



**Organization for Security and Co-operation in Europe  
Economic Forum (Senior Council)**

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**Conference Services**

# **FOURTEENTH MEETING OF THE ECONOMIC FORUM: PART II**

**Prague, 22 to 24 May 2006**

## **SUMMARY**



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**562nd Plenary Meeting**

PC Journal No. 562, Agenda item 7

**DECISION No. 684  
THEME, FORMAT AND ORGANIZATIONAL MODALITIES  
FOR THE FOURTEENTH ECONOMIC FORUM**

23 and 24 January 2006 and 22 to 24 May 2006

The Permanent Council,

Pursuant to paragraphs 21 to 32 of Chapter VII of the Helsinki Document 1992, paragraph 20 of Chapter IX of the Budapest Document 1994, the OSCE Strategy Document for the Economic and Environmental Dimension of 2 December 2003 and Ministerial Council Decision No. 10/04 of 7 December 2004,

Recalling, among others, previously agreed commitments to make the Economic Forum more dynamic through a change in format and to increase its effectiveness by an improved preparatory process and an effective procedure for ensuring follow-up of its deliberations, while remaining within the existing budgetary practice,

Taking into account the Chairperson's Summary of the Thirteenth Meeting of the Economic Forum,

Decides that,

1. The theme of the Fourteenth Economic Forum will be "Transportation in the OSCE area: Secure transportation networks and transport development to enhance regional economic co-operation and stability".
2. The Fourteenth Economic Forum will be held over a period of five days, broken down as follows and without setting a precedent for future Economic Fora:
  - 2.1 On 23 and 24 January 2006 in Vienna;
  - 2.2 From 22 to 24 May 2006 in Prague.

Moreover, taking into account its tasks, the Economic Forum will review the implementation of commitments in the economic and environmental dimension. The review to be integrated in the Prague segment of the Economic Forum will address transport-related commitments with a particular focus on international legal instruments, with a view to seeing how the OSCE could promote their wider acceptance and implementation.

3. Discussions of the Forum should benefit from input provided by other OSCE bodies and relevant meetings, including two conferences outside Vienna, and deliberations in various international organizations.
4. Moreover, taking into account its tasks, the Economic Forum will discuss ongoing and future activities for the economic and environmental dimension, in particular the work in implementing the OSCE Strategy Document for the Economic and Environmental Dimension.
  - 4(a). The 2006 Chairmanship intends to organize a meeting or special session over the course of the year to review implementation of OSCE commitments to combat terrorist financing, as elaborated in PC.DEC/487 (11 July 2002) and PC.DEC/617 (1 July 2004).
5. The participating States are encouraged to be represented at a high level, by senior officials responsible for shaping international economic and environmental policy in the OSCE area. Participation of representatives from the business and scientific communities as well as other relevant actors of civil society in their delegations would be welcome.
6. As in previous years, the format of the Economic Forum should provide for the active involvement of relevant international organizations and encourage open discussions.

The following international organizations, international organs, regional groupings and conferences of States are invited to participate in the Fourteenth Economic Forum: Adriatic and Ionic Initiative; Asian Development Bank; Barents Euro-Arctic Council; Black Sea Economic Co-operation; Central Asian Co-operation Organization; Central European Initiative; Commonwealth of Independent States; Council of the Baltic Sea States; Council of Europe; Danube Commission; Economic Co-operation Organization; Energy Charter Treaty; Eurasian Economic Community; European Bank for Reconstruction and Development; European Environment Agency; European Conference of Ministers of Transport (ECMT); European Investment Bank; GUAM; Intergovernmental Commission TRACECA; Intergovernmental Organization for International Carriage by Rail; International Atomic Energy Agency; International Civil Aviation Organization (ICAO); International Labour Organization; International Maritime Organisation; International Monetary Fund; International Organization for Migration; Interstate Council of the Central Asian Economic Union (CAEU); North Atlantic Treaty Organization; Organisation for Economic Co-operation and Development; Intergovernmental Organisation for International Carriage by Rail (OTIF); Organization of the Islamic Conference; Organization for Co-operation of Railways; Collective Security Treaty Organization; Secretariat of the United Nations Framework Convention on Climate Change; Shanghai Co-operation Organization; Southeast European Cooperative Initiative; South-East European Cooperation Process; South Eastern Europe Transport Observatory; Stability Pact for South Eastern Europe; UN Commission on International Trade Law (UNCITRAL); United Nations Conference on Trade and Development; United Nations Development Programme; United Nations Economic Commission for Europe (UNECE); United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP); United Nations Educational, Scientific and Cultural Organization; United Nations Environment Programme; United Nations Human Settlements Programme; United Nations Industrial Development Organization; United Nations Office on

Drugs and Crime; United Nations Population Fund; United Nations Special Programme for the Economies of Central Asia (UN SPECA); World Bank Group; World Customs Organization; World Health Organization; World Tourism Organization; World Trade Organization and other relevant organizations.

7. The Mediterranean Partners for Co-operation (Algeria, Egypt, Israel, Jordan, Morocco and Tunisia) and the Partners for Co-operation (Afghanistan, Japan, Mongolia, the Republic of Korea and Thailand) are invited to participate in the Fourteenth Economic Forum.

8. Upon request by a delegation of an OSCE participating State, regional groupings or expert academics and business representatives may also be invited, as appropriate, to participate in the Fourteenth Economic Forum.

9. Subject to the provisions contained in Chapter IV, paragraphs 15 and 16, of the Helsinki Document 1992, the representatives of non-governmental organizations with relevant experience in the area under discussion are also invited to participate in the Fourteenth Economic Forum.

10. In line with the practices established over the past years with regard to meetings of the Economic Forum and their preparatory process, the Chairperson of both meetings of the Economic Forum will present summary conclusions and policy recommendations drawn from the discussions. The Economic and Environmental Subcommittee of the Permanent Council will further include the conclusions of the Chairperson and the reports of the rapporteurs in its discussions so that the Permanent Council can take the decisions required for appropriate policy translation and follow-up activities.



**Organization for Security and Co-operation in Europe  
Economic Forum (Senior Council)  
Prague**

14-EF(SC).JOUR/3  
22 May 2006  
Annex

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**Third Day of the Fourteenth Meeting**  
14-EF(SC) Journal No. 3, Agenda item 1

**AGENDA AND WORK PROGRAMME OF THE  
FOURTEENTH MEETING OF THE ECONOMIC FORUM: PART II**

**Transportation in the OSCE area: Secure transportation networks  
and transport development to enhance regional  
economic co-operation and stability**

Prague, 22 to 24 May 2006

1. Opening Session (open to the press)
  - (a) Welcoming remarks by the representative of the Government of the Czech Republic
  - (b) Opening address by the Chairman-in-Office, the Minister for Foreign Affairs of Belgium
  - (c) Introductory remarks by the Secretary General and the Co-ordinator of OSCE Economic and Environmental Activities
2. Introductory Plenary Session
  - (a) Keynote addresses by representatives of other international organizations
  - (b) Discussion
3. Review Session: Review of the implementation of OSCE transport-related commitments with a particular focus on international legal instruments
4. Plenary Session I: Transport development to enhance regional economic co-operation and stability: the special case of landlocked countries
5. Plenary Session II: The key role of governance: Effective practices in border management and the fight against corruption
6. Plenary Session III: Addressing risks to transport security in the various transport modes

7. Plenary Session IV: OSCE transport activities and their contribution to confidence-building and the solution of unresolved conflicts
8. Plenary Session V: The link between transport and the environment
9. Plenary Session VI: Follow-up
  - (a) Presentation of conclusions and main follow-up recommendations by the Chairperson of the Economic Forum, Special Envoy of the Minister for Foreign Affairs of Belgium for the OSCE Chairmanship
  - (b) Discussion
10. Closing Session (open to the press)
  - (a) Closing statement by the Chairperson of the Economic Forum

### **Work Programme**

Working hours: 9 a.m.–12.30 p.m.  
2.30–6 p.m.  
(Afternoon of Wednesday, 24 May 2006: 2.30–3.30 p.m.)

	Monday 22 May 2006	Tuesday 23 May 2006	Wednesday 24 May 2006
Morning		Items 3, 4	Items 8, 9
Afternoon	Items 1, 2	Items 5, 6, 7	Item 10

**ANNOTATED AGENDA OF THE  
FOURTEENTH MEETING OF THE OSCE ECONOMIC FORUM:  
PART II**

**Transportation in the OSCE area:  
Secure transportation networks and transport development to enhance  
regional economic co-operation and stability**

Prague, 22 to 24 May 2006

**Monday, 22 May 2006**

- 2.30–3.15 p.m.      Opening session (open to the press)
- Welcoming remarks by H.E. Mr. Cyril Svoboda, Minister for Foreign Affairs of the Czech Republic
- Opening address by the Chairman-in-Office, H.E. Karel De Gucht, Minister for Foreign Affairs of Belgium
- Introductory remarks by:
- Mr. Marc Perrin de Brichambaut, OSCE Secretary General
  - Mr. Bernard Snoy, Co-ordinator of OSCE Economic and Environmental Activities (CEEA)
- 3.15–3.45 p.m.      Coffee break
- 3.45–5.45 p.m.      Introductory plenary session
- Moderator: Mr. Frank Geerkens, Head of the OSCE Chairmanship Unit, Ministry of Foreign Affairs of Belgium/OSCE Chairmanship
- Rapporteur: Mr. Marc Baltés, Senior Economic Adviser, OCEEA
- Keynote addresses by:
- Mr. Marek Belka, Executive Secretary of the United Nations Economic Commission for Europe (UNECE)
  - Mr. Luc Aliadière, General Director, International Union of Railways
- Discussion
- 6–7 p.m.              Special event: Launching of the OSCE Best Practice Guide for a Positive Business and Investment Climate, a project stemming from the recommendations of the Twelfth Economic Forum (Mirror Hall)

Introductory remarks by:

- Frank Geerkens, Head of the OSCE Chairmanship Unit, Ministry of Foreign Affairs of Belgium/OSCE Chairmanship
- Mr. Bernard Snoy, CEEA
- Mr. Lyubomir Todorov, Counsellor, Delegation of Bulgaria to the OSCE, Chairmanship 2004

Presentation of key recommendations of the Guide by the expert team:

- Mr. Barry Kolodkin, senior investment expert
- Mr. Shawn Sullivan, attorney at law
- Ms. Olga Moreva, small and medium enterprise expert

Concluding remarks by:

- Ms. Nina Lindroos Kopolo, Associate Programme Officer, OCEEA

Discussion

7 p.m.

Reception hosted by the Co-ordinator of OSCE Economic and Environmental Activities (Czernin Palace)

**Tuesday, 23 May 2006**

9–11 a.m.

Review session: Review of the implementation of OSCE transport related commitments with a particular focus on international legal instruments

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

Rapporteur: Ms. Karla Basselier, OSCE Chairmanship Unit, Ministry of Foreign Affairs of Belgium/OSCE Chairmanship

Keynote addresses by:

- Mr. Jose Capel Ferrer, Director, Transport Division, UNECE
  - Presentation of the UNECE report, Proposals on how to promote the wider acceptance and implementation of international legal instruments and support regional co-operation in the transport sector
  - Joint OSCE/UNECE Pilot Project on the International Convention on the Harmonization of Frontier Controls of Goods of 21 October 1982

- Mr. Bernard Snoy, CEEA
- Response to the UNECE report and proposals

Discussion

9.30–11 a.m. Side event with the Mediterranean Partners for Co-operation: The role of transport in regional integration and trans-Mediterranean co-operation (Gallery Hall)

Moderator: Ambassador Carlos Sanchez de Boado, Head of the Permanent Delegation of Spain to the OSCE

Rapporteur: Mr. Fabrizio Scarpa, External Co-operation Officer, OSCE Secretariat

Keynote addresses by:

- Mr. Antonio Chica, Ministry of Transport, Spain
- Ambassador Christian D. Falkowski, Head of the Delegation of the European Commission to the OSCE

Discussion

11–11.30 a.m. Coffee break

11.30 a.m.–  
12.30 p.m. Plenary session I: Transport development to enhance regional economic co-operation and stability: the special case of landlocked countries

- The Almaty Programme of Action Addressing the Special Needs of Landlocked Developing Countries (LLDCs)
- The OSCE contribution within this framework

Moderator: Ambassador Doulat Kuanyshev, Head of the Permanent Mission of Kazakhstan to the OSCE

Rapporteur: Mr. Armands Pupols, Mission Programme Officer, OSCE Secretariat/Conflict Prevention Centre

Keynote addresses by:

- Mr. Sandagdorj Erdenebileg, Senior Programme Officer, United Nations Office of the High Representative for the Least Developed Countries (LDCs), LLDCs and Small Island Developing States (SIDS)
- Ms. Kristal E. Alley, Special Advisor, International Division, United States Chamber of Commerce

Discussion

12.30–2.30 p.m. Lunch break

12.30–1.30 p.m.

Special event: Launching of the OSCE/IOM/ILO Handbook on Establishing Effective Labour Migration Policies in Countries of Origin and Destination, prepared further to the Thirteenth Meeting of the Economic Forum (Mirror Hall)

Introductory remarks by:

- Mr. Frank Geerkens, Head of the OSCE Chairmanship Unit, Ministry of Foreign Affairs of Belgium/OSCE Chairmanship
- Mr. Bernard Snoy, CEEA
- Ms. Blažka Kepic, Counsellor, Chargé d’Affaires a.i., Delegation of Slovenia to the OSCE, Chairmanship 2005

Presentation of the main points of the Handbook by:

- Mr. Nilim Baruah, Head, Labour Migration Division, IOM Geneva
- Mr. Ryszard Cholewinski, Labour Migration Specialist, IOM Geneva
- Patrick Taran, Senior Migration Specialist, ILO Geneva

Concluding remarks by:

- Ms. Nina Lindroos-Kopolo, Associate Programme Officer, OCEEA

Discussion

2.30–3.30 p.m.

Plenary session II: The key role of governance: effective practices in border management and the fight against corruption

- The World Customs Organisation (WCO) Framework of Standards to Secure and Facilitate Global Trade
- The implementation of the OSCE Border Security and Management Concept
- Customs and cross-border co-operation
- Fighting corruption in the transport sector
- Strengthening public-private partnership and dialogue

Moderator: Ambassador Peter Lizák, Head of the Permanent Delegation of Slovakia to the OSCE

Rapporteur: Mr. Roel Janssens, OCEEA

Keynote addresses by:

- Mr. Michael Schmitz, Director, Compliance and Facilitation, World Customs Organization
- Mr. John Bray, Director Analysis, Control Risks Deutschland GmbH

Discussion

3.30–4.30 p.m. Plenary session III: Addressing risks to transport security in the various transport modes

- Container security and the OSCE contribution
- OSCE capacity-building and training activities related to transport security in various transport modes
- Co-ordination among different actors active in the field of inland, maritime and aviation transport security

Moderator: Mr. Richard Stein, General Manager of International Programs, U.S. Transportation Security Administration

Rapporteur: Ms. Irene Sudy, Vienna University of Economic and Business Administration, Institute of Transport Economics and Logistics

Keynote addresses by:

- Mr. Marios Meletiou, technical specialist, Ports and Transport, International Labour Organization
- Mr. Dimitrios Theologitis, Head of Security Policy and Maritime Security Unit, DG TREN, European Commission

Discussion

4.30–5 p.m. Coffee break

5–6 p.m. Plenary session IV: OSCE transport activities and their contribution to confidence-building and the solution of unresolved conflicts

- Needs assessments and other OSCE supported activities in conflict and post conflict situations, i.e., South Caucasus, Moldova/Transdnestrian region, etc.

Moderator: Ambassador Bertrand de Crombrugghe, Head of the Permanent Delegation of Belgium to the OSCE/OSCE Chairmanship

Rapporteur: Mr. Curtis Peters, Delegation of Canada to the OSCE

Keynote addresses by:

- Mr. Bernard Snoy, CEEA
- Mr. Bill Hanlon, Economic and Environmental Officer, OSCE Mission to Georgia

Discussion

**Wednesday, 24 May 2006**

- 9–10 a.m. Plenary session V: The link between transport and the environment
- The role of Aarhus Centres
  - Transport of dangerous goods and energy resources and their environmental impact
- Moderator: Ambassador Mette Kongshem, Head of the Permanent Delegation of Norway to the OSCE
- Rapporteur: Mr. Philip Reuchlin, Economic and Environmental Adviser, OCEEA
- Keynote addresses by:
- Mr. Pierre Portas, Deputy Executive Secretary, Secretariat of the Basel Convention
  - Ambassador Vladimir Pryakhin, Head of the OSCE Office in Yerevan
- Discussion
- 10–10.30 a.m. Coffee break
- 10.30 a.m.–  
12.30 p.m. Plenary session VI: Follow-up
- Moderator: Senator Pierre Chevalier, Chairperson of the Economic Forum, Special Envoy of the Belgian Minister for Foreign Affairs for the OSCE Chairmanship
- Rapporteur: Mr. Alexey Stukalo, Deputy Co-Ordinator of OSCE Economic and Environmental Activities
- Presentation of conclusions and main follow-up recommendations:
- Senator Pierre Chevalier
- Discussion
- 12.30–2.30 p.m. Lunch break
- 2.30–3.30 p.m. Closing session (open to the press)
- Closing statement by Senator Pierre Chevalier, Chairperson of the Economic Forum, Special Envoy of the Belgian Minister for Foreign Affairs for the OSCE Chairmanship

## **OPENING ADDRESS BY THE CHAIRMAN-IN-OFFICE**

Excellencies,  
Ladies and Gentlemen,

Welcome to the opening session of the Fourteenth Meeting of the Economic Forum. Allow me first of all to thank our host and my colleague, Cyril Svoboda, for his generous hospitality and that of his country. It's a joy to be in Prague in springtime. We could not have found a better place for a fruitful meeting. My thanks go also to the OSCE Secretary General, Mr. Marc Perrin de Brichambaut, and to Mr. Bernard Snoy, OSCE Co-ordinator of Economic and Environmental Activities, and to their team for accomplishing a great job in preparing and organizing this Meeting.

It is gratifying to welcome such a large number of high-level decision-makers from participating States and from our Partner countries and partner international organizations. I would also like to address a special word of welcome to the heads and officers of the OSCE field missions. During my visits to the countries of the region, I have been able to appreciate the valuable work you are doing, sometimes in difficult circumstances.

Ladies and gentlemen,

From the very outset, one of the key objectives of the Belgian Chairmanship has been to bring about a greater balance between the three dimensions of the OSCE's comprehensive approach to security. The economic and environmental dimension is part of that comprehensive approach, but has received less attention than the other dimensions. The Belgian Chairmanship wants to give a new impetus and more substance to OSCE co-operation in this field. We believe that there can be no lasting security and stability without economic development, just as there can be no stability and security without effective democratic rule and respect for human rights and fundamental freedoms.

For years after 1975, the economic and environmental dimension of our Organization was running in neutral because of the incompatibility of opposing economic systems. In today's globalized world, our economies have started to open up and to interconnect, creating more wealth through new opportunities for free trade. We should try to seize these opportunities and do more in addressing the economic challenges that we all face.

Economic co-operation presupposes viable, secure and effective cross-regional transportation networks. They are at the core of economic development. They concern the physical movements of goods and services, and the supply of raw materials and energy to our factories, and of finished products to markets. "Open a road and trade will sprout", they say.

Conflicts and tensions between and within nations often have to do with impediments to trade and transportation. On the other hand, economic co-operation and integration contribute to regional stability and security. It is the logic and the mechanisms of such economic co-operation that we want and that we should further develop within the OSCE area. It is developing in other areas. We should give it a greater push in the OSCE region. Our meeting of today and tomorrow is an important step in this regard.

Transportation is not a new subject for the OSCE's attention and action. In fact, our work is building on the OSCE Strategy Document for the Economic and Environmental Dimension, adopted already in 2003 at Maastricht.

The objective is certainly not and cannot be that the OSCE should actually start building real bridges and roads or that it should be involved in financing or developing such projects. That is not its mandate. That is not its role. Neither should or can the OSCE engage in activities that are already taken care of by other international organizations or try to duplicate their work. That is neither desirable nor possible. But the OSCE can build bridges between policy-makers and help to develop the basis and a road map for dialogue and co-operation between our countries in the economic field. It offers a forum where all the participating States can exchange ideas and opinions on how to address existing challenges and to identify opportunities for co-operation that will further regional development.

That is our task today and tomorrow. The ideas and proposals resulting from our discussions may inspire and stimulate the national authorities of our countries and other stakeholders. We have already advanced a great deal on the road that we had mapped out. Two preparatory meetings — in Dushanbe and Baku — and the meeting of the first part of the Economic Forum in Vienna, on co-operation in the economic field, have produced a considerable set of ideas, proposals and suggestions. As Chairman-in-Office, I would like to thank all the participating States, institutions and Partners for their active and constructive contribution in this process.

The “outcome paper” presented as a basis for the discussions at our meeting here in Prague identifies the key issues of particular relevance for the OSCE in the transportation field:

- Promoting implementation of relevant international conventions;
- Promoting good governance in the area of transport;
- Addressing the needs of landlocked countries;
- Enhancing transport security; and
- Contributing to conflict resolution.

Allow me to say a few words on these issues and on the way ahead.

First, with regard to the international conventions, we are working closely with the UN Economic Commission for Europe (UNECE), based on the Memorandum of Understanding of 2004. We want to encourage OSCE participating States to implement the UNECE legal instruments in the field of transportation and to provide them with capacity-building assistance in this respect. It is proposed to implement this year a joint UNECE-OSCE voluntary pilot project on the implementation of the International Convention on the Harmonization of Frontier Controls of Goods of 1982. Other similar projects may follow if this project proves to be successful.

Good public and corporate governance is essential for sound economic development, also in the transportation sector. Cornerstones of good governance are transparency in public

affairs and the elimination of all forms of corruption. Furthermore, the establishment of a clear legal and institutional framework is of the utmost importance for the development of business, and so is close dialogue between government institutions and the business community.

One instrument developed by the OSCE to which I would like to draw your attention is the “Guide on Best Conditions for Enhancing the Business and Investment Climate”. It will be a valuable tool for assisting the OSCE countries in their efforts to improve the business climate and promote domestic and foreign investment. The Guide will be presented at a special event in the framework of this Fourteenth Economic Forum.

Another special event in the framework of this Economic Forum will be the launching of the “Handbook on Establishing Effective Labour Migration Policies in Countries of Origin and Destination”. The objective of this Handbook is to assist States in their efforts to develop policy solutions and approaches for better management of labour migration in countries of both origin and destination.

Both events show that the OSCE is more than only an organization of declarations and intentions.

Public-private partnership is another key element in the promotion of good governance. I found the suggestion made by the private sector representatives at the Preparatory Conference at Baku for setting up regional round tables with the business community on trade facilitation to be a very useful one, and I hope that we can start organizing these round tables already this year. We should include also other stakeholders, such as the relevant international and regional organizations.

I welcome the increased co-operation with the World Customs Organization in order to examine how the OSCE can encourage States to comply with the WCO Framework of Standards to Secure and Facilitate Global Trade. Uniformity and predictability in the conduct of trade and the ensuring of security and facilitation for goods at the border are important for furthering regional economic development.

There are many landlocked countries in the OSCE area. They face specific challenges to their development related to the lack of access to the sea, dependence on the transit services of their neighbours, remoteness from international markets and high transit costs. We want their concerns to remain high on the international agenda. That is why we propose that the OSCE support the implementation of the United Nations Almaty Programme of Action for Landlocked Countries. The elaboration of a road map in this regard, with special emphasis on trans-Asian and Eurasian transit transportation may be helpful.

The Second Preparatory Conference, at Baku, on transport security clearly indicated the need for better co-ordination and exchange of information with regard to transport security issues and standards. The proposal for the OSCE to organize a yearly stocktaking meeting on transport security is a good one. It should include all the relevant stakeholders. We should also continue our excellent work in enhancing the security of container transport. I welcome the proposal by the Office of the Co-ordinator of OSCE Economic and Environmental Activities to organize joint seminars on maritime transportation issues.

The outcome paper also includes a number of proposals for OSCE involvement with regard to the links between the development of transport and processes of conflict settlement, which I want to support. In this respect, I would like to recall the economic needs assessment study that has been successfully carried out in Georgia-South Ossetia, supported and appreciated by all parties. The study resulted in a list of project proposals, also in the field of transport infrastructure, that could further the economic development of the region, benefit its people and raise confidence among the parties. On the basis of these positive results, the Chairman-in-Office is organizing a pledging conference in Brussels on 14 June 2006 to raise sufficient funding in order to implement these projects and further the peace process. It is an interesting model which could be useful in other conflict areas in the OSCE region.

Excellencies,  
Ladies and Gentlemen,

The Belgian Chairmanship-in-Office is committed to increasing co-operation and dialogue in the OSCE region on transportation issues and economic development, during its presidency and beyond. It is looking forward to a strong, interactive and productive debate today and tomorrow. The outcome paper that has been prepared is an open invitation to such a debate. It includes many interesting and useful proposals. I would like to invite you to support their implementation and to reinforce our co-operation.

The OSCE is not an organization for short-term views or quick fixes. The challenges to stability and security are often systemic and sometimes deeply rooted in our societies and in our history. They call for sustainable and long-term answers. The work in the field of transportation is only starting. Much more can and should be done. We wanted to give a new impetus and a new focus to that work. We wanted to put in motion a process of increased co-operation in the transport and economic field. Let us lay the foundations for sustained and forceful OSCE action in this area. It is not a matter of resources but of political will.

Thank you for your attention.

## **INTRODUCTORY REMARKS BY THE SECRETARY GENERAL**

Mr. Chairperson,  
Minister Svoboda,  
Excellencies,  
Ladies and Gentlemen,

I am pleased to join Czech Minister for Foreign Affairs Cyril Svoboda and the OSCE Chairman-in-Office, Belgian Minister for Foreign Affairs Karel de Gucht in welcoming all guests and participants to this second part of the Fourteenth Meeting of the OSCE Economic Forum on Transportation in the OSCE Area: Secure Transportation Networks and Transport Development to Enhance Regional Economic Co-operation and Stability.

I would like to thank the Chairmanship for its commitment to, and efforts in support of, the Fourteenth Meeting of the Economic Forum, which is being held in an enlarged format, reflecting the importance of transport as a major economic, social and geopolitical issue.

Also, I wish to join the Chairman-in-Office in expressing our sincere gratitude to the Government of the Czech Republic, and in particular to Foreign Minister Svoboda, for hosting this meeting in Prague.

The Economic Forum is the most important event organized by the OSCE in the economic and environmental dimension.

In line with Sofia Ministerial Council Decision No. 10/04, of 7 December 2004, on improving the efficiency and effectiveness of the Economic Forum, our objective has been to enhance the potential for political dialogue among participating States on a subject of strategic importance for all of us.

Our aim is that the Economic Forum should lead to specific and operational recommendations, some of which could be transformed into potential OSCE decisions. We also hope to identify concrete projects for which the Office of the Co-ordinator of OSCE Economic and Environmental Activities could be instrumental in finding partners and financing.

I am confident that we can achieve these objectives, particularly when I see gathered here today numerous high-level participants from the OSCE participating States, including not only representatives of the delegations to the OSCE and of ministries of foreign affairs, but also of ministries of transport and of other relevant institutions. The presence of OSCE Partners for Co-operation and representatives of civil society further strengthens this Forum.

As a platform for political dialogue, the OSCE can stimulate political will, promote regional co-operation and help identify concrete projects in close co-operation with other international organizations, which complement the OSCE with technical expertise and know-how.

I am delighted to welcome in Prague high-level representatives of other international organizations. I salute in particular the Executive Secretary of the United Nations Economic

Commission for Europe (UNECE), Mr. Marek Belka; the Director General of the International Union of Railways, Mr. Luc Aliadière; and the Director of Compliance and Facilitation, World Customs Organization, Mr. Michael Schmitz.

Our friends and partners from the UNECE are again providing a substantial contribution to our work in the economic and environmental dimension. We also very much appreciate participation at a high level by the International Labour Organization; the United Nations Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States; the Secretariat of the Basel Convention; and the European Commission. We look forward to listening to prominent speakers from these organizations over the coming days.

The participation of such reputed experts is a sign that the OSCE's economic and environmental dimension is moving in the right direction and that strong partnerships and co-operation are being established with other international organizations, in line with the catalytic role assigned to the OSCE by the Strategy for the Economic and Environmental Dimension, adopted at the Eleventh Meeting of the Ministerial Council, at Maastricht.

Finally, I would like to thank Mr. Bernard Snoy, Co-ordinator of OSCE Economic and Environmental Activities, and his team, for the outstanding work they have done in the preparation of this Economic Forum.

I wish all participants and guests a pleasant stay and fruitful debates. I strongly encourage you to participate actively in what, I am confident, will be a qualitatively outstanding meeting and to engage our speakers and panellists in an open dialogue.

Thank you for your attention.

**INTRODUCTORY REMARKS  
BY THE CO-ORDINATOR OF OSCE ECONOMIC AND  
ENVIRONMENTAL ACTIVITIES**

Mr. Chairman,  
Excellencies,  
Distinguished Ambassadors  
Ladies and Gentlemen,

Allow me to join the previous speakers in welcoming you all to this meeting and in thanking the partner organizations present here for their valuable input in the preparatory process for this Economic Forum. The same gratitude goes to my colleagues from other units in the Secretariat, in particular the Action against Terrorism Unit and the CPC borders unit. I am also delighted to welcome the representatives from our OSCE field presences, heads of missions, as well as our economic and environmental officers.

I have noticed with great pleasure that many representatives from the private sector, academia and numerous NGOs are present. I am looking forward to their active participation in our deliberations, to an interactive and enriching dialogue. Partnership and co-operation are at the very heart of the OSCE's activities, especially in the economic and environmental dimension.

Before I move on to the substance of the Economic Forum, let me say a few words about the OSCE's economic and environmental dimension in general.

Over the past 12 months, there have been a number of interesting and encouraging developments in the economic and environmental sphere, and one could not fail to notice that the OSCE participating States have been supportive towards an enhancement of the OSCE's second dimension, whose mission consists in preventing conflicts, encouraging dialogue and co-operation and stimulating post-conflict rehabilitation through economic and environmental activities.

I am very pleased to see that multi-annual programmes such as the Environment and Security Initiative (ENVSEC) and the Anti-Trafficking Programme on Public-Private Co-operation in the Prevention of Trafficking in Human Beings have been developed, and that they are being successfully implemented by the OCEEA in co-operation with field missions and partner organizations, as a follow-up to previous Economic Fora. These initiatives are growing stronger and stronger every year, as new partners join us in our endeavour.

Other new projects in promoting good governance, combating corruption and fighting money laundering have also been launched and successfully implemented by the OSCE field missions.

All these recent developments are steadily transforming the approach the OSCE has taken in the second dimension and also the perception others have of it. In many areas, such as the environment, but also with regard to the fight against corruption or the combating of money laundering and the financing of terrorism and, more recently, the promotion of better

policies towards migration, the OSCE is now being considered a significant international player.

In this connection, I am pleased to announce the release of the annual activity report of my Office for the period from June 2005 to May 2006.

Ladies and Gentlemen,

The two Preparatory Conferences, in Dushanbe and Baku, as well as the first part of the Forum in Vienna, highlighted the relevance of the theme chosen for this year's Economic Forum: "Transportation in the OSCE area: Secure transportation networks and transport development to enhance regional economic co-operation and stability". These are issues which affect people everywhere in the OSCE area. Transport is vital to the functioning of economic activities, to production and distribution of goods as well as to trade. The ability of any enterprise, small or large, and of any country to compete successfully, to further develop its activities and to become integrated into the national or global economy depends on its productive capacities as well as on its ability to bring goods to the market at the lowest possible cost and under predictable conditions. Transport costs may constitute an important barrier to market access.

The conclusions and suggestions of the Preparatory Conferences, as well as the results of the first part of the Forum, held in Vienna in January, were instrumental in identifying a number of priority issues and possible follow-up activities. All these ideas have been listed in the document entitled "The Transport Dialogue in the OSCE; Results of the 14th Economic Forum", which I believe you have all received and read.

The agenda of this meeting in Prague, the second part of the Fourteenth Meeting of the Economic Forum, has been structured around these priority issues. Our general objective during the deliberations over the next days should therefore be to further clarify how participating States and the OSCE can proceed in these areas of activity.

I hope that, within the framework of our discussions over the coming days, we will manage to make these proposals more concrete — also by taking into account the experience that the OSCE has already acquired in this area, as well as that of its partner organizations.

Let me now say a few words about the structure of the meeting.

Tomorrow, the review session will focus on commitments in the area of transport. The background report for this session has been prepared by the United Nations Economic Commission for Europe (UNECE). I want to commend the authors of this report for the quality of their work as well as for the timely circulation of the document. You have noticed already that it includes at the end three very concrete proposals. This is a novelty element in the review session, which indeed should not only analyze what has or has not been done in the past, but should at the same time look to the future and identify ways and means of improving our work. I am looking forward to your comments on the above-mentioned UNECE proposals, and I do believe that the OSCE and the UNECE can do a lot together in the field of transport.

A side event of the Forum with the OSCE's Mediterranean Partners will also be held tomorrow morning. I am very happy that this tradition, initiated three years ago, is being

continued and that the Mediterranean Partners are ready each year to engage with the OSCE in a meaningful and substantive dialogue. This year, the Spanish incoming Chairmanship has been instrumental in setting up the side event.

Following the review session, tomorrow and on Wednesday morning, five thematic sessions will take place.

The first session will be dealing with “Transport development to enhance regional economic co-operation and stability: the special case of landlocked countries”. Indeed, the landlocked countries, among which are several OSCE participating States, face very specific impediments to their economic development. Whereas the United Nations has the mandate and the primary responsibility to deal with the problems of landlocked countries, it is recognized that the OSCE can play a useful complementary role, among others, by raising awareness and perhaps launching capacity-building projects. This conference in Prague, in which all the relevant stakeholders of the OSCE region are represented, including both international organizations and the participating States concerned, is expected to produce a specific road map for moving further in alleviating the economic impediments affecting OSCE landlocked countries by encouraging the implementation of already existing frameworks.

In the second session, we will look more closely into issues related to the key role of good governance. Good public and corporate governance is recognized as the essential foundation of a sound economy as it tends to attract investments and helps to create a climate of confidence essential to ensuring positive economic and social development. This in particular is a field in which the OSCE has accumulated a great deal of expertise; indeed, examples of OSCE activities in this area are numerous: trade and transport facilitation programmes in co-operation with partner organizations have been conducted in the past and will be repeated in the near future. Public-private partnership is recognized as a key factor in the promotion of good governance. In this regard, during the preparatory process, private sector representatives formulated a number of useful suggestions that deserve to be elaborated upon. I am looking forward to seeing these ideas and suggestions become more concrete and specific.

Another important topic on the agenda of this Forum is “Addressing risks to transport security in the various transport modes”. The conclusions and suggestions emanating from the preparatory conference in Baku highlighted the need for better co-ordination and exchange of information in relation to transport security. In this regard, it was suggested that the OSCE could play a role in bringing together the expertise of relevant international organizations active in the area of transport security and co-operation. It is now up to the participants in this conference to determine whether and how the OSCE should take up a role in this respect.

The fourth session will be dealing with “OSCE transport activities and their contribution to confidence-building and the solution of unresolved conflicts”. Given the political sensitivities at stake, it has proven to be difficult to reach consensus on some of the activities that have been proposed during the preparatory process thus far. Nevertheless, recent experiences show us that initiatives to resolve economic issues can indeed be part of the incentives to proceed with the settlement of a conflict and can even precede a political settlement. The OSCE as a comprehensive security organization should continue to contribute to conflict settlement, including through economic means.

Another important issue that will be dealt with at this conference is the integration of transport development and environmental concerns. As the outcome of the preparatory conferences has shown us so far, the OSCE can contribute here as well. The transport of hazardous goods would be a very telling example in this regard, as it poses not only environmental risks, but is also relevant to the security of transport corridors and their surrounding populations. Aarhus Centres supported by the OSCE are already contributing to more transparency and public involvement in the formulation of national environmental policies.

Ladies and Gentlemen,

Each Economic Forum is meant to be followed by projects in the relevant areas. I am delighted to announce that some recommendations of previous Fora have reached fruition. During two special events, one to take place later today and another tomorrow at lunchtime, two new "OSCE products" will be introduced to you — the OSCE Guide on Best Conditions for Enhancing the Business and Investment Climate and the OSCE/IOM/ILO Handbook on Establishing Effective Labour Migration Policies in Countries of Origin and Destination. I strongly encourage you to attend these special events and find out more, directly from the experts involved in developing these projects, about the Guide and the Handbook, as well as about our future plans and possible activities in these areas. (For those still not convinced, there is yet another incentive — a glass of champagne will be offered...)

I am looking forward to hearing our distinguished keynote speakers and then the comments and interventions from the floor.

Thank you for your attention.

## **CLOSING STATEMENT BY THE CHAIRPERSON**

Prague, 24 May 2006

Excellencies,  
Ladies and Gentlemen,

We have arrived at the point of closure of the second segment of the Fourteenth OSCE Economic Forum. I would like to remind delegations that the media is allowed to be present during my statement.

Without further delay, let me deliver my closing statement.

In line with Decision No. 684 of the Permanent Council of 7 July 2005, the Chairmanship now presents the summary conclusions and policy recommendations drawn from the discussions. For ease of reference, they are structured to follow the agenda of this Forum. There are seven items.

First, co-operation with the UNECE.

As we have witnessed over the last two days, there is scope for growth of this natural alliance. The United Nations Economic Commission for Europe brings mature legal instruments ready for ratification and implementation. The OSCE brings political leverage and a wide field presence. This could become the object of an OSCE decision laying the groundwork for co-operation with the UNECE specifically in the field of transportation.

We heard of a methodology proposed to monitor the effective implementation of commitments undertaken by countries, and, as appropriate, to enhance capacities in this respect. Elements of this might be included in an OSCE decision, as just mentioned. Meanwhile, there is a strong basis for pursuing the pilot project pertaining specifically to UNECE's "International Convention on the Harmonization of Frontier Controls of Goods" of 21 October 1982. The OSCE-UNECE Memorandum of 2004 provides a perfect formal basis for this. If successful, the model could be applied to other conventions.

Finally, the UNECE presented to us its projects for international transport networks: the Eurasian links and the Trans-European Motorways and Trans-European Railways initiatives. These links are of crucial importance for the economic and commercial development of large parts of the OSCE area. These are projects that require political will and financial investments by interested stakeholders. The Brussels OSCE Ministerial Council meeting has been called on to prepare the ground by generating political consensus among the OSCE participating States.

Second, long-term dialogue.

Delegations recognized that the OSCE is an organization for long-term dialogue based on shared principles and objectives. Hence, the OSCE should consider ways and means to continue the dialogue beyond the Fourteenth Economic Forum. The Chairmanship considers that the OSCE Strategy Document for the Economic and Environmental Dimension adopted in Maastricht in 2003 is the right basis for this. One idea is to hold a review of the

progress achieved, either in the framework of a future Economic Forum or by organizing a review conference. This idea should be further pursued.

Third, landlocked countries.

The challenges faced by the landlocked OSCE participating States have been reiterated during this Forum, not least by our friends from Central Asia, who spoke to this issue with one voice. The need for co-operation and partnerships to improve transit potential and access to markets is evident.

Three follow-up actions have been recommended that could easily be pursued:

- Lend political and practical support to the implementation of the Almaty Programme of Action;
- Develop means of co-operation with the competent UN High Representative, also in the framework of the mid-term review, due possibly in 2008;
- Hold the transit conference proposed by Tajikistan in 2007.

Fourth, the key role of governance.

The OSCE Maastricht Strategy of 2003 (paragraph 2.2) reconfirmed the importance of good public and corporate governance. Transparency in public affairs and the elimination of all forms of corruption are essential for prosperous economies. During this Forum, several steps were taken in this regard.

The Best Practice Guide for a Positive Business and Investment Climate was launched. The OSCE participating States and OSCE structures and field presences should feel encouraged to actively promote and implement this guide.

The World Customs Organization invited the OSCE to support the implementation of its Framework of Standards to Secure and Facilitate Global Trade. It called on the OSCE to foster political will and envisage capacity-building activities similar to those being proposed with the UNECE.

The OSCE's own Border Security and Management Concept, we know, can also be applied to improve governance at the borders and facilitate trade.

Finally, it was proposed that public-private co-operation should be reinforced. The suggestion for organizing round tables with business communities to promote transparency and address corruption issues could count on wide support and hence should be implemented.

Fifth, security.

With regard to transport security issues and standards, more co-ordination and exchange of best practices appear to be needed. The workshop on urban transport security held in Vienna in early May, which brought the private and public sectors together, was a perfect illustration of this.

It was proposed that the OSCE would organize a yearly stocktaking meeting on transport security to identify evolving challenges and opportunities in all transportation modes or in selected modes. Alternatively, a working group was suggested. A decision to this effect is clearly recommended.

Belgium offers the expertise of the Antwerp Flanders Port Training Centre to train experts in the field of maritime security. If there is interest in this idea, training activities could be developed in close co-operation with the International Maritime Organization, the International Labour Organization and the Action against Terrorism Unit of the OSCE.

France has proposed that the Ministerial Council should adopt a decision on combating illicit trafficking of small arms and light weapons via air transport. We have seen the possible merits of such an approach, and reflection is going on about the right OSCE structure to handle this project. For its part, the Chairmanship supports the French proposal for adoption of an appropriate decision by the end of this year.

Sixth, conflict management.

The true spirit of the OSCE requires that its three different dimensions mutually support each other. In this vein, we discussed how the rehabilitation of transport infrastructure and the reopening of roads and railways can help restore confidence in areas affected by protracted conflicts, either as part of a settlement process or as a result of it.

No doubt, the OSCE will always be found ready to support forward-looking projects, confidence-building measures and, generally, all attempts to open co-operation channels that increase the chances for peaceful settlement of conflicts in accordance with the OSCE norms and principles. The point is that everything must be done to encourage parties to a conflict to envisage complementary ways to overcome their differences. One possible contribution in this respect is to lay emphasis on the economic and social interests they have in common in addition to, or alongside, the reasons lying at the basis of the conflict itself.

The OSCE stands prepared to act at the request of the parties.

The economic Needs Assessment Study conducted for South Ossetia/Georgia is a case in point. A package of socio-economic rehabilitation projects has been prepared. It includes improvements in transportation infrastructure and opportunities. It is ready to be funded and implemented over the coming months. The Belgian Chairmanship is committed to its success. To this end, it will:

- Host a donor conference in Brussels on 14 June;
- Provide a substantial financial contribution;
- Strive to maintain the necessary political and organizational conditions for receiving the pledges and implementing the projects.

The participating States are also called upon to contribute.

What is being done in South Ossetia may be attempted elsewhere, if parties think it is useful and helpful. We heard about the railroad project running from Sochi, Russia, crossing

Abkhazia and going on to Tbilisi and Yerevan. A commercial venture has been established, and it has been suggested that support might be requested from the international community. It is the OSCE's mandate and responsibility to encourage thinking along the lines of co-operative peace-building projects.

Seventh, the environment.

Choices made in regard to necessary types of infrastructure and modes of transportation ought to take into account the protection of the environment. The Maastricht Strategy lays these principles out very clearly and enjoins Governments of participating States to act accordingly.

Follow-up activities have been identified. One cluster concerns the Aarhus Convention, where the OSCE can support and encourage the operation of Aarhus Centres. Another cluster relates to the Basel Convention on Hazardous Waste. A third one concerns the development of legislation on the protection of the environment. The Environment and Security Initiative, placed under OSCE leadership, should for its part integrate transport into its standard assessments of cross-border risks to the environment.

The proposal of Norway to share its experience in reconciling transport, environment and security in the fragile Nordic and Euro-Barents region was welcomed. The Co-ordinator of OSCE Economic and Environmental Activities will undoubtedly follow this up, possibly with a specific workshop.

So, these were the seven items.

Let me add that, with this rich harvest of proposals, the Fourteenth Economic Forum seems to have done what was expected of it: It has displayed political will and provided guidance for the work ahead. The feeling of the Chairmanship is that the preparatory work has been solid, that the proposals enjoy wide support from the delegations, and that they should be carried forward by our collective efforts, and through the normal decision-making procedures.

I would now like to address a traditional duty of the incumbent Chairmanship. As the Fourteenth Economic Forum draws to a close, attention might by necessity be directed towards the preparation of the following one, to take place under the Spanish Chairmanship. We are apprised of the theme proposed by Spain for the Fifteenth Economic Forum, namely, "Key challenges to ensure environmental security and sustainable development in the OSCE area: land degradation, soil contamination and water management". Judging from reactions by delegations and consultations on the margins of this Meeting, I think we can say that it enjoys the largest measure of support. It looks as though this is work starting under the best of auspices, and we wish Spain all the best in its endeavour.

You have heard the Chairperson's closing statement, the text of which will be attached to the journal of the day. The written reports of all the rapporteurs, as well as the Chairperson's concluding remarks, will be assembled by the Secretariat in a Consolidated Summary of the second segment of the Fourteenth Economic Forum and will be distributed in due course.

Your Excellencies,  
Ladies and Gentlemen,

We have come to the end of the Fourteenth Meeting of the Economic Forum. I would like to thank all the participants in the Meeting for their contributions to its success. The next Meeting of the Economic Forum will be held in 2007 under the Chairmanship of Spain, in its capacity as OSCE Chairmanship-in-Office. We look forward to this and to other important events in the OSCE's economic and environmental dimension.

I thank the keynote speakers, moderators and rapporteurs, the Co-ordinator of OSCE Economic and Environmental Activities and his Office, the OSCE Prague Office, the OSCE Conference Services and the interpreters.

I hereby declare the Fourteenth Meeting of the OSCE Economic Forum closed.

Thank you for your participation.

**TRANSPORTATION IN THE OSCE AREA:  
SECURE TRANSPORTATION NETWORKS AND TRANSPORT  
DEVELOPMENT TO ENHANCE REGIONAL ECONOMIC  
CO-OPERATION AND STABILITY**

22 May 2006

**Report of the Rapporteur**

**Agenda item 2: Introductory plenary session**

- (a) Keynote addresses by representatives of other international organizations**
  
  - (b) Discussion**
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Mr. Belka, Executive Secretary of the United Nations Economic Commission for Europe (UNECE), and Mr. Aliadière, General Director, International Union of Railways (UIC), presented keynote addresses to the Forum.

Mr. Belka started by recalling the belief of the founding fathers of the UNECE that peace could be achieved by strengthening economic relations. According to that vision, the UNECE had been building “bridges” in the form of transport conventions and agreements for a number of decades. He urged the OSCE to take full advantage of that experience and to make the fullest use of those legal instruments. He also highlighted several challenges which he believed still needed to be overcome, such as: infrastructure networks, border-crossing times, divergences in transport regulations, road safety shortcomings and negative health and environmental externalities.

Mr. Aliadière stressed the importance of the existence of sound administrative frameworks for economic development. While that was a necessary condition for boosting stability and growth for all countries, it was even more so for landlocked countries. He stressed that solutions for tackling criminal activity and terrorism needed to come from official institutions, national or international authorities. The UIC and the OSCE had similar ambitions for better and increased security for their citizens and thus played complementary roles as facilitators. He believed that increased co-operation was highly desirable to advance that common agenda.

During the discussion, a number of delegations called attention to various subjects, with a particular focus on the ones outlined below.

The view was expressed that solutions to the challenges outlined by the keynote speakers could only be found if there was enough political will and commitment. It needed to be borne in mind that conflict situations had their own particularities and dynamics and that therefore there could be no one-fits-all solution. The food-for-thought paper on transport dialogue in the OSCE, with its potential proposals for concrete follow-up, found wide

support. Transport issues always needed to be approached in a multidisciplinary way and it was pointed out that sustainable development had to be an integral part of any OSCE activity in the field concerned. Transport had always been an instrument of the projection of power and therefore had to be seen in the context of political economy. Based on that assumption, co-operation in the transport sector should then be seen as a confidence-building measure.

It was suggested that pan-European corridors should be expanded to the east. There was wide support for the Almaty Action Plan and the specific need to support landlocked countries. Attention was also called to the need for overall co-ordination between participating States, international organizations, NGOs, academia, etc.

The representative of Norway proposed sharing the country's experiences, in particular on multimodal transport corridors, safety and security challenges in transport, regional co-operation on preparedness and response to oil spills and other environmental risks, and suggested that a workshop be held in the autumn. A food-for-thought paper was distributed to delegations.

The proposal by the Chairmanship for a yearly stocktaking on transport security was also widely supported.

With regard to upcoming Fora, the representative of the United States of America announced the country's intention to propose a change in the name of the Economic Forum, to Economic and Environmental Forum, at the next Ministerial Council meeting.

The representative of Turkey presented an overview of the country's outlook on the economic dimension. While concrete recommendations were welcome as a valuable input for future policy recommendations in the competent decision-making bodies of the OSCE, the Organization needed to be wary of seeing its role in the economic and environmental dimension as that of a "watchdog" regarding commitments of participating States in third organizations.

The representative of France presented a three-stage initiative on illicit air transport of SALW and their ammunitions which would comprise an exchange of information between States on their national legislative and regulatory arrangements, the creation of a climate of confidence in which to establish a public-private dialogue, which ought to lead to the establishment of a best practice guide. The initiative was multidimensional in nature, and the Prague meeting of the Economic Forum afforded an opportunity to place the issue durably on the agenda with respect to its work on transport security. The final aim was to bring about the adoption of a decision at the next Ministerial Council meeting, drawing together the results of the work carried out in the three dimensions and setting policy goals for the next stage of work in the area concerned.

**TRANSPORTATION IN THE OSCE AREA:  
SECURE TRANSPORTATION NETWORKS AND TRANSPORT  
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23 May 2006

**Report of the Rapporteur**

**Agenda item 3: Review of the implementation of OSCE transport-related commitments with a particular focus on international legal instruments**

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The purpose of the session was to review the implementation of OSCE commitments in the economic and environmental dimension.

Over 50 transport conventions and agreements have been negotiated under the auspices of the United Nations Economic Commission for Europe (UNECE). They deal with infrastructure, technical regulations for the construction and approval of motor vehicles, road safety, customs, transport of dangerous goods and other aspects of inland transport. The UNECE does not work in areas such as air transport or maritime shipping.

Co-operation on the review of the implementation of commitments between the OSCE and the UNECE is set forth in the OSCE Strategy Document for the Economic and Environmental Dimension, adopted at the OSCE Ministerial Council Meeting in Maastricht. Article 3.2.5 of the Strategy states: "The annual review at the Economic Forum will include both a general review of implementation of commitments *vis-à-vis* key EED documents and a focused review with regard to a relevant selected topic. (...) The review process should cover the follow-up to previous fora." Article 3.2.2 states: "We expect that the UNECE will continue to play a supportive role in the review of OSCE commitments in the economic and environmental dimension".

The Memorandum of Understanding signed in December 2004 between the OSCE and the UNECE defines five clusters of topics to be reviewed one after the other. OSCE Permanent Council Decision No. 684 stated that the Fourteenth Meeting of the Economic Forum would review the implementation of commitments in the economic and environmental dimension and that this review would address transport-related commitments, the main elements of which are: transport networks or infrastructure, safety, efficiency of operations and the impacts on the environment. The review would focus on international legal instruments in the transport area.

The representative of the UNECE proposed some specific projects on which the OSCE and the UNECE could work together.

First of all, the UNECE would like to start co-operating with the OSCE to find financial support for its TEM/TER networks and Euro-Asian links. The objective of the TEM/TER project was to facilitate the implementation of the Trans-European Motorway and

the Trans-European Railway Projects Master Plan through participation in funding by some UNECE members. The objective of the Euro-Asian links project was to assist countries to develop efficient, safe, sustainable and secure Euro-Asian land and land-cum-sea transport links. The OSCE could exercise political leverage to generate interest and support for those infrastructure projects.

Second, the UNECE border-crossing facilitation conventions and, in particular, the TIR Convention and the International Convention on the Harmonization of Frontier Controls of Goods of 21 October 1982, provided an adequate basis for facilitating and monitoring border-crossing procedures. The UNECE had proposed a project to strengthen the implementation of the Convention on the Harmonization of Frontier Controls of Goods.

So far, the UNECE had prepared and circulated a questionnaire on the facilitation measures foreseen in the Convention. Countries had been invited to reply to the questionnaire on a voluntary basis. The UNECE Transport Division would analyse the replies and prepare a short report on the findings.

Based on the results, it was proposed that training or capacity-building workshops aimed at addressing the technical problems encountered in the implementation of the Convention should be organized in countries that had requested them. The OSCE could provide the necessary organizational and financial support for those capacity-building activities.

Further projects could be developed if OSCE participating States considered the concept successful. For example, based on the outcome and conclusions of the above pilot project, the UNECE and the OSCE could consider the initiation of a capacity-building programme aimed at strengthening the implementation of a selected number of key UNECE legal instruments in the field of transport.

The methodology currently being developed with the UNECE to support international legal instruments could serve as a concept for co-operation with other international organizations, such as the World Customs Organization.

After the presentation of the report, the Co-ordinator of OSCE Economic and Environmental Activities made some concluding remarks. Then the floor was opened to delegations. The Delegation of Russia congratulated the OSCE Secretariat and the Chairmanship for the rebalancing of the three dimensions within the OSCE and for the success and importance of the Fourteenth Meeting of the Economic Forum. However, the report itself had perhaps come a little too late, so that his Government had not had enough time to read it carefully. He then made a short presentation on how Russia was actively combating terrorist attacks and bolstering transport security (through the adoption of a national plan on security).

The Delegation of Armenia took the floor and elaborated on the country's procedures/measures to facilitate transport and transit in Armenia.

The representative of the EU presidency made a statement on behalf of the European Union, stating that the EU attached great importance to the review of commitments. Secondly, the ongoing joint OSCE/UNECE pilot project demonstrated the opportunities to further intensify the co-operation with the UNECE. The EU believed that the OSCE could

play an important role in promoting wider acceptance and implementation of international legal instruments and in supporting regional co-operation in the transport sector.

The representative of Belarus took the floor and spoke about the country's efforts to promote transport facilitation and security in Belarus, and also stressed the close co-operation with international organizations working on transport.

The representative of the United Kingdom closed the discussion by pointing out the relevance and importance of the session, and calling attention to the co-operation with the UNECE.

**Specific areas for possible OSCE action:**

- The review of implementation of commitments between the OSCE and the UNECE is part of the OSCE Strategy Document for the Economic and Environmental Dimension, Article 3.2.5 of which states: “The annual review at the Economic Forum will include both a general review of implementation of commitments *vis-à-vis* key EED documents and a focused review with regard to a relevant selected topic. (...) The review process should cover the follow-up to previous fora”. Article 3.2.2 states: “We expect that the UNECE will continue to play a supportive role in the review of OSCE commitments in the economic and environmental dimension”.
- The Memorandum of Understanding signed in December 2004 between the OSCE and the UNECE defines five clusters of topics to be reviewed one after the other.
- Promoting existing legal instruments is an essential part of the OSCE's role as a political organization with a large number of participating States and a particularly wide field presence.
- A large number of UNECE conventions are of importance for the OSCE's work in general and for the theme of the Fourteenth Meeting of the Economic Forum in particular, as they address non-physical barriers to transport and contribute to harmonization and simplification of customs and border procedures, and harmonization of legislation.
- The UNECE proposes in its report specific projects in the context of which the OSCE and the UNECE can work closely together:
  - The UNECE would like to start co-operating with the OSCE to find financial support for its TEM/TER networks and Euro-Asian transport links. The OSCE can exercise political leverage to generate interest and support for these infrastructure projects;
  - A joint OSCE-UNECE pilot project for one of the UNECE legal instruments has been initiated to support the International Convention on the Harmonization of Frontier Controls of Goods of 21 October 1982. The UNECE has prepared a survey questionnaire on the state of implementation of the Convention and the problems experienced by countries. Countries have been invited to reply to the questionnaire on a voluntary basis. Based on the outcome of the survey, a pilot project will be initiated, which will include

capacity-building and training activities for the public and the private sectors, partnership-building and exchanges of experiences at various levels. Such activities will be implemented at the request of participating States. Further projects can be developed if OSCE participating States deem the concept successful.

- The methodology currently being developed with the UNECE to support international legal instruments could eventually serve as a concept for co-operation with other international organizations, such as the World Customs Organization.

**TRANSPORTATION IN THE OSCE AREA:  
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DEVELOPMENT TO ENHANCE REGIONAL ECONOMIC  
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23 May 2006

**Report of the Rapporteur**

**Agenda item 4: Transport development to enhance regional economic co-operation and stability: the special case of landlocked countries**

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In this session, the presentations of the keynote speakers focused on transport development to enhance regional economic co-operation and stability.

Mr. Sandagdorj Erdenebileg, Senior Programme Officer, United Nations Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States (UN-OHRLLS), mentioned dependencies related to transport such as cross-border political relations, regional stability, infrastructure and customs and transit policies in landlocked developing countries, particularly in Central Asia and the Caucasus. He emphasized that the average cost of transport for landlocked developing countries was becoming a more important problem than tariffs.

The movement of goods in transit required appropriate transport infrastructures in the territories of landlocked countries as well as in their transit neighbours; intergovernmental co-operation was therefore imperative. The greatest pay-off in terms of increases in efficiency and lowered real cost of transport was likely to come from full-scale efforts to improve a whole range of institutional, procedural and managerial aspects of vital importance to goods and transit.

He proposed that the OSCE should become involved in the development of internationally acceptable indicators to monitor the evolution of transit systems for landlocked countries and should undertake a comprehensive study on the transit environment in Central Asia and the Caucasus, with a view to elaborating policy recommendations. He also suggested instituting regular consultations between the OSCE and his office regarding the above-mentioned issues.

Ms. Kristal E. Alley, Special Adviser, U.S. Chamber of Commerce, stressed the necessity of the development of commercially viable road transport networks from the Far East to Europe through Central Asia and the Caucasus as an alternative to ocean transport. She mentioned key factors such as time elements, predictability and reliability, border crossings and other means of facilitation and increased regional co-operation for the development of the Eurasian transport options.

The importance of the Almaty Declaration and the Almaty Programme of Action, adopted by the United Nations General Assembly in 2003, which addressed the special needs

of landlocked developing countries in a holistic and developing manner, was mentioned by several participants in the Forum. The Programme of Action aimed at: (a) securing access to and from the sea; (b) reducing costs and improving services; (c) addressing problems, delays and uncertainties in trade routes; (d) developing adequate national networks; and (e) improving the safety of road transport and the security of people along the corridors.

The joint statement on behalf of the delegations of the Central Asian countries Kazakhstan, Kyrgyzstan, Tajikistan and Uzbekistan was read out by the Tajik Ambassador to the OSCE. The statement called for the OSCE: (a) to support effective implementation of the Almaty Declaration and the Almaty Programme of Action; (b) to become more closely involved in regional transport co-operation; and (c) to introduce a decision for adoption by the Ministerial Council on developing mechanisms to assist participating States in carrying out their tasks in the field of transport. The joint statement also supported the possible holding of an OSCE conference on transit transportation development up to 2015, to be organized in Dushanbe in 2007.

The Minister of Transport of Tajikistan stressed the direct link between security and transport and said that the approach to transport development in Central Asia must comprise both components.

The representative of the Russian Federation underlined the importance of railway lines in the Eurasian transport network and co-operation among the OSCE participating States in that area. He suggested that the OSCE could take a more active part in events aimed at developing and increasing the effectiveness of railway transport, for example, by participating in fora organized by international railway organizations. The OSCE was invited to take part as an observer in the next meeting of the CIS Railway Transport Council, planned for May 2007 in Sochi, Russia. The Council had been established by the railway administrations of the CIS and Baltic States united by a common 1,520-mm standard railway width. He also proposed that the OSCE, together with the UNECE and the UN Economic and Social Commission for Asia and the Pacific could play a co-ordinating role among numerous railway organizations, aimed at bringing the railway systems of the East and the West closer together.

The representative of Afghanistan mentioned his country as an essential part of transit networks through Central Asia. Considerable improvements had been made in this country during the last few years, including modernization of infrastructure, but even more tasks lay ahead, and co-operation among all the Central Asian States was extremely important for their accomplishment.

The representative of all the three countries in the South Caucasus stressed the importance of the South Caucasus region as a whole and of each of the three individual countries in the development of the East-West transport corridor. The need for co-operation among all the countries in the region was stressed.

The Head of the OSCE Centre in Tashkent expressed readiness to provide an appropriate forum for an expert-level regional conference on integration and a follow-up conference on Central Asian transport challenges and perspectives for co-operation. Both proposals had been mentioned during the last visit by the CiO to Uzbekistan in March 2006.

**Specific areas for possible OSCE action:**

- The necessity of the development of commercially viable road transport networks from the Far East to Europe through Central Asia and the Caucasus as an alternative to ocean transport.
- The importance of the Almaty Declaration and the Almaty Programme of Action, adopted by the United Nations General Assembly in 2003, which addresses the special needs of landlocked developing countries in a holistic and developing manner.
- A joint statement was made on behalf of the delegations of the Central Asian countries Kazakhstan, Kyrgyzstan, Tajikistan and Uzbekistan, calling on the OSCE: (a) to support the effective implementation of the Almaty Declaration and the Almaty Programme of Action; (b) to become more closely involved in regional transport co-operation; and (c) to adopt a decision at the Ministerial Council meeting in 2006 on developing mechanisms to assist participating States in carrying out their tasks in the field of transport.
- The joint statement also called for a possible OSCE conference on transit transportation development up to 2015 to be organized in Dushanbe in 2007.
- It was proposed that the OSCE should become involved in the development of internationally acceptable indicators to monitor the evolution of transit systems for landlocked countries and should undertake a comprehensive study on the transit environment in Central Asia and the Caucasus, with a view to elaborating policy recommendations.
- It was suggested that issues related to transport should continue to be addressed at upcoming Economic Forum meetings.

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**Report of the Rapporteur**

**Agenda item 5: The key role of governance: Effective practices in border management and the fight against corruption**

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In this session, the presentations of the keynote speakers focused on the key role of good governance, the importance of effective practices in border management and the fight against corruption in the area of development of transport infrastructure.

The first keynote speaker, Mr. Michael Schmitz, Director of Compliance and Facilitation at the World Customs Organization (WCO), presented the WCO SAFE Framework of Standards to Secure and Facilitate Trade in a Global Environment. He first provided some background information; he explained that the WCO Framework had been established in direct response to the events of September 2001. In June 2002, the WCO Council had adopted a resolution establishing a Joint Customs/Industry Task Force on Security and Facilitation. Following the creation of the Task Force, a WCO High-Level Strategic Group had been created, and had produced the SAFE Framework of Standards for Security and Facilitation in a Global Environment, which had in due course been adopted by the WCO Council in June 2005.

He explained that the SAFE Framework of Standards was a comprehensive instrument that covered all areas of customs control and provided a new and consolidated platform that would enhance world trade, ensure better security against terrorism and increase the contribution of customs and trade partners to the economic and social well-being of nations. The SAFE Framework was a concept aimed at identifying high-risk shipments early in the global supply chain, i.e., at or before export, to allow for appropriate and timely control of high-risk cargo and the more rapid release of legitimate cargo upon its import by identifying international traders that demonstrated an appropriate degree of security within their supply chain. That concept pushed security further back in the global supply chain by involving the private sector at the point of origin and export. All that contributed to increased “end-to-end security” of the international supply chain, higher certainty and predictability of customs procedures, better integrated supply-chain management for all transport modes, closer co-operation among customs administrations at the international level and stronger customs-to-business co-operation (private sector involvement). With regard to the implementation of the SAFE Framework of Standards, he highlighted the need for building sustainable capacity in some customs administrations. WCO would organize training workshops, provide technical assistance and conduct in-country assessments based on its Diagnostic Framework evaluation tools. He noted that, before capacity-building could go forward in a given country, a foundation of political will and a commitment to integrity must already exist at the highest levels of government. In that respect, the OSCE could play a role

in raising awareness among government officials. Finally, he expressed his appreciation for the assistance and level of commitment that the WCO received from members of the business community, and also stressed that support from organizations like the OSCE was crucial, as they added political will to the WCO's efforts directed at security of the global supply chain. In that respect, proposals for joint WCO/OSCE projects or programmes aimed at awareness-raising and capacity-building could be explored.

The second keynote speaker, Mr. John Bray, Director of Analysis, Control Risks Deutschland GmbH, presented a number of project-based approaches to reducing corruption in large infrastructure development projects. He explained that, owing to a number of very specific characteristics, transport construction projects were highly vulnerable to corruption. Often such projects were carried out over a relatively long period of time and required substantial financial resources. Moreover, the bidding and tendering processes tended to be complicated, and interactions between companies and government officials were often not transparent. Corruption could add up to 28 per cent to the cost of actual projects. A number of areas were particularly vulnerable: information leaks during the bidding process; manipulated requirements favouring certain companies; bribery; conflict of interest of officials; renegotiations of contracts subsequent to signing; hiring of so-called "recommended companies", subcontractors, middlemen or consultants; etc. In such cases, the quality of the work was often reduced by contractors in order to maximize their profits and compensate for income lost to bribery. A clear commitment from the beginning of and throughout the project life-cycle was necessary in order to avoid corruption. For that purpose, a number of (external) control and monitoring mechanisms ensuring full transparency, as well as whistleblower-systems and sanctions from the preparatory stages onwards needed to be put in place. All the participants (bidders) should sign an agreed code of conduct, and clear sanctions for offenders against best practice should be designed. Offenders should be banned from future projects for a number of years. The role of the OSCE could consist in garnering political support for the promotion of anti-corruption policies in its participating States and providing a platform for dialogue among all the relevant stakeholders — international donors, host governments, businesses and civil society.

One private sector participant stressed the importance of public-private partnership in combating corruption and promoting good public and corporate governance. The participant also expressed her support for organizing regional workshops dealing with different aspects of trade facilitation and involving representatives of the business community.

Another participant drew attention to already existing initiatives aimed at promoting good governance in the area of transport. In that regard, he referred to an ILO tripartite sectoral meeting to be held in October 2006. The meeting would address labour and social issues arising from problems of cross-border mobility of international drivers in the road and transport sector.

A further participant referred to the excellent work done so far by the EU Border Assistance Mission to Moldova and Ukraine. Moldova and Ukraine had jointly initiated actions to promote a more secure common border, following the principles of international law, mutual confidence and transparency. In line with that common objective, both countries had jointly requested additional support from the European Union and the OSCE in overall capacity-building for border management, including customs, and more specifically, in the creation of an "international customs control arrangement and effective border monitoring mechanism on the Transdnestrian segment of the Moldova-Ukraine State border".

Significant progress had been made and both beneficiary countries attached great importance to transparent and secure borders. An important step in that direction had been taken jointly by Moldova and Ukraine in March 2006 by reinstalling a transparent and legitimate customs regime on their common State border, including its Transdnestrian segment.

Another participant stressed the importance of good governance as the basis for OSCE activities and encouraged further discussion in the Economic and Environmental Subcommittee of the OSCE Permanent Council on how to encourage all the OSCE participating States to accept the WCO Framework of Standards.

A further participant explained that corruption could often be an impediment to foreign direct investment.

Another participant expressed support for the WCO Framework of Standards, stressing that pushing security further back in the global supply chain, i.e., to the point of export instead of import, indeed contributed to increased “end-to-end security” of the international supply chain.

**Specific areas for possible OSCE action:**

- The OSCE could add political will to the WCO’s efforts directed towards security of the global supply chain and in this connection could consider proposals for joint OSCE/WCO projects or programmes aimed at awareness-raising and capacity-building;
- In the fight against corruption, the OSCE could work with international donor organizations to make new, more transparent bidding procedures mandatory;
- The OSCE could play a role in garnering political support for the promotion of anti-corruption policies in its participating States;
- In promoting good public and private governance, the OSCE could provide a platform for dialogue between all relevant stakeholders — international donors, host governments, businesses and civil society.

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**Report of the Rapporteur**

**Agenda item 6: Addressing risks to transport security in the various transport modes**

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Plenary session III reflected the importance of security measures across various modes of transport and of co-ordination among different actors in the transport field. The message was that global co-operation was essential for a global transport security network and that the OSCE might have a role to play in that regard.

Mr. Marios Meletiou, Technical Specialist, Ports and Transport, International Labour Organization (ILO), gave an overview of the work by the ILO on transport security and presented the ILO Code of Practice on Security in Ports and the ILO guidance related to the integrity of container movements in the transport chain. First, he provided some historical information about the Organization and its purpose. It had been founded in 1919 and became the first specialized agency of the United Nations in 1946. Its aim was the promotion of social justice and internationally recognized human and labour rights among its 178 member States. He pointed out that the OSCE participating States were members of the ILO. Security had a place in the ILO's work because all workers, including port and transport workers, had the right to work in a workplace which was free from security, safety and health hazards. He explained the Code of Practice on Security in Ports, published in 2004, which had been developed jointly by the ILO and IMO (International Maritime Organization). The Code of Practice provided for security measures in the whole port area and was intended to promote a common approach to port security among member States. The Code complemented the IMO's International Ship and Port Facility Security Code and provided complementary guidance. He outlined the Agreement on Training on Port Security between the ILO and OSCE's Action against Terrorism Unit (ATU). The ILO provided training to ATU officials and officials of OSCE participating States on the implementation of the ILO/IMO Code of Practice with the aim of strengthening the capacity of OSCE participating States to deter, detect and respond to security incidents in their ports through the effective implementation of the ILO/IMO Code of Practice. The collaboration with the OSCE could help to promote the implementation of ILO standards on security measures in the OSCE participating States, which were also members of the ILO.

Mr. Dimitrios Theologitis, Head of Security Policy and Maritime Security Unit, DG TREN, European Commission, presented the activities of the European Union designed to address risks to transport security in the various transport modes. He referred to the exclusive right of initiative of the European Commission to propose legislative measures of a preventive nature in the EU member States. He mentioned several EU regulations related to transport security — on civil aviation, maritime and port security — and the Community

Customs Code, and focused on the proposed regulation on supply chain security. The EU supply chain security policy aimed at securing the flow of goods from the factory gate to the end consumer and raising security awareness among operators and manufacturers. The status of a “secure operator” was awarded to shippers, transport companies, forwarding companies, warehouses, storage facilities or inland terminals that fulfilled specific requirements. He emphasized that EU legislation applied to all operators within the EU territory, irrespective of their “flags”. In conclusion, he said that duplication should be avoided. The EU was dealing with all modes of transport and was in the process of carrying out fine-tuning in the area of transport security.

During the discussion period, the intervention by the representative of the State Oil Company of Azerbaijan focused on the importance of ensuring the security of oil and gas pipelines. The construction of new oil and gas pipelines and the increase in oil production in the Caspian and Black Sea region would lead to an increase in security-related risks. In order to protect the energy infrastructure, those risks had to be analyzed, monitored, assessed and managed.

The representative of the French Delegation noted that the illicit trade in small arms and light weapons (SALW) through aviation facilitated organized criminal activities and endangered the security of air transportation. Fighting such activities required the promotion of efforts to combat the illicit trade in SALW. In that context, he presented the French initiative on illicit air transport of small arms and light weapons (SALW) and their ammunitions.

The representative of the International Association of Public Transport (UITP) began her intervention by saying that events in the past had shown that the protection of public transportation needed to be improved. The OSCE could play a role in supporting and strengthening the dialogue between the transport industry and governments. She also referred to a recent Workshop on Urban Transport Security organized jointly by the UITP and the OSCE’s Action against Terrorism Unit.

The representative of the German delegation mentioned possible roles for the OSCE in the field of transport security. The UNECE, WTO and other organizations were already involved in air and sea transport security and dangerous goods security. The OSCE could therefore act as a platform for the exchange of experience and ideas. In the area of inland transport security, there was a need for better co-operation and co-ordination, and the OSCE could indeed play a role in that respect.

The representative of the Armenian delegation pointed out that a good legal framework was necessary to investigate criminal acts in transport infrastructure and to combat crime against passengers and workers. The OSCE could support governments in implementing a legal framework for transport security through the provision of expertise.

The representative of the Organization of Black Sea Economic Co-operation (BSEC) highlighted the need for transport infrastructure to function well. Especially for landlocked countries, the provision of access to international markets was very important.

The representative of the European Commission stated that the EU was ready to assist non-member States of the EU in developing and implementing legislation in the field of transport security.

**Conclusions and areas for possible OSCE action:**

- The OSCE as an organization that specifically addresses security issues could help the ILO to promote the implementation of ILO standards in the ILO member States, since the OSCE participating States are members of the ILO.
- The implementation of standards and guidelines related to transport security is more effective if training is provided to all parties involved, because training helps to share best practices and to maintain expertise. Therefore, the OSCE could offer training sessions on the implementation of security standards in close co-operation with relevant organizations. Furthermore, the OSCE could help in the preparation of training material for the workshops and training sessions.
- The OSCE could provide a forum for the exchange of ideas and initiatives of governments, organizations and business communities related to transport security, e.g., the initiative on the illicit air transport trafficking of small arms and light weapons and their ammunitions.
- The OSCE could serve as a platform for identifying possibilities for better co-ordination of all activities in the field of transport security.
- The OSCE could support governments in implementing a legal framework for transport security through the provision of expertise. In this regard, the OSCE could co-operate closely with relevant partners.
- The OSCE could add value to energy security, especially to the security of oil and gas pipelines, since the protection of critical energy and transport infrastructure is becoming increasingly important. In this regard, the OSCE should work on this topic in order to assist governments in implementing risk assessment and risk management approaches.
- Events in the past have shown that there is every reason to be concerned about public transportation. The OSCE could support and strengthen the co-operation between relevant public transportation stakeholders. In this regard, the organization of events could be very beneficial, e.g., the Workshop on Urban Transport Security that took place in May 2006 in Vienna, organized by the OSCE's ATU in co-operation with the UITP (International Association of Public Transport). The OSCE should continue with these initiatives, since dialogue between the public transport industry and governments is important.

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**Agenda item 7: OSCE transport activities and their contribution to confidence-building and the solution of unresolved conflicts**

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

Mr. Snoy noted that the benefits realized through effective and efficient transportation required technical expertise, capacity-building, infrastructure development and political will, all of which were adversely affected by inter- and intra-State conflict, including frozen conflicts.

He stressed that the benefits of transportation were augmented through the resolution of conflict and further stated that the transportation sector could also be developed to act as an agent of conflict resolution. That could be done by improving the efficiency of transport, which was undermined by the circuitous routes developed in response to conflicts. The resultant inefficiencies generated undermined the competitiveness of economies and reduced import and export revenues. That, in turn, had an adverse effect on State coffers, as significant tax revenues were lost.

He highlighted numerous cases in the OSCE area where that was a problem, focusing on conflicts in Georgia and Moldova, and between Armenia and Azerbaijan. At root, the issue was less a dearth of raw materials and machines that were necessary for the creation of transportation infrastructure (furthermore that infrastructure often existed) than it was an issue of the difficulties inherent in achieving political decisions in conflict areas, including those related to transportation.

It was in that area that the OSCE could play a positive role in conflict resolution through the development of effective and efficient transport initiatives. He enumerated four areas where the OSCE could positively affect political decisions on transportation in conflict areas by: (a) continuing to monitor conflict regions; (b) undertaking needs assessment studies in the area of transportation; (c) analyzing the economic opportunity costs of continuing a conflict *status quo*; and (d) closely collaborating with other international organizations. Through such measures, OSCE transportation initiatives could contribute to the opening up of efficient transportation routes, affording benefits to both sides in a conflict and creating a "classic win-win situation."

**Mr. Bill Hanlon, Economic and Environmental Officer, OSCE Mission to Georgia**

Mr. Hanlon's presentation focused on incorporating the economic dimension into conflict resolution, using the South Ossetia needs assessment study (NAS) in the context of transportation as his case study. The NAS had examined projects that could further economic rehabilitation in the South Ossetia/Tskhinvali region, which could potentially benefit all the communities in the conflict zone. In addition, those measures could work to build confidence and constructive political dialogue.

Specifically, Mr. Hanlon outlined a large-scale economic assistance allocation that would focus on key fields of expertise that included road engineering, energy, civil engineering, business development, rural development and banking and finance. The NAS was a result of work undertaken by the NAS steering committee, which had received co-operation by representatives from the sides of the conflict, representatives from the donor community and international organizations including the OSCE. The committee had directed the work of five international and 12 Georgian and South Ossetian experts, who identified rehabilitation of the Trans-Caucasian Highway and studies on transport by the Economic Development Centre as transportation projects that could contribute to conflict resolution.

The NAS had been approved by all the parties, and the OSCE Chairman-in-Office would host a donors' conference on 15 June. The OSCE would play a pivotal role by building on organizational experience, pooling funds from donors, establishing a permanent OSCE Mission sub-office in Tskhinvali and convening regular meetings of the steering committee.

One participant noted that transport was a public good and shared access was imperative, both within and outside of national borders. Because it was a public good, everyone was a stakeholder in effective transportation. The result of limiting access to transportation was isolation, which adversely affected economic activity. For those reasons, the issue was one of national security.

Another participant underlined the importance of open borders between Serbia and Montenegro, Croatia and Bosnia and Herzegovina, and presented a proposal for a project to that effect.

A further participant stressed the importance of transportation, noting that when it worked well it had a positive impact and when it did not, due to conflict and other negative external factors, the adverse effects on an economy were maximized. Building on that, the participant argued that, when States co-operated in the sphere of transportation, there were real economic benefits for all concerned (a win-win situation), but limited access to transportation could also result in a zero-sum situation, with political costs and consequences.

Another participant commended the OSCE as a forum for dealing with transportation problems. He noted that isolation due to limited access to effective transportation routes was a problem in the South Caucasus region and the isolation could be the consequence of political and military actions. He stressed the need for peaceful conflict resolution and stated that transportation initiatives could be effectively used to promote the resolution of conflict. He went on to describe a number of transportation initiatives that his country had proposed to help resolve the existing conflicts. Another participant concurred with the idea that political and military actions had consequences that could result in limited access to transportation networks.

Two delegations outlined recent progress and initiatives in respect of rail transportation in Abkhazia. The delegations noted that the goal of improvement of transportation was to better the lives of people and that would in turn improve the level of security, which was the intention of the recent efforts.

Another delegate noted that rail and road infrastructure was in place in Moldova, but was not used owing to political reasons and conflict. The delegation underscored the importance of the OSCE assisting the political process by ensuring access to rail and road transportation in Moldova.

**Specific areas for possible OSCE action:**

- The benefits of transportation are augmented through conflict resolution, and the transportation sector can be developed to act as an agent of conflict resolution.
- Conflict results in transportation inefficiencies that reduce economic competitiveness and import/export revenues, thus adversely affecting tax revenues.
- The OSCE can play a positive role in conflict resolution and limit the negative economic impact of conflict through the development of effective and efficient transport initiatives.
- The economic needs assessment study in South Ossetia and its transportation-related programming is an example of incorporating the OSCE's economic dimension and transportation initiatives into conflict resolution.

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**Agenda item 8: The link between transport and the environment**

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Plenary Session V highlighted the various linkages between transport and the environment.

Ambassador Pryakhin, Head of the OSCE Office in Yerevan, spoke about the role of civil society in the development of transport infrastructure within the framework of national security. The environmental aspects of transport could serve to bolster the OSCE's role as a tool for early warning, conflict resolution and post-conflict rehabilitation. The OSCE could also be instrumental in a capacity-building effort by engaging civil society in tackling the environmental challenges of transport security. The potential for utilizing the environmental aspects of transport development and security stemmed from the fact that there was a direct link between environmental and economic security. Economic growth was directly dependent on the environment and on "environmental capital". The concept of environmental capital referred to a country's core components: arable land, water, forests, fisheries and natural resources. Moreover, any damage to the environment could also diminish the development of transport as a value-added good by curbing economic growth. The Aarhus Centres, supported by the OSCE in various countries, could be instrumental at least in the following significant areas: raising environmental awareness, promoting dialogue and facilitating strategic and environmental impact assessments of new transport projects. The Aarhus Centres also contributed to the cause of open government and transparent decision-making. By fostering a climate of transparency in environmental affairs and good governance, the Aarhus Centres also encouraged the facilitation of environmental impact assessments in the development of transport security. Aarhus Centres in Armenia had already been instrumental in providing input to government plans for the development of transport infrastructure and protecting a national reserve on the basis of public hearings and consensus-building among stakeholders.

Mr. Portas, Deputy Executive Secretary, Secretariat of the Basel Convention, introduced the Basel Convention as an instrument governing the transboundary movement and disposal of hazardous waste. In a globalized world, the trade and transport of waste also became globalized. With regard to border crossings, the World Customs Organization only referred to waste in a few specific instances so that a broader framework was needed. The Basel Convention offered a regional level playing field by enhancing predictability (control systems), transparency (what moved across borders) and traceability (where materials came from and where they went to). That was relevant to the OSCE because the illegal traffic in waste was in the hands of organized crime. The penalties in that type of business were low and there was a lot of money to be made (a multibillion dollar business). The security risk was also relatively high if shipments of hazardous waste were used as terrorist vectors. It was

important to highlight the implementation of the Basel Convention in the context of transport security. That implementation required political mobilization, which the OSCE might help to generate. The OSCE might also engage in capacity-building exercises, utilizing the support of the network of Basel Convention regional centres, and involving police officers and border guards.

A participant noted that, in Tajikistan, transport developments interacted strongly with the fragile ecosystems surrounding them. Air pollution from transport was on the rise, in part as a relic of the old fuel standards of the USSR, which contributed to health problems and climate change. Flooding and natural disasters affected transport networks. Environmental impact assessments were a necessary tool for gauging the amount of risk new developments might bring. Planting of forests was a good way to buffer emissions as well as to protect slopes from erosion and landslides.

The Norwegian delegation presented a proposal for holding a workshop on the country's experience on oil-spill preparedness and emergency response in a multi-modal context and within a fragile environment. The dates for the workshop would be 16 to 18 October 2006, and the Norwegian Government would like to know which participating States would be interested in attending.

One participant supported the Norwegian initiative and indicated its Government's readiness to send an expert to the workshop.

Another participant informed delegations of progress in implementing the Aarhus Convention. He noted that transport and environment were intrinsically linked and that the Government of Belarus was taking steps to regulate the specifications of cars and fuels.

A further delegation noted its ongoing support of the Aarhus Convention in the context of grass-roots democratization, and supported the Norwegian proposal.

Another delegate also supported the Norwegian proposal. He noted that environmental problems did not respect political boundaries and that global action was required. While environmental degradation might be an aggravating factor in political conflict, inversely, political conflicts might have an impact on environmental degradation. With respect to taking decisions on development of new infrastructure, risk-management techniques should be applied, balancing various benefits and costs for all the sectors concerned. Armenia stood ready to further assist Aarhus Centres and encourage civilian dialogue on environmental issues.

Another delegate noted that environmental impact assessments were part of the package that came with EU enlargement, since they were called for by EU legislation. The EU had agreed to help Central Asian States meet their commitments to perform environmental impact assessments. He welcomed greater private sector involvement in the Forum's follow-up activities and in the Economic Forum in 2007.

#### **Specific areas for possible OSCE action:**

- In order not to decrease environmental capital, environmental impact assessments are a crucial component for developing transport corridors. Public environmental information centres supported by OSCE play a fundamental role in generating

involvement of the public and academia in these assessments as well as in other democratic governance processes. The OSCE can strengthen its support of public environmental information centres as well as of general civil society capacity-building in order to increase good governance and transparency.

- A positive environmental impact assessment of transport projects should be the prerequisite for their development. Where such assessments are not yet required by national legislation, OSCE participating States are encouraged to enact the relevant legislation.
- In some participating States, technical expertise is lacking to diligently perform environmental impact assessments, and this could be the focus of official development assistance.
- Norway's proposal to host a workshop on the exchange of best practices in regional co-operation to promote safe and secure multi-modal corridors while protecting a fragile environment was well received. Noting their similar challenges and the link to the possible theme of the Fifteenth Economic Forum, a number of participating States expressed their interest in participating in and contributing to this continuation of the dialogue on transport.
- The trade and transport of hazardous waste poses a threat to environmental and human security. It is also a largely illegal business with comparatively weak punitive measures and a low rate of enforcement, making it attractive for organized crime. It is regulated by the Basel Convention, which provides an international legal framework for addressing these challenges (53 of the 55 OSCE participating States are signatories; Tajikistan and the United States of America are not). In the context of border-crossing facilitation and money laundering, the OSCE is well placed to assist participating States in implementing the provisions of the Basel Convention on predictability, transparency and traceability of the transport of hazardous waste.
- Reforestation provides an effective, but simple, way to increase the long-term infrastructural integrity of terrestrial transport corridors and secure access to remote regions, while at the same time reducing carbon dioxide emissions and increasing biodiversity.
- The private sector should be involved more intensively in the follow-up to this year's Economic Forum and in the preparation of next year's.

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**Agenda item 9: Follow-up**

- (a) Presentation of conclusions and main follow-up recommendations by the Chairperson of the Economic Forum, Special Envoy of the Minister for Foreign Affairs of Belgium for the OSCE Chairmanship**
  
- (b) Discussion**

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At the beginning of the session Senator Pierre Chevalier, Chairperson of the Economic Forum and Special Envoy of the Belgian Minister for Foreign Affairs for the OSCE Chairmanship, presented the Forum's conclusions and its main follow-up recommendations (EF.DEL/66/06). He then asked the participants to comment and to express their views on these proposals.

One delegation characterized the Fourteenth OSCE Economic Forum as a success, attributing this to the new format, which helped to improve the effectiveness of the OSCE economic dimension within the overall reform of the Organization. In the delegation's view, the summary by the Chairmanship had covered the most important aspects of the discussion, outlining programmes for specific activities to be undertaken both by the participating States and by the relevant OSCE institutions; the summary could provide the basis for an important political document at the forthcoming Ministerial Council meeting in Brussels.

The delegation welcomed the proposal to include transport issues in the OSCE agenda on a permanent basis, and supported the idea of making transport a theme for the Economic Forum every three or four years. It also favoured greater attention being paid to transport in the framework of the Border Security and Management Concept adopted at the Ministerial Council meeting in Ljubljana, raising no objections to the creation of an OSCE website on this subject or to developing co-operation with the UNECE still further.

The delegation regarded the initiative of four Central Asian States to hold a conference on developing Eurasian transport potential as worthy of attention.

It reiterated its position on the employment of economic mechanisms to help resolve regional conflicts within the framework of existing negotiation formats, and specifically

referred to the relevant proposals related to settlement of the conflict in Georgia-South Ossetia.

A group of delegations described the Forum as a well-attended and inspiring meeting, making special reference to the side events with the Mediterranean Partners for Co-operation and the presentation of the handbooks on investment climate and labour migration.

The group emphasized that the OSCE could play an important role in promoting the wider acceptance and implementation of international legal instruments, and expressed the conviction that this role should continue to be played in the framework of OSCE-UNECE co-operation. In this context the group of delegations looked forward to the results of the Pilot Project and to further discussion of a joint OSCE-UNECE action plan.

The group reiterated that useful work could be done in giving assistance to landlocked countries, and welcomed the prospect of intensifying co-operation with the UN under the Almaty Programme of Action, especially in view of the request made jointly by the countries of Central Asia at the Economic Forum.

It shared the view that the key contribution of the OSCE lay in facilitating dialogue aimed at raising awareness and creating political will to overcome obstacles to the development of transport activities. It noted with interest the proposals to hold public-private round tables in specific areas, and expressed willingness to share its experience in the area of transport-related legal instruments with interested partners.

The group of delegations looked forward to taking part in the process of identifying areas in the field of transport where the OSCE could provide added value, such as good governance, transport security, and the fight against all forms of trafficking, in human beings, for example, in drugs, and in SALW, regarding which they stressed that importance of the French initiative on the fight against the illicit air transport of SALW and ammunitions in the OSCE area. The group expressed its readiness to discuss this matter further with a view to the possible adoption of a decision on the subject at the next OSCE Ministerial Council meeting in Brussels.

In the group's opinion, transportation could not be properly developed without consideration of its impact on the environment. A comprehensive approach was needed to advance and strengthen the three pillars of sustainable development: economic development, social development, and environmental protection.

The group considered the Fourteenth Economic Forum further proof of the Maastricht Strategy being implemented in a particularly important area, and reiterated its support for the efforts to stimulate the political dialogue on the role of transport in furthering and maintaining peace and security. It also welcomed the environmental theme proposed for the Fifteenth Economic Forum and expressed hope that a decision with regard to the specific theme could be reached soon.

Another delegation evaluated the Fourteenth Economic Forum as having been a very productive one. It pointed out that the OSCE was in a dilemma, having to choose between purely economical and purely political considerations. The delegation also pointed out to the distinction between the interrelated notions of "government" and "governance". The delegation saw many opportunities for the OSCE to undertake as a follow-up to the Forum.

One delegation welcomed in principle the co-operation between the OSCE and the UNECE on the implementation of a pilot project of the International Convention on Harmonization of Frontier Controls of Goods. Nevertheless, it presumed that this did not imply general approval of any broad involvement of the OSCE in the realization of other UNECE conventions that might go beyond the OSCE mandate.

The delegation supported the OSCE's involvement, together with the UN, in the implementation of the Almaty Programme of Action.

It also supported the OSCE's intention to organize a yearly stocktaking meeting on transport security in order to exchange information, create synergies, focus on challenges, and identify gaps.

The same delegation made a number of further observations on transport needs assessment, re-opening transport links, OSCE assistance on transport issues, and conflict settlement initiatives.

The delegation supported the Norwegian initiative to share its experience on international maritime transport at a workshop from 16 to 18 October this year.

One delegation drew attention to the statement it had circulated summarizing its views on the outcome of the Forum.

One delegation highlighted results of the GUAM (Georgia, Ukraine, Azerbaijan and Moldova) Summit held in Ukraine on 22 and 23 May 2006. The documents of the Summit had been distributed under reference EF.DEL/59/06. The delegation supported the intensification of co-operation between GUAM and the OSCE. It specifically mentioned the importance of implementing the GUAM Trade Transport Facilitation Project, of the elaboration of new projects on energy transportation and diversification, and of developing the transit potential of the GUAM States.

A representative of the United Nations Office of the High Representative for the Least Developed Countries (LDCs), Landlocked Developing Countries (LLDCs) and Small Island Developing States (SIDS) expressed support for the proposed conference in Dushanbe on developing the Eurasian transport potential and stressed the readiness of the Office to participate in its preparation. The representative noted the usefulness of involving "transit neighbours" from non-OSCE countries, such as China, Iran, and Pakistan.

**TRANSPORTATION IN THE OSCE AREA:  
SECURE TRANSPORTATION NETWORKS AND TRANSPORT  
DEVELOPMENT TO ENHANCE REGIONAL ECONOMIC  
CO-OPERATION AND STABILITY**

23 May 2006

**Report of the Rapporteur**

**Side event with the Mediterranean Partners for Co-operation: The role of transport in regional integration and trans-Mediterranean co-operation**

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On 23 May 2006, for the third time, a side event with the Mediterranean Partners for Co-operation took place on the margins of the Fourteenth Meeting of the Economic Forum in Prague. The meeting, chaired by Ambassador Carlos Sanchez de Boado of Spain, discussed the role of transport in regional integration and trans-Mediterranean co-operation.

In his opening remarks, the Chairperson pointed out that transport could be a factor for regional integration and mutual relations between States. The OSCE had neither a mandate nor technical expertise in that area, but it still had a role to play in acting as a catalyst of political attention, insofar as transport was a means to promote integration and economic development. Due attention ought to be paid to the Internet as a means of transport for cultural exchanges. He invited the participants to reflect on a possible contribution by the OSCE in that area.

Keynote addresses were delivered by Mr. Antonio Chica of the Ministry of Transport of Spain and Ambassador Christian Falkowski, Head of the Delegation of the European Commission to the International Organizations in Vienna.

Mr. Chica said that the countries of the Mediterranean area had initiated a process of reforms to modernize infrastructure and liberalize their road, maritime and air transport. They had also introduced administrative reforms. He mentioned co-operative processes with the involvement of the European Union, the Mediterranean Forum, the Arab League, the Union of the Arab Maghreb and the UNECE.

A basic road network for movement through the Mediterranean Development Assistance (MEDA) region existed, and the focus was on rehabilitation and reconstruction. Access to road freight transport had been greatly liberalized in all the MEDA countries, although in some the State remained an important service provider. There was an abundance of bilateral road transport agreements in the region, which might lead to confusion for carriers and to conflicts between agreements, whereas insufficient progress had been achieved in the ratification of key international conventions. While road safety remained a serious concern, some countries had undertaken ambitious efforts to improve the situation.

The majority of the MEDA rail networks needed comprehensive rehabilitation. No network providing uninterrupted South-South rail movement existed, owing to physical, technical and/or political causes. Attention needed to be paid to structural reforms,

infrastructure investments and the promotion of interoperability. He highlighted shortcomings in border-crossing, attributable to complicated customs practices and faltering adherence to international agreements.

Maritime transport was gaining importance in freight and passenger transport in both the north-south and the east-west directions. The market had been opened up in virtually all the MEDA countries, although the public sector retained a significant role. Implementation of the basic IMO conventions had still not been optimized, posing safety threats.

The EU had introduced the concept of the Motorways of the Sea (MoS) to provide modal cohesion through concentration of flows of freight on sea-based routes and had identified the Mediterranean region as a priority area for their development.

Civil Aviation in the MEDA region remained dependent on tourism. Many of the Mediterranean Partners retained State-owned “national” carriers that needed restructuring. Air traffic exchanges continued to be governed by bilateral agreements, although some MEDA countries had started to implement an open market policy. Management of air traffic had also advanced. The condition of passenger terminals also varied across MEDA airports, many of which suffered from congestion related to operational deficiencies rather than to lack of physical infrastructure.

In conclusion, he mentioned the Mediterranean Transport Infrastructure Network, which was aimed at establishing a compatible and interoperable regional transport network.

In his address, Ambassador Falkowski noted that transport was still used for political purposes. The EU had placed great emphasis on providing regional integration and promoting South-South trade. However, it still had not had the expected impact on economic development, and the region was losing competitiveness to India and China. Despite technical difficulties, the problem was mostly political, which gave the OSCE a possible role.

He further elaborated on three main points: the role of transport as a key element for improving both the EU-Mediterranean and the South-South trade relationship, the achievements already reached, and proposed areas for improvement and possible ways forward.

He pointed out that the EU was the most important trading partner for the Mediterranean. Eleven years after the launching of the EuroMed Partnership, and the gradual setting up of a common area of peace, stability and prosperity in the Mediterranean, significant progress had been made in the liberalization of trade at both the bilateral and the regional levels.

At the bilateral level, Mediterranean countries involved in the Barcelona Process had negotiated free trade and association agreements with the EU and now enjoyed preferential trading conditions with it. At the regional level, steps had been taken to enhance regional trade at several EuroMed trade conferences. Competitive transport infrastructure was above all relevant for intra-Mediterranean commerce.

One of the strongest incentives to regional integration was the “cumulation of origin”, meaning that a product started in one country, then further manufactured in another, and finally finished off in a third one, could see its added value cumulated and be allowed a duty

free origin. That was a major incentive for regional integration, and had led to concrete results, such as the adoption of new rules of origin, convergence of legislation or protection of intellectual and industrial property rights. He also pointed to the need to improve air traffic, road transport and railway transport, since, firstly, that could allow the rule of cumulation of origin to apply, and secondly, it would favour trans-Mediterranean trade. Already some agreements had been concluded and others were being negotiated. All those perspectives were encouraging, and gave rise to a virtuous circle, increasing trading relations, and thereby creating a need for more transport infrastructure.

All in all, transport was indispensable to achieving regional trade agreements in the Mediterranean. Two main institutional developments were important: the EuroMed Transport Forum and the Euro-Mediterranean Ministerial Conference on Transport. At the latter, ministers from both sides had stressed the need to “intensify co-operation in this field” and had endorsed the Blue Paper: Towards an Integrated Multimodal Euro-Mediterranean Transport System.

The Conference had outlined further perspectives in transport co-operation, such as administrative reforms, the creation of a multimodal transport network and the need to place emphasis on the safety of air and sea transport, while increasing traffic and allowing enhanced trade between the Partners themselves. The Conference had also discussed the extension of the Galileo system to the Mediterranean.

In concluding, he underlined the emergence of new means of transport. The Internet and the Global Navigation Satellite System were concrete examples of innovations in respect of which the Mediterranean and European partners needed to co-operate in order to foster transport in all possible areas, leading to a virtual circle linking transport, trade and regional integration. In that respect, the creation of a regional Internet network, serving not only the purpose of trade, but also that of connecting persons and citizens, and bringing transparency to public initiatives, would be a crucial step towards moving societies towards increased democracy.

In the ensuing discussion, one Mediterranean Partner remarked that some of the most ambitious among the current projects had deep roots in the region’s past, when it had served as a crossroads and provided a link with other parts of the world. The continuous road system connecting all the MEDA countries existed more in principle than in reality. A grand plan for transport was needed for the region. It also noted that existing initiatives needed to include Israel, adding a proposal that the old Turkish railroad from Haifa to Beyt-Shean could be expanded to provide a regional network. One participating State supported the proposal.

Another Mediterranean Partner noted that the delays in establishing an integrated South-South network could not be ascribed to political causes, but to difficulties in the public sector in mobilizing the conspicuous financial resources needed and in establishing partnerships with the private sector. An improvement of relations among the Partners in the area of interconnected networks would be most welcome, although an OSCE role should not be a precondition. He highlighted two approaches to eventually setting up the interconnected networks: the first one would be based on a global vision and prior agreement on the master plan and the necessary funding among all the parties. The second approach would be based on national infrastructure projects, designed to be integrated into the given networks. In accordance with the latter approach, he mentioned two important projects launched by his country (East-West highway and high speed railway) that would be ready for integration in

due course. A third area for co-operation concerned strengthening the ties between North and sub-Saharan Africa and the relations between Europe and Africa on the Algiers-Lagos route. In concluding, he noted that the implementation of such networks should aim at promoting the movement of goods as well as exchanges of human beings.

A third Mediterranean Partner noted that the EU had provided the framework for fostering North-South and South-South flows. His country had signed a number of free trade agreements in that respect, contributing to regional integration. His country was also making efforts to liberalize air transport and had started work on a motorway on the north-south axis. He further proposed increasing co-ordination between the OSCE and the EU in that sphere and an exchange of best practices on promoting security and environmental protection policies.

One participating State stressed the importance of road transport for tourism in furtherance of economic development in the Mediterranean, expressed concern at the threat posed by terrorism and expressed disappointment that transport of illegal migrants was not given due prominence in the discussion at the Economic Forum.

Another participating State noted that many of the necessary infrastructure projects required substantial investment. It also supported the concept of motorways of the sea as a more cost-effective solution. That concept would also allow political difficulties among neighbouring countries to be overcome.

A third participating State questioned whether the importance of South-South trade relations had not been overemphasized and proposed opening up of air space to the so-called low-cost airlines as a way of promoting increased tourist traffic to the region. It also proposed adding Libya to the group of OSCE Mediterranean Partners.

## LOG OF CONTRIBUTIONS TO THE FOURTEENTH MEETING OF THE ECONOMIC FORUM

### Theme: Transportation in the OSCE area: Secure transportation networks and transport development to enhance regional economic co-operation and stability

Ref. No.	Date of document	Originator	Title/content	Language
CIO.GAL/69/06 OSCE+	5.5.06	CiO-Belgium	Invitation by the CiO and background information	E
EF.DEL/29/06	19.5.06	European Commission (EC)	Intervention by the European Commission at the side event with the Mediterranean Partners for Co-operation	E
EF.DEL/30/06	21.5.06	USA	Plenary Session I: Presentation by Ms. Kristal E. Alley, Special Adviser, International Division, United States Chamber of Commerce (PPP)	E
EF.DEL/31/06	21.5.06	EC	Plenary Session III: Presentation by Mr. Dimitrios Theologitis, Head of Security Policy and Maritime Security Unit, DG TREN (PPP)	E
EF.DEL/32/06	22.5.06	Spain	Side event with Mediterranean Partners for Co-operation: Contribution by Mr. Antonio Chica, Ministry of Transport of Spain	E
EF.DEL/33/06	22.5.06	France	French Non-Paper on Illicit Air Transport of SALW and their Ammunitions	E/F
EF.DEL/34/06	22.5.06	Bulgaria	Review Session: Contribution by Bulgaria (PPP)	E
EF.DEL/35/06	22.5.06	Bulgaria	Side event "Launching of the OSCE Best-Practice Guide for a Positive Business and Investment Climate": Contribution by the Ministry of Transport of Bulgaria (PPP)	E
EF.DEL/35/06/Corr.1	22.5.06	Bulgaria	Side event: "Launching of the OSCE Best-Practice Guide for a Positive Business and Investment Climate": Contribution by the Ministry of Economic and Energy of Bulgaria (PPP)	E
EF.DEL/36/06	22.5.06	Serbia and Montenegro	Opening Plenary: Statement by Ambassador Milorad Scepanovic, Director of the Directorate for OSCE and CoE	E
EF.DEL/37/06	22.5.06	CiO-Belgium	Opening Plenary: Statement by H.E. Mr. Karel De Gucht, OSCE Chairman-in-Office	E
EF.DEL/38/06	22.5.06	Turkey	Opening Plenary: Contribution by Turkey	E
EF.DEL/39/06	23.5.06	Tajikistan	Plenary Session V: Statement by Mr. Abduvohid Karimov, Chairman of the State Committee for Environmental Protection and Forestry	E/R
EF.DEL/40/06	31.5.06	Tajikistan	Plenary Session I: Statement by H.E. Mr. Ashurov, Minister of Transport of Tajikistan	E/R

Ref. No.	Date of document	Originator	Title/content	Language
EF.DEL/41/06	22.5.06	Bulgaria	Side event: Statement by Mr. Lyubomir Todorov, Minister Plenipotentiary, OSCE Delegation of Bulgaria	E
EF.DEL/42/06	22.5.06	Kazakhstan	Contribution by Mr. Ilya Segal, Executive Director, Freight Forwarders Association	R
EF.DEL/43/06	22.5.06	Austria/EU	Opening Plenary: Statement	E
EF.DEL/44/06	22.5.06	Russian Federation	Opening Plenary: Statement	E/R
EF.DEL/45/06	23.5.06	Israel	Side event: Statement by Ambassador Dan Ashbel	E
EF.DEL/46/06	23.5.06	USA	Opening Plenary: Statement by Ambassador Julie Finley	E
EF.DEL/47/06	23.5.06	Austria/EU	Side event: Statement	E
EF.DEL/48/06	23.5.06	Norway	Opening Plenary: Statement by Ambassador Mette Kongshem	E
EF.DEL/49/06	23.5.06	Morocco	Side event: Statement	E
EF.DEL/50/06	23.5.06	Afghanistan	Plenary Session I: Statement by Ambassador Azizullah Karzai	E
EF.DEL/51/06	23.5.06	Kazakhstan Kyrgyzstan Tajikistan Uzbekistan	Plenary Session I: Joint Statement	E/R
EF.DEL/52/06	23.5.06	Norway	Plenary Session V: Food-for-Thought Paper on a Possible Workshop on Transport, Security and Environment	E/R
EF.DEL/53/06	23.5.06	France	Plenary Session III: Statement	F
EF.DEL/54/06	23.5.06	Belarus	Opening Plenary: Statement	E/R
EF.DEL/55/06	23.5.06	Belarus	Review Session: Statement by Mr. Sergey Negrey, Deputy Head of the Foreign Economic Relations Department, Ministry of Transport and Communications of Belarus	E/R
EF.DEL/56/06	23.5.06	Armenia	Plenary Session I: Statement by H.E. Armen Baibourtian, Deputy Minister of Foreign Affairs of Armenia	E
EF.DEL/57/06	23.5.06	Russian Federation	Review Session: Statement by Mr. Jury P. Kozlov, Deputy Head of Transport and Information Security Division, Ministry of Transport of the Russian Federation	E/R
EF.DEL/58/06	23.5.06	Georgia	Opening Plenary: Statement by Mr. George Manjgaladze, Deputy Minister of Foreign Affairs of Georgia	E
EF.DEL/59/06	23.5.06	Ukraine	Contribution of Ukraine in the Capacity of the Host Country of the GUAM Summit (Kyiv, 22–23 May 2006)	E
EF.DEL/60/06	24.5.06	Russian Federation	Plenary Session IV: Statement	E/R
EF.DEL/61/06	24.5.06	Turkey	Closing Session: Statement	E
EF.DEL/62/06	24.5.06	Norway	Plenary Session V: Statement	E
EF.DEL/63/06	24.5.06	Austria/EU	Closing Session: Statement	E
EF.DEL/64/06	24.5.06	Moldova	Plenary Session IV: Statement	E

<b>Ref. No.</b>	<b>Date of document</b>	<b>Originator</b>	<b>Title/content</b>	<b>Language</b>
EF.DEL/65/06	24.5.06	Belarus	Plenary Session V: Statement by Mr. Stanislav Matuk, Head of Department for Regional Economy, Ministry of Economy of Belarus	E/R
EF.DEL/66/06	24.5.06	CiO-Belgium	Closing Session: Statement by Mr. Pierre Chevalier, Special Envoy of the OSCE Chairman-in-Office	E
EF.DEL/67/06	24.5.06	Russian Federation	Plenary Session VI: Statement	E/R
EF.DEL/68/06	24.5.06	Moldova	Plenary Session II: Statement	E
EF.DEL/69/06	30.5.06	Slovenia	Side event: Launching of the Handbook on Establishing Effective Labour Migration Policies in Countries of Origin and Destination: Statement by Slovenia	E
EF.DEL/70/06	30.5.06	Azerbaijan	Introductory Plenary Session: Statement by Azerbaijan on behalf of the GUAM Countries	E
EF.DEL/71/06	7.6.06	Azerbaijan	Plenary Session I: Statement by H.E. Musa Panahov, Deputy Minister of Transport of Azerbaijan	E/R
EF.DEL/72/06	30.5.06	Azerbaijan	Plenary Session III: Presentation by Mr. Shahbazov, Adviser to the First Vice-President, State Oil Company of Azerbaijan	R
EF.DEL/73/06	30.5.06	Azerbaijan	Plenary Session IV: Statement by Azerbaijan	E
EF.DEL/74/06	30.5.06	Azerbaijan	Plenary Session VI: Statement by Azerbaijan	E
EF.DEL/75/06	30.5.06	Algeria	Side event with the Mediterranean Partners for Co-operation: Statement by Algeria	F
EF.DEL/76/06	31.5.06	Ukraine	Plenary Session VI: Statement by Ukraine	E
EF.FR/1/06	21.5.06	OSCE Mission to Serbia and Montenegro	Plenary Session VI: Contribution by the OSCE Mission to Serbia and Montenegro	E
EF.FR/2/06	22.5.06	OSCE Mission to Serbia and Montenegro	Background Information	E
EF.FR/3/06	22.5.06	OSCE Office in Yerevan	Plenary Session V: Presentation by Ambassador Vladimir Pryakhin, Head of the OSCE Office in Yerevan (PPP)	E
EF.FR/4/06	23.5.06	OSCE Mission to Georgia	Plenary Session IV: Presentation by Mr. Bill Hanlon, Economic and Environmental Officer (PPP)	E
EF.GAL/8/06	4.04.06	OCEEA	Tentative agenda	E
EF.GAL/8/06/Rev.1	5.5.06	OCEEA	Annotated agenda including side/special events programmes	E
EF.GAL/8/06/Rev.3	21.5.06	OCEEA	Annotated agenda including side/special events programmes	E
EF.GAL/9/06	8.5.06	Belgium	Food-for-Thought paper on the Transport Dialogue in the OSCE: Results of the 14th Economic Forum	E
EF.GAL/10/06	17.5.06	CIO-Belgium	Draft agenda and work programme	E
EF.GAL/10/06/Corr.1	19.5.06	CIO-Belgium	Draft agenda and work programme	E

<b>Ref. No.</b>	<b>Date of document</b>	<b>Originator</b>	<b>Title/content</b>	<b>Language</b>
EF.GAL/11/06	18.5.06	OCEEA	Compilation of documents on a CD-ROM of the Economic Forum: Part I and the preparatory conferences	E
EF.GAL/12/06	22.5.06	Secretary General	Opening Plenary: Statement by H.E. Mr. Marc Perrin de Brichambaut, OSCE Secretary General	E
EF.GAL/13/06	22.5.06	CEEA	Opening Plenary: Statement by Mr. Bernard Snoy, Co-ordinator of OSCE Economic and Environmental Activities (CEEA)	E
EF.GAL/14/06	23.5.06	CEEA	Plenary Session IV: Statement by Mr. Bernard Snoy, CEEA	E
EF.GAL/14/06/Add.1	23.5.06	CEEA	Plenary Session IV: Presentation by Mr. Bernard Snoy, CEEA	E
EF.INF/2/06	08.5.06	Czech Republic	Procedure of Applying for Visa to the Czech Republic	E
EF.INF/3/06	10.5.06	OCEEA	Special event invitation, 22 May 2006: Launching of the OSCE Guide on Best Conditions for Enhancing the Business and Investment Climate	E
EF.INF/4/06	10.5.06	OCEEA	Special event invitation, 23 May 2006: Launching of the Handbook on Establishing Effective Labour Migration Policies in Countries of Origin and Destination	E
EF.INF/5/06	22.5.06	Prague Office	Provisional List of Participants	E
EF.INF/5/06/Rev.1	23.5.06	Prague Office	Final List of Participants	E
EF.INF/5/06/Rev.2	24.5.06	Prague Office	List of Participants	E
EF.IO/16/06	10.5.06	UNECE	UNECE Report on Transport, Review of the Implementation of OSCE Transport Related Commitments with a Particular Focus on International Legal Instruments	E
EF.IO/17/06	21.5.06	UIC	Opening Session: Contribution by Mr. Luc Aliadiere, UIC Chief Executive	E/F
EF.IO/18/06	21.5.06	UN	Plenary Session I: Contribution by Mr. Sandagdorj Erdenebileg, Senior Programme Officer, UN Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States	E
EF.IO/19/06	21.5.06	ILO	Plenary Session III: Presentation by Mr. Marios Meletiou, Technical Specialist, Ports and Transports, International Labour Organization (PPP)	E
EF.IO/20/06	21.5.06	UNECE	Review Session: Contribution by UNECE	E
EF.IO/21/06	21.5.06	Basel Convention	Plenary Session V: Contribution by Mr. Pierre Portas, Deputy Executive Secretary, Secretariat of the Basel Convention	E

<b>Ref. No.</b>	<b>Date of document</b>	<b>Originator</b>	<b>Title/content</b>	<b>Language</b>
EF.IO/21/06/Add.1	21.5.06	Basel Convention	Plenary Session V: Presentation by Mr. Pierre Portas, Deputy Executive Secretary, Secretariat of the Basel Convention (PPP)	E
EF.IO/22/06	22.5.06	WCO	Plenary Session II: Contribution By Mr. Michael Schmitz, Director, Compliance And Facilitation, World Customs Organization	E
EF.IO/23/06	22.5.06	UNECE	Opening Plenary: Statement by Mr. Marek Belka, Executive Secretary, UNECE	E
EF.IO/24/06	23.5.06	UNECE	Review Session: Contribution by UNECE	E
EF.IO/25/06	24.5.06	EEC	Statement by the Deputy of the Secretary General of the Eurasian Economic Community	E
EF.NGO/3/06	22.5.06	Control Risk Deutschland GmbH	Plenary Session II: Presentation by Mr. John Bray, Director, Control Risks, Crisis and Security Management (PPP)	E
EF.NGO/3/06/Rev.1	22.5.06	Control Risk Deutschland GmbH	Plenary Session II: Presentation by Mr. John Bray, Director, Control Risks, Crisis and Security Management (PPP)	E
EF.NGO/4/06	22.5.06	Kazakhstan	Contribution by Mr. Murat Bekmagambetov, President, Research Institute of Transport and Communication	R