



Organization for Security and Co-operation in Europe

Inland Transport Security Discussion Forum OSCE-UNECE Roundtable

Hofburg, Vienna, 12-13 December 2011

**Opening Speech by Goran Svilanović,
Co-ordinator of OSCE Economic and Environmental Activities**

Ladies and Gentlemen,
Distinguished Participants,

I would like to join the previous speakers in welcoming you all to this **Inland Transport Security Discussion Forum Round Table**, co-organized by my Office and the Transport Division of the United Nations Economic Commission for Europe (UNECE).

Indeed, my Office has developed over the years an excellent co-operation with the UNECE, this is particularly the case in the transport field. While this Round Table is dealing with **security aspects of transport**, we have done a lot of work together on **transport facilitation**. This includes addressing the specific transit transportation challenges for landlocked developing countries, promoting the ratification and implementation of relevant international conventions e.g. the UNECE Harmonization Convention and preparation of a joint Handbook on Best Practices at Border Crossings which will be published in the coming weeks.

Before discussing transport security issues, let me briefly introduce to you the OSCE. It has 56 participating States whose ambassadors meet every Thursday in the format of the Permanent Council here in the Hofburg. Under the auspices of rotating Chairmanships there are annual Ministerial Council Meetings. The most recent one took place in Vilnius last week. It adopted, among others, an important decision on strengthening transport dialogue in the OSCE.

In addition to the Secretariat here in Vienna we also have a network of Field Operations in a number of countries of Central Asia, South Caucasus, Eastern and South-Eastern Europe.

The OSCE's philosophy – and one of its unique characteristics – is its comprehensive approach to security. We address security challenges across three dimensions: politico-military, economic and environmental, and human dimensions.

We are closely involved in the transport topic because its security dimension is obvious. International terrorism and transnational organized crime pose serious threats to the transport sector and to our common stability and security. Recent years have seen ruthless terror attacks on trains and urban transport means – in Madrid, London and the Russian Federation, with tragic results. Many more - fortunately unsuccessful - attempts have not made the headlines.

Inland transport faces a complex range of security risks. These also include thefts of vehicles and of high-value goods, illegal border crossings, and the trafficking of dangerous substances and/or hazardous waste. The list is daunting.

Inland transport has been noted as the weakest link in the global supply chain. Compared to ports and airports, inland transportation strikes many as being under-protected, this explains the OSCE's support and involvement in this field. It is high time that we paid more attention to the multiple facets of the security of inland transport. Our aim should be to promote a comprehensive, integrated approach that would involve various stakeholders, including the public and the private sectors, along with relevant international organizations.

The OSCE can offer a platform for dialogue on these issues. It can also implement concrete activities. Today's Round Table is a good example of such practical work.

Among previous activities carried out by us in this field I would like to mention a number of meetings organised by our colleagues in the Action against Terrorism Unit, sometimes with support from my Office: a Technical Experts Workshop on Container Security and

an OSCE-wide Expert Workshop on Urban Transport Security were held here in Vienna in 2005 and 2006 respectively. A Workshop on Integrated Approach to Supply Chain Security for the Mediterranean Region took place in December 2009 in Malta.

Ladies and Gentlemen,

Let me assure you that we will continue to support efforts to develop and implement a more integrated approach to inland transport security. I am confident that today's Round Table can play a useful role with this regard. The expert papers and reviews that will be presented to you over the next two days are of high quality. When published (and translated into Russian) they could serve as an excellent basis for the development of new, innovative transport security policies both at the national and regional level.

Let me conclude by expressing my sincerest thanks to the Governments of Belgium and Kazakhstan for the extra-budgetary financial contributions to this project. Without their support we would not have been able to host this Round Table. I wish you vivid and interactive discussions.

Thank you for your attention.