



**Ministry of Enterprise and Innovation**  
Department for Housing and Transport,  
Unit for Transport and Society

Minutes of Meeting

BEATA Steering Committee 12 March 2018 in Skellefteå, Sweden.

## **BEATA Steering Committee**

### **List of participants**

#### **Swedish Delegation**

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| <b>1. Annelie Mannertorn (Chair)</b> | Special Adviser, Ministry of Enterprise and Innovation           |
| <b>2. Per Lindroth</b>               | Strategic planner, Swedish Transport Administration              |
| <b>3. Helena Eriksson</b>            | Regional director, Region Nord, Swedish Transport Administration |
| <b>4. Anna Sargsyan</b>              | Intern, Ministry of Enterprise and Innovation                    |

#### **Russian Delegation**

- 5. Nadezhda Karkach** Chief Expert of International Cooperation

### **Norwegian Delegation**

- 6. Paal Iversen** Senior Advisor, Ministry of Transport and Communications

### **Finnish Delegation**

- 7. Tuija Maanoja** Senior Specialist, Governance Steering Unit, Ministry of Transport and Communications

### **Organisations**

- 8. Tomas Hallberg** Head of Secretariat

### **Regional Working Group (BRWGL)**

- 9. Hannu Heikkinen** Planning director, Regional Council of Kainuu, Finland
- 10. Jarkoo Rantala** Project Manager, regional Council of Lapland, Finland
- 11. Sanna Nikola-Määttä** Planner, Regional Council of Kainuu, Finland
- 12. Jaakko Ylinampa** Director General, Centre for Economic Development, Transport and the Environment of Lapland
- 13. Mårten Edberg** Infrastructure Strategist, Region Västerbotten, Sweden

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| <b>14. Jimmy Bystedt</b>    | Strategic Transport and Infrastructure Questions, County Administration of Norrbotten, Sweden |
| <b>15. Mona Mansour</b>     | Senior Advisor of European Affairs, North Sweden Europe Office, Sweden                        |
| <b>16. Mikael Bergström</b> | Senior Advisor, County Administrative Board of Västerbotten, Sweden                           |
| <b>17. Unni Gifstad</b>     | Head of Department, Strategic planning Staff, Norwegian Public Roads Administration, Norway   |
| <b>18. Marius Chramer</b>   | Special Adviser, NHO Troms, Norway                                                            |

#### **Interpreter**

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| <b>19. Helena Isaksson</b> | Project Manager, Polyglott, Comprehensive Language Solutions |
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### **1. Opening**

**A. Mannertorn** (chair SWE) opened the meeting and greeted everyone. She went through the agenda with small changes. Short introductions were made. Both members of regional BRWGL group and BEATA participated in the joint meeting.

Before the formal meeting took off Helena Rennström from Skellefteå municipality gave a presentation on Skellefteå and its ongoing and future projects such as the Norrbotnia banan, a railway that will facilitate commuting.

### **2. Adoption of the agenda**

The agenda was adopted after the participants were informed of the small practical changes.

**3. Adoption of minutes of meetings from BEATA SC on 30 May St Petersburg and 13 November 2017**

Everyone agreed upon adopting both protocols.

**4. Presentation by the Swedish Transport Administration (Per Lindroth) on instruments for infrastructural planning; four-step-principle etc.**

**P. Lindroth** (SWE) did a Power Point presentation on new method of planning that can be used called strategic choice of measures.

Construction of new infrastructure is expensive and may not always be the solution. We have limited budget in our countries to meet all demands. Transport sector is not the only problem. We need to make some kind of new approach to the planning process and use the recourses we have, finding cheap but fast solutions. The problems we face are often imminent. We also need to widen participation, stakeholders need to be actively involved in the planning and open dialog is crucial. STA has a responsibility for planning all 4 transport modes. Key thing in the planning process is the 4-step principle (showed in the Power Point), considering existing issues.

The method: initiate, understand the situation, generate and assess possible solutions, form a direction and recommend measures to be taken and how stakeholders should proceed forward.

He presented a successful example from Bergslagen to be used as a precedent where different stake holders, local business communities and STA experts cooperated. They together arrived at the best strategic solution for the most suitable choice of harbor to export ore. Basically, the aim is to solve as many problems as cheaply and quickly as possible. He also added that for example TEN-T might be a result of a kind of strategic choice of measures.

The Power Point will be sent to the participants.

**5. Information from Barents International Secretariat (Tomas Hallberg, Head of Secretariat)**

**T. Hallberg** (IBS) started off by mentioning the new bridge between Kirkenes and Archangelsk. He then presented the IBS team and how they work. An important task is to make the Barents cooperation more visible. They organized a visibility seminar for this purpose in January 2018.

Another and most important task is to support and coordinate the Working Groups for example by offering Visa support, publishing reports, update information on the members of the working groups and who they are, facilitating dialog between the different WG and stakeholders and informing

about possible financial mechanisms to be used. He also briefly informed of the level of activity in the WG in general and how activity can be facilitated.

## 6. Report from the Working Group on the revision of JBTP

Sweden has established a working group of experts to work with the JBTP. The first meeting was held 14<sup>th</sup> of February in Stockholm at the Ministry of Enterprise and Innovation. **K. Palo** from the Swedish Transport Administration hereafter (STA), who was not present, is leading the work. **P. Lindroth** (SWE) presented a Power Point on the direction the work is taking. The priority is to finalize the JBTP before the chairmanship is passed on so decisions can be made at High Level meeting next autumn. The Swedish proposal is that the revised plan has a shorter main document that focuses on key conclusions and their motives, that it identifies and highlights prioritized deficits and recommends solutions. Information that is not concerning main issues should be in the annex. The suggested outline was presented in the Power Point with a draft table of contents.

Everyone agreed on the Swedish proposal and approved of the work. **P. Lindroth** suggested that each country's national transport plan should have more focus and highlight the relevant questions to transform the strategy into reality.

### Comments

**P. Iversen** (NO) mentioned that the most important cross-border corridors have been agreed upon. Hence, the focus should lie on these corridors with the goal to coordinate the investment on both sides of the border to have equal standards.

**N. Karkach** (RU) expressed approval and thinks that the cooperation is successful and effective. She supports the proposed structure which is clear and simple for the decision makers to grasp. However, she also stressed that not only corridors should be described but wants to widen perspective to include safety and youth. She also approved of the interaction between tourism and transport in the new draft and expressed support for ITS.

**A. Mannertorn** (Chair SWE) stressed the importance of coordination of TEN-T networks with the corridors, so that "we don't invent our own corridors".

**M. Edberg** (regional SWE) emphasized the importance of perspective. Not the map but the perspective needs to be extended. The Barents cooperation does not end within Barents region, we are interlinked with the rest of the world which must be highlighted.

**P. Iversen** (NO) gave a concrete example of an achievement as a result of the first version of the JBTP which is the joint application between Norway and Finland to prolong the road E 45.

**N. Karkach** (RU) stressed the importance of tourism in the region and the economic advantages it entails. She pointed out and clarified what kind of information Russia wants to include in the plan. She wants to add tourist routes in the region to the corridor maps to see where the needs for transportation are. There is also need for data of where the tourists are and how many they are in the particular sites. For example, tourists from Asia are not interested in any country per se but rather the area as a whole. Since the demands involve the routes in the whole region, there is a need to consider how to facilitate and boost these routes.

#### **Discussion questions presented by Sweden:**

- 1) *Bilateral issues and challenges for the transport system. The working group agreed that these questions have to be treated separately in the report. Is that the view of the BEATA as well? Could those issues be mentioned in an annex?*

The parties didn't have an opinion about *where* the bilateral issues should be presented in the plan. However, they all agreed that these issues are important to highlight.

**P. Iversen** (NO) stressed that one should expect that there will be bilateral follow up work. Bilateral work is an inevitable and important part in fulfilling the plan in practice and get results. **Y. Ylinampa** (regional FI) agreed, but added that bilateral issues that are not relevant to the rest of the cooperation and the region should not be included at all. **N. Karkach** (RU) also agreed with **P. Iversen** and added that examples of successful bilateral work should be included.

- 2) *The working group agreed that harmonization in the Barents region of heavy trucks should not be included in the report. Are there areas for subject to harmonization that BEATA would like to be highlighted in the report? Is harmonization an important instrument in the Barents transport system?*

The parties are ok with leaving harmonization out.

**H. Heikkinen** (regional FI) explained that Sweden and Finland for example will not reach a common standard in heavy trucks in the Barents region since they keep ending up in different tonnage. Perhaps legislation regarding tires is better suited for harmonization.

**N. Karkach** (RU) pointed out that harmonization that may be successful between Finland and Sweden is not suitable for Russia.

Instead she suggested, like with bilateral issues, that successful harmonization examples should be presented as examples of progress of the

cooperation. They are willing to exchange information and know-how on specific issues on the organisation of vehicle traffic in winter period.

3) *Which three burdles are the most important to take actions on, in the framework of the Barents transport network?*

**M. Chramer** (regional NO) informed about the planning of a new project in June part of which is creating a status of the flow of goods. This is an opportunity for new knowledge and possibilities. They will also strengthen the regional focus on ITS and map the projects that are going on.

#### **End discussion of JBTP**

**P. Lindroth** (SWE) informed that K. Palo who leads the work has draft plan and that Sweden will procure a consultant. **A. Mannertorn** (SWE) informed that it is the Swedish ambition to finalize the plan but no guarantees can be given at this point.

**N. Karkach** (RU) asked the committee to involve RU in all the steps leading to the final draft, including the work of the consultant that will be procured. All intermediate drafts should be disseminated in the process. She also asks the chair and the members to take into consideration that Russia needs additional time because of translation to and from Russian to provide input.

**A. Mannertorn** informed that dissemination can't be promised, but the issue can be discussed further in Kiruna. **P Lindroth** added that the working group can discuss a communication plan for the work to ensure that sufficient time is allowed for leaving feedback on important milestones.

#### **7. Other business/questions**

**T. Maanoja** (FI) presented a little bit on Finish transport policy today, digitalization and automatization are crucial. Intelligent transport is also important. She mentioned a little bit about Project Aurora and emphasized Finland's aim to effectively use the existing sparse resources! Finland sees BEATA and the regional cooperation as a functional forum. She promised to send the link to the Finish transport policy.

She also informed about NDPTL forum taking place 6<sup>th</sup> of June. Finish minister of transport will speak at this event. Oddegeir Danielsen will provide further info later on.

**Y. Ylinampa** (regional FI) mentioned interesting issues in Lapland such as increase in tourism and heavy traffic. He tells about ongoing projects like the E8, progress in development of mines and renovation projects.

He informed that results of the study of the arctic railway was released.

**U. Gifstad** (regional NO) made an informal invitation to a pilot project on platooning heavy vehicles in Norway the 8<sup>th</sup> of May. She also promised to send a link to a short movie to the participants after the meeting.

#### **8. Next meeting**

**A. Mannertorn** informed about the planning of the next meeting in Kiruna, preliminary set for 13 or 14 of November. Hopefully it will be a joint meeting.

#### **9. End of meeting**

**A. Mannertorn** closed the meeting and gave thanks to all the participants.

*After the meeting, a presentation of the work of the tourism working group was presented by Kairi Pääsuke, representative of BEAC Tourism group*

**K. Pääsuke** (not present at the meeting) gave a small presentation on tourism from a transport point of view during a bus trip to a study visit that took place after the meeting. She talked about tourism in the Swedish North, mentioned that Lapland is the biggest destination and presented relevant figures. Destination is a key word in this regard, which was pointed out by **A. Mennertorn**. The slides were handed out to the participants.