



Conference Report

9th Barents Parliamentary Conference

16–18 September 2019, Haparanda, Sweden

Table of Contents

Theme: Connecting the Barents region – infrastructure for a sustainable future	5
Seminar 1 – The Joint Barents Transport Plan, cross-border cooperation and coordination	8
Seminar 2 – Transport, trade and economic development in the Barents region	12
Seminar 3 – Green transport and sustainable solutions for the future	14
Seminar 4 – Public transport, mobility and people-to-people contacts in the Barents region	16
Seminar 5 – Digital mobility and connectivity, the need for intelligent transportation systems and automation.....	19
Closing session and a presentation on road safety and vision zero	22
RESOLUTION of the 9th Barents Parliamentary Conference 17–18 September, Haparanda, Sweden	25
Programme	30
List of Participants	35

Theme: Connecting the Barents region – infrastructure for a sustainable future

16 SEPTEMBER 2019

IKEA study visit

An optional study visit to the IKEA store in Haparanda/Tornio was organised upon arrival in Haparanda on 16 September. Local marketing manager **Mr Henrik Eneros** gave a presentation of the background to locating the IKEA store in Haparanda. The former owner of the IKEA company, Mr Ingvar Kamprad, was devoted to the idea, together with local political representatives. The larger city of Luleå might have been seen as a more natural choice for the IKEA store, but the proximity to Finland and the Swedish-Finnish bilingual character of Haparanda was a major advantage. Haparanda was also believed to have the capacity to attract customers from Norway, including Swedish customers from the region. The Haparanda store opened in 2006, but already in 2007 it was necessary to enlarge the facilities in order to meet the interest of the customers. IKEA Haparanda now has more than one million visitors per year, and the number of employees has risen from 140 in 2006 to 250 in 2019. Local work with sustainability issues focuses on social aspects such as support to children and recently arrived refugee families etc. There were several questions to Henrik Eneros from the participants. The issue of quality assurance was discussed and to what extent IKEA as a company should recommend other entrepreneurs for the installation of IKEA products. According to IKEA, the company should have a close dialogue with customers, although it is difficult to give quality assurance for other actors. IKEA's production of goods in other countries and the issue of online shopping were also discussed. According to Henrik Eneros, IKEA always strives for a sustainable use of raw materials. Online shopping also has a clear potential to facilitate shopping for customers in the region. Due to the long distances to the store, it is crucial to be able to guarantee the delivery of the requested products at the time of the customer's arrival.

Visit at Haparanda railway station

The Norrbotten County Governor **Mr Björn O. Nilsson** welcomed the participants in the conference, underlining that Haparanda is the right place to be for a conference like this. The inhabitants of the region have long been accustomed to cross-border contacts and trade. Until 1809, the Tornio River was a unifying link between the eastern and western parts of the same country. Since then, Haparanda has kept some of its properties as a link between east

and west. Further development of the border is needed, however, as well as even stronger cooperation in the Barents region as a whole.

The City Mayor **Mr Sven Tornberg** also welcomed the participants and gave a brief history of the city of Haparanda. Originally, the Swedish authorities planned for the location of the new city further north along the Tornio River. The inhabitants of the region, however, preferred the present location since this was the traditional connecting hub between Sweden and Finland. In 1842, the city was therefore moved to its current location. The railway station was built in 1917, reflecting great expectations regarding increased trade between Sweden and Russia. The railway bridge constitutes a technical solution to the problem of having different rail standards in Finland and Sweden. Since 1992, there are no longer any passenger rail services across the bridge. Mr Sven Tornberg strongly underlined the urgent need to overcome the remaining obstacles to once again being able to cross the border with seamless passenger rail transport. Among other things, the railway needs to be electrified, the two countries need to come to an agreement, the owner structure of the operating companies needs to be clarified and the railway station modernised.

The presentations were followed by a reception hosted by Mr Björn O. Nilsson. The Barents conference drafting committee was later convened at Haparanda stadshotell, where the Speaker of the Riksdag, Dr Andreas Norlén, also hosted a dinner for conference participants and invited guests.

17 SEPTEMBER 2019

Opening of the conference

The Chair **Mr Mattias Karlsson**, Sweden, and Vice Chair **Ms Olga Epifanova**, Russian Federation, welcomed the participants in the 9th Barents Parliamentary Conference and gave the word to **the Speaker of the Riksdag, Dr Andreas Norlén**. In his opening address, the Speaker expressed his gratitude for having the opportunity to get acquainted with the city of Haparanda and matters related to the common interests of the Barents region. The peoples of the region share many opportunities and natural resources, including minerals, energy resources and a spectacular landscape and climate. The appropriate stewardship of these assets calls upon the need for cooperation at the national, regional and local level. The Speaker further underlined the importance of democracy and human rights. The democratic structure and development of society should never be taken for granted. The current centenary celebration of equal suffrage in Sweden illustrates the importance of active and dedicated citizens in enabling democratic development. All of us matter! The Swedish chairmanship of the Barents Euro-Arctic Council has given special attention to the sustainable development goals and youth issues. An efficient infrastructure is important to democracy and sustainable development. Infrastructure is also a prerequisite in strengthening personal contacts and the development of jobs. Such efforts might make areas grow together, similar to the way the



Foto: Pär Bäckström

Swedish island Kataja and the Finnish island Inakari have physically grown together due to the continuous land rise of the region since the border was established in 1809.

The Norrbotten County Governor **Mr Björn O. Nilsson** started his presentation with some statistics about the region. Twenty-five per cent of the area of Sweden belongs to Norrbotten County, but just 2.5 per cent of the population of Sweden. However, the region generates 50 per cent of Swedish exports of raw materials, primarily due to the mining and steel industry and the forestry sector. The situation was radically different 50 years ago. The region's industry was not competitive and grants were given to attract people to move to the area. Political initiatives for the county were also dominated by the giving of grants and subsidies. The legendary former governor Mr Ragnar Lassinanti became, to some extent, a symbol of this strategy, but he also promoted literature and cultural initiatives in the region, including the establishment of the Luleå Institute of Technology in 1971. The institution has since grown to gain the status of Luleå Technical University (LTU). The University is one of the most important reasons why now, 50 years later, Norrbotten County is one of the more prosperous in Sweden. The unemployment rate is the third lowest among Swedish regions and the industrial structure is much more diverse than it was previously. LTU has, in many ways, been key to this development, acting as a catalyst for the commercialisation of digital solutions and new

industrial technology. However, several challenges still need attention. The proportion of the elderly population is increasing, leading to new challenges for the healthcare sector. In some sectors there are shortages of qualified staff. One solution to this problem may be investments in transport infrastructure. The railway network should be modernised and dredging of some waterways is necessary to allow for more efficient sea routes. Cooperation on the Barents regional scale also needs to be intensified.

The Deputy Chairperson of the Finnmark Regional Council, **Mr Tarjei Jensen Bech** took up three themes in his speech: the uniqueness of the Barents region, the importance of transport as a means of strengthening regional cooperation and cross-border relations, and the special needs and importance of youth. The Finnmark region is, like the rest of the Barents area, sparsely populated, but Finnmark is also the home of the majority of the Sami people in Norway. Despite the cold climate, Finnmark is characterised by warm relations and regional cooperation across borders. Transport and infrastructure is a priority area for Finnmark County and Mr Tarjei Jensen Bech recalled the Syktyvkar Declaration from September 2018, in which all the members of the Barents Regional Council endorsed the work done on the Joint Barents Transport Plan and encouraged national authorities to strengthen their commitments. Mr Jensen Bech further stressed the importance of continuing efforts to establish visa-free travel in the region. He mentioned the Murmansk summer games as a good example of how cross-border contacts between young people could be beneficial for the region. The implementation of intelligent transport systems (ITS) may simplify this process, including the improvement of safety and green freight transport. ITS, efficient transport infrastructure and visa-free regimes are also examples of measures that may reduce the outflow of young people from the region. Environmental measures are also specifically important for the Barents region, since climate change and pollution affect the region more severely than elsewhere.

Seminar 1 – The Joint Barents Transport Plan, cross-border cooperation and coordination

The Chair **Mr Pyy Niemi**, MP, Sweden, and **Ms Olga Epifanova**, MP, Russian Federation, welcomed State Secretary to the Swedish Minister for Infrastructure, **Mr Mattias Landgren**. Mr Landgren recalled the commitment of the Swedish Government to work to establish a “fossil-free” transport sector by 2030. Two initiatives are especially important in this respect, the national transport plan for the period 2018-29 and the Swedish Government’s national freight transport strategy. The national transport plan includes infrastructure investments of EUR 70 billion in all transport modes. Railway investments will increase by 42 per cent compared to the previous plan, and railway maintenance investments by 47 per cent. Major investments will be made in the rail

system in northern Sweden, including the North Bothnian Line and passenger rail transport between Sweden and Finland. A unified national ticket system will be introduced and the goal is to make travel by rail easily accessible to all citizens. The road transport infrastructure will also be strengthened in order to improve heavy-vehicle freight transport. The northern road network will be improved regarding frost-protection measures, and more roads and bridges will be upgraded to support heavy vehicles, obtaining to “BK4 classification”. Sweden will also strengthen cooperation with Norway for investments in the Ofoten railway between Kiruna and Narvik. Swedish transport policy also aims to simplify substitution of road transport with shipping. Investments in different transport modes should be guided by the need to reduce climate impact and to take into consideration the UN 2030 sustainable development goals. This is also highlighted by the recent declaration from the ministerial meeting of the ministers of transport in Umeå. The Umeå meeting further declared in its conclusions that various transport systems and infrastructure should meet the needs of both men and women. Mr Landgren maintained that the Joint Barents Transport Plan is a unique source of information for the Barents transport system. Mr Landgren said that the transport ministers at the Umeå meeting expressed their gratitude for the Joint Barents Transport Plan and asked for further studies within the framework of the plan on e.g. freight flow data and information exchange on transport infrastructure. The plan is also a valuable platform for regional dialogue. Mr Landgren also underlined the importance of working with road safety. Traffic accidents are today the major cause of death among children and young people in the world. Sweden has a national goal to reduce by half the number of fatal traffic accidents by 2020 compared to 2007. Road safety is a particularly important subject in the Barents region, considering the cold climate. Following a request from the UN General Assembly, Sweden will host the third world conference on road safety on 19-20 February 2020. The conference is a cooperative venture between the WHO and Sweden, and is expected to attract participants from at least 80 countries.

Mr Jussi Houtari, representing the Barents Regional Group on Transport and Logistics (BRTL), started his presentation by recalling the division of work within Barents cooperation between the regional and the state level. The regional level is important both for “policy-making” and “policy-shaping”. The BRTL was established in 2010, and a special project has been established since January this year to implement and complete the Joint Barents Transport Plan (JBTP) and serve as a platform for dialogue between different actors. There are 13 different partners within the project, from all Barents states: 4 FI, 2 SE, 4 NO, 3 RU and the regional council of the Kainuu province is also part of the project. Sweden is coordinating the project together with the Norwegian institution ITS. Another important objective is to explore in greater detail what it means for the Barents regional transport system to act in accordance with the principles of the UN sustainable development goals. What are the trans-

port needs of the region's industrial sector and how can differences between different regions be addressed? Mr Houtari highlighted, for example, the difficulties in gaining access to alternative fuels and electric recharging stations in some regions compared to more densely populated areas.

The Chair then welcomed **Ms Olga Epifanova**, Deputy Chair of the Russian State Duma. Ms Epifanova informed the participants about the existence of a special committee in the State Duma charged with regional development, the Committee of Arctic Development. Use of natural resources is a priority issue, and the transport system in the Murmansk and Arctic regions therefore needs to be improved. The ambition is to develop a more integrated and efficient transport system where, for instance, the northern Arctic sea route is able to carry greater amounts of goods in the future. The sea route is already operating some 20 million tons of goods per year, and according to plans, this number may increase to 30 million tons by 2024, and possibly to more than 80 million in the future. The performance of the transport system will, according to plans, be improved by, among other things, new investments in ice-breaking vessels, new airlines and railways. This development requires an appropriate balance between the needs of different parties, and Barents cooperation will contribute with positive contributions in this respect.

The Chair further welcomed the Director of the Northern Dimension Partnership on Transport and Logistics (NDPTL) **Mr Oddgeir Danielsen** who highlighted the abundant resources of the Arctic region, notably energy, minerals and fisheries. Due to the consequences of climate change, biological marine resources can be expected to move further north, and other kinds of food production and agriculture may be necessary. The opening of the northern sea route may also radically change global transport patterns, including new transport routes to China and East Asia. This development may, according to Mr Danielsen, include the use of new transport techniques such as autonomous ships and drones. The use of carbon capture and storage techniques (CCS) in combination with the production of hydrogen gas from fossil natural gas may also be a possible opportunity to use available fossil fuels without threatening the integrity of the global climate.

The Chair **Mr Pyy Niemi** then thanked all the speakers and opened the floor for questions and comments. **Ms Valentina Pivnenko** from the Russian Federation underlined in her comment the growing importance of the northern sea route. According to Ms Pivnenko, it is of vital importance that we further improve logistics along the northern sea route. The Swedish MP **Mr Birger Lahti** further asked State Secretary **Mr Mattias Landgren** if there were any plans to include a link from Svappavaara in Sweden to Kolari in Finland in the national transport plan. Mr Landgren welcomed the question and underlined the importance of different interests presenting their views in the ongoing planning process for the national transport plan. The final outcome of this is, however, always a result of the contribution and interests of all the different stakeholders. The Chair **Mr Pyy Niemi** asked State Secretary Landgren to further elaborate on the need to consider gender equality in work

with the national transport plan. Mr **Pyry Niemi** also asked Mr Houtari to elaborate, if possible, on the sustainable development challenges in the Kainuu region related to the region's transport solutions. Mr Niemi also asked Mr **Danielsen** to clarify his views on the possible role of hydrogen gas as a key element of future transport policy of the region. Mr Landgren underlined the fact that gender equality is of utmost importance for the Swedish Government. Gender equality is also of specific importance in shaping transport policy since men and women tend to have different preferences in the sense that women more frequently prefer public transport systems compared to private cars. This should be taken into consideration in the next national transport plan. Mr Houtari recalled the negative demographic development in the region. Public transport has, for instance, not the same potential as in more densely populated regions, making it necessary to develop local models for the development of transport infrastructure. Mr Danielsen further highlighted the importance of first of all considering emissions instead of the origin of fuels. Hydrogen gas can technically be produced from fossil fuels without emissions to the atmosphere of carbon dioxide. The Chair, Mr Pyry Niemi, further asked the speakers about the most important factor for enhancing cross-border cooperation. Mr Landgren firstly underlined the importance of different actors getting together during the present Barents conference. This was also echoed by Mr Houtari who agreed on the importance of joint discussions where, for instance, local needs can be addressed such as the connectivity of the Salla region with the rest of the area. Mr Danielsen, in turn, underlined the importance of improving technical systems allowing seamless crossing of national borders in the region.



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Seminar 2 – Transport, trade and economic development in the Barents region

The Chair **Mr Mikko Kärnä**, MP of the Finnish Parliament (Eduskunta) opened the seminar with a short reminder of the crucial nature of efficient transport systems for the Barents region. Development of the transport system should involve new technical solutions such as broadband investments, electronic communication, safe roads and descent flight connection. Transport has traditionally been directed towards the development of north-south connections, but investments in east-west connections are lagging behind. Mr Kärnä also underlined the need for policy-makers to ask for advice from the present experts. Policy-makers are in need of good ideas and new perspectives. Vice Chair Mr Thomas Morell, member of the Committee on Transport and Communications of the Swedish Parliament (Riksdag) presented himself, and then the Chair gave the floor to **Ms Linda Nilsson**, CEO of the Norrbotten Chamber of Commerce. In her presentation Ms Nilsson informed the participants that the Norrbotten Chamber of Commerce is one of 11 chambers of commerce in Sweden. Norrbotten County has 251,000 inhabitants, yet the County is responsible for 90 per cent of all production of iron ore in the EU. 65 per cent of exports of raw materials from Sweden come from the Norrbotten area. 50 per cent of the total tonnage of goods transported in Sweden is transported via the Ofoten railway “Malmbanan” in Norrbotten. The Lule River’s hydropower in Norrbotten produces 25 per cent of all hydropower in Sweden. Norrbotten also hosts major testing areas such as the Esrange Space Centre and the car-testing area in Arjeplog with an economic turnover of about SEK 1.5 billion per year. The Markbygden windpower area is also a huge project and when completed, it will be responsible for 8 per cent of Sweden’s energy production. Tourism is also of growing importance, and in 2018, the turnover of the tourist industry in the Swedish Lapland area was SEK 7.1 billion. The data centre industry, such as the Facebook centre is also growing. One asset in this respect is the cold-climate itself. The car-testing industry and the production of different components and tyres for the car industry will be important for the future of the region. The space and aviation industries are also important. ESA, NASA, BOEING and Airbus are present. This, together with the raw-material extraction industry, biomass and renewable energy production, the healthcare industry, the 5G telecommunication industry, fisheries and aquaculture, and so forth form the basis for a sustainable industrial development in the region. The universities in the Barents region also have growing cooperation regarding, among other things, the sustainable use of natural resources. The Norrbotten Chamber of Commerce also looks forward to the strengthening of the infrastructure connecting the Barents region with the rest of Europe, as well as future plans for a new “silk-road” to China.

The Chair welcomed the Chairman of the Council of Deputies of the Nenets Autonomous District of the Russian Federation, **Mr Alexandr Lutovinov**. Mr

Lutovinov started his presentation with some information about the Nenets autonomous district. It is a part of the European part of the Russian Federation, and home to the indigenous Nenets people. It has a stable population and a growing GDP. The Nenets district has important resources in terms of gas, oil, minerals, fish, wildlife and a good basis for the tourism industry. Transports are poor, however. There are no all-year round reliable transport lines, but several projects are under way to improve the situation. In the meantime, mainly winter ways and air traffic are used. The central government provides substantial support and tax-reduction subsidies, including subsidies for food supply and projects to increase food production. The indigenous population is encouraged to settle permanently on certain land plots, and companies are invited to set up business and to explore the natural resources. There are also some signs of upcoming problems and challenges, such as fish disappearing from the coastline, migrating to colder waters.

The Chair further welcomed **Mr Eirik Sivertsen**, MP in the Norwegian Parliament, representing Nordland County. Mr Sivertsen underlined the urgent need for high-quality infrastructure in the region, and stated that the JBTP will be very useful in the future. There is a need for new kinds of solutions, of which the common Swedish/Finnish coach and train station in Haparanda is an interesting example. In general, rail transport has a special role to play in the Barents region. This is especially true if combined with good harbours. The bold proposal of a connection between Rovaniemi and Kirkenes is one example of this kind, as well as the Tromsø–Fauske railway in Norway. The Ofoten railway between Sweden and Norway also needs to be upgraded to double-track and a better stability. Infrastructure is, however, only a tool, and people should be at the heart of all development. Social sustainability aspects are crucial, and infrastructure may help to close gaps between different parts of a country, or in the region. The environmental problems also need to be addressed, such as the high rate of species extinction and global warming. The temperature rise may be especially high in the Barents region, and according to some models, the temperature may rise by 6-8 degrees in the future. Dramatic cuts in CO₂ emissions are needed, involving the use of carbon-neutral solutions. There is still time to reverse developments.

At the following debate, the Swedish MP **Ms Ann-Britt Åsebol** thanked the speakers for their various requests for political leadership and she also had a more specific question for **Ms Linda Nilsson** from the Norrbotten Chamber of Commerce about what cooperation the Chamber had with its counterparts in other countries. Ms Nilsson said that the Chamber cooperated on a daily basis with its counterparts in Norway and Finland. National cooperation is, for instance, directed towards the improvement of ports, the Ofoten line and the northern railway line Norrbottniabanan between Luleå and Finland. The Chamber assesses that Sweden loses about SEK 1.72 billion every year as long as the Norrbottnia line is not built. **Ms Aili Keskitalo** from the Sami Parliament in Norway continued the discussion with a question to Mr Sivertsen

about the expansion of the railway network. According to Ms Keskitalo, the Sami people have problems in influencing this development and dealing with these plans. Mr Sivertsen confirmed that there are conflicts and differentiated interests in connection with land-use issues. Common solutions are needed, but the responsibility for this lies upon national governments.

Seminar 3 – Green transport and sustainable solutions for the future

The Chair **Mr Stein Erik Lauvås**, MP Norway, and Vice Chair **Ms Linda Ylivainio**, MP Sweden, welcomed **Mr Jaakko Ylinampa** Director General of the Finnish Lapland's Centre for Economic Development, Transport and the Environment. Mr Ylinampa brought to mind the fact that this year, 20 million tons of goods have already been transported via the northern sea route, and the growth is fast. There is information that about 200-300 ice-breaking vessels have been ordered, which indicates the enormous expectations regarding this sea route in the future. Mr Ylinampa, however, underlined the major challenges in the region such as the harsh climate, poor roads with low carrying capacity, low volumes of goods, long distances and sometimes less experienced drivers from areas outside the region. The environment is also a challenge, where the environmental profile can either be improved by increased energy efficiency in vehicles by optimising the load of the vehicles or converting the vehicles to biofuels. The JBTP is providing a common view on the way forward for investments in transport infrastructure in the region. The main drivers for the increase in the volume of transports in the region are tourism, mining, heavy industry plants and energy production plants such as wind turbine parks. The Aurora Borealis project and the test section on road E8 is an example of how emissions may be reduced from heavy vehicles by optimising driving, driving together, applying self-driving vehicles etc. However, for instance GPS signals need to be adapted to avoid a situation where all vehicles drive on the same track and hence damage the roads. It might also be very difficult for small vehicles to double these long vehicles when driving in coordinated lines. There may also be opportunities to, for example, use penetrating radar to find the areas where road damage is most frequent. Mr Ylinampa also recommended the removal of local bottleneck obstacles in the transport systems. Vice Chair Ms Linda Ylivainio then welcomed the President of the Sami Parliamentary Council, **Mr Per-Olof Nutti**. Mr Nutti reminded the conference about the fact that the Sami people have lived in the region since ancient times. The Sami people strive for respectful relations with all people and work to heal the earth. Indigenous people are today almost equal partners, and have taken their share of our common burden. The Nordic Governments have, together with the Sami Parliaments, negotiated a new legal framework proposal on how the rights of the Sami people should be protected. The proposal is



Foto: Pär Bäckström

still under consideration and the Sami Parliaments consider the Nordic Sami convention to be an important document in securing the rights of the Sami people. Reconciliation is an important aspect in properly addressing the long-standing inequality between the states and the Sami people. In Norway, the process is under way, and there are positive signs from the Swedish side. There are also positive signs from the Russian side on a similar process with the Nenets. During the Nordic discussions, the topic of the planned railway to the Arctic Sea came up. The Sami Parliament in Finland strongly opposes the plans. The railway will, according to the Sami, have a hugely negative impact on reindeer herds and enable further negative developments regarding the situation for the Sami people in the area. Unfortunately, this is an example of a situation that will be more and more frequent in the future, according to Mr Nutti. The governments should take necessary actions to protect the rights of the Sami people. The legal procedure in the Swedish Supreme Court on Sami hunting and fishing rights. The ILO Convention 169 and the Nordic Sami Convention should be adopted, after which real talks can start.

The Chair then opened for comments and questions and gave the word to **Mr Birger Lahti**, MP Sweden. Mr Lahti asked Mr Ylinampa how the ministers of transport are approached to encourage them to progress with the plans for the Bothnian corridor. Mr Ylinampa said that this initiative is discussed at the EU level. Discussions are ongoing and look promising. **Mr Pyry Niemi** then asked Mr Nutti if he has seen any positive effects following the Swedish legislation on minority rights adopted in the year 2000, and further revised in

2010 and 2019? Mr Nutti answered that the Sami are not first of all a minority but indigenous. In that respect, the ILO Convention should first be discussed. Mr Nutti further answered that there have been improvements as Sami questions have been lifted up on a legally more superior level. The consultation law has improved the possibility of participating in hearings. Ms Ann-Britt Åsebol also asked about cooperation between the Sami people in the different Barents countries regarding, for example, the ILO Convention. Mr Nutti replied that the three Nordic Sami Parliaments cooperate in the Sami Parliamentary Council, but the problem is cooperation with the Sami people in the Russian Federation. There are contacts between NGOs across the border, however, and this is how the issue can be taken forward for the moment according to Mr Nutti. **Ms Valentina Pivnenko** MP Russian Federation, further added that the Russian Federation has a list of 45 minority people who cooperate especially regarding living conditions and environmental issues. The central government supports the minority people economically, including support for their traditional way of life. This includes support for schooling of children, native languages and access to higher education. The Sami people are not singled out in this respect. **Ms Aili Keskitalo** commented on the importance of removing obstacles at the borders, which is especially important for the Sami people. According to Ms Keskitalo, the speech of **Mr Tarjei Bech** for instance showed a way to do this applying visa-free regimes etc. **Ms Tiina Samila Aikio** underlined in a comment that Finland has been very close to ratifying the ILO 169 Convention, but has not yet done so. Norway did so in 1990 and other countries are looking at the Nordic countries to see how this matter will be resolved. All the Barents states have also ratified the UN Declaration from 2007. **Mr Ivan Mathrehkin** from the Russian Federation and observer at the Sami Parliamentary Council gave his support to the previous information and asked for a parliament for the indigenous people. He also provided information about the situation of the Sami people in Russia. The state support is needed, but the fishing rights are rarely used. In some villages the population has had to move and there is also a situation where the Sami have received fines for subletting fishing rights. The fines are high and not possible to pay for these individuals.

Seminar 4 – Public transport, mobility and people-to-people contacts in the Barents region

The Chair **Ms Valentina Pivnenko** and Vice Chair **Mr Svein Harberg** welcomed **Mr Joakim Berg**, Project Manager for the Bothnian Corridor collaboration at the company Norrtåg. The Bothnian Corridor project is a collaborative venture between the 7 northernmost regions in Sweden. The project aims at an optimisation of the Swedish railway system nationally, in view to

also influencing other actors at the EU and the international level. The development of the railway system is driven, primarily, by the commercial and industrial development already taking place in the region and not as a means to support those sectors. The company Norrtåg has seven lines, transporting 1.5 million passengers after only 9 years of operation. Daytime passenger traffic opened up in 2010 after being cancelled in the region for many years. There is passenger traffic connecting Norway and Sweden and as soon as the Haparanda junction is opened for passenger traffic, Finland will be connected with the other two. The mission of Norrtåg is to create “accessibility” and act in response to the growing economy and the tourism industry. The emphasis on train as a mode of transport is driven by the fact that the major cities in the region are located like “pearls on a string” along the Baltic coastline and throughout the region. At present, these cities are for practical reasons normally autonomous local markets for labour. The only way to connect these cities in terms of markets for labour is to offer efficient railway connections, making it possible to commute between cities. Transport by train has the potential to halve the time it takes to travel from one city to another. This means that normal travel times will be reduced from 2-4 hours to 1-2 hours, even though only conventional trains will still be used. Modern railway connections have the potential to replace one million air passenger journeys.

The Chair further welcomed **Mr Tim Andersson**, International Secretary at the Barents Regional Youth Council. Under the Swedish chairmanship of the Barents cooperation, the 25th anniversary of the cooperation was com-



Foto: Riksdagsförvaltningen

memorated at the conference “25 Years of Barents Cooperation: Youth Perspective for the Future”, held in April 2018 in Luleå. According to Mr Andersson, the conference strongly emphasised the great importance of transport and logistics for youth and young people. Mr Andersson gave an example of the difficulties in travelling between the two cities of Swedish Luleå and Finnish Rovaniemi. The lack of transport and connectivity is one reason why young people prefer the coastal areas or the southern parts of the countries in the region. In addition, it is frequently difficult to cross national borders, especially by train. Lack of logistics and communication contribute to the feeling that you live in a distant place. There is also a lack of cohesion between different modes of transport, and sometimes you would have to wait for days for connections if you are travelling without a car in the region. Better transport would also contribute to increased “people-to-people contacts” and to preserving peace in the region. Policy makers, members of parliament and governments need to focus on these issues and find common solutions.

The Chair then welcomed questions and comments from the participants and **Ms Ann-Britt Åsebol**, MP Sweden, agreed on the difficulties regarding travel in the region and she asked the presenters to give one priority measure they would recommend to be taken. Mr Berg referred to the example of the railway between Haparanda and Torneå. Two relatively small cities should not be given the responsibility of solving the problem with the different track sizes in this case. You also have to remember that once the connectivity is there, it always takes a couple of years before people start to use the infrastructure more frequently and get used to the new improved conditions. Mr Andersson mentioned the “Barents on time” projects, where representatives from all parts of the region, for instance, work on the availability of bus transport and the harmonisation of timetables. **Ms Linda Ylivainio**, MP Sweden, asked if there is anything going on among the rail operators to establish common systems. Mr Berg highlighted the Trondheim / Storlien example of a possible harmonisation between countries, as well as the example of trials with passenger traffic between Haparanda and Uleåborg. It should be possible to book different train tickets at the same time. **Ms Kaisa Juusu**, MP Finland, commented on the issue of electrification of the Finnish railway from Tornio. The project has been estimated to involve a cost of EUR 10 million and the Finnish Parliament is discussing the issue. The stretch will be electrified but no decision has so far been taken as to when this will be realised. The Chair **Ms Valentina Pivnenko** asked about the prospects for public road transport. Mr Berg answered that road transport is not an option for the region in terms of better connectivity between cities for commuting. Mr Andersson also pointed out that young people are more globally oriented, which in turn affects their transport priorities. **Mr Vladimir Mishchenko**, First Vice Speaker of the Murmansk Regional Duma, also asked about the prospects for air transport between Murmansk and Swedish and Finnish cities. Mr Andersson answered that the trials with air connections between Murmansk and Luleå have not been successful enough. Mr Berg was of the opinion that more has to be found

out about the market potential. Tourism is growing in the region, and new routes may be established. **Mr Willy Ørnebakk**, Chair of the Troms County Government, said that the growth of tourism gives new possibilities. Tourism in many cases increases the number of passengers so that permanent transport can be established. This is, for example, the case in wintertime between Rovaniemi and Tromsø, because of increased demand from Asian tourists. **Mr Roman Gokkoev** from the International Barents Secretariat also mentioned a similar example of transport between Petrozavodsk and Juensuu. **Mr Elissan Shandalovich** from the Legislative Assembly of the Republic of Karelia added that the Petrozavodsk Airport is under renovation and charter routes are already possible. Vice Chair **Mr Svein Harberg** asked Mr Andersson if the increased use of digital contacts between young people will change the situation in any way in the future. Mr Andersson confirmed that it is a fact that young people increasingly meet digitally, but that personal meetings are still important. According to Mr Andersson there will probably be backlashes where personal meetings will be preferred. However, online meetings are also important. The Chair then thanked all the participants and closed the fourth seminar.

18 SEPTEMBER 2019

Seminar 5 – Digital mobility and connectivity, the need for intelligent transportation systems and automation

The Chair **Ms Ann-Britt Åsebol**, MP Sweden, and Vice Chair Mr Birger Lahti, MP Sweden, opened the seminar expressing their gratitude for the interesting visit to the Kukkola rapids on Tuesday evening, including the wonderful dinner. The Chair then gave the floor to **Dr Karl Andersson**, Associate Professor at the Luleå University of Technology (LTU). Dr Andersson started with a description of LTU which was founded in 1971. It has since grown and consists of five different campuses in Luleå (main campus), Kiruna (space research), Piteå (arts and technology), Skellefteå (computer science, wood technology) and Åre (digitalisation). LTU has almost 70 research groups and research activities representing 57 per cent of the revenues of LTU. The majority of research projects involve specialised research, mostly funded with external resources such as EU funding and private funding. LTU has a vision of bringing added value to the region and benefitting from being located in the north, including making use of regional contacts in neighbouring countries, notably the universities in Umeå, Tromsø, Rovaniemi and Oulu. Research on matters related to mining and metal extraction is central for the research activities, but environmental issues and research are getting more and more attention. Research on transportation and mobility has a long history at the University,



Foto: Pär Bäckström

and one example is the trials along the E4 road between Luleå and Piteå. A railway research centre is also run at LTU together with the Swedish National Transport Administration, typically focussing on maintenance and operation of the railway for transportation of heavy goods. Another important centre is the automotive centre for testing and technology, working with the car-testing industry. The LTU is aware of the challenges of the region with an ageing population, long distances and small population. Some of these problems can be overcome by the use of digital technology, and by encouraging citizens to actively take part in finding solutions to local problems. One example to be mentioned is mobile coverage in rural areas and 5G testbeds. LTU also cooperates with big companies such as Google and Facebook. One example of local cooperation is the project DigiBY, a cooperative venture between LTU and 14 smaller villages in Norrbotten County. The goal is to increase the attractiveness of the villages and increase willingness to stay in and move to the villages. It should be as possible to work and use digital services in the villages as in more densely populated areas. One example of activities is the use of mobile libraries, where inhabitants, apart from books, can receive IT support. There are examples of the use of drones to distribute medicines, and work is also being carried out to make transports more efficient and coordinated. LTU is also involved in seven collaborative programmes between the EU and the Russian Federation. Three projects are directed at infrastructure, two of them are concerned with the upgrading of roads connecting Russia with Finland and Norway. Another project is DIT4BEARs which stands for Disruptive IT for Barents Euro-Arctic Regions. The project works with four different use cases

in the areas of smart roads, smart ID blockchain applications, waste management and the prevention of collisions with reindeers on roads. In conclusion, Dr Andersson underlined the importance of combining digital solutions with physical aspects. The Arctic countries have many challenges in common and need continued cooperation.

The Chair then welcomed **Ms Silja Dögg Gunnarsdottir**, Member of the Nordic Council. Ms Gunnarsdottir started by noting that the Nordic Council of Transportation was abolished in 2005. The NC has since lacked a strategic forum for transport issues. The JRTP is therefore an interesting and useful initiative. The NC has also made several statements on the need to find a more strategic transport strategy for the Nordic region. Alternative modes of financing are also urgently needed as traditional national financing has its natural limitations. Cross-border investments are not easily funded and the NC therefore proposed the establishment of a fund for planning and analysis of cross-border transportation projects. East-West communications also need to receive more attention. This need is also confirmed by, for instance, the tourism industry. The NC has asked for a meeting with ministers of transport. At the previous meeting in 2016, all the ministers expressed a great interest in this kind of cooperation. It is, however, important not to create new problems when developing this policy further. Citizens want to travel seamlessly between regions and countries and a unified system of ticket booking is therefore a priority. The NC has further suggested that the Nordic countries should seek to become leaders when it comes to 5G telecommunications as well as establishing a common digital infrastructure. The NC will also organise a number of seminars in Jönköping in Sweden on 8-10 October on the topic of transport and digitalisation. More information on this topic may be found on the www.elmia.se website.

The Chair then opened a discussion on how science and politics can be combined, and Ms Gunnarsdottir made a comment that policy-makers depend on researchers to get useful input on possible solutions to common problems. The Pro-Vice Chancellor of LTU **Mr Pär Weihed** further asked for the state of the art in the Arctic region – when do we get 100 per cent high-speed connectivity in the region? Dr Andersson answered that some contacts have been made with the Swedish Post and Telecom Authority (PTS) about defining the targets for 2025. The ambitions are high and basically mirror ambitions at the EU level. However, it depends largely on vendors, operators and broadband coordinators. It is difficult to predict developments, but important to take the issue seriously. A digital divide between different parts of the country may have serious consequences in the long run. Ms Gunnarsdottir also asked whether LTU has developed welfare techniques to help disabled and elderly people. Dr Andersson answered that LTU now works with both health issues and regional development in this respect. A medical centre in the village of Storuman is, for instance, working with E-health projects. As a result of the project, it is possible to consult a doctor or nurse via virtual health sta-

tions. The neighbouring County of Västerbotten has also been working with various E-health projects for many years.

Since there were no further questions from the audience, the Chair finally asked the two presenters Mr Andersson and Ms Gunnarsdottir about what is the most challenging area or subject in their different fields. Ms Gunnarsdottir answered that you have to remember that the NC is only a parliament which strongly depends on Ministers to make things happen. Having said that, Ms Gunnarsdottir mentioned that border obstacles must be removed to simplify transport. Dr Andersson highlighted the importance of “staying attractive” as a region. On the personal level, this could be translated to mean striving to be relevant and up-to-date as a researcher.

Closing session and a presentation on road safety and vision zero

The Chair started the final session by introducing the final presenter **Dr Matts-Åke Belin**, who has long experience of working with road safety at the WHO and nationally at the Swedish Transport Administration with the Swedish “vision zero”. Mr Belin started his presentation by bringing to mind the WHO estimates that traffic accidents are responsible for about 1.35 million deaths per year. Among young people, death due to traffic accidents is the leading cause of death. The number of fatal traffic accidents is rather different in different countries. For example, the Russian Federation has about 18 cases per year of fatal injuries from traffic accidents per 100,000 inhabitants which equals the global average. Finland has about four fatal injuries per year, while Sweden and Norway have less than three. These results probably go back more than 20 years ago when the Swedish Parliament in 1997 took the decision of adopting the “Vision Zero”, that there should be no fatal traffic injuries in the future. This vision was regarded by many as totally unrealistic, but has since been a useful tool in changing attitudes and ways of dealing with road safety in Sweden. Traditionally, road safety measures are normally directed towards the avoidance of traffic accidents by various means. About 90 per cent of car accidents are, however, due to human error and, as such, are more difficult to avoid. The traditional approach is based on forcing drivers to drive safely on the basis of various regulations and punishments. The vision-zero framework, however, acknowledges that people will be people and instead of simply trying to prevent accidents from happening, the consequences should be less severe when they happen. An example given by Dr Belin was the use of roundabouts. Replacing traditional junctions with roundabouts may actually somewhat increase the number of car accidents, but the consequences will be less severe. Another example is the introduction of road barriers in the middle of the road. Rural roads with relatively high speeds traditionally have a high number of



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fatal injuries compared to highways. For economic and practical reasons, it is not possible to build highways everywhere and this is a major reason for introducing the “2+1 roads”, preventing dangerous driving at a lower cost. Another example is the Swedish use of safety cameras. The presence of the cameras is announced by information plates and the objective is not to catch as many drivers as possible, but to reduce speeds on certain road segments. This strategy has reduced the number of objections from drivers to the camera programs, since it is possible to avoid being “caught” by the cameras. At the same time, the cameras have a clear effect in reducing speeds when especially important for safety reasons. The vision zero concept is now used in many international contexts. In 2004, the World Bank and WHO created the first report on road-traffic injuries. Russia hosted the first ministerial conference on road safety in 2009 and a global plan was adopted in 2010. There was a check-up for the plan in 2015 and Sweden will host the third conference in February 2020.

The Chair then opened the floor for questions and Vice Chair Mr Lahti asked about collisions with animals and how these can be prevented? Dr Belin first underlined the importance of fences along roads. The costs of wildlife fences is, however, rather high and there might be new opportunities with digital solutions for preventing collisions with animals. It should be noted, however, that some technology intended to increase road safety might actually be contradictory since drivers may respond by increasing speed if they feel safe etc. Mr Kärnä further spoke about projects in Finland with “reindeer bells” porokellos. The information to professional drivers about the presence of reindeer has significantly reduced the number of accidents of this kind. Mr Lutovinov also asked Mr Belin about the importance of roundabouts and further if he had any comments on the use of snow cars. Dr Belin underlined

the importance of not only measuring crashes but of also concentrating on fatalities. Roundabouts are 90 per cent safer than traffic lights. Traffic lights are good for mobility but not for road safety. Snow cars merit special attention in the north, especially since many accidents are related to the use of alcohol.

Finally, the Final Statement of the Conference was adopted by the meeting, followed by a short presentation by **Mr Eirik Sivertsen**, MP Norway, about the Norwegian chairmanship for the next two years. Mr Sivertsen recalled the history of Barents cooperation and that the process was started with a speech by President Gorbachev in 1987. The Norwegian Secretary of State Mr Thorvald Stoltenberg understood this and we, as countries, have since addressed some of the bottlenecks preventing prosperity in the region, people-to-people contacts and human health. Norway has taken the initiative to organise the first Barents ministerial meeting on health and social issues in Oslo on 12 November 2019. Human health will receive further attention during the Norwegian chairmanship. Norway will, in many ways, continue the work done by Sweden within the framework of Barents cooperation, especially regarding human health, youth issues and finding environmental solutions.

Mr Pyyri Niemi finally made some closing remarks and briefly summarised the outcome of the conference. Mr Niemi thanked all the organisers and staff, including the city of Haparanda for hosting the conference. Mr Niemi also wished the Norwegian delegation great success during the Norwegian chairmanship. Mr Niemi concluded that the conference had, in all essence, discussed transport, cross-border transport and various challenges. Parliaments are at the heart of democracy and the Norrbotten region illustrates how political action in cooperation with civil society and industry may be successful. Integrated transport has been an important aspect of the transition within Norrbotten County. Transport is also essential for cultural contacts, growth, culture and human health. There are huge transportation challenges in the Barents region. The Bothnian corridor will enhance interconnectivity in the region and open up new possibilities. The transport system will have to be increasingly electrified, but other fuels such as hydrogen gas will also be necessary. Faster and more reliable rail transport is important for future development, especially in order to be able to reach the goals of being a fossil-free region. The specific needs of young people will also have to be addressed in order to avoid brain-drain and labour mismatches. Sustainable transport solutions further have to take into consideration the needs of both men and women and make use of available digital solutions. An improved cross-border transport system will not only stimulate economic growth but may also open up for an important dialogue between different groups, including indigenous people. The forthcoming decisions about sustainable transport will have to take all these different needs and interests into consideration.

RESOLUTION

of the 9th Barents Parliamentary Conference 17–18 September, Haparanda, Sweden

On the invitation of the Swedish Parliament, the Riksdag, representatives of the national parliaments of Finland, Norway, Russia and Sweden, and representatives of the regional parliamentary bodies of the Arkhangelsk Region, Republic of Karelia, Murmansk Region, Nenets Autonomous District, the Nordic Council, the Baltic Sea Parliamentary Conference, the Parliamentary Association of the North-West of Russia, the Sami Parliamentary Council, as well as invited guests and experts from relevant governmental authorities and non-governmental organisations, met on 17-18 September 2019 in Haparanda, County of Norrbotten, Sweden.

The main topic of the Conference was Connecting the Barents Region – Infrastructure for a Sustainable Future. The Speaker of the Swedish Parliament, Dr Andreas Norlén, opened the Conference.

THE PARTICIPANTS IN THE CONFERENCE

- *taking into account* the principles and provisions of the 1993 Declaration on Cooperation in the Barents Euro-Arctic Region (Kirkenes, Norway) reiterated in the 2013 Declaration on the 20th Anniversary of the Barents Euro-Arctic Cooperation, adopted at the meeting of the Heads of Government of the members of the Barents Euro-Arctic Council in Kirkenes, Norway, which forms the basis for multilateral cooperation in the Barents region;
- *taking into account* the Resolution of the 8th Barents Parliamentary Conference (Naryan-Mar, 2017), reaffirming the importance of promoting various forms of parliamentary cooperation in the Northern part of Europe;
- *taking into account* the programme of the Swedish Chairmanship of the Barents Euro-Arctic Council 2017-2019, focusing on implementing the 2030 Agenda for Sustainable Development and the Paris Agreement at the regional level, with the youth perspective as a top priority;
- *recognizing* the central role of the Barents Regional Council;
- *recognizing* the important role of indigenous people and taking note of the IV Barents Indigenous Peoples Congress and II Barents Indigenous Peoples Summit (Lycksele, Sweden, 2019);

- *emphasizing* the uniqueness of the Barents region in terms of climate, population, culture and industrial activity;
- *highlighting* the need for further action aimed at harmonization and synergy within the framework of regional and cross-border cooperation between various forums such as the Arctic Council, Barents Euro-Arctic Council, Council of the Baltic Sea States, Nordic Council of Ministers and Northern Dimension Partnerships;
- *highlighting* youth as an important part of the Barents cooperation;
- *underlining* the role of interaction with civil society and people-to-people contacts within Barents cooperation;
- *acknowledging* the importance of respect for democratic values and human rights, lack of discrimination, gender equality and minority rights;

RECOMMEND THAT NATIONAL AND REGIONAL GOVERNMENTS OF THE BARENTS REGION

Regarding cross-border cooperation and coordination within the transport sector

1. Recognize the important role of cross-border transport connections and welcome the revised Draft Joint Barents Transport Plan;
2. Welcome the outcome of the BEAC Ministers of Transport Meeting on 11-12 September 2019 in Umeå, Sweden;
3. Create an efficient and sustainable cross-border transport system in the Barents region;
4. Take the lead in implementing the 2030 Agenda, for example, Sustainable Development Goal 9 “To build resilient infrastructure, promote inclusive sustainable industrialization and foster innovation” and develop qualitative, reliable and sustainable infrastructure, including regional and cross-border infrastructure.

Regarding transportation and economic development in the Barents region

1. Recognize that sustainable cross-border cooperation promotes the development of industry and commerce in the Barents region;

2. Increase cross-border cooperation to stimulate entrepreneurship, especially among young people;
3. Implement initiatives within the field of transport aimed at sustainable, integrated, efficient transport systems, connecting ports, railways and road transport;
4. Increase cooperation between actors to improve logistics systems and to harmonise different modes of transport.

Regarding green transportation and sustainable solutions

1. Recognize the challenges of climate change and the need for cooperation and joint action in the transport sector in the region;
2. Recognize the need to properly and resolutely address climate change and have the ambition to develop an efficient transport system in the Barents region in order to reduce the region's carbon footprint.
3. Cooperate in developing coordinated transport plans, while paying particular attention to the rights and traditional way of life of the indigenous peoples and to the specific climate and environmental conditions of the Barents region.

Regarding public transport, mobility and people-to-people contacts in the Barents region

1. Stress the importance of transport and infrastructure for social development and people-to-people contacts in the region, meeting the needs of both women and men in efficient transport systems;
2. Improve cross-border public transport and passenger traffic in the region to facilitate and encourage people-to-people contact and cooperation;
3. Recognize that passenger traffic is an important aspect for the development of sustainable domestic and international tourism;
4. Support activities aimed at creating effective transport systems that reflect the needs of local populations, the climate and geographical features in the Barents region;
5. Strengthen and increase coordination of mobility by facilitating exchange programmes which involve students and young people in the Barents region;

6. Continue the important cooperation on preparedness and response, such as the Barents Rescue exercise, in order to improve safety for the people and the environment.

Regarding digital mobility and connectivity, the need for intelligent transportation systems and automation

1. Acknowledge that the interconnectedness of transport and spatial planning, as well as recognize that the concept of “mobility as a service” and the promotion of environmentally friendly alternative modes of transport could contribute to sustainable development in the Barents region;
2. Cooperate across borders to develop and implement new digital ITS solutions including broadband infrastructure and telecommunication;
3. Improve digital access and solutions as a tool in improving health services and business opportunities, especially in the sparsely populated areas of the region.

Regarding road safety and vision zero

1. Increase cross-border cooperation in order to improve road safety;
2. Adopt measures to reduce mortality, recognize the concept of zero mortality in road accidents as a long-term goal along with Sustainable Development Goal 3.6 “By 2020 halve the number of global deaths and injuries from road traffic”, and strive for positive development in the region aimed at improving road safety;
3. Take appropriate measures, including promotion of emergency response systems in accidents, in order to realize the right of road users to safety and to receiving timely assistance in road accidents and other emergency situations on the roads.

THE PARTICIPANTS IN THE 9th BARENTS PARLIAMENTARY CONFERENCE

- *Reaffirm* their commitment to cooperation in order to consolidate and further develop the Barents region as a peaceful, stable, innovative and prosperous part of Europe;
- *Welcome* the upcoming chairmanship of the Parliament of Norway of the 10th Barents Parliamentary Conference in the year 2021;
- *Welcome* the upcoming chairmanship of Västerbotten, Sweden, of the Barents Regional Council 2019-2021;
- *Promote* further strengthening of cooperation between parliamentarians participating in the Barents Euro-Arctic cooperation.

Programme

MONDAY, 16 SEPTEMBER

- Possible arrival, check-in and registration
- 13:15 Transport from Luleå Airport to Haparanda Stadshotell
- 14:45 Arrival at Haparanda Stadshotell. Check-in and registration
Venue: Torget 7
- 15:25 Transport by bus from Haparanda Stadshotell to IKEA
- 15:30–16:40 Optional excursion – visit to IKEA Haparanda Tornio
Venue: Norrskensvägen 2
- 15:30–15:50 Introduction by Local Marketing Manager, **Mr Henrik Eneros**
- 16:40 Departure by bus from IKEA to Haparanda Stadshotell.
- 17:00 Departure by bus from the hotel to Haparanda railway station
- 17:05–18:15 **Study visit to Haparanda railway station**
“Cross-border transportation from a local perspective”, a presentation by the Mayor of Haparanda, **Mr Sven Tornberg** followed by a reception hosted by the Governor of Norrbotten County, **Mr Björn O. Nilsson**.
- 18:15 Departure by bus from Haparanda railway station to Haparanda Stadshotell
- 18:30–19:30 **Drafting committee**
Venue: Skomakaren, Haparanda Stadshotell
- 20:00–22:00 **Dinner** hosted by **the Speaker of the Riksdag, Dr Andreas Norlén**
Venue: Festivitetsalen, Haparanda Stadshotell, Torget 7

TUESDAY, 17 SEPTEMBER

- 08:00– Conference registration and information
Venue: Hotel lobby, Haparanda Stadshotell
- 08:00–09:00 **Drafting Committee**
Venue: Skomakaren, Haparanda Stadshotell
- 09:15–09:45 **Opening of the Conference**
Venue: Aulan, Sverigefinska folkhögskolan, Torget 3
- Chair: **Mr Mattias Karlsson**, MP, Sweden
Vice Chair: **Ms Olga Epifanova**, MP, Russian federation
- Opening address by **the Speaker of the Riksdag, Dr Andreas Norlén**
- Address by the Governor of Norrbotten County, **Mr Björn O. Nilsson**
- Address by the Deputy Chairperson of the Finnmark Regional Council, **Mr Tarjei Jensen Bech**
- 09:45–11:00 **SEMINAR 1 – THE JOINT BARENTS TRANSPORT PLAN, CROSS-BORDER COOPERATION AND COORDINATION**
Venue: Aulan, Sverigefinska folkhögskolan, Torget 3
- Chair: **Mr Pyry Niemi**, MP, Sweden
Vice Chair: **Ms Olga Epifanova**, MP, Russian federation
- Address by **Mr Mattias Landgren**, State Secretary to the Minister for Infrastructure
- Address by the Project Manager of the Barents region Transportation and Logistics Project, **Mr Jussi Houtari**, Regional Council of Kainuu
- Address by the Deputy Chair of the State Duma, **Ms Olga Epifanova**
- Address by the Director of the Northern Dimension Partnership on Transport and Logistics, **Mr Oddgeir Danielsen**

	Open debate
11:00–11:15	Coffee break
11:15–12:30	SEMINAR 2 – TRANSPORT, TRADE AND ECONOMIC DEVELOPMENT IN THE BARENTS REGION <i>Venue: Aulan, Sverigefinska folkhögskolan, Torget 3</i> Chair: Mr Mikko Kärnä , MP, Finland Vice Chair: Mr Thomas Morell , MP, Sweden Address by the CEO of the Norrbotten Chamber of Commerce, Ms Linda Nilsson Address by the Chairman of the Council of Deputies of Nenets Autonomous District, Mr Aleksandr Lutovinov , Russian Federation Address by Mr Eirik Sivertsen , MP, representing Nordland County Open debate
12:30–13:20	Lunch <i>Venue: Haparanda Stadshotell, Torget 7</i>
13:30–14:45	SEMINAR 3 – GREEN TRANSPORT AND SUSTAINABLE SOLUTIONS FOR THE FUTURE <i>Venue: Aulan, Sverigefinska folkhögskolan, Torget 3</i> Chair: Mr Stein Erik Lauvås , MP, Norway Vice Chair: Ms Linda Ylivainio , MP, Sweden Address by the Director General of Lapland's Centre for Economic Development, Transport and Environment, Mr Jaakko Ylinampa Address by the President of the Sami Parliamentary Council, Mr Per-Olof Nutti Open debate
14:45–15:15	Coffee break

- 15:15–16:30 **SEMINAR 4 – PUBLIC TRANSPORT, MOBILITY AND PEOPLE-TO-PEOPLE CONTACTS IN THE BARENTS REGION**
Venue: Aulan, Sverigefinska folkhögskolan, Torget 3
- Chair: **Ms Valentina Pivnenko**, MP, Russian Federation
 Vice Chair: **Mr Svein Harberg**, MP, Norway
- Address by Project Manager, Bothnian Corridor, Norrtåg,
Mr Joakim Berg
- Address by the International Secretary at the Barents
 Regional Youth Council, **Mr Tim Andersson**
- Open debate
- 17:45 Departure by bus from Haparanda Stadshotell to
 Kukkolaforsen
- 18:00–18:40 “Infrastructure and sustainable tourism in the Barents
 Region” a presentation by the Destination Strategist at the
 Swedish Lapland Visitors Board, **Ms Camilla Bondareva**
- 18:40–19:25 Guided historic village tour at Kukkola village, visit to the
 Fishing Museum or possibility to fish whitefish with a bag
 net.
- 19:30–21:20 Dinner hosted by the Swedish delegation to the Barents
 Parliamentary Conference 2019
Venue: Kukkolaforsen
- 21:30 Departure by bus to Haparanda Stadshotell

WEDNESDAY, 18 SEPTEMBER

- 08:00–09:00 Drafting Committee
Venue: Skomakaren, Haparanda Stadshotell
- 09:15–10:30 **SEMINAR 5 – DIGITAL MOBILITY AND CONNECTIVITY, THE NEED FOR INTELLIGENT TRANSPORTATION SYSTEMS AND AUTOMATION**
Venue: Aulan, Sverigefinska folkhögskolan, Torget 3
- Chair: **Ms Ann-Britt Åsebol**, MP, Sweden
Vice Chair: **Mr Birger Lahti**, MP, Sweden
- Address by Associate Professor at Luleå University of Technology, **Mr Karl Andersson**
- Address by a Member of the Nordic Council, **Ms Silja Dögg Gunnarsdottir**
- Open debate
- 10:30–11:10 **PRESENTATION – ROAD SAFETY AND VISION ZERO**
- Presentation by Director at the Vision Zero Academy, **Dr. Matts-Åke Belin**
- Questions from the floor
- 11:10–11:45 Adoption of the final statement of the Conference
- 11:45–12:00 Short address by the next presiding parliament of the 10th Barents Parliamentary Conference, **Mr Eirik Sivertsen**, MP, Norway
- Closing remarks by the Deputy Chair of the Swedish Delegation to the Barents Parliamentary Conference 2019, **Mr Pyry Niemi**
- 12:00–13:00 Lunch
Venue: Haparanda Stadshotell, Torget 7
- 13:15 Departure by bus to Luleå Airport
- 16:00 Departure from Luleå Airport

List of Participants

Mr Andersson, Karl, *professor, Luleå Technical University*
Mr Andersson, Tim, *International Secretary, Barents Regional Youth Council*
Dr Belin, Matts-Åke, *Director Vision Zero Academy, Swedish Transport Administration*
Mr Berg, Joakim, *Project manager, Bothnian Corridor, Norrtåg*
Ms Bondareva, Camilla, *Destination Strategist, Swedish Lapland Visitors Board*
Mr Danielsen, Oddgeir, *Director, Northern Dimension Partnership on Transport and Logistics*
Ms Gunnarsdóttir, Silja Dögg, *MP, Nordic Council*
Ms Epifanova, Olga, *MP, Deputy Chair of the State Duma of the Russian Federation*
Mr Huotari, Jussi, *Project Manager, Regional Working Group on Transport and Logistics*
Mr Jensen Bech, Tarjei, *Deputy Chair, Finnmark Region*
Mr Landgren, Mattias, *State Secretary, Ministry of Infrastructure*
Mr Lutovinov, Aleksandr, *Chair of the Council of Deputies of Nenets Autonomous Okrug*
Mr Nilsson, Björn O., *Governor, County Administrative Board of Norrbotten*
Ms Nilsson, Linda, *CEO, Norrbotten Chamber of Commerce*
Mr Nutti, Per-Olof, *President of the Sami Parliamentary Council*
Dr Norlén, Andreas, *Speaker of the Riksdag*
Mr Sivertsen, Eirik, *MP, representing Nordland County*
Mr Ylinampa, Jaakko, *Director General, Lapland's Centre for Economic Development, Transport and Environment*

National Parliaments

Finland

Ms Juuso, Kaisa *MP*

Mr Kärnä, Mikko, *MP*

Mr Paukkunen, Samu, *Counsellor of International Affairs*

Norway

Mr Harberg, Svein, *MP*

Mr Lauvås, Stein Erik, *MP*

Ms Olsen, Ingalill, *MP*

Mr Sivertsen, Eirik *MP*

Mr Robstad, Bjørn Willy, *Senior Advisor*

State Duma of the Russian Federation

Ms Epifanova, Olga, *MP, Deputy Chair of the State Duma*

Mr Blotzky, Vladimir, *MP*

Mr Dengin, Vadim, *MP*

Ms Guskova, Yulia, *Officer*

Mr Korsakov, Konstantin, *Interpreter*

Sweden

Dr Norlén, Andreas, *Speaker*

Swedish delegation to the 9th Barents Parliamentary Conference

Mr Karlsson, Mattias, *MP, Chair*

Mr Niemi, Pyry, *MP, Deputy Chair*

Mr Lahti, Birger, *MP*

Mr Morell, Thomas, *MP*

Ms Åsebol, Ann-Britt, *MP*

Ms Ylivainio, Linda, *MP*

Ms Karkiainen, Ida, *MP*

Mr Alvarsson, Dan, *International Advisor*

Ms de Ciutiis, Simona, *International Advisor*

Mr Fredlund, Peter, *Security Officer*

Ms Hedström, Anna-Karin, *Head of the International Department*

Ms Hemlin, Lena, *International Assistant*

Ms Hjelm, Eva, *International Advisor*

Ms Ingvarsson, Johanna *International Advisor*

Mr Lundell, Jonas, *Head of Security*

Mr Nyström, Bo, *Committee Secretary*

Regional Parliaments and Parliamentary Assemblies

Arkhangelsk Regional Assembly of Deputies, Russian Federation

Mr Rogozin, Igor, *Deputy Chair of the Committee on Industry, Communications and Infrastructure*

Baltic Sea Parliamentary Assembly (BSPC)

Mr Simulik, Valerijus, *MP, President of the BSPC in 2019-2020, Lithuania*

Ms Godfrey, Renata, *Chief Specialist of the International Relations Unit, Lithuania*

Legislative Assembly of the Republic of Karelia, Russian Federation

Mr Shandalovich, Elissan, *Chair*

Mr Semenov, Vladimir, *Deputy Chair*

Mr Demichev, Pavel, *Officer*

Murmansk Regional Duma, Russian Federation

Mr Mishchenko, Vladimir, *First Vice-Speaker*

Ms Barantseva, Liubov, *Advisor*

Council of Deputies of Nenets Autonomous District, Russian Federation

Mr Lutovinov, Aleksandr, *Chair*

Nordic Council

Ms Gunnarsdóttir, Silja Dögg, *MP, Iceland*

Mr Jegstad, Nils Aage, *MP, Norway*

Mr Lindblad, Johan, *Senior Advisor*

The Parliamentary Association of North West Russia (PANWR)

Ms Pisareva, Elena, *Deputy Chair, Regional Parliament of Novgorod*

Sami Parliamentary Council

Mr Nutti, Per-Olof, *President*

Mr Mathrehkin, Ivan, *Member*

Sami Parliament, Finland

Ms Sanila-Aikio, Tiina, *President*

Sami Parliament, Norway

Mr Sottinen, Tom, *Chair of the Plenary Assembly*

Ms Keskitalo, Aili, *President*

Mr Wilhelmsen, Ronny, *Member*

Ms Guttorm, Kristen Anne, *Senior Advisor*

Sami Parliament, Sweden

Mr Jonsson, Håkan, *Member*

Mr Rannerud, Jan, *Member*

Ms Persson, Siri, *Advisor*

Ms Allas Marie-Louise, *Advisor*

Invited Guests

Ms Andersson, Linda, *International coordinator and planner, Swedish Transport Administration*

Mr Bergström, Mikael, *Senior Advisor, County Administrative Board of Västerbotten*

Mr Baer Lars Anders, *Chair, Working group of Indigenous People*

Mr Bojö, Ulf, *Senior Investment Manager, Nordic Environment Finance Corporation (NEFCO)*

Mr Bystedt, Jimmy, *Adviser of Transport and Infrastructure, County Administrative Board of Norrbotten*

Ms Ekh, Lena, *Head of Local government, Haparanda Municipality*

Ms Ekmehag, Eva, *Chair of the Committee of Senior Officials of the Barents Euro-Arctic Council, Representative of CBSS Committee of Senior Officials*

Mr Fordal, Lars Georg, *Head of Secretariat, Norwegian Barents Secretariat*

Mr Gokkoev, Roman, *Executive Officer, International Barents Secretariat*

Mr Gyllefjord, Rolf, *County Administrative Board of Norrbotten*

Mr Hallberg, Tomas, *Head of Secretariat, International Barents Secretariat*

Mr Lindvall, Per-Erik, *Director of the Board, Kaunis Iron AB*

Ms Mannertorn, Annelie, *Chair of the Steering Committee for the Barents Euro-Arctic Transport Area (BEATA)*

Mr Müller, Dieter, *Deputy Vice Chancellor, Umeå University*

Mr Petrovich, Sergey, *Member of the BEAC Committee of Senior Officials (SCO)*

Ms Timonina, Liubov, *Intern, International Barents Secretariat*

Mr Tornberg, Sven, *Mayor of Haparanda*

Mr Weihed, Pär Pro Vice-Chancellor, *Luleå Technical University*

Mr Ørnebakk, Willy, *Chair of Troms County Government*

Interpreters

Ms Lööw, Alexandra

Mr Tchekov, Alexandre

