





Access to sea ports for landlocked developing countries: OSCE efforts

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Outline of presentation

- OSCE approach
- OSCE Economic and Environmental Forum
- Transport Dialogue
- OSCE endeavors to assist landlocked developing countries
- OSCE/UNECE Handbook of Best Practices at Border Crossings

The OSCE Approach

- Comprehensive concept of security, including economic and environmental aspects
- Promoting dialogue on various security related aspects in order to build confidence and strengthen co-operation, act as a catalyst
- Work in partnership with other organizations with relevant expertise

OSCE Economic and Environmental Forum

- Annual OSCE Economic and Environmental Forum, different thematic every year
- High level political meeting, prepared through expert level preparatory conferences
- Aims at raising political awareness, strengthening dialogue and co-operation, formulating recommendations and policy guidelines and generating follow-up activities

OSCE Transport Dialogue (1)

- Started in 2006 in the framework of the 14th OSCE EF under Belgian Chairmanship
- Focus on transport security and on development to enhance regional economic cooperation and stability
- Adoption of MC Decision No. 11/06 on Future Transport Dialogue in the OSCE

OSCE Transport Dialogue (2)

Decision No. 11/06 Future Transport Dialogue in the OSCE

- Recognized that landlocked developing countries face unique challenges related to their lack of access to the open sea, their dependence on transit services (through neighbours) and difficulties related to market access
- Support the implementation of the Almaty Programme of Action (APA) with a view to significantly improve the situation of LLDCs in the OSCE region

OSCE Transport Dialogue (3)

Decision No. 11/06 Future Transport Dialogue in the OSCE

- To convene in fall 2007 in Dushanbe an OSCE Conference on the prospects for development of trans-Asian and Eurasian transit transportation through Central Asia until the year 2015

OSCE endeavours to assist LLDCs (1)

- Dushanbe Conference brought together high-level decision makers representing Customs and Transport authorities from OSCE LLDC and their transit neighbours
- It raised awareness and enhanced political dialogue on transit transportation issues in Central Asia, South Caucasus and beyond
- Took stock of the implementation of the Almaty Programme of Action
- Adoption of a Joint Dushanbe Statement

OSCE endeavours to assist LLDCs (2)

- **What can the OSCE do in co-operation with partner organizations?**
- Facilitate regional or sub-regional dialogue and help forging partnerships between LLDCs and their transit neighbours
- Dialogue should lead to coordinated actions in the field of transport infrastructure development, simplified and harmonized customs procedures, increased cooperation
- Support UNECE initiatives and legal instruments: Harmonization Convention, EATL, TEM/TER Master Plan

OSCE endeavours to assist LLDCs (3)

- The 16th OSCE EEF under Finnish Chairmanship focussed on maritime and inland waterways cooperation and included discussions on issues such as transit transportation and the challenges faced by LLDCs to get access to major sea ports
- As an immediate follow-up (and building further on the deliberations of the 14th EF) it was decided to develop a Handbook on Best Practices at Border Crossings

Handbook of Best Practices at Border Crossings (1)

The aim of the project is to support OSCE countries in their efforts to make their border-crossings more efficient, taking into account trade and transport facilitation as well as security aspects

Handbook of Best Practices at Border Crossings (2)

It is expected to become a reference document for national policy makers and customs and border officials, but it also targets representatives of transport agencies, the business community and civil society (both in LLDCs as well as in coastal countries)

Handbook of Best Practices at Border Crossings (3)

It should provide concrete examples from across the OSCE region on how border-crossing points can be made increasingly efficient thereby allowing smooth trade and transport operations while at the same time reducing opportunities for corruption, illicit trafficking and transnational crime and terrorism

Handbook of Best Practices at Border Crossings (4)

- The Handbook is a joint endeavor of the OSCE and the UNECE, also in partnership with other organizations such as WCO, UNCTAD, ILO, World Bank, UNODC, IOM, EC, EurAsEC, BSEC etc
- A coordination meeting to launch the process will take place in Geneva on 22 September to decide on a table of contents for the handbook and the way ahead

Handbook of Best Practices at Border Crossings (5)

- Two “stakeholders meetings” involving the governments in the region are planned for October
- The Handbook should be published by Spring 2009
- Further raising awareness and capacity building workshops based on the Handbook are envisaged later on

Sea ports are border-crossing points

- Customs and border security procedures are in place
- LLDCs depend on these services for their import and export
- Sea ports should be well managed and provide transportation links with the 'broader' hinterland (including LLDCs)
- Proposals, feed-back are welcome!

Conclusions

- **Political dialogue and fostering regional co-operation are areas where the OSCE can add value and play a catalytic role**
- **The OSCE is well placed to raise awareness and disseminate experiences on issues related to trans-national co-operation (such as borders, customs, transport and trade)**
- **The OSCE stands ready to continue its fruitful cooperation with the UNECE and with other partner organizations**

Thank you for your attention

The image shows four tall, white flagpoles against a bright blue sky with scattered white clouds. Each flagpole has a white flag with the OSCE logo in blue. The logo consists of the letters 'OSCE' in a stylized, bold font. The flags are positioned at different heights and angles, creating a sense of depth. A white rectangular box is overlaid in the center of the image, containing contact information.

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