



27 August 2019
N2019/

Ministry of Infrastructure

Annelie Mannertorn

+46 (0) 8 405 80 69

+46 (0) 76 107 61 87

annelie.mannertorn@regeringskansliet.se

**Minutes of meeting in BEATA Steering Committee
20-21 March 2019 in Luleå, Sweden**

List of participants:

Swedish Delegation

Annelie Mannertorn (Chair), Ministry of Enterprise and Innovation

Britt-Marie Majbäck, Swedish Transport Administration

Krister Palo, Swedish Transport Administration

Olivia Häggqvist, Swedish Transport Administration

Russian Delegation

Nadezhda Karkach, Chief Expert of International Cooperation Department

Norwegian Delegation

Paal Iversen, Ministry of Transport and Communications

Finnish Delegation

Tuija Maanoja, Governance Steering Unit, Ministry of Transport and Communications

International Barents Secretariat

Thomas Hallberg

Regional Working Group (RWGTL)

Mårten Edberg, Region Västerbotten, Sweden

Ollo Kinniemi, Council of Oulu Region, Finland

Jimmy Bystedt, County Administrative Board of Norrbotten, Sweden

Eirik Selmer, Finnmark County Authority, Norway

Marius Chramer, Troms County Council

Jaakko Ylinampa, Lapland eiy-centre, Finland

Mikael Bergström, Country Administrative Board of Västerbotten, Sweden

Ulrika Nilsson, Region Norrbotten

Speakers

Kenneth Svensson, Swedish Transport Administration

Krister Palo, Swedish Transport Administration

Thomas Hallberg, International Barents Secretariat

Draft minutes of the meeting

1. Opening of SC meeting 08:35

Opening of the meeting with a short introduction of everyone present.

2. Adoption of the agenda

Everyone agreed upon the agenda.

3. Adoption of the meeting from BEATA SC November 2018

Everyone agreed upon adopting the protocol.

4. Presentation and discussion on JBTP update (Krister Palo, Swedish Transport Administration).

Questions for discussions: How can we implement and take the JBTP further? Can we see some elements in this presentation for the Ministries?

Krister Palo: Presentation regarding the update of the JBTP. The transport plan is now about 80-90% done and the intension is to keep it as short as possible. Some maps still have to be updated and the inputs from Russia and the tourism industry is yet to be collected. Hopefully the plan will be done by the end of April so that some time is left to correct possible small errors. The presentation also contained suggested measures, underlining that they are only a draft and not decided yet.

Nadezhda Karkach: The transport plan has been sent out in Russian and almost all comments have now been collected. The goal to keep the plan short might be hard considered the amount of comments that they have received. All the comments on the plan will be sent over in the end of April or beginning of May.

Paal Iversen: The plan is missing the issue of greener transport and readers of the plan will request it. In addition, the map in chapter 3 shows a view over TEN-T corridors, a suggestion is instead to let it cover the Barents Network. It is a finer masked network and shows the Barents region more truthfully. The industry is well covered in the plan but it is important that the industries transport needs are emphasised and that same amount of text is used to describe every country. The Artic Railway should be a measure in JBTP but it should a midterm measure instead of short term, more realistic to reach then.

Mikael Bergström mentioned the Kolarctic project on greener transports which is led by Region Västerbotten. A joint study on ITS will also be made. Procurement now and finalized in June.

Jaaku Ylinampa: difficult to know how load electricity cars.

Krister Palo: This is a cross border issue.

Mårten Edberg: Haparanda-Torneå railroad will be a part of TEN-T core network corridors. Then it must be fixed.

On East West flightconnections:

Mårten Edberg: All countries have different terms, some are members of the EU and there is a difference in how much the government can go in and regulate the flights. In Norway, the possibilities are greater than in Sweden and Finland for example.

Tomas Hallberg: 50 % of Sthlm-Moscow passengers are transfers.

Mårten Edberg: Helsinki is a good point to connect to. Agreements can be made. Public finance and state aid can be dealt with. Key question to get tourism here. Special agreement RU-EU could be made.

Paal Iversen: Question for the regional level.

Marius Chramer: Short term airlinks have been tried. Should be higher on the agenda.

Nadezhda Karkach: A study should be done to map the need of new flight line between the countries. In Russia there is no problems with co-founding national flight lines that do not commercially support themselves. But ~~for~~ ~~the moment~~ Russian government has no possibility to co-found international flight lines, including those to EU-countries.

Annelie Mannertorn: Cross boarder coordination and long-term planning sounds easy but is difficult to implement but important to get done.

Discussion on JBTP status:

Annelie Mannertorn: agreed with Paal on the importance of need of develop issues concerning climate/green transports and connected mobility in the JBTP.

She emphasized that the JBTP should be seen as an independent product from the experts in the Working Group and should serve as a recommendation and information to each Government.

Nadezhda Karkach: the plan is expressed will of concerned agencies. The plan has to be approved in Russia by minister, responsible for transport. Cannot see JBTP as an independent work, because then it cannot be implemented in national plans. That is why it is important to choose to agree with the status of the document.

Tuija Maanola: We see as a recommendation and tool for policymakers in decisions.

Paal Inversen: Agree, NO have the same approach. JBTP is a foundation for national and international cooperation. This was the approach the first time it was presented. Ministers thanked for the work, mentioned a few issues in the plan. It is not an option to use to use the plan as a binding document.

Nadezhda Karkach: Yes, a foundation for future cooperation, but have to follow our national policies. Need to be coordinated with concerned ministries. RU would like to contribute to plan.

Annelie: It is important with the wording in the declaration on what JBTP is, noting that a revision has been done and that it is not a final document,

never really finalized since things change. We will see it as a recommendation.

Information about a ministerial meeting:

Annelie also informed about the planning of a ministerial meeting of the transportministers of the Barentsarea in Umeå in Mid-September. The meeting could result in a declaration (agreed in advance through mail) with guidelines on futurework. The meeting could also welcome the revised Barents Transport Plan. Sweden will come back with invitation and programme.

Annelie presented some elements that could be included in the declaration:

2030 Agenda goals – sustainability and climate

Development towards connected and automated mobility

Availability and gender equality

Safety in all transport modes

Crossborder coordination and longterm planning

Standardisation issues: for heavy transports road and rail, realizing green transport

Welcome cooperation with the regional working group and cooperation on Kolarcticproject on greener transport and ITS

Tourism – safety, info and logistics

Taking account JBTP in national plans.

No views were expressed.

5. Renewed commitment to Vision Zero (Kenneth Svensson, Swedish Transport Administration)

Annelie Mannertorn: Stockholm will be the host of the next global ministerial conference in road safety. The goal is that the conference will

result in a clear political message on the issue and come up guidelines for the future work on roadsafety.

Kenneth Svensson: Presentation on the Vision Zero, an ethical standpoint that no one should be killed or suffer lifelong injuries in road traffic. Everyone that design roads should be aware that the human body can only survive the speed that itself can produce if it do not have any type of protection. The presentation also contained examples of physical measures that greatly improve the roadsafety and how they work. In the renewed Vision Zero a clearer commitment has been made to continue to work with the measures that already is showing results. It was also mentioned that if interested, there will be a road safety course held by Kenneths team at the Swedish Transport Administration for foreign people who wants to know more about how they work in Sweden. Last time Russia participated.

6. Nomination of representative to Steering Group of RWGTL Kolarcticproject.

Annelie Mannertorn: It had come as a suggestion from RWGTL that a representative from BEATA could participate in the Steering Group of the project. It could be a good idea to have a link between the JBTP working group/expert level with the working group of Kolarctic. Opens up for a discussion on the matter.

Nadezhda Karkach: Felt like it was the opposite of what had earlier been discussed and do not understand what function nor authority of this person. It would be better it was the other way around and that the Kolarctic should report to BEATA.

Ollo Kiniemi: The discussion in the work with Kolarctic would be better with a strong connection with BEATA but they can of course come to the BEATA meeting and talk about the work. The Kolarctic wants to create something useful so help from an expert would be useful.

Annelie Mannertorn: From the discussion at this meeting, we should not appoint a formal representative. Instead, we should make it informal, Kolarctic will send an invitation to BEATA to send an expert for specific

meetings. In that case it is possible to send the right person depending on the agenda for the meeting.

7. Information from the International Barents Secretariat (Tomas Hallberg)

Tomas Hallberg: A work is being done to show the Barents Cooperation in social media. It has resulted in a lot more followers and likes on posts. The work has not only been focused on the most common arenas but also in other arenas where the IBS has not been present before. An action plan has been taken in to action to guide them in the work of how to talk about the Barents Cooperation in different arenas. More shorts films will be produced in future to reach out to more people. The next big thing is 'Arctic: Territory of Dialogue' in St. Petersburg in April.

8. Information update from the representatives of the Ministries present regarding new policies in infrastructural area.

Tuuja Maanoja: The election is coming up in the middle of April in Finland. Possible changes in the parliament and government might lead to changes on transport political arena but most likely the policies on safer traffic and greener transports will survive. This year Finland is also creating their first 12 year national transport plan, but is been hard work considered the big changes going on the political arena.

Paal Iversen: In Norway there is three elements in process. First, long term planning is in its initial phase of the national transport plan. Second, a new paper for the planning of High North Area is coming where transport is playing an important roll. Third, some changes on how they work with the regional roads might come later on. National administration transferring some responsibilities to regions.

Nadezhda Karkach: Vice minister Aristov passed away a few months ago. He was a big Barents friend. Minister Yuriy Tsvetkov is now responsible for international transport. Russia is making major investment in sea transport and harbour in Murmansk, for example cold terminal and transhipment. It is

a big focus around autonomous cars in the country, both in law making and testing. All federal roads in Russia will be covered by mobile data with in next couple of years.

Annelie Mannertorn: Since January Sweden has a government after long negotiations which resulted in a 73-point deal. Amongst others it mentions that the national plan will continued and the rail road North Bothnia Line will be completed. Climate change is a major question, how to steer towards greener solutions. Investment in maintenance in railroads and punctuality will be made, as well as promoting railway connections during night time and to EU. A new Ministry of Infrastructure will also be created with responsibility for transport, energy and digital questions but more details on that will come later.

9. Conclusions and next meeting

Annelie Mannertorn: As this was Krister Palos last meeting with BEATA, Annelie thanked Krister for a great job and good luck on his new job.

Information on the next meeting, and last meeting of BEATA under Swedish presidency will come later on, hopefully in April. It could be a video meeting or a short meeting before the ministerial meeting in September. More information will follow in that meeting on the priorities of Norway in their chairmanship of BEATA.

End of meeting 12.13