

## DRAFT RAPPORTEUR'S REPORT

Review of the implementation of commitments in the OSCE economic and environmental dimension: Transport

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The session was introduced by **Minster Pierre Chevalier**, Special Envoy of the Minister of Foreign Affairs of Belgium for the OSCE Chairmanship 2006.

In his **introductory statement**, Minister Chevalier highlighted the importance of transport operations. They have an impact on the sustainable economic development of countries, on trade and on the integration of national minorities. But transport is also an issue with an outspoken political sensitivity. Developing or restricting transportation is an expression of how people want to connect or not with their neighbours. While in some cases the funds fail to move forward, it is first of all a question of political will or dialogue.

It is precisely in this area that the OSCE could bring added value, in facilitating the dialogue on transport issues and in seeing transport as a way of building or restoring confidence between people.

At the same time, transportation security can be threatened by terrorist activities or uncontrolled environmental risks. Given its comprehensive security mandate, it is obvious for the OSCE to address this issue as well.

On several occasions, the OSCE Participating States have committed themselves to the development of efficient, safe and secure transport networks.

One of the main international players in the area of transport is the UNECE. The UNECE has a long and valuable experience in this field. Today, the co-operation of UNECE and OSCE follows the lines of the Memorandum of Understanding which was concluded in December 2004. Further possibilities of co-operation are to be explored within the mandates and the activities of both organisations, particularly in the area of transport where potential synergies seem evident.

The Review **Report was presented by Mr. Michalis Adamantiadis**, Regional Adviser, Transport Division, UNECE.

International transport is vital for international trade and for the integration of countries. This is particularly the case for landlocked countries. The UNECE/OSCE region is characterized by inadequate and incoherent networks. The development of transport is negatively influenced by :

- a lack of sufficient funds dedicated to transport infrastructure
- complex border transition procedures
- security threats
- heterogeneous regulations
- safety, health and environmental risks

In addressing these barriers, the UNECE governments have developed international measures such as legally binding Agreements and Conventions, which are constantly updated. Special attention is given to the development of coherent International Transport Networks, including the "E" networks (extended to the Caucasus and Central Asia). This

work is based on traffic censuses and on specific planning methodologies. Detailed information has been given on the TEM and TER Projects as well as on the Euro-Asian Transport Links Project.

Border crossing facilitation measures e.g. the TIR Convention and the Convention on the Harmonization of Frontier Controls of Goods are expected to improve transport operations.

Much remains to be done at the level of implementation though, both regarding the legal instruments and the participation in the transport network projects (TEM, TER, Euro-Asian Transport Links Project).

**Mr. Bernard Snoy**, Director of Working Table II, Stability Pact for South Eastern Europe was asked to **comment** on this issue. The Working Table II has created an Infrastructure Steering Group in which International Financial Institutions (IFIs) and the EU Commission discuss a coordinated and consistent approach on a *regional* level. This format appears to be unique. Within the framework of the Regional Transportation Strategy, a Memorandum of Understanding (MOU) has been concluded with regard to the development of infrastructure in the Western Balkans. Four building blocks structure the MOU :

1. A common assessment of the core regional transport network
2. Priority setting related to the investment programme
3. Common agreement on policy reforms
4. Common institutions to underpin this co-operation: a High Level Steering Group in Belgrade and the South Eastern European Transport Observatory

Other areas of interest relate to governance, to the reform of the railway sector (especially in transition countries) and to inter-modal transport needed for the environmental sustainability of transport. Special attention should also be given to the contribution of new technologies and genuine border management.

The High Level Group chaired by Ms de Palacio is currently preparing to submit to the European Commission a set of proposals related to the extension of major Trans-European axes to the neighbouring countries.

The OSCE could play a role in developing transport as a contribution to economic development and global stability. The efforts made by the incoming Belgian Chairmanship to shape this activity of the OSCE are to be welcomed in this respect.

A further **exchange of views with the audience** on the particular role for the OSCE focused on :

- the need for political decisions to assure the implementation of legal instruments and transport network projects; the OSCE could provide a platform for this intensified dialogue;
- the example offered by Stability Pact, the OSCE could take stock of the existing initiatives and enhance regional co-operation, by acting as a catalyst to mobilize international organizations, governments, NGOs and the private sector;
- joint projects to be set up by the OSCE / UNECE to promote transport development and security;

- explore areas where a better use of the existing capacity could be reached, e.g. by combating bureaucracy and corruption, by tackling the incompatibility of documents and in setting up appropriate border management procedures.

#### Recommendations (Transport):

1. The OSCE should **take stock** of existing activities and strategies developed by international organisations regarding safe and secure transportation infrastructures and **enhance regional co-operation**, providing a platform for political dialogue and acting as a catalyst to mobilize international organisations, governments, NGOs and the private sector.
2. The UNECE has developed **legal instruments** aiming at the development of transport networks and providing for safe and secure transportation. **Implementation and monitoring** of these instruments remain areas where more is to be done. There could be a role for the OSCE in **promoting the ratification of instruments and in stimulating states to participate** effectively in network projects.
3. The OSCE could identify areas in which **policy reforms** are needed in view of a better functioning of the transportation infrastructure. A next step would be to **stimulate** the adoption of policy reforms and their implementation.
4. The OSCE and UNECE might consider the possibility of setting up **joint projects** to promote transport development and security.
5. The OSCE could explore areas where a **better use of existing capacity** could be reached, e.g. by combating bureaucracy and corruption, by tackling the incompatibility of documents (including the introduction of single trade and transport documents for border transition in a whole region) and in setting up appropriate border management procedures.