

THE BARENTS EURO-ARCTIC TRANSPORT AREA (BEATA)

ACTION PROGRAMME 2009

Proposal of the Russian Federation

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1. Introduction

The first and the second Programmes of Action for Barents Euro-Arctic Pan-European Transport Area (BEATA) development were drawn up in two time sections (for a five-year-period and for an annual period). Hereby, in five-year action plans there were specified the long-term cooperation terms of the Parties, which reflected the objectives, fixed in the Memorandum of Understanding on the Development of the Barents Euro-Arctic Transport Area in Copenhagen on May 26th,1998. At the same time annual programmes are of small duration for reflecting even short-term interests of the Parties on the development of Barents Euro-Arctic region transport system.

Taking into account the abovementioned and the realization practice of such programmes it would be more efficient to elaborate two-year Action Programmes, coinciding with a chairmanship time period of one of the Memorandum Parties.

Such Action Programmes may contain dimensions of Parties' cooperation on Memorandum objectives realization and concrete arrangements on implementation of such dimensions of cooperation.

The Russian Federation, as a country which chairs at BEATA from October 2007 to October 2009, prepared a draft of the 3rd Action Programme for Barents Euro-Arctic Pan-European Transport Area (BEATA) development.

The mentioned Programme for 2009 is provided below.

2. Background

2.1 The Barents Euro-Arctic Pan-European Transport Area

The Barents Euro-Arctic Pan-European Transport Area (BEATA) is a multi-modal transport area defined in the Pan-European Transport Conference in Helsinki in 1997. BEATA covers the northern provinces of Finland, Sweden and Norway, as well as the northwest part of the Russian Federation; Republics of Karelia and Komi, Oblasts of Murmansk and Archangelsk, and the Nenets Autonomous Okrug.

The Barents Region is a large area of 1.3 million sq.km, which is equivalent to over 30 percent of the surface area of all the current EU countries. The Region has rich natural resources, particularly, the deposits of oil, gas and ore. Major Industrial cities, including the factories of timber, wood-working, paper-pulp, chemical and mechanical-engineering industries are situated here.

At the moment there are actively developed trade and economic relations between Barents region countries.

All that mean, that it is necessary to further develop the transport infrastructure and multimodal transportation between Barents Euro-Arctic transport region countries, as well as to eliminate existing administrative, technical and other barriers in the exercise

of international transportation, primarily in the exercise of motor transportation, which inhibits to the normal development of trade and economic relations.

The relevant international transport connections in the East-West direction fall within three categories of very general nature, which complement each other. They are:

- Sea route along the Norwegian and Northwest Russian coast with connections to and from all the major Barents Sea Ports. This northern sea route is also known as the Northeast Passage.
- Railway(s) between Norway and Sweden, which at the Gulf of Bothnia link with the railway between Sweden and Finland. From Finland there are rail connections further on to Russia, particularly the Karelian Republic and the Archangelsk Region.
- Roads between northern Norway, Sweden, Finland, the Murmansk Region and the Republic of Karelia.

2.2 Memorandum of Understanding on the Development of the Barents Euro-Arctic Transport Area

The Governments of Finland, Norway, Russia and Sweden, and the Commission of the European Communities signed a Memorandum of Understanding on the Development of the Barents Euro-Arctic Transport Area in Copenhagen on May 26th, 1998 (see Annex I). Co-operation is based on voluntary commitment. Duration of the Memorandum of Understanding is five years, which is automatically prolonged for next five years if none of the Parties objects.

The Memorandum of Understanding:

- defines the area
- establishes a Steering Committee
- mandates the exchange of information between the Parties, and
- creates a framework for co-operation between the transport authorities in the Area. Private parties and international financial institutions are invited to participate in the cooperation.

2.3 The first Action Programme for BEATA cooperation (1999-2003)

The first Action Programme for BEATA cooperation, dated 9.6.1999, covered the first five-year period 1999 – 2003. The program defined two activity levels: (i) general objectives and priorities of the first five-year period and (ii) detailed annual work programmes.

The aim of the BEATA cooperation is to create an efficient and integrated multimodal transport system of international significance in the Area and to define the prerequisites for the most efficient use of funds and know-how both from public and private sources. More specifically, the creation of a multimodal transport system for the Barents Euro-Arctic Area is seen to focus on the following:

- a. Creating conditions for environmentally sustainable as well as technically and commercially viable sea transport in the Barents Sea area up to, and including, the Nenents Autonomous Okrug.
- b. Improving the infrastructure of the ports, which service maritime transport.
- c. Building missing and improving existing road and railway links between northern Nordic countries and northern oblasts and republics of the Russian Federation, where economically feasible.
- d. Providing facilities and safe operating conditions for aviation.
- e. Facilitating the movement of people and goods at international border crossings.
- f. Introducing new, computer based systems for facilitation of trade and transport of freight within the Transport Area.
- g. In the Program years the Steering Committee of BEATA has implemented the measures specified in the Action Programme, more specifically the following:
- h. Creating the framework for co-operation in BEATA.
- i. Defining the first backbone network for transport in the Barents area.
- j. Developing the BEATA database (GIS) and collecting network data.
- k. Reviewing the existing traffic forecasts in the Region
- l. Collecting current and planned project information in the Nordic Countries and Northwest Russia.
- m. A website has been set up.

2.4 The second Action Programme for BEATA cooperation (2004–2008)

The second Action Programme for BEATA cooperation, dated 26.4.2004, covered the second five-year period 2004 – 2008. The program defined two activity levels: (i) general objectives and priorities of the second five-year period and (ii) detailed annual work programmes.

As a whole the following projects have been finalized :

1. With the help of the EU the preparation of a full-scale test of the railway gauge changing system at the Finnish – Swedish border (Tornio/Haparanda) is underway.
2. Construction of the new railway Ledmozero – Kotchkoma (Karelia, Russia) was completed at the end of 2001, but further procurement and installation of appurtenances (electricity, train control system and stations) have not yet been completed.
3. The North East West Freight Corridor (N.E.W.) has been established as a company and in 2007 as a UIC Project
4. The bridge over the Kola Bay (Murmansk, RUS) has been completed.
5. Finalisation of the project for improving communications between Finnmark and Murmansk region, with completion of improvements on the road stretch Storskog (Norwegian border) - Nikel (RUS) and traffic safety measures on the stretch Storskog (Nowegian border) – Murmansk (RUS)
6. Aviation project Tromsø – Luleå

7. Continuation of the road project E10 Lofast archipelago (started in 2003, opening for traffic in 2007)
8. Establishment of a vessel traffic central in Vardø (started in 2004, operative in 2007)
9. Interreg project Northern Maritime Corridor - finalised in 2005

Other developments

In June 2004, the European Commission established a High Level Group to extend the concept of European Neighbourhood Policy into the transport field and to find ways to better connect the European Union with the neighbouring countries and regions. The Group concluded its work in November 2005 and produced a report "*Networks for peace and development; Extension of the major trans-European transport axes to the neighbouring countries and regions*". In the report the Group identified five major transnational axes, which included the *Northern Axis* connecting the northern EU with Norway and Russia (in the Barents region).

The new Transport Strategy of the Russian Federation was approved on April 28, 2005. It focuses on issues like efficiency of the transport system, access to transport services, and safety and sustainability of transport. The Strategy does not change the priorities of Russia in the BEATA region, but contributes to economic growth and mobility of its citizens in the region. Specific development priorities of the Russian Federation in the Barents region are:

1. Development of the N.E.W. Railway Corridor and connecting it with the transport links of the Archangel Region and the Komi Republic having completed the construction of the Kochkoma – Ledmozero line.
2. Development of the regional aviation between Tromsø, Luleå and Rovaniemi on one side and Murmansk and Archangelsk on the other.
3. Development of the coastal shipping and enhancement of the sea safety.
4. Implementing of the pre-project phase of the pipeline system Siberia – the port of Murmansk.
5. Modernisation of the railroad St.-Petersburg – Petrozavodsk - Murmansk.
6. Construction of the road St. Petersburg – Perm with its branches.
7. Reconstruction of the main road M-18 "Kola" St. Petersburg – Petrozavodsk – Murmansk.
8. Reconstruction of the road Kirov – Syktyvkar.
9. Development of the Murmansk merchant seaport, including construction of new terminals to handle coal, fuel oil and oil products.
10. Reconstruction and improvements of airports in Syktyvkar, Archangelsk, Petrozavodsk and Naryan-Mar.

In Sweden, the transport policy bill of 2005 contains the strategy for ports. As regards the railway development, the Haparanda railway will start in 2005-2006. The section Umeå – Luleå is slated to start in 2010, and the Bothniabanan south of Umeå has already a detailed plan prepared.

In April 2005, the Norwegian northern issues report from the Foreign Ministry was presented to the Parliament. The report contains some transport development issues, such as the N.E.W. corridor and the Kirkenes port

3. The Third Programme of Action (2009)

3.1 Cooperation objectives:

According to the Memorandum of Understanding on the Development of the Barents Euro-Arctic Pan-European transport region, the main cooperation objective within the third Programme is a creation of an effective and integrated multimodal transport system of international importance in the region.

3.2 for the realization of the mentioned cooperation objective the Parties defined the following **dimensions of cooperation:**

1 Modernization and building of a new infrastructure objects, adaption of new technical developments and modern technologies within its national programmes.

2. Bottlenecks, congestion and other nonphysical barriers are essential barriers in the work of international transport.

The Parties pay special attention to this problem and work out joint efforts to eliminate bottlenecks, congestion and other obstacles in the supply of transport services by business entities of the Parties in the BEATA region.

3.Developed transport infrastructure is one of the main aspects, contributing to the development of production, trade, tourism, social development and countries integration. In this regard production, including that of means of transport, trade, tourism and international transport services are interlinked together.

In this respect in the process of cooperation the Parties will coordinate their efforts with the work, implemented within the Economic Cooperation Working Group of the Council of the Barents Euro-Arctic Region (CBER) and the Customs Cooperation Working Group. For this purpose, at the meeting of the Steering Committee of the BEATA and the Conferences in particular, the representatives of the mentioned groups will be invited.

4. According to article 2 of the Memorandum, Euro-Arctic Pan-European transport region involves provinces of Finnmark, Nordland, and Troms of the Kingdom of Norway, provinces of Norrbotten and Vesterbotten of the Kingdom of Sweden, provinces of Lapland and Oulu of the Finland Republic, as well as Oblasts of Murmansk, Archangelsk, Republic of Karelia and the Nenets Autonomous Okrug of the Russian Federation.

The Parties will make efforts to promote international cooperation directly between these regions in accordance with their national legislation. In particular, for this purpose the Parties will invite representatives of local authorities of the regions to the meetings of the Steering Committee of the Euro-Arctic Barents region, and to the Conferences - both the representatives of local authorities and the representatives of business of the Parties subjects.

5. Taking into account that the matters of transport development at the Euro-Arctic Barents region are discussed also within the framework other international institutions, including the Directorate-General for Energy and Transport of the European Commission, «Northern Dimension» Partnership, and some others, the Parties will seek to establish an active and constructive dialogue with other international organizations and regional institutes in order to avoid duplication and coordinate efforts to achieve common objectives.

6. Information sharing on the state of transport infrastructure in the region, traffic flow, waiting time at the border, in order to develop joint measures to eliminate administrative and technical obstacles.

7. Information sharing on the current national transport strategies and planned changes in them, as well as on projects of transport infrastructure development which are being implemented or planned for implementation in order to coordinate activities for the development of transport infrastructure in the region on a mutually beneficial basis.

8. Information sharing on new regulatory legal acts governing the supply of transport services, on planned amendments to the existing legislation.

9. Information sharing on open tenders for implementation of projects on transportation development, so that, if desired, the business entities of other Parties could participate in such tenders.

10. Taking into account the state of things in transport security, the Parties should undertake steps to coordinate efforts in this area.

3.3 For the realization of the above mentioned objectives the Parties will organize the following **events**:

1. The meeting of the Steering Committee in the second quarter of 2009 (Archangelsk) and in the fourth quarter of 2009 (Moscow) with the participation of the representatives;

2. Conferences «Cooperation of CBER countries in the sphere of trade, transport and customs procedures towards promotion of international transportation and simplification of cross-border procedures in the Euro-Arctic Barents region» and «Development of regulatory and legal framework in the sphere of transport in the Euro-Arctic Barents region and coordination of activity with another international transport organizations.»

3.4 Financing

The BEATA cooperation does not have its own budget. Each party covers its costs from the national budget, although the country holding the chair will be responsible for costs in connection with the organization of the Steering Committee meetings, Conferences, workshops, and other events organized on the territory of this country.