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Organization for Security and Co-operation in Europe

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

Vienna, 12 June 2008

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

Subject: Consolidated Summary of the Sixteenth Meeting of the Economic and
Environmental Forum, Part 2, Prague, 19-21 May 2008.

Please find attached the Consolidated Summary of the Sixteenth Meeting of the Economic and Environmental Forum, Part 2, which was held in Prague, 19-21 May 2008.



**Organization for Security and Co-operation in Europe
Economic and Environmental Forum**

**SIXTEENTH MEETING OF THE
ECONOMIC AND ENVIRONMENTAL FORUM:
PART II**

Prague, 19 - 21 May 2008

CONSOLIDATED SUMMARY

*Forum documents can be retrieved from the Website:
http://www.osce.org/conferences/eef_2008_2.html*

TABLE OF CONTENTS

Page

Theme, Format and Organizational Modalities for the Sixteenth Economic and Environmental Forum (PC.DEC/798, 21 June 2007.....	2
Annotated Agenda of the Sixteenth Economic and Environmental Forum: Part II.....	5
OPENING PLENARY SESSION	
Welcoming remarks by Mr. Tomáš Pojar , First Deputy Minister of Foreign Affairs of the Czech Republic.....	11
Introductory remarks by Ambassador Marc Perrin de Brichambaut , OSCE Secretary General.....	13
Introductory remarks by Mr. Bernard Snoy , Co-ordinator of OSCE Economic and Environmental Activities.....	16
Opening address by H.E. Ms. Astrid Thors , Minister of Migration and European Affairs, Finland.....	19
CLOSING SESSION	
Conclusions and recommendations from the Forum process and possible follow-up (food-for-thought paper EEF.GAL/5/08 prepared for the concluding discussion).....	23
Closing Statement by Ambassador Aleksi Härkönen , Head of the OSCE Chairmanship Task Force, Ministry for Foreign Affairs of Finland/OSCE Chairmanship.....	29
RAPPORTEURS' REPORTS	
Introductory Plenary Session Perspectives for future maritime and inland waterway co-operation	32
Plenary Session I Review of the implementation of OSCE commitments.....	35
Plenary Session II Prospects for overcoming challenges faced by landlocked developing countries in the OSCE area.....	37
Plenary Session III Acting together in addressing multifaceted aspects of maritime and inland waterway security.....	39
Plenary Session IV Emerging environmental threats to security: Need for enhanced maritime and inland waterways co-operation.....	41
Plenary Session V: Enhancing good governance and promoting maritime and inland waterways co-operation.....	43
Concluding Debate: The role of the OSCE in follow-up to the 16 th Economic and Environmental Forum.....	45
ANNEX 1: Log of Contributions	52

671st Plenary Meeting

PC Journal No. 671, Agenda item 5

**DECISION No. 798
THEME, FORMAT AND ORGANIZATIONAL MODALITIES
FOR THE SIXTEENTH ECONOMIC AND
ENVIRONMENTAL FORUM**

28 and 29 January 2008 and 19 to 21 May 2008

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 Permanent Council Decision No. 743 of 19 October 2006,

Taking into account the closing statement by the Chairperson of the Fifteenth Meeting of the Economic and Environmental Forum,

Decides that,

1. The theme of the Sixteenth Economic and Environmental Forum will be “Maritime and inland waterways co-operation in the OSCE area: Increasing security and protecting the environment”.
2. The Sixteenth Economic and Environmental Forum will be held over a period of five days, broken down as follows, and without setting a precedent for future Economic and Environmental Forums:
 - 2.1 On 28 and 29 January 2008 in Vienna;
 - 2.2 From 19 to 21 May 2008 in Prague.
3. A special session will be devoted to challenges faced by the landlocked developing countries during the Prague segment of the Economic and Environmental Forum.
4. Moreover, taking into account its tasks, the Economic and Environmental Forum will review the implementation of OSCE commitments in the economic and environmental dimension. The review, to be integrated in the Prague segment of the Economic and Environmental Forum, will address relevant OSCE commitments and in particular commitments related to governance and transport issues, with a special focus on

environmental governance and transport security, including relevant international conventions and international co-operation initiatives.

5. Discussions of the Forum should benefit from input provided by other OSCE bodies and relevant meetings, including two preparatory conferences outside of Vienna, and deliberations in various international organizations.

6. Moreover, taking into account its tasks, the Economic and Environmental 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.

7. 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.

8. As in previous years, the format of the Economic and Environmental Forum should provide for the active involvement of relevant international organizations and encourage open discussions.

9. The following international organizations, international organs, regional groupings and conferences of States are invited to participate in the Sixteenth Economic and Environmental Forum: Adriatic and Ionic Initiative; Arctic Council; Asian Development Bank; Barents Euro-Arctic Council; Baltic Marine Environment Protection Commission (Helsinki Commission, HELCOM); Black Sea Economic Co-operation; Caspian Environment Programme; Central Asian Co-operation Organization; Central European Initiative; Collective Security Treaty Organization; Commonwealth of Independent States; Convention for the Protection of the Marine Environment of the Baltic Sea Area; Convention for the Protection of the Marine Environment of the North-East Atlantic; Council of the Baltic Sea States; Council of Europe; Danube Black Sea Task Force (DABLAS); Economic Co-operation Organization; Energy Charter Treaty; Eurasian Economic Community; European Agency for the Management of Operational Cooperation at the External Borders (FRONTEX); European Bank for Reconstruction and Development; European Environment Agency; European Conference of Ministers of Transport; European Investment Bank; Euro-Mediterranean Cooperation; Intergovernmental Commission TRACECA; Intergovernmental Organization for International Carriage by Rail; International Atomic Energy Agency; International Labour Organization; International Commission for the Protection of the Rhine; International Commission for the Protection of the Danube River; International Sava River Basin Commission; International Maritime Organisation; International Monetary Fund; International Organization for Migration; International Road Transport Union; International Road Federation; International Union of Railways; Intergovernmental Organisation for International Carriage by Rail; Interstate Council of the Central Asian Economic Union; North Atlantic Treaty Organization; Organisation for Economic Co-operation and Development; Organization for Democracy and Economic Development — GUAM; Organization of the Islamic Conference; Organization for Co-operation of Railways; 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; United Nations 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 Environment Programme; United Nations Industrial Development Organization; United Nations Office on Drugs and Crime; United Nations Special Programme for the Economies of Central Asia (UN SPECA); World Bank Group; World Customs Organization; World Trade Organization; and other relevant organizations.

10. The Partners for Co-operation are invited to participate in the Sixteenth Economic and Environmental Forum.

11. 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 Sixteenth Economic and Environmental Forum.

12. 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 Sixteenth Economic and Environmental Forum.

13. In line with the practices established over the past years with regard to meetings of the Economic and Environmental Forum and their preparatory process, the Chairperson of both segments of the Sixteenth Economic and Environmental Forum will present summary conclusions and policy recommendations drawn from the discussions. The Economic and Environmental Committee 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

Office of the Co-ordinator of OSCE
Economic and Environmental Activities
2008

Vienna, 16 May

The 16th Meeting of the OSCE Economic and Environmental Forum

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

Part 2 / Prague, 19 – 21 May 2008

Venue: Czernin Palace, Loretánské nám. 5, 118 00 Prague 1

ANNOTATED AGENDA

Monday, 19 May 2008

14.30 – 15.30 **Opening Session** (*open to the press*)

Moderator: **Ambassador Antti Turunen**, Chairman of the Permanent Council,
Permanent
Representative of Finland/OSCE Chairmanship

- Welcoming remarks by **Mr. Tomáš Pojar**, First Deputy Minister of Foreign Affairs of the Czech Republic
- Introductory remarks by **Ambassador Marc Perrin de Brichambaut**, OSCE Secretary General, and **Mr. Bernard Snoy**, Co-ordinator of OSCE Economic and Environmental Activities
- Opening address by **H.E. Ms. Astrid Thors**, Minister of Migration and European Affairs, Finland

15.30 – 16.00 Coffee break

16.00 – 18.00 **Introductory Plenary Session: Perspectives for future maritime and inland waterway co-operation** (*keynote addresses open to the press*)

Moderator: **Ambassador Yusuf Buluç**, Permanent Representative of Turkey to the OSCE

Rapporteur: **Mr. Philip Reuchlin**, Economic and Environmental Adviser, OSCE/OCEEA

Keynote addresses by:

- **Mr. Marek Belka**, Executive Secretary of the United Nations Economic Commission for Europe (UNECE)
- **Mr. Cheick Sidi Diarra**, UN Under Secretary General and High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States
- **Mrs. Karla Peijs**, European Co-ordinator for inland waterways, the European Union
- **Mr. Gaetano Librando**, Deputy Director, Head, Treaties and Rules Section, Legal Affairs and External Relations Division, International Maritime Organization (IMO)
- **Ms. Anita Mäkinen**, Head of Marine Programme, WWF Finland

Discussion

Questions that could be addressed during the session:

- *How can the OSCE contribute to raising awareness and the effective implementation of relevant conventions, legal instruments, regulations and standards, developed by partner organizations such as the IMO and the UNECE, pertaining to maritime and inland waterways co-operation ?*
- *How should the OSCE further develop its co-operation with partners such as the UNECE or the UN-OHLRLLS in addressing the needs of landlocked developing countries in its region ?*
- *How can the OSCE contribute to the promotion of an integrated approach of security, economic and environmental aspects related to maritime and inland waterways transportation, as well as to a more effective co-operation and co-ordination between different stakeholders, including the civil society and the business community ?*
- *How should the OSCE further develop its partnership with various other organizations in addressing environmental and security challenges related to maritime and inland waterways ?*

18.30 **Reception hosted by the Finnish Chairmanship** (Czernin Palace)

Award of the photo competition

Tuesday, 20 May 2008

09.30 – 11.00 **Plenary Session I - Review of the implementation of OSCE commitments**

Moderator: **Ambassador Kairat Abdrakhmanov**, Permanent Representative of Kazakhstan to the OSCE, Chairman of the Economic and Environmental Committee

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

Speakers:

- **Mr. Olivier Kervella**, Chief, Dangerous Goods and Special Cargos Section, Transport Division, UNECE
- **Mr. Gaetano Librando**, Deputy Director, Head, Treaties and Rules Section, Legal Affairs and External Relations Division, IMO

Discussion

Questions that could be addressed during the session:

- *What could the OSCE do to enhance the implementation of its participating States' commitments regarding the transport of dangerous goods, in view of the recommendations and proposed activities mentioned in the UNECE report (EEF.IO/11/08) ?*
- *Which should be the main areas of co-operation between the OSCE and the IMO and what possible joint activities could be envisaged, to strengthen the implementation of commitments in the OSCE region related to maritime security and environmental protection, having in mind the IMO reports (EEF.IO/12/08 and EEF.IO/13/08) ?*

11.00 – 11.30 Coffee break

11.30 – 13.00 **Plenary Session II – Prospects for overcoming challenges faced by landlocked developing countries in the OSCE area**

Moderator: **Mr. Cheick Sidi Diarra**, UN Under Secretary General and High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States

Rapporteur: **Mr. Armands Pupols**, Policy Support Officer, OSCE/CPC

Speakers:

- **Mr. Annageldy Yazmuradov**, First Deputy Minister of Water Resources of Turkmenistan
- **Mr. Berik Uandykov**, Deputy Chairman of the Committee of Transportation and Means of Communication, Ministry of Transport and Communications of the Republic of Kazakhstan
- **Mr. Graham Smith**, Consultant, International Trade Department, the World Bank

Discussion

Questions that could be addressed during the session:

- *Based on the existing experience and past activities, as well as on the priorities identified by the countries in the region, what should be the next steps for the OSCE, in co-operation with other partner organizations, in addressing the special transport and transit needs of landlocked developing countries in its region and in supporting the implementation of the Almaty Programme of Action ?*

- *How could the OSCE contribute to the efforts towards increasing the performance of international trade corridors particularly in and through Central Asia, in order to ensure better access to the sea?*
- *While focussing on border crossing facilitation, what would be the most effective approach the OSCE should adopt and what activities should be prioritized?*

13.00 – 14.30 Lunch break

14.30 – 16.00 **Plenary Session III – Acting together in addressing multifaceted aspects of maritime and inland waterways security**

Moderator: **Mr. Raphael F. Perl**, Head, Action against Terrorism Unit (ATU), OSCE

Rapporteur: **Ms. Sinead Harvey**, Attaché, Permanent Mission of Ireland to the OSCE

Speakers:

- **Mr. Larry Burton**, Senior Technical Officer, Compliance Sub-Directorate, World Customs Organization (WCO)
- **Mr. Hans-Michael Dietmar**, Corporate Product Manager Sea Freight, Schenker AG, Germany

Discussion

Questions that could be addressed during the session:

- *How could the OSCE facilitate a policy debate on maritime and inland waterways security related issues, such as risk management, resilience or multi-layered approach?*
- *In which ways could the OSCE promote and support the implementation of relevant legal instruments developed by other organizations such as the WCO, IMO, ILO etc. ?*
- *What could the OSCE do in order to enhance the public-private partnership in addressing maritime and inland waterways security challenges?*
- *Could regional activities addressing these issues be envisaged?*

16.00 – 16.30 Coffee break

16.30 – 18.00 **Plenary Session IV - Emerging environmental threats to security: Need for enhanced maritime and inland waterways co-operation**

Moderator: **Mr. Paul Kielstra**, Economist Intelligence Unit

Rapporteur: **Mr. Andrew Price**, First Secretary, United Kingdom Delegation to the OSCE

Speakers:

- **Mr. Alexandre Rachevsky**, Director of the Department for International Co-operation, Ministry of Natural Resources and Environmental Protection, Republic of Belarus
- **Mr. Hamidreza Ghaffarzadeh**, Ph.D., Project Manager, Project Coordination Unit, Caspian Environment Programme
- **Mr. Juha-Markku Leppänen**, Director, State of the Baltic Sea and global change programme, Finnish Institute of Marine Research

Discussion

Questions that could be addressed during the session:

- *Starting from the existing assessments and experiences, including in the framework of the ENVSEC Initiative, which should be the next steps in tackling emerging environmental challenges in the context of the maritime and inland waterways, e.g. in promoting maritime and river basin co-operation etc. ?*
- *How could the OSCE stimulate regional co-operation on environmental matters, facilitate exchanges of best practices and provide support to existing initiatives, in particular around the Caspian Sea, the Black Sea and the Mediterranean Sea or in Central Asia ?*
- *More broadly, what could be the OSCE contribution in addressing environmental threats to security, including the impact of climate change? Which thematic areas should be prioritized and what types of activities could be further envisaged? How to promote co-operation and co-ordination between the various stakeholders and build partnerships?*

18.30 **Reception hosted by the Co-ordinator of OSCE Economic and Environmental Activities (Břevnov Monastery)**

Wednesday, 21 May 2008

09.30 - 11.00 **Plenary Session V – Enhancing good governance and promoting maritime and inland waterways co-operation**

Moderator: **Ambassador Carlos Sanchez de Boado y de la Válgoma**, Permanent Representative of Spain to the OSCE

Rapporteur: **Ms. Esra Buttanni**, Associate Programme Officer, OSCE/OCEEA

Speakers:

- **Captain Kjell T. Landin**, Marine Manager, Eurasia Marketing & Transportation, Chevron, Chairman of the Oil Spill Preparedness Regional Initiative (OSPRI)
- **Mr. Daniel Valensuela**, Deputy Director, International Office for Water, International Network of Basin Organizations

- **Dr. Andreas Küppers**, Research & Development Co-ordinator, GeoForschungsZentrum Potsdam, Germany
- **Mr. Pavel Ježek**, Ministerial Counsellor, Ministry of Transportation, Czech Republic/Discussion

Questions that could be addressed during the session:

- *What is the OSCE role in promoting good governance in maritime issues and public-private co-operation in addressing challenges such as oil spills and emergency situations and what practical activities could be envisaged ?*
- *What should be the future OSCE role in advancing the principles of good governance with regard to river basin management in its region and what activities could be conducted in that regard ?*
- *What kind of local, national and regional capacity building activities could the OSCE develop, in co-operation with partners, to enhance good governance in maritime and inland waterways ?*
- *More broadly, how could research, training, education and capacity building on water management related issues contribute to enhancing good governance at national and regional level and what could be the OSCE role in that regard ?*

11.00 - 11.30 Coffee break

11.30 – 13.00 **Concluding Debate – The role of the OSCE in follow-up to the 16th Economic and Environmental Forum**

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

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

Conclusions and recommendations from the Forum process and possible follow-up (EEF.GAL/5/08)

Discussion

Closing Statement by **Ambassador Aleksi Härkönen**, Head of the OSCE Chairmanship Task Force, Ministry for Foreign Affairs of Finland/OSCE Chairmanship (*open to the press*)

The 16th Meeting of the OSCE Economic and Environmental Forum
“Maritime and inland waterways co-operation in the OSCE area: Increasing security and protecting the environment”
Part 2 / Prague, 19 – 21 May 2008

Opening Session:

Mr. Tomáš Pojar, First Deputy Minister of Foreign Affairs of the Czech Republic

Dear Mr. Chairman,
Dear Mr. Secretary-General,
Excellencies, Ladies and Gentlemen, Distinguished Guests!

It is a great pleasure and privilege for me to welcome you on behalf of the Government of the Czech Republic on the occasion of the sixteenth OSCE Economic and Environmental Forum here in Prague. As the host country, the Czech Republic will do its utmost to make it a success.

At the outset, let me give my most cordial welcome to the lead OSCE representatives present here, to ministers of participating countries of the OSCE (especially to those from the far-off region of Central Asia), to representatives of international organizations and to other participants of this meeting as well.

This year's theme „Maritime and inland waterways co-operation in the OSCE area: Increasing security and protecting the environment“ is undoubtedly very up-to-date. The Economic and environmental forums are a very suitable platform for the dialogue on all problems concerning the security of the OSCE region including a possible threat caused by the degradation of environment. For this reason, it is necessary to utilize to maximum the advantage of the forthcoming proceedings for an open discussion and formulation of conclusions and recommendations.

In spite of the Czech Republic being a landlocked country, not having the sea and ports of its own, it participates considerably both in inland water and partly also in maritime transport of the OSCE states. In recent years the volume of water transportation is increasing and this trend is going to continue. Therefore, the Czech government puts a strong accent on the development of water transport.

Currently 4340 crew members of all professions are working on inland waterways ensuring the inland water transport in the territory of the Czech Republic and on the only waterways of the European Union. Further, the Maritime Office Register includes 1770 seafarers of different professional levels who sail both the seas of the OSCE region and the other seas of the world.

In the Czech Republic the inland waterway transport concentrates mainly on the bulk cargo transportation, carriage of construction materials and fuels. Transportation of these commodities by inland waterways also contributes to protection of the environment, economy of energy spent on transport and at the same time the safety of other transport branches is increased due to the reduction of their transport load.

With respect to the increasing movement of goods which considerably grew up after the Czech Republic has joined the European Union, it becomes necessary to ensure their smooth movement both in the territory of the Czech Republic and their transit to other European states. For this reason, it is necessary to make the inland water transportation in the territory of the Czech Republic more efficient.

It is possible to make the inland waterway transport more efficient in different ways, e.g. by increasing capacity of goods transported per traffic unit on condition that its safety does not decline and the environment is not harmed. I would like to express my hope that the financial resources our states put in the water transportation will increase in value by its higher quality, environment enhancement and higher safety in other transport branches not only at domestic level but also in the European Union and in the whole OSCE region as well.

I strongly recommend to intensify further the co-operation with the UN Economic Commission for Europe in implementation of the OSCE commitments in the field of economic and environmental dimension of security. Strengthening co-ordination and collaboration with the UNECE which keeps at disposition quality experts and experience is sure to manifest itself by a significant synergistic effect in the final outcome.

In conclusion, I would like to express my hope that the sessions of the second part of the 16th Economic and environmental forum will largely contribute to solving of the questions specified by its subject matter. The process of mutual exchange of experience on this year topic launched by preparatory seminars should bring us at the end of our sessions closer to common understanding and approaches. I thank the Chairmanship and organizers of previous debates for embracing their role extremely well. I also thank the Coordinator of OSCE Economic and Environmental Activities, OSCE Secretariat and its Prague Office for all the preparatory work done. My appreciation goes to the International Organizations present here today which have brought their individual inputs to the forthcoming debate.

I wish you a pleasant and productive stay in Prague.

Thank you for your attention!



Organization for Security and Co-operation in Europe

Introductory Remarks

by OSCE Secretary General Marc Perrin de Brichambaut

**The Sixteenth OSCE Economic and Environmental Forum
Part 2 / Prague, 19 - 21 May 2008**

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

Mr. Chairman,
Excellencies,
Ladies and Gentlemen,

It is a pleasure to welcome the guests and participants to this second part of the 16th OSCE Economic and Environmental Forum on ‘Maritime and inland waterways co-operation in the OSCE area: Increasing security and protecting the environment.’

I wish, first, to express my deep gratitude to the Government of the Czech Republic for hosting this meeting in Prague. I wish also to thank the Finnish Chairmanship for its commitment and efforts in support of the OSCE Economic and Environmental Dimension and this year’s Forum process.

The programme of the Finnish Chairmanship for 2008 is driven by three ideas -- continuity, coherence and co-operation. These are, indeed, valuable guidelines for the work of the OSCE.

Continuity refers to the constant effort of all participating States to implement the commitments, tasks and recommendations, as they have been agreed to in relevant OSCE documents. In this regard, the 16th Economic and Environmental Forum is an example of excellence. It builds on the foundations set by two previous Fora – the Forum in 2006, which dealt with transport development and security, and the Forum in 2007, which focused on sustainable development and environmental security.

Attaining the objective of coherence also requires sustained efforts by all parts of the OSCE family. The theme of this Forum is a good example in providing for an integrated approach to economic, environmental and security issues. Follow-up activities after the Forum should involve closer co-operation between units in the Secretariat, including the Office of the Co-ordinator of OSCE Economic and Environmental Activities, the Action against Terrorism Unit, the Borders Unit and others. The OSCE Field Operations will have a vital contribution also to make in this regard.

The third guiding principle for 2008 is that of co-operation. This, of course, is a core OSCE value, and it is the objective that drives our daily activities. Discussions thus far in the Forum process have agreed that issues related to maritime and transboundary waterways are most efficiently addressed through regional and sub-regional

approaches. I believe that the OSCE can play a vital role in this respect -- in supporting regional co-operation initiatives and in fostering the exchange of experiences between regions.

A strategic objective is also to strengthen co-operation with partner organizations and develop new partnerships.

I am delighted to welcome to this Forum Mr. Marek Belka, Executive Secretary of the United Nations Economic Commission for Europe, Mr. Cheick Sidi Diarra (the United Nations High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States), Ms. Karla Peijs (European Co-ordinator for inland waterways), Mr. Gaetano Librando (representing the International Maritime Organization), and Ms. Anita Mäkinen (from WWF). I am pleased that you will be speaking in the Introductory Session. Distinguished representatives of other organizations, such as the World Bank, the World Customs Organization, the Caspian Environmental Programme, will share their knowledge and ideas in the following sessions.

Our friends and partners from the UNECE provide --once again-- a key contribution to OSCE work in the Economic and Environmental Dimension, in particular by submitting a report for the session on the review of implementation of commitments. The UNECE report focuses this time on the transport of dangerous goods.

I highlight also our strong co-operation in the areas of transport, environment and energy under the SPECA Initiative. We have recently initiated a new joint project, also with the contribution of the WCO and other organizations, to develop a Handbook on Best Practices at Border Crossings. We will be in a position to present the Handbook to the next Prague Forum.

We will continue close co-operation with the UNECE in the area of water management, in particular in Central Asia and in promoting the Aarhus Convention. In this regard, I would note that the OSCE will organize a side event on "Aarhus Centres: Platforms for Participation, Cooperation and Partnership" during the Third Meeting of the Parties to the Aarhus Convention in Riga, Latvia, on 11-13 June 2008.

We are deeply committed to continuing co-operation with the UN Office for Landlocked Developing Countries in addressing the challenges and needs faced by the landlocked developing countries in the OSCE region and towards strengthening the implementation of the Almaty Programme of Action.

The IMO has submitted two comprehensive documents for the session on the review of implementation of commitments. These focus on efforts to prevent and combat terrorism and on IMO environmental treaties. In the preparatory process for the Forum, the IMO participated substantially and made a number of proposals for future co-operation. I am confident that we will engage soon in active partnership with the IMO, and that concrete joint activities will be taken forward.

Ladies and Gentlemen,

This 16th Economic and Environmental Forum represents the OSCE at its strongest -- as a network for innovative co-operation between multiple actors on complex security questions.

Identifying and addressing challenges related to maritime and inland waterways co-operation requires just such a partnership of relevant stakeholders. Governments, international organizations, the business community, academia and civil society must, indeed, join to work together. The presence today of many representatives from the private sector and civil society is a positive sign.

The OSCE stands ready to work more with the private sector in areas of mutual interest --such as enhancing supply chain security, oil spills preparedness and response and more generally the links between transportation activities and the environment. Joint activities should be envisaged and could be co-funded.

I am confident that we can achieve our shared objectives.

The Forum process should lead to operational recommendations and concrete projects, for which the Office of the Co-ordinator of OSCE Economic and Environmental Activities could be instrumental in finding partners to complement the OSCE with technical expertise and know-how as well as financing.

In this respect, the Food for Thought paper, circulated last week by the Co-ordinator of OSCE Economic and Environmental Activities, seeks to provide an overview of key suggestions that have emerged so far and on which we seek your reactions.

Finally, I wish to thank Mr. Bernard Snoy, Co-ordinator of OSCE Economic and Environmental Activities, and his team, for their outstanding work in preparing the Economic and Environmental Forum. I thank also Ambassador Jaromir Kvapil and the OSCE Prague Office for their constant support and dedication.

I wish all participants and guests a pleasant stay and fruitful debates.

Thank you for your attention.



Organization for Security and Co-operation in Europe

Introductory Remarks

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

**The Sixteenth OSCE Economic and Environmental Forum
Part 2 / Prague, 19 - 21 May 2008**

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

Mr. Chairman,
Excellencies,
Ladies and Gentlemen,

Allow me to join the previous speakers in welcoming you all to this meeting. At my turn, I also wish to express my warmest thanks to our Czech hosts and to the OSCE Prague Office for all the efforts they have put into the preparations for this event.

My gratitude and appreciation go as well to the Finnish Chairmanship of the OSCE. We had an excellent co-operation with the teams in Vienna and Helsinki and together, I believe, we managed to build a solid foundation for the deliberations during the next days and for the follow-up activities that would be implemented based on the Forum's recommendations.

It is an honour to welcome the high ranking representatives and participants from the OSCE participating States and Partners for Co-operation, from partner International Organizations, NGOs, the business and academic community.

I am also very pleased that the OSCE field presences are widely represented and certainly will play an active role in our deliberations. The Economic and Environmental Officers as well as the other colleagues from other units in the Secretariat are key partners for my Office. We do have to work closely together in order to implement our comprehensive mandate.

Ladies and Gentlemen,

The two preparatory Conferences in Helsinki and Ashgabad as well as the first part of the Forum in Vienna highlighted the relevance of the theme of this year's Forum - *“Maritime and inland waterways co-operation in the OSCE area: Increasing security and protecting the environment”*.

These meetings were instrumental in identifying a number of priority issues and possible follow-up activities. They once again stressed that partnership and co-operation are at the very heart of the OSCE's activities, especially in the economic and environmental dimension. Partnership and co-operation are key elements and the guarantee for success in tackling security and environmental challenges related to maritime and inland waterways.

My Office together with the Finnish Chairmanship prepared and circulated a Food for Thought paper on the possible role of the OSCE in the follow-up to the 16th Economic and Environmental Forum. The Forum's Annotated Agenda also raises some questions that

could be addressed during various sessions. The purpose is to stimulate the debates and contribute to generating valuable recommendations.

Let me now briefly refer to the substance and the proceedings of this second part of the 16th Economic and Environmental Forum

Tomorrow, the Review Session will focus on commitments related to governance and transport issues, with a special focus on environmental governance and transport security, including relevant international conventions and international co-operation initiatives. Both the UNECE, our traditional partner in this endeavour, and the IMO, the leading organization in the area of maritime co-operation, submitted substantial inputs ahead of the Forum. I want to commend the authors of these reports and I encourage all of you to contribute to the process of identifying ways and means to strengthen the implementation of existing commitments, based on the findings of these reports. The key question is how the OSCE could contribute to the ratification and effective implementation of relevant international conventions, legal instruments and standards developed by the UNECE and the IMO.

The session following the review session will be dedicated to discussing prospects for overcoming challenges faced by landlocked developing countries in the OSCE area. Building upon the work already undertaken by the OSCE, in co-operation with partners, as a follow-up to the 14th Economic Forum and the Brussels Ministerial Decision on Future Transport Dialogue, we shall see what could be our next priorities and actions. In our view, a comprehensive approach towards border crossing facilitation stands as a relevant and topical area of focus, where the OSCE could bring added value.

Plenary Session III tomorrow afternoon will focus on security related issues. The preparatory process highlighted the need to strengthen the implementation of relevant conventions, the need for better coordination and exchange of information in relation to maritime and inland waterways transport security. The OSCE could also play a role in facilitating a wide policy debate on these issues and in enhancing the public private partnership in addressing security issues. It is acknowledged that the private sector can play an essential role in that regard.

The next session will discuss the emerging environmental threats to security. With regard to maritime issues, ranging from invasive species to oil spills, from land based pollution to the effects of climate change, and so on, the answer should be a closer co-operation between the littoral States. The OSCE can give a political impetus to existing regional processes and should work closer with regional organizations such as the Black Sea Commission, the Caspian Environmental Programme, or HELCOM. The IMO should remain a key partner in all such efforts. The OSCE should also strive to build a strong partnership with private sector initiatives such as the Oil Spill Preparedness Regional Initiative (OSPRI). I do believe that concrete proposals will be formulated during the Forum and that we will be in the position to develop and implement joint activities in the near future.

In this context I would like to draw your attention to the follow-up Chairmanship Conference on “The Safety of Navigation and Environmental Security in a Transboundary Context in the Black Sea Basin” which will be organized in Odessa on 24-26 June 2008.

Regarding inland waterways co-operation, the OSCE should build on its existing experience and partnerships and continue to promote bilateral and regional co-operation. In Central Asia for example, the needs for an integrated approach to river basin co-operation and water management is high and the OSCE could play, I believe, a constructive role.

On Wednesday we will look closer into issues related to the key role of good governance. Issues such as oil spills preparedness and response, public-private co-operation, partnerships and co-operation at regional, national and local levels, the involvement of the civil society, Integrated Water Resources Management (IWRM) principles, the role of research, training and education, will be taken up by speakers in that session. Promoting the principles of good governance is a field in which the OSCE has accumulated a great deal of expertise. I am looking forward to a debate on how good governance could be further advanced as far as maritime and inland waterways co-operation is concerned. I am looking forward to seeing various ideas and suggestions become more concrete and specific.

Last but not least, the Forum's agenda includes a Concluding Debate in which you are encouraged to participate actively. The main goal is to identify, together, the conclusions and recommendations for possible follow-up.

Ladies and Gentlemen,

It has become a tradition to release, on the occasion of the Prague Economic and Environmental Forum, the annual Activity report of my Office. I am pleased to present the report covering the period June 2007 to May 2008. This report refers to the current issues and recent developments in the Economic and Environmental Dimension, including the 16th Economic and Environmental Forum process.

Good Governance activities in the areas of combating corruption, money laundering and terrorist financing as well as on strengthening of legislation and promotion of international standards are also highlighted in the report.

Our work over the last year also included activities aimed at investment and business development, transit transport development and border crossing facilitation, energy security dialogue, labour migration governance and anti-trafficking.

Environmental security and co-operation was an important area of focus. Recent activities in the framework of the Environment and Security Initiative as well as follow-up activities to the 15th OSCE Economic and Environmental Forum - "Key challenges to ensure environmental security and sustainable development in the OSCE area: Land degradation, soil contamination and water management" – are also featured in the report, along with activities towards promoting environmental governance, raising environmental awareness, implementing the Aarhus Convention, or managing hazardous waste.

I would like to note that the adoption by the Madrid Ministerial Council of two important documents, namely the Madrid Declaration on Environment and Security and the Decision on Follow-up to the 15th Economic and Environmental Forum: Water management, contributed significantly to the development and consolidation of our environmental portfolio.

The Activity Report also highlights various activities conducted by the OSCE Field Operations. Over the last year we stepped up our efforts towards enhancing the synergies between Vienna and the field.

Ladies and Gentlemen,

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

I thank you for your attention.

**The 16th OSCE Economic and Environmental Forum (Part 2),
Prague, 19 – 21 May 2008**

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

**Opening address by Ms. Astrid Thors, Minister of Migration and
European Affairs, Finland**

Mr. Moderator, Mr. Minister,
Mr. Secretary General,
Excellencies,
Ladies and Gentlemen,

It is a pleasure to be here today to address maritime and inland waterways co-operation in the OSCE area. The 16th Economic and Environmental Forum discussions in Helsinki, Vienna and Ashgabat have covered many key aspects of theme and taken in almost the whole OSCE geographical area. I am pleased that our deliberations can continue here in Prague. I wish to pay a special tribute to our Czech hosts, and to thank Minister Tomáš Pojar for having the Prague Forum arranged in these grand premises.

Seas and other waterways are vital to our common security and prosperity, and they are essential for the health of the environment. Security and the environment are here joined issues. Challenges and pressures on marine and inland waterways are manifold, ranging from aquatic invasive species, eutrophication and water pollution to risks of accidents and threats of terrorist acts. Healthy, secure and safe seas and waterways are vital for ensuring economic growth and sustainable development.

We need a vision of the goals that we seek to attain, and to recognize clearly the risks that concern our watercourses and affect our future security and the environment. A holistic and integrated approach is essential. Bearing in mind the dramatic days of flooding of the Danube some years ago, I do think we really see the need for common and coherent action.

How can this be achieved?

I wish to highlight a number of points that I believe we all share. To my mind, six interrelated issues stand out:

Firstly, there are a number of agreements and international conventions. It is essential to step up the implementation of those agreements and to find the political will for that.

The whole OSCE area can benefit from the advanced environmental agreements that have been negotiated in the frame of the UN or IMO or regional organisations. To mention one that is particularly relevant to our discussions is the UNECE 'Convention on the Protection and Use of Transboundary Watercourses and International Lakes'. This Convention provides

an excellent instrument to solve both economic and environmental management issues in often conflicting situations. Another is IMO's the MARPOL Convention, which for decades has acted as the regulatory framework against pollution from ships. The worldwide problem of transfer of harmful invasive aquatic species in ships' ballast water requires also further attention from all OSCE participating States. All participating states should promptly ratify the 'International Convention for the Control and Management of Ships' Ballast Water and Sediments' and other relevant conventions.

I would note also that the European Union has a comprehensive environmental legislation. The Water Framework Directive, for instance, encourages EU Member States to collaborate with non-EU neighbours in watershed management in all cases in which the watershed is shared. The Eastern Europe, Caucasus and Central Asia (EECCA) component of the EU Water Initiative seeks to promote integrated water resources management in the countries of the EECCA region.

UNECE is also a key partner in this undertaking, as is the OECD concerning the water and sanitation component of the initiative. I wish to encourage EU Member States and the EECCA countries to support and to make full use of this cooperation framework.

IMO's efforts to protect the marine environment and to make travel and transport by sea as safe and secure as possible are recognized world wide. Its regulatory and capacity building work deserves support from all fronts. These words do not mean that I do not see the need to further develop the IMO's agenda. It is urgent to develop international rules against deliberate release of graywater in highly sensitive waters. Secondly the safety of the transport through mandatory rules on pilotage in the same kind of waters needs to be considered.

My second point is that throughout the OSCE area and beyond, the common objective should be to create extensive stakeholder participation and ownership, based on knowledge, technology and good working relations, as well as increased synergies for concerted approach and innovation. We should avoid wasting energy on institutional details, and focus on achieving sustainable and concrete results. If actions come too late, the cost of learning lessons can be extremely high.

The third point I wish to raise is that regional and sub-regional coordination and co-operation as well as regional ownership are important factors in increasing sustainable use of waterways.

When addressing regional matters, frank and close consultations between all parties are indispensable, especially as this also contributes towards a common vision of the goal. Regional co-operation, being also more resource-efficient than individual efforts, goes one step further than building bilateral relationships.

Against this background, I wish to take the Baltic Sea and the Helsinki Commission (HELCOM) as an example.

HELCOM, encompassing all Baltic Sea states and the European Community, is active in the restoring of a vulnerable marine ecosystem. The aims are clear: to take concrete steps for the benefit of the marine environment, improve maritime safety and accident response capacity, prevent pollution involving hazardous substances as well as to halt habitat destruction and the decline in biodiversity. To this end, HELCOM is making history with a recently adopted

cross-sectoral Action Plan to restore the Baltic Sea's ecological status by 2021, to which all States are committed.

The Gulf of Finland Reporting system (GOFREP), a mandatory ship reporting system, is another example. The system combines international co-operation between Finland, Estonia and Russia, increases safety and enhances protection of marine environment. What is more, the system has been approved by the IMO.

Regional co-operation is not only important in the catchment areas of watercourses; it also matters to landlocked countries in order to ensure safe and secure transportation and transit and to overcome the prevailing challenges.

My fourth point is really an appeal to step up national and international efforts to address the challenge of climate change.

The European Commission and the High Representative of the EU have brought attention to the issue of conflict prevention in the context of climate change. Not surprisingly, the analysis suggests that many of the potential sources of conflicts which increase as a consequence of the climate change are water related. Already, some OSCE participating States have identified climate change as one of the key elements of their national water policies. I hope that this Forum will help to identify further aims and measures to mitigate the harmful consequences of this great environmental challenge.

The maritime sector can be both a problem and a solution as comes to climate change. Water transports are very efficient and save resources if rightly handled. That is why we need to step up our efforts to ensure that the European waterways are well-functioning and contributing to the saving of energy in the transport sector.

But as I said – the maritime sector can also be a problem. Statistics differ, but if we are not careful the maritime sector will be a bigger CO₂ emitter than air transport.

The way in which the maritime sector should or could contribute to diminishing the risk of climate change must therefore be debated. It is a difficult task taking into account the nature of the maritime sector.

With interest we are looking forward to the updated report by IMO on greenhouse gas emissions.

It is also possible that Climate Change will open new transport corridors in the Arctic and we need to take that into account when setting safety standards.

My fifth point is the question; Are we moving in the right direction and are we doing enough?

My answer is that the direction is right, but that more progress must be achieved. Countries should be ready to do more at the national level, as well as regionally and internationally. And, such actions must then be followed by effective implementation and execution.

Finally, I wish to touch upon the role of the OSCE.

I believe we can only succeed if we act together. We need to build partnerships – networks of multifaceted partnerships – as they are essential for decreasing vulnerabilities and for

building sustainable strategies. This entails partnerships and transparency, between States, the private sector and the whole civil society.

International actors and organizations are essential parts of this network. The OSCE has excellent working relations with numerous other international actors, and this year's theme has further strengthened the links. The United Nations Economic Commission for Europe (UNECE) and the International Maritime Organisation (IMO) have substantially contributed to this year's theme and discussions.

The OSCE is the largest regional security organization, with specialised central Institutions and 18 Field Presences. The Organization has also built close relations with its Partners for Co-operation in the Mediterranean and Asia. In addition, the OSCE has developed efficient co-operation and partnerships with several other international organizations. This broad network and the OSCE's comprehensive concept of security provide an appropriate framework for reviewing this year's objectives of the 16th Economic and Environmental Forum.

In the OSCE area, participating States face common challenges because of the simple fact that the seas and inland waterways are interconnected. The decision to address maritime and inland waterways co-operation reflects the attention and political will that the OSCE can bring to these complex security issues. The intention is not to duplicate the work of other international organizations or specialized institutions, but to complement them where value can be added and progress achieved.

The OSCE can have an active role to play in political consultations and in generating political will.

Furthermore, the OSCE could have a role to play in exchanging best practises, as well as in capacity building. We should really promote the best models of governance at different levels as well as recognize other waterways that would need to develop common governance models. This is also linked to a general matter of enhancing good governance, including also efficient management of borders, cross-border facilitation and sustainable water management.

On behalf of the Chairmanship, let me conclude by thanking the Secretary General, Mr. Marc Perrin de Brichambaut for his commitment and support, and the Co-ordinator of OSCE Economic and Environmental Activities, Mr. Bernard Snoy and his team, as well as the OSCE Prague Office for their hard work in the preparation of this Forum.

I wish you all the best of success for this Forum and look forward to the plans of the incoming Greek Chairmanship on improving migration governance, which is a most topical issue in the OSCE Area.

Thank you for your attention.

Food for Thought

ENGLISH only

The possible role of the OSCE in the follow-up to the 16th Economic and Environmental Forum

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

Introduction

By adopting the PC.DEC/798 on the theme - “Maritime and inland waterways co-operation in the OSCE area: Increasing security and protecting the environment” –, format and organizational modalities for the 16th OSCE Economic and Environmental Forum, participating States acknowledged that the maritime and inland waterways security and environmental challenges were interlinked, topical and salient on the international agenda and that addressing them would enhance regional security, promote a sustainable economic development and strengthen environmental protection in the OSCE area. The participating States embarked in a process aimed at identifying an appropriate role for the OSCE in dealing with maritime and inland waterways security and environmental issues and at generating follow-up activities.

The 16th Forum’s theme reflects the OSCE comprehensive concept of security. It is based on and implements the OSCE Strategy Document for the Economic and Environmental Dimension, which was adopted by the Ministerial Council in Maastricht in 2003. It is also linked with the provisions of other OSCE documents such as the Brussels Ministerial Council Decision on Future Transport Dialogue in the OSCE (MC.DEC/11/06), the Madrid Declaration on Environment and Security (MC.DOC/4/07), the Madrid Ministerial Decision on Follow-up to the 15th Economic and Environmental Forum: Water Management (MC.DEC/7/07), as well as with the recommendations of past Economic and Environmental Forum meetings, in particular the 14th and the 15th Fora.

The 16th OSCE Economic and Environmental Forum process consisted so far in two preparatory Conferences, held in Helsinki, on 10-11 September 2007 (SEC.GAL/191/07), and in Ashgabad, on 6-7 March 2008 (SEC.GAL/67/08/Corr.1), and in the first part of the Forum, in Vienna, on 28-29 January 2008 (EEF.GAL/3/08/Rev.1).

The Helsinki Conference discussed the international framework of maritime and inland waterways co-operation, focusing on environmental protection as well as on transport security. Regarding maritime co-operation, it looked into the Northern European and the Black Sea experiences. It also discussed the co-operation on transboundary water courses and rivers and the need for co-operation between different stakeholders. The Vienna Forum built upon the conclusions of the Helsinki Conference and brought the discussion to a political level. The Ashgabad Conference focused mainly on maritime co-operation in the Caspian and Mediterranean Seas, on environmental governance, on environmental and river basin co-operation in Central Asia, on port and container security, as well as on transport, transit and cross border co-operation in the context of landlocked countries.

These meetings brought together official representatives from OSCE participating States, representatives of international and regional organizations, the civil society, business community and academic community as well as OSCE field presences. The discussions

contributed to defining more clearly the possible role of the OSCE. During these meetings many recommendations were put forward.

Objective

The aim of this Food for Thought paper is to provide an overview of the discussions and main suggestions which emerged from the meetings conducted so far, in order to stimulate and streamline the discussions at the Second Part of the 16th OSCE Economic and Environmental Forum (Prague, 19-21 May 2008) and to focus them on concrete follow-up activities. This is in line with past decisions, and in particular the Sofia Ministerial Decision 10/04 on improving the efficiency and effectiveness of the Forum, aimed at making it as result-oriented as possible.

This document is submitted to elicit reactions, comments and suggestions from the OSCE Delegations as well as from all the participants in the Prague Forum.

The OSCE approach

During the Forum process so far it was emphasized that the OSCE should aim at bringing added value to existing efforts towards increased co-operation in the areas of maritime and inland waterways. By contributing to strengthening and stimulating existing synergies and using its political leverage in this direction, the OSCE would play a positive role. Therefore, follow-up activities should in principle be developed in co-operation with relevant international and regional organizations or financial institutions.

In particular, the leading role and expertise of the International Maritime Organization (IMO) was repeatedly mentioned with regard to a variety of maritime issues. It was recommended that the OSCE develop a partnership with the IMO in the maritime field.

As far as inland waterways co-operation is concerned, as well as transport and transit issues related to landlocked countries, it was recommended that the partnership with the United Nations Economic Commission for Europe (UNECE) should also be further strengthened.

Furthermore, the OSCE should also engage in partnerships with other stakeholders, including the business community, the civil society, and academia. It should as well promote a multi-stakeholder dialogue and participation as an important element of good governance.

Given the cross-dimensional nature of many issues related to the Forum's theme, the synergies between various units at the OSCE Secretariat level should be strengthened. As well, the co-operation and co-ordination between Vienna and the field should be enhanced.

The OSCE involvement may be envisaged at various levels, as the need may arise: at 'OSCE wide' level; at regional, sub-regional and transboundary level; as well as at national and local level.

1. Action at 'OSCE-wide' level

Given its political mandate and wide membership, the OSCE could be instrumental in **promoting, in its region, a political dialogue, a policy debate as well as the implementation of commitments** related to the theme of the Forum. The OSCE is well

placed to mobilize political will, raise awareness and bring relevant issues to the attention of decision makers.

Further **co-operation with the IMO** could be envisaged in a number of areas such as: combating invasive species transfer; developing oil spill response capacities; the possible application in the OSCE region of the Marine Electronic Highway Concept. It was also suggested that the OSCE could seek intergovernmental organization status with the IMO and could consider negotiating and signing a MoU to formalize its co-operation with the IMO as it did with the UNECE.

The co-operation with the UNECE could be enhanced in areas such as: transport and trade facilitation; inland waterways; transport of dangerous goods. The proposals made by the UNECE in the report on the review of implementation of commitments, focussing on dangerous goods (EF.IO/11/08) should be considered.

Strengthening the **co-operation with the EU** could be sought in the areas of inland waterways and maritime co-operation as well as good governance.

The OSCE could advocate the need for an early ratification and an **effective implementation of relevant conventions**, legal instruments, regulations and standards. It could also be instrumental in collecting and compiling data and information from its participating States regarding implementation and compliance. It could consider making an interdisciplinary analysis of the political obstacles to the ratification and full implementation of these international agreements.

Among the most important legal instruments on which the OSCE could focus, one could list: IMO Conventions such as the Ballast Water Management Convention, MARPOL, etc.; UNECE Conventions; the Basel Convention; the Ramsar Convention; the UN Convention against Corruption, instruments related to maritime security and integrated supply chain management such as the ILO/IMO Code of Practice on Security in Ports, the IMO's International Ship and Port Facility Security (ISPS) Code and the World Customs Organization's (WCO) SAFE Framework of Standards (as well as, possibly, the revised Seafarers' Identity Documents Convention).

The OSCE could also promote an integrated approach between various conventions relevant for maritime and inland waterways co-operation.

The OSCE could be instrumental in **facilitating and guiding a policy debate among its participating States and Partners for Co-operation** regarding issues such as: the links between climate change and maritime and inland waterways transportation; maritime security issues, including resilience, multi-layered security approach or managing risks. Workshops on such topics could be envisaged.

2. Action at regional, sub-regional and transboundary level

The Forum process emphasized that maritime and transboundary waterways issues are most efficiently addressed by using a regional and sub-regional approach. The OSCE could give a **political impetus to existing co-operative arrangements**.

In this context, the OSCE could in particular promote coordination and harmonization at regional level of maritime and inland waterways related policies and the development of

bilateral and/or regional co-operation agreements as well as of joint bodies to tackle common problems.

The OSCE could contribute towards the exchange of best practices between regions and across various sectors such as environmental protection, trade, transport and good governance, economic activities related to the theme of the forum.

2.1. In the maritime field, the OSCE could strengthen co-operation with regional organizations such as HELCOM, the Black Sea Commission, Black Sea Economic Cooperation (BSEC), the Caspian Environmental Programme (CEP), and other organizations from the Mediterranean or Adriatic Seas. Among the issues that should be prioritized, are: preparedness and response capacity to combat oil accidents, including the transfer of technology; environmental issues; save and rescue operations, including joint emergency responses; security issues, in particular supply chain security.

For the **Caspian Sea region**, the importance of close co-operation between the littoral States was stressed, in particular with regard to environmental matters, oil spills preparedness and response and emergency preparedness. The important role played by the Framework Convention on Protection of the Marine Environment in the Caspian Sea (Teheran Convention) as well as by the Caspian Environmental Programme (CEP) was emphasized.

The OSCE could support the ongoing efforts and develop a partnership with CEP, also involving the IMO, and other organizations, including private sector organizations and the civil society.

The Environment and Security Initiative (ENVSEC) Eastern Caspian assessment could be instrumental in determining priorities.

In the **Black Sea region** a follow-up Chairmanship Conference on “The Safety of Navigation and Environmental Security in a Transboundary Context in the Black Sea Basin” will be organized in Odessa on 24-26 June 2008. The main aim of the conference will be to enhance co-operation in the region, facilitate the exchange of experience, identify current challenges, and contribute to integrating efforts towards a more effective implementation of international conventions. Regional organizations such as the BSC and BSEC have been invited to contribute and it is expected that the Conference will identify some further possible follow-up activities.

2.2. Regarding inland waterways co-operation, the Forum process indicated that addressing environmental challenges should be a priority. The Vienna Forum recommended the promotion of the Danube example in other river basins. The OSCE could, for instance, help replicate the Joint Statement on Transport and the Environment.

A number of other concrete proposals were made during the previous meetings, such as: the continuation of the Dniester project; the development of concrete activities following the assessment work in the Amu-Darya river basin (one delegation offered to host a sub-regional seminar on the Amu-darya basin, later in the year); further supporting the development of a project to manage flows distribution from the river Pripyat to the Dnieper-Bug canal.

With regard to river basin co-operation and water management, **Central Asia should be a priority region** for the OSCE. In the region, existing agreements need to be updated. There is also a need for transparent information exchange. The transfer of international experiences and know how would be beneficial and the OSCE could be a useful facilitator.

Building the co-operation of the countries in the region with Afghanistan was furthermore emphasized as an important element.

The regulation of the energy / water nexus and the development and improvement of water saving strategies in the region were mentioned as areas for future OSCE involvement.

It was highlighted that the EU Central Asian Strategy adopted last year might open perspectives for co-operation.

2.3. As far as **addressing the needs of landlocked countries, in particular in Central Asia**, it was emphasized that, based on its experience developed following the 14th Economic Forum, the OSCE could be an important political forum for regional dialogue on issues related to transport and transit among countries. It should strive to promote a multi-stakeholder dialogue as well.

The OSCE could continue to support the implementation of the Almaty Declaration and Programme of Action. To that aim, the OSCE could enhance co-operation with UNECE, United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP), World Bank (WB), World Trade Organization (WTO), WCO, UN Special Programme for the Economies of Central Asia (UN SPECA), Transport Corridor Europe-Caucasus-Asia (TRACECA), Asian Development Bank/Central Asian Regional Economic Cooperation (ADB/CAREC), Eurasian Economic Community (Eurasec), Shanghai Cooperation Organisation (SCO) etc.

As was already emphasized during the 14th Economic Forum, the OSCE could play an important role in enhancing regional co-operation towards the development of efficient international multimodal transport corridors. It could be instrumental in promoting the exchange of experience between the EU and the Central Asian States.

The OSCE focus should be on facilitation issues and the harmonization of legislation governing border crossings. It could contribute to a more effective implementation of existing instruments and enhance the regional know-how through capacity building. Addressing corruption should be another important part of these efforts.

In this context, it was stated that the development of a Handbook on Best Practices at Border Crossings would be a natural consolidation and extension of the OSCE engagement to-date.

3. Activities at national and local level

At national and local level, OSCE activities in addressing maritime and inland waterways security and environmental challenges would mainly consist of **capacity building and awareness raising**. The OSCE field presences would play an important role.

The OSCE, including through its field presences, and, joining forces with expert international and regional organizations, could participate in the development and delivery of capacity building or training programs at various levels. Among the thematic areas that could be envisaged, could be: oil spills preparedness and response; river basin management; customs good governance and border crossing facilitation; strengthening the implementation of various security related or environmental conventions, combating the threat of invasive species (e.g. with IMO on the Global Partnership Program).

In particular, the OSCE, in co-operation with partners such as the IMO, OSPRI (Oil Spill Preparedness Regional Initiative), CEP, BSC etc., could develop capacity building programmes contributing to the protection of the marine environment of the Caspian Sea and the Black Sea Region, in particular with regard to oil spills preparedness and response.

The OSCE could also continue to support 'Aarhus Centres' and new 'Aarhus Centres' could be established in the Caspian Sea region. A network of Aarhus Centres on the Caspian could be envisaged. 'Aarhus Centres' should contribute to raising public awareness of the ecological problems of the Caspian, provide the public with quality ecological information, encourage civil participation, provide trainings and facilitate dialogue. The OSCE could, *inter alia*, promote awareness of the effects of pollution and other human activities on the environment, assist in public information and awareness raising activities.

The next steps

At the end of the Second Part of the 16th Economic and Environmental Forum in Prague, the Chairperson of the Forum will present summary conclusions and policy recommendations drawn from the discussions.

Later on, in Vienna, the Economic and Environmental Committee of the Permanent Council will further analyze these recommendations.

The OCEEA, based on the Forum's recommendation and on the guidelines received from Delegations, will present to the EEC a more detailed list of possible follow-up activities.

It has to be noted that the implementation of such activities will require funding beyond the resources available in the Unified Budget. Therefore, voluntary contributions will be needed.

Eventually, the Permanent Council and/or the Ministerial Council may take the decisions required for the appropriate policy translation and follow-up activities.

**The 16th OSCE Economic and Environmental Forum (Part 2),
Prague, 19 - 21 May 2008**

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

**Concluding remarks by
Ambassador Aleksi Härkönen,
Head of the Finnish OSCE Chairmanship Task Force**

Excellencies,
Ladies and Gentlemen,
Dear Colleagues,

It is my great pleasure to make some concluding remarks concerning the 16th Economic and Environmental Forum.

During the Forum process we have addressed the topic of maritime and inland waterways co-operation from the security and environmental perspective. We started in Helsinki last September with a special focus on experiences of the Northern Europe and the Black Sea as well as on co-operation on transboundary water courses and rivers. In January we deepened our discussions on the Baltic Sea, the Black Sea and on transboundary watercourses and rivers in Vienna.

In Ashgabat in March we concentrated on the Caspian Sea and the Mediterranean as well as on the challenges faced by the landlocked countries. We took advantage of the excellent opportunity to examine the theme from a Central Asian perspective. During the past three days we have benefited from the earlier deliberations and drawn some conclusions on the role of the OSCE in maritime and inland waterways co-operation in the entire OSCE region.

A number of suggestions and recommendations have emerged from the Forum process. The need to strengthen co-operation between participating States and International Organizations in order to ensure an integrated approach has been underlined. Similarly, the importance of involving all stakeholders including the private sector and civil society organizations has been stressed.

The OSCE should continue to cooperate with the relevant international organizations, like the IMO and the UNECE, by bringing added value with its comprehensive approach to security. The role of the OSCE to promote a policy debate and advocate an early ratification and an effective implementation of relevant conventions has been acknowledged. Also the OSCE's wide network of Field Presences can be used to conduct project activities together with other organizations including training and other forms of capacity building.

The importance of regional and inter-regional co-operation has been strongly emphasized. As to maritime co-operation, there are already many regional mechanisms in place. The discussions during the Forum process have shown that we can learn from each other and benefit from best practises of other regions. Strengthening regional maritime co-operation would benefit all the parties concerned. For example, oil preparedness and response to combat oil accidents as well as combating other environmental threats are areas where regional co-operation could be strengthened and where training initiatives have already been developed. Please take another look at our posters when leaving this conference hall. They depict a situation that we all would like to avoid.

The OSCE could further develop its co-operation with the IMO for example by signing a memorandum of understanding following the model of the memorandum of understanding signed with the UNECE. This idea should be discussed in the Economic and Environmental Committee.

As to inland waterways, regional and transboundary water co-operation is also crucial. It would be useful to develop further activities and projects. In some cases the issues of waterways co-operation should be developed together with the management of water resources. In conflict areas waterways co-operation can serve as a further confidence-building measure.

We have had an eye-opening discussion of the challenges of the landlocked countries, especially in Central Asia. The OSCE should support the enhancement of regional co-operation towards efficient multimodal transport corridors. In this connection it has been emphasized that customs co-operation and border crossing facilitation should be supported by the OSCE.

Climate change has come up in many interventions. It is increasingly regarded as a major environmental challenge with serious security implications. The OSCE should continue addressing this issue bearing in mind the comprehensive security concept of our Organization.

We have now come to the final stage of the 16th Economic and Environmental Forum. However, we have some follow-up activities in the pipeline. A conference on 'Safety of Navigation and Environmental Security in a Transboundary Context in the Black Sea Basin' will be held in Odessa on 24-26 June. This is an excellent example of regional co-operation. In addition, later in the autumn the OSCE Mission in Georgia will arrange a workshop to deal with oil-spill preparedness in co-operation with the Georgian authorities.

If other participating States agree we will prepare a decision for the Ministerial Council in Helsinki on the basis of the recommendations of the 16th Forum, taking also into account the need to constantly update the Forum process and clarify the focus in the economic and environmental activities in general.

I would like to thank all participants for their active involvement in the deliberations. I would especially like to thank the speakers for their high-quality presentations and the moderators for steering and stimulating the discussion so professionally. In addition, I am grateful to the rapporteurs for their valuable contribution, which will enable us to prepare a comprehensive written report of the discussions.

And of course I would like to thank Mr Snoy and his team as well as the Prague Office for the excellent co-operation in preparing and conducting the second part of the Forum. I would also like to thank our Czech hosts for their generous hospitality.

Finally, the Finnish OSCE Chairmanship is looking forward to the 17th Economic and Environmental Forum and wishes the incoming Greek Chairmanship every success in tackling the issue of migration governance, and hope that the participating States will support the endeavour of our Greek friends.

On a personal note, I would like to recall that we certainly seemed to surprise many with our theme at first. I would like to thank those delegations, which helped us to develop it further and contributed to it in a tangible way. I am aware that some delegations never saw this theme as a priority, and would like to thank them for the constructive attitude they showed. As to whether we had some regrets I would like to quote Frank Sinatra and say that they were too few to mention.

Thank you.

REPORTS OF THE RAPPORTEURS

Introductory Plenary Session: Perspectives for future maritime and inland waterway co-operation

Moderator: **Ambassador Yusuf Buluç**, Permanent Representative of Turkey to the OSCE

Rapporteur: **Mr. Philip Reuchlin**, Economic and Environmental Adviser, OSCE/OCEEA

The moderator, **Ambassador Yusuf Buluç**, started the session by stating the main objective of the Economic and Environmental Forum, namely to identify concrete and realistic recommendations for the OSCE. He also outlined the proposed proceedings and working modus of the meeting. He raised some questions that could be addressed in the Introductory Session, such as the co-operation between the OSCE and other international organizations, its possible role in supporting the effective implementation of relevant legal instruments, the strengthening of multi stakeholders' co-operation and so on.

Mr. Cheick Sidi Diarra, **United Nations Under-Secretary-General, Special Adviser on Africa and High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States** (*EEF.IO/21/08*), spoke about the Almaty Programme of Action, which recognized the development obstacles faced by countries due to their lack of access to the sea. Indeed, 8 of the 10 bottom countries in the most recent 'Doing Business' report were landlocked. In order to overcome these obstacles, infrastructural and structural reform was necessary, as well as increased co-operation on water resources to facilitate trade and avoid conflict. A good example of that was the co-operation among Danube countries, which linked environmental protection and waterway infrastructure development. The same could be done for Amu- and Syr-Darya rivers. Mr. Diarra also highlighted the transit potential for Central Asia as a link between China and EU. Progress was already being made (in 2007 it took 49 days for exporting goods, while in 2005 it took 57). He noted the fact that the OSCE could assist in bringing the Review meeting of the Almaty program of Action to the attention of its participating States.

Mrs. Karla Peijs, **European Coordinator for Inland Waterways** (*EEF.DEL/28/08*), spoke about the tension between the need to use rivers as transport vehicles while protecting their environment. Climate change and emission concerns were leading to awareness that rivers provide cost effective solutions to transporting goods. The European Community was actively pursuing the use of inland waterways. For this it has developed the Naiades Programme, which encompasses actions for the development of inland navigation, fleet, infrastructure, training, promotion and image development. Other legislative tools included the Water Framework Directive, LIFE and NATURA 2000. The Commission also made available financial resources to develop inland waterways, in the form of modernizing fleets and creating inter-modal ports, as well as promoting a positive image of inland waterway transport and training for staff. Ultimately, in order to build confidence along all states along a river, it was necessary to make sure that the river stayed clean.

Mr. Gaetano Librando, **Head of the Treaties and Rules Section, International Maritime Organization** (*EEF.IO/20/08*), spoke about the IMO's role in regulating all matters related to safety and security of navigation, prevention of marine pollution and legal matters relating thereto. IMO's measures fall into three categories: preventing accidents and environmental damage; mitigating their effects; and aftermath measures. There are 50

treaties that have been adopted concerning this issue and the OSCE could help in the implementation of these. He also noted the lack of qualified sea farers. Regarding security issues, there exist the SOLAS and ISPS Code which referred to a risk management approach of shipping activities. On environmental issues there exists the MARPOL (plus annexes) and the OPRC Convention, which addressed oil pollution incidents. An additional legal instrument referred to Ballast Waters and Invasive Species.

Mr. Librando suggested that the OSCE and IOM concluded an Agreement of Co-operation on the following issues: sensitizing OSCE members to implement conventions; fund training initiatives; regional oil spill arrangements; engaging OSCE field presences.

Dr. Anita Mäkinen, Head of Marine Programme, WWF Finland (*EEF.NGO/6/08*), spoke about the threats to the ocean resulting from overfishing, pollution, climate change and alien species. According to her, 35% of ships were older than 15 years and 25% of all ships carry oil, chemicals or liquid gas presenting clear threats to further pollution. She stressed the role that safe and secure maritime transport can play in promoting co-operation as well as the need to engage the private sector through public private partnerships. Regarding climate change, 5% of global emissions were produced by the shipping industry. Changes in the climate were leading to dramatic shrinking of ice in the Arctic. The OSCE-Arctic Council co-operation was one avenue to explore in this respect. The WWF suggested that operational oil spills were prohibited in all areas, not just in certain zones. The most important issue facing the global community with regard to marine protection was the actual ratification and implementation of conventions, and in this regard the OSCE could assist participating States.

Mr. Robert Nowak, speaking on behalf of **Mr. Marek Belka, Executive Secretary of the UNECE (*EEF.IO/19/08*)**, noted the already well established co-operation between the OSCE and the UNECE. He said that the UNECE was hosting 5 environmental conventions, and notably the water convention. This convention was designed to reduce tensions between upstream and downstream states and had recently undergone a First Assessment. The UNECE encouraged all States to ratify and accede to the Convention. The UNECE was also hosting conventions related to transport issues, such as the European Agreement on Inland Waterways of International Importance (AGN), the European Agreement on International Carriage of Dangerous Goods by Inland Waterway (ADN), the European Code for Inland Waterways (CEVNI) and the Pan-European technical vessel prescriptions (Resolution No.61). A White Paper on trends in and development of inland navigation and its infrastructure was being currently developed. The UNECE was very pleased to co-operate with the OSCE on the development of a Handbook of best practices at border crossings and hoped that the already successful co-operation on transport and transit issues would continue. He also noted the UN Treaty Event, which would take place in autumn in New York, at which 9 UNECE border crossing facilitation conventions would be featured.

One group of delegations noted some good examples of OSCE activities being done in conflict zones, such as South Ossetia/Georgia and the Republic of Moldova, on confidence building measures through economic and environmental means. The European Union was actively involved in contributing to enhanced environmental protection of all its surrounding seas. Its Thematic Strategy on the Marine Environment was the main guidance for these activities, together with the Marine Strategy Directive. The speaker noted that the OSCE could contribute to the improvement of the implementation of the IMO agreements and recommendations. It also noted the increasing security threat from climate change. It also found that it was time to prioritize the various activities of the dimension and therefore believed that participating States should start a debate about the future direction and programmes of this dimension, with a strong focus on added value and the security aspects

of the Organization. Such an approach, within a cross dimensional framework, could result in a Ministerial Council decision on the future tasks of the Economic and Environmental Dimension.

One delegation noted that the OSCE has a track record in assisting in ratifying and implementing conventions and legal instruments as well as facilitating best practice exchange. It opposed embarking on discussions on the link between climate change and maritime related issues. It was also skeptical on the ability of field presences to deliver capacity building programs related to oil spill preparedness. It emphasized the role the OSCE has to play in promoting the rule of law and good governance and combating corruption, organized crime and money laundering.

One representative noted that the discussions so far in the context of the Forum process had not taken oil pipelines and arctic routes into consideration and proposed a presentation of Arctic issues in the Economic and Environmental Committee in Vienna.

Another delegation noted the need to harmonize measures in the shipping of cargo, in order to make it efficient and protect the environment. Global standards were necessary but regional co-operation was equally vital (*e.g.* HELCOM). The OSCE had a role to play in the compliance and implementation of sea pollution instruments as well as in raising awareness among a wider public to protect the sea. It proposed regular practical exercises to practice emergency response services in transboundary waters.

One delegation noted the importance of Central Asia as a transit corridor. It also recognized the potential Amu and Syr Darya rivers had as platforms of co-operation. It noted that so far Kazakhstan and Uzbekistan have recognized the transboundary river conventions, while the other Central Asia countries have not.

The main conclusions and suggestions of the session can be summarized as follows:

- The implementation of the Almaty Program of Action is needed and the OSCE can be partner to facilitate this.
- The EU has good examples of co-operation on inland waterways, on how to combine environmental concerns with transport considerations.
- The IMO and the OSCE could envisage a formalized agreement on co-operation to effectively use both organizations capabilities in implementation of relevant IMO legal instruments.
- The Arctic is an area that should be examined further in the context of transport co-operation and environmental protection.
- The UNECE and the OSCE are natural partners and should continue their co-operation on transport and trade facilitation, *i.e.* on drafting the handbook on best practices at border crossings and on providing capacity building workshops.
- Delegations noted the need to review the second dimension commitments and the future actions to be taken by the OCEEA and the field presences. A Ministerial Decision on this issue could be envisaged.
- The OSCE has a role to play in conflict zones, *i.e.* through promoting confidence building measures on transport and environmental issues.

Plenary Session I: Review of the implementation of OSCE commitments

Moderator: **Ambassador Kairat Abdrakhmanov**, Permanent Representative of Kazakhstan to the OSCE, Chairman of the Economic and Environmental Committee

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

The moderator, **Ambassador Kairat Abdrakhmanov**, began the session by reminding participants that OSCE participating States have agreed to review their economic and environmental commitments on a periodic basis and highlighted that this session was dedicated to this endeavor. He went on to note that, in this Forum, transportation commitments, as they relate to the environment, would be the focus of attention.

Mr. Olivier Kervella, Chief of the Dangerous Goods and Special Cargos Section of Transport Division of the UNECE (*EEF.IO/18/08*), began the discussion with a presentation on the transport of dangerous goods. He noted that these goods: a) were ubiquitous and provided numerous examples of different types of cargo; b) were produced and transported in large quantities; and c) presented a risk to populations and the environment, as it was evidenced by tragic disasters in the past.

Mr. Kervella continued by describing the existing UN regulatory framework, administered by the UNECE, in place to mitigate the risks posed by the transport of dangerous goods. The speaker described the global, regional and national applications that sought to harmonize the process of transporting dangerous goods. These standardized applications encompassed classification, packaging, labelling, transport, and documentation practices. Specifically, the UNECE representative highlighted two global applications, namely the International Maritime Dangerous Goods (IMDG) Code for sea transport and ICAO's Technical Instructions for air transport, and three regional applications, also covering different transport modes: the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR), the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (AND) and the Regulations Concerning the International Carriage of Dangerous Goods by Rail (RID).

Mr. Kervella noted that in order to harmonize applications and promote safe transport, UN requirements must be fulfilled. Although packaging, quantity and UN marks were key requirements, the speaker further highlighted the importance of training in handling and transporting dangerous goods as 85 percent of all accidents were due to human error. Security was also an important requirement and it had storage, identification and registration implications. These were more stringent for high consequence dangerous goods. Mr. Kervella stressed the importance of enforcement through controls and compliance, which could be assisted through harmonization.

The speaker concluded by outlining three recommendations that the OSCE could consider. First, the OSCE could help participating States in acceding to ADR (standardized UN road applications for the transport of dangerous goods) by contributing to administrative structures. Second, the OSCE could assist participating States in harmonizing their national regulations with international ADR standards and identifying areas of need and working with officials on national laws. Third, the OSCE could further the implementation of ADR in participating States through monitoring and implementation of best practices. In this context,

Mr. Kervella referred to the three project proposals included as annexes in the UNECE report prepared for the Forum (EEF.IO/11/08).

Mr. Gaetano Librando, Deputy Director and Head of the IMO's Treaties and Rules Section of the Legal Affairs and External Relations Division, based his intervention on the two reports submitted by the IMO ahead of the Forum, dealing with the efforts to prevent and combat terrorism (EEF.IO/12/08) and with the present status of IMO's environmental treaties (EEF.IO/13/08). Mr. Librando also reviewed some key treaties of the IMO that seek to provide for liability and compensation commitments. He noted that these were largely technical regimes that sought to define and limit the costs of liability while at the same time provide for adequate compensation in case of contamination, particularly in the areas of oil spills.

Mr. Librando highlighted that participation in these treaties was subject to the sovereign decision of all States and noted that the level of participation, at this time, was less than satisfactory. The speaker went on to state that, in order to maximize the potential benefits of the IMO's treaties, wider acceptance was needed. The IMO representative then referred to further measures the OSCE's participating States could take in terms of treaty ratification, comprehensively noting treaties not ratified by the States in the OSCE area. Mr. Librando suggested that the OSCE could be active in encouraging the accession of its participating States to these treaties.

The discussion began with an intervention by a private enterprise from Kazakhstan, which stressed the importance of the OSCE in promoting political discussion to bring regional partners together, assisting in harmonizing standards and customs practices and contributing best practices in helping States reform their legislation and administration. The participant highlighted that this has already occurred and stressed the need for future activities in this area.

Another participant agreed with the above mentioned private enterprise, and stated that this was a good example of a good governance initiative. He noted that these types of activities should be the focus of the OSCE.

An additional participant recommended that the OSCE should take stock of all commitments and quantitatively set targets on implementation. One participant noted that the OSCE should seek to co-operate with other organizations but saw limited value added in working to implement IMO treaties and conventions.

A final participant queried whether there had been quantifiable improvements in the transport of dangerous goods, to which Mr. Kervella responded that good data did not exist, but in general good regulations would result in fewer problems.

In Plenary Session I of the 2008 Economic and Environmental Forum dedicated to the review of OSCE commitments, the following recommendations for possible OSCE activities were made:

- Helping participating States in acceding to ADR (standardized UN road applications for the transport of dangerous goods) by contributing to administrative structures.
- Assisting participating States in harmonizing their national regulations with international ADR standards and identifying areas of need and working with officials on national laws.
- Furthering the implementation of ADR by participating States through monitoring and implementation of best practices.

- Encouraging the accession of participating States to IMO treaties and conventions on environmental protection, liability and security.
- Promoting political discussion to bring regional partners together, assist in harmonizing standards and customs practices and contribute best practices in helping states reform their legislation and administration.

Plenary Session II: Prospects for overcoming challenges faced by landlocked developing countries in the OSCE area

Moderator: Mr. Cheick Sidi Diarra, UN Under Secretary General and High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States

Rapporteur: Mr. Armands Pupols, Policy Support Officer, OSCE/CPC

Mr. Annageldy Yazmuradov, First Deputy Minister of Water Resources of Turkmenistan (*EEF.DEL/46/08*), mentioned that, due to the geographical location of Turkmenistan, the country could offer transit routes between Asia and Europe mainly through its international port in Turkmenbashi. In 1996 Uzbekistan, Azerbaijan and Turkmenistan signed an agreement on a railway ferry route between the cities of Baku and Turkembashi in order to improve the trans-shipment of goods. This ferry line could increase substantially the intensity of railway cargo in Central Asia.

Since independence, Turkmenistan has adopted a railway development programme, which envisages the construction of two thousand kilometres of railways. The first railway line under this programme was open between Tedzhen and Mexden (Iran). This line provided the opportunity for trans-shipment of goods from Siberia to the Persian Gulf. The second part of the railway line under the above mentioned programme was built between Turkmenabat and Atamurat.

In 2008 the Turkmen authorities started to build the Turkmen part of the new international railway line Uzen (Kazakhstan) – Goran (Iran) which was referred to as a North –South transport corridor. It was planned that this line would be opened in 2011 and would give the opportunity for countries in the CiS region to have better access to the Persian Gulf.

Turkmenistan was also paying attention to the development of international roads. Several projects were under way.

The possible role of the OSCE could be to provide mediation and advice in the region with a particular emphasis on customs management.

Mr. Berik Uandykov, Deputy Chairman of the Committee of Transportation and Means of Communication, Ministry of Transport and Communications of the Republic of Kazakhstan (*EEF.DEL/26/08*), referred to the main challenges which Kazakhstan was facing in terms of transport development. The large and sparsely populated territory and the continental climate, with big temperature differences between seasons, were mentioned among important factors that the country had to overcome. At the same time, Kazakhstan had a huge potential in terms of transport development since neighboring China was economically booming and it needed new and faster transport routes to Europe. The

transportation of goods from Shanghai to Germany via Kazakhstan could take only 10 days, instead of shipment by sea which took 45 days.

Kazakhstan planned to attract a considerable amount of foreign investment. A strategy till 2015 has been developed, envisaging the development of North–South and East–West transport corridors. It was planned that funding for these corridors would be based on public private partnership.

Kazakhstan fully supported the Almaty Program of Action adopted at the International Ministerial Conference of Landlocked and Transit Developing Countries and Donor Countries and International Financial and Development Institutions on Transit Transport Co-operation in 2003. The programme included the facilitation of transit traffic, public investment in transport sector, development of institutional capacity and strengthening of governance mechanisms.

It was stressed that, since the development of transport corridors in Central Asia required coordination of national transport strategies, the OSCE could facilitate this work.

Mr. Graham Smith, Consultant, International Trade Department, the World Bank (*EEF.IO/14/08/Rev.1*), mentioned that 15 years ago the World Bank gave its first loan to Central Asia, to Kazakhstan, for the Aktau port development. Regarding the development of transport corridors, landlocked countries remained among the highest priority for the World Bank.

The World Bank has financed performance measurements of transport corridors in order to identify barriers to trade flows, develop recommendations on infrastructure and procedures, facilitate dialogue with the Governments in the region and establish baselines to measure project impact (road construction, customs modernization, trade facilitation etc.). The World Bank was using a time/costs model based on five types of surveys: on-site physical measurements, truck drivers' interviews, survey of freight forwarders, survey of customs brokers, and trip diaries. The performance measurement for three corridors (Khorogos – Tashkent, Khorogos – Bishkek and Bishkek – Osh) showed that actual speed varied from 16 km/h to 31.5 km/h and non-official costs from 45 USD to 255 USD.

The Performance Measurement Results also showed that very often it was not customs which took most of the time at borders, but rather other agencies. Therefore, the consolidation of such agencies was essential.

It was suggested that, regarding transport development, the OSCE could focus on the dissemination of best practices for policies and institutions. A good example was the development of the handbook on best practices on border crossing points, the organization was already planning.

The OSCE, through trainings and advice, could contribute to the strengthening of public sector institutions and to improving governance of trade-related activities. Such multi-lateral activities should centrally aim to build confidence between trading partners, and between landlocked countries and their transit neighbors.

During the discussion, participants underlined the importance of the theme of the Economic and Environmental Forum for countries with limited water resources. Sustainable water management was mentioned as an extremely important task in Central Asia. The Aral Sea problem was having an impact on the environment, employment and general security in the

region. The implementation of the UN Convention on the Protection and Use of Transboundary Watercourses and International Lakes adopted in Helsinki in 1992 was stressed as an essential tool for trans-boundary water management in Central Asia. It was important that all structures dealing with trans-boundary rivers be built in line with the above mentioned convention.

It was suggested that, in terms of trans-boundary water management in Central Asia, it could be very useful not to re-invent the wheel but to look into the experience of several European countries. The way those countries were dealing with trans-boundary rivers, such as the Danube, would be a good example. The OSCE could support such an exchange of best practices.

It was underlined that the Almaty Program of Action (APA) should be a platform for any joint actions in the Caucasus and Central Asia regions. The UNECE had played a key role in developing the APA and the organization continued to provide assistance through developing legal instruments. Co-operation between the UNECE and the OSCE was essential in this area. For example, the planned handbook on good practices on border crossings would be a joint piece of work with a very practical aim.

Plenary Session III: Acting together in addressing multifaceted aspects of maritime and inland waterways security

Moderator: Mr. Raphael F. Perl, Head, Action against Terrorism Unit (ATU), OSCE
Rapporteur: Ms. Sinead Harvey, Attaché, Permanent Mission of Ireland to the OSCE

The moderator, **Mr. Raphael F. Perl, Head, Action against Terrorism Unit (ATU), OSCE**, explained that any policy debate within the OSCE on maritime and inland waterways security related issues must follow a comprehensive and integrated approach and must take account of the views of all stakeholders. He asked the three speakers to consider the questions posed to them for this session on the implementation of legal instruments and on enhancing the role of public-private partnerships and regional actors in maritime security. The objective should be to make proposals on the possible role of the OSCE in addressing multifaceted aspects of maritime and inland waterways security.

Mr. Larry L. Burton, Senior Technical Officer, World Customs Organization (WCO) (*EEF.IO/15/08*), outlined the main elements of the WCO SAFE Framework of Standards. This Framework responded to increasing fears for security by setting essential standards for international supply chains, while addressing the reality that customs remain dependant on trade. The vital component of the SAFE Framework was the consultative process with the 173 Member Nations, which was aimed at synergizing best practices in capacity building and conceptualizing their mutual recognition of needs. The Framework evolved through partnership with the private sector in a PSCG (Private Sector Consultative Group), where a balanced representation of regional organizations, trade representatives and business corporations advice, comment and edit the Framework.

SAFE Needs Assessment Missions have been undertaken in 152 of the 173 Member Nations and a SAFE Working Group continued the consultation process. In doing so it considered and advised on the implementation and administration of the Framework and recommended uniform interpretation and application of its measures in each State. The effective implementation of the SAFE Framework required the full commitment of all Member Nations. Customs had for too long been subject to a fortress mentality but, in fact, it should

be an equal partner to trade. Through capacity building and mutual recognition a globalised set of Customs Standards on Security and Facilitation can be achieved.

Mr Burton ended with the following recommendations for the OSCE co-operation with the WCO:

- The WCO should continue to be consulted on the upcoming OSCE Handbook on Best Practices at Border Crossings, especially during the preliminary, conceptual discussions.
- The OSCE participating State governments are advised to request assistance from the WCO on matters where they are most active, that is, trade changes, cargo movements, etc.
- The WCO assigns observer status to many organisations in the consultative process of the SAFE Framework. A valuable step for the WCO-OSCE co-operation would be the signing of a Memorandum of Understanding allowing for OSCE observer status in these meetings.

Mr. Hans-Michael Dietmar, Corporate Product Manager Sea Freight, Schenker AG, Germany (*EEF.NGO/7/08*), gave more corporate flavour to what had been said by the representative of the WCO. Mr. Dietmar explained that the continual evolution of global markets and the risks inherent in technological advances called for a calm and focused approach to be applied in the area of maritime security, which would preserve trade movements and avoid the risk of bringing operations to a standstill.

He discussed the parameters of Maritime Security listing a number of initiatives (e.g. the Customs Trade Partnership against Terrorism, the Container Security Initiative). It was pointed out that these initiatives could be global, multi-national, corporate or within the vertical sector. Schenker had its own initiative in the form of the ‘Schenker Smartbox’ which provided, *inter alia*, electronic and real time security tracking, anti-terror security and intrusions detection. Mr. Dietmar admitted that this tool had a limited market, as it was for cargo of the highest value, but it did act as ‘food for thought’ on how companies could work towards a comprehensive approach to Maritime Security. Developments such as the Smartbox highlighted how security was becoming more and more part of the corporate culture. This enhanced cost recovery and the commercial viability of products, which thus contributed to the marketability of similar products.

In regards to the possible role of the OSCE, Mr. Dietmar made the following suggestions:

- The OSCE could mobilize all stakeholders to exchange best practices, between regions and agencies, from the experiences they have in logistics projects.
- The OSCE could also stimulate synergies between stakeholders by inviting logistics providers to participate in a discussion aimed at identifying their needs and commitments in the field of Maritime Security.

Mr. Cesare Bernabei, Policy Coordinator, Directorate General for Energy and Transport, European Commission (*EEF.DEL/36/08/Rev.1*), concentrated on the Trans-European Transport Network (TEN-T). The construction of the trans-European transport networks was a major element for economic competitiveness and for a balanced and sustainable development of the European Union. The TEN-T has established guidelines covering the objectives, priorities, the definition of projects of common interest, and the main themes of the envisaged measures.

As demand for mobility increases there were negative impacts such as worsening congestion, decreased quality of services and major environmental degradation. The TEN-T guidelines, adopted in 1996 and modified in 2004, had the objective of making the use of transport modes more effective, without restricting mobility. It gave priority to those methods that would prove less invasive on the environment and human activities.

After summarising the work undertaken within the TEN-T approach and, in particular, the NAIADES Programme, which focused on five strategic areas for a comprehensive Inland Waterway Transport policy (market, fleet, jobs/skills, image, and infrastructure), the European Commission representative said it was possible to envision common ground for developments between the OSCE and the European Commission on Maritime Security and Inland Waterway security.

He recommended that the OSCE and the European Commission exchange experiences based on best practices, in a global approach, in multi-faceted and multi-layered activities, building up on confidence and the sharing of experiences such as PPP initiatives. This approach must involve all stakeholders.

In the discussion that followed, several delegations intervened on possible focused OSCE involvement in Maritime Security. One delegation suggested framing the risks of Maritime Security into three categories - piracy, terrorism and proliferation. It was recommended that the OSCE benefit from the experience of several initiatives and organisations working in these three areas, e.g. NATO, the Container Security Initiative and the Proliferation Security Initiative, and use the opportunity for the sharing of best practices.

A comprehensive approach, agreed the moderator, was what was essential and not necessarily a specific action from the OSCE in the field of piracy.

Building on this theme, it was recommended by one delegation that the IMO and Naval Authorities be supported in their efforts in fighting piracy rather than expanding the responsibilities of the OSCE.

One participating State reminded those present that an effective discussion on the practical elements of new OSCE activities would be required. Such a discussion had to encompass budgetary elements, before any political decision could be taken.

Finally, another delegation recommended that the OSCE turn its attention to the international commitments of States in Inland Waterway transport.

Plenary Session IV - Emerging Environmental Threats to Security: Need for Enhanced Maritime and Inland Waterways Co-operation

Moderator: Mr Paul Kielstra, Economist Intelligence Unit

Rapporteur: Mr Andrew Price, UK Delegation to the OSCE

Mr Aleksandr Rachevsky, Director, Department for International Co-operation, Ministry of Natural Resources and Environmental Protection of Belarus ([EEF.DEL/25/08](#), [EEF.DEL/25/08Add.1](#) and [EEF.DEL/37/08](#)) outlined the economic importance of a well-developed inland waterways system for a landlocked country such as Belarus. His country was investing heavily to develop the economic potential of its inland waterways system. But it was also conscious of the need to protect its vital water resources

from environmental threats. He noted that pollution from agriculture and industry was more damaging than from shipping. He stressed the importance of the “precautionary principle” and the need to identify environmental threats at an early stage. It was therefore important to consider the impact of climate change now. Belarus needed to regulate and monitor its waterways. It also needed to design and strengthen agreements on transboundary river basins. Belarus was actively co-operating with its neighbours on the protection and joint use of transboundary rivers. Mr Rachevsky thought that the OSCE could assist Belarus to bring its legal framework up to European standards, to develop national and regional strategies for dealing with transboundary water problems, and to identify environmental threats.

Mr Hamidreza Ghaffarzadeh, Project Manager, Project Coordination Unit, Caspian Environment Programme (EEF.IO/17/08Rev.1) described the Caspian as a sea of opportunities and challenges. It was a strategically important transport corridor, held vast hydro-carbon reserves and valuable fish stocks, and had eco-tourism potential. But it also faced serious political and environmental problems. These included declining fish stocks (including the lucrative sturgeon), the rise of invasive species, and the increasing risk of oil spills and of serious water level fluctuations caused by climate change. The CEP promoted regional dialogue on environmental issues, conducted analytical work, developed strategies and policies, and promoted investment. It had made good progress over the past ten years and had achieved some successes. But it still needed to do more. Mr Ghaffarzadeh thought the OSCE could help to promote the sustainable development of the Caspian Sea by promoting regional dialogue, raising awareness of the environmental problems and generating political will to deal with them, monitoring climate change effects, and supporting the role of other international organizations on oil spills response.

Mr Juha-Markku Leppänen, Director, State of the Baltic Sea and Global Change Programme, Finnish Institute of Marine Research (EEF.DEL/27/08rev1) urged policy-makers to heed the advice of the scientific community on the many varied environmental threats facing European Seas. He pointed out that there was increasing public demand for the authorities (e.g. in Finland) to do more to solve environmental problems (e.g. those facing the Baltic Sea). Good research could play an important role in helping to detect emerging environmental threats. In fact science had predicted all the major environment problems and pressures (e.g. the long term decline in commercial fish stocks) and had provided recommendations for solving them (e.g. total sustainable catch levels). But all too often scientific recommendations were ignored. He stressed the need for new and innovative approaches to co-operation, which combined the best practices from the public and private sectors. These included non-governmental diplomacy (e.g. Union of Baltic Cities) and philanthropic capitalism (e.g. Baltic Sea Acton Group). He concluded that the OSCE could help tackle environmental threats to European seas by promoting effective inter-regional co-operation and by providing a forum for sharing experiences and best practices.

The moderator asked the panel whether the current international focus on climate change was helping or hindering attempts to combat other environmental problems, and whether or not the precautionary principle was becoming integrated into international agreements. Mr Ghaffarzade commented that, in the short term, invasive species was the biggest threat to the Caspian Sea but that the medium and long term effects of climate change could not be ignored. He thought that, in practice, the precautionary principle was not being observed in the Caspian. For example, action to deal with invasive species had come too late. Mr Leppänen said the precautionary principle was embedded in HELCOM but that there was a problem in getting politicians to act upon scientific advice before the environment was harmed.

One Delegation commended the role of the CEP and called for the OSCE to support its work. Another Delegation supported CEP's work, notably on oil spills preparedness. Mr. Ghaffarzade said that the CEP had managed to promote environmental co-operation among the five Caspian states despite there being no common legal framework. He also warned that unless oil money was utilised sensibly the Caspian would face problems when the oil ran out. A final delegation emphasised the need to improve water management at the national and international level. The OSCE could help in the development of appropriate strategies.

Plenary Session V: Enhancing good governance and promoting maritime and inland waterways co-operation

Moderator: Ambassador Carlos Sanchez de Boado y de la Valgoma, Permanent Representative of Spain to the OSCE

Rapporteur: Ms. Esra Buttari, Associate Programme Officer, OSCE/OCEEA

Captain Kjell T. Landin, Marine Manager, Eurasia Marketing & Transportation, Chevron, Chairman of the Oil Spill Preparedness Regional Initiative (OSPRI) (*EEF.NGO/5/08/Rev.1*), presented a brief overview of OSPRI, which represented a group of energy companies that implemented a series of actions regarding oil spill preparedness and response through a regional initiative covering the Caspian Sea, the Black Sea and Central Eurasia. The activities focused primarily on enhancing national and regional oil-spill-response planning, increasing the capacities for response equipment and infrastructure and facilitating the implementation of existing cooperative agreements. The Bucharest and Tehran Conventions respectively provided the regional frameworks for oil spill preparedness in the Black Sea and the Caspian Sea. OSPRI strongly advocated industry partnership in these efforts in line with the Global Initiative, a joint programme of the International Petroleum Industry Environmental Conservation Association (IPIECA) and the IMO, helping developing regions and countries implement the relevant Conventions. Captain Landin highlighted the regional drilling exercise conducted in the Black Sea in September 2007, under the Turkish Government's leadership, as a good example of co-operation of the Black Sea coastal countries. He emphasized that there was a strong need for further capacity development initiatives through the Black Sea Commission. For the Caspian Sea, he stated that the International Convention on Oil Pollution Preparedness, Response and Co-operation (OPRC) had not been implemented or tested yet, and a relevant protocol had not yet been signed by the coastal countries. The lack of a clear administrative roles and responsibilities and the lack of a regional centre for coordination as well as the need for national legislation and national plans were among the major gaps for the Caspian Sea in the area of oil spill preparedness. Captain Landin underlined once again the importance of partnership in this area and the role of OSCE in this respect. He indicated that OSCE could facilitate the existing regional co-operation, particularly in terms of political engagement and awareness building. The OSCE could as well engage and partner with national administrations, regional bodies, the industry, as well as with the IMO to support national implementation of regional and international legal frameworks and could build on best practices.

Mr. Daniel Valensuela, Deputy Director, International Office for Water, International Network of Basin Organizations (*EEF.IO/16/08/Add.1*), summarized the impacts of navigation on eco-systems, water quality and quantity, fisheries and in general on human well-being and underlined the importance of good governance and Integrated Water Resources Management (IWRM). In this respect, he highlighted the need for a national institutional framework for water related resources and activities, including navigation, and

implementation of this framework at hydrographical basin levels. Such a framework should enable cross-ministerial and cross-sectoral co-operation involving all stakeholders. Furthermore, it would ensure well organized co-operation among all policies related to water and would identify clear division of roles and responsibilities among various institutions. Mr. Valensuela identified the “river basin” level as the most appropriate level for developing IWRM. He gave examples of various institutional structures and functions of basin organizations, such as administrative commissions, arbitration authorities, basin councils, or associations or unions of local authorities, NGOs, etc., with functions such as communication, information, protection, conflict resolution, monitoring, etc. He emphasized that the precaution principle, the polluter pays principle and the cost-recovery principle, along with joint identification of emission limits and establishment of public participation mechanisms, constituted the key principles for river basin management. In this respect, he indicated that OSCE’s efforts should particularly target: ensuring political commitment at national and regional levels; promoting a platform of information, data and knowledge, based on integrated monitoring systems for the river basin; and facilitating a regional dialogue on IWRM with the participation of all stakeholders, including the civil society.

Dr. Andreas Kuppers, Research & Development Co-ordinator, GeoForschungs Zentrum Potsdam, Germany (EEF.DEL/35/08/Add.1), gave a brief overview of the activities of the German Research Centre for Geosciences (GFZ) targeting the Central Asia, including the inauguration of the Central Asian Institute for Applied Geosciences (CAIAG) in Bishkek in 2006 and launching of the Global Change Observatory in 2007, which led to a GFZ/CAIAG joint proposal for a Water Research Network in Central Asia (CAWA) in 2008. The CAWA Network would aim at improving co-operation among relevant institutions in Central Asia, fostering collaboration between Central Asian countries and the European Union, basing all decisions on scientific evidence and data, as well as at facilitating knowledge transfer. The work packages would include: the design and the establishment of a prototype for monitoring and management systems, both for hydro meteorological and terrestrial data; the development of a regional hydrological model for water budgeting in Central Asia; analysis of global change impact on water budget in Central Asia and transfer of knowledge. Dr. Kuppers suggested that the OSCE could: assist in mobilizing political interest for co-operation among countries of the Central Asia on disaster preparedness and response; support actions for supra-national survey scheme; and help in the identification of potential donors who would be partners of the initiative in the long-term.

Mr. Pavel Ježek, Ministerial Counsellor, Ministry of Transportation, Czech Republic (EEF.DEL/24/08), presented comprehensive information on the Czech waterway system. The waterway system was important for both domestic and international transportation of passengers as well as freight. It was the source of drinking water for over 2.1 million people and also the source of irrigation water. Mr. Jezek particularly highlighted the economic importance of three navigable rivers in the Czech Republic, namely the Labe (Elba), the Vltava and the Morava. Labe and its tributary, the Vltava, flow into the North Sea, while the Morava flows into Danube. Given the current intensity of transportation on these waterways, Mr. Jezek elaborated on the need for further constructions and improvements on these rivers, including the raising of bridges, the enlargement of river beds, the construction of flood prevention infrastructure, as well as measures for increasing the safety of navigation and compliance with environmental standards.

During the discussions, one participant stressed the effectiveness of the CAWA project in bringing together all Central Asian countries around the issue of water management. He also underlined the importance of the adoption of the EU Strategy on Central Asia and mentioned the possible establishment of a Water and Energy Academy in Bishkek. This initiative was

supported by another participant, who also emphasized the need for integrated water resources management in Central Asia.

Another participant drew the attention to the importance of national legislation for oil spills and informed the forum on the Oil Spill Risk Minimization workshop that would be held in Georgia with the co-operation of the Finish Chairmanship and the OSCE.

A participant pointed out to Captain Landin's reference to the Black Sea Commission as a good example of regional co-operation and highlighted the importance of co-operating with the Black Sea littoral States on all actions that were related to the Black Sea.

Another participant put emphasis on the conflict prevention and resolution and inquired whether there were any concrete examples of conflict resolution mechanisms in case of water resources. The panel members provided some examples in response and underlined the importance of awareness building for conflict prevention and resolution.

At the end of the session the Moderator informed all participants on the Expo Zaragoza 2008: "Water for life" and invited them to take part in it.

Concluding Debate: The role of the OSCE in follow-up to the 16th Economic and Environmental Forum

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

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

The moderator, Mr. Bernard Snoy, Co-ordinator of OSCE Economic and Environmental Activities ([EEF.GAL/9/08](#)), recalled the key messages from the speakers' interventions during the Forum and summarized some of the main recommendations formulated in the previous sessions. He drew participants' attention to the food for thought paper on possible follow-up ([EEF.GAL/5/08](#)) and invited them to make further comments and suggestions in that regard.

A group of delegations thanked the Chairmanship, the Secretariat and the host country for the efforts they put into the organization of the 16th OSCE Economic and Environmental Forum. It also expressed appreciation for the reports for the review of commitments submitted by the UNECE and the IMO, and welcomed the deepening of the OSCE's co-operation with those organizations. The OSCE could play a role in promoting the wider acceptance and implementation of international legal instruments. The group of delegations also welcomed the discussions during the Forum of the issues related to landlocked countries and to water management, which was an important topic in the Central Asia region. It offered to share its own experience and provide support for the countries in the region. Furthermore, the speaker emphasized the strategic importance of maritime and inland waterways transportation and stated that the OSCE could facilitate dialogue and raise awareness on these issues. The concrete proposals put forward during the Forum were welcome. Proposals could also be put forward to the next Ministerial Council meeting in Helsinki. It believed that the OSCE should focus on those issues having a direct link to security. Finally, the speaker said that there was a need to look more strategically to the OSCE's economic and environmental dimension and that a possible Ministerial Council decision could be foreseen in that regard.

One delegation also expressed thanks to the organizers and the speakers and partner organizations present in Prague for their contribution. It welcomed in particular the discussions on the topics of landlocked countries and of transboundary water courses. The OSCE could support regional and bilateral initiatives aimed at increasing co-operation in the area of transport and simplification of border crossing procedures, joint use of water resources and environmental protection. In that context the work conducted under the framework of the Environment and Security (ENVSEC) Initiative was commended. The OSCE could contribute by supporting the implementation of relevant conventions and the efforts towards the harmonization of legislation. Further on, the delegation informed that its country put forward a proposal to cut its gas emissions to 92 per cent of the 1990 base level. In that context it called on the participating States to ratify a proposed amendment to Annex B of the Kyoto Protocol. It also called upon the participating States to share know-how and technologies to bridge gaps in complying with environmental standards. It also noted that some participating States attempted to put pressure on others, which was not a constructive approach. The effective implementation of commitments would only be possible if there was co-operation, partnership, transparency and solidarity.

Another delegation voiced its satisfaction with the successful conduct of this year's Forum process and hoped that the proposals it had made would be duly considered. The theme of the Forum was appropriate for the OSCE, as it can contribute to enhancing dialogue in its region. Nevertheless, politicizing various issues should be avoided, as it would not be conducive to solving problems. The delegation welcomed the steps made towards strengthening the economic and environmental dimension in the last years and stated that this process should continue, as it had not reached full fruition yet. The second dimension should grow as part of the general reform process of the OSCE. In that context the role of the Economic and Environmental Committee was mentioned, the capacity to react quickly to emerging risks, as well as the need for analytical materials. The activities of the field presences should be in compliance with their mandates.

Another delegation referred to a specific follow-up activity, the International Expert Conference on the Safety of Navigation and Environmental Security in the Transboundary Context in the Black Sea Basin, which would take place in Odessa on 24-26 June 2008. It briefly presented the meeting's agenda and underlined that the working groups would be expected to generate concrete recommendations and guidelines for the future cooperation, and that follow-up projects would be developed later on. Forum's participants were invited to actively participate in this upcoming event.

A further delegation referred to the main areas where it believed the OSCE could play a role, namely: promoting the implementation of maritime related conventions, legal instruments and standards; facilitating capacity building to improve the implementation; putting in place national legislation to support the implementation of international instruments. The OSCE had a proven track record with regard to these types of activities. In this context the speaker welcomed the detailed presentation by the IMO of the status of ratification/implementation of key maritime conventions by the OSCE participating States. While the OSCE did not have the necessary expertise in a number of rather technical areas, it could nevertheless facilitate the delivery of capacity building by those having the relevant expertise. In general, the OSCE should use its political leverage and act as well through its field presences. Further on, the speaker welcomed the proposal to develop a Handbook of best practices at border crossings and encouraged a stronger involvement of the business sector in the process and in trade and transport facilitation activities in general. According to the delegation, the OSCE could also be instrumental in facilitating exchanges of best practices.

One delegation highlighted that in the last years the OSCE witnessed a positive change of attitude with regard to the economic and environmental dimension and the Organization's possible involvement in a number of areas, such as maritime and security issues. While in the past certain reluctance was often noted, now delegations adopt a more pro-active attitude. Discussing issues related to good governance was another example in that regard. Good governance became a key topic and area of focus in recent meetings of the Economic and Environmental Forum. Then the speaker commented on the ultimate effectiveness of the OSCE's involvement and emphasized that it was important to have always in view practical outcomes and strive to achieve change.

Another delegation looked forward to continuing the discussions on possible follow-up to the Forum in the framework of the Economic and Environmental Committee in Vienna, aimed at prioritizing the process. The delegation would be hesitant regarding expanding the OSCE activities in the Arctic region, given the existing effective mechanisms there and the OSCE's limited expertise. The delegations believed that the OSCE should focus on good governance and environmental security. For example, it could work closely with the business community as well as with governments in further improving legislation and procedures at borders, a key area of good governance in the transport sector. The speaker expressed its country's support for the ENVSEC Initiative and highlighted that it pledged 5.2 million USD through March 2009. The delegation emphasized that a cautious approach should be taken regarding developing new partnerships with other organizations. Partnerships should not become an end in itself but should involve practical aspects and be mutual beneficial. Budgetary implications should also be carefully considered. Furthermore, such partnerships should be discussed and approved by the participating States. Referring to the theme proposed for the next year's Forum, the delegation welcomed the continuity and the focus on good governance envisaged by the incoming Chairmanship but stressed that the positive, beneficial aspects of migration should be more highlighted. Concluding the speaker reiterated that the OSCE work in the economic and environmental dimension should be focussed and prioritised.

The representative of the incoming Chairmanship announced the distribution of the food for thought paper regarding the 17th OSCE Economic and Environmental Forum - "Improving migration governance and strengthening its linkages with sound economic, social and environmental policies to the benefit of stability and security in the OSCE region" - (*EEF.DEL/32/08*) and expressed hope that it would lead to a useful exchange of views. Delegations were invited to provide comments in order to reach a consensus and adopt a PC decision soon. Further on, it was announced that, next year, the second part of the Forum would take place in Athens (as the current Prague premises would not be available in May 2009 due to the fact that the Czech Republic would hold the EU Presidency at that time), while the first preparatory conference would be organized in Prague on 16-17 October 2008.

A delegation welcomed at its turn the Forum's topic, which was very important for its country, as well as the fact that numerous recommendations for the possible OSCE role were formulated. The food for thought paper prepared by the OCEEA served as a good basis. The OSCE should utilize its political leverage to advance co-operation. In particular, the topic of oil spills prevention was very important and should be further pursued. The delegation expressed support in that regard. Then, it also noted the proposal made earlier by a group of delegation to debate the future role and priorities within the economic and environmental dimension and expressed its readiness to engage in such a process.

One delegation made some comments concerning the planned follow-up conference in Odesa on 24-26 June. It welcomed the theme of the conference, in particular the

environmental aspects, which were relevant for the Black Sea Basin, but expressed reservation with regard to a visit foreseen in the conference's agenda.

Many delegations who took the floor also welcomed the circulation by the incoming Greek Chairmanship of the food for thought paper regarding the 17th OSCE Economic and Environmental Forum and looked forward to further discussion on this issue.

Ambassador Aleksi Härkönen, Head of the OSCE Chairmanship Task Force, Ministry for Foreign Affairs of Finland/OSCE Chairmanship, presented the Chairmanship's Concluding Remarks (*EEF.DEL/44/08*).

Log of Contributions

All below listed documents can be retrieved from the Forum Website
http://www.osce.org/conferences/eef_2008_2.html

Document ID	Date	Author	Title	Language
Opening Session				
EEF.DEL/38/08	20.05.08	Czech Republic	Welcoming remarks by Mr. Tomáš Pojar , First Deputy Minister of Foreign Affairs of the Czech Republic	English
EEF.GAL/6/08	20.05.08	OSCE	Introductory Remarks by Mr. Marc Perrin de Brichambaut , OSCE Secretary General	English
EEF.GAL/7/08	20.05.08	OSCE OCEEA	Introductory Remarks by Mr. Bernard Snoy , Co-ordinator of OSCE Economic and Environmental Activities	English
EEF.DEL/30/08	19.05.08	Finland/ OSCE Chairmanship	Opening address by H.E. Ms. Astrid Thors , Minister of Migration and European Affairs,	English
EEF.DEL/33/08	20.05.08	Slovenia	EU Opening Statement by the Slovenian Presidency of the Council of the European Union	English
Introductory Plenary Session I- Perspectives for future maritime and inland waterway co-operation				
EEF.IO/19/08	19.05.08	UNECE	Mr. Marek Belka , Executive Secretary of the United Nations Economic Commission for Europe	English
EEF.IO/21/08	28.05.08	UN	Mr. Cheick Sidi Diarra , UN Under Secretary General, Special Adviser on Africa and High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States	English
EEF.DEL/28/08	19.05.08	EU EC	Mrs. Karla Peijs , European Co-ordinator for Inland Waterways, the European Union	English
EEF.IO/20/08	19.05.08	IMO	Mr. Gaetano Librando , Deputy Director, Head, Treaties and Rules Section, Legal Affairs and External Relations Division, International Maritime Organization (IMO)	English
EEF.NGO/6/08	19.05.08	WWF Finland	Ms. Anita Mäkinen , Head of Marine Programme	English
EEF.DEL/23/08	15.05.08	Bosnia and Herzegovina	Address of H. E. Vilim Primorac , Deputy Minister of the Ministry of Foreign Trade and Economic Relations	English
EEF.DEL/31/08	20.05.08	Holy See	Statement by Monsignor Miroslaw S. Wachowski	English
Plenary Session I - Review of the implementation of OSCE commitments				
EEF.IO/11/08	06.05.08	UNECE	Mr. Olivier Kervella , Chief, Dangerous Goods and Special Cargos Section, Transport Division, UNECE	English

EEF.IO/18/08	19.05.08	UNECE	Mr. Olivier Kervella , Chief, Dangerous Goods and Special Cargos Section, Transport Division, UNECE <i>Presentation (ppt)</i>	English
EEF.IO/12/08	13.05.08	IMO	Contribution by the Secretariat of the International Maritime Organization (IMO) <i>Work undertaken by the IMO in an effort to prevent and combat terrorism</i>	English
EEF.IO/13/08	13.05.08	IMO	Contribution by the Secretariat of IMO <i>The Environmental Treaties adopted by IMO – Background information and present status</i>	English
Plenary Session II – Prospects for overcoming challenges faced by landlocked developing countries in the OSCE area				
EEF.DEL/46/08	03.05.08	Turkmenistan	Mr. Annageldy Yazmuradov , First Deputy Minister of Water Resources of Turkmenistan	English Russian
EEF.DEL/26/08	18.05.08	Kazakhstan	Mr. Berik Uandykov , Deputy Chairman of the Committee of Transportation and Means of Communication, Ministry of Transport and Communications	English
EEF.IO/14/08	15.05.08	World Bank	Mr. Graham Smith , Consultant, International Trade Department	English
EEF.DEL/34/08	20.05.08	Germany	Statement by Germany: Mr. Gerhard Küntzle , Minister, Permanent Mission of the Federal Republic of Germany to the OSCE	English German
Plenary Session III – Acting together in addressing multifaceted aspects of maritime and inland waterways security				
EEF.IO/15/08	15.05.08	WCO	Mr. Larry Burton , Senior Technical Officer, Compliance Sub-Directorate, World Customs Organization (WCO)	English
EEF.NGO/7/08	19.05.08	Germany	Mr. Hans-Michael Dietmar , Corporate Product Manager Sea Freight, Schenker AG, Germany	English
EEF.DEL/36/08 Rev. 1	20.05.08	EU EC	Mr. Cesare Bernabei , Policy Coordinator, Directorate General for Energy and Transport, European Commission	English
Plenary Session IV - Emerging environmental threats to security: Need for enhanced maritime and inland waterways co-operation				
EEF.IO/17/08 Rev.1	19.05.08	Caspian Environment Programme	Mr. Hamidreza Ghaffarzadeh , Ph.D., Project Manager, Project Coordination Unit, Caspian Environment Programme	English
EEF.DEL/27/08 rev1	19.05.08	Finland/ OSCE Chairmanship	Mr. Juha-Markku Leppänen , Director, State of the Baltic Sea and global change programme, Finnish Institute of Marine Research	English

EEF.DEL/25/08	18.05.08	Belarus	Statement by Belarus: Mr. Aleksandr Rachevsky , Director of the Department for International Co-operation, Ministry of Natural Resources & Environmental Protection	English Russian
EEF.DEL/25/08 Add.1	18.05.08	Belarus	Mr. Alexandre Rachevsky , Director of the Department for International Co-operation, Ministry of Natural Resources & Environmental Protection	English
EEF.DEL/37/08	20.05.08	Belarus	Statement of Mr. Mr. Alexandre Rachevsky , Director of the Department for International Co-operation, Ministry of Natural Resources & Environmental Protection.	English Russian
Plenary Session V – Enhancing good governance and promoting maritime and inland waterways co-operation				
EEF.NGO/5/08 Rev.1	15.05.08	Oil Spill Preparedness Regional Initiative (OSPRI)	Captain Kjell T. Landin , Marine Manager, Eurasia Marketing & Transportation, Chevron, Chairman of the Oil Spill Preparedness Regional Initiative (OSPRI)	English
EEF.IO/16/08	15.05.08	International Office for Water/INBO	Mr. Daniel Valensuela , Deputy Director, International Office for Water, International Network of Basin Organizations	English
EEF.IO/16/08 Add.1	21.05.08	International Office for Water/INBO	Mr. Daniel Valensuela , Deputy Director, International Office for Water, International Network of Basin Organizations <i>Presentation (ppt)</i>	English
EEF.DEL/35/08	20.05.08	Germany	Dr. Andreas Küppers , Research & Development Co-ordinator, Geo-ForschungsZentrum Potsdam	English
EEF.DEL/35/08 Add.1	20.05.08	Germany	Dr. Andreas Küppers , Research & Development Co-ordinator, Geo-ForschungsZentrum Potsdam, Presentation (ppt)	English
EEF.DEL/24/08	15.05.08	Czech Republic	Mr. Pavel Ježek , Ministerial Counsellor, Ministry of Transportation.	English
Concluding Debate – The role of the OSCE in follow-up to the 16th Economic and Environmental Forum				
EEF.DEL/44/08	26.06.08	Finland/ OSCE Chairmanship	Closing Statement by Ambassador Aleksi Härkönen , Head of the OSCE Chairmanship Task Force, Ministry for Foreign Affairs of Finland/OSCE Chairmanship	English
EEF.GAL/9/08	28.05.08	OSCE OCEEA	Statement in the Concluding Debate by Mr. Bernard Snoy , Co-ordinator of OSCE Economic and Environmental Activities	English
EEF.DEL/40/08	21.05.08	Slovenia	EU Closing Statement by Slovenian Presidency of the Council of the European Union	English

EEF.DEL/41/08	21.05.08	Ukraine	Statement by Ukraine: Mr. Vyacheslav Galas, Head of the External Relations Unit State Department of Maritime and River Transport, Ministry of Transport and Communications	English
EEF.DEL/42/08	21.05.08	Belarus	Statement by Belarus delivered to the Concluding Debate	Russian
EEF.DEL/43/08	26.05.08	Romania	Statement by the Delegation of Romania	English
EEF.DEL/45/08	27.05.08	Canada	Closing Statement by the Delegation of Canada to the OSCE	English
List of Participants				
EEF.INF/5/08 Rev.1	20.05.08	OSCE Secretariat- Prague Office	List of Participants	English
Agenda				
EEF.GAL/4/08 Rev.2	19.05.08	OSCE OCEEA	Annotated Agenda	English
General Contributions				
EEF.GAL/5/08	09.05.08	OSCE OCEEA	Food for Thought Paper for the Sixteenth OSCE Economic and Environmental Forum – Part 2	English
EEF.DEL/29/08 Rev.1	19.05.08	Georgia	Statement of the Ministry of Environment Protection and Natural Resources of Georgia	English
EEF.DEL/32/08	20.05.08	Greece	Food for Thought Paper by the Greek Delegation <i>Improving migration governance and strengthening its linkages with sound economic, social and environmental policies to the benefit of stability and security in the OSCE region</i>	English
EEF.DEL/39/08	20.05.08	Moldova	Statement by the Delegation of the Republic of Moldova	English
EEF.DEL/42/08	2105.08	Belarus	Statement by Mr. Aleksandr Opimakh , Deputy Permanent Representative of the Republic of Belarus to the OSCE	English
EEF.INF/3/08	19.03.08	OSCE OCEEA	Logistical Information for the 16 th OSCE Economic and Environmental Forum – Part 2	English
EEF.INF/4/08	29.04.08	Czech Republic	Information on Visa Procedure for the Czech Republic	English