

PROTOCOL

Steering Committee Meeting of the Barents Euro-Arctic Transport Area (BEATA)

Joint meeting SC BEATA/BRWGTL

Time: 15 May 2014 at 9.30
Place: Helsinki at Unioninkadun juhlahuoneisto (Union Street Ballroom)
Participants: see attachment 1

1. Opening of the meeting and the programme of the Finnish Chair of BEATA for 2013 – 2015

Sabina Lindström, the Finnish chairperson of BEATA, opened the meeting. She continued with a brief overview of the programme of the Finnish BEATA Chairmanship until September 2015 (attachment 2). Among others, Finland intends to bring more coherence in the regional cooperation, particularly with NDPTL.

The next milestone will be the meeting of the BEATA Steering Committee in September 2014 when the final summary of the consultation process will be presented along with a proposal for the future objectives and forms of cooperation. It is planned to organise also the closing seminar of the Barents Freeway project jointly with the BEATA meeting. Barents Freeway will provide important input for the future work on JBTP.

2. Joint Barents Transport Plan, preliminary results of the consultation and commenting process

Martti Miettinen had made the summary of the comments received from Finland and Sweden (attachment 3). Generally the opinions about the Joint Barents Transport Plan (JBTP) have been positive. However in Finland, the regional opinions are clearly divided between the rail corridors studied in the JBTP. Therefore, the Arctic Sea Railway (Ishavsbanan) along the Torne River into Skibotn, Norway, which was left out of the report, has raised most of the comments. The general request has been to study the corridor equally with the other corridors in the future.

There have also been other, more general comments, such as too much focus on raw material transport, lack of environmental considerations, and how the Plan will eventually be used.

Paal Iversen informed that Norway carried out a wide consultative process (attachment 4). The Plan has been favourably received and it was found to provide a good basis for further planning phases. It also raised great expectations, but all counties focused on their own projects. Support for better East-West flight connections was broad. In the future work, more effort was demanded for studying transport conditions under climate change and for considering the interests of the Sami people.

The Norwegian Ministry of Transport and Communications had also its own comments (attachment 4). First, the Ministry found the Plan as a positive step towards a more integrated transport system, which should be updated at regular intervals. Second, the analytical support for the major railway projects included in the JBTP remains still weak. Thus, follow-up is needed at all levels. In addition, some JBTP activities should be left to other arenas, which can handle international level issues much better, e.g. IMO.

Norway had also elaborated proposals for future work, such as the practical follow-up of JBTP recommendations. They could best be carried out on bilateral level.

In addition to social and environmental issues, future work should focus more on projects that can provide results in short-term, such as ITS in traffic information exchange across the borders.

3. Discussion

Paal Iversen: Meaning of the JBTP has remained unclear, e.g. how binding the recommendations are. In the future, a clear mandate and cooperation framework is necessary. Sea transport is important part of JBTP, but it is unclear how the issues at ports could be handled in the future work. Good ideas are needed. Proposed actions should be divided into short term and long term projects. Also, more attention should be paid to the fact that projects eligible for financing should be parts of the NDPTL network.

Oddgeir Danielsen: One problem is that many parties seem to be carrying out overlapping work. Still, NDPTL would like to support financially the projects, and would like to see more applications.

Shah Darmesh: In Sweden the National Transport Plan is now ready. The National Plan already contains all the projects identified in the JBTP except the Kaunisvaara-Svappavaara railway.

Marius Charmer informed that the Tromsø-Luleå-Oulu flight connection is scheduled to start in autumn. The involved authorities are willing to support the connection also financially.



Alexander Levchenko: In Russia the JBTP discussion has moved from practical transport questions to legal issues, such as the character and status of the JBTP document and process. The Russians begin also to think that bilateral approach to transport problems is more efficient than multilateral cooperation.

4. Decisions

All BEATA members were asked to identify the individuals who will be responsible for the BEATA cooperation during the Finnish Chairmanship. The Finnish Chair will distribute the list of organisations, which it has chosen for the working group in Finland.

The Finnish Chair will draft out a proposal for the basis of discussion concerning the revision of the JBTP transport strategy in Sep 2014 through Sep 2015.

The Finnish Chair will shortly send a proposal for the date of the next meeting in September.

5. Report from the Barents Regional Working Group on Transport and Logistics (BRWGTL) and the Barents Freeway Project

Hannu Heikkinen presented the work of the BRWGTL saying that the Barents Freeway project is now its main activity. The project will be finalised by September 2014. He also stressed the need to organise a joint seminar between BEATA and the Barents Freeway project at that time.

Jorma Leskinen told about the progress of the Barents Freeway project, which has several sub-tasks including the strategy part and four railway pilot projects.

Martti Miettinen showed slides about the pilot projects mostly in light of the freight flow forecast, which has been prepared as part of the project.

6. Other business

Rune Rafaelsen showed the new website (patchworkbarents.org), where the Barents Secretariat of Norway has started to collect statistics of the Barents region.

Attachments:

1. List of participants
2. The programme of the Finnish Chair of BEATA in 2013 – 2015
3. Joint Barents Transport Plan (JBTP) - Draft summation of comments 18052014
4. Joint Barents Transport Plan - Norwegian position (includes the summary of Norwegian comments)



The Steering Committee Meeting of the Barents Euro-Arctic Transport Area (BEATA)

Helsinki, 15 May 2014

List of participants

Finland:

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|--------------------------|--|
| 1. Lindström Sabina | Ministry of Transport and Communications |
| 2. Marja-Leena Vuorenpää | Ministry for Foreign Affairs |
| 3. Simo-Pekka Parviainen | Ministry for Foreign Affairs |
| 4. Maanoja Tuija | Ministry of Transport and Communications |
| 5. Herneoja Anne | Finnish Transport Agency |
| 6. Miettinen Martti | JBTP-consultant, Transys |
| 7. Leskinen Jorma | Centre for Economic Development, Transport and the Environment |
| 8. Heikkinen Hannu | Regional Council of Kainuu, BRWGTL |
| 9. Rämetsä Jussi | Council of Oulu Region |
| 10. Hanne Junnilainen | Regional Council of Lapland |

Norway:

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| 11. Iversen Paal | Ministry of Transport and Communications |
| 12. Chræmer Marius | Tromsø County Council |

Sweden:

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| 13. Shah Dharmesh | Head of Section, Division for Transport,
Ministry of Enterprise, Energy and Communications |
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Russia:

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| 14. Levchenko Aleksandr S. | Embassy of the Russian Federation in Finland |
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Barents Secretariat:

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| 15. Rafaelsen Rune | Secretary General, Norwegian Barents Secretariat |
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NDPTL:

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| 16. Danielsen Oddgeir | Director, Secretariat of the Northern Dimension
Partnership on Transport and Logistics |
| 17. Gurikova Olga | Assistant, Secretariat of the Northern Dimension
Partnership on Transport and Logistics |