

# **Barents Low Volume Road Management (KO 243)**

**This Project is funded by the European Union**

# Sectoral projects within ENPI CBC Programme



ENPI CBC  
**Kolarctic**

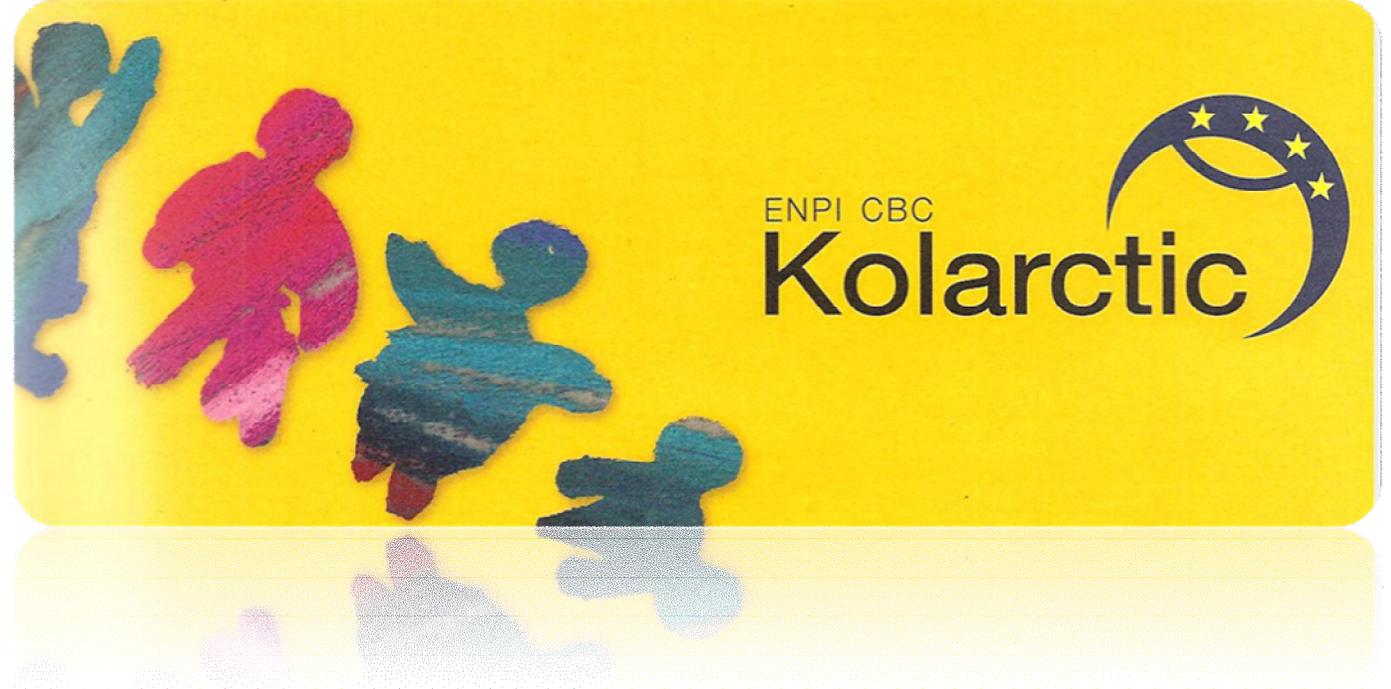
**KO 243 Kolarctic  
(technologies)**

**KARELIA**  
ENPI CBC

**KA 272 Karelia  
(investments)**

 South-East Finland - Russia  
ENPI CBC 2007 - 2013

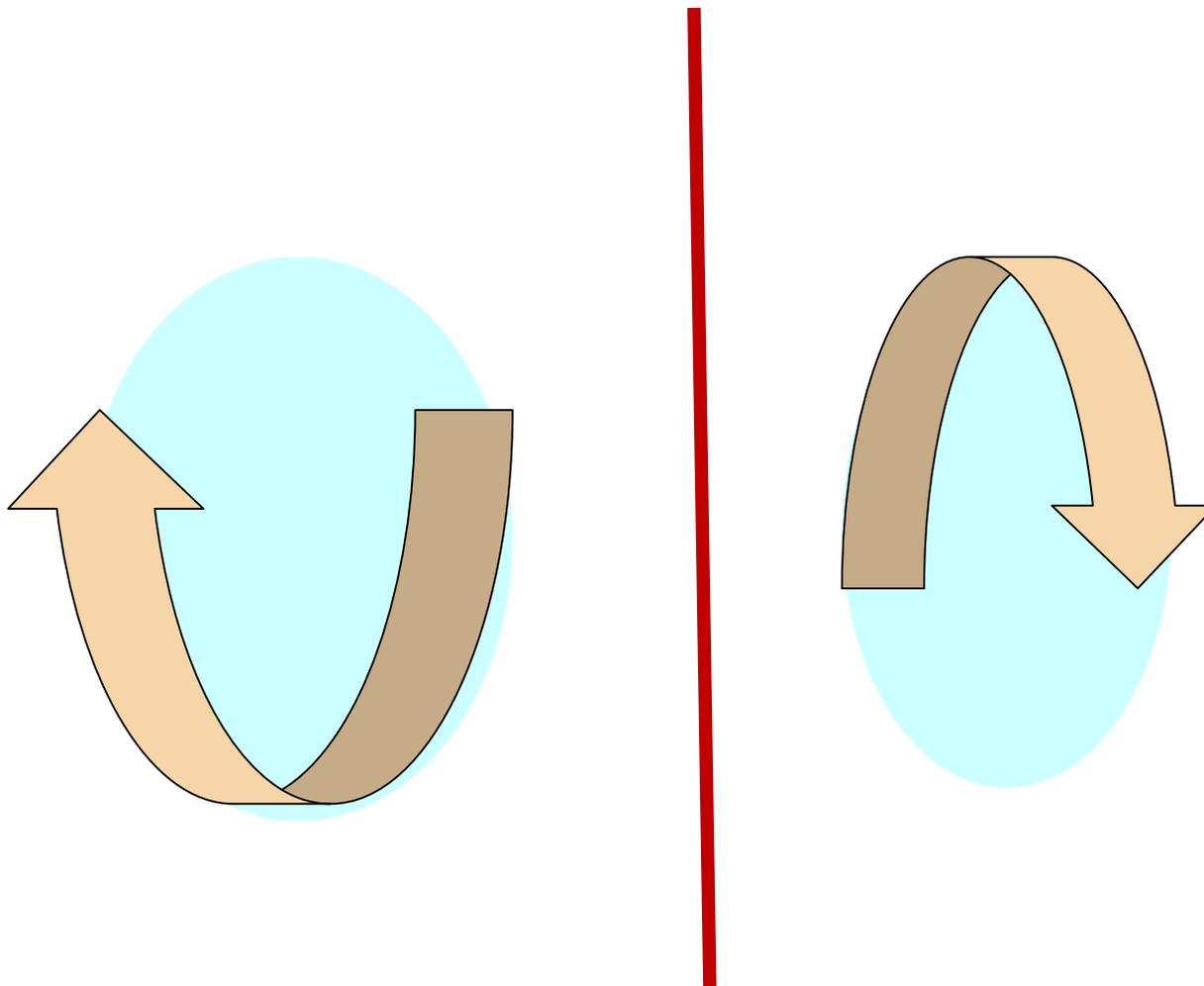
? **SE Fin-RU  
(safety)**



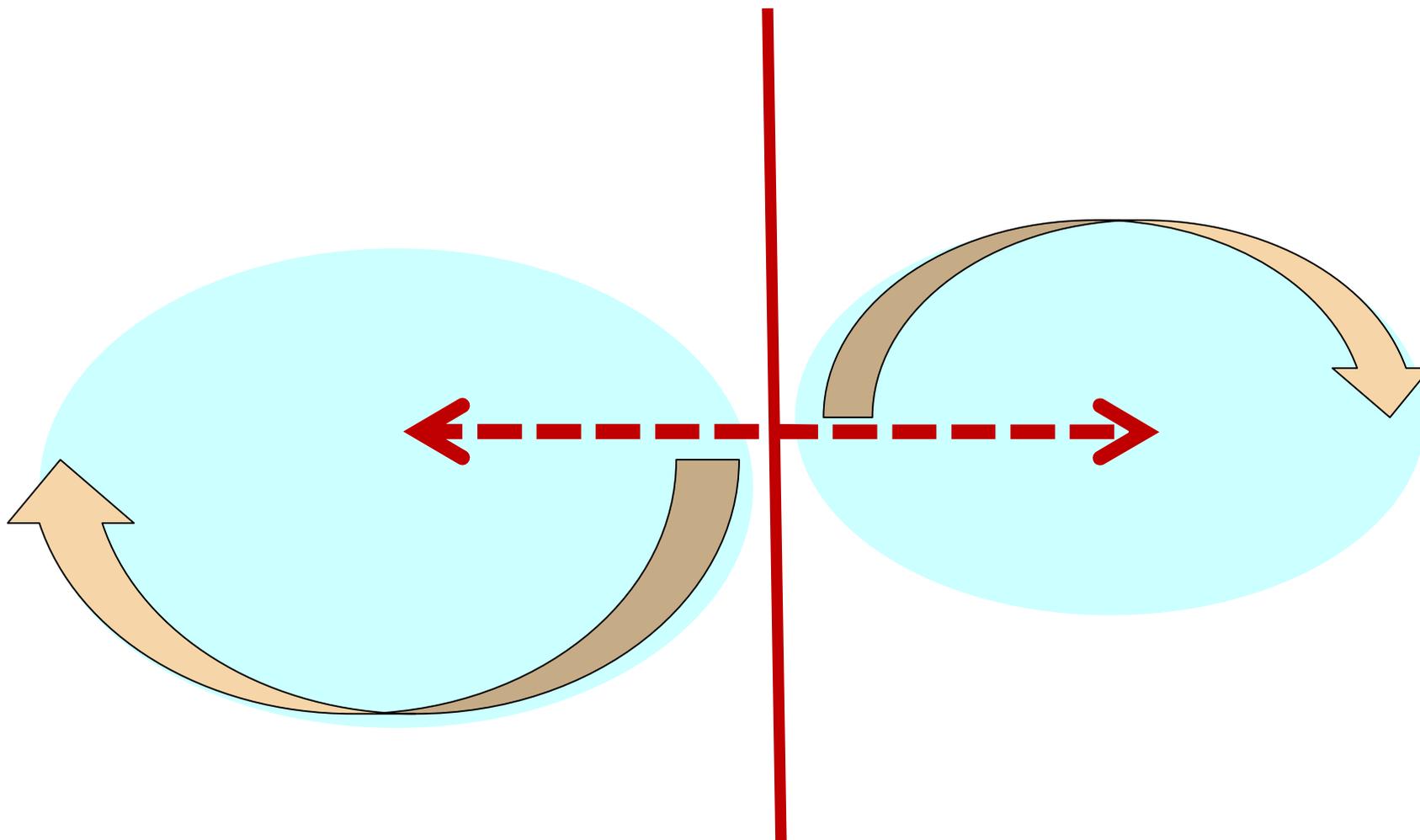
# Cross-border cooperation project preamble



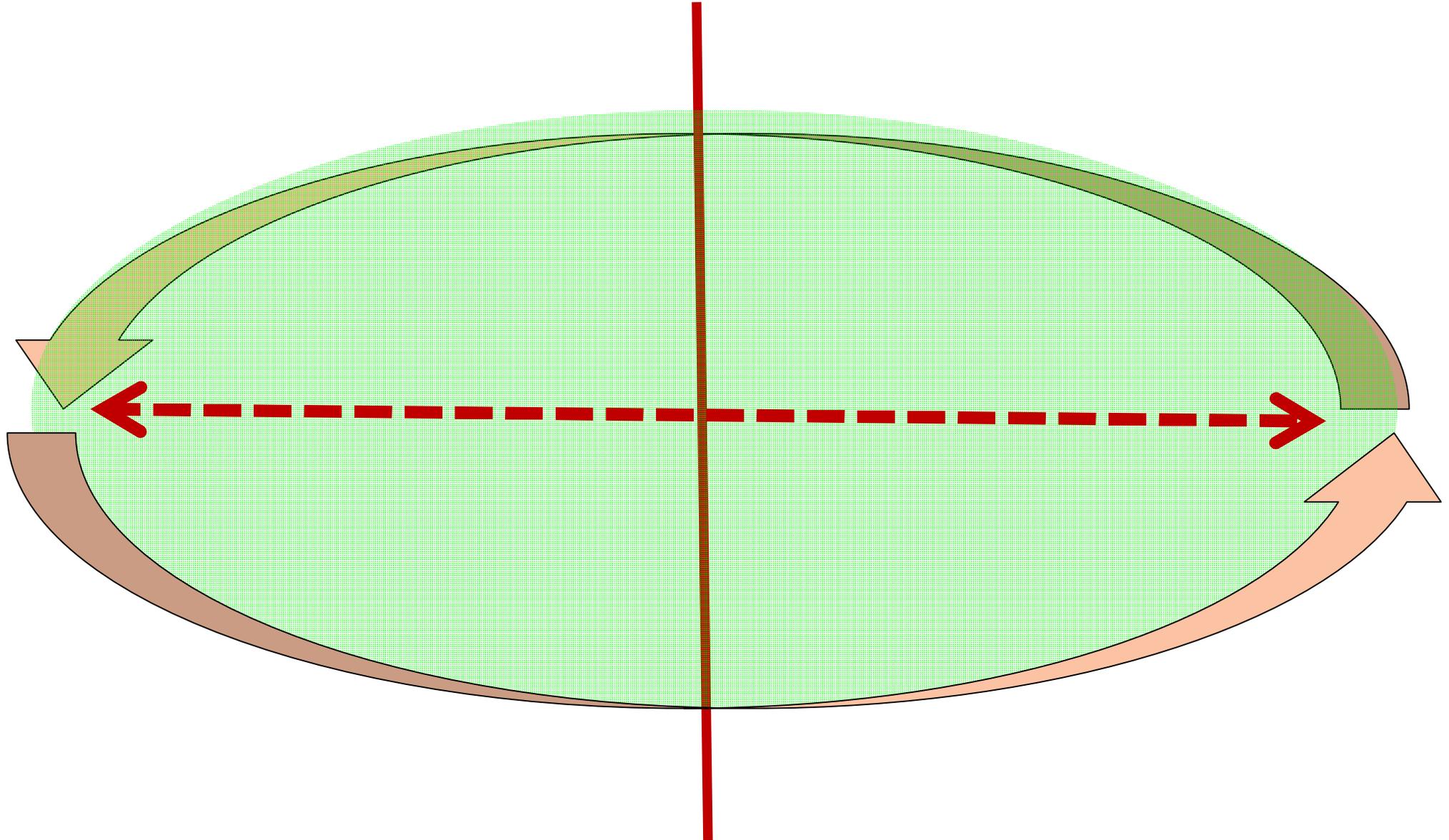
# Potential of territories when “border effect”



# Decreasing border effects = increasing potential of territories resulted from integration



# Elimination of border effects = implementation of territory potential x4



# Specifics of road operation in the Northern periphery

1. Long distances
2. Severe climatic, geological and hydro-geological conditions
3. Insufficiency of quality mineral road construction materials
4. Low traffic volumes on most sections of regional network
5. Significant share of heavy traffic
6. Reduced financing of road needs



# The platform for untypical solutions – ROADEX projects

- **1998-2001 - Roadex I, pilot project**  
"Creating an effective technical exchange & co-operation across the road districts of the European Northern Periphery"
- **2002-2005 - Roadex II**  
"Interactive and Innovative Road Management Practices for Low Traffic Volume Roads"
- **2006 – 2007 - Roadex III**  
"A Project to disseminate, transfer and use the new ROADEX knowledge across the Northern Periphery area"
- **2009-2012 - Roadex IV**  
**ROADEX "IMPLEMENTING ACCESSIBILITY"**  
"Promoting innovations in road sector to increase competitiveness of the Northern Periphery territories"



# Objectives of ROADEX projects

- Speeding up introduction of innovations through know-how transfer aimed at **improved quality road infrastructure** in unfavorable conditions in order to:
  - **Reduce road sector costs**, which are caused by objective difficulties of the Northern Periphery
  - Compliance to the **road user requirements**, reduction of their transport costs



# ROADEX partners



**SWEDEN**

**Swedish Transport Administration, Northern Region  
Swedish Forest Agency**



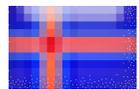
**FINLAND**

**Centre of economic development, transport and the environment**



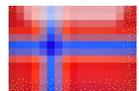
**GREENLAND**

**Government of Greenland**



**ICELAND**

**Iceland Public Roads Administration**



**NORWAY**

**Norwegian Public Roads Administration, Northern Region**



**SCOTLAND**

**Highland Council  
Scotland Forest Commission  
Hebrides Islands Council**



**IRELAND**

**National Road Authority  
Transport Department**



# How can Russia benefit from ROADEX partnership ?

1. Participating in **professional cooperation**
2. **Adopting know-how** to boost road problem solving
3. **Joining resources, attracting support** to implement the tasks jointly
4. **Experience transfer to road engineers from other regions** having no CBC programme opportunities



# **Common objectives of the Barents Low Volume Road Management- project (KO 243)**

- **Harmonization of territorial sectoral practices based on rather voluntary professional partnership than by directives**
- **Contribution to the Barents region economy development through better condition of low volume road networks in order to provide business development and its entering to regional, national and international markets to improve quality of social services for the population**



## **Specific project objectives**

- **Harmonizing of principles and technologies**
- **Increasing sustainability of road networks and reducing environmental impacts of road activities**
- **Optimizing road maintenance costs with innovations adapted to local conditions**
- **Entering an innovational space of the Barents region transport cluster to speed up solving of common problems of the Northern Periphery territories**



## Project fundamentals:

1. Duration – **30 months**
2. Project budget – **399 567 Euro**
3. Sources of the project budget:

**1. EU**                      **50%**                      **199784 Euro**

+

**2. National co-financing of partner-countries:**

**50%**                      **199783 Euro**

Among that:

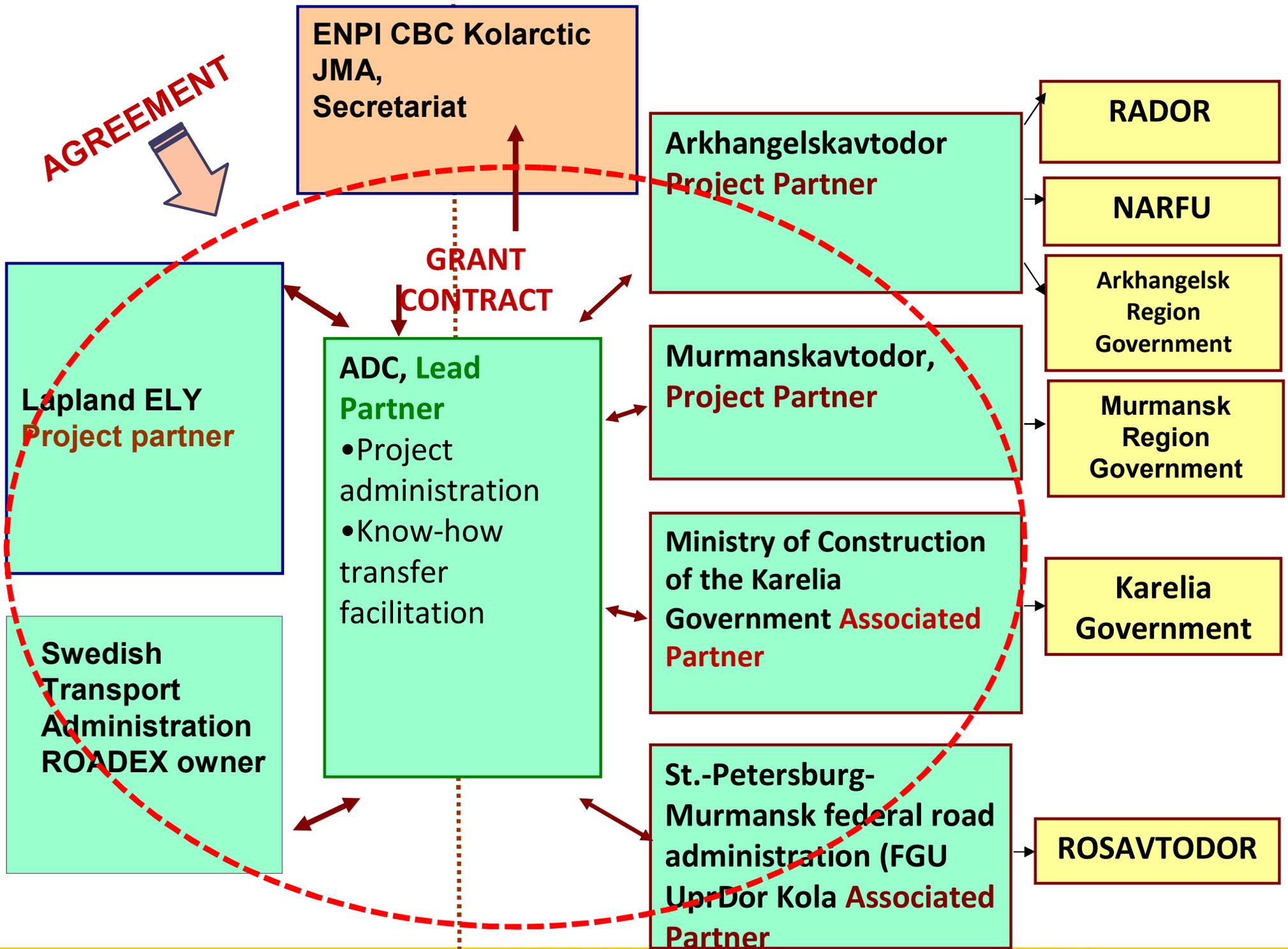
• Finland      9.7%                      38608 incl. 27 500 – ELY

• Russia      40.3%                      161178 incl.

Arkhangelskavtodor                      9000                      Euro

Murmanskavtodor                      3000                      Euro





Partner interactions and communications within the project

# Project management

1. Key project decisions are made by the **Steering Group** – higher project body consisting of partner representatives
2. Current administrative decisions are made by the **Lead Partner** based on:
  - Kolarctic ENPI CBC rules and Guidelines
  - Grant Contract
  - Partnership Agreement
  - Steering Group decisions



# Project stages

1. Developing the list of low volume roads problems on the Russian side, setting **priorities**
2. **Analysing problem reasons**, setting concrete tasks (Terms of reference)
3. Organizing the **tenders** to choose specialized experts with experience on solving the tasks (ROADDEX resources)
4. **Executing works** by experts and local specialists to solve the problems in Lapland, Arkhangelsk and Murmansk region and choose optimal decisions for local conditions
5. Development of methodologies and recommendations
6. Organizations of seminars on **adapted know-how transfer**
7. Final conference, presentation of the **results** and summarizing project results
8. **Distribution of the Project results**



# Basic project expectations:

1. Better “equipping” of road engineers to improve low volume road condition on the Finnich/Russian territories of the Barents Region with innovational approaches, methods, and technologies
2. Improved accessibility of periphery settlements and conditions for business and social sector, improved road safety and environment quality as results of better road performances



# Russian dissemination channels of the project results

1. **Association of territorial road administrations RADOR** – know-how dissemination in the regions of Russia
2. **Regional governments and mass media** – informing authorities of the Brents region territories, professional bodies and the community
3. **Road department of the Northern Arctic Federal University** – actualization of training programmes
4. **Institute of professional development of the NARFU** – professional development of road sector specialists
5. **Scientific research conferences, seminars, publications in national sources** – information for scientific, professional and political circles
6. **Internet resources** - accessibility of information for all the stakeholders via Internet sites



# Project risks

<b>Type of risk</b>	<b>How to minimize risks</b>
<b>1. Changes in migration legislation</b>	<b>Tracking the changes, consultations with the Federal migration service</b>
<b>2. Requirements of tax legislation</b>	<b>Tracking the requirements, consultations with external auditor</b>
<b>3. Reorganization in road sector</b>	<b>Tracking the changes, immediate informing of the Secretariat, consultations, providing legal successors</b>

