



Project plan – Joint Barents Transport Plan

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1. GOALS AND FRAMEWORKS

1.1 Background

In recent years, National Transport Plans, Northern regional development, strategic studies of the Northern regions and bilateral studies have identified a need for a more integrated approach to the transport system across borders in the Barents Region. A Joint Transport Plan will be a natural step to follow up the work that has been carried out and to further develop a joint superstructure and a common strategy to bring these elements together.

Norway, represented by its Ministry of Transport and Communications, has the chairmanship of the Steering Committee of the Barents Euro-Arctic Transport Area (BEATA) for the period from autumn 2011 to autumn 2013.

At the meeting of the Steering Committee held in Tromsø on 22-23 May this year, the Norwegians suggested drawing up a joint plan for the development of the transport system in the Barents Region. The mandate for a joint Barents Transport Plan was addressed at this meeting. The Russian Minister of Transport was prevented from attending the meeting, but has since given his input to the work.

Revised frameworks for assignment progress and deliveries were detailed in the letter dated 3 January 2013.

1.2 Project goals

Main goal: the Expert Working Group will prepare a proposal for a Joint Barents Transport Plan for the Barents Region.

The following deliveries/guidelines are described in the mandate from the meeting of BEATA on 22-23 May 2012:

- The Working Group shall draw up a proposal for a joint plan for the long-term development of transport infrastructure in the Barents Region
- The Transport Plan shall reflect the national priorities
- The Transport Plan shall cover all forms of transport and focus mainly on cross-border transport corridors between Norway, Sweden, Finland and Russia
- The transport system shall be assessed in light of anticipated industrial and business development
- Proposals shall be formulated for strategies for the development of an efficient and robust transport system
- Bottlenecks and barriers to cross-border transport, of both a technical and administrative nature, shall be noted
- A main direction for the development of infrastructure should be proposed, based on expected transport volumes in the chief cross-border corridors
- Measures should be proposed in the plan that are classified as medium-term (12-15 years) and long-term (30 years)

Subgoal: the Expert Working Group shall provide a basis for a joint declaration to be processed and signed by the ministers of the four cooperating countries.

2. SCOPE AND LIMITATION

2.1 Division into phases

The work is divided into two phases, with a first delivery at end of April/beginning of May 2013. The second phase, a concrete proposal for a transport plan, shall be submitted early in September 2013. It will also be possible to continue the Phase 2 work during the Finnish chairmanship of BEATA from autumn 2013.

2.2 Limitation

The work will be based on material available from existing studies and assessments, and will reflect the national priorities.

3. ORGANIZATION

3.1 Organizational structure

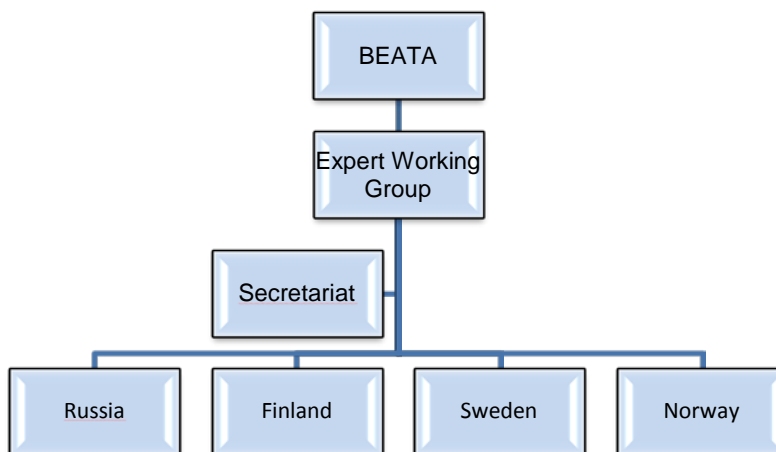
The Barents Euro-Arctic Pan-European Transport Area (BEATA) was established in 1997 as a framework for transport cooperation in the region. BEATA shall contribute to the development of an efficient transport system that facilitates increased mobility across the borders of the Barents Region.

Norway, Finland, Sweden, Russia and the EU Commission are the members of BEATA.

Norway has the chairmanship of BEATA for the period from autumn 2012 to autumn 2013.

Finland is the next partner country to assume the chairmanship.

The assignment of the Joint Barents Transport Plan has been decided by BEATA. The assignment is communicated through the Norwegian chairmanship by the Ministry of Transport and Communications to the Norwegian Public Roads Administration, which has been requested to coordinate and manage the work via an international Expert Group. The Expert Group reports to BEATA. At the behest of the BEATA chairmanship, all the cooperating countries have nominated their Expert Group members.



3.2 Expert Group members

The Expert Group is led by Torbjørn Naimak, Regional Director for Region North, Norwegian Public Roads Administration.

At the behest of the BEATA chairmanship, all the cooperating countries have nominated their Expert Group members and these are:

Country	Member	Organization
Russia	Ms. Veronika Makeeva Mr. Alexey Alexeev Ms. Anastasiya Mischenko Ms. Olga Gorobchenko Ms. Anita Gass	Ministry of Transport of the Russian Federation
Finland	Ms. Tuija Maanoja Mr. Jorma Leskinen	Ministry of Transport and Communications Centre for Economic Development of Transport and the Environment, Lapland
Sweden	Mr. Per Lindroth Mr. Krister Palo	Swedish Transport Administration
Norway	Mr. Torbjørn Naimak (leader) Mr. Jan Fredrik Lund	Norwegian Public Roads Administration

3.3 Secretariat

A Secretariat has been established to support the Expert Working Group, consisting of Veronica Wiik and Ine Hilling, Norwegian Public Roads Administration. The Secretariat shall support and facilitate the work of the Expert Working Group, communicate tasks and requirements from the members of the Expert Working Group that are to be followed up between the meetings, and put together deliveries and contributions to a joint plan.

The Secretariat operates a joint project page on the Internet/eRoom.

4. DECISION POINTS, FOLLOW-UP AND MILESTONES

4.1 Decision points

The processing of proposals from the Expert Working Group is carried out by the BEATA Steering Committee. To enable sufficient time for preparations, the Steering Committee must receive the material from the Expert Working Group approximately four weeks prior to the meetings. BEATA's planned meetings will be the main decision points for work on the Transport Plan. The following meetings are planned in this period:

- June 2013
- September/October 2013

It is planned for the final meeting to be held in connection with a meeting of transport ministers, when a declaration on the future development of the transport system in the Barents Region will be signed.

4.2 Deliveries and deadlines

Phase 1: to be submitted to the BEATA Steering Committee on 1 May 2013

A copy of the declaration/supporting documentation will be sent for comment/sign-off by all the cooperating countries in June/July 2013.

Phase 2: to be submitted to the BEATA Steering Committee on 1 September 2013

4.3 Milestones

- BEATA Steering Committee meetings in June 2013
- Presentation of main findings from Phase 1 during *Barents Industrial Partnership* in Tromsø, 14 May 2013
- BEATA Steering Committee meetings in September/October 2013
- Ministerial meeting/signing of declaration

5. RISK ANALYSIS AND QUALITY ASSURANCE

5.1 Critical success factors

One of the main challenges of the assignment is an extremely tight schedule, and it will therefore be critical for the Expert Working Group and contributors to work efficiently to be able to deliver according to the mandate and to conclude on the priorities and limitations set by the Group along the way.

The process must also be seen in a larger perspective, and an important aspect will be to succeed in developing a more robust strategic transport cooperation in the Barents Region that can be continued beyond the period of the project.

6.2 Phase 1 and 2

The work is divided into two phases. The work in the first phase is limited to:
PHASE 1 (January-May)

Part 1: Surveying and data collection with an emphasis on providing an overall picture of the different national strategies and plans for cross-border transport corridors in the Barents Region. This part will be based on preparing a requisition for each country which will be communicated through the Expert Group. The requisition will be the same for all the countries and will serve as a template for the national summaries (of national transport plans, strategies) to be submitted by each country. These in turn will form the basis for discussions in the Expert Group. Describing and updating important development features in the Barents Region: this part will primarily be drawn up using available assessments from the various countries and based on input and discussions in the Expert Group.

Part 2: Identifying outstanding common challenges and goals. The aim is to identify the most important transport corridors in the Barents Region, and to survey common challenges and development goals for these.

Part 3: Providing a basis for work on the joint declaration for the ministerial meeting. Suggesting further work on Phase 2.

PHASE 2 (May-September)

A separate plan for Phase 2 will be proposed and implemented following feedback from BEATA.

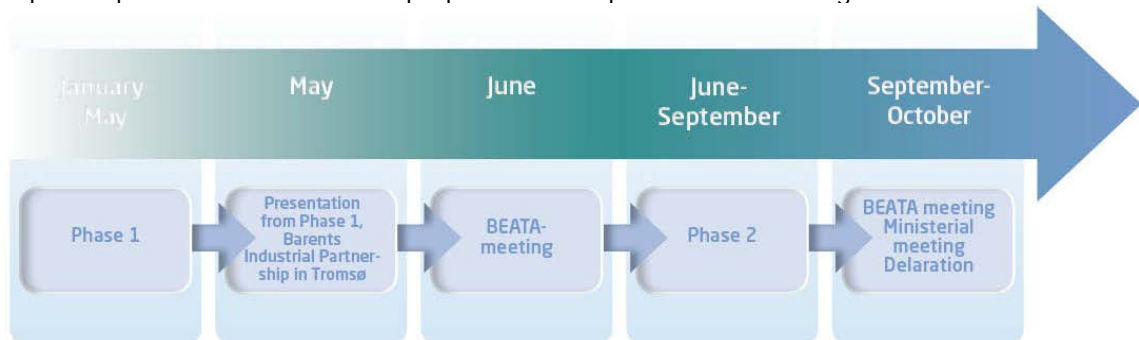


Illustration: timeline for the assignment

6.3 Expert Group meeting schedule

MONTH	DATES	PLACE
JANUARY	(28) – 29	Helsinki
FEBRUARY	28 – 1 March	Oslo
MARCH	18 - 19	Moscow
APRIL	15 – 16	Stockholm
MAY	22 - 23	Kiruna-Narvik
JUNE	13 – 14	Happaranda/Oulo/Rovaniemi
AUGUST	15 - 16	Murmansk
SEPTEMBER	2 – 3	Helsinki

7. FINANCE

Each country bears its own costs in connection with travel and subsistence during the meetings.

8. APPENDICES

Mandate
Letter of Intent