



Ministry of Enterprise and Innovation
Department for Housing and Transport
Unit for Transport and Society
Annelie Mannertorn
+46 (0) 8 405 80 69
+46 (0) 76 107 61 87
annelie.mannertorn@gov.se

Minutes of meeting in BEATA Steering Committee 13-14 November 2018 in Kiruna, Sweden.

List of participants

Swedish Delegation

Annelie Mannertorn (Chair), Ministry of Enterprise and Innovation

Eva Ekmechag, Ministry for Foreign Affairs

Krister Palo, Swedish Transport Administration

Erik Remnegård, Intern, Swedish Transport Administration

Russian Delegation

Nadezhda Karkach, Chief Expert of International Cooperation

Denis Moskalenko, Ministry for Foreign Affairs.

Norwegian Delegation

Paal Iversen, Ministry of Transport and Communications

Finnish Delegation

Tuija Maanoja, Governance Steering Unit, Ministry of Transport and Communications

Anni Rimpiläinen, Finnish Transport Agency

Regional Working Group (BRWGL)

Hannu Heikkinen, Regional Council of Kainuu, Finland

Sanna Nikola-Määttä, Regional Council of Kainuu, Finland

Ollo Kiniemi, Council of Oulu Region

Kaisa Kinnunen, Regional Council of Lapland

Mårten Edberg, Region Västerbotten, Sweden

Jimmy Bystedt, County Administration of Norrbotten, Sweden (Host)

Ulrika Nilsson, Region Norrbotten

Mikael Bergström, County Administrative Board of Västerbotten, Sweden

Erik Selmer, Finnmark County Authority

Marius Chrømer, Troms County Council, Norway

Vitali Sahpovalov, Strategic Partnership on Economic and Social Development of the North-West District, Russia

Organisations

Oddgeir Danielsen, Head of Secretariat; NDPTL

Maria Sirviö, Swedish Lapland (speaker)

Interpreter

Helena Isaksson

Draft minutes of the meeting

Opening of SC meeting 14.11.

Opening of the meeting with short introduction of everyone present.

1. Adoption of the agenda

Agreed upon agenda after participants was informed of minor changes regarding the schedule.

2. Adoption of minutes of meetings from BEATA SC 12 March 2018

Everyone agreed upon adopting both protocols.

3. Information concerning the progress with the revision of JBTP, Krister Palo, Swedish Transport administration.

Questions for discussions: Do we need to change anything in Priorities from previous plans and Joint objectives? How do we update the revised JBTP?

Krister Palo: Presentation regarding the update of the Joint Barents Transport Plan. The goal of JBTP is to identify the main priorities and deficiencies in the cross border and international infrastructure. At the last meeting in Kirkenes (27/9-18), the JBTP-working group decided to highlight and emphasize the tourism- and ITS-chapter of the report.

The new structure of the report will be more cohesive and concise at a maximum 50 pages with the rest of the data placed in appendixes.

Mårten Edberg: Important to include decision makers on a regional level in the process with the revised JBTP. The regions could be consulted in a separate meeting.

Nadezhda Karkach: It is necessary to take into account the proposals of the regions in the priorities of the JBTP. At the same time the projects of BRWGL also should be developed in close cooperation with BEATA and

information with detailed description of the current project should be presented to the BEATA Steering Committee.

Krister Palo: Each member state should coordinate and consult the concerned regions themselves, instead of having a meeting with all regions which might only lead to general discussions.

Annelie Mannertorn, chair: *Very important including the regional perspective in the process of updating the JBTP, and that we will find appropriate ways to do that.*

There is also a need to plan the time table for the JBTP-revision in order to allow ministries to process the draft revised plan.

Edberg also pointed out that the map used in the presentation did not show how the corridors of the Barents region connected to the rest of the world i.e. with the TEN-T system. It was also suggested that the map lacked certain features on a regional level too which would make it hard to illustrate actual measures that needs to be done.

N.Karkach asked to avoid prioritising of routes in the draft Plan. The rail routes on the Russian Barents area in the presented maps should be renewed based on the 2016 draft Plan, without intended directions of cargo flows.

Several delegates agreed that the map should be reviewed, according to this. More developed graphics were wished for.

The chair concluded that the map will be up for review according to views expressed.

“Who owns the question” when it comes to international projects was discussed. It is a need to highlight who owns the problem and has the responsibility to solve it.

Another highlighted concern is the difference between the planning periods of the countries involved. This is something that requires the countries involved to stay updated across the border in order to follow and understand the intentions of other countries.

Paal Iversen and Marius Chramer: a concrete problem: limited opening hours at cross-border stations should be addressed. Finnmark and Tromsø has made an investigation, where the challenges regarding registration of the profit/fees were highlighted.

The group agreed that it is very important to present and illustrate ideas with concrete measures in order to explain to decision makers what to prioritize.

The priorities and objectives of the old JBTP were discussed.

Paal Iversen, Tuija Manola and Oddgeir Danielsen, Head of Secretariat; NDPTL: Joint objectives still valid but we need to have more focus on smarter and greener transport. ITS was also mentioned as an objective in the updated version of JBTP. Karkach: supports ITS JBTP chapter, more “soft issues” are relevant today such as safety and tourism.

Danielsen: References should be made to Barents Regional Council meeting in Syktyvkar on 27 September 2017 where a joint statement was made: ”Towards a Smarter and Greener Barents Transport System” pointing out for example JBTP as a priority and the implementation of ITS.

The chair: The BEATA SC will need to consider the questions in further depth until next meeting.

4. Information from the representatives of the Ministries present regarding new policies in the infrastructural area (including presentation of the Arctic Railway project)

Paal Iversen: Hoping for a smooth transition of the chairmanship of BEATA from Sweden to Norway. Iversen explained a new reform in Norway that will eventually move a lot of influence in the transportation system from a national level to a regional level. He also informed about the changes on the E6.

Tuija Manola: Finland are preparing developments in the transport system, with a view to scarce resources and the need for northern connections. Punctuality, quality are some of the goals. Automated driving must be safe in arctic conditions.

Nadezhda Karkach: Russia has plans to boost the capacity in the northern part of the country. The roads in Karelia and Arkhangelsk region and ports in Murmansk and Archangelsk are renovating.

The northern sea route has seen an increase of cargo flow. Last year 10.7

million tons was transported which is an increase by 37% percent compared to 2016. The cargo flow is estimated to grow a lot in the near future. Many goals in all transport areas are achieved due to digitalization in the transport sector, which is a high priority by the Russian government.

Annelie Mannertorn (Chair): New national plan in Sweden for the period 2018 – 2029. Some of the projects in the plan is the North Bothnia, which is the largest investment in the railway system Sweden has seen for a long time. Moreover, she informed about load bearing capacity measures and the construction of the new E10. Luleå harbour will be dredged to increase capacity. Malmbanan will also see an increase in capacity. Mannertorn mentioned that the Swedish government want to have a dialogue with Norway regarding railroad connections.

Anni Rimpiläinen, Finnish Transport Agency: Presentation of the Arctic Railway and administrative reform in Finland.

Further discussions about the northern part of the railway, presenting alternative routes from Finland to the Atlantic Ocean. The tourism in the region is growing steady but the estimated amount of passengers would not make it feasible to invest in a passenger railway. Three working groups will work on different aspects of the project, finance, impacts on nature and process and permissions. The Arctic railway is relatively far in to the future, but obstacles must be considered early to alleviate the planning process. The administrative reform of agencies for transport and communication in Finland were also presented.

5. Sustainable solutions for heavy rail and road transport. STAX 32.5 ton and BK4/Finland 76 tons. (Krister Palo/Nils Ahlm, Swedish National Transport Administration)

Shorter presentation than intended.

The goal is 40 tons capacity on Malmbanan. Such an investment would increase the amount of iron ore from LKAB by 10% for each train.

A more informative presentation will be held next meeting due to lack of time.

6. **JBTP and Tourism. Cooperation between BEATA/JBTP and Joint Working group on Tourism (JWGT). How can JBTP use results from Visit Arctic Europe project (VAE)** (Krister Palo, Swedish Transport Administration and Maria Sirviö, Swedish Lapland).

The EU project Visit Arctic Europe has completed phase 1, which aim was to establish cooperation between companies and actors in the tourism industry. The vision: tourists should be able to buy a ticket in either FI, SE or NO and have access to the transportation system in each country, seamless travelling.

Car rental is an important aspect. It is very hard/expensive to i.e. rent a car in FI and return it in SE.

The timetable information regarding public transport is not reliable and especially hard for tourists to understand.

Sirviö pointed out that there is an extensive amount of data regarding tourism in this region and urged the group to use this information when planning for the future development of the region. She stressed the importance planning of timetables a long time in advance, in order to facilitate consistency and expansion in the international market.

www.visitarcticeurope.com

Nadezhda Karkach: pointed out that Russia is not a part of VAE. In order to make the idea of a seamless transportation in the Barents region, Russia should be a part of the tourism cooperation. Strongly encouraged VAE to send the data and the results to SC BEATA for combining to the interested authorities of BEATA member states.

Russia has under their chairmanship presented the new chapter with main Russian tourist objects and a map with tourism hot spots and expect other countries to join this work to meet the goals and objectives of ensuring the transport accessibility of tourist facilities in the entire Barents Region for international tourism

Denis Moskalenko: suggested the participants to take into account other instruments and frameworks present in the region, for example, the cross-border cooperation programme "Kolarctic", where Finland, Norway, Sweden as well as Russia participate (unlike the VAE project where only three countries are represented). One of this programme's priorities is improvement of transport accessibility to the regions of all BEATA countries.

Hannu Heikkinen: Small funds are available in Kolarctic for this project.

Mårten Edberg: The tourism industry does not reflect all the involved parts of the "Lapland Region" and some regions have been left out. Moreover, there is a distinct difference between the visitors of Arctic Europe; some are tourists some visits the region for business reasons. There is different focus and needs.

Krister Palo: Informed the SC about the meeting of BEAC Joint Working Group on Tourism (JWGT) in Riga. *The discussion regarding tourism will continue in collaboration the JWGT taking into account the results and findings presented on that JWGT meeting and views expressed in SC.* (See also in BRWGL meeting 15.11 where Kolarctic where on the agenda.)

7. Information from Ministry for Foreign Affairs/Swedish Chairmanship of the Barents Euro-Arctic Council. (Eva Ekmeahag, Ministry for Foreign Affairs.)

Eva Ekmeahag: Important to make communication transparent and available to other working groups in order to improve the quality of the work. The goal of BEATA should be to suggest concrete examples and recommendations for further work. How to proceed and address these issues to politicians in order to improve investment in the transport sector. The Swedish chairmanship would like to see concrete results.

Ekmeahag reminded about the annual report from the SC, as well as the need to update the SC mandate. Chair promised to circulate a draft annual report and take to account the need for a new mandate.

8. Cooperation with the Joint Working Group on Youth (Mikael Bergström Region Västerbotten)

Mikael Bergström: Young people tends to move from the region, how do we get them to stay? The conference “25 years of Barents Cooperation – Youth perspective for the future” was held in Luleå April 2018. A result was to see to that the youth perspective would be included in all Barents working groups.

Nadezhda Karkach: The importance of a good education system is vital in the region to get younger people to continue their professional activities in the region. Cooperation on education and training specialists in transport in the northern latitudes became a priority in Russian chairmanship in BEATA.

Chair: Sweden is host for the next global ministerial conference on Road Safety in Stockholm, 2020. The aim is to propose new goals for Road Safety. One of issues that will be considered is that the main cause of death among those aged 15–29 years are road accidents. This could also be given a Barents perspective.

9. Information from NDPTL (Oddgeir Danielson, NDPTL)

NDPTL has a big focus on implementation rather than strategy. NDPTL still have available funding. The funding is supposed to support the studies and that moves plans for the infrastructure forward. NDPTL is currently being evaluated.

10. Conclusions and next meeting

Chair concluded that we have had a lot of interesting discussions, thoughts and ideas. Next meeting will focus on finalization of JBTP. Special thanks to the regional representatives. Time and place of the next meeting not yet decided, preliminary March 2019.

End of meeting