



Organization for Security and Co-operation in Europe

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

**Statement in the Concluding Debate
by Bernard Snoy
Co-ordinator of OSCE Economic and Environmental Activities**

Excellencies,

Ladies and Gentlemen,

We have now reached the concluding session of this second part of the 16th OSCE Economic and Environmental Forum dedicated to “Maritime and inland waterways co-operation in the OSCE area: increasing security and protecting the environment”.

We have been guided throughout the successive sessions of this second part of the forum by the questions submitted to the speakers and all delegations for the particular theme of each session as well as by the “Food for Thought Paper” circulated by my Office and providing an overview of the discussions and the main suggestions for follow-up that emerged from the preparatory conferences and from the first part of the Forum.

I will now try to sum up the most important additional messages that came out over the last two days and examine what reaction they have given to the questions of the annotated agenda and to the suggestions of the “food for thought paper”.

During the Opening Session, H.E. Ms. Astrid Thors, Minister of Migration and European Affairs from Finland, passed on to us several important messages on behalf of the Chairman-in-Office. Her message revolved around five concepts:

- Political will: there are already a number of agreements and international conventions to provide a framework for maritime and inland waterways cooperation. She singled out the UNECE Water Convention and the IMO’s MARPOL and Ships’ Ballast Water Conventions. “It is essential”, she said, “to step up the implementation and to find the political will for that”. She referred also to the supportive role of the important EU Water Framework Directive and of EU Water Co-operation Initiative in Eastern Europe, the South Caucasus and Central Asia (EESCCA).
- Stakeholders and sub-regional co-ordination and co-operation, taking inspiration from two regional initiatives in the Baltic region: HELCOM and the Gulf of Finland Reporting System (GOFREP)
- Climate change: referring to the recent joint paper of the High Representative of the EU and of the European Commission, she said there was a need to step up national and international efforts to address this challenge

- OSCE role: based on its excellent relations with numerous other international actors and its 18 field presences, she saw the OSCE role in generating political will on the complex security issues linked to maritime and inland waterways co-operation, exchange of best practices, capacity building and promotion of the best models of governance.

Introductory Plenary Session

Cheick Sidi Diarra, Under Secretary General for Landlocked Developing Countries, spoke about the Almaty Programme of Action, which recognized the development obstacles faced by landlocked developing countries due to their lack of access to the sea. At the same time, he highlighted the transport potential of Central Asia between Europe and China. In order to overcome the obstacles and to achieve the potential, infrastructural and structural reform was necessary, as well as increased cooperation on water resources to facilitate trade and avoid conflict. The OSCE could be a partner to facilitate this.

Ms Karla Peijs, European Co-ordination for inland waterways, European Union, spoke about the tension between the need to use rivers as transport vehicles while protecting their environment. Climate change and emission concerns are leading to an awareness that rivers provide cost effective solutions to transporting goods. The European Community is actively pursuing the use of inland waterways. For this it has developed the Naiades Programme, which encompasses actions for the development of inland navigation, fleet, infrastructure, training, promotion and image development. Other legislative tools include the Water Framework Directive, LIFE and NATURA 2000. The Commission also makes available financial resources to develop inland waterways, in the form of modernizing fleets and creating inter-modal ports, as well as promoting a positive image of inland waterway transport and training for staff.

Mr Gaetano Librando, Deputy Director and Head of the Treaties and Rules Section in the Legal Affairs and External Relations Division of IMO, spoke about the IMO's role in regulating all matters related to safety and security of navigation, prevention of marine pollution and legal matters relating thereto. There are 50 treaties that have been adopted concerning these issues and the OSCE could help in the implementation of these. Regarding security issues, there exist the SOLAS and ISPS Code, which refer to a risk management approach of shipping activities. On environmental issues there exists the MARPOL (plus its annexes) and the OPRC Convention, which addresses oil pollution incidents. An additional legal instrument refers to Ballast Waters and Invasive Species. Mr. Librando suggested that the OSCE and the IOM conclude an Agreement of Cooperation, which would aim at sensitizing OSCE members to implement conventions, funding training initiatives, supporting regional oil spill arrangements and engaging OSCE field presences.

Dr Anita Makkinen, Head of the Maritime Programme, WWF, Finland, spoke about the threats to the ocean resulting from overfishing, pollution, climate change and alien species. 35% of ships are older than 15 years and 25% of all ships carry oil, chemicals or liquid gas presenting clear threats to further pollution. She stressed the role that safe and secure cooperation could play in promoting cooperation as well as the need to engage the private sector through PPPs. Regarding climate change, 5% of global emissions are produced by the shipping industry. Changes in the climate would be leading to dramatic shrinking of ice in the Arctic. OSCE-Arctic Council cooperation is one avenue to explore in this respect. WWF suggests that operational oil spills be prohibited in all areas, not just in certain zones. The most important issue facing the global community with regard to marine protection is the

actual ratification and implementation of conventions and, in this regard, the OSCE could assist participating States.

Mr. Robert Novak, speaking on behalf of **Mr. Marek Belka**, Executive Secretary, UNECE, noted the already well established co-operation between the OSCE and the UNECE. The UNECE hosts five environmental conventions, notably the water convention. This convention is designed to reduce tensions between upstream and downstream states and has recently undergone a First Assessment. UNECE encourages all states to ratify and accede to the Convention. UNECE also hosts conventions related to transport issues, such as the European Agreement on Inland Waterways of International Importance (AGN), the European Agreement on International Carriage of Dangerous Goods by Inland Waterway (ADN), the European Code for inland waterways (CEVNI) and the pan-European technical vessel prescriptions (Resolution No.61). A UNECE White Paper on trends in and development of inland navigation and its infrastructure is being currently developed. The UNECE is very pleased to cooperate with the OSCE on the development of a Handbook of best practices at border crossings.

One delegation speaking on behalf of EU countries noted the good example being done in conflict zones, such as South Ossetia and Moldova, on confidence building measures through economic and environmental means. The European Union is actively involved in contributing to enhanced environmental protection of all its surrounding seas. Its Thematic Strategy on the Marine Environment is the main guidance for these activities, together with the Marine Strategy Directive. The delegation noted that the OSCE could contribute to the improvement of the implementation of the IMO agreements and recommendations. It also noted the increasing security threat from climate change. It also found that it was time to prioritize the various activities of the second dimension and that participating States should start a debate about the future direction and programmes of this dimension, with a strong focus on added value to the security aspects of the organisation and the feasibility of practical outcomes. Such an approach, within a cross dimensional framework, could result in a Ministerial Council decision on the future tasks of the Economic and Environmental Dimension.

One delegation noted that the OSCE has a track record in assisting in ratifying and implementing conventions and legal instruments as well as facilitating best practice exchange. It opposed embarking on discussions on the link between climate change and maritime related issues. It was also skeptical on the ability of field presences to deliver capacity building programs related to oil spill preparedness. It emphasized the role the OSCE has to play in promoting the rule of law and good governance and combating corruption, organized crime and money laundering.

One delegation noted that the discussion had not taken oil pipelines and Arctic routes into consideration and proposed a presentation of Arctic issues in the Committee.

One delegation noted the need to harmonize measures in cargo shipping, in order to make it efficient and protect the environment. Global standards were necessary but regional cooperation was equally vital, e.g. HELCOM. It saw the OSCE as having a role to play in the compliance and implementation of sea pollution instruments as well as in raising awareness in the public to protect the sea.

One delegation noted the importance of Central Asia as a transit corridor. It also recognized the potential Amu and Syr Darya rivers have to be platforms of cooperation. It noted that so far Kazakhstan and Uzbekistan have recognized the transboundary river conventions, while the other Central Asia countries have not.

Plenary Session I dedicated to the review of OSCE commitments.

The following recommendations for possible OSCE activities were made:

- Helping participating States in acceding to ADR (standardized UN road applications for the transport of dangerous goods) by contributing to administrative structures.
- Assisting participating States in harmonizing their national regulations with international ADR standards and identifying areas of need and working with officials on national laws.
- Further the implementation of ADR by participating States through monitoring and implementation of best practices.
- Activities could include encouraging the accession of participating States to IMO treaties and conventions on environmental protection, liability and security.
- Promoting political discussion to bring regional partners together, assist in harmonizing standards and customs practices and contribute best practices in helping states reform their legislation and administration

Plenary Session II - Prospects for overcoming challenges faced by landlocked developing countries in the OSCE area.

Key points:

- Mr. Annageldy Yazmuradov, First Deputy Minister of Water Resources of Turkmenistan, provided analyses on the transit transport development in Turkmenistan underlining the possible role of the OSCE which as a sound international organization could provide mediation and consultancy with particular emphasis on customs.
- Mr. Berik Uandykov, Deputy Chairman of the Committee of Transport and Means of Communication under the ministry of transport of Kazakhstan, went through main challenges such as a large territory and climate conditions which Kazakhstan is facing in transport development. He underlined very important role of CA and Kazakhstan particular in development of transit corridors between Asia and Europe. It was stressed that since the development of transport corridors in CA require co-ordinations of national transport strategies the OSCE could facilitate this work.
- Mr. Graham Smith, Consultant, the World Bank, informed about the performance measurements of transport corridors developed by the World Bank and gave examples of the application of this methodology in Central Asia, among others in corridors linking Tashkent, Bishkek and Korgosh. It was mentioned that very often it is not customs which takes most of the time at borders, but rather other agencies and consolidation of such agencies is essential. The OSCE might have a role of dissemination of best practices on policies, strengthening of public-sector institutions and improving governance of trade related activities.
- An attention was also drawn to limited water resources in the CA region and how important is trans-boundary water managements and regional co-operation in this regard. It was suggested that in terms of trans-boundary water management in CA it could be very useful not invent a new wheel, but to look into experience of several European countries. How they are dealing with such trans-boundary rivers as, for example, Danube.

- The handbook on Best Practices on Border Crossing was underlined as a very useful OSCE initiative.

Plenary Session III – Acting together in addressing multifaceted aspects of maritime and inland waterways security

Mr Larry Burton, World Customs Organisation (WCO), made the following recommendations for OSCE cooperation:

- the WCO should continue to be consulted on the upcoming OSCE Handbook on Border Security, especially during the preliminary, conceptual discussions.
- OSCE participating State governments should request assistance from the WCO on matters where they are most active, that is, trade changes, cargo movements, etc.
- the WCO assigns observer status to many organisations in the consultative process of the SAFE Framework. A valuable step for OSCE cooperation would be the signing of a Memorandum of Understanding allowing for OSCE observer status in these meetings.

Mr Hans-Michael Dietmar, Schenker, made the following suggestions:

- the Organisation could mobilise all stakeholders to exchange best practices, between regions and agencies, from the experiences they have in logistics projects
- the OSCE could also stimulate synergies between stakeholders by inviting logistics providers to participate in a discussion aimed at identifying their needs in the field of Maritime Security.

Mr Cesare Bernabei, European Commission:

- stressed that inland waterways represent an asset for European development but also a challenge; they have a role to play for sustainable mobility;
- recommended that the OSCE and European Commission exchange experiences based on best practices, such as in a global approach, in multi-faceted and multi-layered activities, building up on confidence and the sharing of experiences such as PPP initiatives. This approach must involve all stakeholders.

In the discussion that followed:

- It was recommended by one delegation that the OSCE give a supporting role to the IMO in their considerable efforts in fighting piracy.
- One delegation also recommended that the OSCE turn its attention to the international commitments of states in Inland Waterway transport.

Plenary Session IV

Emerging Environmental Threats to Security: Need for Enhanced Maritime and Inland Waterways Co-operation

Mr Inha-Markku Leppanen, Director, State of the Baltic Sea and Global Change Programme, Finnish Institute of Marine Research

- Urged policy-makers to heed the advice of the scientific community on the many varied environmental threats facing European Seas;
- Emphasized the importance of the ecosystem and described some new approaches, such as philanthropic capitalism, to tackling these threats;

- Urged the OSCE to support inter-regional co-operation and the sharing of experiences

Mr Hamidreza Ghaffarzadeh, Project Manager, Project Coordination Unit Caspian Environment Programme

- Described the Caspian Sea as both a sea of opportunities because of its natural resources and a sea of challenges;
- Described the political and environmental problems facing the Caspian Sea - These included the decline of fisheries, the rise of invasive species and the increasing risk of oil spills and of serious water level fluctuations caused by climate change;
- Saw a role for the OSCE in helping to promote the sustainable development of the Caspian, e.g. by monitoring climate change effects and supporting the Teheran Convention and the role of other International Organizations on oil spills response;

Mr Alexander Rachevsky, Director of the Department for International Co-operation, Ministry of Natural Resources and Environmental Protection, Belarus

- Spoke about the development and reinforcement of co-operation in the sphere of Belarusian river basins management;
- Outlined the importance of well developed inland waterways systems for a landlocked country such as Belarus. A key challenge was to design/strengthen agreements on transboundary river basins. He described agreements in force on cross-border water protection, adding that the OSCE's expertise could help here;
- Highlighted the importance of the precautionary principle - the need to identify the threats at an early stage in this context it was important to think more about the impact of climate change. The OSCE could help here too.

Plenary Session V - Enhancing good governance and promoting maritime and inland waterways co-operation

Captain Kyell T. Landin, Marine Manager, Eurasia Marketing & Transportation, Chevron, Chairman of the Oil Spill Preparedness Regional Initiative (OSPRI), described the many existing frameworks of co-operation to prevent and respond to oil spills, including OSPRI. In this connection, he saw the OSCE role as follows:

- The OSCE could facilitate political engagement and awareness raising by bringing together “top down” and “bottom-up” approaches;
- The OSCE could help in disseminating best practices, including through training and workshops, such as those developed in the Black Sea: and
- The OSCE could promote national implementation of regional and international legal framework

Mr. Daniel Valensuela, Deputy Director, International Office for Water, International Network of Basin Organisations (INBO), pleaded for the application of good governance principles and integrated river basin management at appropriate levels. He explained the various types of basin organisations from administrative commissions to arbitrary authorities or simple associations for specific purposes like building or managing water related infrastructure. He saw a role for the OSCE at two levels: first at the regional level, in creating political will, stimulating awareness raising, capacity building, information and communication and promoting regional dialogue on cross-sectoral approaches: and second at the basin level (national or transboundary), in assessing the effectiveness of existing basin level initiatives, in defining geographical and thematic priorities and in promoting knowledge management and capacity development.

Dr. Andreas Küppers, Research and Development Co-ordinator, GeoForschungsZentrum, Postdam, Germany, described the role played by the Institute for Applied Geo-Sciences in Central Asia, based in Bishkek. He stressed the importance of knowledge transfer as well as of research, training and education. He saw a role for the OSCE in enhancing the political will for closer co-operation against disaster on a long term basis, support in bringing together institutions from different countries and assistance and guidance in identifying potential donors.

Mr. Pavel Ježek, Ministerial Counsellor, Ministry of Transportation, Czech Republic, described the main characteristics of the Czech waterways system and its domestic, international and environmental importance. He also stressed its importance for security and safety, e.g. as water reservoirs for fire fighting, alternative transport in case of repair works on another transport mode and for extraordinary transport in case of emergency. The Czech experience was seen as relevant for other OSCE participating States.

In the discussion that followed, support was expressed for the establishment of Water-Energy Academy in Bishkek under OSCE auspices. The diverging views of upstream and downstream countries in Central Asia were noted, which made necessary the intervention of some sort of a mediator. The positive role of the EU was noted further to its recent Central Asia Strategy. It was repeated that the OSCE help would be useful in developing an integrated water management approach for the whole region. The OSCE had also a role in facilitating implementation of regional or international frameworks at national level through events such as the workshop on risk minimisation in Georgia. The efforts of the OSCE field operations in capacity building and awareness raising were acknowledged. One delegation also very much encouraged the OSCE to concentrate its efforts on conflict prevention and conflict resolution on water related issues, by bringing together all parties concerned and making them benefit from good practices worldwide.