

**EIGHTEENTH MEETING OF THE
ECONOMIC AND ENVIRONMENTAL FORUM:
1st Preparatory Conference**

**“PROMOTING GOOD GOVERNANCE AT BORDER CROSSINGS, IMPROVING THE
SECURITY OF LAND TRANSPORTATION AND FACILITATING INTERNATIONAL
TRANSPORT BY ROAD AND RAIL IN THE OSCE REGION”**

Astana, 12 - 13 October 2009

CONSOLIDATED SUMMARY

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Organization for Security and Co-operation in Europe

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

Astana, 12 October 2009

18TH OSCE ECONOMIC AND ENVIRONMENTAL FORUM

“Promoting good governance at border crossings, improving the security of land transportation and facilitating international transport by road and rail in the OSCE region”

FIRST PREPARATORY CONFERENCE

ASTANA, 12-13 October 2009

Venue: Rixos President Hotel Astana
Kunayeva Street 7 – Astana, Kazakhstan

ANNOTATED AGENDA

Monday, 12 October 2009

08:00 - 10:00 Registration (conference venue)

10.00 - 10.30 **Opening session** (Open to Press)

Welcoming remarks by:

- **Mr. Konstantin Zhigalov**, Deputy Minister of Foreign Affairs of the Republic of Kazakhstan, incoming Chairmanship of the OSCE
- **Mr. Azat Bekturov**, Deputy Minister of Transport and Communications of the Republic of Kazakhstan
- **Mr. Evangelos Denaxas**, Ambassador of the Hellenic Republic (Greece) to the Republic of Kazakhstan, Representative of the Greek 2009 OSCE Chairmanship
- **Mr. Goran Svilanovic**, Co-ordinator of OSCE Economic and Environmental Activities, OSCE Secretariat

10.30 – 11.30 **Session I – Ways to improve the legal and regulatory basis for international road transport**

Selected topics:

- Challenges related to the ratification and implementation of international legal instruments
- Harmonization of national legislation with international standards at regional and bilateral levels

Moderator: Mr. Azat Bekturov, Deputy Minister of Transport and Communications of the Republic of Kazakhstan

Rapporteur: Mr. Dmitry Balakin, First Secretary, Permanent Mission of the Russian Federation to the OSCE

Speakers:

- **Mr. Murat Mussatayev**, Deputy Secretary General, Eurasian Economic Community (EurAsEC)
- **Ms. Sophie Fouvez**, Regional Adviser, Transport Division, United Nations Economic Commission for Europe (UNECE)

Discussion

11.30 – 12.00 Tea/Coffee break (Press Conference, Hall D)

12.00 – 13.00 **Session II – Developing new policies aimed at streamlining and simplifying customs and border regulations and procedures**

Selected topics:

- Examples of how international legal instruments and conventions can be translated successfully into national policies
- Recent and planned legislative and institutional reforms aimed at improved border management

Moderator: Mr. Ten Igor Viktorovich, Deputy Chairman of the Customs Committee of the Republic of Kazakhstan

Rapporteur: Ms. Caroline Milow, Economic and Environmental Officer, OSCE Project Co-ordinator's Office in Tashkent

Speakers:

- **Mr. Kuban Kulmatov**, First Deputy Chairman of the State Customs Committee of the Kyrgyz Republic
- **Mr. Sergei Fedorov**, Head of Division, Department of Customs Control, State Customs Committee of the Republic of Belarus
- **Mr. Iqboljon Fayzyllov**, Senior Specialist, Ministry of Transport and Communication, Republic of Tajikistan

Discussion

13.00 – 14.30 Lunch break

14.30 – 15.30 **Session III – Road transport facilitation measures to enhance economic development and stability in Central Asia**

Selected topics:

- Overcoming existing gaps in current policies and practices at national, bilateral and regional levels
- Improving cross-border trade and transport flows, including between border regions and communities

Moderator: Mr. Hong Wang, Principal CAREC Coordinator, Central and West Asia Department, Asian Development Bank (ADB)

Rapporteur: Mr. Joomart Ormonbekov, Senior Programme Assistant, Economic and Environmental Programme, OSCE Centre in Bishkek

Speakers:

- **Mr. Murat Bekmagambetov**, President, Scientific Research Institute of Transport and Communications, Republic of Kazakhstan
- **Mr. Oleg Samukhin**, Transport Economist, USAID Regional Trade Liberalization and Customs (RTL) project

Discussion

15.30 – 15.45 Tea/Coffee break

15.45 – 16.45 **Session IV – Working further on meeting the practical needs of landlocked developing countries**

Selected topics:

- Improvement of transit transportation agreements and policies
- How to make better use of the TIR Carnet and other customs transit regimes
- Establishment of a system of multimodal transport and logistical centres as key elements of international transport corridors

Moderator: Ms. Sophie Fouvez, Regional Adviser, Transport Division, United Nations Economic Commission for Europe (UNECE)

Rapporteur: Mr. Viet-Luan Nguyen, Counsellor, Permanent Representation of France to the OSCE

Speakers:

- **Mr. Mohammad Mirzaei Kahagh**, Director, Transport and Communications Department, Economic Cooperation Organization (ECO) Secretariat
- **Mr. Tengfei Wang**, Economic Affairs Officer, Transport Division, United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP)
- **Mr. Tom Kennedy**, Team Leader of European Commission - funded Logistics Centre Project in Central Asia

Discussion

16.45 – 17.00 Tea/Coffee break

17.00 – 18.00 **Session V – Practical measures to facilitate border crossing for international road transport**

Selected topics:

- Recent developments and examples of good practice in border agency co-operation and co-ordination
- Introduction of one-stop border posts, Single Windows and other simplification and automatization measures and further goods clearance
- Facilitating the exchange of information, including with the private sector, through improved record and document flow systems based on international standards

Moderator: Mr. Azat Bekturov, Deputy Minister of Transport and Communications of the Republic of Kazakhstan

Rapporteur: Mr. Yaroslav Yurtsaba, National Project Manager, Economic Projects, Office of the OSCE Project Co-ordinator in Ukraine

Speakers:

- **Mr. Vytenis Alisauskas**, Deputy Director, Customs Information System Centre, Lithuanian Customs
- **Mr. Oncu Tekes**, EU Expert, Office of the Undersecretary of Customs, Turkey
- **Mr. Nurlan Omarov**, Deputy Chairman, Department of Customs Control Procedures, Customs Committee of the Republic of Kazakhstan

Discussion

19.00 Reception hosted by the Ministry of Transport and Communications of the Republic of Kazakhstan at the “Saltanat Sarayi” Reception Palace

Tuesday, 13 October 2009

09.30 – 10.30 **Session VI – Introduction of new technologies and know-how to increase efficiency of border-crossing points**

Selected topics:

- Implementation of a uniform system of electronic customs declarations by way of adopting Single Windows
- Development of systems of monitoring of vehicles
- How to harmonize cargo transportation and border crossing technologies between neighboring countries

Moderator: Mr. Ten Igor Viktorovich, Deputy Chairman of the Customs Committee of the Republic of Kazakhstan

Rapporteur: Ms. Veronika Schoehl, First Secretary, Permanent Representation of Belgium to the OSCE

Speakers:

- **Mr. Mario Apostolov**, Regional Adviser, Trade Division, United Nations Economic Commission for Europe (UNECE)
- **Mr. Wicktor Mats**, Director Change Management and Effective Trade, Head Office of Swedish Customs

Discussion

10.30 – 10.45 Tea/Coffee break

10.45 – 11.45 **Session VII – Strengthening public-private partnerships in the area of international road transport and border crossings of goods**

Selected topics:

- The role of the private sector in the modernization of border crossing points
- Making full use of the WCO Authorized Economic Operator (AEO) Concept: striking a balance between facilitation and risk management
- Development of appropriate consultation mechanisms to improve legislation and harmonize procedures

Moderator: Mr. Vytautas Nauduzas, Ambassador at Large, Ministry of Foreign Affairs, Lithuania

Rapporteur: Ms. Sinead Harvey, Attaché, Permanent Mission of Ireland to the OSCE

Speakers:

- **Mr. Wicktor Mats**, Director, Change Management and Effective Trade, Swedish Customs Head Office
- **Ms. Sinem Şenkaya**, Foreign Affairs Expert, Association of Customs and Tourism Enterprises (GTI), Turkey

Discussion

11.45 – 12.00 Tea/Coffee break

12.00 – 13.00 **Session VIII – Measures to improve integrity and transparency in customs and border services**

Selected topics:

- The use of international regulatory frameworks such as the UN Convention against Corruption and the WCO Revised Arusha Declaration
- International best practices of how to improve anti-corruption work in border agencies, among others through the development of a Code of Conduct based on the WCO model
- Creating simple, transparent and predictable procedures as a way to eliminate opportunities for corruption

Moderator: Ambassador Alexandre Keltchewsky, Head, OSCE Centre in Astana

Rapporteur: Ms. Zarina Ligay, Senior Programme Assistant, OSCE Centre in Astana

Speakers:

- **Mr. Roel Janssens**, Economic and Environmental Adviser, Office of the Co-ordinator of OSCE Economic and Environmental Activities (OCEEA), OSCE Secretariat

- **Mr. Vytenis Alisauskas**, Deputy Director, Customs Information System Centre, Lithuanian Customs

Discussion

13.00 – 14.30 Lunch break

14.30 – 15.30 **Session IX – Using best practices and modern methods to combat trafficking in weapons, drugs and human beings at border-crossing points**

Selected topics:

- Risk management approaches and methodologies
- Making more effective use of equipment and human resources among others through strengthening the interaction between law enforcement agencies active at border check-points
- Responding to concrete challenges at borders in Central Asia, including with Afghanistan

Moderator: Mr. Jonathan Trumble, Customs Adviser, Conflict Prevention Centre (CPC) OS Borders Team, OSCE Secretariat

Rapporteur: Mr. Emmanuel Huntzinger, Economic Officer, Economic and Environmental Department, OSCE Office in Tajikistan

Speakers:

- **Mr. Hardy Roehling**, Chief Technical Advisor for Kazakhstan, EU Border Management Programme for Central Asia (BOMCA) / Central Asia Drug Action Programme (CADAP)
- **Mr. Ross Ferguson Ballantyne**, International Adviser, Counter Narcotics Advisory Team, Ministry of Counter Narcotics, Afghanistan

Discussion

15.30 – 15.45 Tea/Coffee break

15.45 – 16.30 **Closing Session**

Concluding remarks by:

- **Mr. Konstantin Zhigalov**, Deputy Minister of Foreign Affairs of the Republic of Kazakhstan, incoming Chairmanship of the OSCE
- **Mr. Goran Svilanovic**, Co-ordinator of OSCE Economic and Environmental Activities, OSCE Secretariat

Welcoming remarks

**H.E. Azat Bekturov,
Deputy Minister of Transport and Communications of the Republic of Kazakhstan**

Dear participants of the conference, ladies and gentlemen,

Allow me on behalf of Ministry of Transport and Communications of the Republic of Kazakhstan to welcome all participants of the First Preparatory Conference for the 18th OSCE Economic and Environmental Forum.

Allow to express gratitude to employees of OSCE Secretary and Ministry of Foreign Affairs of the Republic of Kazakhstan for great assistance, rendered in preparation and carrying out the given conference.

Over 170 delegates from 38 countries of the world, including regional representatives of the UN ECE, the UN ESCAP, the EU, the CAREC, the ECO, the international financial institutions, as well as officials of the state bodies, the transport organizations, branch associations of the Republic of Kazakhstan are taking part in work of the Conference.

We are grateful to all participants for arrival to Kazakhstan, having found time and opportunity.

Today OSCE is one of the most authoritative international organizations, bringing the essential contribution to strengthening of interaction and to expansion of trade and economic relations between states.

We consider forthcoming Kazakhstan's chairmanship of the OSCE in 2010 as evidence of the international community's high appreciation of our State's and our President Mr. Nursultan Nazarbaev's role in development of integrating processes on the Euroasian continent.

Kazakhstan, possessing a favourable geographical location, makes a contribution to maintenance of peace and concord, to extension of the regional economic cooperation.

Today, in century of globalization and high speeds, transport has become the most significant structural component of economy and plays a considerable role in life of population, providing its increasing mobility.

For maintenance of reliable and sustainable operation of transport, some problems should be solved, to discussion of which our conference is devoted. We need to precisely compile list of them, to map out the ways of practical study and overcoming.

The problems of border crossing and transportation safety are key ones in formation of the single Euroasian transport system.

For solving these problems, all member states to OSCE must take comprehensive measures on elimination of physical and non-physical barriers. The problems include ones

such as a lack of appropriate infrastructure on some parts of the regional transport network, an excessive require of documentation, a delay at entry points, etc.

Barriers at entry points, insufficient coordination in work of frontier services of the states of region and lack of agreement in tariff regulation issues, particularly regarding freight in transit, leads to decrease in efficiency and competitiveness of the Euroasian surface transport routes.

As a whole, we should consider and take decisions within the Economic and Environmental Forum regarding development of the trans-Eurasian transport corridors, creation of favourable conditions for the reliable and safe transport communication on the continent, which will promote economic growth in the states of region.

Dear ladies and gentlemen,

Our conference is taking place in heart of the Eurasian continent on land of the ancient nomads. It is a place, where the basic corridor of the Great Silk Way passed through, connecting civilizations and cultures between East and West centuries ago, having laid foundation of the modern international relations.

Today Kazakhstan has started a practical stage of the realization of idea about revival of the Great Silk Way. Jointly with the Russian and Chinese colleagues and with support of our partners from the European countries and the international financial institutions, we have begun work on creation of a transcontinental road corridor “Western Europe – Western China”.

The given project has been determined as a key one within the implementation of Transport Strategy of the Republic of Kazakhstan up to 2015.

There should be remarked that the Strategy includes the main directions of development of all types of transport in the country and measures on development of transit through territory of the country. For these purposes, scaled works on formation of a modern transport infrastructure and increase of traffic capacity are being conducted.

It will be presented by short film about more details of work Kazakhstan is conducting on developing transport and transit potential. We would like to offer watching it now.

Welcoming remarks

Mr. Evangelos Denaxas
Ambassador of the Hellenic Republic (Greece) to the Republic of Kazakhstan

Your Excellencies,
Distinguished delegates,

On behalf of the Greek OSCE Chairmanship I would like to express my appreciation to the Government of Kazakhstan for the excellent organization of this first Preparatory Conference to the 18th OSCE Economic and Environmental Forum.

I am confident that this Conference, as well as the next year's Forum, will represent an important contribution toward promoting partnerships and cooperation among the OSCE participating States, toward advancing our common objectives within the economic and environmental dimension of the OSCE.

The Greek OSCE Chairmanship has emphasised the importance of continuity in the work of the OSCE's economic and environmental dimension. When we proposed the topic of migration for the 17th Economic and Environmental Forum we aimed both at building upon the existing OSCE achievements, experiences and activities in dealing with this issue as well as at identifying new avenues for co-operation and new links between migration and other economic, social and environmental policies.

During our Chairmanship we have also strived to promote a wider debate among the participating States on a number of key economic and environmental issues linked to security, such as energy security or the security implications of climate change or of the financial and economic crisis.

In doing so, we tried to continue the efforts of previous Chairmanships, to follow-up on past decisions and recommendations. Together with the other 55 participating States we have done, I believe, a lot over the last year. Now, ahead of us is the upcoming Ministerial Council in Athens, at the beginning of December, when we hope to consolidate the results of our common endeavours.

I am convinced that the progress achieved in the second dimension over the last years will be further consolidated and will get a new impetus under the leadership of Kazakhstan.

The theme of the 18th OSCE Economic and Environmental Forum – “Promoting good governance at border crossings, improving the security of land transportation and facilitating international transport by road and rail in the OSCE region” – also provides for continuity as it is based on past decisions and draws upon a number of successfully implemented activities. Furthermore, it can help bring about a greater balance between the three dimensions of the OSCE's comprehensive approach of security. It provides for an effective and far reaching cross dimensional discussion and action. This is an important opportunity that should not be missed.

Ladies and Gentlemen,

We have all gathered here with the goal of exploring and furthering our understanding of the complex issue of transportation and border crossing from the economic, environmental and security perspectives. This Conference should provide insight into some of the most relevant issues of general concern and specific relevance to the OSCE participating States.

The main objective of this Conference and of the Forum process in general is to identify and define the role of the OSCE. We believe that the OSCE offers a unique forum where we take stock of policies, opportunities and deficiencies. From that stocktaking we might identify underserved needs or niches, and turn them into impulses and input for policy makers, nationally, regionally and internationally.

This Conference represent an opportunity for exchanging best practices and experiences at the regional level, for reviewing and strengthening political commitments, for advancing the cooperation among the OSCE participating States on issues related to transport and border crossing. The OSCE can also serve as a forum for extending this inter-governmental dialogue and involving the business community and the civil society.

Other international and regional organizations have also exerted tremendous efforts to elaborate and pursue innovative policy responses to transportation and border crossing challenges. The OSCE, undoubtedly, also has its role in these international endeavors, especially in promoting enhanced transportation policies with the goal of fostering regional economic cooperation and stability. The OSCE should further establish and strengthen partnerships with other actors in order to integrate its activities into other regional or global processes.

A particular characteristic of some OSCE countries, like in Central Asia, is their landlocked situation. The challenges to transportation are obvious. This issue deserve closer attention on the OSCE transportation agenda.

Ladies and Gentlemen,

The theme of the Conference, the high level of attendance by representatives of participating States, international organizations, business community, academia and NGOs promise fruitful deliberations. I encourage all of you to engage in this debate in a pro-active way, with a view to achieving concrete results. On behalf of the Greek OSCE Chairmanship, I wish you all a productive and rewarding exchange of views and a successful Conference.

Let me use this opportunity and thank Mr. Goran Svilanovic, Coordinator of OSCE Economic and Environmental Activities, and his staff, for their contribution in preparing this Conference and also for their invaluable and highly professional support provided to the Greek Chairmanship over the past year.

Let me also wish good luck and every success to Kazakhstan for their challenging task as the incoming OSCE Chairmanship and express our willingness to render our full support.

Thank you.

Welcoming Remarks

Mr. Goran Svilanovic
Co-ordinator of OSCE Economic and Environmental Activities

Excellencies,
Ladies and Gentlemen,

This conference in Astana is the first major step in preparing the Economic and Environmental Forum of 2010, under the Chairmanship of Kazakhstan.

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

I take this wide and high level participation in this meeting as a sign of interest and confidence in what the OSCE has to offer in the economic and environmental dimension and in particular in the field of transport and border crossing facilitation.

The main topics we are going to debate today and tomorrow are well established on the OSCE agenda. They are reflected in the Maastricht Strategy Document for the Economic and Environmental Dimension (2003), the OSCE Border Security and Management Concept, the Ministerial Council (MC) Decision No. 11/06 on Future Transport Dialogue in the OSCE and the Ministerial Council Decision No. 9/08 on Follow-up to the 16th OSCE Economic and Environmental Forum.

The Decision on Future Transport Dialogue in the OSCE gave our Organization, and my Office, an important and far reaching mandate. In the past years, together with partners – and here I want to mention our excellent cooperation with the United Nations Economic Commission for Europe (UNECE) - and with the support of the participating States, we did our utmost to fulfil this mandate. A Background Paper (SEC.GAL/144/09) highlighting our activities linked to the next year's Forum theme was circulated recently in Vienna and is also available here. This is, I believe, a solid foundation on which we can build further.

At this point I also want to praise the important contribution the OSCE field presences have made and the invaluable assistance they provided to their host countries in addressing transport and border crossing related issues. I am pleased to welcome the OSCE Economic and Environmental Officers present here and thank them for all their efforts.

I am particularly pleased to note the high level of participation from the Central Asian participating States. The fact that so many of you found it useful to attend this meeting shows indeed that there is a need to address the issues at stake. Last week, in Washington, I attended a Private-Public Sector Conference on Central Asia - Silk Road Trade and Investment, organized by the US Chamber of Commerce, and attended by Ministers of Economy and Trade from Central Asian countries. The ministers reaffirmed their commitments to act towards more effective transport, trade and cross-border facilitation across the region.

Ladies and Gentlemen,

Today and tomorrow we will focus on some key building blocks of the Forum's theme. We will discuss, among others, transit transportation and the challenges of landlocked developing countries, combating trafficking in weapons, drugs and human beings at border-crossing points, streamlining customs and border regulations. The aim of our discussion should also be to identify recommendations and priorities for the first part of the 18th OSCE Economic and Environmental Forum, to take place on 1-2 February in Vienna.

Development and economic growth are among the highest priorities for all our countries, but development and growth rely on trade, and trade needs cross-border transportation that is efficient and secure. Transportation is thus the basis for economic development and represents one of the fundamental cross-sectoral communication channels. Still, physical as well as non-physical barriers to cross-border trade keep on hampering sustainable regional or sub-regional economic development.

This brings us to the OSCE role in this regard. I do believe the OSCE is capable of playing the role of a facilitator, a political catalyst offering a platform for dialogue and cooperation among international actors as well as among its participating States. The OSCE has also proved instrumental in promoting the exchange of experiences and in delivering training and capacity building activities.

Ladies and Gentlemen,

As mentioned earlier, our goal at this Conference is to prepare the political deliberations of the Vienna Forum at the beginning of February. So we want to listen closely and carefully to what you, distinguished participants, will tell us about your experiences, your policies, your views, your ideas, your priorities and your proposals.

Before concluding, I would like to thank all those who greatly contributed to the preparations for this Conference – the Ministry of Foreign Affairs and the Ministry of Transport and Communications of Kazakhstan, the Kazakh Delegation in Vienna (Ambassador Kairat Abdrakhmanov), the OSCE Centre in Astana (Ambassador Alexandre Keltchewsky) and the staff of my Office.

I would also like to express my gratitude to the Greek OSCE Chairmanship for its leadership of the OSCE this year, a task which they are accomplishing with diligence and success. We are all looking forward to a successful Ministerial Council in Athens.

Both I and my colleagues are working closely with the incoming Kazakh Chairmanship of the OSCE along the 18th Economic and Environmental Forum process. We have already established a very good cooperation and this Astana Conference is a first proof of this.

Thank you.

Closing Remarks

Mr. Goran Svilanovic
Co-ordinator of OSCE Economic and Environmental Activities

Ladies and Gentlemen,

We are concluding two days of intensive deliberations. We have heard stimulating speakers' presentations and many relevant comments from the floor. Let me thank all of you, dear participants, and congratulate you all for your pro active attitude and for your contribution to the success of our meeting.

A Consolidated Summary of this conference will be prepared in due time and will be discussed in the Economic and Environmental Committee in Vienna. Let me now try to summarize what I think are the main conclusions of our meeting.

Transport and cross-border facilitation is at the same time a challenge and a responsibility. It provides important opportunities to all of the OSCE participating States. Decisions taken in this sphere today will determine the conditions for the future functioning of businesses and the lives of people in the OSCE area. It is therefore important that we find solutions, which are mutually acceptable, as well as feasible in the long run. Further dialogue is needed to develop further cooperation between governments and to improve the coherence of transport and border crossing policies. Strong political will is necessary to ensure that interstate cooperation and coordination are efficient enough and dynamise trade.

The conference emphasized that the efficiency of transport and border crossings, at regional level, would greatly benefit from the introduction of unified standards and the creation of integrated networks. It might be of interest for the participating States to consider stepping away from the system of bilateral agreements, and instead rationalize and harmonize their approaches at regional level. This would also help integrate the regional transport complexes into the international transport system.

The OSCE, as a regional political organization with a wide membership, could be a useful platform in this regard. The OSCE can facilitate and stimulate regional cooperation. Our Organization can continue to advocate and promote the ratification and effective implementation of conventions and standards, such as the UNECE Harmonization Convention or the TIR Convention through awareness-raising and capacity-building workshops and seminars. Stronger links should be established with regional organizations like EurAsEC. The potential and the experience of such organizations should be fully used.

In this context I also want to mention the joint OSCE-UNECE project of developing a Handbook of best practices at border crossings. We should be able to launch the Handbook early next year. I do believe that it will be a useful instrument for promoting the harmonization of border crossing procedures across the region.

Repeated calls were made concerning the necessity to make more efficient the logistic performance of landlocked countries. Setting up logistic centres to provide the proper equipment, required services, effective distribution, and minimize transshipment costs, as well as the use of the UNESCAP model of dry ports have been presented and discussed.

Container block trains and vehicle caravans can also be useful instruments to assess the potential of regional transportation systems and also identify gaps and needs for improvement.

Agencies involved in border crossing operations should cooperate and coordinate better both internally and between neighboring countries. Across the region, there are encouraging signs but more remains to be done. Legislation and agreements have to be reflected in the day to day practices.

Another key issue that was highlighted in many sessions was the importance of a public-private partnership approach. Public private partnership can be instrumental in fundraising for regional road infrastructure projects and their coordination. Customs-business partnership, the cooperation and enhanced information exchange with private businesses - the end users - can also lead to an increased efficiency of border crossings and can ensure smoother operations. Regular consultations mechanisms could be envisaged.

Prevention of corruption in customs and border agencies is a key element for ensuring good governance. This can for instance be achieved through simplified, clear and predictable procedures.

Concepts such as authorized economic operator, automatic identification and a verification, one-stop shops at border crossing points, single window, joint controls, electronic data exchange, simplified data transfer, risk analysis, were introduced by speakers and thoroughly discussed. In this regard, the OSCE is also well placed to promote the exchange of experiences and best practices across the region.

Responding to concrete security challenges at borders in Central Asia, including with Afghanistan, addressing challenges posed by illegal activities, trafficking and smuggling, is an important issue which will be further discuss at the Vienna Forum.

Ladies and Gentlemen,

Our challenge now is to identify the key priorities and the most relevant recommendations for the OSCE. Based on the results of this conference, we shall prepare for the political discussions at the first part of the 18th OSCE Economic and Environmental Forum, to take place on 1-2 February in Vienna.

Let me express my warmest thanks to all those who contributed to the success of this conference, the Government of Kazakhstan, the OSCE Centre in Astana, the moderators, speakers and rapporteurs, the interpreters, the support staff.

Thank you.

RAPPORTEURS' REPORTS

Session I: Ways to improve the legal and regulatory basis for international road transport

Moderator: Mr. Azat Bekturov, Deputy Minister of Transport and Communications of the Republic of Kazakhstan

Rapporteur: Mr. Dmitry Balakin, First Secretary, Permanent Mission of the Russian Federation to the OSCE

The session was devoted to discussion of the ways to improve the legal and regulatory basis for international road transport with special focus on challenges related to the ratification and implementation of existing international legal instruments as well as harmonization of national legislation with international standards at regional and bilateral level.

The session was devised as a stage for exchanging of the regional experience in introducing the unified standards in the transport sphere, aimed at integration of transport systems and fostering the ratification and implementation of UNECE Conventions.

A perspective from the **EurAsian Economic Community (EurAsEC)** was presented by the **Deputy Secretary General Mr. Murat Mussatayev**, focusing on the regional efforts to form the united railway and road transport space within the EurAsEC territory in an attempt to improve the regulatory basis for the transport connections. The current endeavours were aimed at rational harmonization of national legislation, revision of the entire system of road connections based on bilateral agreements and bilateral legal frameworks which limits the access of carriers to the regions. The work was directed towards lifting of national trade barriers with the quota and license systems and creating a common transport space with unified legal framework based on the principles of openness and transparency. That would help in integrating the transport complex of EurAsEC into the international transport system.

The **United Nations Economic Commission for Europe (UNECE)** Transport Division shared its vision of developing, administering and implementing the legal basis for ensuring efficient, effective, safe, secure and sustainable international transport. The presentation of the UNECE **Regional Adviser Ms. Sophie Fouvez** stressed the importance of countries acceding to and implementing UNECE international transport conventions and agreements. The UNECE currently administers 57 legal instruments which apply to transport infrastructure, traffic signs and signals, border crossing facilitation, vehicle regulations and transport of dangerous goods. Ms. Fouvez also noted the importance of regional cooperation, particularly in the context of special UNECE initiatives and programs such as Trans European Motorway (TEM) and Trans European Railway (TER) projects and Euro-Asian Transport Linkages (EATL).

The ensuing **discussion** focused on the necessity to take into consideration the good governance aspects of border crossing procedures, ensuring the continuity of transport theme introduced by the Belgian (2006) and Finnish (2008) Chairmanships in order to facilitate land transportation.

The fulcrum of the debate centered on the proposal to use the OSCE capacities in order to promote the signing, ratification and implementation of two UNECE major transport

documents: the Convention on harmonization of frontier control of goods and the TIR Convention. This could be done through conducting, with the assistance of OSCE, of awareness raising meetings in the countries that did not sign or ratified these legal documents. As well, seminars and workshops aimed at facilitating capacity building could also be organized.

The outcomes of the discussion during the first session resulted in the following **recommendations**:

- the need to introduce unified standards and creation of integrated transport networks in the OSCE area;
- to use the platform of OSCE as a global organization comprising States from different continents in order to advocate and promote the ratification and further implementation of the UNECE Convention on harmonization of frontier control of goods and the TIR Convention through conduct of awareness-raising and capacity-building workshops and seminars at different levels;
- to promote subregional co-operation in transport;
- to use the experience of regional organizations (like EurAsEC) to form a unified transport space (in comparison with the current, rather cumbersome system of bilateral agreements), rationalize the harmonization of national legislation, reconsidering the whole system of road community in order to lift the national barriers and to integrate the regional transport complexes into the international transport system;
- to put more emphasis on security aspects of transport, including border issues, good governance, rule of law, transparency, the fight against corruption and the impact of transportation on environment;
- to strengthen the continuity of the transport theme developed by the Belgian (2006) and Finnish (2008) Chairmanships.

Session II: Developing new policies aimed at streamlining and simplifying customs and border regulations and procedures

Moderator: Mr. Ten Igor Viktorovich, Deputy Chairman of the Customs Committee of the Republic of Kazakhstan

Rapporteur: Ms. Caroline Milow, Economic and Environmental Officer, OSCE Project Co-ordinator's Office in Tashkent

In this session the audience was provided with a short overview on best practices implemented in Kazakhstan, Kyrgyz Republic, Belarus and Tajikistan and on recently planned legislative and institutional reforms in these OSCE participating States.

The Moderator, **Mr. Igor Viktorovich Ten, Deputy Chairman of the Customs Committee of the Republic of Kazakhstan**, gave a short overview on the respective situation in his country. Kazakhstan was currently implementing the model of one-stop-shop to reduce costs and standardize information in the form of e-templates accessible via internet from any point in the country. This was made possible because the Customs Committee started to simplify relevant state control procedures. One essential precondition was the integration of different ministries and committees into one information system. This system was enshrined in a strategy for the Southern borders for 2009 to 2011 and aimed at

combating trafficking of drugs and smuggling of poor quality products. Currently Kazakhstan was co-operating with the Customs Committees of the Russian Federation, Belarus and the Peoples' Republic of China to start preliminary information systems on commodities thereby aiming to reduce controls at borders.

Mr. Kuban Kulmatov, First Deputy Chairman of the State Customs Committee of the Kyrgyz Republic, stressed in his report the necessity to streamline customs procedures. Therefore Kyrgyzstan implemented according to the UNECE recommendations the one-stop-shop with the technical and financial support of the donor community. Important to note is, however, that there is not one model of the one-stop-shop, but there is one understanding of what it means and how it functions. The key question that was posed in Kyrgyzstan was: How should public bodies collaborate? This should be done through a stated process of modelling, taking practical aspects (like ToRs for software) into consideration and by making one single database accessible to all stakeholders. This makes information timely and accurate and avoids duplication. It was also recommended that all conflicts between different ministries could be avoided by making the Customs Committee the main co-ordinating body. Kyrgyzstan would finalize the development of cargo declaration as a single administration document in 2010. This was supported by the Asian Development Bank (ADB).

Mr. Sergei Fedorov, Head of Division, Department of Customs Control, State Customs Committee of the Republic of Belarus, gave an overview of Belarus' achievements in reducing border crossing times, in particular along corridors 2 (Paris-Moscow) and 9 (Helsinki-Alexandroupoulos). The new Customs Code of Belarus was based on basic principles of the Kyoto Convention and security standards of the World Customs Organization and therefore was considerably optimized. Through the application of a risk management system, physical checks were reduced to 1% and the efficiency of all checks carried out increased by 5,7%.

450 entrepreneurial entities in Belarus are by now members of the Institute for Fair Trade which gives them certain advantages: they can already start selling their goods even without full customs clearance and payments done, which increases the economic turnover. More than 50% of customs clearance is done through e-forms, which take about 10 to 15 minutes to be filled out and reduce costs and time.

Through this system, bottlenecks in customs clearance could be identified much quicker. Capacities of check points are assessed through the evaluation of the preparation quality of the trader and through the time needed for controls. It was established that 80% of the customs clearance cases need two to three hours. This means that additional resources have to be put into capacity building of customs staff and the improvement of IT systems and infrastructure. Through new and modern checkpoints along the border between Belarus and Poland 5.000 trucks can be dispatched every day.

Mr. Iqboljon Fayzulloev, Senior Specialist from the Ministry of Transport and Communications of the Republic of Tajikistan, pointed out that Tajikistan's ratification of six international conventions concerning transport and their successful implementation has led to improvements in the field of modern transport infrastructure and consequently in economic development. Tajikistan was currently preparing to join and ratify further international agreements in this sphere. It was also preparing the necessary legal framework, trying to remove barriers and seeking to integrate Tajik roads into the international transport system, taking into consideration the geographical position of the country that requires additional thought and care. Therefore Tajikistan has identified three key transport corridors:

two East-West and one North-South corridor. This endeavour was part of the transition to market economy to attract more foreign direct investment (FDI). In its transit zones Tajikistan followed the concept of one-stop-shop with a network of customs terminals. The transport corridors need to meet international standards and therefore a feasibility study for all border crossing points was ongoing, which was partly financed by the ADB. The objective is to reduce the time for crossing the border and to attract international operators. As a first step Tajikistan has adopted a new Tax and Customs Code.

At the end of the presentations the moderator opened the floor to **questions**.

The Director of the Research Centre of Transport and Communications from Kazakhstan wanted to know what were the advantages of a customs union and if Kazakhstan was planning to join such a customs union. Mr. Fedorov explained that the advantages of a customs union were manifested in increased cargo turn-over, unified legislation, common sanitary and transport rules and regulations and last but not least in common tariffs. Furthermore, Mr. Ten explained that Kazakhstan has increased interest to create a customs union and that the President of the Kyrgyz Republic has already expressed the political will to join. One of the main tasks, however, was to harmonize the planned customs union with the World Customs Organization.

A representative from the business community pointed out that despite all improvements at the borders, authorities still hampered border crossing procedures and that new technologies very often led to time loss. She stressed that an analysis of the border staff's workload was necessary and that indicators have to be modified. She also mentioned that tackling corruption was still a key issue.

Mr. Hakim Sabirov, Customs Expert, National Economic Chamber of Kazakhstan "Atameken" Union, expressed his wish for more preliminary information exchange before customs clearance and asked if it was ever considered to establish specialized centres for this purpose. Mr. Kulmatov explained that in practice the preliminary information was more difficult to get organized, as one need to link controlling bodies to simplify the procedures and to avoid duplication. Mr. Fedorov added that time reduction can only be achieved, if the carriers are prepared.

Mr. Sabirov asked about the maximum capacity of Belarusian border checkpoints and which technologies were applied to process 5.000 trucks daily. Mr. Fedorov answered that time estimations played a decisive role, as well as specialized parking places allowing starting customs clearance procedures at an early stage, constant monitoring of the queue, enforcing the technical skills of the staff and said that on peak times staff was also transferred from other border crossing points.

The representative of the Kazakh Union of Freight Forwarders expressed his willingness to co-operate with both the Ministry of Finance and the State Customs Committee to eradicate all "negative" issues, such as overburdening administration, monetary challenges and corruption and to advance on the improvement for the business climate.

All presentations pointed out the necessity to ratify international transport related instruments and to implement them in the respective countries. International transport was seen as a key issue to boost the economy after the crisis by providing possibilities to increase the trade volume and speed up its processing at the borders. Customs also play a crucial role in the transition to market economy and to attract FDI.

To this end the following **recommendations**, based on best practices and experiences of the aforementioned countries were given:

- political will to change custom regimes and facilitate one-stop-shops at borders;
- preparation of the respective national legislation, by either reforming, amending or newly drafting (e.g. new Tax and Customs Code in Tajikistan);
- readiness to do the necessary streamlining of co-operation, collaboration and information exchange between national ministries and other involved institutions;
- exchange of know-how within the OSCE area and technical support;
- financial support by the donor community;
- necessary flexibility to see that there is one model, which can be implemented in different ways;
- elaboration of a monitoring model to constantly improve the performance of customs control at the borders, to identify bottlenecks and to subject staff to effective capacity building.

Consequently the OSCE should:

- Provide a political platform for further rapprochement of countries and their border crossing procedures;
- Support the exchange of best practice examples and other information;
- Give technical support in drafting and amending of necessary national legislation of participating States;
- Facilitate the contact between participating States and the donor community were requested.

Session III: Road transport facilitation measures to enhance economic development and stability in Central Asia

Moderator: Mr. Hong WANG, Principal CAREC Coordinator, Central and West Asia Department, Asian Development Bank (ADB)

Rapporteur: Mr. Joomart Ormonbekov, Senior Programme Assistant, Economic and Environmental Activities, OSCE Centre in Bishkek

The Moderator stated that the session was designed for encouraging discussion on developing a framework of efficient legislation and policies aimed at overcoming existing gaps on national and regional levels.

Mr. Murat Bekmagambetov, President of the Scientific Research Institute of Transport and Communications, Republic of Kazakhstan, said the Central Asian system of roadways was quite developed and had a potential to serve as an international transit corridor. Nevertheless, for instance regional trade makes up only 3-4% of the whole Kazakh trade due to existing barriers and obstacles. Poor road conditions in Central Asia were one of main obstacles for the development of regional trade and funds allocated within national budgets for road reconstruction were not sufficient. Infrastructure development of roadsides was also urgently needed as transport trucks were mostly ignored in providing roadside

services. In this regard public-private partnership approach (PPP) was to be used with possible lifelong concession to private companies including road and roadside infrastructure maintenance.

Single transport-logistics system was considered to be another important and successful tool to develop further regional co-operation for trade facilitation. Long waiting time at border crossing points and various document packages were most common hindrances for regional trade development. Currently the average waiting time at Kazakh borders might differ from 1 hour to 48 hours, while in South-Eastern Europe the time spent at borders does not exceed 1-3 hours. Integrated inspections should be used more often and bilateral effort should be made to decrease the waiting time at border crossing points and to harmonize necessary documentation, payments and charges. Bilateral arrangements needed to be transferred on multilateral (regional) level at a later stage where EurAsEC might be used as a regional framework.

Mr. Oleg Samukhin, Transport Economist, USAID Regional Trade Liberalization and Customs (RTL) project, presented the World Bank-supported and USAID-implemented survey on Logistics Performance Index 2009 in Central Asian region (Afghanistan included). It was still going on, but preliminary results already show a status-quo in all five Central Asian states regarding the border crossing procedures. Kazakhstan seems to be the leader in regard of improvements in customs and other control procedures, logistics infrastructure, telecommunications and logistics services and legislation. Corruption at border crossings remains the main common challenge for all the countries. The International Convention on the Harmonization of Frontier Control of Goods (1982) should be instrumental in efforts achieving harmonization and standardization of border control procedures.

Common requirements for border crossing points also possess great potential for smoother and organized border crossing process. Most requirements might be very technical (i.e. streamline operations, elimination of bottlenecks, one-stop technology, separation of traffic, off-lane control), but they are all necessary for integrated and standard border control. Experience drawn from case study of Ak Jol - Korday border crossing point between Kyrgyzstan and Kazakhstan leads to a number of recommendations: to set up a single government authority responsible both for the corridor and border crossing points, to simplify control procedures, to balance and control traffic flow and processing capacity, and to analyze infrastructure.

Discussion:

Mr. Azat Peruashev, Chairman of the Kazakh National Economic Chamber “Atameken” said the waiting time was the main obstacle for regional trade. According to the latest IRU data (June 2009) 40% of the travel time was spent on waiting to borders. Establishment of single control authority should facilitate the border crossing procedure.

Ms. Munovara Paltasheva, Chief Executive of the Forum of Entrepreneurs of Kazakhstan stated that lack of clear and standardized logistics scheme at border crossings directly led to corruption cases. The government may introduce innovative mechanisms (i.e. one-stop shop) to facilitate the procedures itself, but poor implementation of these innovations was pushing the progress back.

Mr. Sergei Fedorov, Head of Division of Customs Control Organization, State Customs Committee of Belarus, pointed out that there were different approaches which ensure more

efficient border control, including customs checks away from the border area. It was also important to remember about the security implications of such approaches.

Mr. Oleg Samukhin said that all the mentioned gaps were included in the results of the compliance survey on International Convention on the Harmonization of Frontier Control of Goods (1982) which means that state authorities were aware of these obstacles. As for the security implications of transferring the customs checks away from the border the decision depends on each state and its national interests and interpretations of security.

Ms. Paltasheva added that despite the physical presence of veterinary and sanitary services at the border, they have just a visual effect as the real check happens at terminals far from the border area.

Mr. Peruashev referred to the road project “Western Europe-Western China”, which was becoming quite popular, and said that regional initiatives like CAREC need to initiate including more border crossing points in Kazakhstan into the project.

The Moderator added that the ADB was expected to provide assistance to all CAREC countries within regional trade facilitation project, but the request to include more checkpoints had to be addressed to the Chinese government, a primary donor.

Mr. Ross Ballantyne, International Adviser to the Ministry of Counter Narcotics of Afghanistan expressed the view that experience on checks and controls at airports could be also used at ground border crossings. The system of advance checking-in and integrated database may speed up traffic flows.

Mr. Nurlan Burshakbaev, President of the Kazakhstan Union of Customs Applicants said that single documentation on imports-exports and automated processing of these documents was useless unless it is simultaneously introduced in all members of the Customs Union (Belarus, Kazakhstan and Russia) and possibly China.

The Moderator concluded by saying that growing regional trade has an impact on logistics. Goals such as less time and lower cost need to be achieved by better logistics networks. Improvement in infrastructure, communications, technical and human capacity would require closer regional co-operation and better use of PPP.

Key points for OSCE perspective follow-up:

Improving regional ground transportation infrastructure by using public-private partnership (PPP) approach:

- Better exploit PPP approach in fundraising for regional road infrastructure projects and their coordination;
- Ensure deeper involvement of private sector in road infrastructure development, including roadside services.

Harmonized and integrated border crossing system in the region:

- Assist in development of harmonized border crossing schemes based on OSCE guide on best practices at border crossings;
- Legislative expertise support, including facilitation of regional multilateral agreements;
- Ensure wider use of TIR carnets as an efficient tool for integrated border crossings.

Ensuring good governance and transparency at border crossings:

- Prevention of corruption mechanisms at border crossings;
- Ensure better implementation of new mechanisms (i.e. single windows), including common arrangements for the region;

Supporting regional efforts in trade facilitation:

- Facilitation of regional multilateral agreements using the potential of regional organizations (i.e. EurAsEC, Customs Union between Belarus, Kazakhstan and Russia, CIS) and initiatives;
- Better coordination of international efforts in regional trade facilitation;

Introducing new regional database developed upon best practices from other regions and other spheres:

- Develop and introduce coordinated automated systems at BCPs with a single database;
- Widely use best practices from other OSCE regions (i.e. South-Eastern Europe) and concurrent spheres (i.e. airport system of prior registration).

Session IV: Working further on meeting the practical needs of landlocked developing countries

Moderator: Ms. Sophie Fouvez, Regional Adviser, Transport Division, United Nations Economic Commission for Europe (UNECE)

Rapporteur: Mr. Viet-Luan Nguyen, Counsellor, Permanent Representation of France to the OSCE

The Moderator recalled that the issue of landlocked countries was a priority for the United Nations, with a specific office dedicated to that issue - the UN Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States. In the UNECE, the respective focal point is Ms. Eva Molnar, Director of the Transport Division.

Mr. Mohammad Kahagh, Director at the transport and communications department of the Economic Cooperation Organization (ECO), emphasized the importance of transport co-operation for progress in other areas of ECO activities. Transport is a subject of high priority and good progress has been achieved with several important projects that were completed in the course of the past years. Mr. Kahagh highlighted the fundamental development disadvantage of landlocked countries which were initially suffering from the remoteness to major international markets and inadequate transport infrastructures. High transportation costs severely reduced the competitiveness in trade.

ECO's activities could be divided in 4 core categories: strengthening the institutional and legal framework of the co-operation, establishing a customs transit system for the cargo and means of transport in accordance with the TIR convention, developing the transport infrastructure in the ECO region and identifying road and railway corridors. The ECO Transit transport framework agreement (TTFA) is considered a big step toward reduction of costs and acceleration of the transport services and was becoming the main vehicle to enhance co-operation in the field of transit transport in the region. This agreement comprises a series of incentive provisions: exemption of custom duties, multiple entry visa with right to stay between 15 and 25 days, etc. A TTFA Fund has been created to, *inter alia*, provide

initial funds for capacity building projects. ECO also established a Trade and Development Bank based in Istanbul to facilitate trade in the region.

A new programme, aimed at identifying road and railway corridors in the ECO region has been launched with the assistance of the Islamic Development Bank. Special effort has been made to focus on launching a demonstration container train from Almaty to Istanbul on Trans-Asian Railway route, and also to ensure opening of international passenger traffic on Almaty-Tashkent-Tehran-Istanbul route. An agreement was reached with the Chinese authorities to extend the container and passenger trains route to Urumqui. Furthermore, ECO was planning to launch road caravans through Afghanistan.

Mr. Tengfeni Wang, Economic Affairs Officer of the United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP) recalled that UNESCAP, as the regional development arm of the United Nations in the Asia Pacific region, also promotes the development of transport in the landlocked countries.

The main challenge for this region was the unbalanced development between the countries - some of them were still considered to have only very poorly running economies. In the region covered by UNESCAP, 12 countries are landlocked, thus having very low logistics indicators. In that context, transport was essential for bringing the development inland. In his presentation, Mr. Wang added that political will of national authorities was essential to remove those obstacles. In this context he stated several good examples: in the recent years the Ministers of Transport adopted a declaration on Transport and Logistics Development, and two intergovernmental agreements had entered into force in July 2005 and June 2009 to build Asian highway and trans-Asian railway networks. All of these measures were instrumental in setting up an international integrated intermodal system of transport and logistics in the region. According to Mr. Wang, UNESCAP was also helping its members to adopt international conventions on transport facilitation; e.g. inter-governmental agreements of the Shanghai Co-operation Organization on facilitation of International Road Transport.

Mr. Wang added that measures should be taken to develop transport corridors to landlocked countries: this step would imply to invest in missing links (around USD 25 billion) that could help connecting key points in different countries. Furthermore, to improve the efficiency of transport routes, local authorities should reduce the waiting time at the border crossing, at the sea port and during the transshipment. The average transport time of a container of goods from Lianyungang (West of China) to Almaty would still be too long (7 days and 5 hours). The model of dry ports could be used to tackle that issue.

UNESCAP was also very active in supporting the Almaty Programme of Action (fundamental transit policy issues, infrastructure development and maintenance, international trade and trade facilitation, international support measures and implementation and review). Mr. Wang added that in order to address the issue of landlocked countries it was necessary that international organizations work for a better coherence through permanent dialogue and enhanced co-operation. He concluded by announcing the next forum of Asian Ministers of Transport which would take place in Bangkok, on 14-18 December 2009.

Mr. Tom Kennedy, Team Leader of the European Commission-funded Logistics Centre Project in Central Asia, summarized the major problems for transit traffic in Central Asia: border crossing delays, high transport costs and corruption, multitude of regulations, documentation and inspection required at border crossings. The following

measures should be taken in order to tackle the problems: minimization of delays at border crossings and the reduction of the number of transshipments.

He presented the project of installation of logistic centres in Central Asia that could help to provide effective distribution in towns, proper equipment and required services. However, he mentioned that lack of trust between governments was still a problem and resulting in national protective stances.

Evaluation studies were completed in each Central Asian country for the installation of logistic centers; some locations have already been identified. The most important selection criteria was to support international trade and facilitate the movements of goods along the Transport corridor Europe Caucasus Asia (TRACECA) corridor through improving logistic capabilities, interoperability and multimodal transport.

Session V: Practical measures to facilitate border crossing for international road transport

Moderator: Mr. Azat Bekturov, Deputy Minister of Transport and Communications of the Republic of Kazakhstan

Rapporteur: Mr. Yaroslav Yurtsaba, National Project Manager, the OSCE Project Coordinator in Ukraine

The session was devoted to recent developments in border agency co-operation and coordination as well as experience sharing of best practices.

Mr. Vytenis Alisauskas, Deputy Director, Customs Information System Center, Lithuanian Customs, elaborated on the facilitation of trade and reduction of corruption in the customs field through simple and clear procedures and through the modernization of national transit system and customs procedures. Mr. Alisauskas presented the outcome of the 2-year project initiated by the Millennium Challenge Corporation in Ukraine which aimed at reducing corruption in customs. The project encompassed changes in the legal framework, training and capacity-building measures, as well as introduction of electronic data exchange and new procedures. The geography of the project included Lithuania, Belarus and Ukraine. The speaker noted that the proposed measures undermine the corruption potential and will facilitate trade in the Black Sea to Baltic Sea trade corridor.

Mr. Oncu Tekes, EU Expert, Office of the Undersecretary of Customs Turkey, introduced the principal goals and mechanisms of the Silk Road Customs Co-operation Initiative. The speaker highlighted the priorities of this Initiative, such as improving the infrastructure of border crossing points (BCPs) and establishing joint controls at BCPs. The objectives of the Initiative were manifold and ranged from the facilitation, simplification and securing of border crossing to the reduction of waiting times. The speaker also mentioned a second tier of objectives, such as good border co-operation with neighboring countries, better customs-business partnership and active experience sharing. Mr. Tekes continued with talking about improving the infrastructure of BCPs, which, in his opinion, was prerequisite to achieve the goals of the Initiative. In his view, improved infrastructure and the introduction of one-stop-shop principles in the operations of customs would decrease waiting time, modernize customs procedures and increase revenue collection. The speaker illustrated his message by mentioning the Turkish Customs experience. In his concluding remark Mr.

Tekes reiterated that trade should be evaluated as the engine of economic growth, and thus needed to be facilitated through the harmonization of customs procedures.

Mr. Nurlan Umarov, Deputy Chairman of the Department of Customs Control Procedures, Customs Committee of the Republic of Kazakhstan, described practical steps that were undertaken by the Kazakh government to introduce one-stop-shop principles in the day-to-day activities of the national customs administration. In his view, the real challenge was to create a unified and integrated electronic data exchange between 18 governmental agencies. Mr. Umarov provided a full account of the work of the national working group on the creation of such a unified system. The customs were ready to embrace the new system and it would become operational in Kazakhstan once all interrelated Ministries and governmental agencies would be ready to be integrated into the system.

Discussion:

An NGO representative from Kazakhstan enquired about experiences of Lithuania, Belarus and Ukraine related to the introduction of one-stop shops in the customs.

Mr. Alisauskas informed about the experience of Klaipeda sea port administration where all data was gathered and then being passed on to other agencies for processing. Mr. Alisauskas also mentioned that by 2012 all EU countries have to introduce similar mechanisms, whereby their main coordination bodies for the data collection would be the national customs.

The representative of Belarus informed that one-stop-shop principles were introduced for physical entities in Belarus, however, in the case of the movement of goods control was exercised by Guards, Customs and other services such as sanitary, etc.

A representative from Kyrgyzstan made an intervention and provided examples of border crossing procedures in his country. In his view, the critical element of interstate co-operation in this area was mutual recognition of documents of both countries of exit and entry. The integrated systems of electronic data exchange were essential elements of effective co-operation.

The **key conclusions** emerging from this session could be summarized as follows:

- The OSCE should facilitate border crossing, promote the introduction of one-stop shops at BCPs and harmonize customs procedures;
- Co-operation among customs administrations is necessary to facilitate trade in practical terms;
- Experience sharing and promoting best practices is the key to effective interstate co-operation;
- Partnership and co-operation with private business is necessary to ensure the smooth operations of border crossing control agencies;
- Strong political will is necessary to ensure that interstate co-operation and coordination are efficient enough and dynamise trade.

Session VI: Introduction of new technologies and know-how to increase efficiency of border-crossings

Moderator: Mr. Ten Igor Viktorovich, Deputy Chairman of the Customs Committee of the Republic of Kazakhstan

Rapporteur: Ms. Veronika Schoehl, First Secretary, Permanent Representation of Belgium to the OSCE

Mr. Mario Apostolov, Regional Adviser of the Trade Division of the United Nations Economic Commission for Europe (UNECE) presented the trade facilitation tool ‘single window’, which is simplifying procedures at cross-borders. He said UNECE’s trade division worked with different tools in four core areas of trade and transport facilitation: trade information exchange, public private cooperation, transit facilitation and border-crossing facilitation (harmonization of conventions). UNECE, in co-operation with organizations such as the UN Development Account, National Trade and Transport Facilitation Committees, USAID, offers long-term assistance through projects on trade and transport. Most of such projects take place in transition countries.

The ‘single window’ constitutes the basis for all UNECE aid agency projects, and is in particular applied in Central Asia. It serves as information platform and thereby enables international cross-border traders to submit regulatory documents at a single location and/or single entity. Such documents are typically customs declarations, applications for import and export permits, and other documents such as certificates of origin and trading invoices. Parties can lodge standardized information and documents with a single entry point, resolving the clearance at borders within one hour.

Mr. Apostolov emphasized that the main value of using a single window for a country was to increase the efficiency through time and cost savings for traders in their dealings with various government authorities for obtaining the relevant clearance and permits for moving cargoes across national borders. The single window serves as information exchange network of agencies and fosters rapid dissemination of information within countries of long distances and beyond national borders. Therefore, this tool is particularly interesting for Central Asian states. The speaker explained that it creates standards, while enabling to better implement conventions and norms on the basis of reliable data. Codified data and its transfer are simplified, and paper work reduced. Customer services avoid duplication and improve the work of agencies.

Mr. Apostolov explained the requirements of such a system: the introduction requires organizational as well as technical work. The organizational work encompasses the set up of interagency management groups, concept papers and feasibility studies. Technical work describes steps to ensure data harmonization, e.g. through the establishment of an interagency technical group who would develop a software for the single window system.

In his capacity as representative of the UNECE, Mr. Apostolov recommended to the OSCE the establishment of strong public-private-partnerships and the use of single window systems to simplify trade and to harmonize data provided by several organizations.

Mr. Wicktor Mats, Director of the Change Management and Effective Trade in the Head Office of Swedish Customs, elaborated on a tool called ‘stairway system’ for border crossing procedures. It works as a simple accreditation model: customs declare their type of cargo via SMS before crossing the border. Thus, vehicles are automatically identified, as

well as their commodities and their crossing is verified. Low and high security risks of cargo can be easily identified, and crime and smuggling prevented.

Mr. Mats explained that Stairway was a business-government partnership launched by the Swedish customs agency in 2000. More than 300 companies are using the stairway tool. Stairway can be applied by countries via an Authorized Economic Operator (AEO) program. 65 % of the total trade flow is certified by AEO. Stairway is applied e.g. between Sweden and Norway, as Norway is not a member of the Schengen agreement. Stairway combines risk management and quality management to save time and money, while enhancing security of cross-border transit. In his elaboration of the subject, the speaker mentioned several examples of successful applications, e.g. the annual savings of the company IKEA, the decreasing waiting time at the borders, etc. A decrease of 20 minutes per transport equals up to 2.000 saved logistical hours annually because vehicles do not have to stop at the borders. This has also positive implications on the environment. Hence, Stairway can be considered as green customs scheme.

Mr. Mats recommended that the OSCE enhanced the application of Stairway in the OSCE area through awareness raising activities and trainings on this specific tool.

Session VII: Strengthening public-private partnerships in the area of international road transport and border crossings of goods

Moderator: Mr. Vytautas Nauduzas, Ambassador at Large, Ministry of Foreign Affairs, Lithuania

Rapporteur: Ms. Sinead Harvey, Attaché, Permanent Mission of Ireland to the OSCE

The Moderator introduced the topic by explaining that a strengthened partnership between the public and private sector could speed up border crossings and act as a major factor for development culture. He said that authorised economic border operators were the future of the customs sector, citing Lithuania as an example of excellent standards in this area. Stronger PPP's mean that governments need not act alone when problems arise in the security of borders and can instead use the expertise of a private authorised operator.

Mr. Mats Wicktor, Director, Change Management and Effective Trade, Swedish Customs Head Office, began his presentation with a brief introduction to the Swedish Customs service, a modern public service with up to 93m border movements per year. They currently have a rate of 98% of customs declarations being dealt with electronically and, thanks to a well-functioning risk analysis system, 85% of these declarations were automatically cleared. When they do have to undertake controls, they have an established model control area where the focus is on non-intrusive inspections.

His presentation went on to give the technicalities of the most commonly used customs procedure for imports. It is a system that has a full electronic flow from when they receive notification of the arrival, the request for clearance and the authorisations granted or not granted. He then gave a specific example of how the Customs Single Window system works and the benefits of it for increasing efficiency through time and cost savings. The full electronic flow of Swedish Customs service permits the Single Window system to work as it means individual data elements should only be submitted once. He also summarized the

procedures of Coordinated Border Management where certain items require authorisation from other governmental departments.

Sweden has extended its border control to co-operate with Norway. On the Swedish-Norwegian border, Norway was responsible for five customs offices and Sweden for three. The customs officials in each office use each countries computer systems and need to know legislation applicable for both countries and have the skills to enforce it. This co-operation does not act simply as a notification procedure. In fact, every year almost 600,000 trucks, 260,000 customs declarations and 5500 controls are processed jointly. It has become an efficient link in the supply chain and a promoter of trade facilitation.

Ms. Sinem Şenkaya, Foreign Affairs Expert, Association of Customs and Tourism Enterprises (GTI), Turkey, presented the modernisation of Border Crossings Points in Turkey by the private company GTI (Association of Customs and Tourism Enterprises). Their renewal of border gates were based on PPP projects where economic benefit was greater than private profits. All investment in these renewals came from the company with no financial burden on the public treasury. Their operation was of commercial facilities only with customs procedures still undertaken by Customs Authorities. The outcomes of GTI's modernisation has been user satisfaction and a more rapid and effective service with no queues and a decreased processing time. The company has invested \$190m in these projects and \$17m in tax has been paid to the government.

Ms. Şenkaya moved on to summarise the benefits of Joint Border Crossing Models, an initiative that GTI has also been financing. She used the example of their Georgia-Turkey Joint Border Crossing to highlight the advantages of the scheme. The objective of the elimination of redundancies has proved attainable with the joint control of certificates, relevant checks carried out by the incoming authority only and all e-customs and data shared with both countries.

The **discussion** concentrated on the commercial aspect of private border gates. One delegation asked if such border gates would then be driven by commercial activities and if there would be mandatory payments for the use of services to the public. The same delegation also questioned whether the services would eventually, after the effective modernisation, be transferred back to the public domain.

Ms. Şenkaya replied that, for Turkey and the GTI Border Gates, there was no service fee at the gates. All revenue for the company comes from the shops, markets and restaurants located within the border gate. The time for eventual transfer back to the public would depend on the initial investment made in the particular gate and the amount of revenue attained from commercial activities. She said it was seven years for one of their gates. In the instances when the gate is transferred, the Government Department in charge of Customs will become responsible for its control.

Another delegation asked how to make businesses attracted to the modernisation of border gates and how to make them willing to make the required investments. Ms. Şenkaya answered that the benefits of the privatisation of borders was that there needs to be no capital invested from the state and so no taxes are being used to finance the operation of borders. Businesses are attracted by the commercial activity at the gate, that is, the shops and restaurants that can be built within the control area.

Recommendations:

- Implementation of **Joint Border Crossing Models**. In the next few years, demand for border crossing points is expected to increase dramatically in certain areas of the OSCE region. A more efficient system for crossings will also stimulate demand. According to GTI figures, the JCBM will meet this increasing demand and provide up to 70% decrease in border waiting time. Thus, the capacity can increase threefold. The recommendation for JCBM's was made with particular reference to the Silk Road Region.
- **Privatisation of border gates**. The following advantages were stated:
 - No public budget investment required;
 - Tax revenue for the public;
 - Only the commercial facilities are operated by private companies, which allows for the Customs authority to concentrate on a speedier process and to focus on fighting smuggling and illegal traffic.

Session VIII: Measures to improve integrity and transparency in customs and border services

Moderator: Ambassador Alexandre Keltchewsky, Head, OSCE Centre in Astana

Rapporteur: Ms. Zarina Ligay, Senior Programme Assistant, OSCE Centre in Astana

Mr. Roel Janssens, Economic and Environmental Adviser, Office of the Co-ordinator of OSCE Economic and Environmental Activities (OCEEA), OSCE Secretariat, informed about the reasons for an OSCE involvement in the fight against corruption, the OSCE's mandate in combating corruption, particularly in the customs/border services field, the OSCE partnerships and the OSCE activities in the considered field.

Corruption, he stressed, is a threat to security and an impediment to economic development, both issues for which the OSCE has a clear mandate to work on. Parallel to existing international conventions (UN Convention against Corruption; UN Convention against Transnational Organized Crime; CoE Conventions, OECD Convention etc.), the OSCE has developed a set of documents, including Ministerial Council Decisions (Sophia 2004 and Ljubljana 2005), Economic Forum conclusions (9th Forum in 2001) and a Border Security and Management Concept (MC Decision 11/06). The OSCE closely co-operated with other international partners such as the World Customs Organization (WCO), the World Bank Group, the United Nations Economic Commission for Europe (UNECE) and others.

The speaker then described the way the OSCE contributed to the promotion of efficient customs integrity activities: supporting the adoption and implementation of existing instruments, standards and norms and institution building through supporting, among others, the development of new policies. He considered the WCO Revised Arusha Declaration as a main instrument for building integrity in customs, based on the following 10 provisions and principles: leadership and commitment, regulatory framework, transparency, automation, reform and modernization, audit and investigation, code of conduct, human resources management, moral and organizational culture and relationship with the private sector.

Mr. Janssens continued with outlining other WCO tools, which included: the Integrity Development Guide, the WCO Compendium of Integrity Best practices, the Model Code of Conduct, the Almaty Integrity Resolution and the Nairobi Resolution (2007), the WCO Capacity Building Diagnostic Framework, the SAFE Framework of Standards, and E-learning Modules.

Finally he emphasized the OSCE activities and its the way ahead, which included the need for the OSCE to continue to: a) provide a platform for dialogue on important principles, standards and norms; b) provide capacity building efforts (e.g. through Arusha Declaration trainings); and c) provide policy-drafting assistance (e.g. engage OSCE pS to consider the design of Customs specific Codes of Conduct based on the WCO Model).

Mr. Vytenis Alisauskas, Deputy Director, Customs Information System Centre, Lithuanian Customs, gave practical examples of modernization of customs procedures as a way to reduce corruption. Several tools were mentioned: modernization of customs procedures and business processes, the use of information technologies, risk management, audit based controls, co-operation between the customs and other authorities. A good example in this respect was provided by Ukraine: the respective legislation was put in compliance with the EU legislation, and a Code of Conduct based on the Arusha Declaration has been adopted. As a result, the number of importers who spent more than 24 hours at the border undergoing customs procedures decreased from 22% to 15 % in 2009 compared to the year 2007. Among the steps to reach the goals, the speaker listed the following elements: assessments, trainings/tutorials/consultations, public discourses, procurement of environment, development and testing of software.

The speaker then showed how modernization of customs procedures can eliminate opportunities for corruption by giving the example of the Common Transit Convention & NCTS (e.g. whereby e-information is submitted in advance, risks management methods are applied, e-declaration is used and customs control is based on risk analysis using automated data processing techniques). Mr. Alisauskas presented the results of a survey which showed that over 70 % of entrepreneurs in Ukraine agreed to adopt NCTS in order to reduce corruption.

Finally, Mr. Alisauskas underlined the importance to include a Code of Ethics in the comprehensive approach, as well as to elaborate on the authority status. Also, the Common Transit Convention should be joined by states. The Convention implies international data harmonization and standardization and paperless procedures. As stressed by Mr. Alisauskas, once these conditions are applied, trade and border crossing procedures would be overall simplified.

Discussion:

The Moderator emphasised the need to use a comprehensive approach and stressed the importance of combined initiatives coming not only from official structures but also from the private sector (e.g. Turkey's experience presented in Session VII).

One delegation encouraged the OSCE to apply a comprehensive approach and to involve all government agencies in its anti-corruption activities (in addition to customs). The idea was supported by another delegation who also suggested the OSCE to continue to promote best international practices and share experiences in the field.

A third delegation referred to its experience in creating a special fund for salary increase as a way of encouragement of customs officers for diligent and conscientious work.

However, the Moderator observed that increasing customs officers' salary should not be considered as a sufficient condition to combat corruption: honesty was not a matter of a given level of salary.

Another delegation encouraged to apply transparency of reward and prosecution and to make full use of the respective OSCE institutions. Finally, the OSCE Border Management Staff College, an institute for all border controlling agencies which was recently opened in Dushanbe, was mentioned as a good and suitable platform to start discussions on the development of specific Codes of Conduct.

Session IX: Using best practices and modern methods to combat trafficking in weapons, drugs and human beings at border-crossing points

Moderator: Mr. Jonathan Trumble, Customs Adviser, Conflict Prevention Centre, OS Borders Team, OSCE Secretariat.

Rapporteur: Mr. Emmanuel Huntzinger, Economic Officer, Economic and Environmental Department, OSCE Office in Tajikistan

The Moderator reminded that potential dangers related to poor security management at border crossings should not be ignored. The illegal flows of illicit goods, human trafficking, of terrorists, illegal medicines, radioactive waste, undeclared goods, represent a threat to economic stability, to States' sovereignty and to security of citizens. Therefore, he deemed it as important to strike a balance between trade and security.

Mr. Hardy Roehling, Chief Technical Advisor for Kazakhstan, EU Border Management Programme for Central Asia (BOMCA) / Central Asia Drug Action Programme (CADAP), underlined that efficient trade facilitation has to go along with effective border security. He then presented the EU programme on border security in Central Asia. The programme is regional, and mostly focuses on internal Central Asian borders, as well as the Tajik/Afghan border. Today, the organization works on 31 border crossing points. The approach encompasses all relevant agencies, not only e.g. border troops (i.e. an inter-agency, inter-service and cross-border co-operation). The programme consists of three components:

- Policy advice for institutional reform;
- National and Regional Capacity Building (through training, curricula development, infrastructure and equipment);
- Demonstration projects in border regions for future government and donor replication.

Mr. Roehling explained two separate, but interlinked activities within the programme:

- The goal of BOMCA was to assist in accelerating the legal movements across Central Asia's borders, to enhance security and to reduce the flow of illegal traffic;
- The goal of CADAP was to foster a public health approach to drug demand and an interdiction approach to drug supply in line with the European Commission's drug strategies.

The speaker emphasized that narcotics coming from Afghanistan were the main threat related to border management, as Central Asia lies on the road from Afghanistan to Russia and Europe. This traffic also has a significant impact on public health in Central Asia, as there is evidence concerning the increase of the number of addicted people.

Besides, BOMCA projects focused on the following aspects:

- Institutional reforms in Kazakhstan, Kyrgyzstan and Tajikistan;
- Strengthening infrastructure capacities along trade and transit corridors;
- Strengthening training capacities;
- Strengthening counter-drug capacities at borders;
- Assisting Tajikistan in securing its border with Afghanistan.

Mr. Roehling elaborated on the Integrated Border Management (IBM) approach, which takes into account several dimensions: legislation, infrastructures, human resources, training as well as technological features. In his view, one of the prerequisites for effective project management is political will, the involvement of agencies other than customs, and detailed action plans (short-, middle- and long-term).

The speaker went on with describing the programme's focus on improving infrastructure capacities:

- The Western Central Asia Corridor, linking Ashgabat to Aktau and Astrakhan by a BCP at Kunia-Urgench on the Turkmen side of the Turkmen / Uzbek border; and a BCP at Daut-Ata in Uzbekistan.
- The Eastern Central Asia Corridor, linking Tashkent via Osh and Bishkek to Almaty by developing a BCP at Patar and the BCP at Fortekhobod on the Tajik side of the Tajik / Uzbek Border.

On the Tajik-Afghan border, projects focus on trainings and the reconstruction and renovation of infrastructures, which is coordinated with the USA. The provided equipment is generally quite basic, such as heating and cooling equipment.

In order to strengthen counter-drug capacities at borders, Drug Profiling Units (DPUs) have been established in all the countries in the Central Asian region, through a multi agency approach, e.g. the involvement of law enforcement agencies.

Concluding, Mr. Roehling stressed the importance of inter-agency co-operation, of capacity building and trainings, e.g. on the use of quality equipment. Finally he asked whether the suggestion of Ms. Şenkaya on joint border crossings could be useful for Central Asia.

Mr. Ferguson Ballantyne, International Adviser, Counter Narcotics Advisory Team, Ministry of Counter Narcotics, Afghanistan, started his presentation by giving an example of border management in East Timor. The structure which was set up there proved to be very practical: it provided services to all government agencies involved in border-crossing operations. Only one set of communication devices and vehicles were used by all agencies.

Concretely, it provided technical services to the following agencies:

- Ministry of Finance – Customs and Tax revenues;
- Ministry of Interior – Immigration Controls;
- Ministry of Agriculture – Quarantine/phytosanitary controls;
- Central bank – Currency controls;

- Ministry of Health – Pharmacological standards;
- And other Ministry controls.

Mr. Ballantyne expressed his concern about one-stop Shop processes and said that these single stop could get very crowded. In comparison, the East Timor system became operational very quickly, and around USD 14 million of duties were collected within the first year.

Then Mr. Ballantyne continued with another example of good practice, namely his experience in Kyrgyzstan, where the so-called “Mobile Border Enforcement Teams of Kyrgyzstan” (MOBITS) were designed. Small teams which included representatives of any agency with a mandate related to border management were created, including:

- The Drug Control Agency;
- National Security;
- Ministry of Interior;
- Border Guards;
- Customs.

In most Central Asian countries, border guards have a limited mandate, while other agencies have a broader mandate. Thus, according to the speaker, these integrated teams could deal with any issue.

The speaker went on with focusing on Afghanistan, where most drugs are produced not in the border areas with Central Asia but in the South of the country. Risks related to Afghanistan included the illegal traffic of precursor chemicals, of weapons, money laundering and the immigration of foreign fighters.

The risks were exemplified with some figures: In 2009, 6,900 tons of opium has been produced. Technically, farmers get revenue of USD 40 per kilogram; an average farmer might produce 200 kilograms yearly. Based on such economic realities the anti narcotics programme funded by the USA government supports teams all around the country for an integrated strategy, including demonstrating the benefits of other crops, reminding that drugs are not accepted in the Islamic faith, implement alternative livelihood conditions, strengthen law enforcement, and work on drug demand reduction.

As for the link of illegal trade with security, the speaker explained that each border crossing multiplies the drugs value 10 times. This meant that 1 kg in Russia is worth USD 2,7 million in the final markets. Certainly, this added value represents a large source of funding for the Taliban; not only Afghan Taliban, but also militants from Chechnya and Pakistan.

Mr. Ballantyne recommended that in cases in which existing legislations obstruct a multi-agency approach in border controls, the creation of a MOBITS style project would allow for a de facto multi-agency solution.

Further on, the speaker summarized the discussions about standards for “Single Window” or Single Administrative Document approaches. ASYCUDA, in his eyes, was an automatic system which represents a quite efficient way of implementing border management in newly independent developing countries. It allows transit and collection of information to a central server and a very good control on the transit of goods.

Finally the speaker recommended that participating States, under the guidance of the OSCE, agree to implement existing standards for data presentation in a Single Window approach so that an E-Gate style system for clearance of persons, vehicles and cargoes may be implemented at border crossings so that facilitation can occur, thus speeding border processing times via an E-gate channel.

The Moderator added some complementary remarks to the experts' presentations. He stated that overall, security can only be minimally improved by large investments at border crossing points – the really crucial areas were those between 'green borders', e.g. the frauds on documents. Furthermore, border management strategies need to produce coordinated mandates that go beyond the individualism of each agency.

Also, he deemed the human factor as important. He stressed the need to develop sustainable training models, also on the local level, such as trainings for trainers, which can be replicated in other countries. In this context, the moderator mentioned the Border Staff College set up in Dushanbe. A catalog of separate pedagogical units would be available for interested individuals. UNECE has indicated interest in constituting to the long-term advisory board of the college.

Discussion:

The representative of the OSCE Center in Bishkek asked Mr. Roehling to elaborate in more detail on the development of a border strategy in Kazakhstan. Also, he was interested in control mechanisms that could be applied in inter-agency approaches. He expressed his doubts and fears of misuse of powerful agencies.

Mr. Roehling replied by explaining that the border concept of Kazakhstan was being drafted by Kazakh authorities, based on the guidelines endorsed by the European Commission on trainings. It was important that each country took full authorship for the development of such strategies – therefore only guidelines were distributed.

Mr. Ballantyne answered the question regarding the control mechanisms which are in place in inter-agency co-operation. He stated that each agency was in charge of controlling, strict rules and guidelines were applied and a substantial oversight capacity has been developed for that purpose.



Organization for Security and Co-operation in Europe

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

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18TH OSCE ECONOMIC AND ENVIRONMENTAL FORUM

“Promoting good governance at border crossings, improving the security of land transportation and facilitating international transport by road and rail in the OSCE region”

FIRST PREPARATORY CONFERENCE

ASTANA, 12-13 October 2009

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