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COMMUNICATIONS OF THE REPUBLIC OF KAZAKHSTAN,  
AT THE 2010 OSCE REVIEW CONFERENCE**

Vienna, 20 October 2010

**Economic and environmental dimension (EED) session 3:  
Economic cluster – Strengthening good governance, including through  
promoting transparency, combating corruption, money laundering and  
the financing of terrorism; transport security; the way forward**

Mr. Chairperson,  
Distinguished Conference participants,

At the outset, I should like to thank you for giving me the floor, and I welcome all participants on behalf of the country holding the Chairmanship.

The current Chairmanship has almost run its course, and will cross the finish line with an important event in Astana – the Summit of Heads of State or Government of the OSCE participating States.

In the run-up to the main event on the calendar of the current and outgoing Chairmanship, we can draw some firm conclusions on the work done within the economic and environmental dimension, in particular on the results of the discussions during the 18th Economic and Environmental Forum.

The theme of the forum was of course “Promoting good governance at border crossings, improving the security of land transportation and facilitating international transport by road and rail in the OSCE region”.

The guiding principle in choosing that theme was to ensure continuity in relation to the priorities previously set for OSCE activities.

Transport plays a key role in the development of trade and economic relations in the OSCE region. To ensure regional economic stability, reliable transport networks are needed, above all to ensure secure transport.

In its Decision No. 11/06 of 5 December 2006, the Ministerial Council: “Encourages participating States to enhance co-operation amongst themselves and with relevant

international organizations on transport-related matters, notably by making use of the existing internationally recognized legal instruments, standards and best practices.”

Close co-operation among the participating States within the OSCE with the necessary involvement of relevant stakeholders, including other international and regional organizations, will ensure prompt, appropriate responses to transport challenges.

In co-operation with other large regional forums, in particular the United Nations Economic Commission for Europe (UNECE), the OSCE has developed a clear policy and mechanisms for providing technical support and advice to participating States.

In this connection, we need to maintain an integrated approach to reviewing transport issues and to pooling the efforts of the OSCE participating States in addressing them. Discussions on this theme have a long-term relevance.

The 18th Forum focused mainly on land transport. In the context of the global supply chain, the security of land transportation has absolute priority.

The OSCE participating States would benefit from using the broad discussion platform of the OSCE to continue and expand their dialogue on land transport security issues.

In that connection, we should like to support the UNECE’s idea of setting up an annual OSCE discussion forum on intra-continental transport security.

As stated in the Maastricht Strategy Document, the OSCE region has a commitment to stepping up co-ordination in the area of good governance, as well as in sustainable development and environmental conservation.

The considerable attention paid at the 18th Forum to finding environmentally friendly transport alternatives is worth noting.

The environmental aspects of transport security are a far from insignificant building block in the overall transport security structure.

One of the commitments of the OSCE is to help developing countries without access to the open seas.

These countries face numerous challenges because of their dependence on transit services and restricted market access.

Meeting the economic needs of developing countries without access to the open seas therefore requires urgent attention and a long-term solution.

As a country without access to the sea but favourably situated at the interface of Europe and Asia, Kazakhstan is seeking to establish an integrated Eurasian transcontinental transport link.

The mega-project on the Western Europe-Western China International Transit Corridor was launched for that purpose.

Our partners in the mega-project are the Russian Federation, the People's Republic of China, the European Commission and the International Road Transport Union. We have signed memorandums of co-operation with them on developing the international corridor.

The main asset of the Western Europe-Western China International Transit Corridor compared with the alternative routes (the Trans-Siberian or the sea route via the Suez Canal) is its length and the time spent in transit.

The corridor will cater for three main freight transport flows: China – Kazakhstan (25 per cent), China – Central Asia (35 per cent) and China – Kazakhstan – Russia – Europe (40 per cent).

The mega-project has been designed with a view to establishing a new and effective Eurasian transport corridor for modern means of transport, intelligent transport systems, effective transport technologies and efficient routing to ensure smooth operation and transport security.

We hope that this initiative will enjoy the support of the OSCE membership and that it will make a significant contribution to the economic development and prosperity of the OSCE region.

Thank you for your attention.