

Minutes of meeting

Date 22 March 2013
 Time: 10.00 – 14.30
 secretary Veronica Wiik

Joint Barents Transport Plan

Meeting: 3

Location: Moscow

Chair: Torbjørn Naimak

Present: Expert Working Group: Mr. Torbjørn Naimak, Mr. Krister Palo, Ms. Tuija Maanoja
 Russian representatives: Mr. Timur Mukhametyanov, Ms. Olga Gorobchenko , Ms. Anita Gass, Ms. Anastasiya Mischenko

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

Absent: Ms. Veronika Makeeva, Mr. Alexey Alexeev,
 Mr. Jan Fredrik Lund, Mr. Per Lindroth , Mr. Jorma Leskinen,

Agenda	Summary of proceedings
1. Initial comments and updates	<p>Mr. Timur Mukhametyanov welcomed the participants to the Ministry of Transport of the Russian Federation.</p> <p>Round of presentation of the participants.</p> <p>Mr. Timur Mukhametyanov read an opening speech from State Secretary of Transport. Keywords from speech:</p> <ul style="list-style-type: none"> • Modern infrastructure represents the key to industrial and economic growth and development. • The Barents Region is an important and prioritized area for cooperation for the Russian Federation • In 2013 Russia has chaired two international organizations dealing with international transport issues, the Council of the Baltic Sea and the steering committee of NDPTL. • Underlined the importance of a coordinated development of the transport corridors

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<ul style="list-style-type: none"> - Comments on the minutes from the previous meetings (Helsinki and Oslo) - Comments on the agenda items 	<ul style="list-style-type: none"> • Finding financing for the necessary development is a major concern/challenge. <p>The Chair also welcomed the participants to the meeting, and especially expressed gratitude's to the Russian group for hosting the meeting in the ministry.</p> <p>There were no particular comments on the minutes, and the participants accepted the minutes from the two previous meetings</p> <p>The agenda was accepted as a basis for the meeting</p>
<p>2. The Chair provides information about the background for the work, objectives and mandate, status of the work so far.</p>	<p>The Chair gave background information about the Joint Barents Transport Plan. Keywords from the presentation:</p> <ul style="list-style-type: none"> • The work is initiated by BEATA, and all the countries have appointed their members for the Expert Working Group. • The importance of cooperating and working together in the Barents Region is supported by all the neighbouring countries. • Several on-going processes emphasize the increasing focus on the issues concerning the development of the region, and also require careful coordination in order to achieve the set goals. • The Joint Barents Transport Plan is recognizing that common challenges related to transport in the Barents region must be addressed and planned from the Barents Perspective. • The main objective is to recommend strategies on how to develop an efficient transport system in the Barents Region <p>The Chair underlines that the work has a tight time schedule with upcoming milestones as follows:</p> <ul style="list-style-type: none"> • End of April: first draft is to be handed over to BEATA. BEATA meeting is planned in June. • Presentation of main findings from the first phase of the work will be referred to a ministerial level,

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	<p>possibly in June regarding the 20th anniversary of the Barents cooperation.</p> <ul style="list-style-type: none"> • The final plan will be adopted by the Steering committee of BEATA in September/October • The ministers of transport in all BEATA countries are to meet for signing a declaration of development of transport in the Barents Region in September/October • The Chairmanship is handed over to Finland at the same time <p>Status of the work so far:</p> <ul style="list-style-type: none"> • There have been gathering of information on national priorities and planning status. • Comparing and gathering main findings from each countries studies on relevant issues on transport in the Barents Region • The Nordic countries have begun working on defining the inter-Nordic corridors. • The work with the corridors divided into steps: Identify the main corridors thorough common agreement, develop objectives and strategies for each corridor, find the prioritized projects, suggest further process for e.g. financing <p>The plan cannot be completed without the Russian views and contribution, and therefore the draft of map awaits the Russian input to be completed for further work. It is critical to get the necessary deliverables from the Russian members as soon as possible if the Expert Working Group is to deliver within the timeframes given and be ready for our ministers in September.</p> <p>The presentation held is attaches these minutes.</p>
<p>3. Finland and Sweden`s representatives provide a short briefing on the status of their national planning processes and main findings of Barents transport studies recently finalized.</p>	<p><u>Finland (Ms. Tuija Maanoja):</u> After Norwegian chairmanship the work on these issues we discuss today will continue through the Finnish chairmanship. To agree on a transport plan is only the beginning of a continuing process of developing the transport system in the Barents region. Finland is lead partner in Barents Freeway, and will see to that the positive effects of good coordination between the different projects will be realised. The necessary studies for transport needs in the Barents region of Finland are done and the parliament is right now in the process of making their priorities. A summary in both English and Russian will be made available.</p>

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	<p>Finland is already fully ready to take part in a joint Barents Transport Plan. In addition to existing material Finland also have in in process both a maritime and an aviation strategy.</p> <p><u>Sweden (Mr. Krister Palo):</u> New report from Barents Business forum documents large investments in the Barents region until 2020 (European High North Investments and Business Report 2013, Lapland Chamber of Commerce) Because budgets are limited it is even more important with a plan like this because we ensure that investments are put where it is most needed. Sweden experiences challenges with the railway system and with serving the mineral industries in the north in the best way. Mineral production has gone from 20 to 70 tons of minerals in a few years. There is also large expansion in the mineral industries of Russia, Finland and Norway as well. The Barents region needs money for future investments and a transport plan will put focus on this fact. The Russian members of the expert working group needs to get actively involved as soon as possible and together with the other countries share the responsibility to present the draft to BEATA by our deadline in September.</p>
<p>4. The Russian group presents their national transport plans/strategies which are relevant for the Barents Region Main transport corridors in the Barents Region.</p>	<p>Mr. Timur Mukhametyanov presented the Russian views, key statements and key words from this session:</p> <ul style="list-style-type: none"> • The framework for the Russian side is the Transport strategy of Russian Federation 2010-2030. • It is necessary to serve the cargo flows and improve the efficiency of transport corridors. • The important task is not only to create good corridors but also to create good logistics systems. • We want to create reliable transport connections • The Russian Federation confirms their readiness to develop the transport system together with the other BEATA countries. A condition for such transport development is reliable statistics and sources of information. • We should be careful not to duplicate the work done within other organizations. • The Russian side are not yet able to understand what projects the other countries will submit to the plan and appreciate the opportunity to through dialog get a clearer picture of what the content of the plan is to be, the planning horizon, and how

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Discussion	<p>the projects is to be financed, which type of projects can be submitted?</p> <p><u>Keywords from discussion:</u></p> <ul style="list-style-type: none"> • The Chair acknowledged the need for closely cooperation in order to avoid duplicating the work done in other parallel processes/projects, and underlined that both Barents Freeway project and NDPTL is being involved for this purpose • Mr. Timur Mukhametyanov suggested that the financing issues should be more elaborated by the Chair. • The Chair responded that the financing on e.g. planning/further study of future common projects can be can funded from e.g. BEAC or NDPTL. Construction and investments of infrastructure is normally each countries responsibility, but the Joint Barents Transport Plan should recommend and present possible solutions which the political leadership can base their decisions on. The Chair suggested that financing should be further discussed on the forthcoming meetings for the Expert Working Group, and also with NDPTL present. • Mr. Timur Mukhametyanov suggested that the Russian group within two weeks giver their deliverables on the main corridors and views from the Russian side. • The Chair stated that this was a satisfactory solution and the 5 April was set as a dealine for this delivery
5. Work, progress and meeting schedule	<p>The plan for forthcoming meetings was discussed. Mr. Timur Mukhametyanov said he was not sure the Russian experts would be able to participate in the Stockholm meeting, but representatives from embassy could meet. The Chair underlined that the Expert Working Group have a need for discussions between the people responsible for the plan, the appointed members of the expert working group.</p> <p>The meeting came to an agreement on to organize a video conference when the Russian group has made their first written contribution. This will be in addition to the ordinary meeting of the expert working group. A date for such a conference would be suggested to the secretariat from the Russian group 25 March.</p>

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<p>6. Conclusions and summing up</p>	<ul style="list-style-type: none"> • Deliverables in order to complete the map of main corridors in the Barents Region, requested descriptions of these and presentation of the views from the Russian group is to be submitted to the secretariat within 5 April. • The secretariat will send a more detailed list of the description required for the corridors • A suggested date for a video conference with the Russian experts on transport corridors and appointed members of the Expert Working Group is to be sent the secretariat 25 March.

The next meeting will be held in Stockholm, further details will be sent before the meeting.