



Organization for Security and Co-operation in Europe

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

Vienna, 9 October 2007

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

Subject: First Preparatory Conference to the 16th OSCE Economic and Environmental
Forum: "Maritime and inland waterways co-operation in the OSCE area:
Increasing security and protecting the environment", Helsinki, 10-11
September 2007

Attached herewith is a document consisting of the Consolidated Summary of the First Preparatory Conference to the 16th OSCE Economic and Environmental Forum: "Maritime and inland waterways co-operation in the OSCE area: Increasing security and protecting the environment", which took place in Helsinki on 10-11 September 2007



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Vienna, 9 October 2007

CONSOLIDATED SUMMARY

FIRST PREPARATORY CONFERENCE TO THE
SIXTEENTH OSCE ECONOMIC AND ENVIRONMENTAL FORUM

MARITIME AND INLAND WATERWAYS CO-OPERATION IN THE OSCE
AREA: INCREASING SECURITY AND PROTECTING THE ENVIRONMENT

HELSINKI, 10-11 SEPTEMBER 2007

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EXECUTIVE SUMMARY

Introduction

The First Preparatory Conference for the 16th OSCE Economic and Environmental Forum was held on 10-11 September 2007 in Helsinki, Finland. The theme of the Conference was “Maritime and inland waterways co-operation in the OSCE area: Increasing security and protecting the environment”.

Next year’s 16th OSCE Economic and Environmental Forum will focus on the above mentioned theme. According to the PC Decision No. 798, the Forum is to be held in two stages - on 28 and 29 January 2008 in Vienna; and from 19 to 21 May 2008 in Prague. A Second Preparatory Conference, focusing mainly on maritime co-operation in the Caspian and Mediterranean seas, on environmental governance, as well as on co-operation in waterways and other means of transportation in the context of landlocked countries, will be organized in Turkmenistan on 6-7 March 2008.

The Helsinki Conference was organised by the incoming Finnish Chairmanship of the OSCE and the Office of the Co-ordinator of OSCE Economic and Environmental Activities (OCEEA). A Concept Paper was circulated in advance to introduce the topic of the Conference (SEC.GAL/157/07).

The Conference was opened by **Dr. Teija Tiilikainen**, State Secretary (Political), Ministry for Foreign Affairs of Finland, incoming OSCE Chairmanship for 2008. **Ambassador Jose Angel López-Jorin**, Head of the OSCE Task Force, Ministry of Foreign Affairs, Spain, OSCE Chairmanship, and **Mr. Bernard Snoy**, Co-ordinator of OSCE Economic and Environmental Activities, spoke in the opening session. **Ambassador Marc Perrin de Brichambaut**, OSCE Secretary General, and **Ambassador Antti Turunen**, Permanent Representative of Finland to the OSCE addressed the concluding session.

Over 180 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. Speakers and panellists presented their inside knowledge and their views, thereby stimulating the discussion in each session. 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 Committee and the OSCE Economic and Environmental Forum.

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.

Structure of the Conference

The Conference consisted of an opening session, seven plenary working sessions and a concluding debate. The sessions were dedicated to the following topics:

- Session I International framework of maritime and inland waterways cooperation;
- Session II Maritime and inland waterways co-operation: the Northern European experience: current status and the way ahead;
- Session III Transport security and cooperation issues;
- Session IV Protecting the environment and enhancing co-operation;
- Session V Maritime co-operation: the Black Sea experience: current status and the way ahead;
- Session VI Co-operation in transboundary water courses and rivers;
- Session VII The need for co-operation between different actors (Government agencies, private sector, International financial institutions, NGOs etc.);

Closing debate: the role of the OSCE;

Recommendations

The Helsinki Conference has confirmed the relevance of the theme - “Maritime and inland waterways co-operation in the OSCE area: Increasing security and protecting the environment” – and added more information and knowledge on related issues and existing initiatives in the OSCE region. It also contributed to defining more clearly the possible role of the OSCE. Many recommendations for the OSCE and its participating States were put forward.

At the Closing session of the Helsinki Conference, following the two days discussions, the incoming Finnish Chairmanship identified some preliminary conclusions of the conference:

- 1) The OSCE has a key role to play in mobilizing political will in participating States to address security and environmental issues in relation to maritime and inland waterways co-operation.
- 2) As a facilitator, the OSCE can lend its support to the work done within the existing international frameworks, in particular the United Nations Economic Commission for Europe (UNECE) and the International Maritime Organization (IMO). As one concrete example, the need for an early ratification and implementation of the Ballast Water Management Convention was highlighted.
- 3) The OSCE is well-placed to enhance the exchange of best practices of regional co-operation mechanisms such as the Baltic Marine Environmental Protection Commission (the Helsinki Commission – HELCOM) and the Black Sea Commission.
- 4) The role of the OSCE field presences was highlighted in particular in terms of capacity building and promotion of regional co-operation.
- 5) The OSCE provides a platform for conflict prevention and post-conflict rehabilitation, including in issues pertaining to waterways.
- 6) The work done within the Environment and Security Initiative (ENVSEC) was highlighted, and the OSCE will continue to contribute to this initiative.
- 7) The OSCE projects and capacity building activities benefit from co-operation with international organizations and financial institutions; the EU Central Asian Strategy opens perspectives for support.
- 8) The OSCE contributes to the multi-stakeholder dialogue among various actors, including business community, civil society, and academia.

A detailed overview of the discussions and the recommendations 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 Committee discuss these suggestions, in order to streamline the preparatory process for the Forum. **A list of preliminary ideas and suggestions is presented below, for easy reference.**

Session I - International framework of maritime and inland waterways co-operation

- The OSCE should not substitute the work of other expert organizations but can lend its support to the work done within the existing international frameworks, in particular the International Maritime Organization (IMO) and the United Nations Economic Commission for Europe (UNECE). The OSCE should contribute by raising awareness, bringing issues to the attention of decision makers, and emphasizing the importance of maritime and inland waterways co-operation from a security and environmental point of view.
- The OSCE should mobilize political will, first for the ratification of international conventions, and then for the efficient implementation of such instruments. In this process high level political support is needed but the civil society also can play an important role.
- The OSCE (both the Secretariat and the field presences), together with other organizations, should be more engaged into capacity building and trainings in order to improve the governance in the area of maritime and inland waterways co-operation.

- The OSCE should promote the exchange of experiences and best practices (the co-operation on the Danube is a good example in this regard).
- The OSCE should continue its co-operation with the UNECE on various issues.

Session II – Maritime and inland waterways co-operation: the Northern European experience: current status and the way ahead

- The OSCE should contribute to improving the implementation of international conventions and enhance cooperation between regions and at different national and regional levels.
- The OSCE should draw attention to the environmental aspects of maritime and inland waterways transportation when national, regional and global policies and programmes are developed and implemented.
- The OSCE should promote the coordination of regional, EU and global policies on maritime and inland waterways cooperation.
- The OSCE should highlight the possible effects of climate change on maritime and inland waterways transportation.
- The OSCE should encourage the participation of NGOs and the business community in environmental protection initiatives relevant to waterways.
- The OSCE should support the Ecosystem Approach and its implementation at the regional and sub-regional levels.
- The OSCE should promote best practices from the Baltic Sea cooperation to other regional seas, such as the Black Sea, the Mediterranean and the Caspian Sea. It could also promote the development of an EU Baltic Sea Strategy.

Session III – Transport security and co-operation issues

- Various inter-governmental maritime coordination and cooperation mechanisms are already in place in the Baltic Sea region. Seeing the multiple agencies involved both on the domestic as well as on the multilateral levels, the OSCE should play a role in enhancing the compatibility of existing data, information sharing and reporting systems and in disseminating these experiences to other OSCE (sub-) regions.
- The OSCE should offer a platform for the exchange of ‘good practices’ in the area of maritime cooperation. The Nordic and Baltic experiences seem quite relevant in this regard. The OSCE should organize study visits to existing facilities in the region.
- The OSCE has a role to play in encouraging the development of bilateral and/or regional co-operation agreements between States with access to the same sea. Such agreements provide the necessary legal and political basis for promoting the safety and security of maritime transport operations and as such contribute to improved stability and environmentally sustainable economic growth.
- The OSCE should enhance its cooperation with relevant international organizations, such as the International Maritime Organization (IMO), which have developed a number of legal instruments that, if implemented, well lead to enhanced maritime security. In this regard, the OSCE should support existing capacity building and training activities.

Session IV - Protecting the environment and enhancing co-operation

- The OSCE can enhance the development of international multimodal transport corridors by enhancing awareness and promoting regional co-operation, and more specifically by facilitating a more comprehensive mapping of such corridors with governments and private partners.
- The OSCE should assist in combating the threat of destructive invasive species resulting from shipping activities, by promoting the ratification and implementation of international agreements such as the Ballast Water Convention among its participating States.

- The OSCE should enhance its co-operation with other international organizations such as the Black Sea Commission, which is working on Black Sea environmental issues, and identify collaborative responses to environmental threats such as toxic and radioactive wastes and oil pollution.
- The OSCE should support the development of environmental policies, through the adoption and implementation of legal documents and related initiatives.
- The OSCE Secretariat and field missions can work to promote awareness of the effects of pollution and other human activities on the environment of the Black Sea region.

Session V - Maritime co-operation: the Black Sea experience: current status and the way ahead

- Given the multitude and the complexity of maritime transportation management issues, it is crucial to cooperate and develop effective cooperation mechanisms. The Black Sea region provides a good example of a well-established co-operation through its various framework co-operative mechanisms. Recent BSEC initiatives such as BSFOR and Black Sea Harmony illustrate how individual countries could benefit from regional co-operation efforts.
- The positive experience of the Baltic basin countries could be utilized to boost regional co-operation in other OSCE areas.
- The OSCE should be instrumental in promoting policy harmonization that would allow for a smooth implementation of vital conventions and multilateral and bilateral agreements governing maritime transportation, thus increasing security and protecting the marine environment in the region.
- It is important to ensure that OSCE participating States have the political will and the readiness to implement international conventions and other agreements to promote maritime security. The OSCE should support through its fora relevant initiatives generated by the IMO, the UNECE and the EC. It is important to use existing OSCE networks and nourish political will much needed to implement obligations of participating States stemming from their commitments under international agreements in the areas of maritime security and marine environment protection.
- The OSCE has been traditionally viewed as an excellent discussion platform, where experience sharing and information exchange could take place. The OSCE should be also pro-active and use its NGO networks and raise awareness of maritime security and marine environmental protection issues, linking them to the achievement of its policy goals of stability and security.

Session VI – Co-operation in transboundary water courses and rivers

- Transboundary water cooperation is a long-term challenge. Countries bordering the same transboundary waters should conclude specific bilateral or multilateral agreements and form joint bodies to tackle problems. The OSCE can play an important role in facilitating this cooperation and providing a framework for dialogue.
- The OSCE, including its field missions, could also identify sources of funding and work together with donors to secure funding for new international technical assistance projects in this sector.
- The UNECE - OSCE co-operation, especially in the context of the Dniester projects, has proven successful and could serve as a model for future cooperation in other river basins in the OSCE area.
- The ENVSEC Initiative started recently assessment work in the Amu-Darya river basin. The capacities of existing regional structures that coordinate co-operation on water-related issues in the area have not been fully utilized to date. There is a need to preserve these existing inter-state structures whilst looking for new solutions.
- The EU has recently adopted its new strategy towards Central Asia. The new strategy pays special attention to, and reserves substantial financial resources for, cooperation in the field of integrated water management in Central Asia. Financial assistance in this field is also available within the EU Neighbourhood programme. The OSCE countries should make use of these opportunities.

- Ukraine proposed to organize, in cooperation with the OSCE, an international conference on Navigation and Environmental Security in a Transboundary Context.

Session VII - The need for co-operation between different actors (Government agencies, private sector, international financial institutions, NGOs etc.)

- The OSCE should promote political dialogue between the various actors, including the private sector and civil society, on maritime security and environmental protection projects not only at the regional and national levels, but also at the local level.
- The OSCE should facilitate co-operation between countries to create common rules and procedures for safe maritime transportation and environmental protection as the shipping industry needs a level playing field.
- The OSCE should help improve co-operation between authorities, the private sector and the civil society on ratification and implementation of existing conventions, like the Ballast Water Convention, including introduction of effective monitoring and control systems.
- The OSCE should assist in public information and awareness raising activities.
- Closer exchange of information should be explored between the OSCE and the European Commission in view of the upcoming EU Maritime Policy.

Annexes

A number of annexes - *Agenda, List of Participants and List of Distributed Documents* - have been attached to give you a more complete picture of the Helsinki Conference. For further reading, please note that background documents from this conference 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).

Further information on the activities of the Office of the Co-ordinator of OSCE Economic and Environmental Activities and the Economic and Environmental Forum process can as well be found on the OSCE Website: www.osce.org/eea.

WELCOMING ADDRESS

**by Dr. Teija Tiilikainen,
State Secretary (Political),
Ministry for Foreign Affairs for Finland, incoming OSCE Chairmanship**

Excellencies,
Ladies and Gentlemen,

I would like to welcome you warmly to the first event arranged by the incoming Finnish OSCE Chairmanship of 2008 together with the OSCE Secretariat. I hope that this first Preparatory Conference to the Sixteenth OSCE Economic and Environmental Forum is also a good way to support Spain in its Chairmanship in 2007.

The particular topic of the Conference “Maritime and inland waterways co-operation in the OSCE area: increasing security and protecting the environment” which Finland has proposed, is important for us - as it is important for many other countries.

From our point of view, strengthening security and safety of water transport requests urgent measures. Increasing cooperation for more secure water transport is therefore a must. I am happy that all OSCE participating States gave their consent to this topic.

The Baltic Sea is a telling example of the challenges that we face today. In particular the volume of energy transport is growing considerably. Also the amount of goods and the number of people transported are increasing. The sheer volume of transport has an unquestionable impact on the environment. An accident could in the worst case cause unthinkable damage in our narrow and shallow waterways.

About 85 million people live in the Baltic Sea catchment area. In the programme of the Finnish government the Baltic Sea and the protection of watercourses is emphasized. Efficient regional cooperation is a key to saving the Baltic Sea.

Finland pays particular attention to various regional and sub-regional cooperation networks and partnerships. All the coastal states around the Baltic Sea have been working together to protect the Baltic marine environment from all sources of pollution for already three decades through Helsinki Commission (HELCOM). HELCOM is the governing body of the “Convention on the Protection of the Marine Environment of the Baltic Sea Area” – more usually known as the Helsinki Convention. For the first time ever, all the sources of pollution around an entire sea were made subject to a single convention, signed in 1974 by the then seven Baltic coastal states. The 1974 Convention entered into force on 3 May 1980. The European Community – the first pillar of the European Union- brings its important contribution to the common effort. The work needs to be continued and developed further.

Another important forum for environmental cooperation in the Baltic Sea context is formed by the Northern Dimension. It is a common policy between the EU, Russian Federation, Norway and Iceland. The objectives of this cooperation are to strengthen stability, well-being and sustainable development in Northern Europe and to develop cooperation with Russia. The Northern Dimension Environmental Partnership has the Baltic Sea environment as one of its focal areas.

Finland is also an active member of the four northern regional councils, the Nordic Council of Ministers, the Council of the Baltic Sea States, the Barents Euro-Arctic Council and the Arctic Council. All of these have different memberships, but they all have an important role in promoting cooperation and sustainable

development in Northern Europe and the Arctic. Finland holds the Presidency of the Nordic Council of Ministers in 2007. Finland also acts as the Chair of the Barents Euro-Arctic Council until November 2007.

One of the most pressing global challenges that stress the interdependence of people and nations is climate change. The Finnish government will tackle the issue by drawing up a long-term climate and energy strategy. This highlights the need for improving coordination and balancing of ecological and economic considerations in decision-making. Part of the effort is the promotion of environmental technology.

Economic and environmental matters are an important part of the OSCE agenda, underlining the Organization's comprehensive approach to security. In its Chairmanship programme Finland will pay due attention to the Economic and Environmental Dimension along with the Politico-Military and the Human Dimension.

The so called broad concept of security forms the starting point for the security policy white book that the Finnish government is currently preparing and which will formulate the guidelines for Finland's security and defence policy for the coming years. There are a multitude of dimensions in such a broad concept of which you are here focusing on one. Your expertise and deliberations are valuable also for us when we will try to cope with all important dimensions of broad security in this new white book. Of course, all the other pillars of our OSCE Chairmanship are equally valuable in this respect.

With these words I would like to thank you for coming to Finland and for giving your contribution to this important Conference. I wish you a very pleasant and stimulating Conference.

I thank you for your attention.

WELCOMING ADDRESS

**by Ambassador Jose Angel López-Jorin,
Head of the OSCE Task Force,
Ministry of Foreign Affairs of Spain, OSCE Chairmanship**

Secretary of State,
Excellencies,
Ladies and Gentlemen,

On behalf of the OSCE Spanish Chairmanship, I would like to welcome you to the First Preparatory Conference to the 16th OSCE Economic and Environmental Forum, which focuses on “Maritime and inland waterways co-operation in the OSCE area: Increasing security and protecting the environment”.

I would like to thank the Finnish government for the excellent organization of this meeting, and Mr. Bernard Snoy, Coordinator of the Office of OSCE Economic and Environmental Activities, and his staff, for their very efficient work not only to get everything ready for these two days, but also and very especially for their very professional and helpful job during this year’s Chairmanship. I can already advance to my Finnish colleagues that you will be very impressed by them.

From the very beginning let me wish every success to the incoming Finnish Chairmanship in conducting the preparatory work for the next year’s Forum. I am convinced that under the able guidance of Finland the OSCE economic and environmental dimension will continue to develop on an ascending path, that the progress achieved and the new impetus the second dimension gained over the last couple of years will be further consolidated. Spain is proud to contribute to this process. Spain will remain committed to the continuous strengthening of the effectiveness of the OSCE in the economic and environmental field.

I am pleased to see around the table representatives of key international and regional organizations, government officials and experts from the OSCE participating States, civil society representatives, business people and academics. The OSCE always valued the interaction between various stakeholders and I am looking forward to the presentations and debates over the next two days.

For Spain, a country with almost 8.000 kms of coastline, the Finnish theme: “Maritime and inland waterways co-operation in the OSCE area: Increasing security and protecting the environment”, is particularly important. In strategic places like the straight of Gibraltar, or in the Canary Islands (which witness how more than 60% of the oil tankers which supply European markets pass off their coasts, where more than two million people live), environmental security is very much at stake, and Finland’s proposed theme will give us an opportunity to tackle it.

Furthermore, the theme of maritime and inland waterways co-operation provides for an integrated approach of economic and environmental aspects. It also represent an opportunity for exchanging best practices and experiences in an intra and inter-regional context, for strengthening political commitments in this regard. It also offers the opportunity to establish and strengthen partnerships with other actors and to integrate OSCE activities into other regional or global processes.

To raise awareness about the link between environment and security is precisely the main part of the Spanish theme this year, and I am quite satisfied to see that there will be continuity next year. For an organization like the OSCE, so much devoted to security, this is an essential point, as environment could so dramatically endangers human life if it is not handled properly.

In this regard, this Conference and the 16th Forum represent an excellent opportunity to further strengthen and streamline the environmental component of OSCE activities. This is an issue which is very close to our hearts and minds. There can be neither lasting security and stability nor sound economic development if we do not pay due attention to the environmental aspects. In this context I would like to mention the proposed Strategy on Environment and Security that Spain has submitted to the OSCE Delegations.

Nowadays we can see with satisfaction that the times when environmental issues were lagging behind other priorities in politics are over. While carefully avoiding duplications, the OSCE should play a bigger role in protecting the environment, especially when our security is at stake.

Ladies and Gentlemen,

I encourage all of you to engage in the preparatory process for the next year's Forum in a pro-active way, starting now, with a view to achieving concrete results.

I thank you and wish you all a successful Conference.

WELCOMING ADDRESS

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

Excellencies,
Ladies and Gentlemen,

Let me join the previous speakers and welcome you all, on behalf of the OSCE Secretariat, to this first preparatory Conference to the 16th OSCE Economic and Environmental Forum.

Allow me first to thank Ambassador Aleksi Härkönen and Ambassador Antti Turunen and their able teams in Helsinki and Vienna for the excellent co-operation in preparing this Conference. My colleagues and I are looking very much forward to continuing this co-operation and to closely working with the incoming Finnish Chairmanship of the OSCE towards making the 16th OSCE Economic and Environmental Forum a genuine success.

Now, in Helsinki, our main objective is to identify the most realistic and suitable recommendations for the future OSCE engagement in the area of maritime and inland waterways co-operation, in view of increasing security and protecting the environment in our region. In order to succeed, we need over the next days an interactive and dynamic exchange of views. We need to learn more about what is already being done and about what is still needed. I want to use this opportunity and warmly thank our speakers for accepting our invitation and for being here with us today to share their expert knowledge and to make recommendations. I encourage all the participants to engage the speakers in an open and action oriented debate.

I warmly welcome in Helsinki the Economic and Environmental Officers from the OSCE field presences. We rely very much on their expertise and knowledge. They have always played an important part during the Economic and Environmental Forum process, during our deliberations but also in implementing concrete follow-up activities.

Ladies and gentlemen,

Embarking in such a complex process as the preparations for the Forum, having to address a new theme, is always challenging. In doing so, we are, each year, guided by our mandate. The theme of the 16th Forum - "Maritime and inland waterways co-operation in the OSCE area: Increasing security and protecting the environment" will also be approached from the perspective of the OSCE's comprehensive concept of security. Our discussions should focus on the specific areas where the OSCE, as a political security organization, can provide added value.

When we start preparing a new Forum, we should also try to build upon our existing experience. The theme of the 16th Forum not only draws on a number of OSCE commitments included in the OSCE Strategy Document for the Economic and Environmental Dimension, adopted by the Ministerial Council in Maastricht in 2003, but provides for useful linkages with the topics of previous OSCE Economic and Environmental Forums and follow-up activities that were subsequently developed. In 2006, under the Belgian Chairmanship, we focused on transport development and transport security and this year, under the Spanish Chairmanship, we dealt with environmental security and sustainable development. The recommendations of these two Forums will be instrumental in shaping the way ahead over the next year's process too. Let me also mention the Workshop on Transport, Security and Environment organized in Tonsberg, with the support of Norway, on 16-18 October 2006.

In order to facilitate the discussions, my Office and the incoming Finnish Chairmanship have prepared and circulated an annotated agenda, which includes some illustrative questions that could be addressed during the discussion in every session, but which are, by no means, exhaustive, as well as a concept paper, which provides some background and factual information, defines the policy context, the scope and objectives of the Helsinki Conference. I encourage you to have a close look at these two documents and I hope you will find them useful.

After the opening session, we will proceed immediately with Session I, which will set the general framework for the Conference's debates by exploring various maritime and inland waterways co-operation frameworks and relevant international norms and standards, such as those developed by the IMO and the UNECE. We should see how the OSCE, as a political organization, can contribute to their dissemination and implementation.

Later on we will focus on the Northern European area. The Baltic Marine Environmental Protection Commission (HELCOM), the European Commission and the Russian Federation will present the existing co-operation mechanisms and initiatives in this region as well as the gaps and the challenges. Thus, by analyzing the current status of affairs in the region, possible ways forward would be identified. Session II is also expected to provide insights on how the Northern European experience could be utilized and adapted in other OSCE regions.

After the lunch break, we will continue with two thematic sessions. Session III will address cooperation issues related to transport security. Various best practices and co-operation mechanisms will be presented. Session IV will focus on environmental protection and will discuss a number of environmental challenges such as those posed by the transport of hazardous goods, maritime pollution, accidents, ballast water, etc. Prevention and emergency response preparedness are the two key words of this session. These sessions will aim at identifying the ways in which the OSCE could promote effective practices across its region and contribute to strengthening co-operation at various levels.

Tomorrow morning, we will start by highlighting the regional experiences from the Black Sea basin, in particular with regard to maritime transport, port operations and maritime transport safety and security. The overall objective of the session would be to identify the remaining gaps and challenges and the role the OSCE can play in addressing them and in strengthening co-operation in the region.

Session VI will focus on various aspects related to inland waterways and rivers, particularly in a transboundary context. Both security and environmental aspects will play a central role in this session. Various existing experiences, *inter alia* the OSCE/UNECE's Dniester project and the recently launched ENVSEC-Amu-Darya assessment project, will be highlighted.

In session VII representatives of international organizations, civil society, the business community and governments are expected to present their views on the issues addressed by the conference and focus on how they see the requirement for co-operation between different actors in addressing the existing challenges related to maritime and inland waterways co-operation to enhance security and protect the environment. This session is expected to define the role of the OSCE in offering a platform for multi-stakeholder dialogue and co-operation.

Ladies and Gentlemen,

This Conference in Helsinki is an important milestone in the preparatory process for the 16th OSCE Economic and Environmental Forum. The results of the Conference will be further discussed in Vienna, in the Economic and Environmental Committee, and during the first session of the Forum on 28-29 January 2008.

I am looking forward to a productive and rewarding exchange of views.

I thank you for your attention.

RAPORTEURS' REPORTS

SESSION I - International framework of maritime and inland waterways co-operation

Moderator: Mr. Bernard Snoy, Co-ordinator of OSCE Economic and Environmental Activities

Rapporteur: Mr. Gabriel Leonte, Economic and Environmental Adviser, OSCE/OCEEA

Mr. Andy Winbow, Director of Administration, International Maritime Organization (IMO), introduced to the audience the work of the IMO, in particular in the fields of security and environmental protection. The IMO developed a number of international conventions, codes and standards. The member states are responsible for their implementation and enforcement. The IMO works closely with a wide range of non-governmental organizations, which participate in IMO meetings and provide useful input.

Mr. Winbow said that after 11 September 2001 a comprehensive review of the security measures was initiated. In 2002, the Safety of Life at Sea (SOLAS) Convention was amended and the International Ship and Port Facility Security (ISPS) Code was adopted. For example, as part of this new regime of internationally recognized security standards for international shipping, risks assessments should be conducted and both ships and ports should have security officers and Government-approved security plans. The IMO produced extensive guidance, including model training courses, to assist with uniform implementation of these provisions. Furthermore, the IMO developed co-operation with other organizations such as the International Labour Organization (on port security) and the World Customs Organization (on container and supply chain security). Mr. Winbow stressed the importance of keeping a right balance between regulation/enforcement and freedom.

The IMO started to tackle environmental issues in the 1960s and focussed first on oil spills. In 1973, the International Convention on the Prevention of Pollution from Ships (MARPOL) was adopted. Following amendments and updating, it remains the most important international treaty covering the prevention of pollution by ships. In addition, the IMO's environmental work in recent years has covered a broad range of issues, from atmospheric pollution to the use of harmful anti-fouling paint on ships' hulls (AFS-Convention) and to ballast water. In February 2004, the Ballast Water Management Convention (BWM Convention) was adopted and work on this convention is still continuing today.

Finally, Mr. Winbow briefly referred to the training courses the IMO has developed and delivered worldwide.

Mr. Jaromir Cekota, Economic Affairs Officer, Transport Division, UNECE, started his presentation by describing the performance of inland waterways transport in the OSCE region between 1990 and 2005. Freight transport by inland waterways steadily increased in Western Europe over the above mentioned period, mainly due to the transport on the Rhine. The Eastern Europe, Caucasus and Central Asia (EECCA) region witnessed a collapse in inland waterways traffic in the early '90, followed by an increase afterwards, while the South Eastern Europe SEE region returned to an ascendant path only after 2000. Nevertheless, across the region, in terms of market share, inland waterways transport does not perform well, its share being between 3 and 7 per cent. Also, other means of transport grew at a more sustained pace.

Mr. Cekota said that inland waterway transportation deserved more attention, not at least because it is relatively friendly from an environmental point of view and more energy efficient. He mentioned a number of resolutions adopted by European transport ministers (Rotterdam 2001, Bucharest 2006) aimed at accelerating the development of inland waterways transport. A number of strategic areas were identified: harmonization of the regulatory framework, coordinated development of inland waterway networks, and infrastructure development and environment. The European Commission, the River Commissions (Rhine, Danube) and the UNECE should implement these actions. The main obstacles to

the development of inland waterways transport remain the non-physical ones, namely the lack of governance of international transport and the lack of policy integration.

Further on, Mr. Cekota referred to some ongoing UNECE activities pertinent to inland water transport, such as the UNECE/UNESCAP Euro-Asian Links Project, the work on updating Resolution No. 21 to reduce pollution by inland water vessels, on the mainstreaming of provisions of the Convention on Environmental Impact Assessment in a Transboundary Context into UNECE infrastructure agreements and the work of the Working Group on the Transport of Dangerous Goods. He also mentioned the Multidisciplinary Group of Experts on Transport Security, set up in May 2007, which is preparing an inventory of regulatory initiatives and standards related to inland transport security.

He concluded by saying that the OSCE should continue to support such ongoing activities. In particular, the OSCE could have a role in promoting the accession of its participating States to international legal instruments on inland water transport and could also be instrumental in the areas of transport governance and policy integration.

Following the speakers' presentations, one participant asked the IMO representative how disagreements were dealt with in the IMO context and whether he saw a role for the OSCE in that regard. Mr. Winbow said that in almost all cases, even when apparently they seemed to be of a technical nature, disagreements had a political component, as countries might have diverging interests. These diverging interests surfaced usually during the negotiation of conventions. He called upon OSCE participating States to work actively in the OSCE framework, either individually or as a group, and also to support the early ratification of conventions, namely the BWM and the AFS Conventions. He said that, for example, with regard to maritime air pollution (MARPOL Annex 6), there were two diverging views and a joint government – industry group had been formed to solve the issue. Also, there were discussions about a possible convention on ship recycling.

Another representative drew the participants' attention to the upcoming Belgrade Ministerial "Environment for Europe" (10-12 October) and said that many of the issues addressed by the Helsinki preparatory Conference could also be raised there.

The President of the Danube Commission supported the need for harmonization of rules affecting European networks of inland waterways transport. He emphasized the relation between transport and the environment and informed about the initiative of the International Commission for the Protection of the Danube River (ICPDR), the Danube Commission and the Sava Commission to develop a Joint Statement on Inland Navigation and Environmental Sustainability in the Danube River Basin. He furthermore stressed that these issues should be approached and discussed at various levels in a coordinated manner. He said that the OSCE could play an important role in offering a framework for a public debate and in bringing together the views of experts, the political elite and the public opinion.

Referring to safety, security and environmental aspects of maritime transportation, one representative stressed the importance of reaching a common understanding of regulations. Then, countries should focus on implementation. If there was no common progress in implementing the agreed regulations, we might face even greater challenges. Therefore, there was a need for practical, concrete co-operation, based on common political will, and the OSCE could help in that regard.

Responding to a question from the floor, the IMO representative provided more information regarding IMO training activities. The IMO developed model courses, which could also be delivered locally. "Training the trainers" courses were also available. Training activities were targeting national administrations but could also be organized in a regional or even global context. They dealt with various topics such as oil spill preparedness, security, etc. The development of new conventions (such as the BWM Convention) brought about the need for new training activities.

Detailing his recommendations, the UNECE representative said that the OSCE could organize seminars on policy integration and good practices in the field of inland waterways transport, drawing from the positive existing experiences in its region. The involvement of all stakeholders was also important.

One participant highlighted the complexity of issues related to maritime co-operation and environmental protection, saying that new challenges had to be tackled all the time and that instruments needed to be constantly adapted. He pleaded for an integrated and balanced approach.

Another delegate said that inland waterways transport should be encouraged and emphasized the importance of exchanging experiences and best practices. His country had asked to be a full member of the Danube Commission. The representative of the Danube Commission answered that this was only a procedural issue and there were no political obstacles.

One participant, while recognizing the importance of implementation, stressed that conventions had to be first ratified and pointed out that many conventions were still not yet in force and were still going through a lengthy ratification process.

The IMO representative responded that the reason for the slow ratification process was the lack of political will and said that this was where the OSCE could provide support.

At the end of the session, the moderator, Mr. Bernard Snoy, Co-ordinator of OSCE Economic and Environmental Activities, drew the conclusions.

Recommendations:

- The OSCE should not substitute to the work of other expert organizations but can lend its support to the work done within the existing international frameworks, in particular the International Maritime Organization (IMO) and the United Nations Economic Commission for Europe (UNECE). The OSCE should contribute by raising awareness, bringing issues to the attention of decision makers, and emphasizing the importance of maritime and inland waterways co-operation from a security and environmental point of view.
- The OSCE should mobilize political will, first for the ratification of international conventions, and then for the efficient implementation of such instruments. In this process high level political support is needed but the civil society also can play an important role.
- The OSCE (both the Secretariat and the field presences), together with other organizations, should be more engaged into capacity building and trainings in order to improve the governance in the area of maritime and inland waterways co-operation.
- The OSCE should promote the exchange of experiences and best practices (the co-operation on the Danube is a good example in this regard).
- The OSCE should continue its co-operation with the UNECE on various issues.

SESSION II - Maritime and inland waterways co-operation: the Northern European experience: current status and the way ahead

Moderator: Mr. Martti Poutanen, Deputy Director of Bilateral and Regional Co-operation, Ministry of Environment, Finland

Rapporteur: Mr. Torbjorn Bjornvatn, Economic and Environmental Officer, OSCE Office in Baku

Ms. Monika Stankiewicz, Professional Secretary, Maritime and Response, Baltic Marine Environment Protection Commission (the Helsinki Commission – HELCOM) presented the HELCOM and its activities. HELCOM is the governing body of the Convention on the Protection of the Maritime Environment of the Baltic Sea, which has been in effect for more than 30 years. The aim is to protect the marine environment of the Baltic Sea from all sources of pollution. The Commission has representatives from the nine contracting states as well as from the European Community. Basing its activities on the so-called Ecosystem Approach, and by aligning its activities with related regional, European and global initiatives, HELCOM has been widely heralded as a model to be followed by other regional seas. The elaboration of a new comprehensive Baltic Sea Action Plan is underway and is foreseen to be adopted in a ministerial meeting in November.

Mr. Rustem Khamitov, Head of the Russian Federal Agency of Water Resources, devoted his contribution to the international use of maritime and inland waterways in the Russian Federation. Russia manages the largest waterways network in Europe, linking, *inter alia*, the Baltic Sea, the Caspian Sea, the Azov-Black Sea and the Mediterranean Sea. Currently, Russia's Unified Deep Water System services the trade of 44 countries. Furthermore, in 2006, 22 ships under foreign flag utilized the internal waterways of the Russian Federation. By July 2007, 33 foreign ships had made use of Russian rivers and canals. A total of 14 ports are accessible for international vessels. The President and the Government of the Russian Federation attach great significance to the development of internal waterways in the country, *inter alia*, within the framework of a new federal programme - The Development of the Transportation System of Russia for the Period 2010-2015.

Mr. Janos Herman, Principal Adviser, DG Relex, European Commission, shared the European Commission's position on maritime and inland waterways, focusing on security and environmental protection, with a special reference to the Baltic Sea co-operation. Some 90 per cent of the goods trafficked to and from the EU is transported by sea. An environmentally sustainable maritime policy is one of the Commission's strategic objectives for 2005-2009. Now, all EU member states are reporting full compliance with international standards and regulatory instruments. The European Commission recognizes the great potential of inland navigation as an alternative transport mode. In 2005, the Commission launched the EU marine strategy, based on existing multilateral co-operation frameworks.

The Baltic Sea is probably the most advanced region in Europe in terms of international maritime cooperation and experience from this region may also prove useful in other parts of the OSCE area. In a regional context, the co-operation in the frame of the Northern dimension, including the Northern Dimension Environmental Partnership Fund (NDEPF), has proved particularly effective in the Baltic Sea region. The Northern Dimension provides a common policy framework for the European Union, Russia, Norway and Iceland.

Following speakers' presentations, another representative of the European Commission referred to the plans for constructing a gas pipeline from Russia to Germany and asked about HELCOM's role in that respect. Ms. Stankiewicz stated that HELCOM's role was limited, and that the Espoo Convention was the main framework for addressing the environmental impact of the so-called Nord Stream pipeline. The Moderator, Mr. Martti Poutanen, noted that an environmental impact assessment was vital concerning the entire project and that the Finnish government attached considerable importance to the issue. The representative of the Russian Federation assured that the construction company would make every effort to avoid a detrimental impact from the Nord Stream project, and that the Russian Federation was prepared to discuss all aspects of this project with interested parties.

Another delegate asked for more information on the Russian programme for the development of the transportation system (2010-2015). Mr. Khamitov replied that this was a multi-modal, federal programme covering automobile, train and inland waterways transportation. A similar plan currently existed for 2005-2010. Several billion dollar investments were envisaged, among those the upgrading of the Volga-Kama canal and the Volga-Don canal.

A representative of the World Wildlife Fund asked about the fate of the European Commission Baltic Sea strategy. Mr. Herman indicated that the idea was currently being discussed in HELCOM and this was an interesting period of reflection. So far, the Commission had made no decision, but the EU favored any initiative that might improve coordination.

Mr. Poutanen raised the question of the climate change's possible affects on maritime transportation and inland waterways. Mr. Khamitov suggested that climate change would indeed affect waterways transportation. The Russian Federation was currently co-operating with Ukraine and other countries to improve infrastructure, and did also address the challenge of global warming by upgrading waterways in the Asian part of the country.

Recommendations

- The OSCE should contribute to improving the implementation of international conventions and enhance cooperation between regions and at different national and regional levels.
- The OSCE should draw attention to the environmental aspects of maritime and inland waterways transportation when national, regional and global policies and programmes are developed and implemented.
- The OSCE should promote the coordination of regional, EU and global policies on maritime and inland waterways cooperation.
- The OSCE should highlight the possible effects of climate change on maritime and inland waterways transportation.
- The OSCE should encourage the participation of NGOs and the business community in environmental protection initiatives related to waterways.
- The OSCE should support the Ecosystem Approach and its implementation at the regional and sub-regional levels.
- The OSCE should promote best practices from the Baltic Sea cooperation to other regional seas, such as the Black Sea, the Mediterranean and the Caspian Sea. It could also promote the development of an EU Baltic Sea Strategy.

SESSION III – Transport security and cooperation issues

Moderator: Mr. Marc Baltes, Senior Adviser, OSCE/OCEEA

Rapporteur: Mr. Roel Janssens, Economic and Environmental Adviser, OSCE/OCEEA

Captain Paavo Wihuri, Director of Maritime Safety and Security at the Finnish Maritime Administration, gave a presentation on regional co-operation efforts between coastal states in the Baltic Sea region. Mr. Wihuri stressed that marine safety co-operation between the Baltic Sea countries was important because of the exceptionally sensitive marine environment of the area. As the water exchange in the Baltic Sea was very slow, marine accidents and spills were especially harmful to the sensitive nature of the region's environment and could jeopardize human safety.

Mr. Wihuri continued by outlining a number of existing cooperation mechanisms. He started by presenting the Gulf of Finland Reporting System (GOFREP), which is a Mandatory Ship Reporting System that covers the waters outside the Vessel Traffic System (VTS) areas. Despite differences in national political systems, GOFREP is jointly operated by the three coastal states: Finland, Estonia and Russia. The system monitors the vessel traffic by AIS and radar; the obtained information is exchanged between the countries concerned through the use of XML messages.

A second co-operation mechanism is the Helsinki Commission (HELCOM) which is the governing body of the *Convention on the Protection of the Marine Environment of the Baltic Sea Area* (i.e. the Helsinki Convention). It is an inter-governmental co-operation framework between Denmark, Estonia, Finland, Germany, Latvia, Lithuania Poland, Russia, Sweden and the European Community, which works to protect the marine environment of the Baltic Sea from all sources of pollution. Mr. Wihuri explained that, in short, it aims at:

- Developing common environmental objectives and actions;
- Providing information about (i) the state of/trends in the marine environment, (ii) the efficiency of measures to protect it and (iii) common initiatives and positions which can form the basis for decision making in other international fora;
- Developing recommendations of its own and recommendations supplementary to measures imposed by other international organizations;
- Ensuring that HELCOM environmental standards are fully implemented by all parties throughout the Baltic Sea; and
- Coordinating the multilateral response in case of major maritime incidents.

Mr. Wihuri ended his presentation by stressing the importance of co-operation with relevant international organizations and more specifically with the International Maritime Organization (IMO), which plays a leading role. This is particularly important as regional rules, developed through HELCOM, have to be approved by the IMO before they can apply to international marine traffic.

Mr. Harry Liiv, Deputy Secretary General of the Ministry of Environment of Estonia, gave a presentation on the need to protect the environment in case of marine transport. He first gave a brief overview of the Ministries and Agencies involved at the national Estonian level. He explained that within the Ministry of Environment, two agencies share principal responsibilities: the Estonian Environmental Inspectorate deals with environmental law enforcement (including in case of maritime pollution) and the Estonian Environmental Protection Centre deals with the protection of the wildlife.

Within the Ministry of Internal Affairs, two agencies play a leading role: the Estonian Board of Border Guards (in charge of rescuing operations in case of air and maritime accidents and pollution response) and the Estonian Rescue Board, which deals with coastal pollution response, fire-fighting and chemical pollution response. Finally, Mr. Liiv explained that also the local municipalities have a key role to play when it comes to first and second tier response on the actual coastline. Furthermore he informed that Estonia had also established a Maritime Academy, which was in charge of providing training to relevant authorities in dealing with marine traffic and environmental accidents.

Mr. Liiv then went on explaining the role the Ministry of Economic Affairs and Communication was playing. Within this Ministry, the Estonian Maritime Administration serves as a focal point, looking after the implementation of a number of IMO conventions (i.e. MARPOL and SOLAS); it also monitors the traffic on Estonian Waterways, participates in the Automatic Identification System (AIS) and GOFREP and provides relevant information to competent partners (i.e. the Estonian Environment Inspectorate and the Estonian Board of Border Guards).

At the end of his presentation, Mr. Liiv highlighted the importance of existing regional and international (i.e. EU) frameworks for co-operation. He informed participants that, at the EU level, a new Marine Strategy Framework Directive was currently under preparation. The document aims at contributing to enhanced coherence and integration between different environmental policies, agreements and legislative measures which have an impact on the marine environment. The draft Directive foresees the development of a Marine Strategy for EU maritime waters. It stresses that Member States shall co-operate to ensure that, within each Marine Region or Sub-Region, the measures required to achieve the objectives of the Directive are met. Finally, Mr. Liiv highlighted the importance of the HELCOM Baltic Sea Action Plan as was previously presented by Captain Paavo Wihuri.

Ms. Eva Descamps, Agency for Maritime Services, Shipping Assistance Division, Flemish Government, Belgium, made a presentation on “Vessel traffic services on the river Scheldt: the common nautical management between Flanders and the Netherlands”.

Ms. Descamps started off by informing participants that on a yearly basis, there were about 70,000 ocean-going vessels, 70,000 barges and 25,000 ferries navigating on the river Scheldt. In order to monitor and organize this dense marine traffic, a (joint Dutch/Flemish) VTS system – designed to improve the safety and efficiency of vessel traffic and to protect the environment – has been put in place.

She went on by explaining that there were five manned VTS centres (Zeebrugge, Vlissingen, Terneuzen, Hansweert and Zandvliet) of which two are in Belgium (Flanders) and three in the Netherlands. In addition, there is a joint radar tracking system that consists of 21 radar antenna and various joint sub-systems: information systems & databases (IVS), Very High Frequency (VHF) coastal radio networks and one coastal Automatic Identification System (AIS).

Ms. Descamps explained that Belgian/Dutch co-operation regarding vessel traffic on the river Scheldt goes back to the establishment of the Permanent Commission in 1839. The Permanent Commission played an important part in establishing the Nautical Scheldt Treaties, i.e. the 1957 Lights Treaty, the 1978 Scheldt Radar Treaty and the new Scheldt Regulations. Since 2005, four new Scheldt Treaties –

among others dealing with issues such as joint bilateral nautical management and the deepening of the river Scheldt – are awaiting ratification.

At the end of her presentation, she explained that co-operation – both on technical as well as nautical issues – between the Netherlands and the Flemish Government (Belgium) takes place on a daily basis. In this respect, Ms. Descamps informed participants about the Common Nautical Authority which deals, among others, with deep draught and tidal bound vessels, transport of hazardous goods, special and risky transports and joint traffic planning.

During the subsequent discussion, one participant highlighted the role privately owned and recreational ships played in the trafficking of human beings. Captain Paavo Wihuri replied that in Finnish waters, recreational boats were not allowed within two miles of the coast line. Moreover he informed that the safety of recreational boat operations was promoted through various awareness raising campaigns; also existing sailing and boat clubs provided information to their members.

Another participant emphasized that, in the Gulf of Finland, the security and safety risks at stake were high. In this respect he referred to the accident of an Estonian ship in the Finnish rescue area. Panel speakers explained that the absolute number of accidents was decreasing, whereas in 2006 there were still 60 incidents, this number had so far decreased significantly in 2007 (only 11 for the January-September period).

Another representative highlighted the importance of close co-operation and coordination between the various agencies involved in marine safety and security operations. One delegation stressed the importance of bilateral and multilateral co-operation in the area of oil-spill-preparedness. In this regard, he referred to the good co-operation between the competent authorities in Finland and the Russian Federation.

Recommendations

- Various inter-governmental maritime coordination and cooperation mechanisms are already in place in the Baltic Sea region. Seeing the multiple agencies involved both on the domestic as well as on the multilateral levels, the OSCE should play a role in enhancing the compatibility of existing data, information sharing and reporting systems and in disseminating these experiences to other OSCE (sub-) regions.
- The OSCE should offer a platform for the exchange of ‘good practices’ in the area of maritime cooperation. The Nordic and Baltic experiences seem quite relevant in this regard. The OSCE should organize study visits to existing facilities in the region.
- The OSCE has a role to play in encouraging the development of bilateral and/or regional co-operation agreements between States with access to the same sea. Such agreements provide the necessary legal and political basis for promoting the safety and security of maritime transport operations and as such contribute to improved stability and environmentally sustainable economic growth.
- The OSCE should enhance its cooperation with relevant international organizations, such as the International Maritime Organization (IMO), which have developed a number of legal instruments that, if implemented, well lead to enhanced maritime security. In this regard, the OSCE should support existing capacity building and training activities.

SESSION IV – Protecting the Environment and Enhancing Co-operation

Moderator: Ms. Anne-Beth Skrede, Marine Conservation Officer, WWF

Rapporteur: Mr. David Swalley, Economic/Environmental Affairs Officer, OSCE/OCEEA

Session IV’s presentations focused on specific environmental challenges related to maritime transport and inland waterway transportation

The first presentation was provided by **Ms. Kirsten Ullbaek Selvig**, Director General of the Ministry of Fisheries and Coastal Affairs of Norway, who focused on the importance of environmental issues in relation to transport corridors. With increasing maritime shipping, governments must concentrate efforts in three main areas: the development of ports as efficient parts of the transport chain, safety/security, and monitoring and information systems.

In her presentation, Ms. Selvig presented the Norwegian model of a maritime safety package in which risk analysis, oil spill preparedness and international co-operation play important roles to ensure that the environment is protected in the face of the ever-increasing shipping traffic. For example, risk analysis and preparedness have played important roles in setting a routing systems and a 30 kilometer nautical boundary from coastal areas as well as in developing training and establishing a coordinated government agency response to potential oil spills. Environmental considerations have also benefited from strong co-operation with Russia in establishing joint vessel traffic services and radio navigation policies. Participation in the Northern Dimension and international mechanisms such as the Bonn Agreement has also contributed to growing international co-operation to avoid catastrophic environmental events.

Ms. Selvig recommended that the OSCE assist by coordinating regional mapping efforts involving governments and private sector partners to overcome missing links and gaps in present systems.

Dr. Stephan Gollash of GoConsult Germany made a presentation on the causes and impacts of ballast water from shipping on the environment. As a direct result of international shipping and releases of ballast waters, more than 1,000 invasive species have been introduced into European coastal waters. These bio-invasions can have catastrophic results on the environment and have the potential to change entire eco-systems, introducing new risks to human health and security. Dr. Gollash provided the example of the Chinese Mitten Crab, first introduced through ballast water emissions to Europe over 100 years ago, which has expanded at a rate of over 450 kilometers annually and now endangers aquaculture in almost all European seas.

The OSCE could assist in limiting the introduction of invasive species through ballast water by helping to achieve coordinated action among participating States, particularly by the promotion of the Ballast Water Convention. The OSCE could further support the establishment of risk reduction measures such as ensuring that ballast water is filtered and released well before ports are reached by maritime shipping. Dr. Gollash also indicated that this was a potentially lucrative business opportunity for private sector companies.

The final presentation on Protecting the Environment and Enhancing Co-operation in the Black Sea region was provided by **Ms. Violeta Velikova**, Pollution Monitoring and Assessment Officer at the Permanent Secretariat of the Commission on the Protection of the Black Sea against Pollution. Ms. Velikova framed the need of protecting the environment against the competing need of enhancing economic prosperity in the Black Sea region. Despite an improved state of the marine environment of the Black Sea since the mid-1990s, significant environmental problems, caused by the estimated shipping traffic of 50,000 vessels annually, continue to plague the marine environment. Chemical pollution, over-fishing, invasive species, such as the comb jellyfish, and climate change all require international co-operation. In this respect, the Black Sea Commission has co-operated with a number of international organizations such as the EU, the Danube Commission, the ICPDR, and the EEA to promote policy and legal developments, environmental monitoring projects, scientific research, and fund-raising to address these issues. The OSCE could also co-operate in these efforts and provide a platform for raising these issues to a higher level on political agendas.

In addition, the OSCE field presences should help by promoting the implementation of legal commitments by participating States, develop capacity building activities, and provide awareness raising training for local populations and private sector companies in this region.

Recommendations

- The OSCE can enhance the development of international multimodal transport corridors by enhancing awareness and promoting regional co-operation, and more specifically by facilitating a more comprehensive mapping of such corridors with governments and private partners.
- The OSCE should assist in combating the threat of destructive invasive species resulting from shipping activities, by promoting the ratification and implementation of international agreements such as the Ballast Water Convention among its participating States.
- The OSCE should enhance its co-operation with other international organizations such as the Black Sea Commission, which is working on Black Sea environmental issues, and identify collaborative responses to environmental threats such as toxic and radioactive wastes and oil pollution.
- The OSCE should support the development of environmental policies, through the adoption and implementation of legal documents and related initiatives.
- The OSCE Secretariat and field missions can work to promote awareness of the effects of pollution and other human activities on the environment of the Black Sea region.

SESSION V - Maritime co-operation: the Black Sea experience: current status and the way ahead

Moderator: Mr. Alexey Stukalo, Deputy Co-ordinator of OSCE Economic and Environmental Activities

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

Captain Serban Berescu, Director, Naval Operations Department, Romanian Naval Authority, gave an overview of the responsibilities of the Naval Operations Department of the Romanian Naval Authority. He dwelled upon the role Romania plays in the maritime transport development across the Black Sea area. In his view, inland and maritime waterways may be the key to regional cooperation by enhancing the efforts to ensure security and protect environment. Then, Mr. Berescu provided a general overview of the port of Constantza operations, which illustrated this port's role for the regional trade and economic activities. Captain Berescu referred in his presentation to the Master Plan and the Development Strategy to 2020 and mentioned the projects that are in the pipe-line and which are designed to increase security and ensure environmental protection. The most important ones include projects related to the improvement of port operations, port infrastructure and upgrading environmental pollution protection measures.

Mr. Berescu stressed that Romania strives for the continuous improvement of the quality of services in the field of navigation and ports operations in conformity with national and international standards in order to promote the highest standards on ships and ports safety and security, as well as protection against pollution. In this context, the OSCE could be instrumental in promoting these standards through the use of various instruments: networking events, specialized seminars, experience sharing, etc.

Mr. Basat Öztürk, Deputy Director General for Maritime and Aviation Affairs, Ministry of Foreign Affairs, Turkey, discussed maritime security in the context of security and environmental protection. According to Mr. Öztürk, the Black Sea shows a unique example of well-established and well-functioning cooperation mechanisms. As an example, the presenter outlined the joint efforts of Black Sea basin states to provide for environmental safeguards in the region. Since pollution inputs had radically changed the Black Sea ecosystems and seriously threatened biodiversity and human health, the Black Sea countries signed the "Convention on the Protection of the Black Sea against Pollution" in Bucharest in 1992, which is a viable framework document for regional cooperation. Mr. Öztürk also mentioned the Montreux Convention, which constitutes an indispensable element of regional security.

The speaker described the Black Sea Economic Cooperation (BSEC) as the first all-inclusive regional organization that contributed to the peace and stability in the region. BSEC will play an even more important role in the future, being a full-fledged regional economic organization with a well-established legal, institutional and procedural framework. Mr. Öztürk underlined the two main pillars of the Black Sea maritime security: namely, 1) full cooperation and coordination among all Black Sea littoral states, and 2) the notion that maritime security of the region is complimentary to the Euro-Atlantic security system.

Touching upon the role of the OSCE in the context of regional security and environment protection activities, the speaker called upon the OSCE to support established Black Sea regional initiatives and develop its relations with BSEC and other Black Sea fora.

Mr. Viktor Bezdolnyy, Director of the State Enterprise "Delta-Lotsman", Ministry of the Transport and Communications, Ukraine, presented the system of navigation security of the inland and maritime waterways in the Black Sea and Azov Sea basin. He described in detail how the state regulates security and environmental protection issues. A significant part of Mr. Bezdolnyy's presentation was dedicated to the issues of implementation by Ukraine of international norms and regulations introduced by the IMO, the UNECE, the EC, and others in the sphere of safe navigation.

Mr. Viktor Bezdolnyy went on to provide a general overview of the implementation of the Ukrainian project "Danube-Black Sea", the main goal of which is to increase capacity and provide for a higher degree of security of the 7th international transport corridor. The speaker mentioned that this project is being carried out, taking into account international requirements regarding safe navigation and environmental protection. Mr. Bezdolnyy stressed the important role of the regional co-operation mechanisms that are in place in the Black Sea region and called upon the OSCE to further promote existing security framework in the region.

Following the three presentations, Mr. Anton Pashov, Chief Expert at the Bulgarian Maritime Administration (BMA), spoke about the safety and security and environment protection projects in the Republic of Bulgaria. He presented the institutional and strategic framework of the BMA. He particularly focused on the projects aiming at increasing security of maritime and inland waterways, which have been implemented or are still under implementation. Most of them aimed at increasing monitoring and control of transport in Bulgarian waters, modernization of facilities and equipment, capacity improvement, establishment of information systems and services in the Black Sea. Finally, he stressed that maritime security and environment protection would benefit from adequate integration in the overall security and environment-protection policies. Furthermore, it would benefit from international co-operation in the exchange of best practices and awareness-raising. Regional programmes and projects for real-time information exchange could also contribute to maritime safety.

Later on, Mr. David Narmania, Chairman of Board of the Association of the Young Economists of Georgia, referred to the improvement of security and the transit services at the ports in Georgia: the Port of Poti, the Port of Batumi and at the terminals in Supsa and in Kulevi (under construction), which are part of the Europe – Caucasus – Central Asia Transport Corridor. He underlined the importance of foreign investments needed for technical improvement and maintenance, which would lead to increasing the efficiency of the transit services. The presentation focused also on the role of free-trade zones. It was stressed that national legislation should encourage foreign investments i.e. through providing the necessary infrastructure to the free-trade zones, through encouraging the port operators to fulfil "Master Plans" on rehabilitation/development of the port facility and through setting preferential regimes for the states, which are part of the transport corridors. The importance of the quality management systems ISO 9001-2000 was also recommended as means to improve security at ports.

At the end of the session, following the presentations, the moderator drew some conclusions.

Recommendations

- Given the multitude and the complexity of maritime transportation management issues, it is crucial to cooperate and develop effective cooperation mechanisms. The Black Sea region provides a good example of a well-established co-operation through its various framework co-operative mechanisms. Recent BSEC initiatives such as BSFOR and Black Sea Harmony illustrate how individual countries could benefit from regional co-operation efforts.
- The positive experience of the Baltic basin countries could be utilized to boost regional co-operation in other OSCE areas.
- The OSCE should be instrumental in promoting policy harmonization that would allow for a smooth implementation of vital conventions and multilateral and bilateral agreements governing maritime transportation, thus increasing security and protecting marine environment in the region.
- It is important to ensure that OSCE participating States have the political will and the readiness to implement international conventions and other agreements to promote maritime security. The OSCE should support through its fora relevant initiatives generated by the IMO, the UNECE and the EC. It is important to use existing OSCE networks and nourish political will much needed to implement obligations of participating States stemming from their commitments under international agreements in the areas of maritime security and marine environment protection.
- The OSCE has been traditionally viewed as an excellent discussion platform, where experience sharing and information exchange could take place. The OSCE should be also pro-active and use its NGO networks and raise awareness of maritime security and marine environmental protection issues, linking them to the achievement of its policy goals of stability and security.

SESSION VI - Co-operation in transboundary water courses and rivers

Moderator: Ambassador Milovan Bozinovic, President, Danube Commission

Rapporteur: Ms. Anne Suotula, Senior Economic and Environmental Officer, OSCE Project
Co-ordinator in Uzbekistan

The moderator, **Ambassador Bozinovic**, President of the Danube Commission, began the session by giving a brief outline of the Danube Commission and its work.

Mr. Aliaksandr Stankevich, Deputy Director of the Central Research Institute for Complex Use of Water Resources in Belarus, gave an overview of the involvement of Belarus in various international projects in the field of transboundary water courses and rivers. As a landlocked country, Belarus actively co-operates with all of its neighbors on the joint implementation of projects and engages in regular exchange of information on water-related issues. Based on this experience, Mr. Stankevich discussed some of the main problems affecting international project implementation in the field of transboundary watercourses. These include insufficient funding, application of different water resources management systems, lack of high-level information exchange and different stances towards international conventions.

Talking about the OSCE role and future work in this field, Mr. Stankevich stressed that the OSCE could identify and bring together international donors for new projects. A list of potential water-related projects in Belarus requiring international funding was presented by Mr. Stankevich at the end of his presentation.

Mr. Bo Libert, Regional Environmental Adviser at the United Nations Economic Commission for Europe (UNECE), discussed the role the UNECE has played in the field of transboundary water courses and rivers. The UNECE Convention on the Protection and Use of Transboundary Watercourses and International Lakes was signed in 1992. 35 countries of the European continent and the European Community are parties to the Water Convention, which provides a framework for co-operation on shared water resources.

Mr. Libert then went on to give a more detailed picture of the Dniester river projects, where the UNECE and the OSCE have fostered successful co-operation. Mr. Libert noted that political conflict had in many cases, including in the Dniester region, provided additional challenges to resolving environmental issues, such as water pollution. Political tension should not, however, hinder reasonable management of transboundary water resources.

Mr. Libert drew a number of important conclusions from the UNECE-OSCE co-operation in the Dniester projects. The UNECE and the OSCE have adopted complementary roles in the implementation of the projects and this has been a contributing factor to their success. As neutral facilitators, both organizations have helped to improve the co-operation between Moldova and Ukraine in this sensitive field. According to Mr. Libert, broader participation of institutions and the public in the projects will be needed in the future to sustain and improve the dynamics of the process. The scope of co-operation should also be broadened by including health issues and ecosystems on the agenda.

Ms. Inkar Kadyrzhanova, Head of Environment and Sustainable Development Unit, United Nations Development Programme, Kazakhstan, gave an overview of the Environment and Security Initiative (ENVSEC) Amu-Darya assessment project. The ENVSEC has so far completed five sub-regional risk assessments and it is now planning its sixth assessment report on the Amu-Darya river basin.

The Amu-Darya is the largest river in Central Asia. Demographic and economic scenarios suggest that both demand for water and possible tensions in the Amu-Darya river basin would increase in the future. In her presentation, Ms. Kadyrzhanova identified a number of problems that could hamper the development of regional co-operation on water-related issues within the Amu-Darya river basin. The upstream-downstream country interests often clash and, although all the countries in the region recognize the norms of international law, they demonstrate different approaches to their practical application. According to Ms. Kadyrzhanova, insufficient attention is given to environmental issues throughout the region. Existing regional structures are not used to their full capacity and agreed-upon conditions for water allocation and water releases to the Aral Sea are not always complied with.

Ms. Kadyrzhanova finished her presentation by listing a number of specific areas of co-operation where the ENVSEC will concentrate its attention in an attempt to find mutually agreeable solutions to all the riparian countries of the Amu-Darya river basin.

The ensuing discussion touched upon the importance of water as a natural resource, equal to oil and gas, and the necessity to raise awareness of water-related problems within the society and different states to avoid future conflicts.

Various organizations and the processes trying to solve the problems related to the river Danube were discussed at length. It was agreed that the OSCE and the UNECE could be very valuable in stimulating more political co-operation within the Danube region as water-related problems are not always very high on the agenda of all the riparian states. The Sava Commission also raised the possibility of the OSCE promoting best practices and sustainable development of inland waterways in the region.

The EU delegation pointed out that the European Union had recently adopted a new strategy on Central Asia. Within the strategy, a significant amount of attention and financial resources will be devoted to the co-operation in the field of water management. OSCE participating States in Central Asia should make full use of these new opportunities. In addition, the EU drew attention to the fact that financial assistance in this field was available also to other OSCE countries within the EU Neighbourhood Policy.

Ukraine proposed to host and organize, in co-operation with the OSCE, a seminar on Navigation and Environmental Aspects of Security in the Transboundary Context in Ukraine. The proposed seminar could tackle issues such as ecological monitoring of transboundary water objects, environmental safety of inland navigation and the integration of national search and rescue systems into a unified regional system.

Recommendations

- Transboundary water co-operation is a long-term challenge. Countries bordering the same transboundary waters should conclude specific bilateral or multilateral agreements and form joint bodies to tackle problems. The OSCE can play an important role in facilitating this cooperation and providing a framework for dialogue.
- The OSCE, including its field missions, could also identify sources of funding and work together with donors to secure funding for new international technical assistance projects in this sector.
- The UNECE - OSCE co-operation, especially in the context of the Dniester projects, has proven successful and could serve as a model for future cooperation in other river basins in the OSCE area.
- The ENVSEC Initiative started recently assessment work in the Amu-Darya river basin. The capacities of existing regional structures that coordinate co-operation on water-related issues in the area have not been fully utilized to date. There is a need to preserve these existing inter-state structures whilst looking for new solutions.
- The EU has recently adopted its new strategy towards Central Asia. The new strategy pays special attention to, and reserves substantial financial resources for, cooperation in the field of integrated water management in Central Asia. Financial assistance in this field is also available within the EU Neighbourhood programme. The OSCE countries should make use of these opportunities.
- Ukraine proposed to organize, in cooperation with the OSCE, an international conference on Navigation and Environmental Security in a Transboundary Context.

SESSION VII - The need for co-operation between different actors (Government agencies, private sector, international financial institutions, NGOs etc.)

Moderator: Mr. Alistair Clark, Corporate Director of the Environment and Sustainability Department, EBRD

Rapporteur: Ms. Nina Lindroos-Kopolo, Economic Governance Unit, OSCE/OCEEA

Mr. Alistair Clark stressed that the EBRD tries to be a responsible investor, investing in projects that contribute to sustainable development and that special attention is paid to the environmental and social impacts of the projects it finances. The EBRD also considers public consultations and disclosure very important when developing a project. He cited the example of the Amur River between Russia and China and the impact pollution can have on indigenous peoples. He then focused his presentation on EBRD's maritime projects, which include shipping, port developments, navigation safety and oil spill responses. In addition to its lending projects, the EBRD also has technical co-operation projects such as ballast water management training programmes and assessment of the environmental benefits of water transport. A ballast water management training programme had been carried out for representatives of the Black Sea countries in 2007, and similar training programmes could be carried out in 2008 in the Baltic, Caspian or Adriatic Sea regions. He then went on to discuss the Northern Dimension Environmental Partnership on nuclear waste as an example of a functioning partnership, which includes governments, international financial institutions and the civil society. He thought that the OSCE could promote political dialogue between the various actors involved in maritime projects not only at the regional and national levels, but also at the local level.

Mr. Erkki Kotiranta, Vice President, Shipping, Neste Oil, gave the private shipping industry perspective to the discussions. He stressed the importance for the industry of being open to changing market conditions and innovation as many customers today chose ship owners that use modern tools and quality ships. He said that the ship owners ought to be networked with many other areas of industry to more effectively contribute to the development of transportation concepts. Developing good cooperation between clients, partners and allied businesses contribute to the overall success of ship owners. He cautioned the authorities against introducing national directives for environmental regulations that would

introduce requirements going beyond those set up by international organizations, as this might cause competitive disadvantages. He also warned against the introduction by the EU of new maritime guidelines, e.g. the Maritime Tonnage Tax, where the implementation by the concerned countries had not been followed up, thereby creating unfair competition. He also pointed out that national permit procedures, if too long or cumbersome, could negatively effect business development. He said that before new legal provisions are created, the feasibility and achievements of current provisions ought to be carefully examined. Conflict situations between nations could also have a very detrimental effect on the shipping industry, therefore he called for the creation of a set of minimum standards for safe maritime transportation in the Baltic Sea area: winter sea faring, assistance in ice-braking services and assistance in the qualifications approval process. He finished by calling for closer cooperation between all key stakeholders in ensuring improved maritime transportation.

Anne-Beth Skrede, Marine Conservation Officer, World Wildlife Fund, said that the biggest threats to the oceans came from pollution, climate change, overfishing and alien species. International shipping represents 5% of global CO₂ emissions and they are not considered in the Kyoto Protocol. To increase security and protect the marine environment, it is important to first undertake a mapping of resources and risk areas. This can be done for example through Environmental Impact Assessments. She said that some systems and practices are already in place to protect the marine environment such as Routing, Vessel Traffic and Monitoring Systems, Long Range Identification and Trafficking Systems and Ballast Water Treatment (IMO's GloBallast Project). She emphasized the need for improved co-operation between the authorities, the private sector and civil society to ensure ratification and implementation of existing conventions like the Ballast Water Convention and the need to institute effective monitoring and control systems. She also discussed the harmful effects of oil spills and the high costs of cleaning up. She said that the WWF is working with authorities on combating oil-spills and on preparedness by providing oil spills training for volunteers. She called for visionary thinking in the shipping industry and showcased a futuristic ship powered by wind, wave and sun, using no ballast water or emissions.

In the general discussion, a participant voiced the concern that the public is often not informed about different maritime projects before the decisions have already been made. It was proposed that this could be improved through better public information and awareness raising activities. Another participant requested that the pros and cons of current and future shipping routes be discussed in more detail at the OSCE Economic and Environmental Forum in Vienna in January 2008. It was also suggested that closer cooperation on maritime related issues could be explored between the OSCE and the European Commission in view of the upcoming EU Maritime Policy. Furthermore, it was said that the OSCE dialogue and exchange of good practices would benefit from more private sector and civil society inputs. Instituting cooperation frameworks on maritime security and environmental protection at the local level was also considered important.

Recommendations

- The OSCE should promote political dialogue between the various actors, including the private sector and civil society, on maritime security and environmental protection projects not only at the regional and national levels, but also at the local level.
- The OSCE should facilitate co-operation between countries to create common rules and procedures for safe maritime transportation and environmental protection as the shipping industry needs a level playing field.
- The OSCE should help improve co-operation between authorities, the private sector and the civil society on ratification and implementation of existing conventions, like the Ballast Water Convention, including introduction of effective monitoring and control systems.
- The OSCE should assist in public information and awareness raising activities.
- Closer exchange of information should be explored between the OSCE and the European Commission in view of the upcoming EU Maritime Policy.

CONCLUDING REMARKS

by **Ambassador Marc Perrin de Brichambaut,**
OSCE Secretary General

Excellencies,
Ladies and Gentlemen,

It is a pleasure to welcome you at the concluding session of the First Preparatory Conference to the 16th OSCE Economic and Environmental Forum.

The theme of this Conference, the theme of next year's Forum - "Maritime and inland waterways co-operation in the OSCE area: Increasing security and protecting the environment" – has far reaching implications for the security, economic development and environmental sustainability in the OSCE region.

Over the last two days, we have addressed issues ranging from maritime co-operation, security and safety aspects related to maritime transport (such as vessels reporting and monitoring systems, emergency response systems, etc.), related environmental concerns (such as oil spills, ballast waters, discharges of pollutants, etc.), as well as co-operation on trans-boundary water courses and rivers. All of these issues are topical, and none of them are straightforward. All require our attention and a comprehensive response.

One of the main achievements of this Conference has been to offer a global picture of the current situation in the area of maritime and inland waterways co-operation. We have made an overview of the international frameworks for co-operation in this area and of the activities that are being carried out by the most relevant organizations. Given the complexity of the issues at stake, this ground-clearing exercise is vitally important.

The Conference also highlighted interesting regional experiences related to maritime and inland waterways co-operation -- in particular the Northern European experience and the Black Sea experience. As such, this has contributed to providing a framework for sharing information, best-practices, expertise and know-how among the OSCE participating States, within and across regions.

A main objective of a preparatory Conference is to identify specific areas where the OSCE, as a security Organization, can provide added value. During the Forum process, we should aim to develop suitable recommendations for follow-up activities for participating States and OSCE institutions, and also to forge partnership with other relevant organizations.

The strength of the OSCE lies precisely here – in the Organization's capacity to link up, build up and promote existing initiatives.

The Helsinki Conference has highlighted also the need for enhancing the implementation of existing norms and standards related to maritime and inland waterways co-operation. The implementation and enforcement of existing legal documents is of crucial importance. Certainly, the OSCE has experience to draw upon here. In this regard, we have noted also that co-operation with the UNECE should be further developed. Our dialogue with IMO should be developed into a real partnership.

The Conference has also stressed the vital role required by enhanced co-operation between different actors, including Government agencies, the private sector, international and regional organization, as well as NGOs. The OSCE is at its best when it acts as a generator of such networks for innovation.

Clearly, the OSCE can also be instrumental in stimulating synergies between various regional co-operation mechanisms. The experience gained in one region should be shared with other regions, and the OSCE can facilitate such processes. For instance, we learned about the proposal for a joint HELCOM/BSC project to address environmental pressures resulting from high density of shipping. This project would enhance partnership and contribute to the development of guidelines for rehabilitation and protection of the Black Sea, based on the examples from the Baltic Sea.

I think that we all agree that the OSCE should support such inter-regional cooperation projects.

In addition, let us note that the OSCE, together with its ENVSEC partners, has developed expertise and conducted a number of assessments of environmental threats. Perhaps this experience could be used with regard to risks assessments related to marine and inland waterways environments. This is a question to consider carefully.

Finally, capacity building, training and raising public awareness at national and regional levels are two other areas where follow-up activities could be envisaged.

These are just a few thoughts on the way ahead.

Please allow me to assure you that the Secretariat, together with the incoming Finnish Chairmanship of the OSCE, will study carefully the outcome of this meeting and will present its conclusions and proposals for future action to the OSCE bodies in Vienna for their consideration.

Excellencies,
Ladies and Gentlemen,

By actively participating in this Conference, you have all contributed to the process of identifying the OSCE's potential contribution in the area of maritime and inland waterways co-operation. I wish to thank you for this.

As a final word, I wish to thank the incoming Finnish Chairmanship not only for their warm hospitality, but also for their excellent co-operation with the Secretariat in preparing this event.

My thanks go to all for their support and contribution - to the OSCE Delegations taking part, the International Organizations, NGOs and Academics, business representatives, OSCE Economic and Environmental Officers.

CONCLUDING REMARKS

by William Hanlon,
Economic and Environmental Officer,
OSCE Mission to Georgia

The Role of the OSCE Field Presences to Support Maritime and Inland Waterways Security and Environmental Concerns

Introduction

First I wish to thank the in-coming Finnish Chairmanship for their decision to choose a topic for the next Economic Forum that combines elements from the previous two Economic Forums: first transportation and then environmental concerns. This is very helpful from the perspective of the field because it gives a common thread to our work and permits us to build on our experience and past successes. This allows us to be more efficient and effective and gives us greater opportunity to successfully follow up on the chosen topic.

Subsequently, I think there is a great deal that we can do in the field presences of the OSCE in increasing security and protecting the environment for maritime and inland waterways. I will speak particularly about the potentials that I see for Georgia, but I am sure there are many other possibilities for OSCE activities, and I would like to invite my fellow EEOs and colleagues from the different field presences to contribute their ideas during this closing debate.

Background

During this conference we have heard several times about the environmental challenges that exist for the Black Sea, and these of course are very important issues for Georgia. Non – indigenous species, eutrophication, oil pollution, etc. have already had a significant environmental impact on human health, biodiversity, and fisheries.

Furthermore, environmental problems on the Black Sea waters of Georgia will only continue to increase as anthropogenic pressures intensify in the coastal zone due to economic growth. GDP growth in Georgia is predicted to be over 10% in 2008, Foreign direct investment is also expected to double in 2008 and trade is steadily increasing as Georgia becomes an ever import trade corridor linking Europe to Asia.

Georgia is subsequently looking to expand its overall port capacity in order to meet growing demand. Georgia already has an existing oil port in Supsa which is transporting oil directly to oil tankers and oil is also transferred by rail from Azerbaijan to ships in the port of Poti. There are further port facilities in Batumi. Several companies have recently indicated their interest to build a new oil refinery on the Black Sea coast and to develop new port facilities on existing or new territories. I believe that as the “Transport Corridor Europe-Caucasus-Asia” (TRACECA) becomes further realized, maritime transport to and from Georgia will increase.

We also can not underestimate the challenges concerning security; these are obviously important in the Georgian context. Threats from terrorism events are of the gravest importance and represent both a direct threat to State economic security and the international community. First there is the physical threat to people themselves. Also, an event that disrupts the transportation links would negatively impact commerce. The ports of course could also potentially serve as a transport mechanism for terrorists, drugs, trafficking of human beings, etc.

Recommendations

So, where does the OSCE fit in from its capacity from the field presence? I believe that we are well positioned in the Mission to approach these issues, and furthermore, from the OSCE's security perspective, it is important that we do so. There are several concrete areas, and in general I believe we can categorize these into three general themes: implementation of current obligations, capacity building and awareness raising.

1. International obligations. So far we have heard of several substantial existing initiatives by various organizations working on maritime environment and security issues on the Black Sea and in Georgia. I know there are more. I believe that these initiatives are important, and that it is difficult for a transition country like Georgia to fulfill these along with all its other commitments. We in the Mission are positioned to help the countries to fulfill these obligations. This will have a positive effect for the country and for regional co-operation platforms.

2. Capacity building: We can work with the Georgian government as well as other international organizations to identify areas where we can support current capacity needs in the area of maritime environmental protection and security. We in the Mission have already contacted the Georgian government and we are in a planning phase to hold a workshop on Oil Spill Planning. Georgia is now revising its National Oil Spill Contingency Plan and has asked the Mission for assistance in preparing this effort. I am sure that we could identify other specific areas that would benefit from capacity building projects after further consultations with the Government.

3. Confidence building in conflict zones: The conflict zone of Abkhazia and Georgia share a coastline on the Black Sea. Close to the boundary of Abkhazia lies the port of Supsa, and an oil spill from a vessel or the port itself could migrate into area controlled by Abkhazia. What would happen in this situation? I do not know, but I would be very concerned and I believe it is important to address these issues before such an incident occurs. We can also use the opportunity to use this environmental issue as a bridge between the sides and build confidence through dialogue and joint environmental planning exercises. Here I think the ENVSEC initiative can play a key role. It is already working to provide support on several environmental initiatives in both regions, and I believe we are well positioned to build on these activities to promote dialogue between the sides on maritime environmental issues.

4. Port security and anti-terrorism: This is a cross dimensional issue that we could address from both the Mission's Economic and Environmental Dimension and our Anti-terrorism efforts. We could explore the issue more deeply and look for the niches that could be fulfilled. I have already spoken to our Anti-terrorism Advisor in the Mission, and he has already voiced several ideas where we can fit in, primarily by providing technical port security training sessions and workshops on best practices in port security to practitioners in Georgia.

5. Environmental awareness raising: Aarhus Centres have an important role in informing the public and could further bring them into decision making processes related to maritime environmental issues. The Mission could expand the outreach of the Aarhus Centres to include more dialogue and outreach to better inform the public. For example we sponsor a radio show on environmental issues every two weeks through the Aarhus Centre, and several radio programmes could be conducted on specific coastal environmental issues such as Integrated Coastal Zone Management planning, marine pollution, invasive species introduction in the Black Sea, etc. We could even create a new Aarhus Centre or Public Environmental Information Centre in a port city that could further promote environmental awareness raising directly to the coastal region.

6. Supporting good governance issues in the port cities: I believe that supporting local governments themselves in the port cities will help to promote safe and secure transport of good. For example we can work on corruption and build on several initiatives of the Belgian Chairmanship which has been promoting good governance in customs. We in the Mission are also supporting several Good Governance Centres that are placed in several municipalities to help them manage public assets. We could open similar centres in port cities to help support the cities' management of their infrastructure and to provide services to the citizens. This will further support democratic processes in these municipalities that would have a direct positive effect on both the security and environmental management of the cities.

Conclusion

These are just a few ideas, and I am sure that we all together will come to more specific and substantial initiatives. I would also finally like to stress that we have the best chance of success in the field if we all work together. We can only reach our potential if we have the support of the OSCE Delegations, the OSCE Secretariat, and from our existing and future partners. With these pieces in place, we will be able to fully assist the in-coming Finnish Chairmanship achieve success in its priorities.

CONCLUDING REMARKS

**by Ambassador Antti Turunen,
Permanent Representative of Finland to the OSCE**

Excellencies,
Ladies and Gentlemen,

It is my pleasure to make some concluding remarks at the end of the First Preparatory Conference to the Sixteenth OSCE Economic and Environmental Forum.

First of all, I would like to thank all the speakers for their excellent presentations which have stimulated debate. I would also like to thank all the moderators for their effort to steer discussion, as well as the rapporteurs for their valuable work. Last but not least I would like to thank you all for contributing to interesting and lively discussion and to the successful start of the 16th EEF.

I would like to emphasize the continuity and thank the present and previous Chairmanship for their support to the Conference.

We have now taken the first step. There will be many steps in the process. The future process and input from all of you will define the final outcome of the Forum. However, at this stage I would like to make some general points on the basis of the deliberations of these two days.

In my view, this Preparatory Conference has confirmed the relevance of the theme (*"Maritime and inland waterways co-operation in the OSCE area: Increasing security and protecting the environment"*).

I think the discussion has clearly highlighted that the security of waterways is a pressing matter that requires urgent action. It has also been underlined that environmental problems are increasing and becoming more complex and severe. I don't think that the trend can be reversed if the risks are not analyzed thoroughly and counter-measures defined together.

The need for enhanced co-operation at all stages and between various actors has come up in many presentations. The importance of policy integration and close coordination between different authorities has also been stressed. I think that the OSCE is well-placed to raise awareness in this respect and contribute to the better understanding of challenges. The OSCE could help to find solutions to problems. The OSCE could mobilize political will. The OSCE could work in the area of capacity building. Many have pointed out that the OSCE could contribute to the implementation of existing norms and standards in the area of maritime safety and security as well as environmental protection. The OSCE could also encourage participating States to accede to and implement relevant conventions.

As has been stressed before, the OSCE has its own political profile among international organizations. The OSCE can use its network to promote dialogue and build bridges between policy-makers and experts of participating States as well as between various other stakeholders, such as international organizations like IMO and UNECE, private enterprises, academia, and NGOs. I think that is exactly what we have done here in Helsinki. It will be important to continue the dialogue.

I would also like to stress the important role the OSCE field presences will play in the context of the theme. We just heard how the theme looks from the perspective of one field presence.

Like Secretary General Perrin de Brichambaut has mentioned, the incoming Chairmanship together with the OCEEA will carefully reflect on the outcome of this Conference and will come back to these ideas at a later stage.

How do we continue from here? In Vienna we will build upon the discussions and recommendations of this Helsinki Preparatory Conference. The geographical focus will be the same, in other words we will continue examining especially the Baltic Sea, the Black Sea and the inland waterways. The Second Preparatory Conference in Ashgabat in March 2008 will continue addressing the topic with a focus on the Caspian Sea, the Mediterranean and the landlocked countries. The Prague segment will build upon the deliberations of Ashgabat but will also draw general conclusions in the context of the 16th EEF. The agreed set of commitments will also be reviewed in Prague.

I commend the effort of the Economic and Environmental Coordinator to convene members responsible for economic and environmental questions in the missions to an internal meeting here in Helsinki starting tomorrow. I would encourage them to come up with ideas for projects and other activities for next year.

With these ideas I would now like to turn to some preliminary conclusions of the conference:

1. The OSCE plays a key role in mobilizing political will in participating States to address security and environmental issues in relation to maritime and inland waterways co-operation
2. As a facilitator, the OSCE lends its support to the work done within the existing international frameworks, in particular United Nations Economic Commission for Europe (UNECE) and International Maritime Organization (IMO). As one concrete example, the need for an early ratification and implementation of the Ballast Water Management Convention was highlighted
3. The OSCE is well-placed to enhance the exchange of best practises of regional co-operation mechanisms such as HELCOM and the Black Sea Commission
4. The role of the OSCE field presences was highlighted in particular in terms of capacity building and promotion of regional co-operation
5. The OSCE provides a platform for conflict prevention and post-conflict rehabilitation, including in issues pertaining to waterways
6. The work done within the Environment and Security Initiative (ENVSEC) was highlighted, and the OSCE will continue to contribute to this initiative
7. The OSCE projects and capacity building activities benefit from co-operation with international organizations and financial institutions; the EU Central Asian Strategy opens perspectives for support
8. The OSCE contributes to the multi-stakeholder dialogue among various actors, including business community, civil society, and academia

Finally, I would like to thank the Coordinator's Office for the good co-operation in organising this Preparatory Conference.

I would also like to thank the interpreters and the staff of the Hotel Kalastajatorppa.

And once more I would like to thank you for contributing to the successful start of the 16th EEF. I look forward to seeing you again in Vienna, Ashgabat and Prague.

Thank you for your attention.



Organization for Security and Co-operation in Europe

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

Helsinki, 11 September 2007

First Preparatory Conference to the Sixteenth OSCE Economic and Environmental Forum

“Maritime and inland waterways co-operation in the OSCE area: Increasing security and protecting the environment”

Helsinki, 10-11 September 2007

ANNOTATED AGENDA

Monday, 10 September 2007

09.00 - 09.30 **Opening Plenary Session** (open to Press)

Moderator: Ambassador Aleksi Härkönen, Head of the OSCE Task Force, Ministry for Foreign Affairs of Finland, incoming OSCE Chairmanship for 2008

Introductory remarks by:

- **Dr. Teija Tiilikainen**, State Secretary (Political), Ministry of Foreign Affairs, Finland, incoming OSCE Chairmanship for 2008
- **Ambassador Jose Angel López-Jorriñ**, Head of the OSCE Task Force, Ministry of Foreign Affairs, Spain, OSCE Chairmanship
- **Mr. Bernard Snoy**, Co-ordinator of OSCE Economic and Environmental Activities

09.30 – 11.00 **Session I - International framework of maritime and inland waterways co-operation**

Moderator: Mr. Bernard Snoy, Co-ordinator of OSCE Economic and Environmental Activities
Rapporteur: Mr. Gabriel Leonte, Economic and Environmental Adviser, OSCE/OCEEA

Speakers:

- **Mr. Andy Winbow**, Director of Administration, International Maritime Organization (IMO) - *security and environmental protection in the international maritime context*
- **Mr. Jaromir Cekota**, Economic Affairs Officer, Transport Division, UNECE – *the UNECE framework for inland waterways co-operation*

Illustrative questions that could be addressed during the discussion:

- *How can the OSCE best benefit from and lend its support to the international framework in order to increase security and protect the environment?*
- *How can the OSCE lend its support to IMO conventions?*
- *How could the co-operation between the UNECE and the OSCE be further developed in the area of inland waterways?*

11.00 – 11.30 Coffee break

11.30 – 13.00 **Session II - Maritime and inland waterways co-operation: the Northern European experience: current status and the way ahead**

Moderator: Mr. Martti Poutanen, Deputy Director of Bilateral and Regional Co-operation, Ministry of Environment, Finland

Rapporteur: Mr. Torbjorn Bjornvatn, Economic and Environmental Officer, OSCE Office in Baku

Speakers:

- **Ms. Monika Stankiewicz**, Professional Secretary, Maritime&Response, Baltic Marine Environment Protection Commission (the Helsinki Commission – HELCOM) – *HELCOM and inter-regional co-operation*
- **Mr. Rustem Khamitov**, Head, Russian Federal Agency of Water Resources – *current situation and perspectives in the development of the international co-operation in the area of maritime and inland waterways in the Russian Federation*
- **Mr. János Herman**, Principal Adviser, DG Relex, European Commission

Illustrative questions that could be addressed during the discussion:

- *How can the existing co-operation mechanisms in Northern Europe be fully used?*
- *What are the lessons learned and what are the challenges in the future?*
- *Could North European experiences be utilized in other OSCE regions?*

13.00 – 15.00 Lunch break

15.00 – 16.30 **Session III – Transport security and co-operation issues**

Moderator: Mr. Marc Baltes, Senior Adviser, OSCE/OCEEA

Rapporteur: Mr. Roel Janssens, Economic and Environmental Adviser, OSCE/OCEEA

Speakers:

- **Captain Paavo Wihuri**, Director of Maritime Safety and Security, Finnish Maritime Administration
- **Mr Harry Liiv**, Deputy Secretary General, Ministry of Environment, Estonia
- **Ms. Eva Descamps**, Agency for Maritime Services, Shipping Assistance Division, Flemish Government, Belgium - *Vessel Traffic Services on the river Scheldt. The common nautical management between Flanders and the Netherlands*

Illustrative questions that could be addressed during the discussion:

- *What are the main obstacles to transport security?*
- *What is the role of exchange of information, monitoring, joint traffic management etc. for transport security?*

- *What can be done to further improve the co-operation between different actors?*
- *Can improved transport security contribute to sustainable environmental policies?*

16.30 – 17.00 Coffee break

17.00 – 18.30 **Session IV – Protecting the environment and enhancing co-operation**

Moderator: Ms. Anne-Beth Skrede, Marine Conservation Officer, WWF

Rapporteur: Mr. David Swalley, Economic/Environmental Affairs Officer, OSCE/OCEEA

Speakers:

- **Ms. Kirsten Ullbæk Selvig**, Director General, Ministry of Fisheries and Coastal Affairs, Norway
- **Dr. Stephan Gollasch**, GoConsult Germany - *impact of ballast water on the environment*
- **Ms. Violeta Velikova, PhD**, Pollution Monitoring and Assessment Officer, Permanent Secretariat of the Commission on the Protection of the Black Sea Against Pollution (the Black Sea Commission - BSC) - *protecting the environment and enhancing cooperation in the Black Sea region*

Illustrative questions that could be addressed during the discussion:

- *What are the main challenges to the environment resulting from maritime and inland waterway transportation?*
- *What can be done to prevent accidents and be better prepared for emergencies?*

19.00 Reception

Tuesday, 11 September 2007

09.00 – 10.30 **Session V - Maritime co-operation: the Black Sea experience: current status and the way ahead**

Moderator: Mr. Alexey Stukalo, Deputy Co-ordinator of OSCE Economic and Environmental Activities

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

Speakers:

- **Captain Serban Berescu**, Director, Naval Operations Department, Romanian Naval Authority
- **Mr. Basat Öztürk**, Deputy Director General for Maritime and Aviation Affairs, Ministry of Foreign Affairs, Turkey
- **Mr. Viktor Bezdolnyy**, Director of the State Enterprise "Delta-Lotsman", Ministry of the Transport and Communications, Ukraine – *navigation security system of Ukraine in the Azov and Black Sea basin*

Illustrative questions that could be addressed during the discussion:

- *How can the existing co-operation mechanisms in the Black Sea be fully used?*
- *What are the lessons learned and what are the challenges in the future?*
- *Could Black Sea experiences be shared with other OSCE regions?*

10.30 – 11.00 Coffee break

11.00 – 12.30 **Session VI – Co-operation in transboundary water courses and rivers**

Moderator: Ambassador Milovan Bozinovic, President, the Danube Commission

Rapporteur: Ms. Anne Suotula, Senior Project Officer, Office of the OSCE Project Co-ordinator in Uzbekistan

Speakers:

- **Mr. Aliksandr Stankevich**, Deputy Director, Central Research Institute for Complex Use of Water Resources, Belarus - *participation of the Republic of Belarus in international projects of transboundary water flows*
- **Mr. Bo Libert**, Regional Environmental Adviser, UNECE – *the Dniester project*
- **Ms. Inkar Kadyrzhanova**, Head of Environment and Sustainable Development Unit, UNDP Kazakhstan, and Regional Desk Officer, Environment and Security Initiative - Central Asia - *ENVSEC-Amu-Darya assessment project*

Illustrative questions that could be addressed during the discussion:

- *What are the particular challenges in the co-operation in transboundary water courses and rivers?*
- *How could co-operation be strengthened to face new climatic challenges?*

12.30 – 14.00 Lunch break

14.00 – 15.30 **Session VII - The need for co-operation between different actors (Government agencies, private sector, International financial institutions, NGOs etc.)**

Moderator: Mr. Alistair Clark, Corporate Director of the Environment and Sustainability Department, EBRD

Rapporteur: Ms. Nina Lindroos-Kopolo, Economic Governance Unit, OSCE/OCEEA

Speakers:

- **Mr. Alistair Clark**, Corporate Director of the Environment and Sustainability Department, EBRD
- **Mr. Erkki Kotiranta**, Vice President, Shipping, Neste Oil
- **Ms. Anne-Beth Skrede**, Marine Conservation Officer, WWF

Illustrative questions that could be addressed during the discussion:

- *How can cooperation between different actors be improved?*
- *What could be the role of private sector enterprises in developing norms and practices?*
- *How could the experience of different NGO's be included in policy formulation?*

15.30 – 16.00 Coffee break

16.00 – 17.30 **Closing debate: the role of the OSCE**

Moderator: Mr. Bernard Snoy, Co-ordinator of OSCE Economic and Environmental Activities

Rapporteur: Ms. Marja Kuosmanen, Permanent Mission of Finland to the OSCE

Concluding remarks by:

- **Ambassador Marc Perrin de Brichambaut**, OSCE Secretary General
- **Mr. William Hanlon**, Economic and Environmental Officer, OSCE Mission to Georgia
- **Ambassador Antti Turunen**, Permanent Representative of Finland to the OSCE

Illustrative questions that could be addressed during the discussion:

- *How relevant is the OSCE experience in cooperation and security to maritime and inland waterway transportation questions?*
- *How do the increasing challenges facing the environment affect the comprehensive security agenda of the OSCE (past and future)?*



Organization for Security and Co-operation in Europe

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

Helsinki, 11 September 2007

First Preparatory Conference to the Sixteenth OSCE Economic and Environmental Forum

“Maritime and inland waterways co-operation in the OSCE area: Increasing
security and protecting the environment”

Helsinki, 10-11 September 2007

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LOG OF CONTRIBUTIONS

FOR THE FIRST PREPARATORY CONFERENCE TO THE SIXTEENTH OSCE ECONOMIC AND ENVIRONMENTAL FORUM:

MARITIME AND INLAND WATERWAYS CO-OPERATION IN THE OSCE AREA: INCREASING SECURITY AND PROTECTING THE ENVIRONMENT

HELSINKI, 10-11 SEPTEMBER 2007

Document ID	Date	Author	Title	Language
I. OPENING PLENARY SESSION				
PC.DEL/870/07	10.09.07	Finland	Dr. Teija Tiilikainen , State Secretary (Political), Ministry of Foreign Affairs, Finland, incoming OSCE Chairmanship for 2008	English
CIO.GAL/135/07	10.09.07	Spain	Opening statement by Ambassador Jose Angel Lopez-Jorrin , Head of OSCE Task Force, Ministry for Foreign Affairs, Spain	English
SEC.GAL/165/07	10.09.07	OCEEA	Introductory Remarks by Mr. Bernard Snoy , Co-ordinator of OSCE Economic and Environmental Activities	English
II. SESSION I				
INTERNATIONAL FRAMEWORK OF MARITIME AND INLAND WATERWAYS CO-OPERATION				
Summary excerpt	10.09.07	Rapporteur	Mr. Gabriel Leonte , Economic and Environmental Adviser, Economic and Environmental Forum Unit, OSCE/OCEEA	English
PC.DEL/880/07	13.09.07	International Maritime Organization	Mr. Andy Winbow , Director of Administration, Security and Environmental Protection in the International Maritime Context	English
PC.DEL/863/07	10.09.07	UNECE	Mr. Jaromir Cekota , Economic Affairs Officer, The UNECE framework for inland waterways co-operation	English
III. SESSION II				
MARITIME AND INLAND WATERWAYS CO-OPERATION: THE NORTHERN EUROPEAN EXPERIENCE: CURRENT STATUS AND THE WAYS AHEAD				
Summary excerpt	10.09.07	Rapporteur	Mr. Torbjorn Bjorvatn , Economic and Environmental Officer, OSCE Office in Baku	English
PC.DEL/853/07	07.09.07	Helsinki Commission	Ms. Monika Stankiewicz , Professional Secretary, HELCOM and inter-regional co-operation	English
PC.DEL/860/07	07.09.07	Russian Federation	Mr. Rustem Khamitov , Head of the Russian Federal Agency of Water Resources	Russian
PC.DEL/868/07	10.09.07	European Commission	Mr. Janos Herman , Principal Adviser	English

IV. SESSION III				
TRANSPORT SECURITY AND CO-OPERATION ISSUES				
Summary excerpt	10.09.07	Rapporteur	Mr. Roel Janssens , Economic and Environmental Adviser, Economic and Environmental Forum Unit, OSCE/OCEEA	English
PC.DEL/864/07	10.09.07	Finland	Captain Paavo Wihuri , Director of Maritime Safety and Security, Finish Maritime Administration	English
PC.DEL866/07	10.09.07	Estonia	Mr. Harry Liiv , Deputy Secretary General, Ministry of Environment	English
PC.DEL/854/07	07.09.07	Belgium	Ms. Eva Descamps , Agency for Maritime Services, Vessel Traffic Services on the river Scheldt. The common nautical management between Flanders and the Netherlands	English
V. SESSION IV				
PROTECTING THE ENVIRONMENT AND ENHANCING CO-OPERATION				
Summary excerpt	10.09.07	Rapporteur	Mr. David Swalley , Economic and Environmental Affairs Officer, Environmental Security and Co-operation Unit OCEEA	English
PC.DEL/855/07	07.09.07	Norway	Ms. Kirsten Ullbaek Selvig , Ministry of Fisheries and Coastal Affairs, Transport Corridors and protection of the Environment	English
PC.DEL/856/07	07.09.07	The Black Sea Commission	Ms. Violeta Velikova , Pollution Monitoring and Assessment Officer, PhD, Protecting the Environment and enhancing cooperation in the Black Sea region	English
PC.NGO/38/07	10.09.07	GoConsult, Germany	Dr. Stephan Gollasch , Impact of Ballast Water	English
VI. SESSION V				
MARITIME CO-OPERATION: THE BLACK SEA EXPERIENCE: CURRENT STATUS AND THE WAY AHEAD				
Summary excerpt	11.09.07	Rapporteur	Mr. Yaroslav Yurtsaba , SME Development Advisor, Office of the OSCE Project Co-ordinator in Ukraine	English
P.DEL/857/07/Rev.1	11.09.07	Ukraine	Mr. Viktor Bezdolnyy , Navigation Security System of Ukraine in the Azov and Black Sea Basin	Russian
PC.DEL/867/07	10.09.07	Romania	Captain Serban Berescu , Director of Naval Operations Department, Romanian Naval Authority	English
PC.DEL/876/07/Add. 1	11.09.07	Turkey	Mr. Basat Öztürk , Deputy Director General for Maritime and Aviation Affairs, Ministry of Foreign Affairs	English
VII. SESSION VI				
CO-OPERATION IN TRANSBOUNDARY WATER COURSES AND RIVERS				
Summary excerpt	11.09.07	Rapporteur	Report of the Rapporteur of Session VI: Ms. Anne Suotola , Senior Project Officer, Office of the OSCE Co-ordinator in Uzbekistan	English
PC.DEL/858/07	07.09.07	Belarus	Mr. Aliaksandr Stankevich , Deputy Director of the Central Research Institute for Complex Use of Water Resources Participation of the Republic of Belarus in international projects of transboundary water flows	English

PC.DEL/872/07	11.09.07	UNECE	Mr. Bo Libert , Regional Economic Adviser, UNECE – the Dniester Project	English
PC.DEL/873/07	11.09.07	UNDP	Ms. Inkar Kadyrzhanova , Head of Environment and Sustainable Development Unit, ENVSEC-Central Asia	English
VIII. SESSION VII THE NEED FOR CO-OPERATION BETWEEN DIFFERENT ACTORS (GOVERNMENT AGENCIES, PRIVATE SECTOR, INTERNATIONAL FINANCIAL INSTITUTIONS, NGOs, ETC)				
Summary excerpt	11.09.07	Rapporteur	Report by the Rapporteur of Session VII: Ms. Nina Lindroos-Kopolo , Economic Governance Unit, OSCE/OCEEA	English
PC.DEL/878/07	11.09.07	EBRD	Mr. Alistair Clark , Corporate Director of the Environment and Sustainability Department	English
PC.NGO/40/07/Corr.1	11.09.07	Neste Oil	Mr. Erkki Kotiranta , Vice President, Shipping, Neste Oil	English
PC.NGO/56/07		WWF	Ms. Anne-Beth Skrede , Marine Conservation Officer	English
IX. CLOSING DEBATE: THE ROLE OF THE OSCE				
SEC.GAL/174/07	19.09.07	OSCE	Ambassador Marc Perrin de Brichambaut , OSCE Secretary General	English
PC.FR/20/07	20.09.07	OSCE	Mr. William Hanlon , Economic and Environmental Officer, OSCE Mission to Georgia	English
PC.DEL/921/07	21.09.07	OSCE	Ambassador Antti Turunen , Permanent Representative of Finland to the OSCE	English
X. GENERAL CONTRIBUTIONS				
SEC.GAL/156/07	05.09.07	OSCE/OCE EA	Annotated Agenda	English
n/a	11.09.07	OSCE/OCE EA	List of participants	English
SEC.GAL/157/07	05.09.07	OSCE/OCE EA	Concept Paper for the First Preparatory Conference to the Sixteenth OSCE Economic and Environmental Forum - "Maritime and inland waterways cooperation in the OSCE area: Increasing security and protecting the environment", Helsinki, 10-11 September 2007	English
PC.DEL/859/07	07.09.07	Bulgaria	Mr. Anton Pashov , Bulgarian Maritime Administration's Safety and Security and Environment Protection Projects	English
PC.NGO/39/07	11.09.07	Georgia	Mr. David Normania , Chairman, Board of Association of Young Economists	Russian
PC.DEL/900/07	19.09.07	Tajikistan & OSCE Center in	Mr. Saulius Smalys , Environmental Officer, OSCE Centre in Dushanbe and Mr. Neimatullo Safarov , Director of the Tajik	English Russian

		Dushanbe	Scientific Laboratory on Nature Protection, National Coordinator of the UN Convention on Biodiversity – Closing debate	
PC.DEL/895/07	17.09.07	International Sava River Basin Commission	Mr. Dejan Komatina , Secretary, International Sava River Basin Commission - Plenary Session 6	English