



## Barents Freeway Steering Group meeting in Petrozavodsk

### Meeting minutes

Time: 26-27.8.2014  
Venue: The Ministry of Construction, Housing and Communal Services, and Energy of the Republic of Karelia, Antikainen street 1-A, Petrozavodsk  
Participants: Mr Jorma Leskinen, Lapland ELY-Centre (LP)  
Ms Ulla Alapeteri, Lapland ELY-Centre (LP)  
Mr Bo-Erik Ekblom, County Administrative Board of Norrbotten (P)  
Mr Eirik Selmer, Finnmark County Authority (P)  
Mr Marius Chrømer, Troms County Council (P)  
Ms Evgenia Rybak, Arkhangelskvtodor (P)  
Mr Irina Sangirieva, Arkhangelskvtodor (P)  
Mr Mikhail Martynov, Arkhagelsk region committee of transport (P)  
Mr Vjateslav Afonitskin, Murmanskvtodor (P)  
Mr Markov, Ministry of Construction, Housing and Communal Services, and Energy of the Republic of Karelia (left the meeting during the morning) (AP)  
Mr Hannu Heikkinen, Kainuu Council, Finland (AP)  
Mr Roman Gokkoev, Oulu Regional Council (AP)  
Mr Igor Chivotkov, Ministry of Construction, Housing and Communal Services, and Energy of the Republic of Karelia, (AP)  
Ms Tuija Maanoja, Finnish Ministry of Transport and Communications  
Mr Nikolay Polyakov, NGO NorthWest  
Mr Marko Maenpää, Ramboll Finland Oy  
Mr Juha Hyvärinen, Pöyry Finland Oy  
Mr Martti Miettinen, Transsysy Ltd.  
Ms Elena Svatkova, ADC Ltd.  
Ms Rashida Girfanova, NGO Green Wave  
Mr Margarita Yudina, NGO Green Wave  
Mr Andrey Antonov, Contractor for federal road "KOLA"- administration  
Mr Aleksei Smirnov, interpreter  
Ms Evgeniya Tanaseychuk, interpreter

All the presentations introduced in the meeting minutes will be available on the internet site <http://3tproject.ru/en/projects/95/372>.

### Tuesday 26.8.

1. **Opening the meeting** - Jorma Leskinen. Welcoming words from the Karelia - Mr Markov, representing the Karelian Transport Committee.
2. **Approving the Memorandum** of the Arkhangelsk meeting in June. Was approved.
3. **News from the Joint Barents Transport Plan- process**

Ms Tuija Maanoja told that Mr Martti Miettinen is working together with the Finnish Transport Ministry to prepare a proposal how the Joint Barents Transport Plan (JBTP) should be continued and combined with the results and recommendations of the Barents Freeway (BF) project. First proposal will be presented in the final seminar of BF on September in Rovaniemi.

#### **4. Synthesis (BF Work Phase III)**

##### **4.1 Presentation of the Barents Region Transport Strategy draft**

Ms Elena Svatkova presented a draft of the Strategy of development the Barents Transport System, which has been sent for the participants beforehand. Ms Svatkova presented the conclusions and findings related to Barents region phenomenon, new global trends, hierarchy of the components and scales of the Barents Policy of the transport development. After that Ms Svatkova went through the modal strategies, which combines the strategy of the Barents transport system development. Presentation included also synthesis of proposals to implement the Barents transport system strategy. Synthesis included 3 pilots for intermodal transport, 1 pilot for water transport, 1 programme for railway transport, 1 programme for road transport and 2 programmes and 1 project for air transport. After the synthesis the logical frameworks of projects to implement the Strategy were submitted.

After the presentation, Mr Leskinen said that this strategy will fulfil all the needs of the financier. However, he reminded that the partners and associated partners will need also a short executive summary/report with concrete proposals. The report "BF output in a nut shell" is a first draft, but it was agreed that a short version of the Strategy (some pages) shall be prepared with concrete proposals.

Mr Eirik Selmer said that JBTP was quite practical plan with detailed information. Norwegian partners had expectations that BF would take JBTP proposals to even more practical level. Air taxi pilot and the railway pilots with Frisbee model were interesting new information, which will give some concrete proposals for the future steps. However, the Strategy has too much of theory, heavy stressing on the Russian side, which is not enough useful for the Western partners. Final edition of the Strategy would be useful to shorten with accent onto concrete proposals, in order to make it more interesting for authorities and politicians. Ms Tuija Maanoja and Mr Hannu Heikkinen agreed with this proposal.

Mr Bo-Erik Ekblom said that one aim of the BF project was to impact the work of JBTP and BEATA. At the moment he is not sure if the BF achieves this. Mr Leskinen also agreed the previous views. The current Strategy report might be used as a background study in this Project. Now efforts should be concentrated to make an executive summary, including more practical and orientated to the target group of politicians, so the people without transport expertise would be interested. Mr Selmer proposed, that outputs of Frisbee model and potential of the instrument for decision making would be highlighted in the executive summary.

Mr Hyvärinen promised to be concentrated at developing the executive summary. It is also necessary to agree what kind of transport network alternative (a scenario) will be selected for the last run of the Frisbee model for forecast - 2030. One proposal is to include NDPTL transport network to the Frisbee model as an ideal network for 2030. Mr Leskinen assumed that NDPTL has a plan to develop the transport network, but Ms Maanoja informed that this matter has not been preceded.

Mr Hyvärinen informed the transport forecasts of the railway pilot projects include a small annual increase of the transport volumes.

Mr Martynov told that the Russian railways reported of decreasing freight flows.

Mr Roman Gokkoev was interested if the BF transport strategy will have impact onto the national levels.

Mr Marius Chrmer also wished that consultant would prepare the summary to present the Strategy linked with JBTP to politicians.

Ms. Elena Svatkova expressed doubts concerning prioritization the target group of politicians. Experience of implementing strategies tells that, first of all, the proposals of the Strategy shall be presented to the target group of transport business, because practical implementing strategies is



fulfilled with business is motivated for this. Taking into consideration that transport business was not involved into the Strategy developing may mean a certain risks (of non-practicality) to the Strategy. The risks shall be eliminated with presenting the Strategy output to business firstly, and then – to politicians. One more target group is public. The different groups of stakeholders shall be informed with different addressed summaries of the Strategy.

### **Results of the “Barents planned projects” enquiry 2013**

Mr Hyvärinen presented the analysis of the “Barents planned projects” enquiry 2013 results as a cross-checking against the Barents Transport Strategy draft. The conclusions are the following: The plans of activities to develop transport infrastructures in the Barents Region in general correspond the Strategy recommendation of necessity to pay prioritised attention to improve existing infrastructure assets before to build new ones.

Almost all activities are planned within administrative borders of the territories and within transport modes. Lack of trans-border, interregional and intermodal activity means that this kind of projects shall be useful to accelerate a system effect.

Activity of non-infrastructure nature is very weak. It means that projects aimed to coordination of planning, harmonising standards, joint researches, supporting information resources (similar to ROADDEX) are needed.

The Strategy draft also heavily proposes projects of the kind necessary to develop a system effect of transport.

### **Presentation of the draft executive summary of the Barents Freeway- project**

Mr Hyvärinen presented the draft executive summary of the BF project. The task was to discuss which results should be presented in the executive summary report and how. The following comments received:

- Ms. Alapeteri: The list of the partners should be checked to avoid mistakes in names and titles of organizations
- Mr. Heikkinen: The recommendations for the next steps e.g. concerning necessity in further studies and pilots should be added to the report
- Mr Martynov: When modelling some projects on the Russian side shall be reflected (namely, the Belkomur railway), some restrictions taken into consideration (namely, the Belomorsk – Obozersk railway section).
- Mr Hyvärinen: Modelling is based on scenarios. One of the scenarios is answering the questions:
  - How the freight flows will be distributed in 2030 if the Barents infrastructure will be like today (incl. current condition of the Northern Sea Route)
  - How the situation will be changed with 4 pilot railway alternatives (4 separate scenarios)
  - What impact of the flows will be made with more activity on the Northern Sea Route with impacts of the climate changes (if no ice-breakers will be needed due to climate warming).
- Mr Leskinen: The proposal to replace the sentence “Consultant proposes” with “the Steering Group proposes”.

### **Railway pilot study report check-ups**

#### **Railway pilot study report presentations, discussion, changes and possible approval**

Mr Hyvärinen presented the check-ups for the Salla–Kandalaksha railway pilot study. Few comments have been received and they have been considered. Mr Hyvärinen went through the changes in the report and updated recommendations. Proposed changes were accepted.



Ms. Svatkova suggested that the proposals of the railway pilots could be added into the Plan of pilot projects of the Transport Strategy draft.

Mr Hyvärinen presented the check-ups for the Nikel–Kirkenes railway pilot study.

The 2 railway pilot studies were translated into the Russian and submitted to the Russian October railways and Russian Railway Administration's St. Petersburg office. They both have sent the studies also to their headquarters in Moscow. They had possibility to comment the reports during the summer. However, no comments were received.

Mr Selmer reminded that the potential comments of the Russian partners would be interesting information. He hoped to receive more information about the recommendations of these pilots.

Mr Heikkinen proposed that Kemijärvi–Kirkenes–Nikel should be one of the new future scenarios. The proposal was approved.

Mr Martynov told that the railway system reformation is on-going in Russia, which shall be taken into consideration.

Mr Hyvärinen explained the Frisbee model characteristics and assumptions for the railway infrastructure and rolling stock capacity.

Mr Hyvärinen presented the check-ups for the Rovaniemi–Kemijärvi–Kirkenes railway pilot study. Few comments have been received and they have been considered. Mr Hyvärinen went through the changes in the report and updated recommendations.

Mr Selmer proposed to make a map where both Kemijärvi–Kirkenes and Nikel–Kirkenes projects would be presented together. Both projects should be analysed separately, but also the potential of the combination of these railway projects is useful to discuss. The new railway connection e.g. between Finland and Norway needs a political discussions and agreement between both countries. Due to needs of the economic calculations, it was earlier agreed that all four railway pilot projects have the same implementing timetable in this project.

Mr Leskinen said that there are two alternatives in the both ends of this railway. There have been questions that if other alternatives had been chosen for analysis, would the results be different.

Mr Hyvärinen promised to discuss the issue with the model expert and inform of the results in the report.

Mr Hyvärinen presented the check-ups for the Kolari–Svappavaara railway pilot study. Few comments have been received and they have been considered.

Mr Hyvärinen went through the changes in the report and updated recommendations. The Lead Partner got comments about the results from Mr Krister Palo from Swedish Trafikverket. Proposed changes are under examination and will be reflected in the final version of the report.

Mr Heikkinen reminded that the most important matter is to develop existing infrastructure. Therefore it would be important to make recommendations how to solve the bottlenecks of the existing transport infrastructure. Mr Hyvärinen told that the scenario 0+2030 have only existing infrastructure in order to highlight probable bottlenecks.

"Mr Bo-Erik Ekblom reminded that today it has been emphasised the needs for more concrete results and recommendations. Therefore the cooperation with the road and railway network should be lifted up. For instance road of the Vartius connection is in bad conditions, but it has existing railway connection. Salla–Kandalaksha connection has existing road connection and might have even a railway connection in the future. Mr Ekblom proposed that these combined corridors (road and railway) should be prioritized in the Barents Region Transport Strategy. Mr Heikkinen agreed the proposal."



Mr Martynov informed of new Russian regulations concerning "cooperation" between road and railway modes when transportation too heavy freight will be allowed by railways only.

Mr Afonichkin informed about the situation with railway infrastructure developing on access to the Murmansk transport node.

### **Wednesday 27.8.**

Mr Jorma Leskinen opened the meeting at 10:10 am. It was agreed that the preliminary agenda will be changed; first item of today will be the equipment provision, second item the final results, conclusions and recommendations of the BF transport strategy and third item the preparations for the final seminar and BEATA-meeting in Rovaniemi.

#### **The equipment provision for the Russian side, agreements, preparation of tenders, agreed steps of provision**

Mr Juha Hyvärinen informed of the equipment provision, implementing together with the partners. The status of the equipment implementation is the following.

- Contracts for the 10 single (autonomous power supply) road light poles and one video monitoring unit (with autonomous power supply) are under signing.
- The tender documents are in process for the cable road barriers (around 400 m length both sides along the Arkhangelsk-Onega road) are in process of preparation to issue soon.
- The mobile traffic counters are the next item of tender.

Ms Evgenia Rybak informed of some technical details of the equipment provision.

Mr Eirik Selmer proposed to provide more information and pictures about the provided equipment in the Rovaniemi seminar.

Ms Ulla Alapeteri informed that the tender documents for the energy generators for lightning and video fixation were approved and the first payment is in process from Lapland ELY to the Russian side.

Comments from the Russian practice: Autonomous energy generators are very energy effective, but the following aspects shall be taken into consideration: the accumulator is a weak component during winter. January is the most critical month due to lack of sun light and usually mild winds.

Mr. Antonov recommended yellow light of the lightning after the practice of usage the autonomous lighting at the Russian federal road "Kola" (S-Petersburg – Murmansk).

Mr Hyvärinen explained benefits of cable barriers to separate traffic directions at sections of potential accident risk in the Nordic countries. The practice has good effect. The cables barriers absorb crash energy far better than the traditional rigid barriers.

Mr. Leskinen informed that road sections with cable barriers are easier to manage with snow removing as snow does not accumulated on shoulders going through the barriers.

The BF Project cooperates with the project "Safer road for users" in relation to safety issues of road infrastructure.

#### **Final results, conclusions and recommendations of the BF transport strategy**

Mr Martti Miettinen presented tasks of cooperation between BF and JBTP projects. New updated plan of BEATA will be published on September 2015. It is important to combine BF to other projects in the Barents region. The NDPTL have also resources for different studies, which should be considered. The BF Project concentrated on few routes, but in the final report other important corridors as well as



aviation need to be considered. The problem in the Barents region is that besides BEATA there is not any powerful organisation with resources to promote the projects of common interest.

The following issues were discussed in relation to different transport corridors:

- Petrozavodsk–Wärtsilä–Joensuu. It was proposed that Petrozavodsk–Wärtsilä–Joensuu and continuation to Kainuu and Oulu, should be added to the list of important corridors. Karelia is important part of the Barents Region and this corridor includes both road and railway connection. Mr Roman Gokkoev informed that a bus connection exists between Joensuu and Petrozavodsk and several railway improvements have been implemented. The proposal was approved.
- Oulu–Vartius–Arkhangelsk. Mr Heikkinen informed of an on-going study about the container transport potential via the Vartius, which is an important connection between Finland and Russia, and it is also a part of the Northern Axis and NDPTL transport network. This connection will be one of the important corridors for the future potential of the Barents Region.
- Salla–Kandalaksha. The corridor was studied also within the BF Project and the assessment show the railway link might be economically viable in the future. The road connection will be in acceptable condition in the near future. Sokli is a potential mine deposit on the Finnish side, which would require improvement of the existing railway Kemijärvi–Kellosele. This would improve economy of the Salla–Kandalaksha railway.
- Nikel–Kirkenes. The corridor was studied in the BF Project and assessment shows the railway might be economically viable in the future. The road connection has been improved, but needs more improvement in the future. This corridor is important on the regional level. An important bottleneck is the border crossing. This corridor includes also the Murmansk – Raja-Jooseppi – Ivalo connection. Combination of Nikel–Kirkenes and Kemijärvi–Kirkenes corridors need to be studied in the future.
- Rovaniemi/Kemijärvi–Kirkenes. The corridor was studied also in the BF project and the assessment shows the railway might be economically viable in the future. The Finnish and Norwegian road authorities have joint and coordinated plans to develop the road connections in the near future.
- The road corridor E6 in Norway. E6 is a priority for the regional authorities of the Northern Norway.
- Haparanda/Tornio–Tromsø. Road E8 is not a part of the TEN-T network, even if the traffic volumes are quite high to compare with other border crossings between Finland and Norway. The Finnish and Norwegian road authorities have joint plans to develop the road connections in the near future. This corridor includes also a road connection Karesuando–Alta.
- Kolari–Skibotn railway connection was not part of the JBTP improved corridors. Due the development of the Kolari–Svappavaara railway was not included to the 10 year plan of the Swedish Transport Administration, it was agreed that Barents Freeway project proposes that the Kolari–Skibotn railway will be included to the studied railways projects.
- Kolari–Svappavaara. The connection was studied also in the BF project and the assessment shows the railway might be economically viable in the future. Nevertheless the Swedish Transport Administration did not include the development of the railway for their 10 year plan.
- Luleå–Narvik. The railway is very important for the Swedish mining industry and Norwegian fish industry. Due the lack of capacity the railway needs a double track. This railway is not prioritized in the national plans of the Swedish Transport Administration, but needs of the railway have been considered both in Sweden and Norway on the national level. Due the needs of the mining industry, railway transport is losing competitiveness among the other industries and passenger traffic, while the competitiveness of the road transport is increasing.
- Skellefteå–Bodø. The road E12 is important for the regional economy and needs improving.
- The Bothnian corridor connects the northern transport corridors to the southern capitals and transport corridors. The Bothnian corridor is part of the TEN-T core network. Several studies have been made in the EU funded Bothnian Green Logistics Corridor-project. The main bottleneck is



the railway border crossing between Finland and Sweden due the different width of tracks and missing electrification on the Finnish side. The border crossings between Finland and Sweden were not included into JBTP, because the cooperation and social intercourse is so developed, that they don't need own corridors.

- The Northern Maritime corridor; this corridor has been studied in several projects during the last decade. Development of the ports and their hinterland connections, especially the road connections shall be prioritized. The corridor has good transport potential especially in oil & gas industry and fish industry.
- Development of the Northern Sea Route (NSR) has different importance for different Barents countries. It is important for Russia and for Finland (in case of railway links to the Barents Sea). According to the Norwegian studies of container transport, the NSR will probably not have great impact on the ports of the northern Norway. It is very likely that due the logistical costs and effectiveness, the ships will not stop in the small ports of the northern Norway.
- There is some competition between different transport modes, because e.g. investments to road connections might decrease the competitiveness of the railway connection and vice versa. In the Frisbee model the changes between different transport modes in different scenarios can be analysed and have partly been done in the forecasts.
- Ms Elena Svatkova reminded that in some transit corridors freight flows might dominate in one direction only, which increases costs of transit and attractiveness of the corridors to consignors. The challenge is to balance the flows. The way of balancing is to consider the route similar to public transport route with origin and destination points for transit flows and intermediate stops for non-transit flows incoming/out coming. It means the stops along a transit route will need intermodal terminals with distributive functions.
- Mr Selmer said that after the BF project, it would be interested to analyse different road transport scenarios with the Frisbee model.  
Mr Hyvärinen: The forecast-2030 will give answers also for the road sector, but more detail analysis can be done after BF, when needed. The analyses done with the Frisbee model include forecasts for the road network, they are shown with maps, but the lines for road flows are very thin compared with the railway flows. One of the reason - the strategic forecasts considers long distance transportation (interregional) on the road network and ignore local traffic.
- Mr Poljakov presented the NGO Strategic Partnership the North-West and its activity. The aim of the organization is to develop a discussion platform for business and authorities and look for grounds for partnership to develop the North-West Federal Area of Russia. The NGO has two major projects: the Euro-Asian development belt - transport flows between Asia and Europe; the development of the regional aviation. The promotion of the projects – the task of joint working groups. One of the goals is to develop even new small aircrafts suitable for the northern aviation.

#### **Preparations for Rovaniemi final seminar 23.9 and BEATA -meeting on 24.9.2014**

Ms Ulla Alapeteri told that the seminar and meeting venue - the Hotel Santa Claus. The invitations will be sent next week. During the date there will be the last BF Steering group meeting and after that a Barents regional T&L working group meeting. Partners and Associated partners of BF as well as the expert group of North-West association are invited to the seminar on 23<sup>rd</sup>.

Ms Maanoja told that at the BEATA meeting September 24<sup>th</sup> the Finnish Transport Ministry will present their first proposals how to continue the JBTP work. The results of the further work will be presented in September, 2015.

Ms Alapeteri informed the partners that the reporting period of the BF Project includes October 2013–September 2014. She will send more information about the needed matters after this meeting.

Mr Jorma Leskinen closed the meeting.