

Minutes of meeting

Date 16 April 2013
Time: 10.00 – 15.30
Secretary Veronica Wiik

Joint Barents Transport Plan

Meeting: 4

Location: Stockholm

Chair: Torbjørn Naimak

Present: Expert Working Group (EWG): Mr. Torbjørn Naimak, Mr. Krister Palo, Ms. Tuija Maanoja, Mr. Jorma Leskinen, Ms. Olga Gorobchenko, Mr. Jan Fredrik Lund

From the secretariat/contributors: Ms. Ine Hilling, Ms. Veronica Wiik, Ms. Elena Vikstrøm

Absent: Ms. Veronika Makeeva, Mr. Alexey Alexeev, Ms. Anita Gass, Ms. Anastasiya Mischenko, Mr. Per Lindroth

Agenda	Summary of proceedings
<p>1. Initial comments and updates</p>	<p>The Chair welcomed the participants to the fourth meeting in Stockholm.</p> <p>Meetings and conferences where our work will be on the agenda:</p> <ul style="list-style-type: none"> • Sixth Barents Parleментарic Conference 22-24 April • 13-14 May in Tromsø Barents Industrial Partnership • New Kirkenes declaration, meeting 3-4 June • North Norway European Office, 20 June <p>The Chair informed the Expert Working Group that the Norwegian Government submitted their National Transport Plan for 2014-23 on 12 April. In connection with the Leipzig meeting on 22 May, an English summary of the NTP is expected to be available for the EWG.</p>

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<ul style="list-style-type: none"> - Comments on the minutes from the previous meeting in Moscow - Comments on the agenda items - Transport model/analysis in the Barents region 	<p>There were no comments with respect to the minutes of meeting in Moscow.</p> <p>There were no comments on the agenda and the agenda was accepted</p> <p>The aim to establish a common transport model for the entire Barents region is supported by the Expert Working Group. The Barents Freeway should continue its efforts on the transport model/analysis, the preparation work done by Raymond Siiri is to be handed over to Jorma Leskinen for further evaluation. The choice of model should be made as a consensus among authorities/transport administrations of the countries involved. It is important that the result will be available to the transport authorities for future use. The work done in different projects should be integrated and used in developing the model.</p> <p>Jorma Leskinen will bring the Expert Group up to date on progress with respect to establishing and working with the model / transport analysis.</p> <p>Updating the analysis prognoses of mining needs for transport from Sweden is on-going. Krister Palo will bring the Expert Group up to date as soon as the results are ready. The existing report can be used as input to the transport plan without problem.</p> <p>For the work on the JBTP we need to include information of existing volumes in as far as is possible in our plan.</p> <p>The Chair emphasizes that the transport volumes created from the mining industry, forestry, fishery, and also to some extent oil/gas, is important for future perspectives of developing the transport system.</p>
<p>2. Presentation of the work on the draft and additional input the secretariat has received from the four countries since last meeting</p>	<p><u>Presentation of the Russian suggestions</u> Olga Gorobchenko presented the Russian suggestions. The presentation was made on the basis of the written deliverables which are attached to these minutes. The primary documents that define the long-term development of the federal transportation system in Russia are:</p>

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	<ul style="list-style-type: none"> • The Transport Strategy of the Russian Federation for the period until 2030 • The Development Strategy for Rail Transport in the Russian Federation until 2030 • The federal targeted programme "Development of transport infrastructure in Russia (2010 – 2015)" • The social and economic development strategies for the corresponding federal districts. <p>The Transport Strategy is currently being updated.</p> <ul style="list-style-type: none"> • The defined projects within all transport forms in the Transport Strategy were presented and also shown on the map by Olga Gorobschenko. Some questions, comments and discussions followed. • What are the plans from the Russian side regarding possible investments/upgrading the Murmansk- Nickel railway? • Is there any interest on the Russian side to prepare a feasibility study of prolonging the corridor to Kirkenes, perhaps financed by the NDPTL? • Are there any plans for the Belomorsk – Arkangelsk connection included in the Strategy? • Which connections, Sala or Lotta, will be more important for the Russian side? It has effects for priorities on the Finnish side, even if these are roads with little traffic. • Even if the NSR is not included as an issue of study in the Joint Barents Transport Plan, the impact this sea route will have on e.g. the development of corridors and harbours within the Barents area is very important and should be included in the plan. • Can some more background information on these corridors be provided from your department of transport corridors? <p>Olga Gorobschenko responded positively to the interest for the Russian transport corridors. She found the idea of a common study of the prolonging of the railway from Nickel on the Russian side to Kirkenes on the Norwegian side interesting if it could be financed by the NDPTL. She promised to get back on this and the other points of interest.</p> <p><u>Summary of the work done in working session 15 April</u> The secretariat had invited a smaller group to a joint working session the day before the EWG meeting in</p>

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	<p>order to further develop the work especially on the corridor descriptions.</p> <p>The focus of the discussions was on the possibility of consensus on common infrastructure standards for the main cross-country corridors in the Barents region, and to make such standards part of the Joint Barents Transport Plan.</p> <p>The Expert Working Group responded positively to this idea. Such common standards should then be seen as objectives for the future and guidelines for development measures. To fully develop all corridors according to such agreed standards within the timeframe of the transport plan was seen as too ambitious.</p> <p>The Expert Working Group started a discussion on the content of a common road standard, including which elements should be included in the standard, and what should be the agreed level of the different elements (width, bearing capacity etc.). The participants agreed that this discussion should continue in coming meetings after some further investigations on existing road standards in the different countries were made. The Chair suggested that it would be useful if one corridor could be considered a pilot and be completed as a leading example in this work.</p> <p><u>Presentations of draft report Chapters 1 -4</u> The secretariat presented the structure and main content of the chapters.</p> <p>The following was suggested to be added:</p> <ul style="list-style-type: none"> • List of important harbours, airport • Suggestions for Barents seaport and Barents airport, and what should be the significant characteristics of these and their role in an Barents perspective? • Growth areas within each country's part of the Barents Region <p>The secretariat was asked to prepare a more specific list of information needed regarding these issues.</p> <p><u>Presentation of suggested main objective for the JBTP</u> The secretariat presented a suggested main objective for the transport plan. The suggestion was discussed and</p>

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	<p>some minor adjustments were made.</p> <p>Based on the listed national and EU objectives, the Expert Working Group agreed on the following formulation of the overall objective for the Joint Barents Transport Plan:</p> <p><i>“To develop an efficient transport system in the Barents region with good internal connectivity between the Barents countries and with good external links to world markets. The transport system should facilitate Barents regional development and create new opportunities for important industries. The transport system should be developed in a manner that takes care of the environment, improves safety and universal design.”</i></p> <p>The content was discussed, and the secretariat will take into consideration these suggestions and present a reviewed proposal at the next meeting. The Chair also suggested that a shorter “header” was to be included as a part of this.</p>
<p>3. Discussion on the progress so far and agreeing on the Expert Working Group`s feedback to BEATA at this point</p>	<p>Krister Palo suggested that the Expert Working Group should recommend that a permanent Barents Transport Forum should be established, to continue the discussions and exchange information on common issues. The suggestion can be a part of the handing over to BEATA, either on phase I or II.</p> <p>A draft of the plan/summary of status could be handed over to the steering group of BEATA after the Expert Group`s meeting on 22 and 23 April. The Expert Working Group expects a new/clarification of timeframe regarding the deadline for the final report for next meeting.</p>
<p>4. Summing up</p>	<p><u>Requested deliverables before for 30 April</u></p> <ul style="list-style-type: none"> • List of important harbours • Suggestions for Barents seaports and Barents airports, and what should be the significant characteristic of these and their role in a Barents perspective? • Growth areas, within each country`s part of the Barents Region • The corridor descriptions finalized according to the agreement in the 15 April work session

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	<p><u>The secretariat should send:</u></p> <ul style="list-style-type: none"> - Chapters 1-3 should be attached to the minutes - The suggested content of the plan should be attached to the minutes - A more detailed description on required information about harbours and airports <p><u>Milestones ahead:</u></p> <ul style="list-style-type: none"> - By the end of week 17 a program for the meeting in Kiruna/Narvik should be ready - Requested deliverables from each country should be submitted at the latest 30 April - A draft of the plan should be sent to the Expert Working Group one week before the next meeting, 16 May. - A draft of report/summary of status could be handed over to the steering group of BEATA after the Expert Group's meeting 22 and 23 April. <p>For the next meeting the chair suggests inviting Avinor to present a new market analysis of east-west flights in the Barents region.</p>

The next meeting will be held in Narvik or Kiruna; further details will be sent before the meeting.