

Draft Mandate Working Group on Joint Barents Transport Plan

Revised after BEATA-meeting May 23 2012

Background

In light of higher attention to the High North and due to revision of national transport plans the Norwegian and Swedish transport authorities have delivered strategic studies on the need of transport infrastructure in the High North. Finland will make a strategic plan by the end of 2013 and Russia has federal plans for developing the infrastructure on their territory in the Barents region. These studies and plans are mainly focused on national priorities. In addition there have been some bilateral initiatives, e.g the Norwegian-Russian expert group from 2008 identifying needs for improvement of the regional transport connections. The studies have identified a need for a more integrated approach to the transport system across borders. The purpose of BEATA is exactly this; to develop an effective transport system in the Barents region between the neighboring countries. It is therefore a natural step to follow up the different national studies and plans and create a joint document signaling the direction for the transport system in the Barents region.

Timeline and process

The work will be carried out by an expert working group with one representative from the national transport authorities or other state/federal bodies from Norway, Sweden, Finland and Russia. Appointed representatives of the expert working group may be supplemented by other experts if needed. To ensure a good coordination with other organisations and arenas one should involve the NDPTL and the BRWGTL in the work. The expert working group shall deliver their draft plan to BEATA Chair by the end of 2012. The Chair will distribute the proposal to the Steering Group and discuss it at the meeting planned in March 2013. The plan will be finalized and launched at the ministerial meeting which is scheduled in connection with a major transport conference in Narvik in April 2013.

Deliverables

The expert working group shall prepare a draft for an overall general plan on the long term development for the transport infrastructure in the Barents region. The plan shall mirror the national priorities. The strategic studies of infrastructure and other plans on a national level form the basis for the work.

The plan should cover all transport modes and have its main focus on border crossing transport corridors between Norway, Sweden, Finland and Russia. The geographical scope is the same as for the Barents area. The planning period shall be 30 years. The transport system shall be assessed in the light of expected development of relevant industries such as petroleum, mining and minerals, forestry, metal manufacturing, fisheries and aqua culture and tourism. The plan should therefore give a brief description of the development of the different industries based on the studies and other available documents.

Furthermore the plan shall formulate some general strategies on how an effective and robust transport system should be developed in the period. Important objectives regarding environment, climate policy, regional development and safety must be addressed. The strategies should pinpoint bottle necks and barriers for border crossing transport, both of technical and administrative nature.

The plan shall take into account the Swedish Four stage Principle as a guideline for the proposed measures:

1. Measures that influence the need of transport and the choice of transport mode
[Regulatory measures]
2. Measures that makes the use of existing infrastructure and vehicles more effective
[Maintenance, Reinvestments]
3. Limited rebuilding measures [Efficiency measures]
4. New investments and larger rebuilding measures

Finally the plan shall point out the main directions for development of infrastructure on the basis of predicted transport volumes in the border crossing corridors. Proposed measures in the plan may be divided along a time line, e.g. on midterm basis (12-15 years) and long term basis (30 year).