



Belgian Chairmanship

**SECOND DAY OF THE FOURTEENTH MEETING OF
THE ECONOMIC FORUM**

PART I

Panel Discussion I

1. Date: Tuesday, 24 January 2006

Opened: 9.10 a.m.
Closed: 10.40 a.m.

2. Chairperson: Mr. C. Falkowski (European Commission) (Moderator)

The participants of the meeting observed a minute of silence on the occasion of a railway accident in Bioce, in the vicinity of Podgorica, Serbia and Montenegro.

3. Subjects discussed — Statements — Decisions:

Agenda item 4: REGIONAL PERSPECTIVE: SOUTH-EASTERN EUROPE (SEE) — HOW THE STABILITY PACT HAS BECOME A CATALYST FOR REGIONAL CO-OPERATION IN TRANSPORT, AND THE LESSONS FOR THE OSCE

Moderator

(a) Introductory statements

— Mr. L. Guye, Stability Pact for South Eastern Europe (EF.IO/6/06)

— Mr. I. Bajrambasic, Assistant Minister for Communications and Transport of Bosnia and Herzegovina (EF.DEL/5/06)

— Mr. A. Fumagalli Romario, Sol, Italy (EF.DEL/2/06)

(b) Discussion

Bosnia and Herzegovina, Croatia (EF.DEL/13/06), Japan (Partner for Co-operation), Austria (EF.DEL/12/06), Greece, France, Turkey

Contributions by: International Road Federation, Organization of the Black Sea Economic Co-operation, World Bank

4. Next meeting:

Tuesday, 24 January 2006, at 11 a.m., in the Neuer Saal

Panel Discussion II

1. Date: Tuesday, 24 January 2006

Opened: 11.10 a.m.

Closed: 12.45 p.m.

2. Chairperson: Mr. B. Frlec (Slovenia) (Moderator)

3. Subjects discussed — Statements — Decisions:

Agenda item 5: REGIONAL PERSPECTIVE: CENTRAL ASIA AND
EURO-ASIAN TRANSPORT LINKS — HOW CAN
POLITICAL DIALOGUE ON TRANSPORT ISSUES AND
CONCRETE PROJECTS IN THE TRANSPORT SECTOR
UNDER OSCE AUSPICES CONTRIBUTE TO REGIONAL
CO-OPERATION AND SECURITY?

Moderator

(a) Introductory statements

— Mr. S. Sologybov, Eurasian Economic Community (EF.IO/9/06)

— Mr. P. Guitink, World Bank (EF.IO/13/06) (EF.IO/15/06)

(b) Discussion

United States of America (EF.DEL/4/06), Georgia (EF.DEL/11/06),
Russian Federation, Kazakhstan (EF.DEL/14/06), Tajikistan, Kyrgyzstan,
Afghanistan (Partner for Co-operation)

Contribution by: International Road Federation

4. Next meeting:

Tuesday, 24 January 2006, at 2.30 p.m., in the Neuer Saal

Panel Discussion III

1. Date: Tuesday, 24 January 2006

Opened: 2.40 p.m.

Closed: 4.30 p.m.

2. Chairperson: Mr. J. Capel Ferrer (UNECE) (Moderator)

3. Subjects discussed — Statements — Decisions:

Agenda item 6: OSCE POLITICAL DIALOGUE AND UNRESOLVED
TRANSPORT ISSUES IN THE SOUTH CAUCASUS
REGION AND IN EASTERN EUROPE

Moderator

(a) Introductory statements

— Mr. B. Snoy, Co-ordinator of OSCE Economic and Environmental
Activities

— Mr. W. Hanlon, OSCE Mission to Georgia

(b) Discussion

Armenia, Russian Federation, Turkey, Azerbaijan, Austria-European Union
(European Commission), United Kingdom

Contribution by: Apaven Transportation Company (Armenia)

Right of reply: Turkey

4. Next meeting:

Tuesday, 24 January 2006, at 4.30 p.m., in the Neuer Saal

Closing Session

1. Date: Tuesday, 24 January 2006

Opened: 5 p.m.

Closed: 5.50 p.m.

2. Chairperson: Mr. B. de Crombrughe (Belgium)

3. Subjects discussed — Statements — Decisions:

Agenda item 7: THE OSCE ROLE IN TRANSPORT DEVELOPMENT,
ENHANCING REGIONAL ECONOMIC CO-OPERATION
AND STABILITY — THE WAY AHEAD (open to the press)

(a) CLOSING REMARKS BY THE CO-ORDINATOR OF OSCE ECONOMIC
AND ENVIRONMENTAL ACTIVITIES

The Co-ordinator of OSCE Economic and Environmental Activities delivered his closing remarks.

(b) CONCLUDING REMARKS BY THE CHAIRPERSON OF THE
ECONOMIC FORUM

The Chairperson delivered concluding remarks of the Chairperson of the Economic Forum (Annex).

(c) Discussion

Austria-European Union (with the acceding countries Bulgaria and Romania; the candidate countries Croatia and Turkey; the countries of the Stabilisation and Association Process and potential candidate countries Albania, Bosnia and Herzegovina and Serbia and Montenegro; as well as Moldova and Ukraine, in alignment), Russian Federation, Belarus, Armenia, Turkey, Kazakhstan, Serbia and Montenegro, Azerbaijan, Tajikistan, Chairperson

4. Next meeting:

Monday, 22 May 2006, in Prague

Chair: Belgium



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

14-EF(SC).JOUR/2
24 January 2006
Annex

Original: ENGLISH

Second Day of the Fourteenth Meeting
14-EF(SC) Journal No. 2, Agenda item 7(b)

CONCLUDING REMARKS BY THE CHAIRPERSON OF THE ECONOMIC FORUM

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

Excellencies,
Ladies and Gentlemen,

To paraphrase a sentence heard several times these two days, the OSCE is here to build bridges: not literal bridges, but bridges between policy-makers, governments, international organizations, institutions and other relevant stakeholders.

This Economic Forum has brought together the best of the expertise available on transportation in the OSCE area. We heard of the impressive amount of conceptual and substantial work being done to interconnect, through transportation and communications networks, the various and diverse economies that we collectively represent. We heard in particular of the huge potential that exists if we make better use of the tools available to us and if we are successful in improving intergovernmental co-operation. We could create more prosperity, which would be conducive to more stability and security across the OSCE region. This Economic Forum has amply documented what could be done.

I would like to submit that this is a fundamental task of our Organization: to encourage policies that translate into reality the opportunities that lie open to us. One keynote speaker wondered whether policies and/or political developments would facilitate the emergence of comprehensive and efficient transportation and communications networks, or on the contrary hamper them. The choice we are to make appears obvious to me.

This Chairmanship is of the view that the OSCE has a duty to play its part. Collectively, participating States and OSCE structures and institutions — “we” in short — should strive to realize the ambitions and the projects conceived for the whole region by the United Nations Economic Commission for Europe (UNECE), the European Conference of Ministers of Transportation, the European Union, the World Bank and other international organizations and institutions. It is to be noted that the De Palacio report was widely greeted with enthusiasm. We should feel encouraged and should work harder to bring about a favourable political climate and the necessary political will. It would be to the benefit of that

stable, secure and indeed prosperous environment that it is the OSCE's mandate to achieve. Our task, as the OSCE, is to bring the politics of the region into harmony, so that we can actively support the plans that more expert organizations develop. By holding the prospect of these actual and concrete benefits before us, we should, by now, feel strengthened in our fundamental objectives.

Concretely, here are the proposals that we have jotted down.

OSCE leverage can be applied in the field of international legal instruments such as those adopted by the UNECE. As pointed out by Mr. Capel Ferrer, the OSCE can be instrumental in creating political will to accede to and implement conventions. A further idea is to set up a pilot project to monitor the implementation of a convention; this idea is of specific interest for the OSCE, given its mandate. We suggest that the Office of the Co-ordinator could elaborate a project proposal, in close co-operation with the transport division of the UNECE.

Other activities to be undertaken in partnership with the UNECE could include further mobilization in support of the TEM and TER projects and of better Euro-Asian links. Ideas put forward related, among other things, to capacity-building. They could be pursued.

Excellencies,
Ladies and Gentlemen,

There are areas in the OSCE that suffer from protracted conflicts. These have a complex history and confront our Organization with hard core issues. The obstacles encountered and the suffering of the people generate a willingness to undertake initiatives, which with the consent of the parties could help dilemmas to be overcome and open additional avenues for dialogue and co-operative opportunities. The needs assessment study initiated in South Ossetia is a case in point. Transportation figures in this work as a point of particular interest. Yet, as the study of the Co-ordinator "Transportation Development in the Southern Caucasus" suggests, transportation may have wider relevance in the region.

During this Forum, participants seemed to agree that much remains to be done in the field of good governance. Economic and commercial structures are sometimes not adequate to prevent corruption. In one of the presentations, it was suggested that there was a link between corruption and security of transports. Another focused on the role of the private sector and the need for public-private co-operation. We believe that the OSCE should continue its efforts to promote good governance along the lines of the Strategy document adopted in Maastricht in 2003.

It was further evident from many presentations and interventions that the importance of border transition and customs procedures, so-called "horizontal issues", should not be underestimated. Several references were made to the recently adopted Border Security and Management Concept of the OSCE. Indeed, our work on transport is a perfect setting to translate this concept into reality.

Excellencies,
Ladies and Gentlemen,

This Forum should serve as a model for stimulating our co-operation with other international organizations, which can arguably be deepened and strengthened further. In this vein, we welcome the proposal made by the European Commission that we should become involved in the so-called Baku process and would propose pursuing this actively.

The specific difficulties encountered by landlocked developing countries, which are quite numerous in the OSCE, have been emphasized. Again, we believe that the OSCE should strive to add value to the existing UN framework offered by the Almaty Programme of Action. We suggest accepting the invitation of Ambassador Chowdury, UN Under-Secretary-General and High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing Countries, to further explore ways for co-operation, and to present our common suggestions at our Economic Forum in May.

The importance of transit transportation has been highlighted by Minister Abdurakhim Ashurov, Minister for Transport of the Republic of Tajikistan. We commend the Tajik government for the idea of setting up a conference on a transit strategy for Central Asia and express our support for the objectives pursued by this proposal.

Special attention should equally go to the environmental impact of transport development and vice versa, including reflections on the choice of transport modes. Within the environmental dimension of the OSCE, support to Aarhus Centres should be intensified. They are necessary to raise awareness and develop civil society involvement in preparing to assess the environmental impact of proposed national and regional transport projects.

Excellencies,
Ladies and Gentlemen,

This Forum has proven to be a valuable occasion for political dialogue on transport-related issues. The upcoming preparatory conference in Baku and the second part of the Forum will create further momentum and, we hope, also prove to be decisive for more and better co-operation.

Belgium proposes that between now and Prague we seek to focus our discussion further. We will co-operate closely with Mr. Snoy and his team to develop the document of 15 December 2005 (SEC.GAL/251/05) on the OSCE's political work in addressing transport-related issues.

This should include both an overview of the existing instruments and pro-active thinking on possible mechanisms for the future. The co-operation model exemplified in the Environment and Security Initiative could prove useful. Could we talk of a "Transport and Security Initiative"? Alternatively, the model of the Stability Pact could inspire further reflections. The idea, still preliminary and tentative, is to find a soft mechanism based on voluntary participation, where stakeholders can "compare their notes", exchange best

practices, and discuss ways to overcome persistent impediments in the field of transportation. It could also encompass programmes or projects in the area of capacity-building.

The proposed food-for-thought paper could outline objectives, propose alternatives in organizational design, and include a description of available resources, linking them with existing instruments at our disposal such as the Secretariat, the field presences and the Economic and Environmental Subcommittee.

Excellencies,
Ladies and Gentlemen,

The Chairmanship stands ready to work with you on these issues.

We thank the keynote speakers, the moderators and the delegations for their active participation and for the many useful suggestions made during these two days. Our thanks are also due to our Co-ordinator Bernard Snoy and his team for the outstanding preparatory work done and for the excellent organization of the meeting.

We would finally like to thank Conference Services and the interpreters for having supported us so well during these two days.