



**Organization for Security and Co-operation in Europe**

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

**Vienna, 9 April 2008**

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

Subject: Second Preparatory Conference to the 16<sup>th</sup> OSCE Economic and Environmental Forum: “Maritime and inland waterways co-operation in the OSCE area: Increasing security and protecting the environment”, Ashgabad, 6-7 March 2008.

Attached herewith is a document consisting of the Consolidated Summary of the Second Preparatory Conference to the 16<sup>th</sup> 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 Ashgabad on 6 - 7 March 2008.





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## **CONSOLIDATED SUMMARY**

**SECOND 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**

**ASHGABAD, 6 - 7 MARCH 2008**

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# EXECUTIVE SUMMARY

## **Introduction**

The theme of the Second Preparatory Conference for the 16<sup>th</sup> OSCE Economic and Environmental Forum was “Maritime and inland waterways co-operation in the OSCE area: Increasing security and protecting the environment”.

The meeting was organized in close co-operation by the Finnish Chairmanship of the OSCE and the Office of the Co-ordinator of OSCE Economic and Environmental Activities (OCEEA) with the support of the Government of Turkmenistan and the OSCE Centre in Ashgabad. It followed the First Part of the 16<sup>th</sup> OSCE Economic and Environmental Forum, which was held on 28-29 January 2008 in Vienna and the First Preparatory Conference, which took place in Helsinki on 10-11 September 2007. The Second Part of the Economic and Environmental Forum will be organized in Prague, on 19-21 May 2008.

The Second Preparatory Conference in Ashgabad, focused 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.

The Conference was opened by H.E. Rashid Meredov, Minister of Foreign Affairs, Deputy Chairman of the Cabinet of Ministers of Turkmenistan, Ambassador Aleksi Härkönen, Head of the OSCE Task Force, Ministry for Foreign Affairs of Finland and representative of the OSCE Finnish Chairmanship, and Ambassador Marc Perrin de Brichambaut, Secretary General of the OSCE. Ambassador Pierre Morel, Special Representative for Central Asia gave a keynote address, stressing the contribution of the “EU Strategy for Central Asia” to addressing the challenges faced by the region. Ms. Tuula Yrjölä, Director, Eastern Europe and Central Asia, Ministry for Foreign Affairs of Finland/OSCE Chairmanship and H.E. Khoshgeldi Babaev, Deputy Minister of Foreign Affairs of Turkmenistan, addressed the Closing Session.

Over 150 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 were posted and are available on the OSCE conference website: [http://www.osce.org/conferences/eef\\_2008\\_ashga.html](http://www.osce.org/conferences/eef_2008_ashga.html).

## **Structure of the Conference**

The Conference consisted of an opening session, four plenary sessions, four working groups’ sessions and a concluding debate focusing on the role of the OSCE in the follow-up process.

The sessions were dedicated to the following topics:

- Plenary Session I – Opportunities and challenges in the Caspian region and in Central Asia
- Plenary Session II – Addressing the challenges of landlocked countries
- Plenary Session III – Experiences in maritime co-operation in the Mediterranean region
- Plenary Session IV - Good governance in maritime and inland waterways transportation: economic and environmental aspects
- Working Group I Maritime environmental challenges
- Working Group II Challenges in transit transportation
- Working Group III River basin co-operation
- Working Group IV Port, ships and container security

## **Recommendations**

The Ashgabad 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.

A detailed overview of the discussions and the recommendations stemming from each session is presented in the **Rapporteurs’ Reports** section 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.

**Some selected preliminary ideas and suggestions are presented below, for easy reference.**

**Maritime co-operation** usually requires a multi faceted approach combining global, regional and sub-regional initiatives. The importance of regional co-operation, an eco-system approach and integrated coastal zone management was stressed.

Effective maritime co-operation should be based on the implementation of relevant international conventions. Then, at national level, corresponding national legislation and effective national institutions should be put in place. Capacity building is yet another important element. Stakeholder participation was repeatedly emphasized as an important element of good governance.

A number of relevant international conventions were mentioned during the discussions, such as MARPOL, UNCLOS, the Basel Convention and the Ramsar Convention. The international conventions, regulations and guidelines, if properly implemented at the national level, contribute to promoting good governance

Regional initiatives were also presented, such as the Barcelona Convention, Euro-Med, MAP (for the Mediterranean Sea), the Helsinki Convention and the Helsinki Commission for Baltic Sea, the OSPAR Convention and OSPAR Commission for North-East Atlantic Sea etc.

In the Adriatic Sea, there are a number of initiatives such as the Adriatic Sea Partnership, the Trilateral Commission for the Protection of the Adriatic Sea, the Adriatic-Ionian Initiative, with whom the OSCE could co-operate.

In the Mediterranean Sea, the protection of biodiversity and combating climate change are priorities, as this region is one of the most vulnerable to climate change in the world. The OSCE Economic and Environmental Forum is a good framework for dialogue over this subject.

With regard to the **Caspian Sea region**, the need for closer co-operation between the littoral States was stressed, in particular with regard to environmental matters, oil spills preparedness and response and emergency preparedness.

The important role played by the Framework Convention on Protection of the Marine Environment in the Caspian Sea (Teheran Convention) as well as by the Caspian Environmental Programme was emphasized.

The OSCE could act as a political platform to enhance regional co-operation and also facilitate training and capacity building activities, using also the OSCE field offices in the region.

The OSCE and its partners could also envisage joint activities within the framework of the Environment and Security (ENVSEC) Initiative. An assessment of the situation with regard to environmental security in the Eastern Caspian region is currently being finalized and it could result in concrete project ideas, some of which with transboundary dimensions.

A representative of Azerbaijan suggested establishing in Baku an OSCE Coordination Centre, which could have the following main objectives: to carry out research and studies in the field of maritime transportation safety and security in the Caspian Sea; to monitor the environmental situation in order to protect biodiversity; to promote better search and rescue activities in the Caspian Sea; to conduct seminars, workshops and trainings to contribute to enhancing the prevention and response capacity to oil spills.

With regard to **oil spills prevention and response** a number of elements were emphasized, such as: the importance of regional co-operation, of regional and national contingency plans developed in compliance with international obligations, the increased need for national capacity building, and the crucial relevance of the co-operation between all stakeholders - governments, oil and shipping industries, local communities, NGOs etc. Research, technology and creative thinking should also be encouraged.

The OSCE should advocate the need for high environmental security standards and norms. The existing legal framework also needed to be refined and be brought in line with the international instruments. The current developments under the Teheran Convention needed to be continued and enhanced and progress should be constantly monitored.

The regional oil industry co-operation under the Oil Spill Preparedness Regional Initiative (OSPRI) was yet another positive example. It was also mentioned that national oil spill contingency plans as well as local contingency plans for ports, terminals, offshore platforms, pipelines are important and they should be coordinated.

It was emphasized that the OSCE, as a political organization, has an important role to play, particularly by providing a platform of co-operation and experience sharing among different countries and stakeholders.

The OSCE, in co-operation with partners such as the IMO, OSPRI, CEP, could develop capacity building programmes contributing to the protection of the marine environment of the Caspian Sea Region, in particular with regard to oil spills preparedness and response.

The OSCE should continue to support ‘Aarhus Centres’ and new ‘Aarhus Centres’ could be established in the Caspian Sea region (for example in Atyrau). A network of Aarhus Centres on the Caspian could be envisaged. ‘Aarhus Centres’ should contribute to raising public awareness of the ecological problems of the Caspian, provide the public with quality ecological information, encourage civil participation, provide trainings and facilitate dialogue.

The OSCE, following the 14<sup>th</sup> Economic Forum in 2006 and the Ministerial Decision No. 11/06 on “Transport Dialogue in the OSCE”, has already contributed a lot in bringing together its participating States and the Partners for Co-operation to discuss issues related to **transport and transit**, and in **addressing the specific challenges of landlocked countries**. There is a strong support for the continuation of the OSCE involvement towards enhancing political, trade and economic co-operation for the landlocked countries in the region. The implementation of the Almaty Declaration and Programme of Action should continue to be supported.

A number of other international and regional organizations such as the UNECE, the World Trade Organization (WTO), the World Customs Organization (WCO), the UN SPECA, TRACECA, ADB/CAREC, Eurasec, SCO also have activities in these areas. Future regional activities should build upon existing international agreements and conventions. Future activities should in particular address facilitation issues, contribute to a more effective implementation, and enhance the know-how through capacity building. Addressing corruption is yet another important area of involvement.

The OSCE should facilitate regional co-operation on transport and transit aiming at increasing the transport and transit potential in landlocked countries, assisting in attracting FDI and new technological innovations; facilitate the development of favourable business conditions, promoting the exchange of experience between the EU and the Central Asian States, harmonization of legislation governing border crossings. These could be achieved through political dialogue and through capacity building and training programs.

The OSCE should also promote dialogue between neighbouring states in the Central Asian region with carriers, freight forwarding companies, sea port administrators, international organizations, financial institutions, consulting companies, and private sector representatives to try to find solutions to common problems.

The OSCE should also promote inter-institutional co-ordination and co-operation at national level.

Existing transport and transit corridors crossing the region need to be more effective and in that regard border issues have to be addressed with priority. The OSCE is well placed to address this issue in a comprehensive way. The development of a Handbook on Best Practices at Border Crossings would be a natural consolidation and extension of the OSCE engagement to-date.

A representative of Tajikistan called upon the OSCE to look into the possibility to rehabilitating waterway routes in the country.

The OSCE has a mandate with regard to **port, ship and container security**, based on two Ministerial Council Decisions: No. 9/04 on “Enhancing Container Security” and No. 6/05 on “Further Measures to Enhance Container Security”.

It was stressed that the OSCE had a role to play in promoting the ratification and proper implementation of related international legal instruments such as the ILO/IMO Code of Practice on Security in Ports, the IMO’s International Ship and Port Facility Security (ISPS) Code and the WCO’s SAFE Framework of Standards. Raising awareness should be complemented with capacity



building activities for those responsible for the implementation of the above instruments. Thus, the OSCE would enable integrated supply chain management for all modes of transport and promote co-operation between the customs and the business communities as well as inter-agency co-operation at the national level.

In this context, another legal instrument developed by the ILO was mentioned, namely the revised Seafarers' Identity Documents Convention.

The need for improved co-operation at a regional level, notably in the Caspian Sea region was also emphasized. The OSCE has an important role to play in bringing about coordinated action; it can offer a platform for the exchange of best practices at regional and intra-regional level.

With regard to **river basin co-operation and water management** in Central Asia, it was pointed out that the existing agreements needed to be updated. There is also a need for transparent information exchange. In those regards, international experiences would be beneficial. Another topical issue for the region is the regulation of the energy / water nexus and the development and improvement of water saving strategies. Water related issues would be best dealt with at regional level. The importance of building co-operation with Afghanistan was furthermore a priority.

The OSCE could assist in all these areas and even play a leading role. The OSCE could be a political platform for the region, promoting advancement of current legal agreements, holding trainings to assist specialists in the region, working with NGOs etc.

A representative of Tajikistan invited the participants to the Conference on “Water related disaster risk reduction”, initiated by the President of Tajikistan, to be held at the end of June 2008, in Dushanbe.

## **Annexes**

A number of annexes - *Agenda, List of Participants and Log of Contributions* - have been attached to give a more complete picture of the Ashgabad Conference. For further reading, please note that background documents from this conference can be found on the OSCE Website under [http://www.osce.org/conferences/eef\\_2008\\_ashga.html](http://www.osce.org/conferences/eef_2008_ashga.html) 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](http://www.osce.org/eea).

## INTRODUCTORY REMARKS

**by Ambassador Aleksi Härkönen,  
Head of the Finnish OSCE Chairmanship Task Force**

Your Excellency Minister Meredov,  
Mr. Moderator,  
Mr. Secretary General,  
Excellencies,  
Ladies and Gentlemen,

On behalf of the OSCE Chairman-in-Office Foreign Minister Ilkka Kanerva, I would like to extend a sincere thanks and appreciation to the Government of Turkmenistan for taking the initiative to host this Conference on “Maritime and inland waterways co-operation in the OSCE area: Increasing security and protecting the environment”. The Finnish Chairmanship regards the invitation by Turkmenistan a most welcome sign of its determination to increase its international cooperation and utilize the opportunities provided by the OSCE in its relations with other participating States.

I would like to pay tribute to H.E. Rashid Meredov, Minister for Foreign Affairs for his most interesting introductory message.

Finland finds it important that the 16<sup>th</sup> Economic and Environmental Forum and its preparatory Conferences are conducted in the spirit of good-neighbourly relations between OSCE participating States, aiming to develop wider regional and international initiatives to tackle our common challenges. I am delighted that we can now benefit from the special perspectives provided by the regions of Central Asia, the Caspian Sea as well as the Mediterranean on maritime and inland waterways cooperation.

The geographic position of the landlocked countries can be challenging, as transport and logistics are key elements of trade and economic development. These crucial questions were also addressed during the Belgian OSCE Chairmanship in 2006 and its follow-up activities, as well as during the Spanish Chairmanship last year. The Finnish Chairmanship appreciates the interest of the landlocked participating States to use the OSCE as forum for debate. I look forward to the session on situation of the landlocked countries and hope that our discussions will give guidance for the future activities of the OSCE.

With the help of the OSCE participating States and specialized regional organizations, we are building a more comprehensive view of the subject matter. We are mapping the problems of maritime and inland waterways cooperation in the OSCE area in order to tackle the problems and to exchange best practices and experiences. By taking into account security and environmental concerns as well as economic aspects we should be able to address these issues as they exist in reality. Our work benefits from the wide participation of various stakeholders including the 56 participating States, international organizations, academia, private enterprises and non-governmental organizations.

We are living in a world where the tendency is towards globalization and increased interdependency. This has been clearly shown by developments in international trade as well as by

emerging challenges to security and the environment. Sustainable development is built on all of these aspects. It is also built on the good governance of our material and human resources.

In this connection I would like to raise the issue of climate change as a growing global environmental concern. It may have a serious impact on human activities. It may soon alter priorities in international cooperation. Widespread shortage of water, raising sea levels, increased flooding and prolonged draughts need to be addressed urgently by all states, not only by those affected first.

In order to be useful in these efforts the OSCE must provide added value. First of all we should look into possibilities of the OSCE to raise political awareness and lend its support to the work of specialized organizations. Secondly we should look at the OSCE's own possibilities for action. I would like to thank the OSCE Field Operations for engaging in useful economic and environmental projects, often in close coordination with other international actors and in good cooperation with the governments of the host countries. The OSCE should pay particular attention to training and capacity building projects, which also often top the wish lists of host governments.

When discussing the activities of OSCE field presences I would like to underline the special character of OSCE cooperation. It is based on a comprehensive concept of security, which includes cooperation in politico-military, economic and environmental as well as human dimension issues. The participating States would do well to make use of the wide range of opportunities available to them.

The support of the EU is particularly important for the work of the OSCE. I am pleased with the good cooperation between the OSCE and the EU and look forward to Ambassador Pierre Morel's keynote address this morning.

I wish to end by thanking, on behalf of the Finnish OSCE Chairmanship, the Government of Turkmenistan for providing the participants of the Conference with excellent facilities for deliberations and for all the wonderful expressions of hospitality that we have already experienced. I would also like to thank the Secretary General, Ambassador Marc Perrin de Brichambaut, the Coordinator of OSCE Economic and Environmental Activities, Mr. Bernard Snoy and his team for their contribution in preparing the Conference. Finally I would like to thank Ambassador Ibrahim Djikic, Head of the OSCE Center and his team for making this Conference a priority in their activities here in Turkmenistan.

## **INTRODUCTORY REMARKS**

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

Your Excellency,  
Distinguished Ambassadors,  
Ladies and Gentlemen,

I am delighted to join H.E. Rashid Meredov, Deputy Chairman of the Cabinet of Ministers of Turkmenistan, and Ambassador Aleksii Härkönen, Head of the OSCE Task Force, Ministry for Foreign Affairs of Finland/OSCE Chairmanship, and welcome all of you to this second Preparatory Conference for the 16<sup>th</sup> OSCE Economic and Environmental Forum - “Maritime and inland waterways co-operation in the OSCE area: Increasing security and protecting the environment”.

Your Excellency, Minister Meredov, I am grateful for your kind words and for the hospitality and support offered by the Government of Turkmenistan in the organization of this Conference.

Ambassador Härkönen, allow me to thank the Finnish OSCE Chairmanship, both the teams in Vienna and Helsinki, for their excellent co-operation with the Secretariat in preparing this event.

This Conference brings together a lot of expertise and in-depth knowledge about a variety of issues relating to maritime and inland waterways co-operation as well as landlocked countries issues. I do believe that for the countries in the region as well as for the whole OSCE community it is important to discuss these matters.

I am impressed by the high number of participants who gathered here today. I can recognize numerous government representatives and experts, representatives of key international and regional organizations, many civil society organizations, researchers and academics, as well as business representatives. I believe that this wide participation reflects the strong interest in the OSCE economic and environmental activities, not only of the OSCE participating States but also of other important partners. This is a proof that the OSCE is indeed a relevant actor as far as economic and environmental aspects of security are concerned.

I am particularly pleased to note the high level of participation from the Central Asian participating States. I want to emphasize that this region is extremely important for the OSCE. Countries in Central Asia have traditionally expressed significant interest for the economic and environmental dimension of the OSCE. I strongly encourage you to continue to play a pro active role this year’s OSCE Economic and Environmental Forum is concerned. This is an important opportunity that should not be missed.

I am also delighted to see here our Economic and Environmental Officers working in the OSCE field presences. I would like to extend to them my warmest thanks, in particular for their valuable input during the preparation process for this 16<sup>th</sup> Economic and Environmental Forum. They bring a crucial contribution to our organization and they will also play a singular role in implementing follow-up activities to the Forum process.

Distinguished participants,

I hope this Conference will be an enriching experience for all of you. Each one of you can make a significant contribution, through active involvement in the discussions. Each one of you, I am convinced, will take back home new knowledge and new ideas. I also hope that this Conference will provide an opportunity for identifying areas for future OSCE involvement, that we will together formulate useful recommendations for our Organizations and its participating States, to be later on implemented, in partnerships with other organizations and stakeholders.

The Conference should discuss, in an integrated and comprehensive manner, both economic and environmental aspects related to maritime and inland waterways as well as the problems faced by landlocked countries. The Annotated Agenda of the Conference, which you all have received, includes a number of topics and questions which we believe would contribute to streamlining our discussions. I will not refer in detail to all these issues but, to illustrate the complex task we have in front of us, I will just briefly mention a few:

- regional management of marine ecological resources and combating maritime and land based pollution as well as the introduction of alien species by ballast waters;
- the impact on environment of economic activities such as transport, oil and gas extraction, and subsequently oil spills preparedness and response;
- the transport of dangerous goods;
- gaps in river basin management;
- trade and transit transportation and the bottlenecks related to customs and border crossing;
- maritime security co-operation, including combating illegal activities such as trafficking and smuggling;

Ladies and Gentlemen,

As you know, the First Preparatory Conference was organized in Helsinki on 10-11 September 2007. The First Part of the 16<sup>th</sup> OSCE Economic and Environmental Forum took place in Vienna, on 28-29 January. These meetings demonstrated that there is a strong political support, both from the OSCE participating States and from key partner organizations, for the future OSCE engagement in a number of areas and activities related to the Forum's theme. There is a strong momentum. We should take advantage and build upon it. It is my sincere hope that the Ashgabad Conference will bring even more clarity on how to proceed further.

The main objectives of the Conference are to identify the most pressing challenges we are confronted with and to recommend possible future actions for the OSCE and its participating States in order to tackle these challenges.

Every challenge represents at the same time an opportunity – an opportunity to advance regional co-operation, an opportunity to strengthen good governance.

The OSCE could be instrumental in strengthening regional co-operation with regard to maritime, environmental, transport and security issues. It can also contribute by facilitating inter-regional exchanges and co-operation.

Co-operation can definitively bring a lot of benefits. For that to happen, though, an appropriate and functional institutional environment must be in place, at local, national, and at regional level. In other words, strengthening good governance is a pre-requirement.

Equally, it is important to strengthen co-operation between the public and the private sector. The business community has a lot to offer in this regard. Listening to the voice of the civil society and taking it into account when formulating and implementing policies is also important. The OSCE can contribute to raising awareness, enhancing multi stakeholders' co-operation and strengthening civil society participation for purposes of environmentally sustainable development or in addressing maritime environmental challenges.

The Secretariat and the field presences, in co-operation with expert organizations, could assist countries, through capacity-building and training programmes, to strengthen their capacity to fully implement the provisions of international legal instruments they have signed.

While the meetings in Helsinki and Vienna focussed on the experiences in the Black Sea and the Baltic Sea, now in Ashgabad, we will explore more the situation in the Caspian Sea and the Mediterranean. Recent regional developments such as the Framework Convention on the Protection of the Marine Environment of the Caspian Sea (Tehran Convention), as well as the activities conducted under various regional initiatives, such as the work of the Caspian Environment Programme (CEP), represent important milestones. Our Conference should represent yet another opportunity for the countries in the region to share their views with regard to priorities, needs and further developments. We should also see how these regions could benefit from other regional co-operation experiences in the OSCE area.

Those meetings in Helsinki and Vienna, as well as previous OSCE activities further to the Ministerial Council Decision No. 11/06 on the Future Transport Dialogue in the OSCE, also demonstrated that the OSCE can play an important role in assisting landlocked developing countries in our region to overcome their transit transportation challenges. This can be achieved in a number of ways, by strengthening the partnerships and co-operation among landlocked and transit countries as well as with relevant international organizations, which can provide expertise, by addressing both transit transport policy and infrastructure related issues and by promoting effective customs and border crossing practices, among others by introduction of Integrated Border Management measures.

Here in Ashgabad, we will also discuss river basin co-operation with a special focus on Central Asia and assess the current mechanisms, initiatives and opportunities. As numerous rivers in the region are transboundary, it is necessary to ensure that active co-operation among neighboring countries in the field of protection and use of water resources is taking place and that it is effective.

Ladies and Gentlemen,

We would like to hear from you, the participants, how you see the OSCE contribution and support towards achieving our common objectives of strengthening co-operation, security, promoting sustainable development and building a prosperous future for the region.

Let me conclude by thanking, once again, the Government of Turkmenistan for its hospitality. I also want to thank all those who have been involved in the organization of the Conference, particularly the OSCE Centre in Ashgabad and the Office of the Co-ordinator of OSCE Economic and Environmental Activities. Thank you, as well, Ambassador Härkönen, for the excellent co-operation and the leadership manifested by the Finish Chairmanship.

This Conference in Ashgabad will be an important step forward towards the second part of the 16<sup>th</sup> OSCE Economic and Environmental Forum, on 19-21 May in Prague. It should bring us closer to our objective of streamlining the preparatory process for Prague and identifying relevant follow-up activities.

I am looking forward to hearing your views.

Thank you for your attention.

## **KEYNOTE ADDRESS**

**by Ambassador Pierre Morel  
European Union Special Representative for Central Asia**

### **The EU and Central Asia: Strategy for a New Partnership**

First of all, I would like to thank very much the OSCE for its invitation to participate to this Second Preparatory Conference for the 16<sup>th</sup> OSCE Economic and Environmental Forum as well as the Government of Turkmenistan which hosts this important conference.

This conference gives me the opportunity to present an EU perspective on the challenges faced by the Central Asia states and the way in which the EU and these states can join force to address these challenges.

On 31 May 2007 the European Union adopted the EU Strategy for Central Asia. The strategy is a joint effort of the EU with its Central Asian partners. It aims at stabilizing the region, promoting its democratisation and its economic prosperity.

Three basic requirements for a long-term partnership were identified: security, stability and development. This is in line with the interests of the EU as well as with those of the Central Asian states. Also in the consultation process with the Central Asian states, seven main areas were identified for future cooperation, namely:

- human rights, rule of law, good governance and democratisation;
- Investing in the future: youth and education;
- promotion of economic development: trade and investment;
- strengthening of energy and transport links;
- environmental sustainability and water;
- combating common threats; and
- building bridges: intercultural dialogue.

Among these areas of co-operation, I would like to highlight the more specific courses of action that are envisaged in the Strategy in the field of environment and water management.

Fair access to water resources will be a major challenge for the world in the 21<sup>st</sup> century. Most major environmental issues in Central Asia are related to the allocation, use and protection of the quality of water resources. With the region connected through cross-boundary rivers, lakes and seas, a regional approach to protecting these resources is essential. Linked to this is the need to improve forestry management. There is a need to have an integrated water management policy (upstream and downstream solidarity).

For the EU water cooperation is of particular interest, especially in view of achieving by 2015 the Millennium Development Goals on clean drinking water and good sanitation facilities.

Promoting cooperation on water management can at the same time foster regional security and stability and support economic development.



An EU-Central Asia dialogue on the environment was launched in spring 2006 and will provide the basis for joint cooperation efforts.

Environmental issues related to the extraction and transport of energy resources as well as vulnerability to climate change and natural disasters are also matters of major concern. Questions pertaining to the protection of the environment should be taken into account in regional dialogue at all levels. The EU will therefore in the environmental sphere:

- Support the implementation of the EECCA (Eastern Europe, Caucasus, Central Asia) component of the EU Water Initiative (EUWI-EECCA) for safe water supply and sanitation and integrated water resources management;
- Promote transboundary river basin management as well as regional cooperation under the Caspian Sea Environmental Convention;
- Give particular support to the integrated management of surface and underground transboundary water resources, including the introduction of techniques for a more efficient water use (irrigation and other techniques);
- Enhance cooperation for appropriate frameworks for facilitating the financing of water related infrastructure projects, including through attracting IFI's and public-private partnership funds;
- Support regional capacity building on integrated water management and production of hydropower;
- Cooperate with Central Asian countries on climate change including support to the introduction and further implementation of the Kyoto Protocol mechanisms at regional level;
- Cooperate with Central Asian countries in combating desertification and safeguarding biodiversity including support to the implementation of the UN Conventions on Biological Biodiversity and to combat Desertification;
- Improve sustainable management of forests and other natural resources in Central Asia, providing assistance for regional aspects of the indicative actions under the Forest Law Enforcement and Governance Ministerial process (FLEG);
- Encourage increased environmental awareness and the development of environmental civil society including through cooperation with the Central Asia Regional Environment Centre (CAREC)

In the context of the above priorities, the EU will also give attention to related issues:

- Support Central Asian States in developing policies for pollution prevention and control;
- Upgrade natural disaster preparedness and assessment capability in Central Asia;
- Intensify cooperation with EnvSec initiative.

In addition to its active involvement in the environmental sphere, the EU, taking into account the specific economic challenges faced by landlocked countries in the region, is also planning to promote regional cooperation and coordination of transport and customs policies among the Central Asian governments. The EU will do this in cooperation with other important players that are already active in this area, notably, ADB in the framework of the Central Asia Regional Economic Co-operation programme, IGC TRACECA, the UN regional Commissions for Europe and Asia ECE and ESCAP and the OSCE.

In the trade and transport sphere, the EU will therefore focus on:

- Helping the countries concerned to gradually approximate with the EU's legal framework and standards and to implement international agreements in the transport sector more effectively;
- Assisting in enhancing rail and road safety as well as maritime and aviation security;
- Improving inland waterway transport and
- Introducing EU inter-modal concepts.

A major aspect of the European approach stated in the strategy is that the EU is willing to enter into its new proposed partnership with the Central Asia states in a transparent manner. The EU wants to be a visible, constructive and reliable partner for Central Asia, for its major neighbours and other interested partners of the region. It will closely coordinate its activities with other interested parties. It wants to offer to the region additional opportunities and not force the countries to make choices between different players. Therefore, the EU is open to close cooperation with all interested organisations as it is already the case for the OSCE or the UN.

To implement its policy towards Central Asia, the EU will make available 750 Million Euro for the period from 2007 – 2013 from the Community budget. This contribution from the Community budget should be seen as one step and a catalyst for a long term engagement.

In the field of environment and water management the EU does not start from scratch. Water management and environment are areas where a lot of bilateral and regional projects have already been carried out. Europe has also its own specific experience for example the regimes for the rivers Danube and Rhine and possesses rich technological knowledge.

The Central Asian states as well as the EU and private initiatives could build on existing and successful projects. For instance to make fertile agricultural area out of a piece of desert is not a dream any more. It can be and has been achieved. A project in this area is being carried out in Turkmenistan.

The European Commission is making 15 Million Euro available for projects related to the EU Water Initiative. Water and environment are and remain a priority of the implementation of the EU Central Asia Strategy and the Commission's project planning. Also for 2008, water management is a priority together with biodiversity.

The European Parliament allocated a supplementary amount of 1.5 Million Euro for water management and environment projects in Central Asia. This money will be used for two projects: a Kazakh-Chinese project for an international Convention on the Ili-Balkhash-Basin and on a Kyrgyz-Tajik transboundary project on the management of the Syr-Darya. Other promising steps are the Tobol river project and the Uzbek participation in the Helsinki Transboundary Water Commission.

Another very important initiative is the Central Asia Regional Environmental Centre (CAREC). The work carried out by the CAREC to establish a water code for the region, following the successful development of a water code for the Kazakh government, can serve as a basis for further work and follow-on initiatives.

The EU is also keen to see the already existing bottom-up and top-down approaches to environmental issues in the Central Asian region continued and even strengthened. Bottom-up approaches consist especially of initiatives in the areas of education and environmental awareness while top-down approaches aim at developing inter-agency, regional and international dialogue, including the EU-Central Asia dialogue, the establishment of political mechanisms for settling disputes as well as confidence and capacity building measures.

In conclusion, the EU stands ready to help the countries of this region to turn what could become a potential source of conflicts into an opportunity for co-operation. Co-operation on water and other environmental issues is essential for the Central Asian countries to realise their economic development potential. No Central Asian country can solve its problems alone. A regional approach is necessary. To make this regional approach succeed, let us make the best use out of the opportunities given by the “EU and Central Asia Strategy for a New Partnership” offered by the European Commission as well as by the EU Member States.

I thank you for your attention.

## **RAPORTEURS' REPORTS**

### **PLENARY SESSION I: Opportunities and challenges in the Caspian region and in Central Asia**

**Moderator:** **Mr. Khoshgeldi Babaev**, Deputy Minister of Foreign Affairs of Turkmenistan, Head of the State Enterprise for the Caspian Sea under the President of Turkmenistan

**Rapporteur:** **Mr. Jan Olsson**, Economic and Environmental Officer, OSCE Centre in Astana

The session was composed of three presentations by representatives of Turkmenistan, Kazakhstan and the Russian Federation as well as a concluding discussion.

**H.E. Maktumkuly Akmuradov**, Minister of Nature Protection of Turkmenistan, made a presentation regarding the ecological state of the Caspian Sea as well as the measures conducted by Turkmenistan to address the environmental challenges. Mr. Akmuradov first gave a brief overview of the legal framework. In addition to the general law on environmental protection, there were specific regulations for protecting biodiversity, water resources as well as for the management of protected areas and the use of environmental impact assessments. Mr. Akmuradov highlighted the uniqueness of the biodiversity reserves in the Caspian Sea and stressed the importance of international co-operation for preserving the marine environment. Turkmenistan has recently ratified the Ramsar convention on the protection of wetlands of international significance as well as the Cartagena protocol on biological safety. Turkmenistan was the first country to ratify the Framework Convention on Protection of the Marine Environment in the Caspian Sea and participates actively in the Caspian Sea Environmental Programme. This Programme concerns all littoral States and four protocols have been developed: on environmental impact assessment, on protection of biodiversity, on pollution from land-based sources, and on regional co-operation, preparedness and response in case of oil spills. According to Mr. Akmuradov, the main environmental issues in the Caspian Sea were the conservation of biodiversity, the rehabilitation of sturgeon stocks and pollution prevention. In particular, there was a need for promoting sustainable coastal zone management.

The measures undertaken by Turkmenistan to preserve biodiversity were also presented, particularly the action plan for the sustainable use of biological resources in Turkmenistan 2007-2010. An ongoing GEF-funded project aimed at preserving biodiversity in the Khazar national park. Measures were being undertaken to restore the stocks of sturgeons in the Caspian Sea. Investment projects have been launched to improve wastewater treatment and the harbor in Turkmenbashi has been reconstructed in order to reduce the detrimental environmental impact it had previously. In addition to the efforts to improve environmental protection, there were also projects aimed at developing and modernizing the tourism industry in Turkmenistan – particularly in the national tourism zone of Avaza in Turkmenbashi. There were plans to facilitate the visa regime for foreigners and introduce the Manat as a convertible currency in order to attract foreign investors.

**Ms. Galiya Karibzhanova**, Head of Administration of International Co-operation at the Ministry of Environmental Protection of Kazakhstan gave an account of the National Action Plan of

Kazakhstan for improving the environment in the Caspian Sea 2003-2012. The plan included measures aimed at introducing integrated coastal zone management, controlling and regulating pollution, conserving biological diversity and increasing public participation in the environmental management of the Caspian Sea. Ms. Karibzhanova also presented the State Programme for promoting sustainable economic growth and improving the quality of life through a rational and secure use of hydrocarbon resources in the Kazakhstan sector of the Caspian Sea. Projects were being undertaken to ensure the sustainable use of biological resources, particularly sturgeons.

Ms. Karibzhanova stressed the importance of the Caspian Sea Environmental Programme as well as the Framework Convention on Protection of the Marine Environment in the Caspian Sea. Several measures were being undertaken by Kazakhstan to prevent oil spills and increase the preparedness for emergency situations – for example by preparing a national plan for maritime oil spills prevention. A programme on environmental impact assessments of oil operations has been conducted and investments were being made for improving the monitoring system.

**Mr. Alexander Zlenko**, Director of the Federative State Enterprise “North Caspian Salvage and Rescue Underwater and Technical Operations” under the Ministry of Transportation of the Russian Federation presented his organization’s operations and responsibilities. The State Enterprise was responsible for 500 kilometers of coastline belonging to the Russian Federation. It works closely with the navy fleet and possesses specialized vessels and technically experienced staff for liquidating oil spills. The State Enterprise has experience in improving the response preparedness for emergency situations and in conducting oil spills liquidation operations. Mr. Zlenko mentioned that the number of accidents has increased over the years. One reason was that the fleet was getting older and that the staff was insufficiently trained. There was also a need for more specialized vessels, but this would involve significant additional investments. According to Mr. Zlenko, drilling operations in the Caspian Sea were implemented in very specific conditions and action plans have therefore been elaborated. Currently, there were five salvation and rescue posts, which made it possible to reach the area of emergency in less than four hours. Oil spill liquidation facilities were in place for all oil rigs. There were plans to establish additional posts along the coastline until 2012.

Mr. Zlenko highlighted the fact that there were particular challenges with managing oil spills in the rivers. For example, special attention has to be paid to protecting the wetlands in the Volga River. Finally, Mr. Zlenko provided the audience with an outline of the regulatory framework, which was based on a number of international conventions as well as several federal legal acts.

**During the discussion**, particular concern was raised by some participants regarding the existence of alien species in the Caspian Sea as well as the reduced number of certain species, particularly seals and sturgeons. The need for closer co-operation between the littoral States was stressed as well as the need for an improved exchange of information. There was an interest among the concerned States in increasing the co-operation on emergency preparedness and the liquidation of oil spills.

Regarding possible follow-up actions of the OSCE, there were opportunities to conduct joint activities within the framework of the Environment and Security (ENVSEC) Initiative. In addition to the role of the OSCE as a political platform, training and capacity building projects could be conducted, using the OSCE field offices in the region. An assessment of the situation with regard to environmental security in the Eastern Caspian region was currently being finalized. The assessment would result in concrete project ideas, some of which with transboundary dimensions. The ideas would be further developed by the OSCE and its partner organizations as well as with the concerned governments.

## **PLENARY SESSION II: Addressing the challenges of landlocked countries**

**Moderator:** **Ambassador Kairat Abdrakhmanov**, Permanent Representative of the Republic of Kazakhstan to the OSCE

**Rapporteur:** **Ms. Kimberley Bulkley**, Economic and Environmental Officer, OSCE Centre in Bishkek

**Mr. Poul Hansen**, Economic Affairs Officer, Transport Section, Trade Logistics Branch, SITE UNCTAD, started by introducing his organization. UNCTAD works with developing countries to enhance their trade networks. UNCTAD was a key stakeholder in the Almaty Declaration and Programme of Action on landlocked countries. This year there would be a mid-term review on the how far countries have progressed with regard to the implementation of the Almaty Programme of Action. Mr. Hansen said that the OSCE had contributed a lot in bringing together its participating States and the Partners for Co-operation to discuss these issues in relation to transport and transit. UNCTAD worked in Pakistan and Afghanistan and would start a project in Mongolia to streamline their trade and transport facilitation structures both in government and in the private sector. Based on this experience Mr. Hansen made a short presentation on the challenges which the landlocked developing countries were facing. There were three main issues that needed to be addressed:

- Facilitation issues, consisting mainly of insufficient and inefficient infrastructural links with other countries, poor regulation (including problems with restrictions) and the fact that there were often too many authorities active on the border and it was not clear for the operators who to turn to - there were no one-stop-shops where an operator could receive all services.
- Poor implementation of International Agreements, in particular the lack of understanding of regional and bilateral agreements.
- Know how – poor understanding of regulatory frameworks and needs of industry and society to enhance trade and transport facilitation development. Usually the private sector understands these business issues better than the government. In that regard, UNCTAD was helping with national trade facilitation committees

Addressing corruption was yet another important challenge, as it was noted that, often at boarder crossing and along road transport routes, bribes were required in order for operators to continue with their travel.

Mr. Hansen went on by saying that UNCTAD made a survey on landlocked countries trade and facilitation problems. The results showed that the per capita GDP, FDI, and exports and imports for landlocked developing countries were significantly lower than for transit developing countries. To change that, he most important issue to solve first was the facilitation aspect, but one cannot see this separately from infrastructure. UNCTAD has seen that improvement in infrastructure improves trade by 7.5% by landlocked developing countries while, when a transit country improves their infrastructure, they can improve trade potential by 52%. Deregulation can lead to a sizeable impact on trucking price per kilometre, which impacts favourably on the market cost of the product.

Trade facilitation consists of simplification, harmonization, and standardization. These three elements should be looked at by all countries to improve trade and transport facilitation. Solutions could be found at different levels. At the international level there were a number of organizations active in this field, such as: the World Trade Organization (WTO), the World Customs Organization (WCO) and the UNECE. Mr. Hansen pointed out that, in the GATT Agreement Article V, there were specific commitments concerning trade. Central Asians needed to get more active in these

negotiations as the WTO wants countries to be able to use this Article as a mechanism to get access if their trade is being hindered.

Solutions on the regional level could be identified in various frameworks such as the UN SPECA, TRACECA, ADB/CAREC, Eurasec, SCO. These regional organizations were mainly building on international agreements and this was exactly the way to go forward. Central Asia should choose carefully which initiative to work on as it was difficult to follow and set aside resources for all initiatives. National legislation was also important. Sometimes solutions could be found by bringing two countries together to harmonize and standardize their legislation governing border crossings.

In conclusion, Mr. Hansen emphasized that:

- Physical infrastructure must be in place at all levels - national, regional, and international. For that to happen, funding was essential.
- Trade and transport facilitation must be integrated and transparent and transactions must be predictable. In this context, supporting infrastructure such as IT would help a lot.
- Implementation is imperative. Nevertheless one universal solution was not available for all countries and it was important to custom-fit in order to avoid additional problems.

**Dr. Abdulla Khashimov**, Director of the International Transport and Communications Department, Republic of Uzbekistan, praised the role of the OSCE in working to enhance political, trade and economic co-operation for the landlocked countries in the region. He stated that Uzbekistan was the only developing country in the world that was separated from the sea by two countries. The shortest distance to the nearest port, Bandar-Abbas in Iran, was 3,620 km. Transportation costs for Uzbekistan were two times higher than those of countries with access to sea ports. A reduction in those costs would lead to 150 to 200 million dollars in surplus to Uzbekistan's foreign trade volume.

Mr. Khashimov stressed that the participating States in the Central Asian region should work to implement the resolutions set out at the 2006 OSCE Economic and Environmental Forum and in the Almaty Declaration and Programme of Action. The adoption of new mechanisms and international instruments that would provide technical assistance to landlocked and double landlocked countries was needed. Particular focus should be on modernizing transport systems, mechanical engineering, multi-modal and inter-model transportation, and making stricter requirements for transport vehicles emission and energy consumption standards to protect the environment and save energy. Fostering additional economic incentives and greater political will on the part of OSCE participating States to give special preferences to landlocked and double landlocked countries would also contribute to positive developments in the region. According to Mr. Khashimov, the following steps should be taken in order to realize this:

- The OSCE should generate political and economic initiatives to facilitate transport communication between Central Asia and Europe.
- The OSCE should accelerate construction and development of the E-40 route (Europe, Ukraine, Russian Federation, Kazakhstan-Uzbekistan, Kazakhstan, Russian Federation), by the electrification of railways, containerization, and computerization.
- The OSCE through its conferences should facilitate large scale collaboration in transport and transit in particular to: increase transport and transit potential in landlocked and double landlocked participating States; assist in attracting FDI and new technological innovations; facilitate the development of a favourable tariff and fiscal conditions.
- The OSCE activities in the field should over the next five years focus on transport and transit issues by: facilitating the attraction of FDI and technical assistance to the transport sector; assisting in regional projects to enhance transit potential; promoting the exchange of

experience between EU and Central Asian States, through capacity building and training programs.

– The OSCE should support comprehensive steps aimed at promoting dialogue between neighbouring states in the Central Asian region with carriers, freight forwarding companies, sea port administrators, international organizations, financial institutions, consulting companies, and private sector representatives to try to find solutions to common problems.

**Mr. Dzhamshed Khaitov**, Head of the Project Group Technical Department, Ministry of Transport and Communications, Republic of Tajikistan, said that the Republic of Tajikistan has ratified six international conventions and agreements in the area of transport. In addition, the Republic of Tajikistan has signed the 1978 Protocol to the Convention on the Agreement on international road cargo transport. The country also continued to strengthen its legislation on transport in accordance with international legal standards. The Republic of Tajikistan has been working to expand the network of transport and transit corridors. This was a priority area in order to increase economic development. Like other Central Asian countries, Tajikistan had no access to sea ports, which obviously made transport corridors of utmost importance to the country.

In order to increase trade with Afghanistan and other Central Asian countries, four bridges were being built across the river Pyanj. The construction of these bridges would increase the volume of trade considerably. This growth would affect the transport corridor of Kunduz-Lower Pyanj-Dushanbe-Khujand-Tashkent, which covers three states: Afghanistan, Tajikistan and Uzbekistan. The creation of this transportation corridor and the construction of tunnels to link the corridor would have resolved the problem of the North-South transport corridor.

Another transport corridor would cross the territory of Tajikistan and would be more than 400 kilometres in length. This corridor would also help with creating more favourable trade conditions. From Pakistan and China, this road would significantly reduce the distance and communication problems along these trade routes. All corridor roads were being constructed in accordance with international standards. Fifty million USD was being allocated for road construction. In partnership with the US, Tajikistan had reconstructed a large bridge that would connect three States.

On railway transit routes, some routes connecting to Russia and Uzbekistan were already in operation. Due to the distance to the sea, there were no practicable waterways. Nevertheless, Tajikistan would like the OSCE to look into the possibility to rehabilitating some waterway routes.

Mr. Khaitov concluded by saying that the Republic of Tajikistan would like to further discuss and co-operate with the Central Asian partners with regard to various transport routes, under the auspices of the OSCE.

**Mr. Turdaly uulu Janybek**, Chief of the Road and Waterways Transport Department, Ministry of Transport and Communications, the Kyrgyz Republic, said at the beginning of his presentation that Kyrgyzstan had no water transport with the exception of Lake Issyk-kul, which has limited passenger and cargo transport. River transport was almost not existent. As Kyrgyzstan was also a landlocked country, it depended on transit countries; hence the removal of barriers was of great importance.

Mr. Janybek added that Kyrgyzstan was a party of 8 main transport agreements. In the Kyrgyz Republics the motor roads were the most important sector. The Ministry of Transport was responsible for keeping up the roadways and this was a priority for the country. Kyrgyzstan has developed a strategy for the Transportation Sector which lays out the requirements for international donors on how they can assist in attracting foreign direct investment into the national transport



sector. There were plans to rehabilitate three main motorways - one in the south and two in the north, which carry cargo to China.

The Kyrgyz Republic has developed transport communications with neighbouring countries. The purpose of developing trans-boundary communication corridors was to eliminate barriers to international trade. There was also in place a Presidential Programme on the development of roads for 2008-2010. The Programme foresees improvement of networks and effectiveness of these networks. Railway lines from Europe and the Middle East through Kyrgyzstan were also being developed. The current railways do not satisfy the needs of present day demands for transport. The railway project from China through Kyrgyzstan to Uzbekistan would be an important step in developing these new communication corridors. The route was agreed on earlier this year at a high level meeting of the Shanghai Cooperation Organization.

Finally, Mr. Jalybek expressed the willingness and readiness of his country to continue co-operation with Central Asian partners under the auspices of the OSCE.

**Mr. Elmar Farajov**, Head of TRACECA and International Projects Unit, Department of International Relations, Ministry of Transport, Republic of Azerbaijan, outlined the main objective of TRACECA, namely to improve transit routes from Asia to Europe, and said that Azerbaijan was strategically located along this transport route. In that context, he emphasized that the main transit policy of a country was to seek the shortest, fastest and most economical transit connections.

Mr. Farajov then referred to the transit policy of the Republic of Azerbaijan, which was under review. Customs infrastructure has been expanded according to international standards and updated with new technology. Improving the infrastructure of the border posts was improving the flows of vehicle traffic coming through the border. The Baku international sea trade port was under reconstruction and additional sea ports would be created. The new port will be constructed in accordance with international standards. This will relieve port congestion and assist landlocked developing countries with getting their goods to market.

Mr. Farajov suggested establishing in Baku an OSCE Coordination Centre which could have the following main objectives: to carry out research and studies in the field of maritime transportation safety and security in the Caspian Sea; to monitor the environmental situation in order to protect biodiversity; to promote better search and rescue activities in the Caspian Sea; to conduct seminars, workshops and trainings to contribute to enhancing the prevention and response capacity to oil spills.

**Mr. Orkhan Zeynalov**, from the Department of Economic Co-operation and Development, Ministry of Foreign Affairs of Azerbaijan, added that the TRACECA Secretariat was located in Baku and stressed that its goal was the reconstruction of the historic "silk road". He said that as the majority of countries in the region, including Azerbaijan, were landlocked, their joint activities should be in line with the goals of the Almaty Programme of Action. Azerbaijan was also working on a North-South route that would also improve trade facilitation. Azerbaijan was also involved in trans-European initiatives on motor ways and Eurasian linkages. He emphasized that reliable trade routes were the key to regional stability.

Following the presentations, the Moderator, **Ambassador Kairat Abdrakhmanov**, Permanent Representative of the Republic of Kazakhstan to the OSCE, asked the participants how their countries viewed the co-operation between authorities in the region and what were the prospects for enhancing regional co-operation.

One country representative emphasized the useful role played by the Almaty Programme of Action. He also said that, within the TRACECA framework, countries could and should exchange opinions and discuss steps for further developments. The goals of these programmes were in line with OSCE goals as well.

Another representative said that, together, Central Asian and South Caucasus countries have made important steps towards strengthening co-operation, but, however, they could do more. The tempo of economic growth in the region has remained the same and the problem consisted in the fact that there was not sufficient investment made into the transport sector. Another factor was the increase in population and migration. As an example, he said that there were 25 rail trips a day from Tashkent to Moscow, indicating a huge growth in the movement of people. The rates of cargo transport have increased by 30% annually. The next factor was economic integration. In conclusion, considering all these factors, it should be obvious that there was a huge reason for all the countries in the region to co-operate.

Another participant pointed out that there were a lot of corridors, but they needed to enhance their performance. The problem was that a lot of trade was held up on the border. In order to build an effective trade system in the region, those border issues needed to be resolved. That could be a possible area where the OSCE could get involved

The Secretary General of TRACECA provided more information on this initiative. TRACECA has already 15 year of experience and, as seven of the participating countries are landlocked countries, it pays close attention to the Almaty Declaration and Programme of Action. It had developed a strategy until 2015 and the inter-governmental committee approved an action plan to be implemented in 2008-2009. The activities of TRACECA contributed to improving transport and trade. 150 million euros were mobilized for 76 TRACECA projects. 40% of that budget went to infrastructure. Investments from international financial institutions have increased. The implementation of the projects continues.

Mr. Poul Hansen from UNCTAD said that although authorities in the region expressed their support for an overall strategy and for enhanced co-operation to overcome the disadvantages of landlockedness, there were often problems with seeing the strategy implemented as not everyone wanted to take responsibility. Many authorities did not want to give up certain powers. The OSCE should try to provide capacity building and best practices in streamlining strategies aimed at strengthening co-ordination and co-operation, to avoid in-fighting among authorities.

### **PLENARY SESSION III: Experiences in maritime co-operation in the Mediterranean region**

**Moderator:** Mr. Marc Baltés, Senior Adviser, OSCE/OCEEA

**Rapporteur:** Mr. Raul Daussa, Environmental Programme Officer, OSCE/OCEEA

The moderator presented the objectives of the session and summarized the involvement of the OSCE in the Mediterranean Region.

**Mr. Stephen Stec**, Senior Legal Specialist, Head of Environmental Law Programme, Regional Environmental Center, Adriatic Sea Partnership Co-ordinator, presented the background of the

Adriatic Sea Partnership (ASP). The Adriatic Sea covers an area including 6/7 countries with different political and economic backgrounds.

Mr. Stec explained that the Adriatic Sea was the most endangered region in the Mediterranean due to loss of biodiversity, overfishing, pollution and the invasion of alien species. There were existing sub-regional political and institutional arrangements such as the Adriatic Ionian Initiative, and the Trilateral Commission active in the Adriatic Sea region but both had certain limitations, and in 2003 the Adriatic countries agreed to move towards an Adriatic Commission.

The international framework for co-operation on the Adriatic was provided by global MEAs (MARPOL, UNCLOS, Basel Convention), which were a strong legal basis for a larger scope of co-operation, and relevant EU legislation as the perspective of EU membership was a strong driver for the countries of the region.

The ASP concept started with the Slovenian initiative in 2006 to create a forum for enhanced protection of the Adriatic – the Adriatic Sea Partnership (ASP), which builds upon the good will achieved during the Sava river framework agreement negotiations. The ASP was an informal forum available at all times, which fills gaps e.g., through providing support at working level between meetings of existing initiative bodies, helps build capacity of Southern Adriatic countries to participate in existing regional initiatives, e.g. Trilateral Commission, Adriatic Ionian Initiative to assist in full coverage and can improve co-ordination between existing legal and political commitments on marine protection in the Adriatic

The ASP was identifying the potential legal, institutional and policy gaps in the existing framework of MEAs, regional agreements, institutional set-up and other initiatives, and preparing activities and measures addressing these shortcomings, with the objective of improving the institutional framework for co-operation on the Adriatic

Mr. Stec presented the ASP's input to the "**Sailing to Barcelona Initiative**" which consists in organizing a flotilla of ships from the Adriatic that will sail from some point on the Adriatic towards Barcelona and participate at the IUCN World Conservation Congress organized in the Mediterranean city in October 2008.

There were some challenges for the ASP, mainly the extension of the partnership in order to achieve a critical mass. Initial fundraising support came from Italy and Slovenia and the ASP was looking for additional partners and co-operation with major international organizations.

As a conclusion, Mr. Stec stressed that combating environmental threats in the Adriatic region requires a multi faceted approach combining global, regional and sub-regional initiatives. The Adriatic Sea Partnership has been presented as a contributor to improve understanding and transparency of existing initiatives and facilitate progress on priority issues, and could provide working level support to the establishment of a future "Adriatic Commission". Although formal institutional structures such as the MAP and Trilateral Commission were vital for co-operation, there was also a need for continuous, open forums like the ASP to link and support the governmental processes.

**Mr. Robert Kojc**, Senior Adviser, Ministry of Environment and Spatial Planning, Slovenia, explained the position of Slovenia in regard to the Barcelona Convention and the UNEP Mediterranean Action Plan. Under the Slovenian presidency of the Barcelona Convention (2005-2007), the implementation of the Mediterranean Strategy of Sustainable Development (MSSD), adopted at the 14th meeting of the contracting parties (COP) in November 2005 in Portorož in Slovenia became a major priority.

The Barcelona Convention called for the implementation of the ecosystem approach and defined integrated coastal management in the Mediterranean region. In January 2008, the parties to the Barcelona Convention adopted the regional Protocol on Integrated Coastal Zone Management (ICZM), which completed the set of legal instruments and was a pioneering Protocol in the field, as it was the first time that Integrated Coastal Zone Management was fully addressed by a legally-binding international instrument.

The objective of integrated coastal zone management was to facilitate the sustainable development of coastal zones by ensuring that the environment and landscapes were taken into account in harmony with economic, social and cultural development and the parties to the Protocol committed to preserve the coastal natural habitats, landscapes, natural resources and ecosystems in compliance with international and regional legal instruments.

The importance of integrated coastal zone management and of the ecosystem approach has been recognized by the European Union, which adopted the Marine strategy framework directive in 2007. This directive set a legal base for an eco-regional approach in future regional marine strategies.

Another important international body was the Trilateral Commission between Slovenia, Croatia and Italy set to protect the Adriatic Sea waters and coastal areas against pollution. The Commission main objectives were to study all problems related to the pollution of the Adriatic Sea waters and coastal areas, propose and recommend to the Governments what it believed was necessary regarding research, and apply measures required to eliminate the current and to prevent the new causes of pollution.

Mr. Kojc stressed that the goal of Slovenia was efficient co-operation for sustainable development of the Mediterranean region and connecting current and future initiatives with clear and common goals. He highlighted that biodiversity and climate change were priorities for the Slovenian EU Presidency, as projections showed that the Mediterranean Sea was one of the most vulnerable regions to climate change in the world. He welcomed and encouraged the OSCE Economic and Environmental Forum as a framework for dialogue over this subject.

**Mr. Alp Kenanoğlu**, Captain (Navy), Head of Strategy and Treaties Department, Turkish Naval Forces, presented Turkey's contribution to Maritime Security.

Mr. Kenanoğlu explained that 70% of the Earth's surface was covered by sea and over two-thirds of the world's population lived within 100 miles of the coast. Furthermore, over 150 of the 192 UN member states were littoral states and 99,7 % of international trade was conducted by over 50,000 ships servicing nearly 4,000 ports. For that reason, all maritime states were increasingly concerned about maritime security and safeguarding the maritime domain, which would increase in the future.

Another aspect of Maritime Security was the growing importance of sea based energy corridors linking the Black Sea to the Aegean and Mediterranean Seas through the Turkish straits, along with the "blue stream" gas pipeline in the Black Sea, and several oil pipelines which would make Turkey's maritime jurisdiction areas more vital and important than before. Of special importance was the bay of Iskenderun as the terminal area of Baku-Tibilisi-Ceyhan (full capacity 50 millions ton/year) and Kirkuk-Yumurtalik (full capacity 82 million tons/year) pipelines.

Mr. Kenanoğlu also elaborated on the terrorism threats, proliferation of weapons of mass destruction and other illicit activities at sea. The Turkish Navy has launched "Operation Mediterranean Shield" in order to deter, disrupt and prevent these activities under the legal

framework of UN Security Council resolutions. As well, since October 2001, the Turkish Navy has supported the NATO "Operation Active Endeavour" and lately the UNIFIL maritime operations

Finally, Mr. Kenanoğlu stressed that maritime security and energy security in the Euro Atlantic sphere were directly linked to the security and stability in its surrounding seas, and Turkey as a member of NATO and a candidate to the EU has become a security provider in surrounding seas, contributing to regional as well as global peace and stability.

**Mr. Shkelqim Xhaxhiu**, Head Maritime Transport Policy, Ministry of Public Work Transport and Telecommunication of Albania, explained the Albanian strategy to develop and integrate the maritime sector. Albania has one third of its territorial border with the Adriatic Sea, and therefore was important to develop a strategy for the maritime sector including sea ports, maritime transport, maritime security and environmental protection. Mr. Xhaxhiu explained the increasing cargo volumes, passenger and container traffic of the Durres port, and elaborated on the rehabilitation of the Durres and Vlora port terminal infrastructure.

During the discussion that followed the speaker's presentations, the delegation of Croatia took the floor to draw the attention of participants to a statement distributed during the Preparatory Conference, and explained that the Adriatic States had a well established framework of co-operation through the Adriatic- Ionian Initiative and the Trilateral Commission, which had the prospective of expansion, and provided sufficient political, legal and operational framework for overall co-operation in the region. For that reason, Croatia believed that new forms of co-operation should take into account the absorption capabilities of the countries in the region and avoid duplication.

The delegation of Montenegro read a statement on the situation of marine pollution control and prevention in the Republic of Montenegro.

**Mr. Kojc** thanked for the interventions and invited to follow the process in the next years as Slovenia takes the presidency of the Trilateral Commission.

**Mr. Stec** explained that it took a long process to reach a level of understanding and that the ASP aimed at facilitating the process to achieve the objectives set by the Adriatic countries, and mobilize resources.

## **Conclusions:**

- Combating environmental threats in the Adriatic region requires a multi faceted approach combining global, regional and sub-regional initiatives. The Adriatic Sea Partnership has been presented as a contributor to the dialogue between relevant stakeholders in the Adriatic eco-region and could provide working level support in order to establish the future "Adriatic Commission". However, there is a need to avoid duplication with the existing sub-regional legal framework (Trilateral Commission for the Protection of the Adriatic Sea) and sub-regional initiative (Adriatic-Ionian Initiative), whose activities and achievements have also been presented.
- Protection of biodiversity and combating climate change are priorities for the Mediterranean, as projections show that this region is one of the most vulnerable to climate change in the world. The OSCE Economic and Environmental Forum is a good framework for dialogue over this subject.
- Maritime security and energy security in the Euro Atlantic sphere are directly linked to the security and stability in its surrounding seas, like the Mediterranean. Maritime Security is also important in order to deter, disrupt and prevent terrorism threats, proliferation of weapons of mass destruction and other illicit activities at sea.

## **WORKING GROUP I:**

## **Maritime environmental challenges**

### **Facilitators:**

- **Ms. Esra Buttanri**, Associate Programme Officer, OSCE/OCEEA
- **Mr. Torbjörn Bjorvatn**, Economic and Environmental Officer, OSCE Office in Baku

The Facilitators opened the discussion by making a brief summary of the discussions held on the first day of the Conference in the Plenary Sessions dealing with the Caspian Sea and the Mediterranean Sea.

**Mr. John Ostergaard**, Director of Oil Spill Training Company Ltd., United Kingdom, made a presentation on marine pollution resulting from oil inputs and the international legal framework to address this issue, focusing particularly on the Caspian Sea. He indicated that out of annual oil input of 1.85 million tons globally to the marine environment, more than 50% originate from land-based activities, followed by transportation, atmosphere, natural and offshore production, and these ratios also apply to the Caspian Sea. Focusing on the transportation component, he defined two types of pollution, namely accidental pollution and operational pollution. In case of accidental pollution, small oil spills with less than 100m<sup>3</sup> can usually be dealt with national and local contingency plans, whereas for larger scale spills, a regional approach is necessary with the cooperation of neighbouring countries. Legal instruments were already in place to assist countries of the region in such situations, including the Tehran Convention (in force since August 2006), the Draft Protocol on Oil Production Incidents (OPI Protocol), the Draft Regional Plan on Co-operation in case of Major Oil Pollution Incidents. While it was difficult to handle accidental pollution, it was possible to minimize the risks of operational pollution through training and effective implementation of international conventions such as the MARPOL Convention and the SOLAS Convention. Effective implementation means ratifying relevant international conventions, putting in place corresponding national legislation and effective national institutions, and increasing national capacity. He further elaborated on the MARPOL 73/78 (International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978) and its main components, namely: general rights and obligations, violations, rules on inspection of ships, incident reporting, communication/information and amendment procedures. He also referred to the six annexes to the Convention dealing with different types of ship generated pollution (oil, hazardous liquid substances carried in bulk, harmful substances carried in packs, sewage, garbage, and air pollution) and the privileges and benefits introduced by the Convention. He also presented information on the status of ratification of major international agreements by the countries of the Caspian Sea region. Concluding, he emphasized the importance of national and regional contingency plans, compliance with international obligations, national capacity building and co-operation between governments and the oil and shipping industries.

**Mr. Tharald Brekne**, former Director of the Norwegian Clean Seas Association for Operating Companies (NOFO), made a presentation on how public-private partnerships were implemented in practice in the case of Norway. He stated that through NOFO, the oil and gas industry in Norway entered into agreement with the government and 28 municipalities along the coast. With a long coast of 82,000 km and 4.5 million population along the coast, the oil and gas industries in Norway were competing for getting licenses but were eager to co-operate and share resources. He emphasized that, for such a partnership to be effective, it had to be cost-effective, operational and involve capacity-building components. He indicated that the most valuable resources in the form of know-how was provided by the local communities along the coast, who had the best knowledge of the coast for an effective response and who were dedicated to protect the coast and the sea as they

constituted the major source of income for them. As per the partnership agreements, the oil and gas industry provided financial resources to the State on an annual basis and also contributed to the training costs. While NOFO had all the technical equipment for oil collection at sea, they required local support in combating oil spill operations close to the coastline and at the coast. In that respect, he referred to the Prestige Accident in 2002 and indicated that, in that incident, most of the oil was indeed recovered by the small fishing boats. He stated that the new challenge was to handle the oil spills resulting from the expropriation activities that were very close to the coast. To address this challenge, NOFO had entered into agreements also with individual fishing boat owners and provided them with necessary equipment and training. He concluded that, in order to effectively respond to the oil pollution challenges, co-operation was essential at local, national, regional and international levels.

**Mr. Stephen Stec**, Senior Legal Specialist, Head of Environmental Law Programme, Regional Environmental Centre, Adriatic Sea Partnership Co-ordinator, focused on three major issues in addressing marine environmental challenges, namely: regional co-operation; the eco-system approach and integrated coastal zone management; and stakeholder participation. Within the framework of regional co-operation, he referred to legal frameworks provided by global multilateral environmental agreements (such as MARPOL, UNCLOS and Basel Convention); to regional initiatives for the Mediterranean Sea (Barcelona Convention, Euro-Med, MAP, PAP/RAC), which provided legal and institutional basis for sub-regional interventions; and to the Helsinki Convention and the Helsinki Commission for Baltic Sea, the OSPAR Convention and the OSPAR Commission for North-East Atlantic Sea and the Trilateral Commission and the Adriatic Ionian Initiative on the Adriatic Sea as examples of sub-regional initiatives. He continued with the need for an eco-system approach in addressing marine protection and contingency planning and gave the example of the IMO designation of Particularly Sensitive Sea Areas (PSSA), through which the measures and co-operative actions were defined by the limits of the ecosystem rather than geographical borders. Regional seas action plans become a necessity and EIAs become essential instruments. Thirdly, he emphasized the importance of stakeholder participation in contingency planning and oil spill prevention and identified the EIA, SEA and legislation for access to environmental information as the main mechanisms for stakeholder consultation and participation. Concluding, he referred to the recent accident of the Turkish ship carrying oil on the Croatian coast on 6 February 2008 and emphasized the importance of adherence to emergency protocol, the marine forecasting system as provided by INGV (Istituto Nazionale di Geofisica e Vulcanologia) and the necessity of strong co-operation among different institutions.

Following the panellists' interventions, a first question was addressed to Mr. Brekne, enquiring about the immediate response mechanisms available and the source of funding for the equipment provided to the local people. Mr. Brekne, indicated that NOFO's philosophy was to have all the equipment (including recovery vessels) at a location as close to the pollution source as possible. In case of big incidents, the State provided all other means to support the operation. Regarding second part of the question, he referred to the agreements with the State and the local people, through which these equipment were provided to the local people. A representative of Norway contributed to the debate by highlighting the need for regional co-operation and for local, regional and international agreements; environmental mapping of potential oil spills; training and capacity building; and effective mechanisms for information sharing. He referred specifically to the Rockness Accident in 2004 which resulted in 550 tons of heavy oil spill and a EUR 15 million recovery operation cost.

Mr. Thor Sletner, Associate Director, Det Norske Veritas AS, Norway, also took the floor and stated that it was important, when you face an accident, to focus on the environment and the vulnerable resources you needed to protect. He mentioned oil drift modelling and environmental mapping over areas, in order to protect them. If oil reached e.g. beaches, the cost of clean-up

increased. Therefore, it was important to have solid international, local and regional agreements, coupled with training. Above all, contingency plans needed extensive training of personnel. He mentioned a spill in Faejoe, the cleaning of which cost 13 million Euros and took 7 months. With training, he believed the cost could have been far lower.

A second question was addressed by the representative of Azerbaijan to Mr. Stec about the compensation mechanisms for damage to the ecology. In his response, he referred to the Civil Liability Convention. He was further supported by the representative of Norway, who mentioned the polluter-pays-principle.

A third intervention was made by a representative of Spain, who drew the attention of the Working Group to the Technical Workshop on Oil Spills Response and Remediation to be held in Turkmenbashi on 10-11 March 2008. Referring to a major oil tanker accident in Spain, which resulted in 76,000 tons of oil spills and a clean-up cost of EUR 2 billion, he emphasized the importance of the EU legislation in this respect.

Another intervention was made by the representative of Germany, who focused on the stakeholders' participation and enquired about the learning process for their involvement. Mr. Stec, in his reply, referred to the administrative and operational aspects of this process and underlined the need for training of stakeholders and ensuring their active involvement in contingency planning exercises.

The last intervention was made by an NGO representative, who referred to the absence of an effective legal framework, the adverse impact of Caspian pipelines to marine resources and the implementation of the Ramsar Convention. She specifically underlined the role of the OSCE in these areas.

**Mr. Torbjörn Bjorvatn**, Economic and Environmental Officer, OSCE Office in Baku, Facilitator of the Working Group, concluded the session by making a brief summary of the discussions and indicated that there was ample space for the OSCE to follow-up on the various recommendations that had been made during the discussions.

### **Conclusions:**

- The discussion mainly focused on the legal framework, the co-operation mechanisms, as well as the partnership and participatory approaches in addressing maritime environmental challenges at the local, national, sub-regional and regional levels.
- With specific references to the oil spill/emergency incidents in the Caspian, Mediterranean and Adriatic Seas and more the specific experiences of Norway, the Working Group was provided with comprehensive legal, technical as well as practical information on how to respond most effectively to the maritime environmental challenges, especially as it related to oil spills and other contingencies.
- It was underlined that integrated coastal zone management and an ecosystem approach were essential for the protection of the marine resources and the marine environment. Development and implementation of national and regional contingency plans in compliance with the international standards, accompanied by appropriate capacity building measures, were the prerequisites for preparedness and timely and effective response to emergencies.
- The Norwegian example of public-private partnership illustrated how indeed business partnerships with local stakeholders (including fishermen), local authorities and State bodies



could yield concrete cost-effective and operational results in addressing a variety of oil spill challenges, in particular in relation to spills close to the shoreline.

– It was emphasized that a mix of international, regional and sub-regional mechanisms were indeed necessary to address maritime environmental problems and the role of active stakeholder involvement in these efforts was underlined.

– The need for proper compensation mechanisms - based on the polluter-pays-principle, methodologies for partnerships and the need for capacity building at all levels were among the major issues discussed.

– It was emphasized that OSCE, as a political organization, had an important role to play in addressing many of these challenges, particularly by providing a platform of cooperation and experience sharing among different stakeholders, particularly Governments and the business community. It was also underlined that the Turkmenbashi Workshop, which would follow this Conference, would provide an opportunity for further discussion and experience sharing on all these issues.

## **WORKING GROUP II: Challenges in transit transportation**

### **Facilitators:**

- **Mr. Robert Nowak**, Economic Affairs Officer, United Nations Economic Commission for Europe (UNECE)
- **Mr. Kilian Strauss**, Senior Programme Officer, OSCE/OCEEA

**Mr. Roel Janssens**, Economic and Environmental Adviser at the Office of the Co-ordinator of OSCE Economic and Environmental Activities (OCEEA), explained that the OSCE involvement in assisting landlocked developing countries in overcoming their transit transportation challenges went back to 2006 when the OSCE Economic Forum process under the Belgian Chairmanship focused on transport development and co-operation and on transport security. Based on the recommendations of that year's Forum process, the 56 OSCE participating States adopted at the Ministerial Council meeting in Brussels that year the Decision No. 11/06 on the "Future Transport Dialogue in the OSCE".

Following the adoption of this MC Decision, the OCEEA, in the course of 2007, has implemented various activities related to transit transportation and border crossing facilitation. Mr. Janssens emphasized one particular event, namely the OSCE Conference on Trans-Asian and Eurasian Transit Transport Development through Central Asia, which was held in Dushanbe on 23-24 October 2007 jointly with the United Nations Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and the Small Island Developing States (UN-OHRLLS).

Mr. Janssens explained that this conference aimed at raising awareness and enhancing political dialogue on the development of transit transportation in and through Central Asia, including through the neighbouring OSCE participating States and Asian Partners for Co-operation – notably Afghanistan and Mongolia. It also aimed at taking stock of the progress made in the implementation of the Almaty Programme of Action (APA) – a UN endorsed programme designed to address the challenges faced by landlocked developing countries across the globe.

Following the conference deliberations, a Joint Dushanbe Statement was agreed upon by the delegations of Kazakhstan, Kyrgyzstan, Tajikistan, Afghanistan and Mongolia, participating in the conference. The document welcomed the OSCE's support for the implementation of the Almaty Declaration and the Almaty Programme of Action through capacity-building measures and referred to possible future activities in a number of areas such as exchange of best practices, intensifying regional co-operation and co-ordination, assisting in implementing international legal instruments, and raising awareness of environmentally sustainable transport. It also took note of a number of concrete proposals formulated during the conference.

Finally Mr. Janssens announced that the OSCE, in the framework of this year's Economic and Environmental Forum under Finnish Chairmanship, which was dealing with maritime and inland waterways co-operation, was reverting to the issue of transit transportation and was revisiting the challenges faced by landlocked developing countries in its region, thereby building further on the conclusions and recommendations of the above mentioned meetings.

Mr. Janssens ended by specifying the OSCE role with regard to transport related activities. He added that the OSCE could play the role of a facilitator, a political catalyst offering a platform for dialogue and co-operation among its participating States as well as among other stakeholders concerned. Political dialogue and regional co-operation were the niches where the OSCE could add value to already existing structures, processes and coordination mechanisms, he added.

In this connection he announced that the OSCE was currently considering the development of a Handbook on Best Practices at Border Crossings. The publication would include both facilitation as well as security issues and would be developed in close co-operation with the UNECE and the WCO and possibly with the support of the European Commission and EurAsEC. He emphasized that consultations on the above initiative were currently still ongoing but that a project proposal was already in the making.

**Mr. Poul Hansen**, Economic Affairs Officer, Transport Section, Trade Logistics Branch at the United Nations Conference on Trade and Development (UNCTAD) announced that his organization initiated in 2005 a major new approach to tackling the barriers that continued to hamper the flow of goods across borders and significantly reduced countries' productivity, competitiveness and attractiveness to foreign investment. With the particular aim to increase the chances of landlocked countries and enlist the support of the neighbouring transit countries, the project focused on improving conditions of specific transport corridors along which goods were being brought from the landlocked country to the transit countries' seaports.

UNCTAD decided to concentrate on just one major transport and trade link per region, allowing practical tailor-made solutions to the problems occurring in a particular regional setting. It was intended to build on consensus solutions and the realization that more traffic could improve the performance of the landlocked country's export industry on one side and create more business in the transit countries on the other. In order to do so, UNCTAD initiated the creation of so-called trade and transport facilitation clusters.

Drawing on the role of economic and business clusters - which established a link between geographical locations and economic performance, thus creating a network of firms embedded in complex inter- and intra-firm relations - trade and transport facilitation clusters brought together those most involved in everyday trade and transit operations along the particular corridor. They included as much government agencies – ranging from customs to fiscal or transport authorities – as private sector operators such as importers, exporters, freight forwarders or custom brokers.

Mr. Hansen then continued by presenting more in detail the cluster members and their particular interests:

- Landlocked countries' private sector required easy access to efficient transit transport services in terms of timeliness, reliability and cost-effectiveness;
- Transit and landlocked countries' governmental agencies required overall confidence in terms of fiscal reliability, physical security, environmental safety, transparency and compliance, as well as best use of existing infrastructure';
- Transit and landlocked countries commercially-oriented service providers required unrestricted and profitable access to transit transport support services markets in terms of fair competition and regional market growth.

Through the cluster approach, government agencies along both sides of the border (i.e. the landlocked and the transit country) over time developed a common approach to international trade and transport instruments, and private sector representatives developed professional networks with their counterparts on the other side of the border.

Mr. Hansen then informed about the importance of technical assistance programmes to improve the trade facilitation environment and gave the example of ASYCUDA, which was an IT system that was developed and constantly updated by the UNCTAD. It offered an electronic single window as well as advance information. It was provided free of charge to customs administrations and was implemented under UNCTAD supervision (for adaptation to local conditions). Mr. Hansen stressed that ASYCUDA, as a technical facilitation programme, should be looked at as an important part of a government's commitment towards customs reform and modernization, eventually leading to: faster clearance procedures, better evaluation of imports and exports, risk management and higher customs revenue collection and control. An additional benefit was that it offered a regional approach and enhanced integration. Currently more than 80 countries (including Georgia, Iran and Moldova) were implementing it.

**Ms. Elena Anfimova**, Communication Officer at the International Road Transport Union (IRU), Office of the Permanent Delegate to the CIS, provided a quantitative estimate of transit barriers in the region. Corruption turned out to be the most significant problem, while the lack of coordination, long processing times, too many required documents and poor roads came next. In her presentation, Ms. Anfimova also compared these barriers over the years.

In the second part of her presentation, she briefly presented the NELTI – New Eurasian Transport Initiative – a road bridge from China to Europe as alternative to the maritime transport routes. NELTI was established by an initiative of KAZATO (the IRU member association in Kazakhstan). The initiative consisted of regular commercial journeys along specific trade routes, monitoring of these routes and analysing the relevant data thereby measuring efficiency. The presentation of the NELTI final analysis would be conducted in Almaty in 2009.

A representative of the State Rail Company of Uzbekistan gave a short overview of the history of railroads in Uzbekistan. He also informed participants about the main objectives of the company. These included: the creation of a unified railroad network; electrification; modernization; the development of repair capacity; and the establishment of new alternative transport corridors leading to world markets.

## **Conclusions:**

Participants agreed that the main **bottlenecks** were:

1. High transport costs and too long transit times. The Working Group focused on border crossings and less on transport infrastructure (payoffs much larger – low cost, great benefits).
2. High transport costs reduce trade flows and investment (including Foreign Direct Investment). There are also human (or social) costs related to delays at borders (may last several days).

3. High transportation costs are also symptoms of a malfunction. The Working Group did not identify what this malfunction was, but provided its elements:

- inefficient, not uniform, not harmonized border procedures;
- corruption, licensing, no visas for professional drivers;
- insufficient use of IT at border crossings;
- no information or insufficient information about the relevant rules and regulations; and
- lack of a national strategy concerning transit.

4. Some of these elements appear not only at border crossings but also in-between borders (typically to extract informal payments)

Participants identified various **possible solutions** the problems experienced:

1. The need to adopt a multi-stakeholder approach when it comes to identifying problems and solutions. The Working Group identified various ways of doing so:

- UNCTAD's cluster approach;
- ILO's tripartite approach;
- IRU initiatives and projects;
- WCO's SAFE Framework of Standards where "business-to-government" is one the pillars;
- UNECE's legal instruments which are managed by working parties consisting of governments and other stakeholders.

2. The need to build capacity was emphasized; in this regard the following initiatives were acknowledged:

- various UNCTAD activities;
- WCO's Columbus Program to assist in implementing the SAFE Framework;
- Joint OSCE/UNECE seminars - in particular, those to promote the Harmonization Convention and raise awareness of the need to coordinate the work of border agencies nationally and co-operate internationally (Moscow, Belgrade 2006 seminars), as well as the OSCE/UNECE Kyiv seminar to promote good governance in customs.

Regarding the **role of the OSCE**, it was noted that:

- Ministerial Decision No. 11/06 on "Transport Dialogue in the OSCE" provided a good basis for continued OSCE involvement in the area of transport;
- The OSCE should continue and intensify its cooperation with UNECE, ILO, WCO and other relevant partner organizations;
- The OSCE had a quite relevant role to play in promoting efforts in the framework of the UN endorsed Almaty Program of Action;
- Synergies between the OSCE Economic and Environmental dimension on the one hand and the Action Against Terrorism (ATU) and the CPC Borders units should be further developed;
- The OSCE field presences had an important role to play in raising awareness. In this regard, signals had been perceived that they were increasingly willing to undertake this type of work. Participants in the Working Group agreed that the message about the importance of efficient border crossings was filtering through;
- The development of a Handbook on Best Practices at Border Crossings would be a natural consolidation and extension of the OSCE engagement to-date.

### **WORKING GROUP III: River basin co-operation**

#### **Facilitators:**

- **Mr. Ari Mäkelä**, Technical Adviser, Finnish Environment Institute SYKE
- **Ms. Saba Nordstrom**, Environmental Adviser, OSCE/OCEEA

**Mr. Mäkelä** opened the discussion and mentioned the water management related specificities of Central Asia, including among others the case of Kyrgyzstan and Tajikistan having water flows from glacier melting.

**Mr. Subhonkul Davlatov**, Head of External Relations Department, Ministry of Water Resources and Land Reclamation of the Republic of Tajikistan, presented environmental and security linkages in general in Central Asia, including the fact that seismic zones were prevalent in the region and earthquakes were frequent while there was only weak seismic monitoring and poor response capacity. Mountain regions often experienced flooding, with valleys most at risk, in particular the Ferghana Valley. He also noted the breaking of glaciers, with new glacier lakes appearing without responses taken by governments, such as monitoring and subsequent remediation. Mudslides were also common and in particular where development of mineral resources took place, such as in the Syr Darya basin in the Ferghana Valley. Also environmental migration was mentioned in the context of environment and security and the possible role of OSCE in this area was emphasized.

Mr. Davlatov mentioned the legal framework in Tajikistan but referred to the fact that there was no comprehensive plan for Central Asia, when it came to emergency preparedness. The risk mapping that took place in Soviet times did not allow for monitoring of the current situation. The importance of building co-operation with Afghanistan was furthermore a priority for the country.

Finally, Mr. Davlatov noted that accession to the Helsinki Convention was being considered by the Government of Tajikistan. He invited participants to attend the Conference on water related disasters reduction, initiated by the President of Tajikistan, in June 2008, in Dushanbe.

**Mr. Amirkhan Kenshimov**, Deputy Head of the Water Resources Committee, Republic of Kazakhstan, focused his presentation on the Syr Darya, noting the regional water agreements from Soviet times in 1982. He said that with appropriate water management, there was enough water for all countries in the region, the seasonal accumulation and discharge of water, depending on energy needs or irrigation needs. Historically, there were bilateral agreements on water management. Presently, the countries of the region had different economic situations and developments, making necessary an updating of the former agreements. In terms of the management of the Syr Darya, Mr. Kenshimov noted that international experiences would be beneficial. Kazakhstan would also like to strengthen the role of IFAS towards harmonizing the laws and practices of the countries of the region. Presently the legal framework was country by country specific. The agreements on the Aral Sea (1992) and the Syr Darya (1998) were in need of updating, in particular as the economic development of the region was now vastly different from then. He noted the co-operation with the ICWC but also the fact that it was not possible to adopt an agreement on the status of the Syr Darya or the Aral Sea. He ended by presenting three conclusions:

- there was a need for interstate agreements;
- there was a need for transparent information exchange;
- Kazakhstan could consider funding such developments.

The discussion was opened by Ms. Saba Nordstrom, Environmental Adviser, OSCE Secretariat, who asked Mr. Kenshimov to clarify what he referred to in terms of Kazakhstan's willingness to

finance regional water agreements and if he could perhaps briefly tell participants about the Chu-Talas agreement and how resources were being shared under this arrangement.

Mr. Kenshimov noted that 70% of water resources in Kazakhstan stem from outside the country. With a growing population and a developing economy, water consumption would increase. Therefore, Kazakhstan was interested in maintaining the water quality and presently the country was financing Kyrgyzstan with 52 million tenge (/120 for USD) annually to maintain water management facilities where water was going to Kazakhstan. In terms of the Syr Darya, there were only two countries funding the IFAS/ICWC, namely Kazakhstan and Uzbekistan. He noted that there were some examples of transboundary water co-operation one could point to, but Kazakhstan would be interested in a clear methodology for what they were financing. For example, USAID developed a cost-sharing methodology for the Chu and Talas. Kazakhstan needed clear mechanisms, also for financing facilities in the Syr Darya. He suggested OSCE could assist in this area.

Ms Esra Buttanri, Associate Programme Officer, OSCE Secretariat, asked Mr. Kenshimov to elaborate further on the need for revising legal mechanisms and the support requested in this respect. Mr. Kenshimov explained that the common use of the Aral Sea Basin was signed by newly formed states in 1992. At that time, their economies were still centralized. Since then, the countries had evolved differently. In 1997, the Syr Darya framework was signed, but without specific implementation mechanisms. Today, Kazakhstan was annually signing a protocol and wanted to have a more sustainable long-term solution. Mr. Kenshimov went on to note that the ADB had supported the development of a new agreement, but differences still prevailed, while the Nukus Declaration (1995), which was signed by the Central Asian countries stated that all former agreements would be accepted, including IFAS. His opinion was that this had to be reformed. The countries had common objectives, but seasonal actions differed. Kazakhstan was looking for long term solutions rather than sanctions, but also noted that it remained uncertain of what neighbouring States planned.

A representative of the Ministry of Ecology of Moldova asked about the 1998 Syr Darya agreement and whether it had any Inter-State structure. She also wondered if Kazakhstan had been able to reach agreements with its neighbours on the standards for discharge of water and their future plans in this respect.

Mr. Kenshimov answered that there was an Inter-State structure, IFAS, for the Syr Darya, also harbouring the Amu Darya within its territory and that this structure in fact worked, with the ICWC (under IFAS), meeting 4 times a year. The ICWC monitored the situation and took decisions. Not all countries were content with the inter-state bodies. On the river Chu, a Secretariat was created, with 4 groups dealing with water management and monitoring, producing recommendations to the Secretariat. Presently, the Secretariat was financed by international bodies, mainly by the ADB (until 2010). As for China and Kazakhstan, there was an Inter-State group that met once a year. There was no permanent interstate institution and the two countries wanted to create one. Regarding the monitoring of discharges, there were no overall agreements and, as concerned the Syr Darya, the agreements provided for an inflow of water to the reservoirs with less than 0.1 g/l of mineralisation. The same went for China. On the Chu-Talas, the OSCE was supporting work on water quality.

The representative of the State Committee on Water of Uzbekistan asked a question about a specific reservoir (Chardara-Arnasai) and the capability of Kazakhstan to deal with this. He particularly referred to a flooding incident in 1998. Mr. Kenshimov answered that the Chardara reservoir had a limited outlet capacity of 600m<sup>3</sup>/sec and that it needed higher pressures. He emphasized once again the importance of determining the legal status of the Aral Sea first and then of taking a collective action.

Mr. Davlatev raised the issue of the need for a realistic dialogue with Afghanistan and suggested that the OSCE could play an important role in the upper/lower basin context. Following the fortification of the river banks in Tajikistan and Uzbekistan, Afghanistan became concerned about its own banks and two ministerial meetings between Tajikistan and Afghanistan had taken place. He noted that the IFAS needed improvement and that decisions on hydro-energy were not made. Again, he noted that the OSCE would be well placed to support regulations concerning the use of water for energy purposes. Finally, he stated that the present regional agreements had only a limited effect. Water use had increased and there were poor water saving strategies. He noted the need for a regional water doctrine and suggested the OSCE to have a leadership role in this context.

Mr. Ulugbek Ruziev, National Programme Officer in OSCE Project Co-ordinator's Office in Uzbekistan, gave a short overview of the historic developments of the IFAS/ICWC. He also noted the work of UNDP to look into IWRM principles in the CA countries. With regard to the energy/water issue, there used to be a common understanding, but at present there was no financial mechanism for dealing with this issue. He also noted that there was a trend towards autonomy in terms of the water management in the region, or a so called water-ego. This was not always optimal in the regional context. He noted that OSCE was a political organization and suggested that it could be a political platform for the region, promoting advancement of current legal agreements, holding training seminars to assist specialists in the region, working with NGOs etc..

#### **Working Group IV: Port, ships and container security**

##### **Facilitators:**

- **Mr. Poul Hansen**, Economic Affairs Officer, Transport Section, Trade Logistics Branch, SITE UNCTAD
- **Mr. Roel Janssens**, Economic and Environmental Adviser, OSCE/OCEEA

**Mr. Kilian Strauss**, Senior Programme Officer at the OCEEA, briefly introduced the participants to the main purpose of the working group. He briefed representatives on the existing OSCE activities and commitments in the area of port, ships and container security and explained that the OSCE's mandate in this regard was based on two Ministerial Council Decisions: No. 9/04 on "Enhancing Container Security" and No. 6/05 on "Further Measures to Enhance Container Security".

By adopting the above Decisions in 2004 and 2005 respectively, he said, the 56 OSCE participating States firmly committed to act without delay in accordance with their domestic legislation and to make the necessary resources available to enhance container security, based on best practices and on norms and standards agreed internationally.

Ever since, the relevant units within the OSCE, in co-operation with partner organizations such as the WCO, the IMO and the ILO have assisted the participating States in living up to their commitments. Also in the area of port and ship security, the OSCE has acquired relevant expertise. Among others, work has been done on improving the implementation of the ILO/IMO Code of Practice on Security in Ports, the IMO's International Ship and Port Facility Security (ISPS) Code and the WCO's SAFE Framework of Standards.

**Mr. Dani Apave**, Senior Maritime Specialist at the International Labour Office (ILO), introduced the participants to a number of ILO legal instruments. He started by presenting the ILO/IMO Code of Practice on Security in Ports and emphasized the fact that this instrument provided useful

guidelines to help reduce the risk to ports from the threat of unlawful acts. He continued by explaining that the Code offered a valuable framework for formulating and implementing security strategies and identifying potential risks to a port's security. It was intended to promote a common approach to port security amongst member States. It outlined security roles, tasks and measures to deter, detect and respond to unlawful acts against ports serving international traffic. The vital issues of security awareness and training were also addressed. Mr. Apave ended the first part of his presentation by stressing that the Code followed, where possible, the practice and principles identified in the IMO's ISPS Code and acted as valuable, complementary guidance, as it extended consideration of port security beyond the area of the port facility into the whole port.

In the second part of his presentation, Mr. Apave drew attention to the revised Seafarers' Identity Documents Convention (2003, No. 185) which had been ratified by 12 countries. He explained that one of the issues considered crucial for improving maritime security was ensuring that seafarers had documents enabling their "positive verifiable identification". Many countries required such identification before they were prepared to grant special facilities enabling seafarers to carry out the international professional moves necessary for their work and for their well-being. Mr. Apave explained that the (revised) Convention provided for a new seafarers' identity document facilitating the movement of seafarers, but not replacing a passport. It introduced a viable system for meeting contemporary security concerns while maintaining the necessary facilitation of shipping and recognition of the needs of seafarers. The Convention required each ratifying country to put in place a comprehensive security regime. This would cover not only the production by the national authorities of a modern identity document embodying security features, but also the maintenance of national databases for the documents. In addition, the processes and procedures for the production, personalization and issuance of the document, which would include quality control of the entire national system, would be subject to international oversight (Article 5 and Annex III of the Convention).

The ILO representative also briefly referred to the ILO Maritime Labour Convention, a Convention which set minimum requirements for seafarers to work on a ship and contained provisions on conditions of employment, hours of work and rest, accommodation, recreational facilities, food and catering, health protection, medical care, welfare and social security protection.

Mr. Apave ended his presentation by stressing that the OSCE had a role to play in promoting the ratification and proper implementation of ILO legal instruments related to port and ship security.

Mr. Poul Hansen, Facilitator of the Working Group suggested (with reference to Working Group II) that the Seafarers' Identity Document could be replicated for truck drivers. This would contribute to facilitating the movements of trucks and legitimate trade flows across borders.

**Mr. Alexander Ratnikov**, Technical Attache, World Customs Organization (WCO), explained to participants that the WCO, which was established in 1952, nowadays represented the interests of 171 members from across the globe covering all geographical regions.

Mr. Ratnikov informed participants about the key objectives of the WCO SAFE Framework of Standards (June 2005). The Framework aimed at establishing standards that provide supply chain security and facilitation to goods being traded internationally; enabling integrated supply chain management for all modes of transport and promoting co-operation between the Customs and business communities. The implementation of the "Framework" should lead to enhanced Integrated Border Management through: reducing the number of agencies at the border; joint controls, adoption of international standards; introduction of the Single Window; and enhanced coordination of controls with neighbouring and trading countries.

Mr. Ratnikov also said that 149 out of 171 WCO members had signed the letter of intent and that proper implementation of the SAFE Framework was expected to enhance world trade and ensure



better security against terrorists' threats. Furthermore he informed that the "Framework" built both on customs-to-customs network arrangements as well as on customs-to-business partnerships. It had four core elements: advanced electronic cargo information; consistent risk-management approach; use of non-intrusive detection equipment; and enhanced trade facilitation for legitimate trade. At the end of his presentation, Mr. Ratnikov identified a number of areas that needed further improvement: co-operation between customs and private sectors; coordination within and between governments; risk-management regimes; and effective use of technology.

The facilitators Mr. Poul Hansen, Economic Affairs Officer (UNCTAD), and Mr. Roel Janssens, Economic and Environmental Adviser (OSCE), summarized the key recommendations of the Working Group:

- Several Working Group participants highlighted the need for improved co-operation between various actors at a regional level, notably in the Caspian Sea region;
- There was a need for building capacity of authorities concerned to implement the above Conventions and instruments;
- The OSCE had an important role to play in bringing about coordinated action; it could offer a platform for the exchange of best practices;
- Not only was there a need for enhanced intra-regional co-operation efforts but also the level of inter-agency co-operation at the national levels had to be improved.

#### **Plenary Session IV: Good governance in maritime and inland waterways transportation: economic and environmental aspects**

**Moderator:** Mr. John Ostergaard, Director, Oil Spill Training Company Ltd., United Kingdom

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

The Moderator, **Mr. John Ostergaard**, started the session with a brief outline of the increasing oil production and maritime transportation activities in the Caspian Sea. He emphasized the need to address the related environmental risks. In that regard he referred to the national efforts consisting in the adoption of national oil spill contingency plans as well as of local contingency plans for ports, terminals, offshore platforms, pipelines. He then mentioned the cross-border efforts, namely the countries' co-operation under the Tehran Convention's OPI Protocol. The regional oil industry co-operation under the Oil Spill Preparedness Regional Initiative (OSPRI) was yet another positive example. The moderator stressed that in order to enhance the emergency preparedness and response capacity and to strengthen good governance and public awareness, it was important that all parties having relevant interests in the subject - governmental agencies, local authorities, the industry, academia and NGOs, media – worked together.

**Ms. Sabrina Mansion**, from the Dangerous Goods and Special Cargoes Section of the UNECE, presented the international mechanisms for the development and harmonization of dangerous goods regulations. In the UN framework, an ECOSOC Committee of experts on the Transport of Dangerous Goods (TDG) and on the Globally Harmonized System of classification and labelling of chemicals (GHS) had been established in 1953. It comprised 36 full members, observer countries, intergovernmental organizations as well as NGOs and associations representing various branches

such as the chemical, petroleum, gas industry, transport etc. There were two Sub-committees, one on TDG and one on GHS, which met twice a year.

Ms. Mansion then referred to the harmonization instruments known as the “Orange Book”, including recommendations on the TDG, and the “Purple Book” on the GHS. The UN Model Regulations “Orange Book” referred *inter alia* to classification, list of dangerous goods, use of packaging, consignment procedures (labelling, marking, documentation) etc. Governments should adopt national regulations and international organizations should adopt international regulations which should follow the same structure and implement the provisions contained in the UN Model Regulations. A number of international instruments were administered within the UNECE, such as the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) and the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN).

**Captain Isto Mattila**, Deputy Head of the Border and Coast Guard Division, Finland, brought into discussions two elements that should be taken into account when designing national and regional maritime policies. First, trans-nationality was one characteristic of maritime issues, as shipping, trafficking, environmental pollution, crime were crossing borders on land as well as on the sea. Addressing these challenges would require a coherent framework and a strong commitment from all stakeholders. Secondly, any maritime policy should emphasize environmental sustainability, without hindering the required economic development. States should develop integrated maritime policies at national level and co-operate and share information and expertise regionally and internationally.

Mr. Mattila continued by presenting the Finnish model of multi-administrative co-operation with regard to maritime affairs. The Finnish maritime authorities that have a long tradition of cooperation were: the Ministry of Interior (The Finnish Border Guard/Coast Guard - The Police), the Customs, the Ministry of Traffic and Communication (The Finnish Maritime Administration), the Ministry of Defence (The Finnish Navy), the Ministry of Agriculture (fishery control), the Ministry of Environment (environment protection). In practice, there were national and district executive groups holding regular meetings, as well as a national team of experts. Such co-operation led not only to increased sea safety and security or preparedness for oil spills but also to significant savings. Then Mr. Mattila referred to Finland’s co-operation within a regional context and exemplified with the work of the Baltic Sea Region Border Control Co-operation (BSRBCC), which included all Baltic Sea States and Iceland. This international co-operation was aimed at: increasing border security, preventing cross-border crime, improving search and rescue activity, protecting the maritime environment. The BSRBCC emphasized practical operational co-operation by developing technical systems, maintaining efficient border surveillance, sharing common operational principles and undertaking measures for maritime environment protection.

Concluding, Mr. Mattila summarized some elements that should guide the future development of maritime co-operation. First, he said, a change of mindset was needed, which would lead to changes in policy making and decision making. Research, technology and creative thinking should be encouraged. Synergies between various stakeholders and networks and co-operation at various levels should be stimulated. For example, at European level, agencies such as Frontex and EMSA should play a more active role. Co-operation should also involve a combination of civilian/military agencies under an appropriate lead, tailored according to specific threats and to relevant circumstances. Regional co-operation would bring benefits for all, consisting in improved operations and the decrease of overlapping work, and ultimately in enhanced security, safety and environmental protection.

The next speaker, **Mr. Tor Christian Sletner**, Associate Director, Det Norske Veritas AS, Norway, introduced his company, whose main scope from its establishment in 1864 was to identify, assess and manage risk, initially for maritime insurance companies. Then he gave some facts and figures from Norway, related to coastal and maritime issues and the petroleum and shipping industry.

Mr. Sletner outlined the new risk reality of today, and stressed that companies today were operating in an increasingly more global, complex and demanding risk environment, that society at large was gradually adopting a “zero tolerance” for failure, that there were stricter regulatory requirements as well as an increased demand for transparency and business sustainability. In this context, he listed a number of principles for risk management:

- The polluter pays;
- Preventive and operational efforts;
- Interaction.

Mr. Sletner presented the Norwegian contingency system, which incorporated these principles and involved co-operation and co-ordination between the central government, through the Norwegian Coastal Administration, and the municipalities, industry, etc. National responsible authorities took operational command for accidental acute pollution incidents on national level i.e. extensive oil spill operations, while county governors and municipal task units were assigned authority to address regional/local incidents. There was coordination and interaction between governmental, private and municipal contingency entities. The private companies had an obligation to provide for contingency against spills caused by their own activities. Finally, Mr. Sletner referred to the Norwegian experiences regarding Vessel Traffic System (VTS), Automatic Identification of Ships (AIS), as well as ports and places of refuge.

The speaker concluded by outlining the importance of regional co-operation and mentioned some specific examples from the Nordic region such as the Arctic Council, the Copenhagen Agreement between the Scandinavian countries, the Bonn Agreement on the North Sea and the Russian - Norwegian regional co-operation.

The final speaker, **Ms. Kaisha Atahanova**, Chairperson, Ecological Forum of NGOs, Kazakhstan, focused on promoting good governance and raising awareness on the Caspian Sea environmental issues. The region of the Caspian Sea had historically been contaminated with radioactive waste. Oil extraction also posed serious concerns, in particular as many oil wells were in danger of flooding. There were also numerous other risks when conducting new off-shore drilling, in particular due to poor climate conditions, deep drilling, and abnormally high pressures. In addition, off-shore oil extraction endangered the biological resources of the Caspian. The level of pollution was already high and the ecological pressure on the Caspian was mounting. According to some sources, 0.1% of all extracted oil spilled into the sea, which was within normal international limits, but, with the projected extraction volume of 100 mln. tons by 2012, the sea would be contaminated with hundred thousand tons of oil annually. Further 10% were lost during transportation, which would add 1 mln. tons of potential pollution.

Therefore, the region needed high environmental security standards and norms, concluded the speaker. It was necessary to determine ecologically acceptable volumes and set constraints on all oil operations before beginning off-shore extraction. The existing legal framework also needed to be refined and be brought in line with the international instruments. The current developments under the Teheran Convention needed to be continued and enhanced and progress should be constantly monitored.

Giving an example of the necessary improvements, Ms. Atahanova referred to the Kazakhstan's oil spills response plan, which, according to her, did not take into account the risks associated with hydrogen sulphide, nor the potential accidents in the North-Eastern Caspian and involving local oil pipelines. The plan did not clearly define the procedures for warning of oil spills or for ensuring the security of population. The plan should be brought in line with the Ecological Code of Kazakhstan and the special ecological requirements in the North-Eastern Caspian.

At the end of her presentation, Ms. Atahanova proposed that an OSCE supported Aarhus Centre be established in Atyrau. Such a centre should engage in the following activities: raising public awareness of the ecological problems of the Caspian, provide the public with quality ecological information, encourage civil participation, provide training and facilitate dialogue, and prospectively become part of a network of Aarhus Centres on the Caspian.

During the discussion, one speaker said that the issue of potential oil pollution was not confined to the Caspian Sea, as many other seas and regions, such as the Baltic Sea and the Gulf of Finland were witnessing increases in oil transport. In that context, it was noted that there was room for exchanges best practices between countries and regions and that the OSCE could facilitate such exchanges.

The debate also focused on the issue of compensation after accidents, also given the often insufficient insurance coverage. While in theory the "polluter pays" principle should apply, in practice that was a difficult issue as experience showed that the polluters and ship owners never covered the costs entirely. The question of an international compensation fund was brought also into discussion.

Another representative emphasized that prevention of accidents and pollution should be a priority, as indeed, after pollution occurred, it would be impossible to fully restore the situation and clean up. The strategic answer should be of minimizing risks. In that regard, activities in the areas of monitoring, creation of a legal framework, multi-stakeholders' co-operation, sharing of information, training and capacity building, should be supported. Co-operation at regional level should also be a priority.

After the discussion, the moderator summarized the main conclusions of the session:

- Good governance on cross border issues should be based on relevant international conventions, regulations and guidelines, implemented at the national level through adequate, comprehensive and acceptable laws and regulations;
- Good governance at the national level should be based on a transparent and comprehensive process involving all parties, i.e. governmental agencies, local authorities, the industry, NGOs, and other parties concerned;
- Good governance would in most cases result in wide acceptance, efficient and cost-beneficial action in addressing the matters concerned.

## CONCLUDING STATEMENT

**by Ms Tuula Yrjölä,  
Director, Eastern Europe and Central Asia  
Ministry for Foreign Affairs of Finland / OSCE Chairmanship**

Your Excellency Minister Babaev,  
Mr. Moderator,  
Excellencies,  
Ladies and Gentlemen,

On behalf of the OSCE Chairmanship, I would like to express our appreciation to the Turkmen hosts for the facilitation of this Conference and the excellent arrangements, which allowed the smooth conduct of this Conference. I would also like to thank the Government of Turkmenistan for its gracious hospitality. We were honoured to accept the invitation by H.E. Berdymuhammedov, President of Turkmenistan to a concert to celebrate the international women's day.

During these two days we discussed relevant and topical perspectives of Central Asia, the Caspian Sea as well as the Mediterranean on maritime and inland waterways cooperation. We also received useful information concerning the challenges and opportunities related to security and the environment as well sustainable economic development.

The Conference also focused on the special needs of the landlocked countries. The discussion focused on the current situation including the main bottlenecks of multimodal transit transportation, with emphasis on promoting best practices. Specialized organizations such as UNECE and UNCTAD provided us with detailed information.

In order to encourage more in-depth discussion, the Conference was divided to parallel Working Groups, which combined various topics ranging from transit transportation, maritime environmental challenges and river basin co-operation, to port, ship and container security. The Working Groups proved to be well-placed for a thorough exchange of views and to guide our work forward. I wish to extend special thanks to the facilitators, who together with the panellists and participants formulated ideas for future deliberations of the Economic and Environmental Forum.

The discussions of the Conference demonstrated again that we need to work together in order to be able to address common challenges. With the involvement of all stakeholders, including governments, international organizations, academia, private enterprises and non-governmental organizations it is possible to identify sustainable solutions.

There is a need for an integrated approach, and the OSCE can support this work as has been shown during these two days. The OSCE already has a long-standing record of activities aimed at promoting transboundary co-operation on economic and environmental matters, and it should be used to its full extent. To this end the role of the Field Operations should be further encouraged. They should also contribute to regional efforts whenever possible.

During the Conference we received some suggestions for themes and questions that merit further attention and follow-up. They will be included in the consolidated summary of this Conference to be distributed in due course.

So, how are we going to proceed from here? Already on 10-11 March an expert Workshop on "Oil Spills Response and Remediation" will be held in Turkmenbashi at the kind invitation of the Government of Turkmenistan, and organised by OSCE Center in Ashgabat and the Office of the Coordinator of OSCE Economic and Environmental Activities. The focus will be on available technologies and exchange of best practices from the OSCE region. Next the Second Segment of the Forum will convene in Prague in May, taking into account the discussions and suggestions made here in Ashgabat.

I wish to warmly thank the presenters for their highly professional introductions to the various sub-themes. I would also like to thank the moderators, facilitators and rapporteurs as well as the Coordinator of OSCE Economic and Environmental Activities, Mr. Bernard Snoy and his team, and Ambassador Ibrahim Djikic and the team of OSCE Office in Ashgabat.

I would also like to express our appreciation to all participants for their contributions to the discussions. Together you all made this Conference a success, providing a valuable contribution to OSCE cooperation in the Caspian Sea region and in the OSCE area as a whole. Without the initiative and the commitment of the Government of Turkmenistan all this would not have been possible. On behalf of all the participants I would like to thank you most warmly Minister Babaev and wish you and your very able team best success in your endeavours.



**Organization for Security and Co-operation in Europe**

**The Secretariat**

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

**Ashgabat, 6 March 2008**

**Second Preparatory Conference  
for the 16<sup>th</sup> OSCE Economic and Environmental Forum**  
“Maritime and inland waterways co-operation in the OSCE area:  
Increasing security and protecting the environment”

**Ashgabat, 6-7 March 2008**

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| <p><b>Conference Venue:<br/>President Hotel<br/>Archabil Shayoly 54<br/>744036, Ashgabat</b></p> |
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**ANNOTATED AGENDA**

**Thursday, 6 March 2008**

09.30 - 10.30      **Opening Plenary Session** (Open to Press)

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

**Introductory Remarks:**

- **H.E. Rashid Meredov**, Minister of Foreign Affairs, Deputy Chairman of the Cabinet of Ministers of Turkmenistan
- **Ambassador Aleksi Härkönen**, Head of the OSCE Task Force, Ministry for Foreign Affairs of Finland/ OSCE Chairmanship
- **Ambassador Marc Perrin de Brichambaut**, Secretary General of the OSCE

**Keynote Address:**

- **Ambassador Pierre Morel**, European Union Special Representative for Central Asia

10.30 – 11.00      Tea/Coffee break

11.00 - 13.00            **Plenary Session I – Opportunities and challenges in the Caspian region and in Central Asia**

**Moderator:** **Mr. Khoshgeldi Babaev**, Deputy Minister of Foreign Affairs of Turkmenistan, Head of the State Enterprise for the Caspian Sea under the President of Turkmenistan

**Rapporteur:** **Mr. Jan Olsson**, Economic and Environmental Officer, OSCE Centre in Astana

**Speakers:**

- **Mr. Maktumkuly Akmuradov**, Minister of Nature Protection, Turkmenistan
- **Ms. Galiya Karibzhanova**, Head of Administration of International Co-operation, Ministry of Environmental Protection, Republic of Kazakhstan
- **Mr. Alexander Zlenko**, Director, Federative State Enterprise "North Caspian Salvage and Rescue Underwater & Technical Operations", Ministry of Transport of the Russian Federation

**Discussion**

13.00 - 14.30            Lunch

14.30 - 16.30            **Plenary Session II – Addressing the challenges of landlocked countries**

**Moderator:** **Ambassador Kairat Abdrakhmanov**, Permanent Representative of the Republic of Kazakhstan to the OSCE

**Rapporteur:** **Ms. Kimberley Bulkley**, Economic and Environmental Officer, OSCE Centre in Bishkek

**Speakers:**

- **Mr. Poul Hansen**, Economic Affairs Officer, Transport Section, Trade Logistics Branch, SITE UNCTAD
- **Mr. Abdulla Khashimov**, Head of Transportation Department, Ministry for Foreign Economic Relations, Investments and Trade, Republic of Uzbekistan
- **Mr. Dzhamshed Khaitov**, Head of Road Technical Department, Ministry of Transport and Communications, Republic of Tajikistan
- **Mr. Turdaly uulu Janybek**, Chief of Road and Waterways Transport Department, Ministry of Transport and Communication, Kyrgyz Republic
- **Mr. Elmar Farajov**, Head of TRACECA and International Projects Unit, Department of International Relations, Ministry of Transport and **Mr. Orkhan Zeynalov**, Secretary, Ministry of Foreign Affairs, Republic of Azerbaijan

**Discussion**

16.30 - 17.00            Tea/Coffee break

17.00 - 18.30            **Plenary Session III – Experiences in maritime co-operation in the Mediterranean region**

**Moderator:** **Mr. Marc Baltés**, Senior Adviser, OSCE/OCEEA

**Rapporteur:** **Mr. Raul Daussa**, Environmental Programme Officer, OSCE/OCEEA



**Speakers:**

- **Mr. Stephen Stec**, Senior Legal Specialist, Head of Environmental Law Programme, Regional Environmental Centre, Adriatic Sea Partnership Coordinator
- **Mr. Robert Kojc**, Senior Adviser, Ministry of Environment and Spatial Planning, Slovenia
- **Mr. Alp Kenanoğlu**, Captain (Navy), Head of Strategy and Treaties Department, Turkish Naval Forces

**Discussion**

19.00 Reception

**Friday, 7 March 2008**

09.00 - 10.30 **Parallel Working Groups**

**Working Group I Maritime environmental challenges****Facilitators:**

- **Ms. Esra Buttanri**, Associate Programme Officer, OSCE/OCEEA
- **Mr. Torbjörn Bjorvatn**, Economic and Environmental Officer, OSCE Office in Baku

**Panelists:**

- **Mr. John Ostergaard**, Director, Oil Spill Training Company Ltd., United Kingdom
- **Mr. Tharald Brekne**, former Director of the Norwegian Clean Seas Association for Operating Companies (NOFO)
- **Mr. Stephen Stec**, Senior Legal Specialist, Head of Environmental Law Programme, Regional Environmental Centre, Adriatic Sea Partnership Coordinator

**Discussion****Working Group II Challenges in transit transportation****Facilitators:**

- **Mr. Robert Nowak**, Economic Affairs Officer, United Nations Economic Commission for Europe (UNECE)
- **Mr. Kilian Strauss**, Senior Programme Officer, OSCE/OCEEA

**Panelists:**

- **Mr. Roel Janssens**, Economic and Environmental Adviser, OSCE/OCEEA
- **Mr. Poul Hansen**, Economic Affairs Officer, Transport Section, Trade Logistics Branch, SITE UNCTAD
- **Ms. Elena Anfimova**, Communication Officer, Permanent Delegation to the CIS, International Road Transport Union (IRU)

**Discussion**

10.30 - 11.00 Tea/Coffee break

11.00 - 12.30 **Parallel Working Groups**

**Working Group III River basin co-operation**

**Facilitators:**

- **Mr. Ari Mäkelä**, Technical Adviser, Finnish Environment Institute SYKE
- **Ms. Saba Nordstrom**, Environmental Adviser, OSCE/OCEEA

**Panelists:**

- **Mr. Subhonkul Davlatov**, Head of External Relations Department, Ministry of Water Resources and Land Reclamation of the Republic of Tajikistan
- **Mr. Amirkhan Kenshimov**, Deputy Head of the Water Resources Committee, Republic of Kazakhstan

**Discussion**

**Working Group IV Port, ships and container security**

**Facilitators/Panelists:**

- **Mr. Poul Hansen**, Economic Affairs Officer, Transport Section, Trade Logistics Branch, SITE UNCTAD
- **Mr. Roel Janssens**, Economic and Environmental Adviser, OSCE/OCEEA

**Panelists:**

- **Mr. Kilian Strauss**, Senior Programme Officer, OSCE/OCEEA
- **Mr. Alexander Ratnikov**, Technical Attaché, World Customs Organization (WCO)
- **Mr. Dani Appave**, Team Leader, Maritime Team, Social Dialogue, Labour Law, Labour Administration and Sectoral Activities Department, International Labour Organization (ILO)

**Discussion**

12.30 - 14.00 Lunch

14.00 - 15.30 **Plenary Session IV - Good governance in maritime and inland waterways transportation: economic and environmental aspects**

**Moderator:** **Mr. John Ostergaard**, Director, Oil Spill Training Company Ltd., United Kingdom

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

**Speakers:**

- **Ms. Sabrina Mansion**, Scientific Affairs Officer, Transport Division, Dangerous Goods and Special Cargoes Section, United Nations Economic Commission for Europe (UNECE)
- **Mr. Isto Mattila**, Captain (Navy), Deputy Head, Border and Coast Guard Division, The Border Guard Headquarters, Finland
- **Mr. Tor Christian Sletner**, Associate Director, Det Norske Veritas AS, Norway
- **Ms. Kaisha Atahanova**, Chairperson, Ecological Forum of NGOs, Kazakhstan

## **Discussion**

15.30 - 16.00            Tea/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:**   **Mr. Gabriel Leonte**, Economic and Environmental Adviser, OSCE/OCEEA

## **Reports and recommendations from the Sessions and Working Groups**

### **Discussion**

#### **Concluding statements by:**

- **Ms. Tuula Yrjölä**, Director, Eastern Europe and Central Asia, Ministry for Foreign Affairs of Finland/ OSCE Chairmanship
- **Mr. Khoshgeldy Babaev**, Deputy Minister of Foreign Affairs of Turkmenistan

**Second Preparatory Conference**  
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**Ashgabat, 6-7 March 2008**

**Thursday, 6 March 2008**

**Plenary Session I – Opportunities and challenges in the Caspian region and in Central Asia**

The general objective of Plenary Session I is to provide a framework for exchanges of information and ideas concerning the situation and developments in the Caspian region and in Central Asia, in particular with regard to increasing security and combating various environmental threats. Recent regional developments such as the Framework Convention on the Protection of the Marine Environment of the Caspian Sea (Tehran Convention), as well as the activities conducted under various regional initiatives, such as the work of the Caspian Environment Programme (CEP), will be highlighted. Countries in the region will be invited to share their views with regard to priorities, needs and further developments.

The session could address issues such as: the management of regional ecological resources; environmentally sustainable development; the impact of economic activities such as transport, oil and gas extraction, etc.; threats to biodiversity, including through the introduction of alien species by ballast waters; maritime and land based pollution; developments in the coastal hinterland; the interaction between landlocked countries and the Caspian region; etc.

Topics and questions for discussion may include *inter-alia*:

- What are the most important transboundary challenges in the region, what are the main hot spots, and what could the OSCE do, in co-operation with partners, to tackle them?
- What could be the OSCE’s added value to increasing maritime and inland waterways co-operation and security in the region?
- What should be done in order to strengthen, at regional level, the participation in various regional and international conventions, to improve enforcement and compliance, and what could be the OSCE role in that regard?
- How could the OSCE contribute to raising awareness, enhancing multi stakeholders’ co-operation and strengthening civil society participation for purposes of environmentally sustainable development?
- Could the Caspian Sea region benefit from other regional co-operation experiences in the OSCE area and could the OSCE be instrumental in facilitating inter-regional exchanges and co-operation? Could the Caspian Sea region offer successful examples for other regions?

**Plenary Session II – Addressing the challenges of landlocked countries**

Plenary Session II will build upon previous OSCE activities aimed at assisting landlocked developing countries in its region to overcome their transit transportation challenges. Further to the Ministerial Council Decision No. 11/06 on the Future Transport Dialogue in the OSCE, the OSCE

Secretariat together with the United Nations Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and the Small Island Developing States (UN-OHRLLS) organized on 23-24 October 2007 in Dushanbe a Conference on Trans-Asian and Eurasian Transit Transport Development through Central Asia. The Conference led to enhanced political awareness with regard to transit transportation issues across the region.

Plenary Session II should provide an opportunity to revisit some of the issues discussed previously and to elaborate more in detail with regard to possible solutions. It will focus on ensuring and facilitating the access to sea for landlocked countries, by addressing both transit transport policy and infrastructure related issues. It should also allow Government officials from the region to exchange experiences and to highlight the progress made as well as to identify the areas where improvement is still needed. Finally it will offer a platform bringing about increased co-operation with regard to future activities.

Topics and questions for discussion may include *inter-alia*:

- What is the current status of affairs and what are the main bottlenecks for the development of well functioning and efficient regional multi-modal transit transportation systems in and through Central Asia and adjacent regions? Therefore, what should be the priorities for future action?
- How can existing partnerships and co-operation between landlocked and transit countries and other members of the international community be improved?
- To what extent can the OSCE add value to already existing structures and mechanisms of co-operation? What forms of co-operation with other key players should be sought?
- How can the OSCE, both at headquarter and field levels, provide support to OSCE landlocked developing countries in the region?

### **Plenary Session III – Experiences in maritime co-operation in the Mediterranean region**

Plenary Session III should provide an opportunity for sharing information and experiences regarding maritime co-operation in the Mediterranean Sea region, both with regard to combating various environmental threats and to increasing maritime security. Topics to be discussed during this session may include addressing marine and land based pollution, emergencies preparedness and response, ballast waters management, coastal zone management, as well as combating illegal activities such as trafficking and smuggling, maritime security co-operation, etc.

Various regional instruments, initiatives and co-operation mechanisms, such as the Barcelona Convention for the Protection of the Mediterranean Sea against Pollution, the Mediterranean Action Plan, the EU Marine Strategy, the Adriatic Sea Partnership, etc., could be discussed and assessed, in view of streamlining priorities. Countries in the region will also be invited to express their views.

Topics and questions for discussion may include *inter-alia*:

- How could the OSCE provide support to environment and security co-operation in the Mediterranean Sea region and what could be the ways and means of future co-operation with existing regional initiatives?
- What are the gaps regarding maritime co-operation at regional level and what could the OSCE do, in co-operation with partners, to address these gaps?
- What are the positive regional co-operation experiences that could be relevant for other sea regions and how could the OSCE contribute to the transfer of experience and expertise?

- Could the Mediterranean region benefit from other regional co-operation experiences in the OSCE area and could the OSCE be instrumental in facilitating inter-regional exchanges and co-operation? Could the Mediterranean offer successful examples for other regions?

## **Friday, 7 March 2008**

### **PARALLEL WORKING GROUPS**

#### **Working Group I Maritime environmental challenges**

The Working Group I will focus on the experiences with various regional initiatives and mechanisms in place to address maritime environmental challenges. In doing so, the Working Group is expected to benefit significantly from, and build upon, the outcomes of the discussions in Plenary Sessions I and III. The Working Group could also make use of the discussions and outcomes of the Helsinki Preparatory Conference and the Vienna Segment of the Forum. Discussions in the working group are expected to focus on the Caspian Sea and Mediterranean Sea regions.

The Working Group will address current mechanisms and opportunities for inter-regional co-operation and sharing of experiences; strengthening emergency response capacities; enhancing partnerships and co-operation between governments and private sector; and ensuring stakeholder involvement in addressing maritime environmental challenges.

Topics and questions for discussion may include *inter-alia*:

- What are the current mechanisms for ensuring better co-operation and sharing of experiences, lessons learned and best practices among different regional initiatives addressing maritime environmental challenges and how could the OSCE provide support to such initiatives?
- What should be the next steps to promote sustainable development and environmental protection in the Caspian and Mediterranean Seas, and what could be the OSCE's contribution to these efforts?
- What are the major legal, institutional and capacity development needs and bottlenecks for strengthening the emergency response capacities of countries, individually and jointly, as it relates to maritime environmental protection, particularly in case of oil spills?
- How to ensure enhanced partnership and co-operation between a variety of stakeholders in addressing maritime environmental challenges, particularly between the governments, private sector and NGOs, and what could be the OSCE role in that regard?

#### **Working Group II Challenges in transit transportation**

Whereas Plenary Session II should contribute to identifying the main bottlenecks for the development of well functioning and efficient regional multi-modal transit transportation systems in and through Central Asia and adjacent regions, Working Group II should ideally contribute to formulating feasible solutions to the identified problems. In doing so, both physical as well as non-physical barriers to transit transportation, including at border-crossing points, should be addressed.

The Working Group will address current mechanisms – both of a political as well as of a technical nature – for intra- and inter-regional co-operation regarding transit transportation. Members of the Working Group will exchange views on how to further enhance partnerships between landlocked and transit developing countries on the one hand and other members of the international community on the other hand as well as on how to promote public private partnerships. In addition, deliberations will also focus on a number of existing international legal instruments that when implemented properly, prove to be useful tools for transport and trade facilitation.

Regarding the tackling of non-physical barriers to transit transport operations, the session is also expected to discuss harmonization of customs and border-crossing procedures and the introduction of Integrated Border Management measures. Also, the difficult balance, the achievement of an optimal combination between ‘securitization’ and ‘facilitation’ of border crossings of goods will be elaborated upon.

Topics and questions for discussion may include *inter-alia*:

- What are the main bottlenecks to transit transportation? Are they situated more at the technical or at the political level? To what extent can the OSCE as a political organization contribute to improving the current situation?
- How can existing partnerships between landlocked developing countries and their transit neighbours be enhanced and what could be the OSCE contribution in this area?
- What are the most effective customs and border crossing practices that could facilitate trade and transit transportation and how could the OSCE, in co-operation with partners, facilitate their dissemination and implementation?
- Would there be a need for enhanced capacity-building and training programmes? What could the OSCE do, in co-operation with partners, to assist countries to strengthen their capacity to fully implement the provisions of international legal instruments they have signed?

### **Working Group III River basin co-operation**

Working Group III will, building on Plenary Sessions I-III, bring the discussion from the marine environment towards inland priorities and towards information and communication gaps of a transboundary nature, with a focus on Central Asia.

The Working Group will in more detail discuss current mechanisms, initiatives and opportunities for inter-regional co-operation through highlighting current transboundary collaborations and initiatives as well as highlight cross border impacts. This could include ongoing and deepening work of the Chu and Talas Commission, protection from invasive species in mountain lakes and awareness and competence building within border control as well as recent developments on assessing environment and security links in the Amu Darya.

Topics and questions for discussion may include *inter-alia*:

- Are there current gaps in river basin management and what could be the OSCE’s contribution to these efforts?
- What are the current mechanisms for ensuring better co-operation and sharing of experiences, lessons learned and best practices among different regional initiatives addressing river basin environmental challenges and how could the OSCE best provide support to such initiatives?

- What are the major legal, institutional and capacity development needs and bottlenecks for strengthening river basin co-operation and what could the role of the OSCE be in strengthening these needs?
- How can one ensure enhanced partnerships and co-operation between a variety of stakeholders in addressing river basin challenges, particularly between the governments, private sector and NGOs, and what could be the role of the OSCE in that regard?

#### **Working Group IV Port, ships and container security**

The discussions in Working Group IV are expected to build further on existing OSCE activities and commitments in the area of port, ships and container security. The OSCE's mandate in enhancing container security is based on two Ministerial Council Decisions: No. 9/04 on "Enhancing Container Security" and No. 6/05 on "Further Measures to Enhance Container Security". By adopting the above Decisions in 2004 and 2005 respectively, the 56 OSCE participating States firmly committed to act without delay in accordance with their domestic legislation and to make the necessary resources available to enhance container security, based on best practices and on norms and standards agreed internationally. Ever since, the relevant units within the OSCE, in co-operation with partner organizations such as the WCO, IMO and ILO have assisted the participating States in living up to their commitments. Also in the area of port and ship security, the OSCE has acquired relevant expertise, among others work has been done on improving the implementation of the ILO/IMO Code of Practice on Security in Ports, the IMO's International Ship and Port Facility Security (ISPS) Code and the WCO's SAFE Framework of Standards.

The Working Group will discuss current political framework with the focus on international legal instruments that regulate security issues with regard to ports, ships and containers and will identify measures that should lead to an improved capacity to implement them.

Topics and questions for discussion may include *inter-alia*:

- What needs to be done in order to strengthen the political will in the OSCE participating States to address and improve co-operation with regard to maritime security issues and how could the OSCE support such efforts?
- How could inter-agency co-operation, both at the national as well as at the international and regional level, through involvement of representatives of Customs, Police, Port Authorities and State Security be enhanced and what could be a possible role for the OSCE in that regard?
- How could the OSCE contribute to building up partnerships between governments and the private sector to raise the overall security level, how could a multi stakeholder dialogue be promoted and how could the capacity of various stakeholders to address port, ship and container security issues be strengthened?
- What are the policy areas that should be prioritized and which are the international instruments, standards and guidelines whose implementation and enforcement needs to be enhanced? How could the OSCE, in co-operation with partners, contribute to that end?

#### **Plenary Session IV - Good governance in maritime and inland waterways transportation: economic and environmental aspects**

The session should discuss, in an integrated and comprehensive manner, both economic and environmental aspects related to maritime and inland waterways transportation. The overall objective is to identify ways and means through which good governance could be strengthened in



this sector. To that end, participants and speakers should attempt to focus on how co-operation and partnership at various levels – international, regional, national and local – could be enhanced. Possible models for regional co-operation as well as for public- private partnership will be presented. Experiences from various regions in the OSCE area would be brought into discussion with the aim of exchanging best practices and looking for synergies.

Topics that could receive special attention during this session include: the transport of dangerous goods, in particular in view of the UNECE legal instruments governing these activities; oil spills prevention, response and remediation activities; emergency preparedness and response; mechanisms and tools to coordinate national and cross-border efforts; ways and means to enhance public awareness and participation.

Topics and questions for discussion may include *inter-alia*:

- What are the priorities and needs at national and regional level and how could regional initiatives and international organizations, including the OSCE, contribute to tackling them more effectively?
- What are the most adequate responses and actions, from both the public and the private sectors perspective, with regard to reducing the risks associated with the transport of dangerous goods, including oil, and how could the OSCE contribute to strengthening co-operation, including public private co-operation, in this area?
- What needs to be done to ensure the adoption and implementation of appropriate legislation and the establishment of effective institutions and how could a stronger role of the public and civil society be facilitated?
- What are the benefits of national, cross-border and regional co-operation, and how it can be enhanced? How could the OSCE support regional co-operation activities aimed at strengthening good governance? How could it facilitate the exchange of best practices, also with other regions?
- How could the OSCE and other organizations and stakeholders support the effective implementation of international conventions in these fields? Could the OSCE, in co-operation with partners, develop and implement training and capacity building activities?



## Organization for Security and Co-operation in Europe

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

Ashgabad, 7 March 2008

### Second 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”**

**Ashgabad, 6 -7 March 2008**

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## Log of Contributions

|   | Date         | Country/<br>Organization | Author/Title   | Language |
|---|--------------|--------------------------|--|----------|
| <b>OPENING PLENARY SESSION</b>  |              |                          |  |          |
| 1.  | 6 March 2008 | Finland                  | <b>Ambassador Aleksi Härkönen</b> , Head of the OSCE Task Force, Ministry for Foreign Affairs of Finland/ OSCE Chairmanship<br><i>Introductory Remarks</i>   | English  |
| 2.  | 6 March 2008 | OSCE                     | <b>Ambassador Marc Perrin de Brichambaut</b> , Secretary General of the OSCE<br><i>Introductory Remarks</i>  | English  |
| 3.  | 6 March 2008 | European Union           | <b>Ambassador Pierre Morel</b> , European Union Special Representative for Central Asia<br><i>Keynote Address</i>  | English  |
| <b>PLENARY SESSION I - Opportunities and challenges in the Caspian region and in Central Asia</b> |              |                          |  |          |
|   | Date         | Country/<br>Organization | Author/ Title  | Language |
| 1.  | 6 March 2008 | Turkmenistan             | <b>Mr. Maktumkuly Akmuradov</b> , Minister of Nature Protection, Turkmenistan<br><i>„Ecology of the Caspian Sea”</i>   | Russian  |
| 2.  | 6 March 2008 | Kazakhstan               | <b>Ms. Galiya Karibzhanova</b> , Head of Administration of International Co-operation, Ministry of Environmental Protection  | Russian  |
| 3.  | 6 March 2008 | Russian Federation       | <b>Mr. Alexander Zlenko</b> , Director, Federative State Enterprise "North Caspian Salvage and Rescue Underwater & Technical Operations", Ministry of Transport  | Russian  |
| <b>PLENARY SESSION II - Addressing the challenges of landlocked countries</b>                     |              |                          |  |          |
| 1.  | 6 March 2008 | UNCTAD                   | <b>Mr. Poul Hansen</b> , Trade Logistics Branch UNCTAD,<br><i>“Challenges in Transit Transport”</i>  | English  |
| 2.  | 6 March 2008 | Uzbekistan               | <b>Mr. Abdulla Khashimov</b> , Head of Transportation Department, Ministry for Foreign Economic Relations,<br><i>“Investments and Trade, Republic of Uzbekistan”</i>                                     | English  |
| 3.  | 6 March 2008 | Tajikistan               | <b>Mr. Dzhamshed Khaitov</b> , Head of Road Technical Department, Ministry of Transport and Communications   | Russian  |
| 4.  | 6 March 2008 | Kyrgyzstan               | <b>Mr. Turdaly uulu Janybek</b> , Chief of Road and Waterways Transport Department, Ministry of Transport and Communication<br><i>“Transportation problems of countries having no outlet to the sea”</i> | Russian  |



|   |               |  |   |                 |
|---|---------------|--|---|-----------------|
| 5.  | 6 March 2008  | Azerbaijan   | <b>Mr. Elmar Farajov</b> , Head of TRACECA and International Projects Unit, Department of International Relations, Ministry of Transport and <b>Mr. Orkhan Zeylanov</b> , Secretary, Ministry of Foreign Affairs<br><i>“Azerbaijan’s Role in Transit Transportation of Euro-Asian Region”</i> | English/Russian |
| 6.  | 6 March 2008  | IGC TRACECA  | <b>Rustan Jenalinov</b> , Secretary General, PS IGC TRACECA<br><i>“The role of the IGC TRACECA in the development of Euro/Asian Transport Communication”</i>  | English         |
| <b>PLENARY SESSION III - Experiences in maritime co-operation in the Mediterranean region</b> |               |  |   |                 |
| 1.  | 6 March 2008  | Regional Environmental Centre for Central and Eastern Europe (REC CEE) | <b>Mr. Stephen Stec</b> , Senior Legal Specialist, Head of Environmental Law Programme, Adriatic Sea Partnership Coordinator  | English         |
| 2.  | 6 March 2008  | Slovenia   | <b>Mr. Robert Kojc</b> , Senior Adviser, Ministry of Environment and Spatial Planning   | English         |
| 3.  | 6 March 2008  | Turkey   | <b>Mr. Alp Kenanoğlu</b> , Captain (Navy), Head of Strategy and Treaties Department, Turkish Naval Forces   | English         |
| 4.  | 6 March 2008  | Albania  | <b>Mr. Shpetim Xhexhiu</b> , Chief of Sector on Maritime Waterways Policies, Ministry of Public Works, Transport and Telecommunications,<br><i>“Strategy of developing and integration of maritime sector”</i>  | English         |
| 5.  | 6 March 2008  | Croatia  | Contribution submitted by the <b>Delegation of Croatia</b> ,<br><i>“Co-operation in the Adriatic Sea Region”</i>  | English         |
| <b>WORKING GROUP I - Maritime Environmental Challenges</b>                                    |               |  |   |                 |
|   | <b>Date</b>   | <b>Country/ Organization</b>   | <b>Author/Title</b>   | <b>Language</b> |
| 1.  | 7 March, 2008 | United Kingdom   | <b>Mr. John Ostergaard</b> , Director, Oil Spill Training Company Ltd., United Kingdom  | English         |
| 2.  | 7 March, 2008 | Norway   | <b>Mr. Tharald Brekne</b> , former Director of the Norwegian Clean Seas Association for Operating Companies (NOFO)  | English         |
| 3.  | 7 March, 2008 | REC for Central and Eastern Europe                                     | <b>Mr. Stephen Stec</b> , Senior Legal Specialist, Head of Environmental Law Programme, Adriatic Sea Partnership Coordinator  | English         |
| <b>WORKING GROUP II – Challenges in transit transportation</b>                                |               |  |   |                 |
|   | <b>Date</b>   | <b>Country/ Organization</b>   | <b>Author/Title</b>   | <b>Language</b> |

|    |               |  |   |         |
|----|---------------|--|---|---------|
| 1. | 7 March, 2007 | SITE UNCTAD                              | <b>Mr. Poul Hansen</b> , Economic Affairs Officers, Transport Section, Trade Logistics Branch, SITE UNCTAD                          | English |
| 2. | 7 March, 2007 | International Road Transport Union (IRU) | <b>Ms. Elena Anfimova</b> , Communication Officer, International Road Transport Union (IRU), Permanent Delegation to the CIS Region | Russian |
| 3. | 7 March, 2007 | Uzbekistan                               | <b>Mr. Yalkin Kasimov</b> , Specialist, Uzbek Railways Company, Marketing Department  | Russian |

### Working Group III - River basin co-operation

|    | Date          | Country/<br>Organization | Author/Title   | Language |
|----|---------------|--------------------------|--|----------|
| 1. | 7 March, 2007 | Finland                  | <b>Mr. Ari Mäkelä</b> , Technical Adviser, Environment Institute SYKE  | English  |
| 2. | 7 March, 2007 | Tajikistan               | <b>Mr. Subhonkul Davlatov</b> , Head of External Relations Department, Ministry of Water Recourses and Land Reclamation<br><i>“Ecological Threats to Central Asia”</i> . | Russian  |
| 3. | 7 March, 2007 | Kazakhstan               | <b>Mr. Amirkhan Kenshimov</b> , Deputy Head of the Water Resources Committee<br><i>“Intergovernmental water relations in basin of the river Syrdarya”</i> .              | Russian  |

### Working Group IV - Port, ships and container security

|    | Date          | Country/<br>Organization         | Author/Title   | Language |
|----|---------------|----------------------------------|--|----------|
| 1. | 7 March, 2007 | World Customs Organization (WCO) | <b>Mr. Alexander Ratnikov</b> , Technical Attaché, World Customs Organization (WCO)<br><i>“The WCO SAFE Framework of Standards: secure and facilitate global supply chain”</i> | English  |
| 2. | 7 March, 2007 | SITE UNCTAD                      | <b>Mr. Poul Hansen</b> , Economic Affairs Officers, Transport Section, Trade Logistics Branch, SITE UNCTAD<br><i>“ISPS Code Implementation In Ports”</i>                       | English  |

### Plenary Session IV - Good governance in maritime and inland waterways transportation: economic and environmental aspects

|    | Date          | Country/<br>Organization                              | Author/Title   | Language |
|----|---------------|---|--|----------|
| 1. | 7 March, 2007 | United Nations Economic Commission for Europe (UNECE) | <b>Ms. Sabrina Mansion</b> , Scientific Affairs Officer, Transport Division, Dangerous Goods and Special Cargoes Section<br><i>“Transport of Dangerous Goods”</i>                                  | English  |
| 2. | 7 March, 2007 | Finland   | <b>Mr. Isto Mattila</b> , Captain (Navy), Deputy Head, Border and Coast Guard Division, The Border Guard Headquarters, Finland<br><i>“Maritime Cooperation-Economic and Environmental Aspects”</i> | English  |

|  |                                  |                           |   |                  |
|--|----------------------------------|---------------------------|---|------------------|
| 3.   | 7 March, 2007                    | Norway                    | <b>Mr. Tor Christian Sletner</b> , Associate Director, Det Norske Veritas AS, Norway<br><i>“DNV-Managing Risk”</i>  | English          |
| 4.   | 7 March, 2007                    | Kazakhstan                | <b>Ms. Kaisha Atahanova</b> , Chairperson, Ecological Forum of NGOs   | Russian          |
| <b>CLOSING DEBATE - The role of the OSCE</b> |                                  |                           |   |                  |
| 1.   | 7 March, 2007                    | Finland/OSCE Chairmanship | <b>Ms. Tuula Yrjola</b> , Director, Eastern Europe and Central Asia, Ministry for Foreign Affairs   | English          |
| <b>GENERAL CONTRIBUTIONS</b>                 |                                  |                           |   |                  |
| 1.   | 6 March 2008                     | OSCE OCEEA                | Annotated Agenda  | English/Russian  |
| 2.   | 7 March 2008                     | OSCE OCEEA                | List of participants  | English          |
| 3.   | SEC.GAL/19/08<br>28 January 2008 | OSCE OCEEA                | Logistical Modalities for the Second Preparatory Conference to the Sixteenth OSCE Economic and Environmental Forum, Ashgabad, 6 - 7 March 2008.   | English          |
| 4.   | 7 March 2008                     | Bosnia and Herzegovina    | Contribution by the Delegation of Bosnia and Herzegovina<br><i>“Needs and potentials: Environmental security of Bosnia and Herzegovina’s inland and maritime waterways”</i>   | English          |
| 5.   | 7 March 2008                     | Spain                     | Mr. Jorge Zaragozá, Head of the Cooperation and Institutional Affairs Unit, Centre for the Prevention and Fight against the Maritime and Coastal Pollution – (CEPRECO), Ministry of the Presidency.<br><i>“Response and remediation of the “Prestige” (Lessons learned) “</i> | English          |
| 6.   | 7 March 2008                     | OSCE OCEEA                | Questionnaire – Conference evaluation   | English, Russian |