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**TALKING POINTS
OF THE MINISTRY OF TRANSPORT OF THE
RUSSIAN FEDERATION AT THE SECOND SESSION OF THE
FOURTEENTH MEETING OF THE
OSCE ECONOMIC FORUM**

Prague, 23 May 2006

Mr. Chairman,
Distinguished Participants,

The Russian Federation attaches great importance to the implementation of the recommendations contained in the review of OSCE commitments in the economic and environmental dimension.

We believe that the work in this area helps to make the OSCE's activities in the economic dimension more balanced and effective and adapted to present-day requirements. We therefore regard the discussion of this topic as an important part of the Economic Forum.

In that connection, allow me to express our gratitude to the United Nations Economic Commission for Europe (UNECE) for its annual preparation of the relevant analytical material. We should also like to stress that the signing in December 2004 of a Memorandum of Understanding between the OSCE and the UNECE permits a systematic approach to this work covering every aspect of the OSCE's commitments in the economic dimension.

This year it has been possible for the first time to co-ordinate the UNECE report directly with the theme of the Economic Forum and in so doing to permit a comprehensive discussion of the transport problem.

Let me now say a few words about the review report itself, which we found to be more detailed than ever before. It classifies earlier commitments and provides a suitably objective analysis of their implementation and also of the state of affairs as regards specific transport areas in the various regions.

Unfortunately, as in previous years the report was not circulated until just a few days before the Forum, which of course did not leave much time to study it prior to the meeting in Prague. As a result, the bulk of the substantive work on the report will have to be done over a longer period of time.

In the context of the review of commitments, permit me to say a few words about the resolution of the basic questions regarding transport development and transport security in Russia.

We are of the opinion that both technological and organizational threats to transport, which are dealt with in great detail in Mr. Capel Ferrer's report, and also terrorist threats are hindering the economic development of countries.

The Russian Federation is taking active steps to counter terrorism.

The resolution of this difficult problem requires not only additional spending and modern technical facilities but also appropriate changes in approaches to the technology involved in transport processes to make it more reactive and also improvements in transport security with regard to terrorism. The Russian Federation has been taking measures to improve transport security for quite some time and a most effective security system has been installed at ports where foreign vessels call.

The Maritime Security Service has successfully fulfilled the requirements of the International Ship and Port Facility Code:

- 217 security plans have been approved for port facilities;
- 1,658 vessels have been issued with International Ship Security Certificates.

A centralized training system for security officers has been set up and is in operation. The system now has 16 training centres and more than 6,000 experts have been trained over the last two years.

It is worth recalling the proposals made by the Russian delegation at the first session of the Fourteenth OSCE Economic Forum to make use of the transport and transit potential of the Russian Federation in the interests of the economic development of the OSCE participating States. The existing and developing transcontinental transport networks that link the markets of Europe, Russia and Asia already provide the basis for the establishment of stable long-term relations in this area through mutually advantageous and balanced co-operation among all participants, without the emergence of leaders in the process and the assumption of that country's proposals "as a basis".

We believe that the transfer of ideas and technology, the development of regions associated with transport networks, the drawing up of "vertical" co-operation projects to strengthen the transcontinental transport network and the consideration of air transport routes, railways and other means of transport as a single system within the framework of a full-scale private-public partnership is the way to co-operate in the future.

I should now like to return to the question of transport security.

The Russian Federation is currently creating a comprehensive State system for ensuring transport security.

To this end, a State concept for ensuring Russia's transport security has been elaborated and the Federal Transport Security Act drafted. They define the legal bases for

protecting the transport infrastructure and vehicles against terrorism by means of highly sophisticated technical facilities and procedures. In conclusion, permit me to outline some proposals that could be taken into account as Forum recommendations. We believe it would be useful to:

1. Analyse the security requirements of the various countries and international organizations and perhaps devise common unified standards for security with respect to all forms of transport. This primarily concerns underground and regular railways, but is no less essential for car parks, bus stops and river stations.

This represents a considerable undertaking, which could possibly be organized through a special OSCE working group.

2. There is objective discussion of questions of co-operation with regard to transport security within the NATO-Russia dialogue and also on a bilateral level with all our foreign partners. Dialogue with the European Union is conducted through the permanent working group. Now dialogue on transport security has begun with the OSCE. It would therefore be useful for all interested international organizations to determine the forms and specific aspects of co-operation on this problem within the OSCE, where the main priority must be the smooth operation of international transport corridors.

3. Business communities, for whom security of their own enterprises should not be taken for granted, are becoming more involved in discussion of the problem of protection against terrorism.

At the Third Annual Worldwide Security Conference of the EastWest Institute held in Brussels from 21 to 23 February, Russia proposed the elaboration of a partnership strategy between States and the business world to counter terrorism. This very promising area of work requires support and thorough examination at all levels. Russia has gained considerable experience in this area, which we are prepared to share.

4. Lastly, in our view, the ways of ensuring transport security approved at the Ministerial Conference on International Transport Security held in Tokyo on 12 and 13 January 2006 and reflected in the Ministerial Declaration and statements on security in the field of international maritime transport, aviation security and land transport security could form the basis for future work by the OSCE in this area.

We reiterate our desire to consolidate the efforts and resources of the global community with a view to ensuring the security of transport systems. The main priority for all of us in this work is to preserve human life.