

Protocol No. 20
Meeting of the Steering Committee of
the Barents Euro-Arctic Transport Area
Date: October 06, 2009
Place: Moscow, Russian Federation

The meeting was attended by the representatives of the Russian Federation, the Kingdom of Sweden, Kingdom of Norway and the Republic of Finland. The list of participants is attached (Annex 1).

§1 Opening of the Meeting and adoption of the agenda

Ekaterina Slizkova, Deputy Director of the International Cooperation Department of the Ministry of Transport of the Russian Federation, welcomed all the participants of the meeting and underlined the importance of the coordinated development of the transport infrastructure at the BEATA region, as well as the importance of further development of Parties' cooperation in the sphere of transport.

The Parties adopted the agenda (Annex 2).

§2 Adoption of the Protocol of the 19th meeting of the Steering Committee

The participants of the meeting adopted the Protocol of the 19th meeting of June 9 2009, which was held in Archangelsk (Annex 3), taking into account the remarks, made by the representative of the Finnish Party.

§3. Development of transport infrastructure, changes in legislation

Within the framework of the meeting participants discussed issues related to the development of transport infrastructure in the region, as well as changes and amendments to the existing legislation, regulating the transport issues.

Russian side:

The representative of the Ministry of Transport of the Russian Federation reported that from July 17 2009 in the Russian Federation the federal law on the establishment of the State Company "Russian Automobile Roads" came into force .

The activity of the State company aims at the maintaining of roads in good condition, development of road network, increasing its capacity, improving the quality of service to users of roads, improvement of road management by creating a special subject for the management of investment-attractive federal roads that will be placed into trust to the State Company for their development on the basis of concession arrangements involving extra-budgetary funds.

In connection with the intention of Russia to accede to the Convention concerning International Carriage by Rail (COTIF) of 9 May 1980 the President of the Russian Federation on July 17 2009 signed a federal law on accession to the COTIF by the sections of portside rail infrastructure from the ferry pier of Baltiysk complex to the port station of Baltiysk and from the ferry pier of Ust-Luga complex to port station of Lugskaya. The Russian Federation will join the Convention on February 1, 2010.

Federal Government on 19 May 2009 established the railway crossing points across the state border of Russia at the Finland Station of railway stations of Saint-Petersburg - Finnish and Vyborg, and allowed to conduct border and customs control on the trains on their way to the section of St. Petersburg - Finnish - Vyborg - Buslovskaya and in the opposite direction. These measures are aimed at significantly reducing the time for trains at the border.

The representative of OJSC “Russian Railroads” reported that at present the project "Trans-Siberian for 7 days” realizes, which is an alternative route to the traditional sea route for delivering containers from the Southeast Asia around India and through the Suez Canal to Europe. Its use will allow for 8 thousand kilometers short cut between the EU and Asia, and save 8-19 days transit time.

Swedish side:

The representative of the Ministry of Transport of Sweden said that in Sweden the transport strategy for the period 2010-2021 had approved. The following directions of the development of the transport infrastructure are fixed: concrete customer orientation; intermodal cooperation; sustainable development of transport and the involvement of regions to participate in these areas, efficient spending of funds received in the budget.

Also, currently in Sweden the reorganization of government, engaged in the development of transport and transport infrastructure takes place. The reorganization of government in the field of transport is aimed at:–

- joining of administrations on road and rail transport;
- creating of a new administration with responsibility for analytical work of transport (estimating of transport development plans);
- changing of the planning system in the sphere of infrastructure.

A long-term program of the development of the sea and river transport will be developed.

Finnish side:

The representative of the Ministry of Transport of Finland reported about three priorities of the Finnish transport policy: the protection of the environment, the development of the multimodal transport (multimodal services), the development of the intelligent transport.

In order to implement the priority directions a law on the development of intelligent transport and regulation was adopted in Finland, which will be published on October 29, 2009.

For the Finnish side it is also important to ensure the accessibility of hard-to-get-regions. In this regard, with the view of taking into account of the Finnish inaccessible areas the activity work of the Finnish Government, together with the European Commission in the field of logistics is carried out. It is assumed that in the spring of 2010 a new strategy in the field of logistics will be prepared, which would incorporate measures related to the development of mineral resources and environmental protection. Also in the draft strategy the importance of areas included in the Euro-Arctic Transport Area will be reflected.

Norwegian side:

The representatives of the Norwegian delegation provided the information on the national transport strategy for the period 2010-2019. On the implementation of the strategy it is laid 40 billion euros. It is assumed that the implementation of the strategy will increase the efficiency of the transport network by 47%.

Since January 1, 2010 the implementation of the regional reform begins, which involves the separation of duties between different levels of government and the transfer of some competence to the regional authorities.

The law on ports and ferry service was adopted, which involves the separation of duties of the central and regional authorities, as well as the prohibition of the use of ships, dangerous for navigation and the environment.

Measures, aiming at the separate financing of ports and replacement of port fees with a single form of payment are under way.

Norwegian side mentioned that it is paid a lot of attention to the transport development in the High North. Repair works on the road construction of Storskog is under way: the funds needed to reform the work of border crossings have already been allocated.

The strategy of the Norwegian Government focuses on the sustainable economic development in the field of transport, oil extraction, fishing, education, etc. It is planned to hold a series of studies on the development of transport infrastructure in the future 30 years. The main attention is devoted to study the development of transport infrastructure and border crossing procedures. In September, with a view of mending the cooperation on this issue the letters appealing to the exchange of information on the above issues were sent at the Ministries of Transport of Russia, Sweden and Finland.

§4. Implementation of BEATA cooperation objectives, fixed in the programme of the Chairmanship of the Russian Federation and BEATA essential documents

The main objectives and directions of the cooperation of BEAC' member countries are fixed in the statement of the Ministers of Transport of the Barents Euro-Arctic region (Arkhangelsk, September 10, 1996) and in the Memorandum of Understanding on the development of the Barents Euro-Arctic Transport Area.

Representatives of the Russian delegation brought to the attention of the Parties

the information on the implementation of projects identified in the Arkhangelsk Declaration, in particular, on the development of the ports of Arkhangelsk and Murmansk, modernization of airports of Murmansk, Arkhangelsk and Petrozavodsk, construction of the railway Ledmozerovo-Kochkoma, which are being carried out in accordance with the federal goal program “Development of transport system of Russia (2010-2015). This Federal goal programme was approved by the Russian Federation Government decree No 377 dated May 20, 2008.

§5 Possible directions of the future cooperation of BEATA Member-states:

The parties noted that in the region it is already operating a number of regional institutions, whose activities are aimed at the coordination of the development of the transport infrastructure in the region. In addition, since January 1, 2010 the “Northern Dimension” Partnership on Transport and Logistics comes in action.

The Finnish side mentioned that it considers the BEATA organization as an effective platform for the further development of the cooperation in the field of transport. The “Northern Dimension” Partnership for Transport and Logistics should be carried out, taking into account the activities, undertaken within BEATA.

The Finnish side also informed that in the near future it will be a meeting of the NDPTL Steering Group . It is assumed that the real work of the Partnership will begin not on January 1, 2010, but later, as the issues of funding remain undetermined.

The representative of the Finnish side noted the importance of the work on the facilitation of transport connections between BEAC’ member countries.

§6 Consideration of the draft programme of the Swedish Chairmanship

The Swedish side informed that at the present time the program of the presidency is under development. It is assumed that much attention during the Swedish presidency in BEATA will be paid to the environmental issues. The draft program of the presidency will be forwarded for consideration and coordination to all the BEATA participants in December 2009.

§7 STBR III project, its results

The parties noted that the two implemented stages of the STBR project demonstrated their effectiveness and relevance.

With regard to the possible realization of the STBR III project the Finnish side noted that prepared in May 2009 materials as a justification for funding by European Commission and the project realization were inadequate. In this case, with a view to begin the realization of the STBR III project the representative of the Finnish side stressed the need to finalize the materials.

Norwegian and Swedish sides noted the importance of working within STBR, but consider that at present there is an insufficient information on the STBR III

project, therefore, they stressed the importance of obtaining more detailed information on the mentioned project.

§8 Appointment of the date of the next meeting

The representatives of the Swedish side informed that they planned to hold the next meeting of the BEATA Steering Committee in May 2010. The Venue is Stockholm, Kingdom of Sweden. Information about the specific date of the meeting and the agenda will be additionally provided to the Parties.

Appendix:

1. Meeting agenda №20;
2. List of the participants of the 20th meeting of the Steering Committee;
3. Protocol of the 19th meeting of the Steering Committee.

AGENDA

Meeting of the Steering Committee of the Barents Euro-Arctic Transport Area

(Moscow, 6 October 2009, 10:00 – 14:00)

1. Opening of the meeting and adoption of the agenda.
2. Adoption of the Protocol of the 19-th meeting of the Barents Euro-Arctic Transport Area Steering Committee (June 2009, Arkhangelsk).
3. Development of transport infrastructure, changes in legislation:
 - Amendments and additions (or draft amendments and additions) made in the countries' legislation, regulating transport issues;
 - Efforts undertaken by countries for the development of transport infrastructure (transport infrastructure development projects, tenders for the implementation of transport infrastructure development projects).
4. Implementation of BEATA cooperation objectives fixed in the program of the Chairmanship of the Russian Federation and BEATA essential documents.
5. Possible directions of the future cooperation of BEATA Member-states:
 - Project proposals from the Parties on development of transport infrastructure for coordinated implementation of these projects;
 - Cooperation of BEATA with other international organizations and regional institutions;
 - Consideration of the draft programme of the Swedish Chairmanship.
6. Appointment of the date of the next meeting.
7. Other issues.

Meeting of the STBR 3 ad hoc committee

(6 October 2009, 15:00 – 17:00)

1. Opening of the meeting and adoption of the agenda.
2. STBR 3 project, its results.
3. Cooperation of regional authorities in the sphere of transport.
4. Другие вопросы.

List of the participants of the Steering Committee meeting.**Russian Federation:**

- E. Slizkova – Deputy Head of the International Cooperation Department of the Ministry of transport of the Russian Federation;
- E. Kushnirenko – Head of the Division of the International Cooperation Department of the Ministry of transport of the Russian Federation;
- E. Batalova – Advisor of the International Cooperation Department of the Ministry of transport of the Russian Federation;
- E. Postavnoy – Expert of the International Cooperation Department of the Ministry of transport of the Russian Federation;
- N. Kavtaradze – Specialist of the International Cooperation Department of the Ministry of transport of the Russian Federation;
- R. Yunusov – Specialist of the International Cooperation Department of the Ministry of transport of the Russian Federation;
- V. Dosenko – First Vice-president of the International Transport Academy;
- V. Shaikin – Head of the Special programs of the International Transport Academy;
- A. Zaboev – Expert of the FSUE SCCTP;
- A. Konovalov – Deputy Head of the International relations Department of JSC “RZD”;
- S. Starykh – Deputy Head of the Department of environment and strategic development of JSC “RZD”;
- Yu. Chizhkov – Deputy Chair of the Executive Committee of the Association “North-West”;
- M. Yurinov – Minister of economic development of the Republic of Karelia;
- M. Kruchinin – Acting Minister of transport and communications of Murmansk region;
- J. Berlin – Deputy Head of the Administration of Nenets Autonomous region.

Sweden:

- M. Bergstrom – руководитель по транспортному планированию Окружного Административного Совета Вастерботтен

- (Швеция);
- H. Brandstrom – заместитель директора Министерства промышленности, энергии и связи Королевства Швеция;
- J. Jarmlinger – заместитель директора Министерства промышленности, энергии и связи Королевства Швеция.

Finland:

- T. Maanoija – старший Советник Министерства транспорта и связи Финляндской Республики.

Norway:

- O. Danielsen – советник Норвежского Баренцева Секретариата;
- K. Rosanoff – заместитель директора Департамента Министерства транспорта и связи Королевства Норвегия;
- P. Iversen – старший советник Министерства транспорта и связи Норвегии;
- F. Andreas – советник Губернии Нурланд (Норвегия).

Protocol № 19
Steering Committee
Barents-Euroarctic Paneuropean
Transport Area
9 June, 2009
Russian Federation, Arkhangelsk

Participants:

Mrs. Tuija Maanoja, *Ministry of Transport and Communications, Finland.*
Mr. Hannu Heikkinen, *Joint Authority of Kainuu region, Finland.*
Mr. Paal Iversen, *Ministry of Transport and Communications, Norway.*
Mr. Engmo Vidar, *Norwegian Public Roads Administration (Statens Vegvesen) Northern Region, Norway.*
Mrs. Maria Zaytseva, *Norwegian Public Roads Administration (Statens Vegvesen) Northern Region, Norway.*
Mr. Magnus Axelsson, *Ministry of Enterprise, Energy and Communications, Sweden.* Mr. Mikael Bergström, *County of Administrative Board of Västerbotten, Sweden.*
Mr. Anatoly Deloveri, *Ministry of transport, Russian Federation.*
Mrs. Elena Kushnirenko, *Ministry of transport, Russian Federation.*
Mrs. Tatjana Krivolevich, *Ministry of transport, Russian Federation.*
Mr. Aleksandr Blinkov, *Ministry of transport, Russian Federation.*
Mr. Evgeny Postavnoy, *Ministry of transport, Russian Federation.*
Mr. Roman Yunusov, *Ministry of transport, Russian Federation.*

Other Participants:

Mr. Vladimir Koptelov, *Ministry of Foreign Affairs, Russian Federation.*
Mr. Valery Shaykin, *International Transport Academy, Russian Federation.*
Mr. Yury Chuykov, *Ministry of Enterprise, Transport and Energy of the Murmansk region, Russian Federation.*
Mr. Albert Duzhak, *Custom of the customs control of Murmansk, Russian Federation.*
Mr. Vladimir Kirillov, *Committee on international relations and development of tourism in the Arkhangelsk region, Russian Federation.*
Mr. Vladimir Kochurov, *Transport and Communications Department of the Arkhangelsk region, Russian Federation.*
Mr. Dmitry Galakhov, *Transport and Communications Department of the Arkhangelsk region, Russian Federation.*
Mr. Andrey Ghetman, *Authority of Nenets Autonomous District, Russian Federation.*
Mr. Aleksandr Ignatiev, *International Barents Secretariat.*
Mr. Sergey Markov, *State maritime academy n.a. S. Makarov.*

Mr. Sten Nilssen, *Finnfjord AS*

§1 Opening of the meeting and adoption of the meeting agenda

Mr. Anatoly Deloveri opened the Meeting and welcomed representatives of the Ministry of transport of the Russian Federation and authority of Arkhangelsk region.

Mrs. Elena Kushnirenko introduced the participants to the programme of activities in a frame of Chairmanship of the Russian Federation in the Barents Euro-Arctic Council and proposed the meeting agenda for adoption (Annex 1) and the **Protocol of the 18th Meeting of the Steering Committee (October, 2008, Saint-Petersburg)** (Annex 2).

Steering Committee adopted the Protocol of the 18th Meeting of the Steering Committee, which was held in Saint-Petersburg in 2008, and the meeting agenda.

§2 Development of transport infrastructure, changes in legislation of BEAC member states

In a frame of Meeting it was considered current condition of transport infrastructure of BEAC member states and separate regions/provinces, forming part of BEAC region, and also changes in legislation of BEAC member states.

Russian Federation:

Mrs. Tatiana Krivolevich, representative of the Department of the State policy for automobile and city transport informed about cooperation with BEAC member states in automobile transport area and priority directions of the development of road infrastructure in the Russian Federation. Noted that road transport has the special effect in the region, where the share of BEAC member states account for over 25% of the total volume of international road transport of goods in the Russian Federation. As well as in a previous years, Finland is a major trading partner of the Russian Federation on the scope on the scope of service to international road transport, and carriers of the North-West region held a leading place among transport companies of the Russian Federation Российской Федерации.

It was noted, that in Russia it is paying a special attention for modernization, building and reconstruction of the main route incorporated to the international transport corridor “North-South”. That route connecting the central part of Russia and Scandinavian countries and incorporating to the European network with index E 105, and consisting of federal roads Moscow – Saint-Petersburg and Saint-Petersburg – border of Finland.

Mrs. Tatiana Krivolevich reported that the Ministry of transport of the Russian Federation within a framework of the document «Transport Strategy of the Russian Federation till 2030» (Executive Order of the Government of the Russian Federation № 1734-r dated 22.11.2008) Federal Target Program «Development of transport

system of the Russian Federation 2010-2015» (Decree of the Government of the Russian Federation № 377 dated 20.05.2008) was launched subprogram «Roads», where, in particular, on the North-West Federal District provides for construction and reconstruction of 1195 km of federal roads. Construction of motorways and express roads proposed to be implemented with the involvement of extra-budgetary resources through the mechanism of public-private partnerships and public support from the Investment Fund. Ministry of transport of the Russian Federation in collaboration with transport authorities of BEAC member states is actively cooperating on border crossing facilitation and improvement of road entry points in reducing unproductive idle vehicles at the border. The implementation of the control at entry points in principle “single window” is under consideration by the Government of the Russian Federation, the main feature of which is to reduce the supervisory authorities at the border.

Mrs. Tatiana Krivolevich noted, that 20 of May 2009 it was adopted the Resolution of the Government of the Russian Federation № 440 which means implies of reduction of EU member states which carriers will be not paying road charges. This decision was taken to eliminate discrimination between Russian and foreign suppliers of transport services to those countries in which takes the road charges for passage of vehicles registered in Russia.

Mr. Aleksander Blinkov, representative of the Department of the State Policy for railway transport, informed the participants, that the typical circuit of organization of passage across the State Border of persons, vehicles, goods, cargoes and animals in railway points of across the State Border. Noted, that all competitors will take a great profit of implementation of alike scheme. Also informed, that it was adopted in 2008 a document “Strategy of development of railway transport till 2030” (Executive Order of the Government of the Russian Federation № 877-r dated 17.06.08). That strategy addressing on improvement of infrastructure and development of transport corridors “North-South” and “West-East”.

The Republic of Finland:

Mrs. Tuija Maanoja, representative of Ministry of transport and communications of the Republic of Finland, informed that there are three main directions in Finland:

- Combination of the transport problems and ecology
- Elaboration of opportunities of separate types of transport using
- Elaboration of returnable border crossing system

Reported, that the Ministry of transport and communication of the Republic of Finland is working for the rising of road security and reduction of environmental pollution. The Government of the Republic of Finland joined to EU logistics policy on increasing of transport system efficiency in far regions, and conservation of natural resources and environment in Barents region, that will increase an effect of the Northern part of Europe for transportations in future.

Kingdom of Sweden:

Mr. Magnus Axelsson, representative of the Ministry of Enterprise, Energy and Communications of the Kingdom of Sweden, put in a presentation «Transport infrastructure of the Kingdom of Sweden development programme for the period 2010-2021». He also informed about relations between transport administrations, counties and a parliament in the planning instructions process for inclusion to the infrastructure development programme. Mr. Axelsson reported that it is developed budget programme for the period 2010-2021 by the Parliament of Sweden in which finances for roads and railways exploitation and service are mentioned, as well as for transport infrastructure development. He noted a number of directions for transport infrastructure development. Among them: making an Office for Supervision in Transport, establishment of high-speed lines and making more effective transport administrations.

Mr. Axelsson prepared a presentation “Planning of cross-border infrastructure between the Kingdom of Sweden and the Republic of Finland”.

Kingdom of Norway:

Mr. Paal Iversen, representative of the Ministry of transport and communications of the Kingdom of Norway, make a presentation «national plan of transport for the period 2010-2019». He informed the participants that presented development plan has 3 aims to the development of Thule:

1. improvement of the North-West transport network
2. improvement of the transport links between the Kingdom of Sweden, Republic of Finland and Russian Federation
3. strategic research of economical development and improvement of transport infrastructure over the long term.

Also Mr. Paal Iversen presented a plan of road infrastructure development for three northern counties:

1. district of Narvik – new road bridge on the lane of line E6
2. from Tromso up to the border with the Republic of Finland – improvement of road safety and traffic capacity, improvement of Tromso intermodal terminal
3. from Kirkenes up to the border with the Russian Federation – improvement of lane of line E108 (up to Storskog).

In order to improve cross-border communications Mr. Iversen noted an importance of information exchange between the Kingdom of Sweden, the Republic of Finland and the Russian Federation. He informed participants of the Meeting of initiative of People’s Republic of China on corridor N.E.W development. Minister of the Kingdom of Norway agreed to establish Working group, which will meet twice a year. First Meeting of the Working group will be held in 2009 in the People’s Republic of China, which will discuss technical issues and functioning of N.E.W. corridor.

§3 Implementation of the objectives BEATA cooperation, enshrined in founding documents. Prospects for further BEATA cooperation.

Mrs. Elena Kuchnirenko, representative of the Ministry of transport of the Russian Federation, noted, that the main objectives of cooperation of BEAC member states enshrined in the statement of the Ministers of transport of Barents-Euroarctic region member states (10 September, 1996, Arkhangelsk) and in Memorandum of Understanding on development of Barents Euroarctic transport Area.

Arkhangelsk Declaration is relevant in that fact that it was identified objectives of the parties in it, priority projects on development of transport infrastructure, identified projects for possible implementation in future, drawn attention to the need for a more effective work of border and customs points for improvement traffic conditions in the region, Parties agreed on the desirability of attracting international financial institutions for the implementation of the projects.

The Declaration identifies projects on development of transport infrastructure, in particular, on development of ports of Arkhangelsk and Murmansk, modernization of airports of Murmansk, Arkhangelsk and Petrozavodsk, construction of railway Ledzero-Kochkoma etc. These projects are realizing by Russian side in accordance with Federal Programme (on the outcomes of projects of Russia was informed, in particular, at a Meeting April 23, 2008, in Murmansk).

At the same time, Mrs. Kushnirenko noted, that in Memorandum of Understanding on development of Barents Euroarctic transport area there is no concrete projects, it is a framework document and as a one of directions of achieving the goal (strengthening of existing international cooperation on development of main and auxiliary transport infrastructure “Euroarctic Pan-European transport region of Barents sea”), fixed the exchange of information, in particular, about infrastructure condition in Region, traffic flows, the waiting time at the border, investments, etc.

In accordance to the Agenda and taking into account the results of the projects realization, fixed in the Arkhangelsk Declaration, as well as delegation of BEAC Chairmanship in October 2009, Mrs. Kushnirenko asked the participants of Meeting of the Steering Committee for future prospects and possible areas of cooperation of BEAC member states.

Representatives of the Republic of Finland, the Kingdom of Norway, the Kingdom of Sweden are believing, that BEAC format is necessary for future cooperation, but *однако* proposals of the Republic of Finland for modernization of BEAC activity and identify of concrete projects for coordinated development of transport infrastructure are actually. Parties agreed to submit their official positions, as it possible, till 1 September, 2009, and consider this issue at the next Meeting.

§4 Prospects of cooperation of BEAC and Northern Dimension Partnership on transport and logistics (NDTLP).

Mrs. Kushnirenko noted, that it was adopted in October, 2008, in Saint-Petersburg a joint statement of the participants of the first Meeting of the Ministers of transport of updated “Northern Dimension”, according to which was adopted a decision on the establishment Northern Dimension Partnership on transport and logistics. Main objective of the new Partnership it will an improvement, in accordance to ecological needs of the region, mail transport communications and logistics links of Northern Dimension Partners, including, with the aim to stimulate sustained economic growth.

Mr. Koptelov, representative of the Ministry of Foreign Affairs of the Russian Federation, reported, Russian side comes from the fact of that the it is necessary to use BEAC policy, as well as Northern Dimension policy for the development of cooperation in the region. Also, if it is necessary, the modernization of a framework of the ongoing cooperation development is possible. For example, the structure of CBSS was reformed, in February, 2009, it was established Working group on development of tourism in BEAC frameworks. However, when considering reforming issues it is necessary to pay special attention for the issue to avoid duplications of efforts in various regional organizations with the same participants.

Mrs. Maanoja stressed the importance of the Northern Dimension Partnership on transport and logistics, which Memorandum of Understanding is expected to sign soon. It was noted, that one of objectives of “Northern Dimension” cooperation is the removal of barriers at border crossing, as well as harmonization of transport system and logistics in BEAC region. This Partnership will serve like an impulse for transport corridors functioning. Mrs. Tuija Maanoja informed, that from 1 January 2010 Investment Bank (Helsinki) will be the location of the Northern Dimension Secretariat. At the same time Mrs. Maanoja stressed, that position of the Russian Federation is to develop the cooperation within Northern Dimension in the light of cooperation within BEATA and on basis of BEATA.

§5 STBR III Ad-Hoc Committee Meeting

Mrs. Maanoja informed that the Republic of Finland considers it necessary to continue the STBR project. Mrs. Maanoja noted that in global financial crisis period it necessary to receive the financial support from international financial institutions. Also Mrs. Maanoja believes that BEAC and STBR project could become the basis for cooperation within the Northern Dimension Partnership on transport and logistics.

§6 Cooperation of regional authorities in the field of trade and transport

Mr. Dmitry Galakhov, representative of the Transport and Communications Department of the Arkhangelsk region, informed about implementation of two projects on development of infrastructure in the Russian side of the BEATA region:

1. Deep-sea port, which included in the “transport Strategy of Russian Federation until 2030”

2. Railway project “Belkomur”, included in the “Transport development strategy of Railway Transport of the Russian Federation”, and supported by OJSC “RZD”.

Mr. Sergey Markov, Deputy Head of the State maritime Academy n.a. S. Makarov, informed about a condition of transport infrastructure in the Arkhangelsk region, and the implementation of the project on construction of sea ice stationary platform ”Prirazlomnaya”. Also Mr. Markov informed about technical characteristics of the cargo area “Economiya”, as the most promising of the existing cargo ports.

Mr. Sten Nilssen, representative of Finnfjord AS, make a presentation of the project “Kiva – Kazakhstan – Arkhangelsk». Mr. Nilssen informed about history and activities of Finnfjord AS, also informed about priority route of coke delivery by rail from the city of Urumchi (People’s Republic of China) to the city of Arkhangelsk (Russian Federation), and then by sea to the Kingdom of Norway, where the distance reduced to 17250 km.

§7 Closing of the Meeting

Mr. Anatoly Deloveri closed the Meeting.

Annexes:

1. Agenda of the Meeting
2. Protocol of the 18th Meeting of the Steering Committee (14 October, 2008, Saint-Petersburg)