,900 mln.; private investments and contributions of beneficiary countries amounting 1,800 mln. € other investments of ca. 1,200 mln. € Thus, along the TRACECA corridor, more than 5 billion € have been invested since 1993. The output of this effort were evaluated in a global feasibility study in 2003, which found the following indicators for the period 1998 until 2003: transport

volume increased by ca. 25 %, transportation time decreased by ca. 25 %, transport costs decreased by ca. 10 to 35% depending on the commodity, transport mode, origin and destination of goods.

The panelists concluded that, as an international institution, TRACECA is ready to support co-operation with other multilateral organisations and bodies aimed at enhancement of regional economic development and stability. This activity may be enhanced by means of more efficient information exchange, sharing of experiences and lessons learned, determining opportunities for funding of mutual initiatives, process facilitation and other relevant measures.

The North-South road transport corridor was presented by **Ms. Irina Dushina**, Ministry of Transport of the Russian Federation. She said that the agreement for the development of the corridor was signed during the Second International Eurasian Conference on Transport in 2000 by Russian Federation, India and the Islamic Republic of Iran. The agreement was later joined by Kazakhstan, Belarus, Azerbaijan, Armenia, Tajikistan, Syria, Bulgaria, Kyrgyzstan Turkey and Ukraine. The North-South corridor will be connecting Sankt-Peterburg with Astrakhan (Caspian sea port) and with ports in Iran (Anzeli, Bender-Amirabad, Bender-Abbass) and Mumbai (India). The corridor is also a part of the Pan-European corridor No. 9, which is coming from the North and West of Europe and goes to Persian Golf.

Ms. Dushina emphasized that the development of the North-South corridor would benefit the countries in the region and would underpin trade and economic growth. She mentioned that according to recent estimates it is predicted that in the coming 5-10 years trade between Europe and Asia will grow 1.5-2 times.

Optimization of transport links between Europe and Asia in support of regional economic development stability and security was the topic of the presentation made by **Mr. Anthony Pearce**, representative of the International Road Federation. The International Road Federation (IRF), established in 1948, has global coverage and is partner of the UN. Among its members are governments, contractors, consultants, material producers and etc. Mr. Pearce stated that the cost of transport may represent up to 20 - 40% of the price of goods in the shops depending on the country. In Western Europe this figure is around 7-8%. In Russia, because of bad roads, the cost of transport represents around 15% of the cost of goods in shops. He emphasized the importance of maintenance, as inadequate maintenance creates not only economic losses due to increase costs and time needed for transport but also problems for transport safety and the environment. Referring to the issue of road safety, which was a very important issue worldwide, Mr. Pearce said that, in general, 80% of accidents are caused by driver error, 10% by the condition of vehicle and 10% by roads. The total economic loss globally is now 500 billion USD per year.

Mr. Pearce said that transport infrastructure was important in both urban and rural areas. Today over 60% of the World's population is living in cities. Air pollution from transport, as well as safety are critical and therefore it is very important to improve quality and security of transportation in these areas. In rural areas transport is critical for access to markets, health centres, schools and other social and administrative services

Tajikistan's railway system was presented by **Mr. K. Muminov**, Head of Railways Department, the Ministry of Transport of Tajikistan. The State owned company is the main operator of railways in the Republic of Tajikistan. The length of the railway network is 950km and is split into three separate networks. Railroad systems are connected through neighboring countries where total distance is about 800km. The Tajikistan railway company is planning in the coming years to further expand and modernize its railway network, including through electrification of some parts.

Based on the panelists' presentation and the discussion among the panelists and the audience, the following conclusions can be drawn:

- Eurasian transport links play an important role in strengthening regional and inter-regional co-operation, thus contributing to security and stability;
- co-operation between North-South corridor and Europe-Caucasus-Asia (TRACECA) should be strengthened and enhanced because they are complimentary for transporting goods and offering services;

- future transport planning in countries and regions should be demand driven, based on the needs of the different markets and involving the different stakeholders from various sectors of the economy;
- transport is critical to eliminating poverty and supporting local economic development, including rural development; transport is therefore instrumental for achieving the UN Millennium Development Goals;
- OSCE through its institutions and structures could promote and strengthen co-operation in the transport sector among its participating States, for finding solutions in building secure networks in the regions and countries.

**PANEL DISCUSSION II - Transport issues at the sub-regional, national and local levels:
policy issues, including environmental sustainability**

Moderator: Mr. Alexey Stukalo, Deputy Co-ordinator of OSCE Economic and Environmental Activities

Rapporteur: Mr. Shalva Pipia, National Economic and Environmental Officer, OSCE Mission to Georgia

The Panel Discussion II addressed the issues of transport at sub-regional and regional levels, with a focus on environmental sustainability. Before giving the floor to speakers, the Moderator, **Mr. Alexey Stukalo** of OCEEA, gave an overview of the issues to be discussed, underlining the importance the OSCE attaches to the issue of transport development at regional and sub-regional levels.

Mr. Mamedali Shokirov, President of ABBAT Cargo Transportation, IRU member, Tajikistan, gave a review of the road infrastructure in Tajikistan and focused on the opportunities to develop transport links with the neighbouring countries, especially with China and Afghanistan. Mr. Shokirov provided the participants with the information on developing the road infrastructure that will link a major transport corridor - Asian Highway - with the countries in the region and what is being done in Tajikistan to complement this project. Mr. Shokirov, on behalf of the Tajik delegation, suggested that the OSCE, together with other international organizations such as IRU, UNECE and ESCAP, develop the concept and organize an international conference on the prospects of the development of trans-Asian and Eurasian transit through Central Asia until year 2015.

Mr. Aibek Akbarov, First Deputy Governor of Djalalabad District Administration, Kyrgyzstan, gave the overview of road and railway infrastructure in his mountainous region and referred to the problems the administration is facing with regard to transport issues. His greatest concern was the lack of emergency service on the roads in the region. He believed that the OSCE had the capacity to provide support in organizing and enhancing the emergency services for mountainous and low-populated areas. Similar problems were discussed by another NGO representative, **Mr. Boimamad Alibakshshov**, from another mountainous region, namely Badakhshan, in Tajikistan.

Mr. Farman Safarov, from the Transport Ministry of Azerbaijan, presented the transport sector of his country and its recent development. The country is planning to invest USD 1.5 billion in the development of transport infrastructure, as well as supports the construction of railroad Karsi-Akhalkalaki-Tbilisi-Baku, which will connect the railways of three countries. In his presentation Mr. Safarov underlined the crucial importance of environmental sustainability and especially in connection with the transport development. Azerbaijan has joined recently a number of international conventions on environment, and is shortly going to adopt the environmental norms of EURO. Mr. Safarov said that the OSCE could provide support in the process of adoption of such norms and in harmonizing national legislation with international environmental norms.

Mr. Mensur Hodzic, Senior Expert Associate, Department of Transport Infrastructure, Bosnia and Herzegovina, presented the case of his country, where the road infrastructure is being built in order to connect the country to the Pan-European Corridor Vc. His presentation concentrated on the opportunities that will open up with the connection of the country with this international corridor and the importance of such corridors in regards to development of trade and economy in general. The construction of the

corridor will be financed, among others, through public-private partnerships, as recommended by the European Commission and International Financial Institutions.

The next panellist, **Mr. Kanat Baigarin**, from the Climate Change Coordination Centre, Kazakhstan, focused on the complex relationship between transport and environment. He started by saying that there was a natural conflict between the two areas and therefore finding the right balance was needed. Unfortunately, the environmental norms are often ignored, whereas this should not be the case. Mr. Baigarin argued, that if the transport legislation was harmonized with international environmental norms and existing international conventions were implemented (he especially referred to the UN Convention on Climate Change and the Kyoto Protocol), this may benefit the environment as well as transport and economic development in general, via facilitating transfers of new technologies to the region. Mr. Baigarin stressed that the OSCE is well positioned to help the countries in harmonizing their legislation with the above named norms.

Mr. Jalil Buzrukov, Adviser to the Chairman, State Committee on Environment and Forestry, Tajikistan, expanded on this issue, providing the example of Tajikistan, where 77% of pollution comes from transport, due to problems such as the small size of environment-friendly railroad transport mode, the old cars used in the country, the difficulty of renewing the cars due to limited resources. Another issue connecting the environment and transport was that of the land-slides, which occur often on mountainous roads of Tajikistan. One possible solution to this could be extensive reforestation of the country and OSCE could play a crucial role by providing support and possibly facilitating a conference on forestry issues.

During the discussion the following suggestions for possible OSCE action were made:

- OSCE could use the capacity of its Aarhus centers to provide training to government officials on harmonization of their legislation with international norms on environment;
- Aarhus Centers in different states could be used as facilities for preparation of environmental impact assessment of transport projects by experts of both fields;
- national or inter-regional (including trans-boundary) steering committees to improve trans-boundary trade and transport could be set up with support of the OSCE;
- OSCE, jointly with IRU, UNECE and UNESCAP, could organize an international conference on transit transportation and land transport transit routes through the countries of Central Asia.;
- OSCE together with other international organizations could facilitate a conference on forestation to prevent or reduce the risk of natural disasters (land slides).

PLENARY SESSION III – Addressing non-physical barriers to transport: the importance of good governance as a prerequisite for secure and efficient trade and transport

Moderator: Mr. Robert Nowak, Economic Analysis Division, UNECE

Rapporteur: Mr. Gabriel Leonte, Economic and Environmental Adviser, OCEEA

Mr. Bernard Snoy, CoEEA, presented, on behalf of **Mr. Motoo Konishi**, Sector Manager, Infrastructure and Energy, Europe and Central Asia, the World Bank a paper on the work of the World Bank in the area of Trade and Transport Facilitation (TTF), in particular in Central Asia. TTF is a complex exercise, involving removing of trade barriers, reforming customs and other national agencies, building capacity, providing training, promoting public- private co-operation, cross-border co-operation etc. The World Bank has carried out several regional TTF projects and studies and one important lesson learned was that regional characteristics have to be carefully taken into account. In Central Asia for example exports are mainly concentrated on few primary products while imports are mainly consumer goods, transit traffic due to being landlocked is significant, existing transport networks and local transport fleets are generally poor, customs procedures are often long and costly, existing agreements and conventions are often not implemented. To overcome this situation comprehensive and multifaceted reforms have to be put in place. To achieve this, the importance of regional co-operation in trade and transport was particularly emphasized. Political will and commitment with regard to harmonization and transparency of procedures and tariffs and to reducing illicit trade and unofficial payments is essential.

Mr. Poul Hansen, Economic Affairs Officer, Border Crossing Facilitation Section, Transport Division, UNECE, said that cross border transport implies dealing with two or more sets of national regulations, and often with several authorities in each country. Numerous documents are usually required. Therefore, border crossing facilitation was a very important aspect requiring inter-state co-operation as well as inter-agency co-ordination. He emphasized the need to strike a right balance between border and customs controls and regulations related to health, security, taxes, on the one hand and trade facilitation on the other. He referred then to some UNECE Conventions which are useful instruments for border crossing facilitation. The Harmonization Convention aims at introducing an integrated border management and the concept of 'one stop shop' by promoting co-operation and co-ordination between border services of neighbouring countries, joint customs controls, harmonized opening hours, and coordination among national services. The Convention on Temporary Importation of Vehicles and the Custom Convention on Containers aim at introducing internationally agreed procedures and documents and at suspending customs duties for temporary imported road vehicles and containers, in order to reduce delays and costs.

Mr. Hansen presented in more details the TIR Convention. The TIR Convention, was adopted in 1958 and revised in 1975 and has as objective the simplification and harmonization of transit procedures by suspending tax and duty payment, minimizing the procedures at border, eliminating national documents and inspections, introducing the mutual recognition of customs control and a unique guarantee system etc. It covers trucks and containers. At present, the UNECE and the International Road Transport Union (IRU) are looking into making the system more flexible.

He pointed out that implementation was weak and that the UNECE had no means to monitor how the Conventions' provisions were applied at ground level. Corruption and the request of additional fees for border crossing were also recurrent problems. In that context he stressed the important role the OSCE could play and the need for co-operation between the UNECE, the OSCE and other international and regional organizations such as the Shanghai Cooperation Organization.

With regard to the role the OSCE could play, Mr. Hansen identified four areas:

- Implementation and monitoring (through national presences) and reporting on non-implementation and regional issues
- Training at national, sub-regional and regional levels
- Partnership building and promoting exchange of experiences (for example between old and new parties to the Convention)
- Visa issues (i.e. for professional drivers); OSCE could bring this issue to the attention of MFAs while UNECE and ECMT could work with ministries of transport

Mr. David Narmania, Deputy Chairman of the Board, Young Economists Association (YEA) of Georgia presented the situation in his country and the attempts and reforms made to improve and streamline customs clearance. Among the problems he enumerated the non unified customs legislation and policies, the frequent legislative-normative changes, the lack of information provided to business people and transporters, the numerous customs regimes, the lack of administration capacity. Among the reforms needed and/or planned he mentioned the elaboration of a new Customs Code, the elimination of some customs regimes, the establishment of general, simplified electronic customs declarations and the harmonization of customs legislation with EU legislation. He emphasized the negative effect of corruption and the need to combat it.

Mr. Bahtiar Mamadjanov, Association of Legal Entities and Private Entrepreneurs, Kyrgyzstan, referred to the situation in Central Asia and Kyrgyzstan in particular, where after independence new structures and entities, new private companies and new means of communication were developed. He stressed the need for increased regional co-operation and emphasized the mutually reinforcing relationship between regional co-operation and the level of economic development (trade, entrepreneurship, legal environment, education as well as infrastructure development, IT etc.). As previous speakers, he mentioned corruption as a main impediment and said that establishing anti-corruption mechanisms should be a priority. He furthermore stressed that the civil society and the

business associations could play a useful role in promoting regional co-operation and the creation of a sound business environment.

In order to address corruption he mentioned the need for legal clarity and laws on preventing corruption (bribery and abuse of power), which should also include punitive measures such as the confiscation of property. There was a need to strengthen the co-operation between civil servants and civil society. Civil society could lobby in Parliaments to bring amendments to laws, organize civic action campaigns etc. Media could also play an important role.

He furthermore referred to the importance of information exchanges among Central Asian countries, leading to the promotion of best practices. He also said that business structures and civil society could work together at the regional level to promote the elimination of administrative barriers and a better business climate. In this context he emphasized the need for strengthening the professional capacity of business associations and called on the OSCE to develop activities in that regard.

During the **discussion** many participants expressed their agreement with the speakers regarding the negative effects on trade and economic development of non-physical barriers. It was said that hidden expenses (bribes) could represent more than 10% of the value of goods, thus harming trade and making it more difficult for businesses to perform. They called for more efforts to combat corruption.

Participants also acknowledge the importance of UNECE Conventions and their implementation. OSCE was encouraged to work with the UNECE and provide assistance in that regard. A number of participants expressed the view that the use of the TIR Convention, in particular the TI guarantee amount of US\$ 50,000 per TIR transport could be too expensive and operators in the region, in general, could not make use of this amount and could not afford the costs and therefore asked the UNECE how soon a simplified (and therefore cheaper) version could be developed. Mr. Hansen, UNECE, responded that the UNECE, the TIR Executive Board together with the IRU were studying the possibilities of making the TIR guarantee system more flexible by providing both lower and higher guarantee limits. It was yet too early to predict when such new measures could be implemented.

Another suggestion was to continue research on the costs of non-physical barriers.

One participant stressed the role of CA in the transit to Pakistan, India and SE Asia and suggested that more attention should be paid to that issue.

**PANEL DISCUSSION III – Transport issues in land-locked countries:
how regional co-operation can reduce the cost disadvantage
of being landlocked and contribute to stability**

Moderator: Ambassador Andrej Benedejcic, Ambassador of Slovenia to the Russian Federation,
representative of the OSCE Chairmanship

Rapporteur: Mr. Markku Visapaa, Economic and Environmental Officer, OSCE Center in Ashgabad

The moderator, in his opening remarks, expressed his personal satisfaction of moderating this panel discussion. He stressed the role of the diplomatic and other representations in enhancing the regional co-operation among the Central-Asian countries, including Afghanistan. Unfortunately very few countries could strengthen this co-operation by being present in all the countries of the region; they were mostly represented by their diplomatic missions elsewhere, such as in Moscow, Ankara and Teheran. In this regard the moderator commended the drafting of an official recommendation for strengthening regional co-operation in transport. He specifically referred to the UN Almaty Declaration and Programme of Action for Land-locked Countries of 2003.

The UNDP Deputy Representative in Tajikistan, **Mr. Igor Bosc**, presented the Almaty Programme of Action, on behalf of the UN Office of the High Representative for the Least Developed Countries, Land-locked Developing Countries and Small Island Developing States. He was particularly pleased to note that the OSCE event took place in a land-locked host country. He outlined the **five priority areas** of the

declaration for the achievement of the over-arching objective: to forge partnerships to overcome the special problems of the land-locked countries caused by lack of territorial access to the sea, and remoteness and isolation from the world markets. The immediate key objectives of the Action Programme included the securing of access to and from the sea by all means of transport, increasing the export competitiveness through reduction of the trade transaction costs, reducing the delivery costs of imports, addressing the problems of delays and uncertainties in trade routes, reducing the loss, damage and deterioration en route, opening the way for export expansion, and improving the safety and security along the transport corridors. The Programme specifically called for regional partnerships at national, bilateral, sub-regional, regional and global levels between land-locked and transit countries, between land-locked and transit countries with their development partners, and between the private and public sectors.

The first priority area dealt with transit policy issues. This entailed the review and revision of the regulatory framework to allow a greater participation of the private sector. The implementation of existing international conventions and regional as well as bilateral legal instruments was one of the ‘sine qua non’ conditions. It was recommended that donors give high priority to sustainable transport projects. As for the specific recommended actions for this first priority the following points were mentioned:

- an integrated approach to the trade and transport sector was required;
- regional transport corridors should be established and the common rules and standards should be adopted;
- the existing institutional mechanisms should be strengthened; and
- there was a dire need to promote the integrated training programs encompassing all functional levels in both the public and the private sectors.

The second priority area was the infrastructure development and maintenance. There were needs for considerable investments, a greater share of public investment and revitalized greater financial support by external partners. Policy measures and specific actions for various transport modes (rail, road, inland waterways, pipelines, air transportation and communication) had to be identified and enacted. Specific recommendations included:

- a greater share of public investment to the infrastructure development should be supported by the external development partners;
- an environment conducive to the competition among different transport modes should be created to strengthen the legal regimes for the multimodal transport operations;
- the private sector should be encouraged to participate in the infrastructure development and, as a catalyst, in attracting foreign investment.

The third area of priority engulfed the international trade and trade facilitation. The basic facts were:

- the land-locked countries had a limited participation in the development of transit traffic in the international trade;
- the existing high transport costs and effective barriers to the foreign markets had to be addressed;
- the cumbersome customs, banking and border-crossing procedures contributed significantly to the high costs and inefficiency;

The recommended specific actions for enhancing the implementation of the third priority area included:

- the enhancement of the LLDCs exports to predictable markets;
- assistance to the LLDCs and transit developing countries in trade facilitation in light of the so-called “Doha Declaration”;
- the expanded use of information technology, implementation of efficient customs control system and strengthening of the capacity building of the relevant government authorities;
- the accession to and implementation of international conventions and instruments applicable to various transport segments;

The fourth priority focused on the measures of international support. It was acknowledged that the magnitude of the costs to establish and maintain an efficient transit transport system was too great for the LLDCs to accomplish the task by themselves. Therefore the development partners should play a more important role in supporting the prospective transit transport development programmes. This did not preclude the LLDCs primary responsibility for the development of the transit transport facilities.

The fifth priority consisted in the activities for the implementation and review of the Programme of Action. These included the individual and concerted efforts by all actors, the bilateral, regional and sub-regional co-operation, and the regular review and monitoring of the implementation of transit agreements through public and private sector dialogue and consultations. The roles of the World Bank, WTO, WCO, the regional development banks and UNCTAD should be given a high importance in this area. Also a special attention should be made to the so-called South-South and triangular co-operations. The UN regional commissions should expand their programmes to support LLDCs and transit developing countries to improve transit facilities. The UN General Assembly would conduct an annual review of the implementation of the Almaty Programme of Action (ApoA).

The next speaker was the Armenian Deputy Head of the International Co-operation Department of the Ministry of Transport and Communications, **Mr. Vahagn Badalyan**. He informed that Armenia was keen to develop transit and trade within its geographical context. The salient topics for the country included the promotion of the internal procedures to join the international agreements and UN conventions. Armenia had intentionally developed its road and rail infrastructure to accommodate the growing international transit traffic, by constructing new bridges and tunnels. The geographical situation of Armenia, at the crossroads of the intra-regional transport corridors, including the “Silk Road”, offered an alternative economical and profitable route for inter-regional transport. There were several initiatives to co-operate with the relevant CIS-wide programmes, to which Armenia subscribed. The country further supported and actively participated in the development of the Euro-Asian transport connection development. Armenia endeavoured to normalize the transport facilitation between its neighbours and partners in development.

The next speaker, **Mr. Khamroev Firuz Khalilovich**, Head of the Department of the Tajik Air Transport described the capacities and preparedness of the Tajik air transport systems. He mentioned compliance to the ICAO rules and regulations by the Tajik aviation authorities since 1993 and described the expert training of the Tajik Airways by external experts. He also described the action plan for the airline development and the support received from the European Bank of Reconstruction and Development (EBRD) and from the USAID for air strip reconstruction. He pointed out that in 14 years there had not been any modernization of the fleet. In Dushanbe there was a lack of aviation fuel, spare parts, equipment, training and repair facilities. The national air carrier also faced serious operational disadvantages caused by the international price development of aviation fuel. The speaker expressed his Government’s wish to co-operate with the neighbouring countries and donor community to develop the air traffic between Tajikistan and the outer world.

The next speaker, **Mr. Akhmedov Sultonmurod**, Head of the Motor Transport Department of the Tajik Ministry of Transport, described in his intervention the obstacles to free road transport in his country. He referred to the ruined infrastructure and transport fleet following the civil war. The present road traffic agreements were made by bilateral agreements between Tajikistan and the involved countries. The international transport companies took a 98% share of the total transport performance of Tajikistan. The speaker mentioned that the national transport mechanisms within the Central-Asian region took preference over any transit traffic considerations. So far all the Central Asian countries had pursued their own national interests, which did not take into account the advantages of regional co-operation. There were other, more practical barriers to an effective and free border crossing procedures, complemented by numerous checkpoints within the countries involved.

During the discussion, the representative of Armenia raised the question of the impediments to transport that existed between Armenia and one of its neighbours, in the light of principles adopted under the Almaty Declaration. The representative of Turkey responded that there existed many possibilities for goods from Armenia to reach the Turkish market, including through expanded aviation connections between the two countries. He added that there were also many Armenian tourists in Turkey.

The moderator concluded that the discussion had covered both the technical and fundamental issues and that the political prerequisite of enhanced regional co-operation between the land-locked Central Asian countries had been raised. He emphasized the need to address the issues of both road and air transport in the spirit of the Almaty Declaration.

PLENARY SESSION IV – The role of international financial institutions and bilateral donors in supporting transport development

Moderator: Mr. Bernard Snoy, Co-ordinator of OSCE Economic and Environmental Activities

Rapporteur: Mr. Philip Reuchlin, Economic and Environmental Affairs Assistant, OCEEA

Mr. Bernard Snoy, CoEEA, presented, on behalf of **Mr. Motoo Konishi**, Sector Manager, Infrastructure and Energy, Europe and Central Asia, a World Bank paper on aviation in Central Asia. The global aviation situation had altered further to significant security changes introduced in the wake of the September 11 terrorist attacks. Equally fuel prices had significantly increased (now representing 30% of direct operating costs). Low cost carriers were succeeding in gaining market share, while legacy carriers were performing poorly. Mergers were commonplace and liberalization of the aviation sector was continuing. In this context, the aviation characteristics of Central Asia were summarized in the table below.

Central Asia Aviation Characteristics

	Institutional Arrangements	Airlines	Demand
Kazakhstan	Separate	<ul style="list-style-type: none"> • One main & 2~3 small airlines • Western aircraft 	<ul style="list-style-type: none"> • Moderate domestic & international
Kyrgyz Republic	Separate	<ul style="list-style-type: none"> • Two non-functional state owned airlines • Soviet aircrafts 	<ul style="list-style-type: none"> • Low domestic • Low international
Tajikistan	Combined	<ul style="list-style-type: none"> • Non-functional state owned airline • Soviet aircrafts 	<ul style="list-style-type: none"> • Low domestic • Low international
Turkmenistan	Combined	<ul style="list-style-type: none"> • State owned airline • Western aircraft 	<ul style="list-style-type: none"> • Moderate domestic • Low international
Uzbekistan	Nominally separated	<ul style="list-style-type: none"> • State owned airline • Mostly western aircraft 	<ul style="list-style-type: none"> • Moderate domestic & international

A number of specific country issues from central Asia were also mentioned. In **Kazakhstan** there was a need to fully separate operations and policy/regulation. Full liberalization needed to take place at corporatized airport of Astana. Route restrictions by government should be lifted and 5th freedom rights, particularly to cargo/freight operators, should be granted. In the **Kyrgyz Republic** the Osh airport required rehabilitation. In **Tajikistan** there was a pressing need to separate Regulation, Airline, Airport & ATM, and there was a need for fleet review & modernization. **Turkmenistan** operated a hub type schedule, linking South and South East Asia to Europe with substantial domestic coverage, but very few operations to other Central Asian countries were in place. **Uzbekistan** had some degree of legal separation between regulator/policy maker, airline and airports, but there was still a high degree of integration. Air cargo was inhibited by customs procedures and there were some difficulties with import of essential equipment by foreign air carriers.

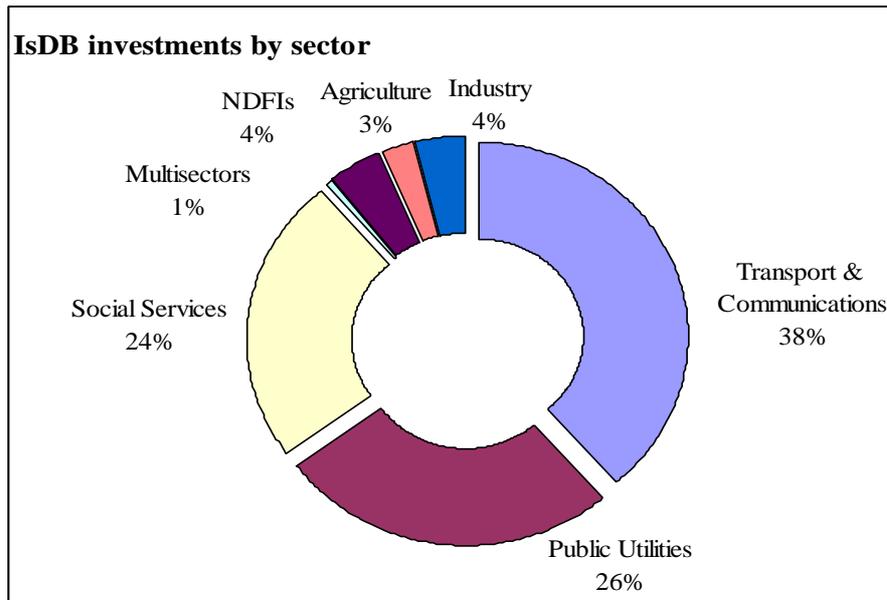
The objectives of liberalisation were to seek net economic benefits for the countries participating in the agreement through more competition between airlines, more scope for airlines of a third country to serve on a route between two other countries; and more flexibility for airlines to develop their routes and networks as they choose. However greater competition and exposure would put pressure on inefficient airlines and these airlines might fail. Kazakhstan and Uzbekistan should explore the benefits of liberalization. Kyrgyz Republic, Tajikistan, and Mongolia should explore tri-partite regional agreement.

In this context, the possible role for International Organizations could include:

- Coordination of technical assistance;
- Co-sponsoring seminars to enhance synergies between aviation and tourism sectors;

- Engaging private sector and governments to ensure a wider commitment for and understanding of policy changes and its impacts;
- Co-sponsoring a regional workshop on air cargo needs.

Ms. Alma Issabayeva, Operation Officer, Regional Office, Islamic Development Bank, (IDB) presented the IDB activities in the area of transport and regional co-operation in Central Asia. IDB has 56 member countries, including all Central Asia countries. Its strategic objectives are poverty alleviation, promotion of co-operation among Member Countries, promotion of Islamic financial industry and institutions. Since 1992 when Azerbaijan joined the IDB Group, the Bank has invested about ID 600 million (more than USD 800 million) in over 100 projects in Central Asia and Azerbaijan. The distribution by sectors was as follows:



The IDB Group is promoting regional co-operation through the implementation of regional projects, technical assistance for regional projects, participation in regional conferences and workshops (organized, *inter alia*, by the SPECA, CACO, CAREC, TRACECA, ECO and U.N. initiatives for Landlocked Countries) and the co-operation with other IFIs and bilateral donor institutions in promoting regional initiatives. So far, several road projects were already financed by the IDB Group linking Kazakhstan with Russia, Tajikistan with China as well as the number of TRACECA projects linking Azerbaijan with Georgia, and linking Turkmenistan with Kazakhstan and Afghanistan. Several TAs were approved by the IDB Group to promote regional co-operation in Central Asia, including TA for Development of Feasibility Study for Introduction of Multimodal Transportation Network.

In addition to the above, the IDB Group financed several Investment Conferences aimed at attracting foreign investments into the region. IDB Group also organized meetings to assist the countries in the region in their accession to the WTO.

Ms. Oksana Nazmieva, representing the Asian Development Bank noted that the OSCE conference coincided with the CAREC Regional Meeting. CAREC, founded in 1997, is an alliance to foster economic growth in Central Asian countries. CAREC Member countries are Azerbaijan, Kazakhstan, Kyrgyz Republic, Mongolia, People's Republic of China, Tajikistan, Uzbekistan. CAREC is also an alliance of multilateral institutions comprising ADB, EBRD, IMF, IsDB, UNDP and WB.

The transport sector in CAREC member countries faces the following key issues on regional transport:

- Inefficient cross-border and transit movement of people and goods due to excessive bureaucratic procedures and poorly equipped border posts;
- Lack of unified transport regulations among CAREC member countries;
- Inadequate regional transport network;

- Lack of competition in railways due to the monolithic and monopolistic nature of the organizations; and
- Limited institutional and human resource capacities in the transport sector.

The Central Asia Regional Transport Sector Roadmap (RTSR) was endorsed at a summit in Manila on 26-27 April 2005. Then an Action Plan for implementing the RTSR was endorsed. The work program for 2006 includes:

- Harmonization and simplification of cross-border transport procedures and documentation;
- Harmonization of transport regulations;
- Development and Improvement of Regional and International Transport Corridors;
- Railway Restructuring and Modernization; and
- Improvement of sector funding and management.

Mr. Fernand Pillonel, Head of EBRD Resident Office, Tajikistan, presented the EBRD activities in the area of transport and regional co-operation. The EBRD supports the further privatisation of state services in transition countries. Central Asian countries can apply to the EBRD through the Early Transition Initiative. Particular attention had to be paid to infrastructure investments that could be financed after a careful analysis of the various risks and fulfilment of EBRD financing criteria. The EBRD also encouraged private sector involvement through Public-Private partnerships.

Participants suggested creating a leasing company for all sectors of transport, given the high costs of acquiring new planes, trains, etc. Participants also stressed that a renewal of the fleet was necessary given the ever increasing cost of fuel and legislation of destination ports that prohibited noisy carriers from arriving.

CONCLUDING REMARKS

by Mr. Bernard Snoy
Co-ordinator of OSCE Economic and Environmental Activities

Excellencies,
Ladies and gentlemen,

I am pleased to welcome you at the concluding session of the First Preparatory Conference for the 14th OSCE Economic Forum. We have spent together two days of rich and fruitful debate. The plenary sessions and panel discussions were not only informative but also led to a number of concrete suggestions for possible follow-up actions by the OSCE. I believe that we can all be satisfied with the results of this Conference.

Let me assure you that my Office, together with the incoming Belgian Chairmanship of the OSCE, will carefully analyze all the valuable ideas and suggestions emerging from our meeting and will present them for considerations to the OSCE bodies in Vienna. I am confident that many of these ideas will soon be translated into concrete activities by the OSCE, by its participating States, or in co-operation with partners. By actively participating in this Conference you all contributed to this process of identifying the OSCE niche in the area of transport and I want to thank you for that.

Ladies and gentlemen,

There is one conclusion that I can certainly draw at the end of these two days – selecting transport as the theme of the 14th OSCE Economic Forum was a good choice. I want to commend the incoming Belgian Chairmanship for making this proposal and for driving the process of reaching a decision on this theme.

Speakers, panellists and participants alike emphasized the importance of transport, the role it plays in underpinning trade and therefore economic growth, the fact that it should be on top of the political agenda for Governments as well as International Organizations. They also said that the development of efficient and secure transport is not an easy task as it requires comprehensive measures, co-operation, strengthening of institutions, participation and public –private partnership, expertise, training, funding and assistance. We have heard that it may not be easy to choose between various projects, that interests of various stakeholders are not always converging, that political problems or unsettled conflicts impede transport and hamper economic relations. Even more so, the OSCE has a role. We are not here for easy tasks. The OSCE mandate is to address challenges, to promote co-operation, security, economic development, in a comprehensive manner.

The theme of transport was adopted by consensus by the 55 OSCE participating States and now the 55 participating States have to work together to identify the most appropriate role the OSCE can play and make it work. As His Excellency Prime Minister Akilov rightly pointed out in the opening session, individual efforts of each country are important but mutual efforts of all participating States are needed to enhance co-operation and develop effective and secure transport links in our region.

Ambassador Andrej Benedejcic, speaking on behalf of the Chairman-in-Office, welcomed the fact that once again a topic was found in the economic and environmental dimension, which is of value to all the participating States. He pointed out that, just like the migration-integration theme of the Slovenian OSCE Chairmanship, the transport focus bears similar potential for efficient cross-dimensional linkages and action. Mr. Frank Geerkens, representing the incoming Belgian OSCE Chairmanship, said that development and growth are high priorities but they take place through trade and trade needs transportation that is efficient and secure. The OSCE can build bridges between policy makers – national governments and international organizations – and develop roadmaps for co-operation among them.

Ladies and gentlemen,

Let me briefly refer to a number of ideas and suggestions stemming from our discussions over the last two days. I have tried to focus on those that are relevant for the OSCE. The list is by no means exhaustive and please feel free to intervene after my presentation and complement this list.

Plenary Session I - The role of transport in regional economic co-operation and stability, introduced some fundamental concepts and issues and set the stage for the whole Conference.

Professor Starr made us aware of the transport deficit that Tajikistan and other Central Asian countries have been inherited from a century and half during which they were cut from their natural trading partners situated to their South and to their East. He challenged us to envision the full renewal of the great heart of Asia that existed during 15 centuries when the Great Silk Road underpinned trade, the creation of wealth, income for the states that developed in this area and a brilliant culture.

A main focus of the session was the **linkage between transport and trade and investment**. Robert Nowak, from the UNECE, highlighted for us the impact of transport on trade, investment and economic integration. He looked particularly to the situation of countries distant from their markets and of landlocked countries. Trade is the most important engine of economic development but high transport costs and longer shipping times discourage trade. In the past, lower transport costs accounted for 8 per cent of export increase but the benefits could be much larger in the future. Robert Nowak estimated that doubling shipping time decreased the volume of trade by about one third and that custom clearance lasting up from 5 to 7 days would bring down the volume of trade by 40%. On investment he confirmed that regional integration to create a bigger market and the availability of infrastructure and transport services were factors in decisions on where to invest, particularly for large firms. It was emphasized that trade is not only a matter of physical infrastructure but also of market supporting institutions, that it requires an institutional infrastructure, with coordinated border and customs regimes, taxes and duties, security, as well as competition being of crucial importance.

More specifically concerning **Central Asia**, reduction of "distance to markets" is to be accomplished by developing infrastructure, improving the business climate and strengthening regional co-operation and integration. Good governance is a key to improving business climate; customs and regulatory environment. Education and a new mindset that is sympathetic to private enterprise are needed. On the other hand, international organizations and financial institutions should see Central Asia as a region in its own right, not as an appendix of something else

Another issue was the situation of **landlocked countries**, which have special needs that have to be addressed as they face transport costs that are 50 per cent higher than those with access to the sea. In addition, agricultural and mining products are more expensive to transport than industrial goods, affecting comparative advantages of such countries. (A very telling example was given yesterday evening at the Reception by the Minister of Economy and Trade of Tajikistan, who said that his country could export only 10% of its fruits and vegetables production.). To overcome this enhanced regional co-operation is needed. The OSCE was encouraged to examine available studies, or, if not available, to commission an **independent report assessing the economic costs of lost opportunities** and the potential benefits that could come from improving and better coordinating transport and trade regimes. Such a study could be a useful awareness raising instrument and could also indicate possible remedies to the current situation. A complementary approach would be to look at the trade potential that could develop if economies were linked.

Developing long-distance transport routes should be complemented by a good **network of secondary roads**, providing linkages to the more remote regions of a country. As well, measures have also to be adopted to **address and prevent the possible negative effects** of opening new transport routes, such as increased drug trade and the spread of HIV/AIDS.

Plenary Session II - Taking stock of existing co-operation initiatives in transportation, provided examples of effective policies and practices and information on the activities carried out by other international organizations. In that respect, the session was instrumental in defining the role of the OSCE, which by no means should duplicate the work of other international organisations and bilateral cooperation mechanisms.

Poul Hansen from the UNECE Transport Division helped identifying the barriers to international transport: inadequate or incoherent networks; long, cumbersome procedures and controls; security threats; heterogeneous transport regulations; safety and environmental concerns. He explained the contribution of UNECE through 55 Agreements, Conventions, Recommendations and Resolutions in the area of transport, in five areas: international infrastructure networks; international road traffic, transport and safety; transport of dangerous and special cargoes; border crossing facilitation; safe and clean vehicles (pan-European program for transport, environment and health). He referred to the work on Euro-Asian links done together with UNESCAP, highlighting the need to complete the GIS data base (funding required).

It was stressed that accession to UNECE agreements and standards facilitated trade development, provided market access and inclusion in globalization processes. The focus should be on implementation and this is where the OSCE could assist in the monitoring process and in projects that could enhance the capacity of its participating States to implement the UNECE Conventions and Agreements to which they had subscribed. It was also emphasized that the OSCE should seek a closer co-operation with regional organizations such as the EURASEC.

Mr. Dirk Schuebel from the European Commissions highlighted the cooperation of the EC with OSCE countries in the area of transport as well as the main areas of interest for the EC for each of the transport modes, among others: enhancing safety and security according to ICAO standards and EU rules, including training in aviation; the use of Galileo as a worldwide system with direct participation of some countries in the programme; the EU-Russia transport dialogue and the EU-Black Sea- Caspian Sea Ministerial Transport Conference in Baku in November 2004 and its follow-up with the 5 Working Groups. He made also specific suggestions on where the OSCE might play a particularly useful role, based on its specific experience and contacts in the region, through its field presences. The OSCE could bring added value in areas such as: security in all modes of transport (particularly aviation, ports and urban transport); good governance in the transport sector; and conflict prevention or resolution in areas with relevance for the transport sector.

Panel Discussion I - Optimising transport links between Europe and Asia in support of regional economic development stability and security, included presentations of trans-Siberian, North-South and TRACECA corridors. It was obvious that these corridors have a significant potential. They are competing but also complementary in bringing freight from Europe to Asia and conversely.

While it was difficult to define a direct role for the OSCE in realizing such major infrastructure projects, it was stated that the OSCE could continue to promote dialogue among its participating States, in a spirit of inclusiveness and co-operation. The representative of the International Road Federation, Mr. Anthony Pearce also stressed in his intervention the importance of maintenance of existing transport infrastructure.

Panel Discussion II - Transport issues at the sub-regional, national and local levels: policy issues, including environmental, provided a framework for interaction of various stakeholders representing Ministries of Transport, Ministries of Environment, local and regional authorities, transport companies, NGOs, including environmental NGOs.

Participants in the debate elaborated on a number of issues introduced in previous sessions, such as the linkage between transport and trade, developing and maintaining transport infrastructure, linking major corridors to local markets, cross border co-operation, trans-boundary trade and transport, multi-stakeholder coordination, etc. They emphasized the complexity of the issues under discussion. Development of transport at sub-regional, national and local levels requires an adequate regulatory framework, prioritization, strategic decisions and co-ordination, capacity building, mobilizing resources, including through public-private partnerships. Examples were given of how to manage these issues, for example by establishing national or inter-regional (including trans-boundary) steering committees. Such initiatives could be further supported by the OSCE. The OSCE has a role in supporting the reform of the national and local transport administrations, in promoting transparency and inclusiveness of the decision-making processes.

With regard to transport and environment it was stressed that the two areas have a built-in conflict and therefore it is necessary to integrate the issues of environment into the transport development. There is a need to regulate the legislation on transport, to harmonize it with the international environmental norms. The implementation of existing international environmental conventions, such as the one on climate change, may benefit both the environment and transport and economic development and facilitate the transfer of new technologies, as Mr. Kanat Baigarin from Kazakhstan pointed out. The OSCE supported Environmental Information Centres (Aarhus Centers) in different participating States can be used for raising awareness activities regarding transport and the environment, for facilitating dialogue on these issues, as well as for preparation of environmental impact assessment of transport projects by experts of both fields. On the other hand, natural disasters, in particular land slides and flooding negatively affect transport infrastructure. When natural disasters cannot be prevented, local and regional contingency plans should be put in place. Adequate measures to reverse land degradation and thus prevent natural disasters should be implemented and supported by the OSCE. In fact through the ENVSEC initiative, to which the OSCE is a partner, such issues have already

been addressed by UNDP in the Ferghana Valley. Adequate forestation policies are needed in order to provide resilient ecosystems that can absorb the increasing emissions and improve soil structure so as to prevent landslides and desertification.

In this panel the participants noted that the growth of international economic exchanges of the countries of Europe and Asia must go in parallel to the growth of importance of economically efficient land transport and transit transport links between the two continents. In order to practically accommodate the future growth of the Eurasian trade, it appears appropriate to make a thorough review of the transit potential of the countries of Central Asia and propose international measures aimed at its optimal development and utilization. In addition, the region has lately been witnessing outbreaks of international subversion and terrorism, and continued attempts of drug-dealers to use the transportation routes of Central Asia for their own purposes. These activities pose a challenge and a threat to the stability of the countries of the region. To meet this new challenge, the countries are lead to use resources, that were intended for development purposes. Under the circumstances, the world community has been called upon to support the efforts of the countries of the region, aimed at the neutralization of the above mentioned threats.

In this context the delegation of the host country – the Republic of Tajikistan – made a suggestion that OSCE, jointly with IRU, UN ECE and ESCAP organize in Dushanbe, preferably in 2006, an international conference on transit transportation and land transport transit routes through the countries of Central Asia. The theme of the conference could be “Prospects for development of trans-Asian and Eurasian transit transportation through Central Asia till the year 2015”. One of the major purposes of the conference would be to develop, with the assistance of international transit transport experts and in consultation with the international financial institutions, a set of recommendations on a Strategy for the development of the transit transport potential of the Central Asian states till the year 2015. Those recommendations would help the countries of the region in elaborating their national strategies on transit transport development.

Plenary Session III - Addressing non-physical barriers to transport; the importance of good governance as a prerequisite for secure and efficient trade and transport, started with presentations of related activities and instruments of other organizations such as the World Bank Trade and Transport Facilitation programmes and the UNECE Conventions in facilitating border crossing, as well as examples of national activities. Starting from these examples, a possible OSCE role was identified.

In particular, the OSCE and the UNECE should deepen their partnership as a joint action could be instrumental in supporting the implementation of relevant UNECE Conventions facilitating trade, transport and border crossing, in stimulating political will and mobilizing technical assistance. It was also noted that in some cases the implementation process could start with pilot projects and take a step by step approach, considering the situation in each country. More specifically, UNECE saw an important potential for the OSCE in the four following areas:

- Monitoring implementation through the national OSCE presences (and sometimes field officer) and reporting on non-implementation and regulatory issues;
- Training at national and regional levels;
- Partnership building between old and new countries subscribing to the TIR Convention;
- Visa issues.

While the UNECE Convention represents a global umbrella, specific projects (including cross border ones) addressing the specific needs of countries could be developed. Promoting good governance and the fight against corruption should also remain one of the OSCE priorities.

Panel Discussion III - Transport issues in land-locked countries: how regional co- operation can reduce the cost disadvantage of being landlocked and contribute to stability, started with a presentation of the Almaty Declaration and the Almaty Programme of Action on landlocked countries and continued with comments by representatives of a number of countries.

It was noted that, in its region, the OSCE can be instrumental in promoting the Programme, as it has similar objectives, principles and approaches, *inter alia*, promoting partnerships at national, bilateral, sub-regional, regional and global levels, between landlocked and transit countries, between landlocked and transit countries with their development partners, between the private and public sectors; promoting streamlined administrative procedures, simplification of border procedures, implementation of

international conventions, etc. In order to identify possible concrete actions, the OSCE should continue its contacts with the UN High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States:

Plenary Session IV - The role of international financial institutions and bilateral donors in supporting transport development, featured presentations by the World Bank, the Asian Development Bank (through its Central Asia Regional Economic Co-operation – CAREC initiative), the Islamic Development Bank and the EBRD and could stress the importance of co-ordination and the facilitating role the OSCE can play. Another more specific topic discussed was the liberalization of the aviation sector in Central Asia. In the course of the discussion the suggestion was made to support through a Regional Leasing Company the trucking industry in Tajikistan and other Central Asian countries.

Ladies and Gentlemen,

At the next meeting of the Economic and Environmental Subcommittee, in two or three weeks time, and then at the 14th Economic Forum, we will discuss the suggestions made at the Conference in Dushanbe.

Before closing I once again would like to express my warmest thanks to the Government of Tajikistan for their warm hospitality and to convey my gratitude to **H.E. Akil Akilov**, Prime Minister, **H.E. Abdurahim Ashurov**, Minister of Transport and **H.E. Khakim Soliev**, Minister of Economy and Trade of the Republic of Tajikistan, and through them to all those who contributed to the successful organization of the Conference.

I would also like to thank the Slovenian OSCE Chairmanship and the incoming Belgian Chairmanship for very smooth co-operation in preparations for the Conference. Special words of thanks also go to all the moderators, the stimulating speakers and panelists and to the rapporteurs. Special words of thanks go to the interpreters and to the logistic team and as well as to the team from our OSCE Center in Dushanbe, led by H.E. Ambassador Couanon, to Saulius Smalys and Muhabbat Kamarova, to Bess Brown and Bahridin Shermatov. In addition I want to mention all the efforts made by the staff of my office, those present here - Mr. Alexey Stukalo, Ms. Andrea Gredler, Mr. Gabriel Leonte and Mr. Philip Reuchlin, as well as those in Vienna.

Our deliberations would of course not have been possible without all the participants in the event and I would like to thank you all for your support and contributions - all the OSCE Delegations taking part, the International Organisations, NGOs and Academics, business representatives, OSCE Economic Officers, thank you very much.

Excellencies,
Ladies and gentlemen,

It was an honor and a great pleasure to be with you in Dushanbe these two days. I am looking forward to our continued co-operation. We will expect you in Vienna, on 23-24 January, at the first part of the 14th OSCE Economic Forum.

I wish all of you a safe journey home.



Organization for Security and Co-operation in Europe

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

Vienna, 8 November 2005

First Preparatory Conference to the Fourteenth OSCE Economic Forum “The role of transportation to enhance regional economic co-operation and stability” Dushanbe, Tajikistan, 7-8 November 2005

Conference Venue:
State Complex “Kohi Vahdat”
107 Rudaki Avenue, Dushanbe

ANNOTATED AGENDA

Sunday, 6 November 2005

17.00 – 19.00 **Registration** at the conference venue State Complex “Kohi Vahdat”

Monday, 7 November 2005

08:00 – 09:00 **Registration** at the conference venue State Complex “Kohi Vahdat”

09.00 - 10.00 **Opening plenary session** (open to Press)

Moderator: H.E. Khakim Soliev, Minister of Economy and Trade of the Republic of Tajikistan

Welcoming remarks by:

- **H.E. Akil Akilov**, Prime Minister of the Republic of Tajikistan
- **H.E. Shodimad Mirzoalimov**, Deputy Minister of Transport of the Republic of Tajikistan/
- **Ambassador Andrej Benedejcic**, Ambassador of Slovenia to the Russian Federation, representative of the OSCE Chairmanship
- **Mr. Frank Geerkens**, Head of the OSCE Chairmanship Unit, Ministry of Foreign Affairs, Belgium, incoming Belgian OSCE Chairmanship 2006
- **Ambassador Alain Couanon**, Head of the OSCE Center in Dushanbe
- **Mr. Bernard Snoy**, Co-ordinator of OSCE Economic and Environmental Activities

10.00 – 10.30 Coffee break

10.30 - 11.30 **Plenary Session I – The role of transport in regional economic co-operation and stability**

Moderator: H.E. Shodimad Mirzoalimov, Deputy Minister of Transport of the Republic of Tajikistan

Rapporteur: Ms. Bess Brown, Senior Economic Affairs Officer, OSCE Center in Dushanbe

Presentations by:

- **Mr. Frederick Starr**, Chairman of the Central Asia-Caucasus Institute, SAIS, Johns Hopkins University: *Greater Central Asia and the future of continental trade*
- **Mr. Robert Nowak**, Economic Analysis Division, UNECE: *the impact of transport links on trade, investment and economic integration in the OSCE area and with its Mediterranean and Asian Partners for co-operation*
- **Mr. Abdugaffor Raufi**, Director of the Institute of Economics of the Academy of Science of Tajikistan: *historical precedents regarding transport in Central Asia*

Discussion

11.30 – 13.00 **Plenary Session II – Taking stock of existing co-operation initiatives in transportation: examples of effective policies and practices**

Moderator: Mr. Frank Geerkens, Head of the OSCE Chairmanship Unit, Ministry of Foreign Affairs, Belgium, incoming Belgian OSCE Chairmanship 2006

Rapporteur: Mr. William Hanlon, Economic and Environmental Officer, OSCE Mission to Georgia

Presentations by:

- **Mr. Poul Hansen**, Economic Affairs Officer, Transport Division, UNECE: *the UNECE work in the area of transport*
- **Mr. Dirk Schuebel**, Administrator, Unit for International Relations, Directorate General for Energy and Transport, European Commission: *bilateral and multilateral cooperation in the transport sector between the European Union and the countries of the OSCE area*
- **Mr. Gumar Kassymov**, Advisor and Deputy Head, Department for Infrastructure Development, Eurasian Economic Community: *the work of EURASEC to support regional co-operation in the field of transport*

Discussion

13.00 - 14.30 Lunch break

14.30 - 16.00 **Panel Discussion I – Optimising transport links between Europe and Asia in support of regional economic development stability and security**

Moderator: Mr. Frederick Starr, Chairman of the Central Asia-Caucasus Institute, Johns Hopkins University

Rapporteur: Mr. Danielius Pivoriunas, Economic and Environmental Adviser, OSCE Mission to Bosnia and Herzegovina

Panellists:

- **Mr. Fedor Pekhterev**, Director, Institute for Technical and Economic Research and Design of Railway Transport, Moscow, Russian Federation: *the trans-Siberian Railway*
- **Mr. Akif Mustafayev**, National Secretary in Azerbaijan for InterGovernmental Commission TRACECA and **Ms. Yuliya Usatova**, Expert on International and Public Relations, Permanent Secretariat of the InterGovernmental Commission TRACECA
- **Ms. Irina Dushina**, Senior Adviser, Legal Department, Ministry of Transport of the Russian Federation: *the North-South corridor*
- **Mr. Anthony Pearce**, Director General, Geneva/Brussels Offices, International Road Federation
- **Mr. K. Muminov**, Head of Railways Department, Ministry of Transport, Tajikistan

Discussion

16.00 - 16.30 Coffee Break

16.30 - 18.00 **Panel Discussion II - Transport issues at the sub-regional, national and local levels: policy issues, including environmental sustainability**

Moderator: **Mr. Alexey Stukalo**, Deputy Co-ordinator of OSCE Economic and Environmental Activities

Rapporteur: **Mr. Shalva Pipia**, National Economic and Environmental Officer, OSCE Mission to Georgia

Panellists:

- **Mr. Aibek Akbarov**, First Deputy Governor Djalal-Abad Oblast Administration, Kyrgyzstan
- **Mr. Boimamad Alibakshov**; Head of the NGO Milal-Inter, Khorog, Badakhshon region, Tajikistan
- **Mr. Mensur Hodzic**, Senior Expert Associate, Department of Transport Infrastructure - Projects Preparation and Implementation Unit, State Ministry of Communications and Transport, Bosnia and Herzegovina
- **Mr. Jalil Buzrukov**, Adviser to the Chairman, State Committee on Environment and Forestry, Tajikistan
- **Mr. Kanat Baigarin**, Head of the Co-ordination Centre on Climate Change, Kazakhstan
- **Mr. Farman Safarov**, Deputy Chief, Transport Policy Department, Azerbaijan
- **Mr. Mamedali Shokirov**, President of ABBAT Cargo Transportation, IRU member, Tajikistan

Discussion

19.00 **Reception hosted by the Ministry of Foreign Affairs of the Republic of Tajikistan - Chaikhana (Teahouse) Rohat**

Tuesday, 8 November 2005

09.00 - 11.00

Plenary Session III – Addressing non-physical barriers to transport. The importance of good governance as a prerequisite for secure and efficient trade and transport

Moderator: Mr. Robert Nowak, Economic Analysis Division, UNECE

Rapporteur: Mr. Gabriel Leonte, Economic and Environmental Adviser, OCEEA

Presentations by:

- Mr. Bernard Snoy, CoEEA, on behalf of **Mr. Motoo Konishi**, Sector Manager, Infrastructure and Energy, Europe and Central Asia, the World Bank: *The work of the World Bank in the area of Trade and Transport Facilitation in Central Asia*
- **Mr. Poul Hansen**, Economic Affairs Officer, Border Crossing Facilitation Section, Transport Division, UNECE: *The role of the TIR and other UNECE Conventions in facilitating border crossing*
- **Mr. David Narmania**, Deputy Chairman of the Board, Young Economists Association (YEA) of Georgia: *Non-physical border barriers, other obstacles and planned reforms*
- **Mr. Bahtiar Mamadjanov**, Association of Legal Entities and Private Entrepreneurs, Kyrgyzstan

Reactions by stakeholders: Governments in the region, customs authorities, SME associations, transport operators, foreign investors, etc.

Discussion

11.00 - 11.30

Coffee break

11:30 - 13.00

Panel Discussion III – transport issues in land-locked countries: how regional co-operation can reduce the cost disadvantage of being landlocked and contribute to stability

Moderator: Ambassador Andrej Benedejcic, Ambassador of Slovenia to the Russian Federation, representative of the OSCE Chairmanship

Rapporteur: Mr. Markku Visapaa, Economic and Environmental Officer, OSCE Center in Ashgabad

- **Mr. Igor Bosc**, Deputy Resident Representative, UNDP Tajikistan, on behalf of the UN High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States: *the Almaty Declaration and the Almaty Programme of Action*
- **Mr. Vahagn Badalyan**, Deputy Head of International Cooperation Department, Ministry of Transport and Communications of the Republic of Armenia
- **Mr. Khamroev Firuz Khalilovich**, Head of Department of Air Fleet under Government of Tajikistan
- **Mr. Akhmedov Sultonmurod**, Head of Motor Transport Department, Ministry of Transport, Tajikistan

Discussion

13.00 - 14.30 Lunch Break

14.30 - 16.30 **Plenary Session IV – The role of international financial institutions and bilateral donors in supporting transport development**

Moderator: Mr. Bernard Snoy, Co-ordinator of OSCE Economic and Environmental Activities

Rapporteur: Mr. Philip Reuchlin, Economic and Environmental Affairs Assistant, OCEEA

Presentations by:

- Mr. Bernard Snoy, OCEEA, on behalf of **Mr. Motoo Konishi**, Sector Manager, Infrastructure and Energy, Europe and Central Asia, the World Bank: *the World Bank support for transport development in Central Asia, including a presentation of a WB report on liberalization of the aviation sector*
- **Ms. Oksana Nazmieva**, Tajikistan Resident Mission, Asian Development Bank: *the Central Asia Regional Economic Co-operation (CAREC) and other ADB activities in Central Asia*
- **Ms. Alma Issabayeva**, Operation Officer, Regional Office, Islamic Development Bank: *IDB activities in the area of transport and regional co-operation in Central Asia*
- **Mr. Fernand Pillonel**, Head of EBRD Resident Office, Dushanbe, Tajikistan

Discussion

16.30 - 17.00 Coffee Break

17.00 - 18.00 **Concluding Session** – The role of the OSCE in promoting enhanced transport policies for regional economic co-operation and stability and the way forward

- **Mr. Bernard Snoy**, Co-ordinator of OSCE Economic and Environmental Activities
- **Ambassador Andrej Benedejcic**, Ambassador of Slovenia to the Russian Federation, representative of the OSCE Chairmanship
- **Mr. Frank Geerkens**, Head of the OSCE Chairmanship Unit, Ministry of Foreign Affairs, Belgium, incoming Belgian OSCE Chairmanship 2006
- **H.E. Abdurahim Ashurov**, Minister of Transport of the Republic of Tajikistan

19.00 **Reception hosted by the Co-ordinator of OSCE Economic and Environmental Activities**

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Mr. Gulgaki MAMASALIEVA Manager, NGO “Interbilim”

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Mr. Andrey KISELEV Councillor, Mission of the Russian Federation to the OSCE

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Mr. Fedor PEKHTEREV	Director, Institute for Technical & Economic Research and Design of Railway Transport
Mr. Viktor ZHUKOV	Deputy Director, Russian Railways/Trans Container

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Ambassador Andrej BENEDEJCIC	Representative of the Slovenian OSCE Chairmanship, Embassy of Slovenia in Moscow
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SWITZERLAND

Mr. Daniel ZUEST	Swiss Cooperation Office in Tajikistan
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H.E. Akil AKILOV	Prime Minister
H.E.. A.G. GULOMOV	Deputy Prime Minister of RT
H.E. Abdurahim ASHUROV	Minister of Transport
H.E. Khakim SOLIEV	Minister of Economy and Trade
H.E.. S. ASLOV	First Deputy Minister of Foreign Affairs
Mr. S. SAIDOV	Head of the communication with foreign countries department of Presidential Apparatus
Mr. M.Kh. KHABIBOV	Head of Transport and Communication department of Presidential Apparatus of RT
Mr. I.I MAKHMUDOV	DeputyMinister of Economy and Trade of RT
Mr. M.N. SAYFIEV	Deputy Minister of Economy and Trade of RT
Mr. Sh. MIRZOALIMOV	Deputy Minister of Transport
Mr. Kh. KHUDOEROV	Deputy Minister of Transport
Mr. S.A NASRIDDINOV	Deputy Minister of Foreign Affairs
Mr. Hikmat NEMAT	Ministry of Transport
Mr. S.S. AKBAROV	Deputy Minister of Transport
Mr. B.S ZUKHUROV	Deputy of Minister of Communication
Mr. A.R SHARIPOV	Deputy Head of economic reforms and investment department of Presidential Apparatus

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Mr. Abdugafor RAUFI	Director of Institute of Economics of Academy of Science of RT
Mr. I.I DJOBIROV	Deputy Head of Department of air fleet under Government of RT
Mr. M.M MASHKHULOV	Head of external economic and trade policy of Ministry of Economics and Trade of RT
Mr. K. MUMINOV	Head of Rail roads Department (Ministry of Transport of RT)
Mr. M.S NAIMOV	Deputy Head of antimonopoly and business undertakings support Agency under Government of RT
Mr. Kh. MUKHABBATOV	Head of regional economics department, Doctor of geography, Professor of Economic Research under Government of RT
Mr. M. SHOKIROV	President of cargo transportation
Mr. T.D MIRZOEV	Head of "Tajikgiprotransstroy"
Mr. U.A YULDOSHEV	Head Engineer "Tajikgiprotransstroy"
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Mr. A. KHODJIBEKOV	Head of transport policy Department
Mrs. S. ELEEVA	Head of external relations Department
Mr. S. AKHMEDOV	Head of transport Department
Mr. R. ZAKIEEVA	Head of road economy Department
Ms. Svetlana MASAIDOVA	Patent Information Centre within the Ministry of Economy and Trade, Republic of Tajikistan
Mr. B. NURULLOEV	Head of Khatlon transport management

Mr. B. KHAETOV	Head of Kulyab transport management
Mr. A. EGAMBERDIEV	Head of Khojent transport management
Mr. Sh. SHOBULBULOV	Head of Pamir transport management
Mr. A. SHARIFOV	Head of Dushanbe transport management
Mr. N. PIRMATOV	Deputy Head of government unitary enterprise "Rohi Ohani Tojikiston"
Mr. N. NAZAROV	Head of "Rohi Ohani Tojikiston"
Mrs. D. BERANOV	Institute of Economics officer
Mr. K. USMANOV	Head of transport, communication and transport management of Khukumat of Sogd region
Mr. M. SAFARALIBEKOV	Representative of Khukumat of GBAO
Mr. A. KARIMOV	Deputy Head of customs control of Customs Department
Mr. A. MAKSUMOV	Head of Dushanbe transport management "Dushanbepastrans"
Mr. A. KURBONOV	Deputy Head of Khukumat of Dushanbe
Mr. A. ABDULOV	Head of transport Department of Khukumat Executive Apparatus of Dushanbe
Mr. F. LAFIZOV	Deputy Head of International Organisations management of MFA of RT
Mr. D. SHARIPOV	Head of International Relations Department on Ministry of Economics and Trade of RT
Mr. A. SHOEV	Head of development of manufacturing infrastructure Department of Ministry of Economics and Trade of RT
Mr. S. BERDIEV	Main specialist of development of manufacturing infrastructure Department on Ministry of Economics and Trade of RT
Mrs. Z. ABDULLAEVA	Main specialist of external relations Department of Ministry of Economics and Trade Department of RT
Mr. A. IBRAGIMOV	Head of cooperation with WTO sector
Mr. T. KHABIBOV	Main specialist of external relations Department of Ministry of Economics and Trade Department of RT
Mrs. D. UMAROVA	Leading specialist of external relations Depart. of Ministry of Economics, Trade Dept.

Mr. Kh. GULOMOV	Specialist of sector of cooperation with WTO
Mr. Jalil BUZRUKOV	Advisor to the Chairman, State Committee on Environment and Forestry
Mr. Boimamad ALIBAKSHOV	Head of the NGO Milal-Inter, Khorog, Badakhshon Region
Mr. Khamroev Firuz KHALILOVICH	Head of Department, Air Fleet under the Government of Tajikistan
Mr. Kodir BOTUROV	Head of International Relations Department, State Committee on Environment and Forestry/Coordinator of the Aarhus Convention
Mr. SAIDALIEV U.M.	Ministry of Foreign Affairs, Deputy Chief of Department of Analysis and Strategic Research
Mr. Umarov NEMAT	Agency of Independent Transporters
MS. Svetlana BLAGOVESHENSKAYA	NGO

TURKEY

Mr. Yekta K. NOYAN	Third Secretaty, Embassy of Turkey to Tajikistan
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TURKMENISTAN

Ambassador A. GUNDOGDYEV	Embassy of Turkmenistan to Tajikistan
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UKRAINE

Ms. Olena IVANOVA	Embassy of Ukraine to Tajikistan
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UZBEKISTAN

Mr. Mirodil ABDURAZOKOV	Deputy Ambassador, Embassy of Uzbekistan in Tajikistan
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INTERNATIONAL ORGANIZATIONS

Ms. Oksana NAZMIEVA	Asian Development Bank , Tajikistan Resident Mission
Mr. Fernand PILLONEL	Head of Office, EBRD Resident Office
Mr. Gumar KASSYMOV	Advisor and Deputy Head of Department for Infrastructure Development, Eurasian Economic Community Secretariat
Mr. Serghey SAMOLIS	Consultant, Department of Economic Policy, Eurasian Economic Community Secretariat
Mr. Serghey SOLOGHUBOV	Adviser, Department of Economic Policy, Eurasian Economic Community Secretariat
Mr. Dirk SCHUEBEL	DG TREN, European Commission

Ms. Barbara PLINKERT	Charge d'Affaire a.i., Delegation of the European Commission to Tajikistan
Mr. Bekmurad EEBERDIYEV	Interstate CA Committee for Sustainable Development
Ms. Alma ISSABAYEVA	Operation Officer, Islamic Development Bank , Regional Office
Mr. Akif MUSTAFAYEV	National Secretary in Azerbaijan, Intergovernmental Commission of TRACECA
Ms. Yuliya USATOVA	Expert on International and Public Relations, Permanent Secretariat in IGC TRACECA
Mr. Poul HANSEN	Economic Affairs Officer, Transport Division, UNECE
Mr. Robert NOWAK	Economist, Economic Analysis Division, UNECE

BUSINESS COMMUNITY

Mr. Anthony PEARCE	Director General, International Road Federation
Mr. Rustam MIRZAEV	Chairman, Silk Road Group
Mr. Gayrat UMAROV	Deputy Chairman, Union of Private International Automobile Carriers (UPIAC) "Jayxun Trans"

ACADEMIC COMMUNITY

Prof Frederick STARR	Chairman of the Central Asia-Caucasus Institute, Johns Hopkins University
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OSCE FIELD PRESENCES

Mr. Markku VISAPÄÄ	Economic and Environmental Officer, OSCE Center in Ashgabat
Ms. Nargiz KARIMOVA	Senior Assistant to the Economic and Environmental Officer, OSCE Office in Baku
Mr. Talay ASYBEKOV	Senior Project Assistant, OSCE Center in Bishkek, Osh Field Office
Mr. Danielius PIVORIUNAS	Economic and Environmental Officer, OSCE Mission to Bosnia and Herzegovina
Ambassador Alain COUANON	Head of Center, OSCE Center in Dushanbe
Ms. Bess BROWN	Economic Officer, OSCE Center in Dushanbe
Mr. Saulius SMALYS	Environmental Officer, OSCE Center in Dushanbe

Ms. Muhabbat KAMAROVA	Assistant to the Environmental Officer, OSCE Center in Dushanbe
Mr. Bahridin SHERMATOV	Assistant to the Economic Officer, OSCE Center in Dushanbe
Mr. William HANLON	Economic and Environmental Officer, OSCE Mission to Georgia
Mr. Shalva PIPIA	National Economic and Environmental Officer, OSCE Mission to Georgia
Mr. Ulughbek RUZIEV	OSCE Centre in Tashkent
Mr. Tigran SUKIASYAN	Senior Economic Assistant, OSCE Office in Yerevan

OSCE SECRETARIAT
OFFICE OF THE CO-ORDINATOR OF OSCE ECONOMIC AND ENVIRONMENTAL ACTIVITIES

Mr. Bernard SNOY	Co-ordinator of OSCE Economic and Environmental Activities
Mr. Alexey STUKALO	Deputy Coordinator of OSCE Economic and Environmental Activities
Mr. Gabriel LEONTE	Economic and Environmental Adviser
Mr. Philip REUHLIN	Economic and Environmental Assistant
Ms. Andrea GREGLER	Administrative Assistant

LOG OF CONTRIBUTIONS

FOR THE FIRST PREPARATORY CONFERENCE TO THE FOURTEENTH OSCE ECONOMIC FORUM: THE
ROLE OF TRANSPORTATION TO ENHANCE REGIONAL ECONOMIC
CO-OPERATION AND STABILITY

DUSHANBE, TAJIKISTAN, 7-8 NOVEMBER 2005

Ref.Nbre	Date	Country/ Organization	Title/ Organization	Lang uage
OPENING PLENARY SESSION				
1PC14EF Opening/1e/r	07.11.05	Tajikstan	Welcoming remarks, by Akil Akilov , Prime Minister	E/R
1PC14EF Opening/2 e/r	07.11.05	Tajikstan	Welcoming remarks by Khakim Soliev , Minister of Economy and Trade	E/R
1PC14EF Opening/3 e/r	07.11.05	Tajikstan	Welcoming remarks by Shodimad Mirzoalimov Deputy Minister of Transport	E/R
1PC14EF Opening/4	07.11.05	Slovenian OSCE Chairmanship	Welcoming remarks by Ambassador Andrej Benedejcic , Embassy of Slovenia to the Russian Federation, representative of the OSCE Chairmanship	E
1PC14EF Opening/5	07.11.05	Belgium incoming OSCE Chairmanship	Welcoming remarks by Ambassador Frank Geerkens , Head of the OSCE Chairmanship Unit, MFA Belgium	E
1PC14EF Opening/6 e/r	07.11.05	OSCE Center in Dushanbe	Ambassador Alain Couanon , Head of the OSCE Centre in Dushanbe	E/R
1PC14EF Opening/7	07.11.05	OSCE OCEEA	Mr. Bernard Snoy , Co-ordinator of OSCE Economic and Environmental Activities	E
CLOSING PLENARY SESSION				
1PC14EF Closing/1		OSCE OCEEA	Closing remarks by Bernard Snoy , Coordinator of OSCE Economic and Environmental Activities	E
PLENARY I – The role of transport in regional economic co-operation and stability				
1PC14EF Plenary I/1	07.11.05	USA	Presentation <i>Greater Central Asia and the future the continental trade</i> by S. Frederick Starr Central Asia-Caucasus Institute, SAIS John Hopkins University, USA	E
1PC14EF Plenary I/2	07.11.05	UN Economic Commission for Europe	Presentation <i>The impact of transport links on trade, investment and economy</i> , by Robert Nowak , Economic Division	E
1PC14EF Plenary I/3 e/r	07.11.05	Tajikistan	Presentation <i>Historical precedents regain transport in CA</i> by Abdugaffor Raufi , Director of the Institute of Economics of the Academy of Science	E/R
PLENARY II – Taking stock of existing co-operation initiatives in transportation: examples of effective policies an practices				
1PC14EF Plenary II/1	07.11.05	UNECE	Presentation <i>The UNECE work in the area of transport</i> by Poul Hansen , Economic Affairs Officer, Transport Division	E

1PC14EF Plenary II/2	07.11.05	European Commission	Presentation <i>The role of transportation to enhance regional economic co-operation and stability</i> , Dirk Schuebel , Unit for International Relations, DG Energy and Transport	E
1PC14EF Plenary II/3 e/r	07.11.05	EURASEC	Presentation <i>The work of EURASEC to support regional co-operation in the field of transport</i> , Gumar Kasymov , Advisor and Deputy Head, Department for Infrastructure Development	E/R
PANEL I – Optimising transport links between Europe and Asia in support of regional economic development stability and security				
1PC14EF Panel I/1 e/r	07.11.05	Russian Federation	Presentation <i>Using Eurasian transit potential of Russia for the benefit of the OSCE participating states</i> by Fedor Pekhterev , Director of the Institute for Technical and Economic Research and Design of Railway Transport – the filial of Public Corporation “Russian Railways”, Moscow	E/R
1PC14EF Panel I/2	07.11.05	Russian Federation	Presentation <i>The Transsiberian Railway</i> by Fedor Pekhterev , Director of the Institute for Technical and Economic Research and Design of Railway Transport – the filial of Public Corporation “Russian Railways”, Moscow	R
1PC14EF Panel I/3 r/e	07.11.05	TRACECA/ Azerbaijan	Presentation <i>The role of the Republic of Azerbaijan in the effective functioning of the Transport Corridor Europe-Caucasus-Asia</i> , by Akif Mustafae , National Secretary of Azerbaijan for TRACECA Intergovernmental Commission	R/E
1PC14EF Panel I/4	07.11.05	TRACECA/ Azerbaijan	Presentation of recent activities of TRACECA by Akif Mustafae , National Secretary of Azerbaijan for TRACECA Intergovernmental Commission	R
1PC14EF Panel I/5	07.11.05	TRACECA	TRACECA in brief by Ms. Yuliya Usatova , Expert on International and Public Relations, Permanent Secretariat of the InterGovernmental Commission TRACECA	E
1PC14EF Panel I/6	07.11.05	TRACECA	Remarks and Recommendations by the Permanent Secretariat of the intergovernmental Commission TRACECA	E
1PC14EF Panel I/7 r/e	07.11.05	TRACECA	The Role of Transportation to Enhance Regional Economic Co-operation and Stability _ TRACECA background information	R/E
1PC14EF Panel I/8	07.11.05	Russian Federation	Presentation <i>Transport Corridor Nord - South</i> by Irina Dushina , Senior Adviser, Legal Department, Ministry of Transport, Moscow.	R
1PC14EF Panel I/9	07.11.05	International Road Federation	Presentation <i>Optimising Transport Links between Europe and Asia in Support of Regional Economic Development, Stability and Security</i> , by Anthony Pearce , Director General, Geneva/Brussels Offices	E

1PC14EF Panel I/10	07.11.05	Tajikistan	Presentation <i>Tajikistan Rail roads Co-operation within International Transits</i> by K. Muminov , Head of Railways Department, Ministry of Transport	R
PANEL II – Transport issues at the sub-regional, national and local levels: policy issues, including environmental sustainability				
1PC14EF Panel II/1	07.11.05	Kyrgyzstan	Presentation by Aibek Akbarov , First Deputy Governor Djalal-Abad Oblast Administration	R
1PC14EF Panel II/2a,b	07.11.05	Bosnia & Herzegovina	Presentation: <i>The role of Corridor Vc in local and regional economic cooperation and stability</i> (abstract and power point presentation) by Mensur Hodzic , Senior Expert Associate, State Ministry of Communications and Transport, Department of Transport Infrastructure - Projects Preparation and Implementation Unit	E
1PC14EF Panel II/3 e/r	07.11.05	Kazakhstan	Presentation <i>The role of transportation to enhance regional economic cooperation and stability</i> by Kanat Baigarin Director of the Coordination Centre for Climatic Change	E/R
1PC14EF Panel II/4 e/r	07.11.05	Azerbaijan	Address by Farman Safarov , Deputy Chief, Transport policy department, representative of the Minister of Transport	E/R
1PC14EF Panel II/5	07.11.05	Tajikistan	Presentation Development of motor transport in Tajikistan in terms of regional economic co-operation, security and stability by M. Shokirov , President of Association of International Road Transport Operators of the Republic of Tajikistan (ABBAT) IRU member	R
PLENARY III – Addressing non-physical barriers to transport. The importance of good governance as a prerequisite for secure and efficient trade and transport				
1PC14EF Plenary III/1	4.11.05	World Bank	Presentation <i>Trade and Transport Facilitation: The Importance of Good Governance</i> , by Motoo Konishi , Sector Manager, ECA Transport	E
1PC14EF Plenary III/2	Draft 04.05.04	World Bank	<i>Trade and Transport Facilitation in Central Asia (TTFCA): reducing Economic Distance to Markets</i> , draft policy paper by the Infrastructure and Energy Services, Department Central Asia Country, Unit Europe and Central Asia Region	E
1PC14EF Plenary III/3	08.11.05	UNECE	Presentation <i>The role of the TIR and other UNECE Conventions in facilitating border crossing</i> by Poul Hansen , Border Crossing Facilitation Section, Transport Division	E
1PC14EF Plenary III/4	08.11.05	Georgia	Presentation <i>Non-physical border barriers, other obstacles and planned reforms</i> by David Narmania , Deputy Chairman of the Board, Young Economists Association (YEA)	R
PANEL III – Transport issues in land-locked countries: how regional co-operation can reduce the cost disadvantage of being landlocked and contribute to stability				
1PC14EF Panel III/1	07.11.05	Office of the UN High Representative for the Least Developed Countries	Presentation <i>The Almaty Declaration and the Almaty Programme of Action</i> , by Igor Bosc , Deputy Resident Representative, UNDP, Tajikistan, on behalf of the UN High	E

			Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States	
1PC14EF Panel III/2 e/r	07.11.0	Tajikistan	The Aviation Administration's activity on the development of co-operation in the sphere of air communications by Hamroev Firuz Khalilovich , Head of Department of Civil Aviation of the Republic of Tajikistan	E/R
PLENARY IV - The role of international financial institutions and bilateral donors in supporting transport development				
1PC14EF Plenary IV/1	08.11.05	World Bank	Presentation <i>The World Bank support for transport development in Central Asia, including a presentation of a WB report on liberalization of the aviation sector</i> by Mr. Motoo Konishi , Sector Manager, Infrastructure and Energy, Europe and Central Asia, the World Bank	E
1PC14EF Plenary IV/2	08.11.05	Asian Development Bank	Presentation <i>The Central Asia Regional Economic Co-operation (CAREC) and other ADB activities in Central Asia</i> by Ms. Oksana Nazmieva , Tajikistan Resident Mission, Asian Development Bank	E
1PC14EF Plenary IV/3	08.11.05	Islamic Development Bank	Presentation <i>The Role of Transportation to Enhance Regional Economic Cooperation and Stability</i> by Ms. Alma Issabayeva , Operation Officer, Regional Office	E
1PC14EF Plenary IV/4	08.11.05	EBRD	Presentation by Mr. Fernand Pilonel , Head of EBRD Resident Office, Dushanbe, Tajikistan	E
GENERAL CONTRIBUTIONS				
PC.DEC/684	07.07.05	OSCE	Decision No. 684 Theme, format and organizational modalities for the Fourteenth Economic Forum , 23 and 24 January 2006 and 22 to 24 May 2006 - 562nd Plenary Meeting	E
CIO.GAL/136 /05	23.09.05	Belgium incoming OSCE Chairmanship	Introductory Note "Transportation in the OSCE area: secure transportation networks and transport developments to enhance regional economic co-operation and stability" for the 49th (Special) Meeting of the EESC on 7 October 2005.	E
1PC14EF General/ 1e/r	07.11.05	OSCE OCEEA	Annotated Agenda	E/R
1PC14EF General/2	07.11.05	OSCE OCEEA	Draft List of Participants	E
SEC.GAL/21 7/05 e/r	28.10.05	OSCE OCEEA	Background Paper	E/R
1PC14EF General/3	04.11.05	Kazakhstan	Presentation <i>The transit potential of Kazakhstan and it's use</i> , by Murat Bekmagambetov , President, Research Institute of Transport and Communication	R
1PC14EF General/4	04.11.05	Kazakhstan	Presentation <i>Directive of the basic reforms of the Railways in Kazakhstan</i> by Yelena Vassilevskaya Deputy Executive Director on Project Development, Kazakhstan Freight Forwarders Association	R

1PC14EF General/5	04.11.05	Kazakhstan	Presentation by Yelena Vassilevskaya Deputy Executive Director on Project Development, Kazakhstan Freight Forwarders Association	R
1PC14EF General/6	24.03.05	UN SPECA	<i>Report of the 10th Session of the Project Working Group on Transport and Border Crossing (PWG-TBC) – Issyk-Kul, Kyrgyzstan, United Nations Special Programme for the Economies of Central Asia (SPECA)</i>	E
1PC14EF General/7	05.07.05	WBCSD	Press release: <i>Global action needed to make transport sustainable: Seven goals to meet sustainable mobility challenge</i> by the World Business Council for Sustainable Development	E
1PC14EF General/8	June 05	OSCE OCEEA	OSCE Factsheet: <i>The Aarhus Center Model – supporting people’s rights in environmental matters</i> by the Officer of the Coordinator of OSCE Economic and Environmental Activities	E/R
1PC14EF General/9	Nov. 05	Kazakhstan	Presentation <i>Transit potential of the CA region transport’s complex, Central Asia’s Affairs Nbre 3</i> , by L.Gusseva , Dept. of Geoglobal Studies and Economic Security, KazISS under the President of the Republic of Kazakhstan.	E
1PC14EF General/10	March 05	OSCE OCEEA & UNCCD	Presentation <i>Promoting community-based land management and capacity building to combat land-degradation and promote sustainable development - SECURITREE: Making ‘Rio-Synergies’ work for security</i>	E
1PC14EF General/11	07.11.05	World Bank	<i>Transport sector overview - World Bank-Tajikistan</i> . Extract from www.worldbank.org	E
1PC14EF General/12	07.11.05	OSCE OCEEA	Agenda for the Study Tour to the Khatlon Region – visit of OSCE projects in the field.	E
1 PC14EF General/13	08.11.05	Armenia	Statement by the Delegation of Armenia.	E
1PC14EF General/14	08.11.05	Bulgaria	Report on the Importance of Transport for Enhancing European Regional Economic Co-operation and Stability by the Bulgarian Delegation	E
1PC14EF General/15	Sept. 05	World Bank.	Presentation <i>Potential for Liberalization of the Aviation Sector in Central Asia Region – Background</i> , by Henry Kerali and Simon Kenny	E
General/16	08.11.05	Greece	Statement by the Delegation of Greece – the role of transport	E
General/17	08.11.05	Greece	Statement by the Delegation of Greece: Basic Principles of the Greek Maritime Policy	E