

Protocol no 2
Steering Committee of
the Barents Euro-Arctic Transport Area
Date: June 9, 1999
Place: Helsinki (Hanasaari), Finland

Members present: Rita Piirainen, Peter Fäldt, Kjell Rosanoff, Vyascheslav Parfenov, Boris Sitkov and Kerstin Sterner.

Other participants: Bo Erik Ekblom, Norrbotten County Administration, Tarjei Weseth, Norwegian Ministry of Transport and Communications, Tuija Maanoja, Finnish Ministry of Transport and Communications, Douglas Carpenter, European Commission DGVII, and Martti Miettinen, secretary.

§ 1 Opening of the Meeting

Mrs. Piirainen opened the meeting and the agenda (Appendix 1) was adopted.

§ 2 Proceedings of the First and Formative Meeting of the Steering Committee (Protocol no 1)

The minutes of the first meeting of the Barents Euro-Arctic Pan-European Transport Area (BEATA) Steering Committee in Oslo, Norway, on December 8, 1998 were accepted (Appendix 2).

§ 3 Adoption of the Action Programme

The draft Action Programme was presented to the members for the first time in the Oslo meeting. Since then comments from all the members have been received. The current version contained the latest comments from Russia shown in italics.

The Steering Committee adopted the BEATA Action Programme 1999-2003 in the form of the current version prepared by the secretariat (Appendix 3).

The adopted Action Programme includes the Statement of the Ministers of Transport, drafted in Archangelsk, September 10, 1996, as an appendix. The Statement contains the primary project list for the Barents Region in Russia.

§ 4 Expert Meeting Later that Day

It was noted that the Meeting of Experts on the Barents Euro-Arctic Transport Area will be held according to the program sent earlier to the members.

The Russian party notified that their presentations in the meeting will be delivered by Mr. Parfenov and Mr. Sitkov.

§ 5 Co-operation with Other Fora

5.1 Barents Euro-Arctic Council. As Finland has chairmanship of the Barents Euro-Arctic Council, there have already been several contacts between the Council and the BEATA chair. Furthermore, the Barents Council has a Working Group on Economic Co-operation, which has been dealing with transport issues and is thus the counterpart of the BEATA Steering Committee.

Discussions with the Council and its WG on Economic Co-operation have led to a conclusion that all transport questions will be dealt with in the BEATA Steering Committee from now on. As the BEATA Steering Committee will report regularly to the Council, its work will become part of the Barents Euro-Arctic Council work covering the transport sector.

The Steering Committee agreed that the chairman and secretary could continue the kind of co-operation with the Barents Euro-Arctic Council as now has been established.

5.2 Barents Regional Council is part of the Barents Euro-Arctic process at the regional level. The Regional Council has a considerable interest in transport questions and has, inter alia, established a specific Working Group on Transport. The WG on Transport has prepared a report "Transport Analysis of the Barents Region", June 1997.

Mr. Bo Erik Ekblom, current chairman of the WG on Transport, reported about the WG work. In its report of 1997 the WG has made a number of recommendations regarding the development of transport infrastructure in the region. These recommendations have later been accepted by the Barents Euro-Arctic Council. The WG prepares also an annual work program, which mainly consists of a list of priority projects.

The WG on Transport of the Regional Council feels strongly that the development of transport infrastructure in northern regions needs support from central administrations and ministries in each country. Regional level is lacking the necessary resources, particularly personnel. Mr. Ekblom made a proposal for a new organisation of this work including also the establishment of a permanent secretariat at the regional level.

Both parties welcomed each other's work. In order to reinforce future co-operation, it was decided that representatives of one group (BEATA Steering Committee or WG on Transport) should be invited to the meetings of the other party. In addition, the secretariat(s) will be added on the mailing lists.

5.3 North-West Russian Transport Development Project is a study funded by the Tacis Programme covering the BEATA area. This project is producing much of the information the BEATA work will need. The main part of the project will end in autumn 1999, but some additional work will last until spring 2000.

The Russian partner (Recipient) in the project is the Northwest Association (the Association of Economic Co-operation of the Territories of the North West of the Russian Federation).

The NW Russian Transport Development Project has already produced several reports. One of the more important reports is the Strategy Report (Draft Final, Dec 1998), which provides a list of priority transport projects in the region. There are 24 such project proposals for the Barents Euro-Arctic Region with an estimated total value of over EUR 4 billion. The project consultant is mandated to organise an investor seminar focusing on these projects. The seminar is now planned for the autumn of 1999.

The BEATA secretariat will keep contact with the NW Russian Transport Project as long as it exists collecting all relevant material and reports for the use of the BEATA Steering Committee.

5.4 Working Group on Northern Sea Route. Norway, Russia and Japan have established a working group to study the future use of the northern sea route (Northwest Passage). As such a group exists, the BEATA Steering Committee should create adequate liaison with them.

It was decided that, *in its co-operation with the Working Group on Northern Sea Route*, BEATA Steering Committee limits its activities only to maritime transport along the Barents Sea coast, between Northern Norway and the Nenets Autonomous Okrug.

§6 Future Work

The chairman and the secretary outlined the future work as follows:

1. Creating a working framework. This was discussed in detail under item 5, Co-operation with other fora.
2. Backbone network. The secretariat had prepared initial network maps, which were given to the Committee members. The maps show very tentatively the backbone network of roads, railways, seaports and airports in the BEATA region. The members were asked to review them and pass their comments to the secretariat. It was further proposed that the chairman and secretary would visit all the parties in autumn and discuss the initial networks more in detail.
3. GIS database. The Finnish Ministry of Transport has commissioned a consultant to prepare a GIS (Geographic Information System) database for the BEATA region. The intention is that the GIS system will be the main tool of future work, where the backbone network and its attribute data is stored and updated regularly. The GIS system should eventually be in everybody's use.
4. Data collection. During the GIS work the Committee members had been asked to supply the secretariat and his consultant with relevant network data. Mostly this was done this way, although the Russian data was received from the NW Russian Transport

Study. By the next Steering Committee meeting the BEATA database will hopefully be complete. In this, assistance from all the members will be expected. The secretariat will approach the members in due time with further data requests. The Committee members are also expected to comment on data needs and possible difficulties in the collection.

§7 Next Meeting and Schedule of Future Work

The schedule of the future work is presented in the table below.

Year	1999							2000			
Month	VI	VII	VII I	IX	X	XI	XII	I	II	III	IV
Steering Committee Meetings	●					●					●
Backbone Network definition											
GIS system work											
Data collection											

Next meeting of the BEATA Steering Committee will be held in Rovaniemi, Finland, on November 26, 1999.

The Finnish chairmanship will end in March 2000 and the Russian party will take over. The first Steering Committee meeting under the Russian chairmanship is scheduled for Murmansk in April 2000. *Mr. Parfenov informed that the Russian party intends to organise a meeting of transport ministers in Murmansk at that time as the follow-up of the Archnagelsk meeting of 1996.*

§8 Other Business

There were no other business.

§ 9 Closing

The Chairman closed the meeting.

Martti Miettinen

Rita Piirainen

APPENDICES:

1. Agenda;
2. Protocol no. 1;
3. Barents Euro-Arctic Transport Area Action Programme 1999-2003