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Organization for Security and Co-operation in Europe

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

Vienna, 3 April 2006

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

Subject: Second Preparatory Conference to the Fourteenth OSCE Economic
Forum: "Enhancing Transportation Security in the OSCE area"

Attached herewith is a document consisting of the Consolidated Summary of the Second Preparatory Conference to the Fourteenth OSCE Economic Forum: "Enhancing Transportation Security in the OSCE area", which took place in Baku, Azerbaijan, on 16-17 March 2006.



Organization for Security and Co-operation in Europe

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

Vienna, 3 April 2006

CONSOLIDATED SUMMARY

**SECOND PREPARATORY CONFERENCE TO THE 14TH OSCE ECONOMIC FORUM:
ENHANCING TRANSPORTATION SECURITY IN THE OSCE AREA**

BAKU, AZERBAIJAN, 16-17 MARCH 2006

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EXECUTIVE SUMMARY

Introduction

The Second Preparatory Conference to the 14th OSCE Economic Forum was held on 16-17 March 2006 in Baku, Azerbaijan. The topic of the Conference was "Enhancing transportation security in the OSCE area".

The Baku Conference followed the First Preparatory Conference, which took place in Dushanbe, Tajikistan, on 7-8 November 2005 and focused on "The role of transportation to enhance regional economic co-operation and stability", and the First Part of the 14th Economic Forum, held in Vienna, on 23-24 January 2006, and preceded the Second Part of the Economic Forum, to be organized in Prague, on 22-24 May 2006.

The theme of the 14th OSCE Economic Forum is "Transportation in the OSCE area: Secure transportation networks and transport development to enhance regional economic co-operation and stability".

The Baku Conference was organised by the Belgian Chairmanship of the OSCE and the Office of the Co-ordinator of OSCE Economic and Environmental Activities (OCEEA) in close co-operation with the Government of Azerbaijan and the OSCE Office in Baku. A Background Note was circulated by the Office of the Coordinator of OSCE Economic and Environmental Activities to introduce the topic of the Conference (SEC.GAL/43/06).

Structure of the Conference

The Conference consisted of both opening and closing plenary sessions and eight plenary working sessions.

The Conference was opened by **H.E. Abid Sharifov**, Deputy Prime-Minister of the Republic of Azerbaijan, **Mr. Frank Geerkens**, Head of the OSCE Chairmanship Unit, Ministry of Foreign Affairs, Belgium/OSCE Chairmanship, **Ambassador Maurizio Pavesi**, Head of the OSCE Office in Baku, and **Mr. Bernard Snoy**, Co-ordinator of OSCE Economic and Environmental Activities, spoke in the opening session.

The working sessions were dedicated to the following topics:

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|-----------------------------|--|
| Plenary Session I | The evolving risks to transportation in the OSCE area: status, gaps to be filled, competent actors |
| Plenary Session II | Inland transport security issues |
| Plenary Session III | New security issues in maritime transport |
| Plenary Session IV | International co-operation for enhanced aviation security |
| Plenary Session V | Regional perspective on transport co-operation in the South Caucasus and the Black Sea region |
| Plenary Session VI | How can political dialogue under OSCE auspices promote enhanced security and co-operation in the transport sector in the South Caucasus and the Black Sea region |
| Plenary Session VII | Environmental sustainability and security of transport in the OSCE region |
| Plenary Session VIII | The links between transport and various forms of trafficking |

Over 200 participants, official representatives from OSCE participating States, International and Non-Governmental Organizations, the Business Community and the Academic Community, as well as OSCE Field Offices attended the Conference and engaged in discussions.

Twenty-seven expert speakers presented their inside knowledge and their views, thereby stimulating the discussion. Throughout the deliberations, all the participants freely expressed their views and contributed to formulating concrete suggestions for further consideration by the OSCE Economic and Environmental Sub-Committee and the OSCE Economic Forum.

The first four sessions of the Baku Conference aimed at providing the participants with a general overview of the evolving risks to different transport modes in the OSCE area, at identifying gaps and investigating the activities of other relevant actors in the field of transport security. The main conclusion was that in order to adequately address the security risks and challenges at hand, a proactive and cooperative approach tends to be most successful. Only through enhanced co-operation among governments and between governments and members of the business community as well as between various state agencies can success be achieved. The OSCE's role in this is to provide a broad platform for dialogue, networking and exchange of information and best practices between the mentioned actors. Also, the important role that enhancing container security can play in promoting international trade and economic co-operation was reiterated. Two Ministerial Council Decisions indeed provide a solid basis for enhanced co-operation between the OCEEA and the OSCE's Action Against Terrorism Unit. As a result, further deliberations will be held within the Secretariat on how to implement these decisions. The outcome of these deliberations should be a concrete follow up plan on container security related issues.

Whereas some sessions provided a general overview, others went into more detail. An important follow-up area that was identified is the need for strengthening OSCE efforts towards improving border crossings, harmonizing border regulations and standardizing customs procedures. Indeed, at the Ministerial Council of December 2005, the 'Border Security and Management Concept', a framework for co-operation by the OSCE participating states was agreed upon. It was suggested to investigate what progress has been made and what future initiatives were needed to guarantee the successful implementation of the goals set forward in this framework. Here, the OCEEA will work closely together with the Border Unit of the CPC and the Anti-trafficking Assistance Unit on developing a joint transport related strategy on combating illegal trafficking activities in order to adequately address the issues at stake.

In the area of trade facilitation the OSCE should work closely together with the private sector in order to bring about viable public-private partnerships aimed at the development of regionally integrated and secure transportation networks. In this respect, the Office of the Co-ordinator will work with and actively support regional initiatives such as TRACECA and BSEC. Discussions with these partners on what the OSCE's role could be and on how to strengthen co-operation are currently taking place.

Once again, the role of the OSCE in facilitating the implementation of international legal instruments, e.g. UNECE conventions and WCO Framework of Standards, was re-emphasized and this will be further elaborated by the Office of the Co-ordinator through the development of a set of concrete follow-up proposals.

It was also stated that the theme of this year's Economic Forum "Transportation in the OSCE area: Secure transportation, networks and transport development to enhance regional economic co-operation and stability" has the potential to contribute to the settlement of existing conflicts in the region. Here the OSCE's role, in co-operation with UNECE, could be to take the lead in tasking groups of independent experts with analysing the 'economic opportunity costs' of unresolved conflicts. Needs Assessment Studies on transport and infrastructure could also be conducted following the one currently held in South Ossetia, Georgia. All this might raise the overall awareness on how significant the economic losses are and as such stimulate the parties involved to look for peaceful settlements.

The keynote speakers also expressed the need for sustainability in the development of transport, taking into consideration environmental aspects. The Environment and Security Initiative (ENVSEC) could serve as an umbrella under which OSCE's participating States could start to address the challenges

related to the environmental sustainability of transport. The OSCE could promote and strengthen co-operation under the ENVSEC framework and together with relevant partner organizations such as IMO and port authorities, but also with business associations to develop joint activities. Especially when it comes to the transportation of dangerous goods and energy products with a great potential for environmental contamination, a lot of work remains to be done.

During the conference, numerous documents and presentations were circulated. A list of these documents is included as an annex in the Consolidated Summary. The documents will be published on a CD-Rom available upon request from the OCEEA. Further information on the Office of the Co-ordinator of OSCE Economic and Environmental Activities and the Economic Forum process can be found on the **OSCE Website**: www.osce.org/eea.

Suggestions

The Baku Conference accomplished its main goal of adding more information and knowledge on transport security related issues and existing initiatives in the OSCE region, bringing thus more clarity with regard to the possible role of the OSCE. Many suggestions for the OSCE and its participating States were put forward. The Conference contributed thus to a better prioritization of issues, to the identification of areas of activity where the OSCE can develop co-operation with other International Organizations and propose follow-up activities.

The overviews of the discussions and the suggestions stemming from each session are presented in the **Rapporteurs' Reports** which are included in this Consolidated Summary. It is envisaged that the Economic and Environmental Sub-Committee discusses these suggestions, in order to further streamline the preparatory process for the Forum.

A list of preliminary ideas and suggestions is presented below, for easy reference.

Plenary Session I The evolving risks to transportation in the OSCE area: status, gaps to be filled, competent actors

- There is a clear need for more co-operation between countries (regional co-operation to create a coherent system of international transport security standards), between international organizations (to create a coherent system of international transport security standards), between governments (government agencies) and international organizations (e.g. WCO - various customs administrations), between the government and the business sector (customs and business communities) and between different business sectors;
- Since more co-operation between different players is needed, the OSCE should adopt a holistic approach and play a bigger role to bring all interested partners together at a political and technical level;
- The OSCE should bear in mind that it adopted the Border Security and Management Concept at the Ljubljana Ministerial Council last year, as well as the decision on 'further measures to enhance container security'. When discussing transport within the Economic and Environmental Dimension attention should be paid to these two documents. Co-operation with relevant units of the OSCE Secretariat should be reinforced;

Plenary Session II Inland transport security issues

- The OSCE could promote the existing agreements, identify priorities and in collaboration with other relevant actors such as UNECE and UNESCAP, IRF, UIC etc. suggest, promote and recommend security measures;
- The OSCE can play an important role by providing a forum for dialogue, exchange of best practices and information among all the actors involved in inland transport security;

Plenary Session III New security issues in maritime transport

- The OSCE should use its political leverage to help participating States implement the functional requirements of the ISPS Code, SOLAS and other maritime security-related documents;
- The OSCE should promote regional and sub-regional co-operative efforts to build up maritime security and could envisage capacity building and training activities in this area;
- It is imperative to build up partnerships between governments and the private sector to raise the overall security level; responsibilities to maintain adequate security should not be confined to governments alone;

Plenary Session IV International co-operation for enhanced aviation security

- The OSCE should bear in mind that aviation security has a long tradition and that other institutions are already well established on the national and international level; instead the OSCE could add value in inland transport security where better co-ordination is needed;
- The OSCE could help other organizations to implement a global strategy for aviation security;
- In this regard, the OSCE could support and promote the relevant activities of the ICAO, SEEFABA (South East Europe Functional Airspace Block Approach Initiative) and the EU;

Plenary Session V Regional perspective on transport co-operation in the South Caucasus and the Black Sea region

- The OSCE could facilitate the implementation process of TRACECA's recommendations to member countries and should strengthen its co-operation in transport issues with regional organizations such as BSEC;
- The OSCE could participate in the process of harmonization and adoption, by the countries in the region, of a legislative and regulatory framework compatible with international standards;
- The OSCE could work and co-operate more closely with business associations in the region and discuss with them how to bring in viable public-private partnerships in the process of developing transportation networks;

Plenary Session VI How can political dialogue under OSCE auspices promote enhanced security and co-operation in the transport sector in the South Caucasus and the Black Sea region

- The OSCE could, through its field offices and in co-operation with other relevant international organizations, monitor developments;
- The OSCE could task a group of independent experts with analysing the 'economic opportunity costs' of present situations related to various unresolved conflicts and conducting Needs Assessment Studies on transport and infrastructure, using the experiences from South Ossetia, Georgia;
- Once political settlements have been reached, the OSCE should stand ready to contribute in the area of transport development and infrastructure rehabilitation and help mobilizing donor support;

Plenary Session VII Environmental sustainability and security of transport in the OSCE region

- In terms of transport security, environmental considerations include the following: environment disasters (e.g. earthquake) disrupting transport links, the threat the transport of hazardous goods

and energy products poses to the environment and the environmental effect of pollution emitted by transport vehicles;

- The OSCE, through ENVSEC, can assist in the mitigation of these threats through a variety of existing mechanisms including early warning mechanisms, risk analysis, leveraging international actors to provide investment and build capacity through liaising and co-operation with other international organizations;
- Measures to ensure environmental sustainability and security of transport must be based on international best practices that have been identified through extensive co-operation and communication;

Plenary Session VIII Links between transport and various forms of trafficking

- The OSCE could prepare a decision on best practices in the fight against illicit trafficking of SALW via air transport for the Ministerial Council, based on preparatory work in all three dimensions over the year, that would set policy goals for the next stage (target events: 14th Economic Forum/Part II, ASRC, HDIM, Ministerial Council in Brussels);
- The OSCE should further examine and develop concrete ways to implement the Border Security and Management Concept notably in the appropriate PC working group;
- Within the framework of the Border Security and Management Concept, the OSCE should continue to provide assistance to the participating States, *inter alia* by developing programmes to facilitate cross-border co-operation between participating States, by assisting them in building their risk analysis capacity and their specialised border equipment;

Annexes

A number of annexes - *Agenda, List of Participants and List of Distributed Documents* - have been attached to the Consolidated Summary to give you a more complete picture of the Baku Conference. For further reading, please note that background documents from this seminar can be found on the OSCE web site under www.osce.org/eea or requested at the Office of the Co-ordinator of OSCE Economic and Environmental Activities (gabriel.leonte@osce.org or andrea.gredler@osce.org).

WELCOMING ADDRESS

**by H.E. Abid Sharifov,
Deputy Prime-Minister of the Republic of Azerbaijan**

Distinguished Conference Participants,
Ladies and Gentlemen,

Allow me on behalf of the Government of the Republic of Azerbaijan to welcome our guests, the participants in the Second Preparatory Conference to the Fourteenth OSCE Economic Forum, and to wish you every success in your work and a pleasant stay here in Baku.

We attach great importance to today's Conference and regard it as a crucial stage in the task of intensifying multilateral co-operation among the OSCE participating States and thereby helping to accelerate the integration of our countries into the global community.

We are gathered here to explore and devise common approaches to today's pressing problems regarding transportation security. The Government of Azerbaijan is paying particular attention to the question of how to effectively ensure transportation security as an integral part of the overall security of our country.

As we see it, transportation security must be achieved by pursuing a common policy in this area and by carrying out systematic measures of an economic, political and organizational nature that constitute appropriate means of forestalling existing threats to society and the State in the transportation area.

The special role of the transportation system and transport security in the country's economic development is largely due to the fact that there are natural resources of global importance located on the territory of the Republic of Azerbaijan and that its territorial location is unique.

Distinguished Participants,

I hope that at this Conference we will achieve the goals and fulfil the tasks that we have set to ourselves. It is my hope that your work will prove effective and fruitful. I am certain that during these days that you spend in Baku you will experience the warmth, good will and hospitality of the Azerbaijani people.

WELCOMING ADDRESS

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

Your Excellency, Deputy Prime Minister, Mr. Abid Sharifov,
Distinguished Guests,
Ladies and Gentlemen,

On behalf of the Belgian OSCE Chairmanship I would like to express our appreciation and gratitude to the Government of the Republic of Azerbaijan for hosting the Second Preparatory Conference of the Fourteenth Economic Forum of the OSCE.

Baku is a vibrant city. It is a great venue for a conference that, I hope, will be vibrant as well.

A sincere “thank you” also to Mr. Bernard Snoy, Coordinator of the Economic and Environmental Activities, and his staff from Vienna, and Ambassador Maurizio Pavesi and his team at the OSCE Office in Baku, for organizing and preparing this conference, and all your efforts for bringing together such a impressive list of speakers and participants.

This conference is part of the broader process of the 14th Economic Forum of the OSCE. Under the Belgian Chairmanship, for the first time, the Forum is split in two distinctive parts. Each session of the Forum is dedicated to one sub-theme and preceded by a preparatory expert conference.

The First part of the Economic Forum focused on transport development from the point of view of regional cooperation and stability. The preparatory conference in Dushanbe and the first session of the Forum in Vienna have produced considerable food for thought which will feed into the second session of the Forum in Prague on May, 22 until 24, along with the ideas and recommendations that will result from the present conference here in Baku.

The conferences in Dushanbe and Vienna clearly showed the OSCE’s role as a catalyst of monitoring and dialogue, of networking for advancing the implementation of the OSCE Strategy for the Economic and Environmental Dimension, as adopted by the Ministerial Council of Maastricht in 2003.

Our OSCE Chairman-in-office, Belgian Minister of Foreign Affairs Karel De Gucht clearly pointed out that role on the inauguration session in Vienna, on January 12, by saying that “*the OSCE is not there to construct bridges or roads. This is not its task and this is not the aim. But the OSCE is an important forum where all participating countries meet, discuss problems and look for common ground to find solutions. Better economic cooperation can lead to more regional stability. We would like to suggest that the OSCE becomes the driving force for overcoming persistent obstacles.*”

We will continue to follow that road.

Today’s Conference is dealing with the sub-theme of transport security. The role of the OSCE is not to duplicate existing efforts and initiatives but to provide a platform of political dialogue where relevant issues can be discussed and follow up actions suggested. The OSCE is not and will not become a leading organization in transport security but the membership of 55 participating States together with the broad security mandate, make the OSCE well placed to identify political problems in the ongoing dialogue. We hope that the conference will be useful as an exchange of best practices, where we can all learn from each other.

Transport development plays an important role in setting the appropriate conditions for trade development and regional integration. Seen from a regional or international perspective, transport is a key condition to economic development and prosperity. But transport can play this role only if and when the necessary measures and safeguards are taken to ensure secure and sustainable transport operations.

Events in the recent past have shown how vulnerable transport infrastructure can be, when it becomes a target for terrorist action. Transport security also relates to border crossings, preventing trafficking of human beings, illicit drugs or small arms and light weapons. The link between transport and environment is another reason for concern and appropriate precautions.

But security should also be cost-effective, adequate and accessible. Indeed, the real challenge is to make transport more secure while remaining cost-efficient and competitive. Those actors who provide for secure transportation networks should not become less competitive than the ones who don't care about security. Therefore, a certain level of international co-operation and respect for commonly agreed standards is required. The question of governance, good governance, equally plays a predominant role in this debate.

We hope that this conference will be instrumental in addressing these issues.

Therefore I am very pleased with the preparation of a background paper by the Office of Mr. Snoy. I think it is a useful document, which provides us with a broad and extensive overview of the most recent security initiatives and measures in the area of transport. This document can help all experts gathered here today to discuss all security issues of all transport modes.

I sincerely hope this conference will give us all results and goals we want to achieve. So we can make this 14th Economic Forum to flourish

The Belgian OSCE Chairmanship is confident that the perspectives of regional cooperation in making transport more secure, be it in Europe, the Southern Caucasus, North America, the Baltic Sea, Russia, the Balkans, Central Asia or any other part of the OSCE area, will be discussed in an open and free way. In this respect I should again like to thank the Government of the Republic of Azerbaijan for having invited the 55 OSCE participating States and for making sure that all feel welcome and happy in this beautiful city.

Thank you

WELCOMING ADDRESS

**by Ambassador Maurizio Pavesi,
Head of the OSCE Office in Baku**

Mr. Deputy Prime Minister,
Mr. Geerkens,
Dear colleagues, ladies and gentlemen,

Let me, first of all, welcome you in Baku and thank Mr. Snoy for inviting me to attend this forum and to deliver a speech. As the Head of the Baku Office, I want to focus my short intervention on some practical problems of this region.

National and international trade in the region is primarily limited by both obsolete infrastructures and by political constraints. The first of these problems is about to be solved thanks to the investments recently decided by the Azerbaijani government and related partners and in a few years both the corridors North-South (Russia-Azerbaijan-Iran) and East-West (Azerbaijan-Georgia-Turkey) will be technically in line with international standards.

The same cannot be said of the solution of the many political problems. Conflicts both in North and in South Caucasus, the unresolved status of the Caspian Sea not to mention the enduring crisis which surrounds Iran, render the trans-border communications sometimes difficult and sometimes simply impossible and finally lead to decisions which more often reflect international relations rather than economic needs and rational of decision making. We'll see tomorrow, and I shall be personally very interested in that debate, the relations which exist between transports and solution to the conflicts. It seems in fact that the answer to the identification of international routes in this area has already been given by the local states within the objective limits of the political scenario for the foreseeable future.

Ladies and Gentlemen,

The strategic position of Azerbaijan has historically been at the same time an advantage and a drawback. It is difficult to find in the world map any other crossroad like this one. It is also difficult to find another geopolitical situation as complicated as the one we can see within and around the South Caucasus. Azerbaijan's geographic location on the shores of the Caspian Sea defines this country as a link between Europe and Asia: an unavoidable passage to the West for the Central Asian States and for their vital economic interests. One of these interests is the export of oil and gas to the European market. I hope that viable solutions to that problem will be found in the coming years without international confrontations.

Ladies and Gentlemen,

Lack of competition, an obsolete bureaucracy, and corruption often render unaffordable the commercial relations between this part of the world and the rest of the globe. Goods which might otherwise be competitively exported from here are not exported because of the costs somehow related to transport. The same, symmetrically, can be said for imported goods, the price of which sometimes doubles simply upon crossing a border.

Without sound action against monopolies, which are a general economic burden of this region, without a simplification and modernization of the bureaucratic procedures and without a real fight against corruption, the problem of transport will remain on our agenda for a long time and, I fear, will deeply affect the economic development and the living standards of entire regions.

It is necessary to reach regional agreements on common border controls and simplified procedures to avoid that complicated administration and excessive controls which discourage commercial activities and raise the prices of goods, thus reducing the volume of trade. I also hope that a mechanism

of regional co-operation will be soon established to fight trafficking of human beings, another problem clearly linked to the geographic position of the South Caucasus.

The OSCE Office in Baku has always been involved in finding and implementing solutions to problems like corruption and trafficking of human beings and will continue to be. It is necessary to strengthen our co-operation with the local authorities in the framework of clear and effective action plans, which are sometimes still to come. As for the trafficking of human beings in particular we must seek to include all the states of the trade area in early and full participation, if we are to succeed.

I hope that the next Economic Forum in Prague will be able to give practical answers to the many problems I have sought to summarize in my short intervention. I therefore wish you a nice stay in this beautiful city and a fruitful discussion in the interests of all the OSCE participating States.

Thank you for your attention.

WELCOMING ADDRESS

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

Excellencies,
Ladies and Gentlemen,

It is a great pleasure and honour for me to welcome all of you to this second preparatory Conference to the 14th OSCE Economic Forum “Enhancing Transportation Security in the OSCE area”.

Before briefly referring to the issues that will be discussed at this Conference, let me extend my warmest thanks and appreciation to the Government of the Republic of Azerbaijan and moreover to H.E. Abid Sharifov, Deputy Prime-Minister, to whom we are very grateful for attending this opening session, for their hospitality and for the extraordinary work done in preparing this conference. I would also like to thank Mr. Frank Geerkens, Head of the Belgian OSCE Chairmanship Unit and Ambassador Maurizio Pavesi, Head of the OSCE Office in Baku for their very thoughtful and stimulating introductory remarks.

The First Part of the Fourteenth OSCE Economic Forum “Transportation in the OSCE area: Secure transportation networks and transport development to enhance regional economic co-operation and stability” that took place in Vienna, on 23-24 January 2006, demonstrated that there was strong political support to follow-up on a number of suggestions which emerged from the first preparatory conference in Dushanbe November 2005 and to engage the OSCE, in close co-operation with partner organisations and international financial institutions, in transport related areas of activity. These areas and activities have been identified as: strengthening capacity for the implementation of UNECE Conventions; promoting good governance in the area of transport; integrating transport development and environmental concerns, addressing the needs of landlocked countries. Apart from these topic areas, many new ideas were expressed both at the Conference in Dushanbe and at the first part of the Economic Forum in January of this year. A set of potential follow-up activities has been laid down and it is my sincere hope that this conference will bring even more clarity on how to proceed further.

Excellencies, Ladies and Gentlemen,

My Office has prepared a background paper which is aimed at providing you with an overview of the most recent trends in making transport more secure by using an inter-modal transport security framework, looking into security issues related to air, rail, road, inland waterway and maritime transportation means. However, this paper is by no means meant to be exhaustive; nonetheless I believe it offers a good starting point for debate and exchange of expertise, ideas and first hand experience that we will have today and tomorrow.

Let me now briefly refer to some topics included on the agenda.

As our list of participants shows, this conference brings together experts from various international and regional organizations as well as from a number of OSCE participating states. I want to thank the delegations for their support in identifying relevant expert speakers. I am also grateful to our colleagues from other units in the Secretariat, in particular the Action against Terrorism Unit and the Conflict Prevention Centre (CPC) Border Unit for participating in the event and we are looking forward to strengthening our cooperation. In line with the recommendations made by the Panel of Eminent Persons in their final report on “Strengthening the Effectiveness of the OSCE”, my Office will continue to aim at using a cross-dimensional approach in which the different fields of OSCE activities are linked up more efficiently in order to increase overall effectiveness and coherence of OSCE policies.

During this conference we will first try to assess the evolving risks to transportation in the OSCE area, to identify gaps and to see what other relevant actors are doing in the field of transportation security.

Then, we will look more closely into issues pertaining to security in various transport modes. As such we will deal with transport security issues concerning both inland and maritime transport as well as aviation. Given the vast expanse of the Eurasian continent, inland transport security considerations are of special interest to the OSCE. Therefore I am looking forward to hearing about the various 'security enhancing' policies and monitoring instruments and regulations developed by international and regional organizations active in the field.

Beside the importance of developing policy instruments and regulations on transport security, I want to emphasize the role of enhancing the effectiveness of existing policies and the importance of promoting good governance in the area of transport security. The fact that borders are often not functioning properly has an impact both on trade as well as on security. Malfunctioning border crossing points often prove to be a 'fertile soil' for corruption, which not only adds costs to trade but also enables multiple forms of illegal trafficking and the free passage of potential terrorists and criminals. Developing effective policies to facilitate communication and coordination between authorities, promoting harmonization of standards and encouraging cross border exchanges of information on goods and passengers should be considered a high priority issue.

While addressing these issues we will, considering the geographical location of this conference, make special reference to the South Caucasus and the Black Sea region. Because of its cross-border nature, transport requires a high level of regional and sub-regional co-operation in order to ensure consistency in infrastructure investments, harmonization of policies and shared views on how to enhance security. There is a need to simplify and harmonize 'soft barriers' such as import/export related administrative procedures, to reduce trade costs and to increase transparency and accountability of border and government agencies. All of these I consider important conditions for regional development and security. A specific feature of the South Caucasus region is that, despite its enormous potential for further economic development, existing conflicts in the region have a strong negative impact on its overall transport and trade potential. It is here that the OSCE as a security organization can make a difference, by offering a forum for political dialogue between participating states as well as between groups of states. Through this platform for dialogue, the OSCE can strengthen trust and confidence and create political leverage, which is exactly where its comparative advantage and added value vis-à-vis its partner organizations in the transportation area lies. Let me use this as an opportunity to call upon the countries concerned to actively engage in this debate.

Another important issue I want to bring to your attention is the need for sustainability in the development of transport, taking into consideration environmental aspects. Indeed, environmental aspects intersect with those of transportation security in numerous ways. During the Conference in Dushanbe, participants noted the need for planning in the transport sector to take into account the effects of natural disasters on the transport sector as well as emergency response. During this conference, we will examine the effects of the increasing transportation of hazardous waste and dangerous goods. The transportation of hazardous wastes is governed principally by a number of agreements and conventions. Here the role of the OSCE is to encourage states to accept the already existing international rules and regulations and stimulate the participating states to implement them.

Excellencies, Ladies and Gentlemen,

I consider this conference in Baku as an important step forward towards the second part of the OSCE Economic Forum. Discussing the topics proposed on the agenda, hearing key experts, exchanging our views and expertise and debating potential solutions will bring us closer to what the outcome of this second preparatory conference should be: producing a draft follow-up plan for practical work to be presented to the second part of the Economic Forum in Prague.

I strongly encourage all of you to participate and engage in open dialogue on how to advance in the transport sector our common objective of strengthening co-operation, promoting economic development and overall security in our region. I am looking forward to hearing your views.

Thank you for your attention.

RAPORTEURS' REPORTS

PLENARY SESSION I – The evolving risks to transportation in the OSCE area: status, gaps to be filled, competent actors

Moderator: Ambassador Christian D. Falkowski, Head of Delegation of the European Commission to the OSCE

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

Plenary session I showed the importance of security measures to cope with evolving risks to transportation. The main message was that enhancing co-operation between different stakeholders is essential and that the OSCE may have role in this regard.

Mr. Eckard Seeböhm, Head of the Aviation Security Unit, DG TREN, European Commission, presented the EU transport security policy, which is focused on prevention, namely on the creation of preventive measures. The EU works on all transport modes (civil aviation, maritime aviation, transport of dangerous goods, intermodal, customs and public transport) The EU uses its mandatory power to oblige member states to fully implement EU regulations and directives.

A lot has to be done concerning intermodal transport policy, because there is still a low level of security consciousness in this area. The EC wants to work on this by proposing new legal instruments to create a secured process from the factory gate to the consumer, observed by operators. The EC plans to encourage the work on transport security at the international level and will strengthen its co-operation with the EU trading partners. The EC believes that a global security approach, wherein all stake holders, interested partners at all different levels, work together, is necessary.

First, the OSCE can play a role by putting transport security in a broader security perspective. Hereby, the OSCE EED has to bear in mind the existing OSCE 'border concept' and also the decision on container security, accepted at the Ljubljana Ministerial Conference. Second, the OSCE can be instrumental due to its networking, catalyst role.

The second speaker was **Mr. Philippe Crist**, Transport Security Expert, from the European Conference of Ministers of Transport. The ECMT follows the lines of the EU by saying that there has to be a promotion of a coordinated intermodal approach to security, and that best practices and experience have to be shared with other governments. The ECMT stresses the responsibility of the states in this endeavour. States should clearly step up co-operation among themselves and with other international organizations in order to better ascertain the costs and benefits of enhanced security measures.

Again, it was stressed that the OSCE can play a major catalytic role in bringing together the interested parties around the table to exchange information, to create best practices, etc.

Mr. Stephan Legein, First Attaché, Belgian Customs and Excise, presented the World Customs Organization's framework of standards, which provides security measures and facilitation measures for the transport of goods, enhancing thus the capacity and the co-operation of customs administration, and promoting an integrated approach. He emphasized that the WCO clearly sees a role for the OSCE in developing best practices and standards to better implement the WCO framework of standards.

Mr. Eldar Shahbazov, Adviser, State Oil Company of the Republic of Azerbaijan discussed the BTC pipeline which according to him creates a more secure supply of oil and gas through the Black Sea to Europe. Mr. Shahbazov also praised the important geo-political location of Azerbaijan and focused on a number of economic advantages. Finally he announced that by 2020 Azerbaijan will increase its oil production to 5 million barrels a day (about 4 to 5% of the world-production). According to him, the OSCE has a role to play in reducing the risks and threats to energy transport.

Conclusions:

- It is clear that the EU, the ECMT and WCO try to combine forces to work more closely with states, other international organizations and stakeholders, to create a global transport security approach. Some linkages between relevant international organizations already exist;
- There is a clear need for more co-operation between countries (regional co-operation to create a coherent system of international transport security standards), between international organizations (to create a coherent system of international transport security standards), between governments (government agencies) and international organizations (i.e. WCO - customs administration), between the government and the business sector (customs and business communities) and between different business communities;
- The role of the OSCE is to put the transport security issue in a broader perspective. The OSCE could be useful by creating and providing a network, by playing its catalytic role. The OSCE has to provide that “security” will not be isolated;
- Since more co-operation is needed, the OSCE should adopt a holistic approach and play a bigger role to bring all interested partners together at a political and technical level;
- The OSCE should bear in mind that it adopted the Border Security and Management Concept at the Ljubljana Ministerial Council last year, as well as a decision on ‘further measures to enhance container security’. When discussing transport within the Economic and Environmental Dimension attention should be paid to these two documents. Co-operation with relevant units of the OSCE Secretariat should be reinforced;

PLENARY SESSION II – Inland transport security issues

Moderator: Mr. Robert Nowak, Economic Affairs Officer, Economic Analysis Division, UNECE

Rapporteur: Ms. Blažka Kepic, Permanent Delegation of the Republic of Slovenia to the OSCE

In the first presentation, **Mr. Poul Hansen**, from the UNECE Transport Division, described a number of existing UNECE instruments related to inland transport security. The UNECE provides an important forum for co-operation at the Pan-European level and it has under its responsibility 55 international and regional agreements in the area of transport. Some of them offer a solid potential basis for increasing transport security. The UNECE transport security strategy before the September 11 events focused mostly on safety related regulation. Currently, it also takes into account the United Nations' call for action against terrorism. The transport security strategy mainly focuses on the existing international legal instruments such as conventions dealing with goods in transit, dangerous goods and international vehicle regulations. Co-operation between the UNECE and other international organizations aims at avoiding duplication. Mr. Hansen also referred to a recent round table on transport security organized by the UNECE. He described the main conclusions (i.e. the move from risk management to prevention, understanding the difference between safety and security, challenges posed to security by the existence of extensive transport infrastructure and the necessity of international co-operation). Many security-enhancing initiatives are already in place and some others are being considered for potential future implementation. He stressed that the main concern of all those who develop international norms and standards was to avoid duplication of work by actively consulting and co-operating with other organisations.

Mr. Anthony Pearce, Director General, International Road Federation, briefly presented the IRF, including its members and main activities. He focused on key challenges in the road sector (i.e. lack of funds for new investments, high transport costs, road safety, inadequate maintenance, missing links, connecting rural and urban areas). He also presented the Galileo satellite system (to be operational in 2010) and its future role in increasing transport security. Four security principles were mentioned: deterrence, detection, assessment and response. Rail stations and railways as well as roadways, bridges and tunnels were mentioned as vulnerable points. In this connection the necessity of using technology, sharing technology, collecting data and sharing information were highlighted. In his view, the role of the OSCE was to facilitate/support/promote international co-operation (i.e. sharing best practices), to

supplement existing agreements, to identify priority facilities and, in collaboration with others (e.g. UNECE, UNESCAP), promote recommended security measures.

Mr. Jacques Colliard, Head of Security Task Force, International Union of Railways (UIC), stressed that security issues had become an increasingly important part of railway companies' activities. Due to everyday vandalism and antisocial behaviour as well as international nature of terrorism, sharing experiences and best practices and increased co-operation were necessary. He highlighted two points: (a) development of terrorism which operates via sophisticated networks and with significant financial and logistic support and therefore demands consistent, unified response and (b) strengthening the links between railway companies and the relevant authorities. He said it was very important for the UIC to be able to work with the OSCE in order to influence the legislative or regulatory institutional environment.

Mr. Robert Nowak, UNECE Transport Division, focused his presentation on the economic costs of terrorist acts. Terrorism raises transactions costs in the economy and shifts resources toward security activities. He referred to short-term/direct costs of terrorism for example, the loss of human and non-human capital, increased uncertainty, additional costs incurred by certain industries/locations as well as long-term costs (due to psychological consequences of terrorist incidents) such as higher transaction costs, stress, anxiety, restrictions on individual freedoms, and higher government security spending. Some policy considerations related to international co-operation and co-operation between national governments and private sector were put forward.

In the ensuing discussion, the issue of developing transport security was considered. It was noted that there was no global approach to transport security. The role of the OSCE in combating terrorism was highlighted. The OSCE has a role to play in facilitating assistance to states and governments.

Moreover, the need to avoid duplication as well as the issue of inviting private sector to discussion, together with international organizations and governments, was noted. It was stressed that the OSCE can continue to play a crucial role by providing a political forum for dialogue and for exchanging best practices. Further need for dissemination of information was highlighted and the OSCE could play a crucial role in this area too. The OSCE activities in the area of combating terrorism, organized crime and trafficking as well as in the area of border security management were highlighted in connection with the transport security.

Main conclusions:

- It is important to avoid duplication of work by closely co-operating with other international organisations;
- The OSCE is well placed to facilitate international co-operation (i.e. sharing best practices);
- The OSCE can play an important role by providing a forum for dialogue, exchange of best practices and information;
- The OSCE could promote the existing agreements, identify priorities and in collaboration with other relevant actors such as UNECE, UNESCAP, IRF, UIC suggest, promote and recommend security measures;

PLENARY SESSION III – New security issues in maritime transport

Moderator: Mr. Marc Baltés, Senior Adviser, OCEEA

Rapporteur: Mr. Yaroslav Yurtsaba, SME development advisor, Office of the OSCE
Project Co-ordinator in Ukraine

Mr. Nicolaos Charalambous, Head of the Maritime Security Section, International Maritime Organization (IMO), described the existing security framework governing maritime trade. According to Mr. Charalambous, until December 2002 there was no security framework governing maritime trade. The IMO has been the main international NGO concerned with maritime security. The IMO's ISPS

(International Ship and Port Facility Security) Code is the main document that encompasses measures to enhance maritime security. Very few states are not the part of ISPS system. The speaker outlined main ISPS regulations that are supposed to minimize risks associated with maritime trade. These are mandatory for all participating states. The Code provides a standardized set of requirements necessary to maintain security at the adequate level. The Code details functional requirements that have to be met in order to increase security of ships. The speaker described also three security levels that have to be applied by participating states depending on security considerations. Governments are to decide which security level to apply. National governments ultimately are responsible for taking appropriate security measures.

Mr. Charalambous also highlighted IMO plans for 2006. Among these are endorsement of proposals for revision of the International Convention on Standards of Training, Certification and Watch keeping for Seafarers, 1978 (STCW), guidelines on the training and certification of port facility security officers, review of the interim guidance on voluntary self-assessment by SOLAS (International Convention for the Safety of Life at Sea) Contracting Governments and port facilities.

Ms. Kathleen Conway, from the US Customs and Border Protection Administration (CBP), focused on CBP's cargo security strategy following 9/11. CBP is an amalgam of 4 border protection agencies with the focus on the national security. The mission of CBP is to prevent terrorists and terrorist weapons from entering the United States. It relates to the WCO's security framework. Ms. Conway depicted preventive measures to enhance security level that were introduced by CBP lately. She then outlined the Container Security Initiative (CSI) which plays a vital role in the activities of CBP. CSI is operational in 44 ports now. Ms. Conway stressed that sharing of information is a key to the work of the Agency.

Partnership with the industry is also important to enhance security. The speaker touched upon C-TPAT (Customs-Trade Partnership Against Terrorism) - partnership between private sector and CBP. C-TPAT is designed to implement end-to-end security throughout the entire supply chain, back to the foreign manufacturers' loading docks. Ms. Conway praised also the WCO as a good platform to establish certain standards, especially in risk management.

Mr. Karl Wycoff, Head of the OSCE Action against Terrorism Unit, began with saying that the OSCE has a role to play in enhancing container security. The OSCE got involved at the 2004 Annual Security Review Conference and key stakeholders welcomed the OSCE involvement in this regard. A Workshop was organized and came up with a number of conclusions that were conveyed to participating States. Mr. Wycoff dwelt on the complexities of supply chain that make it difficult to design efficient measures that would guarantee high level of security. According to him, many actors should be involved to ensure an as comprehensive approach, bearing in mind security considerations, as possible.

Mr. Guido Van Meel Advisor, Antwerp Port Authority, Belgium, described the port of Antwerp security measures that allow preventing potential security threats at an early stage. The speaker provided a detailed outline of Antwerp Port Information and Control System (APICS). Mr. Van Meel stressed that security is ensured through co-operation between state security bodies, police, customs, port authorities, maritime authorities, navy. Mr. Van Meel illustrated this point by describing how different agencies are involved in maintaining security of the Port of Antwerp.

Mr. Yuri Kozlov, Deputy Head of Division, Department of Special Programmes, Ministry of Transport of the Russian Federation, discussed various threats to transportation stemming from various sources. The speaker built his presentation around the notion that prevention is an important part of any security initiative. He then elaborated his views on how to define responsibilities of the state and business since security in transportation could not be viewed exclusively as a responsibility of the state. Business should become a part of the fight for increased security. Mr. Kozlov underlined that the introduction of certain standards of security means the cost of security. The speaker indicated that terrorism activities against transport increased in recent times, which makes it imperative to implement efficient measure to thwart security risks. The speaker has also described activities of the Russian Federation to fight terrorism by employing anti-terror measures at Russian ports.

Specific areas for possible OSCE action:

- The OSCE might be involved in the development of a common security standard for transport operators;
- The OSCE should use its political clout to help participating States implement the functional requirements of the ISPS Code, SOLAS and other maritime security-related documents;
- The OSCE might promote understanding of economic benefits derived from enhanced security measures; increased security should be viewed as an investment;
- The OSCE should promote regional and sub-regional co-operative efforts to build up maritime security and could envisage capacity building and training activities;
- It is imperative to conduct partnerships between governments and private sector to raise the overall security level; responsibilities to maintain adequate security should not be confined to governments alone;
- Finally, the OSCE should use its networks to disseminate best practices in the field of transport security;

PLENARY SESSION IV - International co-operation for enhanced aviation security

Moderator: Mr. Karl Wycoff, Head of Action Against Terrorism Unit, OSCE Secretariat

Rapporteur: Ms. Irene Sudy, Research and Teaching Assistant, Institute of Transport
Economics and Logistics, Vienna University of Economics and Business
Administration, Austria

In this session, the presentations of the keynote speakers focused on the role of international co-operation to enhance security in aviation.

Mr. Victor Kourenkov, Regional Expert, International Civil Aviation Organization (ICAO), gave an overview of the work by the ICAO on aviation security. First, he provided some historical information about the organization and outlined its purpose. ICAO was established in 1944 to promote safety and security in civil aviation. ICAO, as a specialized UN agency, served as a medium for co-operation in all fields of civil aviation among its 189 Contracting States. Mr. Kourenkov mentioned several conventions, annexes and amendments, which contained standards and recommended practices related to aviation security. Mr. Kourenkov pointed out that the threat of aircraft hijacking was serious and therefore new amendments were necessary. The Aviation Security Mechanism (AVSEC) was founded in 1989. Under this mechanism, 16 Aviation Security Training Centers (ASTCs) were established. After the terrorist acts in the US in 2001, several actions were taken, e.g. prevention of misuse of aircrafts, provision of security on international airports. Mr. Kourenkov explained the targets and different levels of the Universal Security Audit Programme (USAP) for airports, which had been in operation since 2002. Mr. Kourenkov informed the participants of the conference about the follow-up amendments, the Security Manual and actions taken after the suicide attacks in Russia in 2004. Finally, Mr. Kourenkov summarized the activities of the ICAO for the future and mentioned possible roles of the OSCE.

The OSCE could help to co-ordinate and support the activities of ICAO against new emerging threats in aviation. The two organizations can try to learn more from each other, but the duplication of activities should be avoided. The ICAO and the OSCE can co-operate in implementing a global strategy in aviation security. For that purpose, the OSCE could organize meetings and bring different organizations and initiatives together.

General Francois Rivet, Air Transport Department, European Commission, presented the activities carried out within the South East Europe Functional Airspace Block Approach Initiative (SEEFABA) to extend the Single European Sky Regulations concepts to South-East European countries. The initiative, set up in 2005 as a European Commission political initiative, aimed at promoting a regional approach for an efficient and safe Air Traffic Management in South East of Europe. Functional Airspace blocks were

homogenous areas for flight operations, regardless of rigidities due to national approaches. Mr. Rivet spoke about the South East Europe Functional Airspace Block, the expected achievements and potential benefits. The SEEFABA initiative should create regional co-operation in commonly managing airspace, promote common standards for handling Air Traffic flow, facilitate the establishment of common regional regulations in Safety and Security and sustain air transport growth and economic prosperity.

Concerning the role of the OSCE, General Rivet mentioned that the OSCE could help to strengthen the regional co-operation in aviation and support the establishment of a network with the objective of enhancing aviation security. The OSCE could help to build up confidence in the region and establish strong relationships. OSCE could support the SEEFABA initiative, as aviation is a key to economic development, especially for transition countries.

Mr. Eckard Seebohm, Head of the Aviation Security Unit, DG TREN, European Commission, presented the work of the EU in the field of Aviation Security and explained the Regulation 2320/2002, which had been established after the events of 9/11. The Regulation 2320/2002 consisted of 8 major elements and was aimed at taking security measures on the ground – especially airport security. Unlike the European Civil Aviation Conference (ECAC) Doc 30, the EU-Regulation 2320/2002 was mandatory and applied to all airports in the EU and flights leaving the EU. International co-operation in particularly with EU neighbouring countries was important. He mentioned that in the longer term more international co-operation will be envisaged and a “one stop security” will be the goal. The EU will support ICAO in raising AVSEC standards. The Transport Ministerial Conference EU-Black Sea/Caspian Region could act as a platform for interregional co-operation.

Mr. Seebohm mentioned that the OSCE could use its platform of dialogue and co-operation to bring organizations and countries together for discussion and exchange of information.

In the discussion period, one intervention focused on the importance of the aviation security to fight terrorism. Therefore, the compliance with international rules and the establishment of national aviation security programs were important. Further it was noted that in the aviation security, the OSCE should not develop new instruments, but it could support the acceptance and implementation of existing instruments.

Specific areas for possible OSCE action:

- The OSCE should bear in mind that the aviation security has a long tradition and other institutions are already well established on the national and international level;
- The OSCE could add value to the inland transport security, despite the fact that there are already some organizations active in this field. A fundamental consensus still has to be found and there is a need for better co-ordination;
- The OSCE could encourage the dialogue among the organizations already active in the field of transport security;
- The OSCE could co-ordinate, support and promote activities of ICAO, SEEFABA and EU;
- The OSCE could help other organizations to implement a global strategy for aviation security;
- The OSCE should avoid duplication of activities;

PLENARY SESSION V – Regional perspective on transport co-operation in the South Caucasus and the Black Sea region

Moderator: Mr. George Zarubin, Vice President for Program Development, The Eurasia Foundation

Rapporteur: Mr. Shalva Pipia, National Economic and Environmental Officer, OSCE Mission to Georgia

Ms. Ludmila Trenkova, Secretary General of the IGC TRACECA, focused her presentation on the role of TRACECA in enhancing regional transport security. She provided a background of TRACECA since

its establishment in 1993 until now, as well as of the main goals of this organization for the years to come. By 2006 TRACECA has conducted six regional projects relating directly to the safety and security issues, also there are two ongoing projects and five projects scheduled for the nearest future. The projects of TRACECA are in compliance with the EU's White Paper on European Transport Policy, which sets out a list of priorities, with the issues of security and safety in transportation being one of the main priority. As a part of its action plan for this year TRACECA intends to develop a common security management system in the area of maritime security in the Black and Caspian Seas, work on the issues of the motorways of sea in these seas and conduct training for civil aviation administration and personnel involved in air transportation. The long term goal of the organization is to become a strong, self-financed (until 2006 the organization was fully financed by EC and member-countries) body, which will facilitate regional transport development and co-operation and be a professional transport observatory.

Mr. Motoo Konishi, Manager, Infrastructure and Energy, Europe and Central Asian Region, the World Bank, gave an overview of the main problems in regards of transportation in South Eastern Europe. The problems, such as low living standards, inadequate growth, uncertainties in the business climate, inefficient customs systems and lack of progress in trade liberalization and privatization were identified and the need of reforms was stressed. Mr. Konishi mentioned a South Caucasus Corridor Workshop, which was held in 2004 with the participation of the number of countries and international organizations and where the priorities such as development of corridor-focused transit strategies and adoption of national transit laws were identified. Then he talked about the WB's projects in the South Caucasus region. As of now the WB is implementing 6 projects related to transport in the region, mainly connected with the rehabilitation of the road infrastructure in Azerbaijan and Georgia and railway restructuring in Turkey. There are a number of other projects to come, including the infrastructure rehabilitation as well as a project directed at the improvement of trade and transport facilitation. Mr. Konishi once again underlined the WB's policy dialogue and readiness to discuss issues and share information with all parties interested.

Ambassador Altai Efendiev, Deputy Secretary General of the Organization of the Black Sea Economic Cooperation (BSEC), spoke about the activities of the organization he represented. BSEC, originally set up in 1992, with the objective to promote peace, stability and sustainable development through means of economic co-operation, had by 1999 become a full fledged regional organization with 12 member states, permanent secretariat, parliamentary assembly, business council, trade & development bank and research centre. Development of transportation and trade facilitation between the member states is one of the main goals of BSEC. The BSEC ministers of transport have adopted a number of declarations and created several intergovernmental bodies governing the transport issues. The transport working group of experts, the committee of senior transport officials and country-coordinator's offices work towards the improvements in the sphere of transport co-operation among the member states. BSEC has also engaged professional organizations working in this sector by creating several professional unions under its umbrella. The unions are URTA (Union of Road Transport Associations) BASPA (Black and Azov Sea Port Administrations), BINSIA (Black Sea International Ship-owners Association) and BRASS (Black Sea Regional Association of Ship-builders and Ship-repairers). BSEC has implemented several projects in this direction, mainly concerning the facilitation of road transport of goods, simplification of visa procedures among the member states, etc. Mr. Efendiev underlined the importance of improvement of transport co-operation among the BSEC countries and stressed that the organization is trying to play a positive role in this process. He welcomed further co-operation with the OSCE.

Ms. Krystal Alley, Special Advisor, International Division, the US Chamber of Commerce, talked about the role of the Chamber in the region. The US Chamber of Commerce has affiliated organizations in many countries in this region, including Azerbaijan, Armenia, Georgia, Uzbekistan, Ukraine, Kazakhstan, Turkey and Russia. Mrs. Alley identified the development and maintenance of safe, secure and reliable transportation networks as one of the top issues on the chamber's agenda, and then concentrated on the issues of road transport specifically. The road transport was chosen as it is the major transportation means, especially in the US, where 70% of the value of all freight is hauled by truck. The chamber is working closely with the International Road Union (IRU) on revitalization of the land bridge between China and Europe – the historic "Silk Road". Mrs. Alley gave out the details of preliminary findings of the transport experiment conducted in 2005 – a caravan of 5 trucks went from Brussels to Beijing via the Russian route. They found that trucking costs in Central Asia were roughly 150% more

expensive than in the US or Europe. Hence such deliveries could be useful only for certain types of high value goods. The final outcomes of the experiment will be available shortly and this will shed the light on main problems as well as certain advantages of using this route.

In the discussion part the representative of the IRF mentioned that they have been trying to rehabilitate the Silk Road since 1990's and have supported the Black Sea route. IRF is ready to work closely with BSEC and TRACECA on identification of realistic projects in this direction. Mr. Anthony Pearce of IRF also mentioned that encouraging the Trans Siberian railway is a sensible solution for using the route connecting Europe to Asia; however this can not be a full substitute for road transport. The EU representative commented that the issues discussed were of outmost interest; however there was an institutional overtone, which should be kept to minimum. At the end, Mr. Bernard Snoy, CoEEA, asked Mr. Konishi of the WB how satisfactory was the situation of border and clearance procedures between Georgia & Azerbaijan and why the WB had not been able to promote in the region same rate of co-operation as in Balkans region. Mr. Konishi replied that the situations in these regions were not comparable. There are closed borders and ongoing conflicts in the South Caucasus region, making the reform more difficult. Mr. Konishi said that he sees that OSCE's role in solving these problems is crucial.

Specific areas for possible OSCE action:

- The OSCE could facilitate the implementation process of TRACECA's recommendations to member countries;
- The OSCE could support the governments to improve infrastructure via provision of technical assistance; it can promote safety and security in all modes of transport, based on international recognized standards, and co-operate in this regard with regional actors such as BSEC or TRACECA; it can contribute to reducing border crossing times and improving trade facilitation, by engaging in co-operation with the World Bank, the Eurasia Foundation, etc.;
- The OSCE could play an important role in making the information on border crossing, customs and border regulations available to the general public;
- The OSCE could participate in the process of harmonization and adopting of legislative and regulatory frameworks compatible with international/EU standards;
- The OSCE could have a role in facilitating accession to and effective implementation of UNECE transport conventions;
- The OSCE could work and co-operate closely with all the AmChams as well as with other business associations in the region and discuss with them how to bring in viable public-private partnerships in the process of development of the transportation networks;

PLENARY SESSION VI – How can political dialogue under OSCE auspices promote enhanced security and co-operation in the transport sector in the South Caucasus and the Black Sea region

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

Rapporteur: Ms. Lena Von Sydow, Permanent Delegation of Sweden to the OSCE

Mr. Bernard Snoy, Co-ordinator of the OSCE Economic and Environmental Activities, focused on the relationship between conflicts and transport development in the South Caucasus in his keynote address. He introduced the OSCE approach to transport, encompassing the security, economic, and the regional co-operation perspective. He noted that there was potential for increased economic growth in the South Caucasus region, but that part of that potential could not be realized due to the unresolved conflicts.

The question to be addressed was if it was necessary to find political settlements before the transport sector could develop or if development of the transport sector could serve as a confidence building measure and contribute to conflict resolution.

Mr. Snoy noted the cost of conflicts to the countries in the region. Not only the region suffered economically; the conflicts affected the international community through their implications on trade routes and consequently transport costs. The conflicts' impact on transport costs was illustrated by figures from the World Bank. An overview was made on possibilities to re-open transport links.

On the possible OSCE contribution, Mr. Snoy underlined the role of the Co-Chairs of the OSCE Minsk Group and the Chairmanship's Personal Representative on the Conflict dealt with by the OSCE Minsk Conference. But what complementary role could the OSCE's economic activities play, in addition to efforts within the political framework? As food-for-thought, Mr. Snoy presented a number of suggestions. These included, inter alia, monitoring developments through the OSCE field presences in the region; conducting needs assessment in the area of transport, as was being done in South Ossetia; tasking a group of independent experts with analyzing the economic opportunity cost of the conflicts; enhancing capacities in Ministries of Transport.

The second keynote speaker, **Mr. William Hanlon**, Economic and Environmental Officer, OSCE Mission to Georgia, updated on the Needs Assessment Study in South Ossetia, Georgia. The Study, undertaken under the aegis of the Joint Control Commission by a group of experts, aimed at assessing economic and infrastructure needs in South Ossetia, Georgia, and prescribing a comprehensive approach to improving the situation. The work had resulted in project proposals in sectors such as social infrastructure, energy, transport, rural economic development, and small and medium enterprise development. The work of the experts had been completed in February and the final report would soon be presented and then followed by a donors' conference in May in Brussels. Mr. Hanlon underlined that the Needs Assessment Study enjoyed the full support of the parties and the mediators.

On transport issues, Mr. Hanlon noted that the only road connection between Georgia and Russia was the Georgian Military Highway, which was often closed due to weather conditions. Developing the Transcaucasian Highway, that crossed the zone of conflict, could contribute to confidence-building and stabilization. Mr. Hanlon concluded that economic rehabilitation could underpin the development of the peace process, and that the Needs Assessment Study in South Ossetia, Georgia, could serve as a model for such activities in other conflict areas.

The moderator, Ambassador Frank Geerkens, OSCE Chairmanship Task Force, commended the work on the Needs Assessment Study, and noted that the Chairmanship hoped to build further on this study. He reminded participants of the donors' conference to be held in Brussels in May.

In the following discussion, different views were expressed on the question put at the outset of the session, i.e. whether transport co-operation could be a confidence building measure before a political settlement, or if such measures could only be implemented after a political solution. Many interventions during this discussion focused on the conflict on Nagorno-Karabakh. It was pointed out by both parties to this conflict that transport links had been discussed in the negotiations and that this conference was not the appropriate forum to go into details. One of the parties mentioned its proposal for use of the Lachin corridor by both sides and that the OSCE could act as facilitator of this issue. The other party referred to its proposals to open roads as confidence building measures. In general, some participants felt that opening of transport links and infrastructure rehabilitation could have a confidence-building impact and contribute to discussions on political settlements. Others were of the opinion that political solutions were a precondition to solving economic problems, and that efforts should continue within relevant negotiation formats. However, it was also pointed out that once there was a settlement, infrastructure rehabilitation could have a positive impact on the peace process and the OSCE should therefore engage in contingency planning in order to be prepared to contribute. Furthermore, examples were given on how Moldova had managed to retain the railroad system's integrity during 15 years of frozen conflict. In addition, as a reaction to the suggestions presented, one participant expressed the view that there was no need to task experts with analyzing costs of conflicts as these costs were already clear.

Mr. Snoy commented that the discussion showed the sensitivity of the subject and had reinforced the awareness of the cost of conflicts. It was not clear whether transport development could play a role in contributing to conflict resolution. Nevertheless, the OSCE should stand ready to contribute, in

accordance with the mandate of the OSCE's economic and environmental dimension, when there was an opportunity.

Specific areas for possible OSCE action:

- The OSCE could, through its field offices and in co-operation with relevant international organizations, monitor developments;
- The OSCE could conduct needs assessments on transport and infrastructure, using the experiences from South Ossetia, Georgia;
- The OSCE could task a group of independent experts with analysing the economic opportunity cost of present situations related to various unresolved conflicts;
- The OSCE could, in co-operation with relevant international organizations, help enhancing the capacities of ministries of transport;
- Once political settlements, the OSCE should stand ready to contribute in the area of transport development and infrastructure rehabilitation and help mobilizing donor support;

**PLENARY SESSION VII – Environmental sustainability and security of transport
in the OSCE region**

Moderator: Mr. Philippe Crist, Transport Security Expert, Secretariat of the ECMT

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

Ms. Kirsten Ullbaek Selvig, Director General, Department of Coastal Affairs, Norwegian Ministry of Fisheries and Coastal Affairs, underlined that for Norway, the North is a sensitive and important area with environmental concerns and important trade and industry considerations. Production and transportation require international co-operation for the movement of goods and market access. This needs to be done in a 'green' way with safe and secure corridors.

These transportation corridors require a Maritime Safety Package that includes risk analysis, preventative and accident preparedness measures, integrated management, professional and technical expertise, international and national regulation and co-operation. Because of the commercial nature of transportation these measures must be cost effective and include public-private partnerships.

Numerous logistical concerns are present, including multimodal corridors and an overall plan for transportation that considers volume, frequencies, balance of cargo flow and the ports that are integrated into municipal plans for land use and transportation. To deal with this Norway has implemented and continues to implement measures that are legal, technical and political in nature.

Although these factors were presented in the Norwegian context, they are applicable to other countries and regions. Ms. Ullbaek Selvig stressed the importance of international best practices and co-operation and communication among authorities to assist their implementation.

Mr. David Swalley, Economic and Environmental Officer, OCEEA, highlighted three environmental considerations in the area of transport: environment disasters (e.g. earthquake) disrupting transport links, the threat the transport of hazardous goods poses to the environment, and the environmental effect of pollution emitted by transport vehicles.

The Environment and Security initiative (ENVSEC) can mitigate these threats through factoring transport considerations into early warning mechanisms or prioritizing natural disaster mitigation projects. The OSCE has been active in mapping natural disaster prone areas in Tajikistan and continues to assist in developing national environmental action plans. The ENVSEC could also analyze potential risks trouble areas stemming from the transport of hazardous material. In addition the OSCE could work with international organizations and financial institutions to leverage financing for projects making transportation safer and to access international networks of expertise.

Mr. Swalley, through its inter-organizational network and activities, offered ENVSEC and the OSCE's willingness to assist participating States in overcoming environmental risks and dangers posed by transport.

Mr. Ozkan Poyraz, Director General, Maritime Directorate, Ministry of Transport, Turkey, elucidated the transportation and economic importance of the Straits of the Dardanelles, the Sea of Marmora and the Bosphorus (the Strait) not only to Turkey but to the region and the world. However, the Strait poses a number of transportation problems due to its narrowness, difficult currents and drastic course alterations.

In addition, the Strait is a transportation corridor for immense amounts of hydrocarbon resources and hazardous materials. Economically this is concerning because any accident would effectively convert the Black Sea to a landlocked water body and would choke the important transport of goods and resources. Even more concerning is that the Strait is home to twelve million people, numerous historical treasures and diverse and vibrant ecosystem. These would all be severely threatened by a maritime environmental disaster.

Mr. Poyraz enumerated the extensive preparations Turkey has undertaken to mitigate these risks under the Vessel Traffic Services. Technical and on-the-job training, radar and remote sensor are all employed in risk reduction. Further, Turkey, in partnership with other states and the private sector has worked to create a system of pipelines that reduce the flow traffic through the overburdened Strait.

During the discussion one participant noted the role the OSCE has to play in providing political support and technical expertise in assisting participating States to implement international commitments in the areas of transportation and environmental security. This would help states to achieve the highest international standards in these areas. Governments, asserted this participant, need long term solutions to these problems.

Another participant stressed that vehicles have been used to undermine security, which has had adverse environmental effects. One example given was the events of September 11, 2001 in New York and Washington.

A further participant noted that the Strait is among the busiest in the world and that the only way to safeguard it is to apply the International Maritime Organization framework and ensure freedom of navigation.

Another participant highlighted the importance of civil society contributions to the ensuring the environmental sustainability of transportation. The role of the UNECE Aarhus Convention and the OSCE supported Aarhus/Environmental Information Centers was highlighted. A roundtable of the Aarhus Centers at the margins of the Economic Forum in Prague was suggested.

One participant, cautioning the necessity of focused OSCE work, noted the synergies between energy security and transportation and suggested this as possible niche for the Organization in future economic and environmental activities.

Conclusions:

- In terms of transportation security, environmental considerations include the following: environment disasters (e.g. earthquake) disrupting transport links, the threat the transport of hazardous goods and energy products poses to the environment and the environmental effect of pollution emitted by transport vehicles;
- In mitigating environmental risks due to transportation, states must adopt high standards of risk assessment, carefully considered mitigation strategies in the event of an accident and high security measures for information systems;

- Measures to ensure environmental sustainability and security of transport must be based on international best practices that have been determined through extensive co-operation and communication;
- The OSCE, through ENVSEC, can assist in the mitigation of these threats through a variety of existing mechanisms including early warning mechanism, risk analysis, leveraging international actors to provide investment and build capacity through liaising and co-operating with other international organizations; involving and empowering civil society through the Aarhus Centers, should also be pursued;
- The Strait is an important economic transportation corridor and any accident could choke the important transport of goods and resources; the Strait is home to twelve million people, numerous historical treasures and a diverse and vibrant ecosystem, which would all be severely threatened by a maritime environmental disaster;

PLENARY SESSION VIII – The links between transport and various forms of trafficking

Moderator: Ambassador Colin Munro, Head of Delegation of the United Kingdom to the OSCE

Rapporteur: Ms. Béatrice Kirsch, Permanent Representation of the Grand-Duchy of Luxembourg to the OSCE

Mr. Jean-François Guillaume, an expert on Small Arms and Light Weapons (SALW) from the French Ministry of Foreign Affairs, gave a comprehensive presentation on the dangers and possible approaches in the fight against illicit air transport of SALW and their ammunition within the OSCE area. He highlighted the destruction caused by SALW since the 1990s and the fact that the illicit trade in SALW is interconnected with the spread of terrorism, regional conflicts, failed states and organised crime. He also recalled the important work already done by the OSCE in the area of SALW so far. In this context, he presented the initiative of the French Government on the fight against illicit air transport of SALW, designed to unroll in three stages: information exchange, confidence building, establishing guidelines or codes of conduct. According to Mr. Guillaume, this initiative could encompass all three dimensions of the OSCE.

Mr. Philip Gounev, Research Fellow at the Centre for the Study of Democracy in Bulgaria, focused his presentation on the links between transportation, smuggling and organized crime in South Eastern Europe. He gave an overview of the conditions in which organised crime can flourish, such as the lack of legal frameworks, a fractured road transport industry, the use of flags of convenience, underpayment of government officials and truck drivers, etc. Basing his analysis on statistical data provided by the World Bank and giving as an example the smuggling of Chinese consumer goods into Bulgaria, Mr. Gounev underlined the role that private transport companies play as a crucial link in the organized crime chain and that corruption needs to be addressed as a serious threat to security and to economic development.

Mr. Anton Petrenko, Programme Management Officer at the OSCE's Centre for Conflict Prevention (CPC), gave a presentation on the OSCE's role in promoting border security and border management. He first outlined the links that exist between different forms of transport (via land, air or water) and different types of illegal trafficking and concluded that the current trends indicate a clear increase both in ease and volume of legal traffic as well as in the volume of illegal traffic. According to Mr. Petrenko, state policies to fight trafficking should target trafficking (travel documents, enhanced controls) as well as transport in general (controls, sanctions). Both aspects could be dealt with through enhanced border controls and good border management which would facilitate legal transit as well as hinder illegal traffic by identifying and targeting high risk passengers and cargo. According to Mr. Petrenko, an Integrated Border Security and Management Model requires increased international cooperation on border issues. The OSCE's Border Security and Management Concept adopted in 2005 could form the framework for such international cooperation.

Following these presentations, attention was drawn to the Ministerial Council decisions adopted in Ljubljana concerning the trafficking of illicit drugs as well as the activities of the UNODC to which the OSCE could contribute usefully. The OSCE's possible contribution in the area of illicit trafficking of

SALW via air transport was underlined, notably as an operational topic for the forthcoming Economic Forum. Further national action plans in the fight against trafficking of illicit drugs as well as multilateral activities in the fight against trafficking by sea and the control of the movement of seafarers and ships, notably energy transporting ships, were presented.

Recommendations for possible OSCE action:

- The OSCE should concentrate on the practical application of existing OSCE commitments including measures to control transfers of SALW via illicit air transport;
- The OSCE, could prepare a decision on best practices in the fight against illicit trafficking of SALW via air transport for the Ministerial Council, based on preparatory work in all three dimensions over the year, that would set policy goals for the next stage (target events: 14th Economic Forum, ASRC, HDIM, Ministerial Council in Brussels);
- The OSCE should continue to promote among participating States the implementation of relevant international standards and legal instruments;
- The OSCE/OCEEA should continue its efforts to assist participating States in building their capacity to fight corruption and, in this context, could encourage them to reinforce their co-operation in this area with other international actors, such as Transparency International;
- The OSCE should further examine and develop concrete ways to implement the Border Security and Management Concept (adopted in December 2005) notably in the appropriate PC working group;
- Within the framework of the Border Security and Management Concept, the OSCE should continue to provide assistance to the participating States *inter alia* by developing programs to facilitate cross-border co-operation between participating States, by assisting them in building their risk analysis capacity and their specialised border equipment, e.g. concerning the detection of fraudulent travel documents.

CONCLUDING REMARKS

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

Mr. Minister,
Ambassadors,
Excellencies,
Ladies and Gentlemen,

I am pleased to welcome you at the concluding session of the Second Preparatory Conference for the 14th OSCE Economic Forum.

Over the last two days we have brought together a unique group of people and have heard many informative presentations by expert speakers on the various topics included on the agenda. We have learned a lot on the subject of transport security as well as on other related subjects linking transport with the environment, the fight against organized crime and with conflict resolution. I want to thank the speakers for their presentations and for the texts put to our disposal. We had, I believe, fruitful debates during the conference's sessions. Suggestions for follow-up action by the OSCE and its participating States have emerged, in the area of transport security as well as in addressing other challenges such as the need to promote regional co-operation with regard to transport, in particular in the South Caucasus and the Black Sea region, to address environmental concerns related to transport and to facilitate trade, transport and cross border co-operation while dealing with various forms of organized crime and trafficking. The way ahead for the OSCE in the areas of transport security and transport co-operation is more clear now.

Before attempting to briefly present what are in my opinion the most important ideas we can draw from this conference, I want to assure you that my Office, together with the Belgian Chairmanship of the OSCE, will carefully analyze the outcome of this meeting and will present its conclusions and proposals for future action to the OSCE bodies in Vienna for their considerations.

Indeed, we need to have, well ahead of the Second Part of the Economic Forum, in Prague, in May, a draft 'road map' for possible follow-up. The Forum should discuss concrete proposals, formulated as a result of preparatory conferences such as this one and provide further guidance for the development and implementation of activities. By actively participating in this Conference, you all contributed to the process of identifying the OSCE's added value in the area of transport and I want to thank you for that.

Ladies and Gentlemen,

Yesterday we focused on security aspects in the different transport modes. The main conclusion was that in order to properly address the risks and challenges to transport, States should take a proactive approach, with a focus on prevention. Success can only be achieved through enhanced co-operation between countries, between international organisations, between governments and international organizations, between governments and the business sector (as the responsibility to maintain adequate security levels should not be confined to state actors alone), as well as between various state institutions (transport and customs co-operation for example).

In general, the role of the OSCE was identified in:

- raising awareness on the existence of a number of new risks to transport security, in particular risks to critical transport infrastructure, and on need to act, among others, on risk assessment, disaster preparedness and response scenarios;
- placing the issue of transport security in a broader perspective;
- encouraging more co-operation among all players;

- providing a platform for networking;
- disseminating of information and good practices;
- enhancing understanding of the economic benefits derived from enhanced security measures;
- influencing the legislative and regulatory framework towards best available standards; and
- facilitating the accession to and enhancing the political will to implement a number of UNECE and other conventions or commitments having an impact on transport security.

In aviation security and maritime security there is a long tradition and institutions and co-operation are well established at the national and international levels. Many international measures and standards already exist and they do contribute to reducing evolving risks to transportation. Other standards are to be developed soon. It is important that existing standards concerning transport security are coherent and up to date and that they are implemented.

A possible role for the OSCE could be to help coordinate, support and promote activities and initiatives in the field of inland transport security, for example by bringing all interested partners together at a political and technical level. It was also said that the OSCE could facilitate assistance to states and governments in the area of inland transport security issues. I believe indeed that the OSCE could have an added value in this area. This is an important potential follow-up area and we shall see how to proceed further, in a concrete and pragmatic manner. To further that goal, we shall intensify our dialogue with various actors involved, in particular with the UNECE and the World Customs Organization. We should also develop co-operation with specialized organizations in the transport sector, such as the International Road Federation and the International Union of Railways, as well as with national agencies such as the US Transport Security Administration and the US Customs and Border Protection Agency, which, in the wake of the 9/11 tragedy, have helped design new security standards and procedures that at the same time conciliate security and mobility requirements. We should also work closely with the Transport Security Department of DG TREN. The Galileo technology appears to offer promising new methods to enhance transport security.

My Office and the Anti-terrorism Unit will strengthen their co-operation in the area of transport security. As a first example, a Workshop on Urban Transport Security will be organized in Vienna on 4-5 May by the ATU, with our support. We will see how we could enhance cross-dimensional co-operation towards implementing the Ministerial Council Decision on container security.

The second day of the conference raised a number of issues which are, if I may say so, at the core of OSCE business.

First of all, we focused on the promotion of regional co-operation in the area of transport, in particular in the South Caucasus and the Black Sea region. An important area for follow-up could consist of strengthening the efforts towards improving border crossings, border regulations and customs procedure, contributing thus to trade facilitation. The OSCE could work with governments in the process of making the legislative and regulatory framework on transport compatible with international/EU standards. The OSCE should also closely work and co-operate with the private sector and private sector associations and discuss with them how to bring viable public-private partnerships to the process of developing regional transportation networks. The OSCE could support regional projects and work together with regional organizations such as TRACECA or the Black Sea Economic Co-operation (which expressed interest in such co-operation). I see great convergence in our objectives and those of these organizations. We will also reflect on statements made in the second session of this morning concerning the links between transport and the resolution of conflicts.

Another area where I do believe the OSCE can make an important contribution is the link between the environment and transport. Following the discussions in Dushanbe and Vienna, it was again stressed that the Environment and Security Initiative (ENVSEC) offers a potential framework under which the participating States can address the challenges of environmental sustainability and transport security

Recommendations stemming from previous meetings focused on strengthening national and local capacities in natural disaster mitigation and risk management and on environmental impact assessments of planned transport projects. Here in Baku, it was noted that ENVSEC may also analyze potential risks to security stemming from the transport of hazardous waste and the potential for environmental contamination, especially transboundary waterways. The OSCE could strengthen its co-operation and develop activities, jointly with regional organizations, maritime organizations, port authorities, the private sector, etc., in regions such as the Black Sea, the Caspian Sea or the Arctic.

I have noted the suggestions of Norway on security and special attention to the dangers of pollution due to increased traffic in the high north, and those made by Mr. de Vries and Mr. Poyraz on transport of dangerous goods and energy resources. I have noted Ambassador Pryakhin's recommendation to organize in Prague a round table of Aarhus Centers.

The last session dealt with the links between transport, border management, the need to combat trafficking and organized crime. In this field, of course, we have as a guideline the recently adopted OSCE Border and Security Management Concept. We can build upon OSCE experience and my Office stands ready to work closely with the Border Unit within the CPC. We were also reminded that in order to be effective in the fight against trafficking and crime, we should seek a closer involvement of private transport companies. The fight against corruption, the promotion of international legal instruments and the capacity building assistance should remain on our agenda.

We heard an interesting and comprehensive as well as far reaching new proposal regarding the illicit air transport of small arms, light weapons and ammunition. It indeed deserves a careful analysis and I do hope that we will be able to follow-up.

Ladies and Gentlemen,

At the next meeting of the Economic and Environmental Sub-Committee, in three weeks time, and then at the Prague Forum, we will continue discussing the suggestions made by you, during this Conference.

Before closing, I once again would like to express our most sincere thanks to the Government of Azerbaijan for their warm hospitality and to convey my gratitude to H.E. Deputy Minister Musa Panahov and through him to all those who contributed to the successful organization of the Conference, also including Ambassador Fuad Ismayilov in Vienna and Ms. Nargiz Gurbanova.

I would also like to thank the Belgian OSCE Chairmanship, in particular Mr. Geerkens, Ms. Waignein, Ms. Basselier and Mr. Van Bever, for the excellent co-operation in preparations for the Conference. Special words of thanks also go to all the moderators, the stimulating speakers and to the rapporteurs. Special words of thanks go to the interpreters and to the logistic team and as well as to the team from our OSCE Office in Baku, led by Ambassador Pavesi, to Antoine Kuruneri-Millet and in particular to Nargiz Karimova. I would also like to mention all the efforts made by the staff of my office, particularly the members of our Economic Forum Unit.

Our deliberations would of course not have been possible without all the participants in the event and I would like to thank you all for your support and contributions - all the OSCE Delegations taking part, the International Organizations, NGOs and Academics, business representatives, OSCE Economic Officers, thank you very much.

Excellencies, Ladies and Gentlemen,

It was an honor and a great pleasure to be with you in Baku these two days. I am looking forward to our continued co-operation. I do hope we will meet again soon, on 22-24 May, in Prague, at the Second Part of the 14th OSCE Economic Forum.

I wish all of you a safe journey home.

CONCLUDING REMARKS

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

Your Excellency, Mister Musa Panahov, Deputy Minister of Transport of the Republic of Azerbaijan,

Distinguished Guests,
Ladies and Gentlemen,

This conference has been rich in the exchange of information, sharing best practices and highlighting problems and questions, which might benefit from a more coordinated approach.

The OSCE is neither a technical agency nor a regulatory body. The OSCE is a political organization of 55 States sharing **common values and principles**, and constantly exploring new ways to express them. And indeed, the **economic and environmental** dimension is an area where participating States are looking for more co-operation, more common achievements, an innovative regional approach to issues.

The OSCE has a role to play in **bringing together** expertise of other actors. One of the main achievements of this conference, in my opinion, has been to present a **global picture** of the situation in the area of transport security. We got an overview of the situation of all modes of transport as well as the activities of the most relevant organizations. As one of the speakers said, it is precisely this **holistic approach** that suits the OSCE. We feel that the added value of the OSCE lies in finding ways and means to strengthen and promote existing initiatives. As a platform for political dialogue, the OSCE can foster political will and encourage participating States to adopt and implement solutions offered by specialized organizations.

In doing so, the OSCE can start by using **instruments** which it has already at hand. It has a long-standing tradition of offering mechanisms of capacity building.

Two specific tools have been put forward during the discussions. One is the work done by the OSCE in the area of **container security**. Two Ministerial Council decisions provide a solid basis and we feel that there is room for enhanced co-operation between the Action Against Terrorism Unit and the Office of the Co-Ordinator of Economic and Environmental Activities, possibly with other interested parties.

Another important instrument is the **Border Security and Management Concept**. The debate of these two days has linked the issue of transport with border management and customs procedures. In this respect, we encourage both participating States and the Secretariat to explore the potential of the OSCE Border Concept in a cross-dimensional and creative way. The focus on transport in the OSCE's second dimension in 2006 offers a first but strong opportunity to operationalize aspects of the Border Concept, especially in the field of harmonization of customs procedures and standards of border crossings.

The Belgian Chairmanship expresses its full support to the Needs Assessment Study and the project proposals to help the rehabilitation of the **South-Ossetian** economy. Part of this work relates to transport. We look forward to the finalization of the study and to the **donor conference**. The Belgian government has started preparations to host the conference in Brussels.

Since the start of our work for the 14th Economic Forum, emphasis has been put on the supportive role of the OSCE in the promotion of existing **commitments and standards**. The United Nations Economic Commission for Europe offers a portfolio of conventions and standards, which are particularly relevant in the perspective of the OSCE mandate. In the conference, which we are concluding, we had the opportunity to learn more about the **World Customs Organization's** Framework

of Standards to Secure and Facilitate Global Trade. We see potential for the OSCE to promote the adoption of the Framework and to support its implementation.

A question, which merits further elaboration, is the one pertaining to the **price of security**. Security labels, harmonization standards, the sophisticated security measures put in place, are not for free. The price of security can be translated in many different types of costs, as we have seen. There is also the important aspect of market competition.

The **Belgian Chairmanship** stands ready to facilitate the further debate on this range of issues.

Transport development should also be done in a sustainable way. A coherent approach to the environmental impact of transport is needed. Via the **Environment and Security Initiative**, the OSCE can provide for a framework and support to contribute to sustainable processes.

When we established the framework of the 14th Economic Forum, we tried to find a genuine geographical balance for the conferences and the sessions of the Forum. Today, we can look back and be more than happy about the **choice of Baku as the place** for the conference.

I especially **thank** the government of **Azerbaijan** and the Azerbaijani people present in this room for the openness and hospitality shown to all participants. Your warm welcome has facilitated a debate on regional issues in a way, which expressed mutual respect. I should equally like to thank the **other delegations** that have contributed to this process including the delegations from this very region.

Of course, my gratitude also goes to the **Office of the Co-ordinator** for organizing and feeding this conference. The **OSCE Mission to Baku** has offered substantial and well appreciated assistance in setting up the conference.

Last but not least, I thank the speakers, the moderators, the rapporteurs, the interpreters and the support staff for making this conference happen in such a smooth and fruitful way.

CONCLUDING REMARKS

**H.E. Musa Panahov,
Deputy Minister of Transport of the Republic of Azerbaijan**

Distinguished Conference Participants,
Ladies and Gentlemen,

The Second Preparatory Conference to the Fourteenth OSCE Economic Forum has brought together around one table a broad circle of different experts and representatives of regional organizations and OSCE participating States.

This Conference has once again confirmed that if we are to solve existing regional problems and deal with the urgent tasks facing us we have to co-ordinate our efforts. It is clear that the OSCE's initiatives for intensifying multilateral co-operation are conducive to accelerating the integration of our countries into the global community.

From the document prepared by Mr. Snoy on the activities of the OSCE and from his statements, it is clear that there is a trend towards devising common approaches to today's pressing problems regarding transportation security. We have had a good opportunity to examine these important issues in detail and to participate in a number of interesting discussions. The information presented by the various speakers requires a detailed analysis on the part both of participating States and of international organizations.

We believe it would be useful if all interested international organizations were to analyse once more the methods, forms and specific areas of co-operation within the OSCE's proposals so as to avoid any duplication of work and to increase the effectiveness of the efforts undertaken.

Such problems as transport-related terrorism, risk assessment and economic costs, which all the countries of the region are experiencing, were examined in detail during this Conference. It is clear that this problem is a most important one and that the efforts being made by the governments of participating States with regard to all forms of transport require uniform norms and standards that will make it possible to reduce risks while also reducing the inconveniences, delays and excessive costs associated with transportation.

Distinguished Participants,

I regard this Conference as an important preparatory step for the holding of the Fourteenth OSCE Economic Forum. Unfortunately, we were not able to discuss all the problems in this area and some problems that we attempted to discuss became deadlocked and require more determined political will on the part of the parties to the dialogue. Even so, there is no doubt that only through mutual co-operation, open dialogue and a desire to step up economic co-operation can we create safe and effective transport systems.

Thank you for your attention.



Organization for Security and Co-operation in Europe

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

Baku, 16 March 2006

Second Preparatory Conference to the Fourteenth OSCE Economic Forum “Enhancing Transportation Security in the OSCE area” Baku, Azerbaijan, 16-17 March 2006

Conference venue: Park Inn Hotel Azerbaijan

ANNOTATED AGENDA

Thursday 16 March 2006

09.00 - 10.00 **Opening plenary session** (open to Press)

Welcoming remarks by:

- H.E. Abid Sharifov, Deputy Prime-Minister of the Republic of Azerbaijan
- Mr. Frank Geerkens, Head of the OSCE Chairmanship Unit, Ministry of Foreign Affairs, Belgium/OSCE Chairmanship
- Ambassador Maurizio Pavesi, Head of the OSCE Office in Baku
- Mr. Bernard Snoy, Co-ordinator of OSCE Economic and Environmental Activities

10.00 - 11.15 **Plenary Session I – The evolving risks to transportation in the OSCE area: status, gaps to be filled, competent actors**

Moderator: Ambassador Christian D. Falkowski, Head of Delegation of the European Commission to the OSCE

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

Keynote speakers:

- Mr. Eckard Seebohm, Head of the Aviation Security Unit, DG TREN, European Commission
- Mr. Philippe Crist, Transport Security Expert, Secretariat of the European Conference of Ministers of Transport
- Mr. Stephan Legein, First Attache, Belgian Customs and Excise
- Mr. Eldar Shahbazov, Adviser, State Oil Company of the Republic of Azerbaijan

Discussion

11.15 – 11.45 Coffee Break

11.45 – 13.00 **Plenary Session II – Inland transport security issues**

Moderator: Mr. Robert Nowak, Economic Affairs Officer, Economic Analysis Division, UNECE

Rapporteur: Ms. Blažka Kepic, Permanent Delegation of the Republic of Slovenia to the OSCE

Keynote speakers:

- Mr. Poul Hansen, Economic Affairs Officer, Transport Division, UNECE
- Mr. Anthony Pearce, Director General, International Road Federation
- Mr. Jacques Colliard, Head of Security Task Force, International Union of Railways
- Mr. Robert Nowak, Economic Affairs Officer, Economic Analysis Division, UNECE

Discussion

13.00 - 14.30 Lunch break

14.30 - 16.00 **Plenary Session III - New security issues in maritime transport**

Moderator: Mr. Marc Baltes, Senior Adviser, OCEEA

Rapporteur: Mr. Yaroslav Yurtsaba, SME development advisor, Office of the OSCE
Project Co-ordinator in Ukraine

Keynote speakers:

- Mr. Nicolaos L. Charalambous, Head, Maritime Security Section, Maritime Safety Division, International Maritime Organization
- Ms. Kathleen Conway, Customs and Border Protection Attaché, U.S. Mission to the European Union, US Customs and Border Protection Administration
- Mr. Karl Wycoff, Head of Action Against terrorism Unit, OSCE Secretariat
- Mr. Guido Van Meel, Advisor, Antwerp Port Authority, Belgium
- Mr. Yuri Kozlov, Deputy Head of Division, Department of Special Programmes, Ministry of Transport of the Russian Federation

Discussion

16.00 - 16.30 Coffee Break

16.30 - 18.00 **Plenary Session IV – International co-operation for enhanced aviation security**

Moderator: Mr. Karl Wycoff, Head of Action Against terrorism Unit, OSCE Secretariat

Rapporteur: Ms. Irene Sudy, Research and Teaching Assistant, Institute of Transport Economics and Logistics, Vienna University of Economics and Business Administration, Austria

Keynote speakers:

- Mr. Victor Kourenkov, Europe and Central Asia, International Civil Aviation Organization (ICAO)
- General Francois Rivet, Air Transport Department, European Commission
- Mr. Eckard Seeböhm, Head of the Aviation Security Unit, DG TREN, European Commission

Discussion

20.00 Reception hosted by the Government of Azerbaijan
(transportation will be provided from Park Inn Hotel)

Friday, 17 March 2006

09.00 – 10.30

Plenary Session V – Regional perspective on transport co-operation in the South Caucasus and the Black Sea region

Moderator: Mr. George Zarubin, Vice President for Program Development, The Eurasia Foundation

Rapporteur: Mr. Shalva Pipia, National Economic and Environmental Officer, OSCE Mission to Georgia

Keynote speakers:

- Ms. Lyudmila Trenkova, Secretary General, Permanent Secretariat of the Intergovernmental Commission(IGC) TRACECA
- Mr. Motoo Konishi, Manager, Infrastructure and Energy, Europe and Central Asian Region, World Bank
- Ambassador Altai Efendiev, Deputy Secretary General, Black Sea Economic Co-operation
- Ms. Kristal E. Alley, Special Advisor, International Division, United States Chamber of Commerce

Discussion

10.30 - 11.00

Coffee break

11:00 - 12.30

Plenary Session VI – How can political dialogue under OSCE auspices promote enhanced security and co-operation in the transport sector in the South Caucasus and the Black Sea region

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

Rapporteur: Ms. Lena Von Sydow, Permanent Delegation of Sweden to the OSCE

Keynote speakers:

- Mr. Bernard Snoy, CoEEA: report on conflict and transport, following up on discussions during the first part of the Economic Forum in Vienna
- Mr. William Hanlon, Economic and Environmental Officer, OSCE Mission to Georgia: Update on the Needs Assessment Study in South Ossetia

Discussion

12.30 - 14.00

Lunch Break

14.00 - 15.30

Plenary Session VII – Environmental sustainability and security of transport in the OSCE region

Moderator: Mr. Philippe Crist, Transport Security Expert, Secretariat of the ECMT

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

Keynote speakers:

- Ms. Kirsten Ullbaek Selvig, Director General, Department of Coastal Affairs, Norwegian Ministry of Fisheries and Coastal Affairs
- Mr. David Swalley, Economic and Environmental Officer, OCEEA
- Mr. Ozkan Poyraz, Director General, Maritime Directorate, Ministry of Transport, Turkey

Discussion

15.30 - 16.00 Coffee Break

16.00 - 17.30 **Plenary Session VIII – The links between transport and various forms of trafficking**

Moderator: Ambassador Colin Munro, Head of Delegation of the United Kingdom to the OSCE

Rapporteur: Ms. Béatrice Kirsch, Permanent Representation of the Grand-Duchy of Luxembourg to the OSCE

Keynote speakers:

- Mr. Jean-Francois Guillaume, expert on Small Arms and Light Weapons (SALW), French Ministry of Foreign Affairs
- Mr. Philip Gounev, Research Fellow, Center for the Study of Democracy, Bulgaria
- Mr. Anton Petrenko, Programme Management Officer, Conflict Prevention Center, OSCE Secretariat

Discussion

17.30 **Conclusions**

- Mr. Bernard Snoy, Co-ordinator of OSCE Economic and Environmental Activities
- Mr. Frank Geerkens, Head of the OSCE Chairmanship Unit, Ministry of Foreign Affairs, Belgium/OSCE Chairmanship
- H.E. Musa Panahov, Deputy Minister of Transport of the Republic of Azerbaijan



Organization for Security and Co-operation in Europe

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

Baku, 18 March 2006

**Second Preparatory Conference
to the Fourteenth OSCE Economic Forum
“Enhancing Transportation Security in the OSCE area”
Baku, Azerbaijan, 16-17 March 2006**

LIST OF PARTICIPANTS

OSCE PARTICIPATING STATES

ALBANIA

Mr. Shemsi AGA	Director, Ministry of Public Works, Transportation and Telecommunication, Directorate of Traffic and Roads
Mr. Edmond KAZAZI	Director, Ministry of Public Works, Transportation and Telecommunication, Directorate of Traffic and Road Security

GERMANY

H.E. Detlef LINGEMANN	Ambassador, Embassy of the Federal Republic of Germany to Azerbaijan
Mr. Carsten MEYER-WIEFHAUSEN	Deputy Head of Mission, Embassy of the Federal Republic of Germany to Azerbaijan
Ms. Margret UEBBER	Counsellor, Permanent Mission of Germany to the OSCE margret.uebber@diplo.de
Mr. Franz-Josef SCHNEIDERS	Head of Division , Federal Ministry of Transport, Building and Urban Affairs, Department of Transport and Security , Division of Crisis Management franz.schneiders@bmvbs.bund.de

UNITED STATES OF AMERICA

H.E. Reno Leon HARNISH III	Ambassador, Embassy of the United States of America to Azerbaijan
Mr. Robert CARLSON	Political Officer, Mission of the United States to the OSCE CarlsonRW@state.gov

Mr. Ray MONTGOMERY	US Department of Homeland Security, Transportation Security Administration ray.montgomery@dhs.gov
Ms. Kathleen CONWAY	Attache, U.S. Customs and Border Protection ConwayKM@state.gov
Ms. Shelly HAN	Senior Advisor, US Helsinki Commission shelly.han@mail.house.gov
Mr. Farid BAKHSHIYEV	Economist, USAID

ARMENIA

Mr. Varuzhan NERSESSIAN	Head of OSCE Division, Ministry of Foreign Affairs v.nersessian@mfa.am
Mr. Hambardzum MINASYAN	Deputy Head of Delegation, Delegation of the Republic of Armenia to the OSCE minasyan@armembassy.at

AUSTRIA / EU

Ms. Sandra KOWALD	First Secretary, Permanent Mission of Austria to the OSCE sandra.kowald@bmaa.gv.at
Mr. Hugo R. MAYER	Attaché, Permanent Mission of Austria to the OSCE hugo-richard.mayer@bmaa.gv.at
Ambassador Christian D. FALKOWSKI	Head of Delegation, Delegation of the European Commission in Austria delegation.vienna@cec.eu.int
Mr. Anthonius W. De VRIES	Principal Administrator, European Commission anthonius.de-vries@cec.eu.int
Mr. Eckard SEEBOHM	Head of Unit, European Commission, DG Energy and Transport, Dept. of aviation security eckard.seebohm@cec.eu.int
General Francois RIVET	Air Transport Department, European Commission
Mr. Asker ALAKBAROV	Executive Director, EU TACIS
Mr. Wolfgang SPORRER	Co-ordinator, Europa House
Mr. Thomas WISTAWEL	Managing Director, International Transport & Logistic Services Baku/Vienna

Mr. BABAIEV	International Transport & Logistic Services Baku/Vienna
Ms. Christine SVATOS	Station Manager-Baku, Austrian Airlines svatos.christine@austrian.com
Ms. Irene SUDY	Research and Teaching Assistant, Vienna University of Economics and Business Administration irene.sudy@wu-wien.ac.at

AZERBAIJAN

H.E. Abid SHARIFOV	Deputy Prime Minister, Cabinet of Ministers
Mr. Ziya MAMMADOV	Minister, Ministry of Transport
Mr. Musa PANAHOV	Deputy Minister, Ministry of Transport panahov@mintrans.az
Mr. Sadraddin MAMMADOV	Head of section of transport policy and economy, Ministry of Transport s.mamedov@mintrans.az
Mr. Fikrat BABAYEV	Head international relations department, Ministry of Transport fbabayev@mintrans.az
Mr. Kazim SHARIFOV	Head of section of security and state of emergency, Ministry of Transport k.sharifov@mintrans.az
Mr. Ramiz SHARIFOV	Deputy head department of international relations, Ministry of Transport ramiz@mintrans.az
Mr. Ashraf SHIKHALIYEV	Head Department of Central Economic Cooperation, Ministry of Foreign Affairs ashikhalyev@yahoo.com
Mr. Galib ISRAFILOV	Head, International Security Division, Central Security Affairs Department, Ministry of Foreign Affairs tpi@mfa.gov.az
Ms. Nargiz GURBANOVA	Second secretary of the Mission to OSCE, Ministry of Foreign Affairs Nargiz_gurbanova@hotmail.com
Mr. Khazar IBRAHIM	Second secretary, Ministry of Foreign Affairs khazarzi@yahoo.com
Mr. Sabir RZAYEV	Attache, Ministry of Foreign Affairs Sabir_J_rzayev@yahoo.com
Mr. Anar SHUKUROV	Desk officer, Ministry of Foreign Affairs shukuranar@yahoo.com

Mr. Fuad MIRZAYEV	Desk officer, Ministry of Foreign Affairs rovshen@gmail.com
Mr. Fuad EYVAZOV	Leading adviser of department of economic policy and forecasting, Ministry of Economic Development
Mr. Eldar ALIYEV	Deputy head of section of finance of the law machinery, Ministry of Finance
Mr. Ismayil ABDULLAYEV	Officer, Ministry of National Security
Mr. Eldar SHAHBAZOV	Adviser of vice-president, State Oil Company
Mr. Asgar HAMIDOV	Deputy head of security service, State Railways Office
Mr. Tofiq BABAYEV	Deputy head of aviation security department, Azerbaijan Airlines State Concern
Mr. Mammad MAMMADOV	Instructor-captain of Department of seafaring security, State Caspian Sea Shipping
Mr. Vahid ALIYEV	Deputy Executive Director, Baku Sea Port
Mr. Rovshan MIRZAYEV	Desk Officer, Economic Cooperation and Development
Mr. Elmar FARAJOV	Head of TRACECA Unit, Ministry of Transport e.farajov@mintrans.az
Mr. Rasim ALIYEV	Specialist, Ministry of Industry and Power
Mr. Etibar ALIYEV	The main specialist of „AUTOTRANSPORTSERVICES“ Unit, Ministry of Transport
Mr. Chingiz BAKHISHEV	The Head of „AUTOTRANSPORTSERVICES“ Unit, Ministry of Transport
Mr. Tofik AXMEDOV	Azerbaijan Railways Department
Mr. Vaqif YUSIFLI	The specialist of „AUTOTRANSPORTSERVICES“ Unit, Ministry of Transport
Mr. Fariz RZAYEV	Security Affairs Department, Ministry of Foreign Affairs fariz@diplomats.com
Mr. Sadiq SHIRALIYEV	Ministry of Ecology and Natural Resources
Mr. Afet MIKAYILOV	Deputy Chief of Anti-Smugg line Head Department, State Customs Committee of Azerbaijan Republic

BELARUS

Mr. Vladimir KOROLCHUK	Embassy of the Republic of Belarus to Azerbaijan
Mr. Sergei KUCHINSKY	Head of Department, Ministry of Transport and Communication, Transport Policy Department uvs@mintrans.by pd@mintrans.by
Mr. Yury SLUKA	First Secretary, Ministry of Foreign Affairs, OSCE Unit, Department of Europe Osce.coe.unit@mfa.org.by

BELGIUM / OSCE CHAIRMANSHIP

Ambassador Frank GEERKENS	OSCE Chairmanship Taskforce, Ministry of Foreign Affairs frank.geerkens@diplobel.fed.be
Ms. Brigitte WAIGNEIN	Attaché, Permanent Mission of Belgium to the OSCE brigitte.waignein@diplobel.be
Ms. Karla BASSELIER	OSCE Chairmanship Taskforce, Economic and Environmental Dimension, Ministry of Foreign Affairs karla.basselier@diplobel.fed.be
Mr. Rene VAN BEVER	Director General, SPF Mobilite et Transports, Belgium rene.vanbever@mobilite.fgov.be
Mr. Stephan LEGEIN	First Attache, Belgian Customs and Excise stephan.legein@minfin.fed.be
Mr. Guido VAN MEEL	Advisor, Antwerp Port Authority

BOSNIA AND HERZEGOVINA

Mr. Mensur HODZIC	Senior Expert Associate, Ministry of Communication and Transport, Department of Transport Infrastructure hmensur@yahoo.com
-------------------	--

BULGARIA

H.E. Vessela GOSPODINOVA	Deputy Minister, Ministry of Transport vgospdonova@mt.government.bg
Mr. Dimitar SAVOV	Director, Ministry of Transport, Department of National Transport Policy dsavov@mt.government.bg

Ms. Petia TSENOVA
Senior Expert, Ministry of Economy and Energy, NATO and Economical Aspects of Security
p.cenova@mee.government.bg

CANADA

Mr. Curtis PETERS
Third Secretary, Canadian Delegation to the OSCE
curtis.peters@international.gc.ca

CROATIA

Mr. Drazen BREGLEC
State Secretary for Transport, Ministry of the Sea, Tourism, Transport and Development
drazen.breglec@mppv.hr

Mr. Mladen STEPANIC
Head of International Department, Ministry of the Sea, Tourism, Transport and Development
mladen.stepanic@caacro.hr

FINLAND

Ms. Christina HARTTILA
Minister Counsellor, Deputy Permanent Representative, Permanent Mission of Finland to the OSCE
sanomat.wet@formin.fi

Mr. Paavo WIHURI
Director of maritime safety and security, Finish Maritime Administration
paavo.wihuri@fma.fi

Mr. Harri PULSA
Maritime Inspector, Finish Maritime Administration
Harri.pulsa@fma.fi

FRANCE

Mr. Jean-Francois GUILLAUME
Expert on SALW, Ministry of Foreign Affairs, Department of Strategic Affairs, Unit for disarmament
jean-francois.guillaume@diplomatie.gouv.fr

GEORGIA

Mr. Aleksandr AHKVELIANI
Envoy Extraordinary and Plenipotentiary, Embassy of the Republic of Georgia to Azerbaijan

Mr. Teimuraz JANJALIA
Head of Regional Economic Cooperation division, The Ministry of Foreign Affairs of Georgia, International Economic Relations Department
temuri@gmail.com

Mr. David KHAVTASI

Georgian Customs
d_khavtasi@yahoo.com

Mr. Lasha KHMIADASHVILI

Head of Division of Transport Department,
the Ministry of Economic Development of
Georgia
L_khmiadashvili@econom.ge

UNITED KINGDOM

H.E. Lourence BRISTOW

Ambassador, Embassy of the United
Kingdom of Great Britain and Northern
Ireland to Azerbaijan

Ambassador Colin MUNRO

Head of Delegation, UK Delegation to the
OSCE
colin.munro@fco.gov.uk
geraldine.hughes@fco.gov.uk

Mr. Chris GOTCH

Commercial Head of the Embassy of the
United Kingdom and Northern Ireland in
Azerbaijan

GREECE

H.E. Temistocles DIMIDIS

Ambassador, Embassy of the Hellenic
Republic to Azerbaijan

Mr. Nikolaos PIPERIGOS

First Secretary, Permanent Mission of Greece
to the OSCE

Mr. Nikolaos DOUKAS

Desk Officer, Ministry of Foreign Affairs,
EED OSCE, D3 Directorate OSCE-CoE

Mr. Leonidas HARIDOS

First Secretary, Embassy of the Hellenic
Republic

Mr. Ilias XANTHAKIS

Ministry of Public Order, Hellenic Police
H.Q., State Security Division
ilias.x@hotmail.com

ITALY

H.E. Gian-Luigi MASCIA

Ambassador, Embassy of the Republic of
Italy to Azerbaijan

Mr. Guido BASILE

Embassy of Italy to Azerbaijan

Mr. Andrea POMPERMAIER

Embassy of Italy to Azerbaijan

KAZAKHSTAN

H.E. Andar SHUKPUTOV

Ambassador, Embassy of the Republic of
Kazakhstan to Azerbaijan

Mr. Arman KAIRBAYEV

Embassy of Kazakhstan to Azerbaijan

KYRGYZSTAN

Mr. Daniar SYDYKOV

Deputy Director, Ministry of Foreign Affairs,
Department of International Economic
Cooperation
gendep@mfa.gov.kg

Mr. Turdaly JANYNECK OGLU

Leading Specialist, Ministry of Transport and
Communications

LATVIA

Mr. Mihails POPKOVS

Charge d'Affairs, Embassy of the Republic of
Latvia to Azerbaijan

LUXEMBOURG

Ms. Beatrice KIRSCH

Counsellor, Deputy Head of Mission,
Mission of Luxembourg to the OSCE
beatrice.kirsch@mae.etat.lu

MOLDOVA

Mr. Andrei CHITANU

Specialist, Ministry of Economy and Trade,
Department of Economic Adjustments in the
Process of European Integration Division
chitanu007@moldova.md

Ms. Alina DIACENCO

Chief, Ministry of Transport and Road
Economy, Rail Transport Service
diacenco@mtc.gov.md

NORWAY

H.E. Steiner GIL

Ambassador, Royal Norwegian Embassy to
Azerbaijan

Ms. Kirsten Ullbaek SELVIG

Director General, Ministry of Fisheries and
Coastal Affairs
SEL@fkd.dep.no

Ms. Henriette NESHEIM

Adviser, The Norwegian Ministry of
Fisheries and Coastal Affairs
HEN@fkd.dep.no

Ms. Wenche PREBENSEN

Counsellor, Permanent Delegation of Norway
to the OSCE
wp@mfa.no

UZBEKISTAN

Mr. Takhir ALIEV Deputy Head, Ministry for Foreign Economic Relations, Investment and Trade, Depart.for Transport Support of Foreign Economic Relations

Mr. Bahodir UMAROV First Secretary, Embassy of the Republic of Uzbekistan to Azerbaijan

POLAND

Mr. Dariusz KAMINSKI First Secretary, Embassy of the Republic of Poland to Azerbaijan

ROMANIA

H.E. Nicolae URECHE Ambassador, Embassy of Romania to Azerbaijan

Mr. Dan NEDELCU Economic Councillor, Embassy of Romania to Azerbaijan

Mr. Stefan Gabriel RACOVITA Third Secretary, Ministry of Foreign Affairs, OSCE, Council of Europe and Human Rights stefan.racovita@mae.ro

Mr. Raicu CONSTANTIN Head of Department, Romanian Naval Authority, ISM-ISPS Department craicu@rna.ro

Ms. Petra HUTANU Counsellor, Ministry of Transport, Constructions and Tourism, General Directorate for Infrastructure in Railways fero34@mt.ro

Mr. Marin CAPRIOARA Counsellor, Ministry of Transport, Construction and Tourism, General Directorate of Civil Aviation avsec@mt.ro

Mr. Cristian-Remus CAZACU Senior Adviser, Ministry of Transport, Constructions and Tourism, General Directorate for Naval Transport cazacu@mt.ro

RUSSIAN FEDERATION

Mr. Valeriy OKNYANSKIY Counsellor, Ministry of Foreign Affairs, Department of Economic Cooperation valokn@yandex.ru

Mr. Petr BURDIKIN Charge d'Affairs, Embassy of the Russian Federation to Azerbaijan

Mr. Yury YUJANINOV Political Advisor, Embassy of the Russian Federation to Azerbaijan

Mr. Aleksandr SEMENOV Economic Advisor, Embassy of the Russian Federation to Azerbaijan

Mr. Yuri KOZLOV Deputy Head of Division, Ministry of Transport, Department of Special Programs
kozlovvp@mintrans.ru

SERBIA AND MONTENEGRO

Ambassador Milorad SCEPANOVIC Ministry of Foreign Affairs
CoE-OSCE@smip.sv.gov.yu

SLOVENIA

Ms. Blazka KEPIC Deputy Head of Mission, Permanent Mission of the Republic of Slovenia to the OSCE
blazka.kepic@gov.si

SWEDEN

Ms. Lena von SYDOW Counsellor, Permanent Delegation of Sweden to the OSCE
lena.von-sydow@foreign.ministry.se

TAJIKISTAN

Mr. Amonkhoja HOJIBEKOV Head of Division, Ministry of Transport, Transport Policy Division
mtrt@tajmail.tj

CZECH REPUBLIC

Ms. Ivana KURIANOVA Third secretary of the Embassy of the Czech Republic in Tbilisi

TURKEY

H.E. Turan MORALI Ambassador, Embassy of the Republic of Turkey to Azerbaijan

Mr. Ozkan POYRAZ Director General, Maritime Directorate, Ministry of Transport

Mr. Hüseyin ERGANI First Secretary, Ministry of Foreign Affairs, Department of Multilateral Economic Affairs
hergani@mfa.gov.tr

Mr. Zeynab SAVASH Embassy of the Republic of Turkey to Azerbaijan

Mr. Osman OZCAN Trade Advisor, Embassy of the Republic of Turkey to Azerbaijan

UKRAINE

H.E. Stepan VALKOVETSKIY	Ambassador, Embassy of the Republic of Ukraine to Azerbaijan
Mr. Igor KIZIMA	Councillor, Embassy of the Republic of Ukraine to Azerbaijan

PARTNERS FOR COOPERATION

JAPAN

Mr. Hideomi NAKAJIMA	Deputy Head of Mission, Embassy of Japan to Azerbaijan
Mr. Seisuke SHIMIZU	First Secretary, Embassy of Japan to Azerbaijan
Mrs. Sabina HADJILI	Political and Economic Affairs Assistant, Embassy of Japan to Azerbaijan

MEDITERRANEAN PARTNERS FOR CO-OPERATION

EGYPT

H.E. Youssef EL SHARKAWY	Ambassador, Embassy of the Arab Republic of Egypt to Azerbaijan
--------------------------	---

ISRAEL

Mr. Eran YUVAN	Deputy Head of Mission, Embassy of the State of Israel to Azerbaijan
----------------	--

INTERNATIONAL ORGANIZATIONS

Mr. Nicholaors L. CHARALAMBOUS	Head, International Maritime Organization, Department of Maritime Security, Section MSD ncharala@imo.org
Mr. Jacques COLLIARD	Head of Security Mission, International Union of Railways colliard@uic.asso.fr
Mr. Robert COUSINS	Chairman of the Board, NATO Planning Board for Inland Surface Transport robert.cousins@dft.gsi.gov.uk
Mr. Philippe CRIST	Transport Security Expert, European Conference of Ministers of Transport philippe.crist@oecd.org

Ambassador Altai EFENDIEV	Deputy Secretary General, Organisation of the Black Sea Economic Cooperation efendiev-bsec@turk.net
Mr. Poul HANSEN	Economic Affairs Officer, UNECE, Transport Division poul.hansen@unece.org
Mr. Faradj HUSEYNBHEYEV	Advisor, Asian Development Bank
Mr. Motoo KONISHI	Manager of ECSIE ENFRASTRUCTURE Sector, World Bank
Mr. Victor KOURENKOV	Regional Expert, International Civil Aviation Organisation vkourenkov@paris.icao.int
Mr. Robert NOWAK	Economic Affairs Officer, UNECE robert.nowak@unece.org
Mr. Shain PANAHOV	Senior Advisor, United Nations
Mr. Anthony PEARCE	Director General, International Road Federation apearce@irfnet.org
Ms. Lyudmila TRENKOVA	Secretary General, Permanent Secretariat of the Intergovernmental Commission TRACECA l.trenkova@ps.traceca-org.org OFFICE@PS.TRACECA-org.org
Ms.Saida BAGIRLI	Senior Officer, World Bank
Mr. Mezhahir EFENDIYEV	Chief of Law Enforcement Unit, UNDP mezahir.efendiyev@un.in-baku.com
Mr. Basil ZAVOICO	Resident Representative, IMF

NON GOVERNMENTAL ORGANIZATIONS

Mr. George ZARUBIN	Vice President for Programme Development, EURASIA Foundation gzarubin@eurasia.org
Dr. Sabit BAGIROV	President, Entrepreneurship Development Foundation sb@azerin.com
Mr. Gunduz Valiyev	Program Coordinator, The Eurasia Foundation gunduz@efazerbaijan.org

BUSINESS COMMUNITY

Ms. Kristal ALLEY	Special Advisor, United States Chamber of Commerce, International Division kristalalley@ath.forthnet.gr
Dr. Martin BOTH	Project Director, TRACECA, TRADE Facilitation and Institutional Support Project, Dornier Consulting GmbH, Department of Transportation martin.both@dornier-consulting.com OFFICE@PS.TRACECA-org.org
Mr. Oliver BROAD	Risk Analyst, BP Exploration Caspian Sea Ltd.
Mr. Neil COX	Export Security Manager, BP Exploration Caspian Sea Ltd.
Mr. Stanley ESCUDERO	President, The American Chamber of Commerce
Dr. Kristof GOSZTONYI	Senior Consultant, Control Risks Deutschland GmbH kristof.gosztonyi@control-risks.com
Mr. Marc GRAILLE	Transportation Export EU Neighbourhoods Policy
Mr. Shukhrat MIRKHAMIDOV	Deputy Head of Department, Uzbek Association of Transport and Transport Communication, Department of Coordination of Interaction of Railroad, Air, Auto and River
Mr. David NARMANIA	Chairman of Board, Association of Young Economists of Georgia david@economists.ge
Mr. Giorgi PERTAIA	Customs Expert, American Chamber of Commerce in Georgia giorgi@amcham.ge
Mr. Hans-Juergen STEPHAN	Deputy Managing Director & General Manager Crisis and Security Management, Control Risks Deutschland GmbH juergen.stephan@control-risks.com
Mr. Evgeny STRZHALKOVSKY	Officer, Vnesheconombank, Structured Finance Department, Russian Federation dsf01@veb.ru
Mr. Alexander TSYBULIN	Deputy Head, Federation of Russian Railways, Security Department

Ms. Yelena VASSILEVSKAYA
Deputy Executive Director on Projects
development, Kazakhstan Freight Forwarders
Association
infokffa@anek.kz
kffa@almrvc.railways.kz

ACADEMIC COMMUNITY

Mr. Philip GOUNEV
Research Fellow, Bulgaria, Center for the
Study of Democracy
philip.gounev@online.bg

Mr. Murat BEKMAGAMBETOV
President, Research Institute for transport and
communication (NII, TK), Kazakhstan
Niitk_murat@mail.ru

GUEST

Ms. Manqing XIE
Embassy of the People's Republic of China to
Azerbaijan

OSCE FIELD PRESENCES

Ambassador Andrzej KASPRZYK
Personal Representative of the OSCE
Chairman in Office in the Conflict Dealt
with by the OSCE Minsk Conference
prcio@osce.org
andrzej.kasprzyk@osce.org

Mr. Peter KEAY
Personal Assistant to the Personal
Representative of the OSCE Chairman in
Office in the Conflict Dealt with by the
OSCE Minsk Conference
peter.keay@osce.org

Ms. Lora KUDAIBERGENOVA
Economic and Ecological Expert, OSCE
Center in Almaty
lora.kudaibergenova@osce.org

Ambassador Maurizio PAVESI
Head of Office, OSCE Office in Baku
office-az@osce.org

Mr. Robin SEAWORD
Political Officer, OSCE Office in Baku
robin.seaword@osce.org

Mr. Antoine KURUNERI-MILLET
Economic and Environmental Officer, OSCE
Office in Baku
antoine.kuruneri-millet@osce.org

Ms. Nargiz KARIMOVA
Senior Assistant to the EEO, OSCE Office in
Baku
nargiz.karimova@osce.org

Mr. Talay ASYLBEKOV	Project Assistant, OSCE Center in Bishkek, Office OSH talay.asylbekov@osce.org
Mr. Danielius PIVORIUNAS	Economic and Environmental Adviser, OSCE Mission to Bosnia and Herzegovina danieliusp@oscebih.org
Mr. William HANLON	Economic and Environmental Officer, OSCE Mission to Georgia, Department EED william.hanlon@osce.org
Mr. Shalva PIPIA	National Economic and Environmental Officer, OSCE Mission to Georgia, Department EED shalva.pipia@osce.org
Ms. Nino ANTADZE	Economic and Environmental Assistant, OSCE Mission to Georgia, Department EED nino.antadze@osce.org
Mr. Francois-Vadim De HARTINGH	Economic and Environmental Affairs Officer / Public Affairs Officer, OSCE Office Minsk vadim.hartingh@osce.org
Mr. Zoran POPOVIC	Senior Project Assistant, OSCE Mission to Serbia and Montenegro zoran.popovic@osce.org
Ms. Kimberley BULKLEY	Economic and Environmental Officer, OSCE Center in Tashkent kimberley.bulkley@osce.org
Mr. Yaroslav YURTSABA	SME Development Advisor, OSCE Project Co-ordinator in Ukraine yaroslav.yurtsaba@osce.org
Mr. Timothy TAPPE	Project Officer, OSCE Project Co-ordinator in Ukraine timothy.tappe@osce.org
Ambassador Vladimir PRYAKHIN	Head of Office, OSCE Office in Yerevan vladimir.pryalhin@osce.org
Ms. Jeanette KLOETZER	Economic and Environmental Officer, OSCE Office in Yerevan, jeanette.kloetzer@osce.org
Mr. Tigran SUKIASYAN	Senior Economic Assistant, OSCE Office in Yerevan tigran.sukiasyan@osce.org

OSCE SECRETARIAT

Mr. Bernard SNOY	Coordinator of OSCE Economic and Environmental Activities, Office of the Coordinator of OSCE Economic and Environmental Activities bernard.snoy@osce.org
Mr. Marc BALTES	Senior Advisor EEA, Office of the Coordinator of OSCE Economic and Environmental Activities marc.baltes@osce.org
Mr. Kilian STRAUSS	Senior Programme Officer, Office of the Coordinator of OSCE Economic and Environmental Activities kilian.strauss@osce.org
Mr. Patrice DREISKI	Special Advisor, Office of the Coordinator of OSCE Economic and Environmental Activities patrice.dreiski@osce.org
Mr. Gabriel LEONTE	Economic and Environmental Advisor, Office of the Coordinator of OSCE Economic and Environmental Activities gabriel.leonte@osce.org
Mr. David SWALLEY	Economic and Environmental Officer, Office of the Coordinator of OSCE Economic and Environmental Activities david.swalley@osce.org
Mr. Karl WYCOFF	Head of Unit, Action against Terrorism Unit karl.wycoff@osce.org
Mr. Reinhard UHRIG	Adviser, Action against Terrorism Unit reinhard.uhrig@osce.org
Mr. Anton PETRENKO	Programme Management Officer, Operation Center, OSCE Conflict Prevention Center anton.petrenko@osce.org
Mr. Roel JANSSENS	Office of the Coordinator of OSCE Economic and Environmental Activities INT-CEEA@osce.org
Ms. Andrea GREDLER	Administrative Secretary, Office of the Coordinator of OSCE Economic and Environmental Activities andrea.gredler@osce.org

Second Preparatory Conference
to the Fourteenth OSCE Economic Forum
“Enhancing Transportation Security in the OSCE area”
Baku, Azerbaijan, 16-17 March 2006
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2PC14EF\ Plenary III\1	16.03.06	IMO	Mr. Nicolaos L. Charalambous, Head, Maritime Security Section, Maritime Safety Division, International Maritime Organization. “ Special Measures to Enhance Maritime Security ”	English
2PC14EF\ Plenary III\2	16.03.06	US Customs and Border Protection Administration	Ms. Kathleen Conway, Customs and Border Protection Attaché, US Mission to the European Union, US Customs and Border Protection Administration “ CARGO SECURITY STRATEGY IN THE POST 9/11 ERA ”	English
2PC14EF\ Plenary III\3	16.03.06	OSCE Secretariat	Mr. Karl Wycoff, Head of Action Against Terrorism Unit, OSCE Secretariat “ OSCE Role in Enhancing Container Security ”	English
2PC14EF\ Plenary III\4	16.03.06	Antwerp Port Authority	Mr. Guido Van Meel, Advisor, Antwerp Port Authority, Belgium. “ Security initiatives in the Port of Antwerp ”	English
2PC14EF\ Plenary III\5	16.03.06	Ministry of Transport of the Russian Federation	Mr. Yuri Kozlov, Deputy Head of Division, Department of Special Programmes, Ministry of Transport of the Russian Federation.	Russian
VI. Plenary session IV International co-operation for enhanced aviation security D:\2PC14EF\ Plenary IV\				
2PC14EF\ Plenary IV\1	16.03.06	ICAO	Mr. Victor Kourenkov, Europe and Central Asia, International Civil Aviation Organization. “ ICAO AVSEC activities ”	English
2PC14EF\ Plenary IV\2	16.03.06	European Commission	General Francois Rivet, Air Transport Department, European Commission “ South East Europe Functional Airspace Block Approach initiative ”	English

2PC14EF\ Plenary IV\3	16.03.06	European Commission	Mr. Eckard Seebohm, Head of the Aviation Security Unit, DG TREN, European Commission "EU activities in the field of Aviation Security "	English
VII. Plenary session V Regional perspective on transport co-operation in the South Caucasus and the Black Sea region D:\2PC14EF\ Plenary V\				
2PC14EF\ Plenary V\1	17.03.06	TRACECA	Ms. Lyudmila, Secretary General, Permanent Secretariat of the Intergovernmental Commission (IGC) TRACECA "TRACECA Priorities and Challenges in the Prospective of the Regional Transport Cooperation "	English
2PC14EF\ Plenary V\2	17.03.06	World Bank	Mr. Motoo Konishi, Manager, Infrastructure and Energy, Europe and Central Asian Region, World Bank "Stability and Prosperity Role of Trade and Transport South Caucasus "	English
2PC14EF\ Plenary V\3	17.03.06	Black Sea Economic Cooperation	Ambassador Altai Efendiev, Deputy Secretary General, Black Sea Economic Cooperation. "Transport Cooperation in the Black Sea and Caspian Region: BSEC Perspectives"	English
2PC14EF\ Plenary V\4	17.03.06	US Chamber of Commerce	Ms. Kristal E. Alley, Special Advisor, International Division, US Chamber of Commerce "The Importance of Secure Transportation Networks in Eurasia A U.S. Business Perspective"	English
VIII. Plenary session VI How can political dialogue under OSCE auspices promote enhanced security and co-operation in the transport sector in the South Caucasus and the Black Sea region D:\2PC14EF\ Plenary VI\				
2PC14EF\ Plenary VI\1	17.03.06	OSCE (OCEEA)	Mr. Bernard Snoy, CoEEA: report on conflict and transport in South Caucasus, following up on discussions during the first part of the Economic Forum in Vienna. "Conflicts and Transport Development in South Caucasus"	English
2PC14EF\ Plenary VI\2	17.03.06	OSCE Mission to Georgia	William Hanlon , Economic and Environmental Officer, OSCE Mission to Georgia.: "Update on the Needs Assessment Study in South Ossetia"	English
IX. Plenary session VII Environmental sustainability and security of transport in the OSCE region D:\2PC14EF\Plenary VII\				
2PC14EF\ Plenary VII\1	17.03.06	Norwegian Ministry of Fisheries and Coastal Affairs	Ms. Kirsten Ullbaek Selvig, Director General, Department of Coastal Affairs, Norwegian Ministry of Fisheries and Coastal Affairs "Enhancing Transportation in the OSCE area"	English
2PC14EF\ Plenary VII\2	17.03.06	OCEEA	Mr. David Swalley, Economic and Environmental Officer, OCEEA. "The Role of the Environment and Security Initiative in Transport Security"	English
2PC14EF\ Plenary VII\3	17.03.06	Ministry of Transport, Turkey	Mr. Ozkan Poyraz, Director General, Maritime Directorate, Ministry of Transport, Turkey. "THE TURKISH STRAITS"	English

X. Plenary session VIII

The links between transport and various forms of trafficking

D:\2PC14EF\Plenary VIII\

2PC14EF\ Plenary VIII\1	17.03.06	French Ministry of Foreign Affairs	Mr. Jean-Francois Guillaume, expert on Small Arms and Light Weapons (SALW), French Ministry of Foreign Affairs. “The Linkage Between Transportation And The Various Forms Of Trafficking”	English
2PC14EF\ Plenary VIII\2	17.03.06	Centre for the Study of Democracy	Mr. Philip Gounev, Research Fellow, Centre for the Study of Democracy, Bulgaria “Transportation, smuggling and organized crime”	English
2PC14EF\ Plenary VIII\3	17.03.06	Conflict Prevention Centre OSCE Secretariat	Mr. Anton Petrenko, Programme Management Officer, Conflict Prevention Centre, OSCE Secretariat “The OSCE’s Role in Border Security and Management”	English

XI. General contributions

D:\2PC14EF\General contributions\

2PC14EF\General contributions\1		IPSA Institut	Mr. Gacanin, IPSA Institut, “Presentation: Border Crossing in BiH”	English
2PC14EF\General contributions\2		US TSA	Mr. Montgomery, Transportation Security Association, “Background Information”	English
2PC14EF\General contributions\3		US TSA	USA TSA Brochure	English
2PC14EF\General contributions\4		Kazakhstan Freight Forwarders Association	Ms. Yelena Vassilevskaya, Deputy Executive Director on Projects Development.	Russian
2PC14EF\General contributions\5		Research Institute for Transport Communication Kazakhstan	Mr. Murat Bekmagambetov, President of Research Institute for Transport and Communication. “Road Transport : Factors of negative affecting on an environment”	Russian & English
2PC14EF\General contributions\6		Research Institute for Transport Communication Kazakhstan	Mr. Murat Bekmagambetov, President of Research Institute for Transport and Communication - Report	Russian
2PC14EF\General contributions\7		Research Institute for Transport Communication Kazakhstan	Mr. Murat Bekmagambetov, President of Research Institute for Transport and Communication: Report - “The Road Transport of Kazakhstan: Factors negatively affecting the environment”	English
2PC14EF\General contributions\8		WCO	Mr. Larry L. Burton, Technical Officer, World Customs Organization, “Creating a Framework of Standards to Secure and Facilitate Global Trade. History, Development and Outcomes”	English
2PC14EF\General contributions\9		WCO	Core Principles: “WCO Framework of Standards to Secure and Facilitate Global Trade”	English

2PC14EF\General contributions\10		WCO	Fact Sheet: “WCO Framework of Standards to Secure and Facilitate Global Trade”	English
2PC14EF\General contributions\11		Greece	Hellenic Ministry of Public Order, “Transportation Security”	English
2PC14EF\General contributions\12		Greece	Hellenic Ministry of Public Order “Transportation Systems Protections”	English
2PC14EF\General contributions\13		Greece	Hellenic Ministry of Public Order, “Security of maritime transport ”	English
2PC14EF\General contributions\14		Kazakhstan	Embassy of The Republic of Kazakhstan	Russian
2PC14EF\General contributions\15		Azerbaijan	Mr. Galib Israfilov, Head of Division, Security Affairs Department, Ministry of Foreign Affairs of the Republic of Azerbaijan, “How can political dialogue under OSCE auspices promote enhanced security and co-operation in the transport sector in the South Caucasus and the Black Sea region”	English
2PC14EF\General contributions\16		France	Closing speech by the French delegation, “Role of the OSCE's economic dimension”	English
PC/DEL/277/06		EU	Austrian Presidency of the Council of the EU, “EU Closing Statement”	English
SEC.GAL/11/06	19.01.06	OSCE (OCEEA)	Tentative Agenda, 19 January 2006 - Second Preparatory Conference to the 14 th OSCE Economic Forum	English
SEC.GAL/26/06	16.02.06	OSCE (OCEEA)	Logistical Modalities – Second Preparatory Conference to the 14 th OSCE Economic Forum	English
SEC.GAL/33/06	27.02.06	OSCE (OCEEA)	Annotated Agenda, 27 February 2006 - Second Preparatory Conference to the 14 th OSCE Economic Forum	English
SEC.GAL/33/06/Rev.1	10.03.06	OSCE (OCEEA)	Annotated Agenda, 10 March 2006 - Second Preparatory Conference to the 14 th OSCE Economic Forum	English
SEC.GAL/43/06	08.03.06	OSCE (OCEEA)	Background Paper, Second Preparatory Conference to the 14 th OSCE Economic Forum	English