



04/2012/118/KO548
Safer Roads for Users - Project
KICK OFF MEETING MINUTES

Date	June, 27, 2013 (Thursday)
Venue	Arkhangelsk Road Administration “Arkhangelskavtodor” premisses Address: 38/1, Komsomolskaya str., Arkhangelsk, 163001
Objective	Ensuring successful start of the Project: objectives and tasks, presentation of the Partners, planning of the first steps, the project management and financial aspects
Moderator	Elena Svatkova, Project Manager, Director of ADC Ltd.
Kick-off issues, presenters	
1. Welcoming words I. Kudinov, Deputy Director of Arkhangelskavtodor	<p>The Project “Safer roads for users” started has the budget three times higher than the recently completed Kolarctic ENPI CBC “Barents Low Volume Road management”-Project. However, the duration of the Project is shorter. This means that more efforts are to be mobilized to implement this new Project.</p> <p>Consecutive implementation of international professional cooperation projects is a good tendency that stimulates development of road infrastructure. Road traffic safety is a result of safer road and roadside, safer vehicles and safer user behavior. Therefore the road industry cannot solve the whole problem of road accidents but it may contribute to reduction of road accident risks. Thus the best values of road safety on Russian roads may be resulted from joint efforts of the road and other sectors responsible for safety and via usage of experience of those who managed to achieve success in road accident problem solving.</p>
2. General information regarding the Project Elena Svatkova, the Project Manager, Director of ADC Ltd.	<p>Presentation of the Kolarctic ENPI CBC Programme and the “Safer roads for users”-Project: Common rules of cross-border cooperation projects, objectives and tasks of the Project, budget.</p> <p>Every Project implemented within the Kolarctic ENPI CBC Programme shall contribute to achievement of the Programme objectives set by agreements between EU and Russia. One of the key objectives is elimination of cross-border effects. The objective of every Project is to transfer know-how and technologies from one Partners to another in order to mitigate cross-border effects. The project started – “Safer roads for users” complies with the general principles of the Programme. Transfer of know-how and technologies to level safety values of road infrastructure on both side of the RF/EU border is in the centre of the project attention.</p>
Annex 1 Presentation – Project «Safer Roads for Users»	<p>Ensuring road safety in the North has its specifics, which is conditioned with long distance trips, longer duration of dark time, low population density, lack of mobile communications, low traffic volumes, high share of heavy traffic (higher risks of road accidents due to buffeting, which is particularly dangerous for heavy vehicles with high centre of gravity. In case of a road accident its victims often fail to get any</p>

	<p>medical aid. The Project objective is to reduce road accident risks conditioned with the road and its environment. Statistics shows: the number of killed in road accidents on road of Partner –countries with similar climatic conditions (Finland, Sweden) and even higher motorization rates is many times less than on the Russian roads. Thus the experience of neighboring countries shall be adopted to reduce road deaths on the Russian roads. Neighbors’ experience transfer will be implemented through pilot projects and subsequent monitoring of results, and that tells new project from the previous one.</p> <p>The Project budget is 1.4 mln.Euro, duration is 19 months. The Project team is numerous and is formed of Partners based on cluster principle, therefore the organizational structure is complex and every participants shall execute his functions.</p> <p>The project forecasted results:</p> <ul style="list-style-type: none"> • Adopting by the Russian Partners of the principles of safer roads planning, design, construction and operation within the motorized community, which will be appropriate for development of cross-border tourism, business logistics, passenger transport and personal cars. • Eliminating border effects on practices of road user safety ensuring in the Northern countries and Russia. • Providing higher homogeneity of traffic conditions on both sides of the RF/EU border to improve traffic fluency, reduce road accident risks and negative environmental impacts. • Active participation of all Partners’ representatives in Project implementation process. • Dissemination of information and Project results via all available dissemination channels – association of territorial road administration RADOR, regional administrations, mass media, Northern (Arctic) Federal University and St. Petersburg State Architecture and Construction University, web-sites of the Project Leader and Partners. • Project risks management (taking into account lessons learnt of the previous BLVRM Project).
<p>3. Presentations of the Project Partners and their expectations from the Project</p> <p>3.1 Igor Kudinov, Deputy Director of Arkhangelskavtodor</p> <p>3.2 Alexey Maksimov, Head of the Arkhangelsk Regional Road Police</p> <p>Annex 2 Presentation</p>	<p>3.1 “Arkhangelskavtodor” – administration responsible for safety of 8102 km of regional road infrastructure. 2012 year statistics: 385 casualties, 539 injured, 11 killed in road accidents. Comparing to 2011 there is a tendency for road safety improvement – reduction of the number of road accidents by 20%, injured – by 17%, killed – by 7%.</p> <p>50 road accidents occurred concomitant with road conditions (slippery road, absence of road marking, pavement defects).</p> <p>In 2013 the following actions were undertaken within the target road safety programme: installation of road signs - 3300 pcs.; application of road marking - 1380 km, 30 km of thermoplastic marking; vegetation clearance within the roadside - 420 hectares; de-dusting - 40 km of gravel roads; installation of road barriers – 87km; design and installation of road lighting on road sections through Velsk, Shangaly, Krasnoborsk settlements; furnishing of 236 pedestrian crossings (road signs with high reflection properties, thermoplastic road marking). A dialogue with road police is being developed to fix positive tendency in road accident reduction.</p> <p>Expectations from the Project: Road administration is a permanent participant of technology transfer projects. As a rule, these projects are limited to information transfer. Current project involves the pilot case – a component that allows to work out the full technological chain of actions aimed at accident risks elimination starting from statistics analysis and ending up with monitoring of improvements on a concrete pilot regional road section. The administration is interested in mastering the whole technological chain from statistics quality improvement to professional pride before the road users and colleagues from other regions regarding good roads of the Arkhangelsk region.</p> <p>3.2 Arkhangelsk Regional Road Police – inspection responsible for safety of all Arkhangelsk region roads (587,4 thou.sq.km) totally 20.6 thou. Km long (including 0.56 thou.km of federal roads, 8 thou km regional roads and about 12 thou district and municipal roads).</p>

<p>- «Arkhangelsk Regional Road Police»</p> <p>3.3 Sergey Gutsol Chief inspector, mayor of police, Murmansk Regional Road police</p> <p>Annex 3 Presentation - “Murmansk Regional Road Police»</p> <p>3.4 Alexander Melentyev, Senior Engineer, Murmanskavtodor</p> <p>Annex 4 Presentation - «Barents Cooperation Projects»</p> <p>3.5 Olga Buch, Director ANO “Project Management Centre” (via Skype)</p> <p>3.6 Alexey Vladimirov, Head of the Alakurtti municipality, Chairman of the Board of deputies</p> <p>Annex 5 Presentation</p>	<p>Population of the Region is 1.202 mln.RUR. The number of vehicles in usage is permanently increasing. The vehicle growth rate for the last 5 years was about 75 thou. Vehicles. Total number of vehicles registered in the Region is 380 thou. Vehicles. In Arkhangelsk the vehicle fleet is 100 thou vehicles. Accident rate for the last 5 years has been stabilized but the figures are enormous: during the 5 months of the 2013 about 640 road accidents occurred (incl. 576 because of driver’s fault) with 54 people killed and 824 injured. 191278 traffic rules violations were revealed, 3000 drivers were prosecuted for administrative violations. Basic road accident types are collisions (41%), driving off the road, driving on a parked vehicle, pedestrian accidents (39%). The number of pedestrian accidents on pedestrian crossings has decreased but the number of accidents involving children-passengers has increased due to ignored child restraints and seat belts. The number of road accidents in rural road has increased.</p> <p>The reasons for the most of road accidents are as follows:</p> <ul style="list-style-type: none"> • Speeding (vehicle speed chosen is not in line with road conditions) • Not yielding way. <p>Concomitant reasons are road conditions (slipperiness, rutting, uneven pavement, pavement/shoulder level difference, etc.). The measures undertaken are:</p> <ul style="list-style-type: none"> • supervision: automatic video control and penalties; works aimed at speed reduction. • Prevention: population informing via mass media, campaigns in childcare institutions. <p>Expectations from the Project:</p> <ol style="list-style-type: none"> 1. Receiving new ideas to develop road accident reduction strategy for the Arkhangelsk Region. 2. Involving organizations responsible for the Arkhangelsk road and street network into implementation of the pilot Project. 3. Adopting experience of Partner-countries to promote drivers to observe speed 4. Developing atmosphere of constructive cooperation to achieve common objective – road safety improvement 5. Contributing to changing the psychology of Russians, forming the value of safety in community, enhancing motivation of the personnel of public administrations, municipal services, transport companies, designers, etc. to more responsible decisions and actions in order to reduce road accident risks while executing ones’ professional activities. 6. Assisting to overcoming of difficulties on the way of foreign practices adoption in Russia because of dissociation, remoteness and mentality of population. <p>3.3 Murmansk regional road police – inspection responsible for road traffic safety in the Murmansk region where road traffic is under influence of border location. The Region has common border with Norway and Finland, traffic volume on West-East direction is increasing. Distance from Murmansk to: Finnish border is 250km, Norwegian border -555 km. Traffic on the North-South direction is served with the federal road St.Petersburg-Murmansk 2018km long crossing the republic of Karelia. In 2005 the bridge across Kola Bay was opened for traffic (1.5km long). It connected districts of Murmansk city, changed road traffic schemes and activated traffic. The Murmansk region total road network is more than 9.6 thou.km</p> <p>During 5 months of 2013 328 road accidents occurred in the Region, in which 19 people were killed and 445 were injured. The road accident rate has decreased comparing to the previous period.</p> <p>The road police’s task is to ensure road traffic safety with means of:</p>
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– Alakurtti – the model of safe traffic

3.7 Glenn Berggard, ass. Professor, Luleo University of Technology, Sweden (via Skype)

Annex 6 Presentation «Luleo University of Technology»

3.8 Jorma Leskinen, Transport System Planning Manager of the Lapin ELY

Annex 7 Presentation – «Lapland ELY Center»

3.9 Svetlana Kuznetsova, methodologist of the Arkhangelsk Regional Rescue Service

3.10 Kari Vayrynen, Head of the Salla municipality, Lapland, Finland

3.11 Alexander

- Supervisory/control measures when operating and rehabilitating roads, streets and road infrastructure objects that have impact on road safety
- Popularization of safe behavior road user
- Study of road accident reasons, developing proposals and including them into the programme of road accident reduction measures on problematic road sections.

Expectations from the Project: Contribution to more comfort and safe condition of Murmansk Region roads for the users through studying and applying experience of the Northern countries on:

1. Eliminating of road accident risks on existing black spots
2. Decreasing of the role of road conditions that provoke road accidents
3. Establishing cooperation of the parties responsible for road traffic safety
4. Changing attitude of Russians to road traffic safety.

3.4 Murmanskavtodor is responsible for regional road infrastructure including 2019 km of roads, 147 bridges, 2520 culverts.

Work aimed at road accident reduction has been executed on a continuous base but the actions undertaken are not always effective. On some section even provided with good pavement, signs and marking there can be surges of accident rates.

Expectations from the Project:

- Get better understanding of road accident reasons and accident reduction methods proved to be effective within the practice of foreign and Russian colleagues.
- Obtain practical experience of accident risk reduction within high motorization rates.
- Contribute to roadside service infrastructure development.
- Contribute to improvement of road sector image.

3.5 ANO “Project management centre” – established in 2007 for the purposes of scientific research, information activities, consulting, implementation of international projects.

Currently the Centre is:

- involved in studying of the Alakurtti agropark development concept;
- a Partner in the Project «Reconstruction of Kandalaksha-Alakurtti-Salla road» together with Murmanskavtodor.

Expectations from the project:

- Contribution to development of the Murmansk region road network, improvement of roadside service and logistics infrastructure.
- Analysis of the need in roadside infrastructure service on a pilot section of the Project and development of proposal for its development in order to increase level of comfort and service for road users.
- Dissemination of information and cooperation experience on inter-regional and international levels.
- Contribution to Project objectives and reduction of its risks with means of coordinated actions by Partners.

Kudryavtsev,
coordinator of the
Project – Arkhangelsk
International School
of Public Health
(under the Northern
State Medical
University)

**3.12 Committee on
city infrastructure
development of the
Murmansk
administration**
(Information for the
Partner absent)

3.13 Elena Svatkova,
Project Manager,
Director of ADC Ltd.

3.6 Alakurtti Municipality is located in the Kandalaksha District of the Murmansk Region, in 60 km from the border with Finland. Alakurtti population amounts to 4 thousand people. Recently it had been a mono profile military settlement of the Russian Ministry of Defense. In 2002 an international border crossing point was opened on the Kandalaksha-Alakurtti-Salla road. Currently it serves 220 thousand crossings annually, including 108 thousand car crossing of the border. This number is increasing.

Alakurtti is a participant of 4 cross-border cooperation projects.

One of the project named “Alakurtti agropark” is aimed at development of trans-border model of cooperation by efforts of three partners: municipalities of Salla and Alakurtti and Murmansk Agency of small and middle scale business support. The Project is aimed to contribute to economic development of neighboring municipalities as well as the Kandalaksha District based on tourism, agriculture and transport logistics. The Project implementation period is 2012-2014. It involves building of a café, camping, farm, as well as improved safety of transport connections. Future of Alakurtti depends much on road condition. Today the road on km 115-145 is gravel and the necessary signs, parking and garbage bins are missing. Road accident risks are high. Asphalt pavement, signs, parking, better maintenance are needed. Information from Murmanskavtodor: in summer 2013 the road works will be tendered: for km 115-139 (2015); for km130-145 (2016).

Expectation from the project: Contribution to improvement of:

- Performance and attractiveness of trans-border route Salla-Kandalaksha, developing demand for roadside services, development of infrastructure to provide aid to those involved in road accidents.
- Traffic and environmental safety
- Cross-border cooperation aimed at development of working places, economic basis and humanitarian revival of the settlement, improved quality of life of local population.
- Cooperation of the Murmansk region organizations with the Partners from the Barents Region.
- Coordination of different levels of administrations (regional administration and municipalities).
- Elimination of project risks with means of better informing of Partners and community of actions and financial decisions within the Project, improvement of coordination between the Project implemented.

3.7 Luleo University of Technology – the northernmost university of Sweden established in 1971; 19 thousands students, 1600 employees. 2 faculties – the Faculty of science and technology (53 research subjects) and the Faculty of humanities and social sciences. The strengths of the University are as follows: multidisciplinary and applied research that provide 60% external research funding. Companies order research from the University and benefit from this.

Geographic location and climatic conditions stimulate hospitality and welcoming.

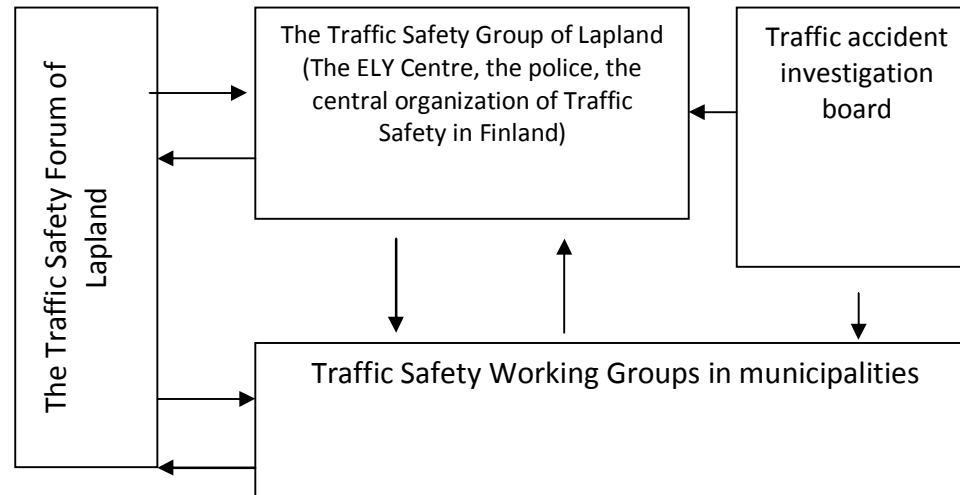
We think that: Great ideas grow better below zero.

Expectations from the project: Development of Partner relations and joint actions, transfer of knowledge to the Russian Partners in the sphere of educational and research activity aimed at reduction of road accidents. Joint working on ideas assists transfer of knowledge from best to the best.

3.8 Lapland centre of economic development, transport and the environment – Lapland is the Finland’s North with 180 thousand inhabitants (3% Finland’s total population) and 100 thousand sq km (30% Finland) with 9 thousand km of roads (12% of Finland road

network). Several years the Finnish transport infrastructure management system was reorganized and former road administrations were included into the Centres with extended areas of responsibility and cooperation. The Lapland Centre is responsible for economic development of the territory (employment, competence, culture), transport services, environmental impacts and natural resources. Organizational structure of the centres has complicated thus contributing to more system and balanced solutions that correspond to interests of the users, ecosystems and community as a whole.

The scheme 1 represents organization of road traffic safety work in Lapland.



Reorganization required higher professionalism of road engineers and now, additionally to traditional engineering issues the road engineer's professional competence includes also issues related to:

- Dangerous conditions of drivers,
- Driver behavior model with specific attention to risk groups "young drivers", "foreign drivers",
- Safety of environment in settlements,
- Reduction of risks for vulnerable road users – pedestrians and cyclists, route information for road users (including foreign tourists travelling by car),
- Etc.

Expectations from the Project: contribution to harmonization of road conditions on cross-border roads; development of cross-border economic activity; reduction of risks created by foreign drivers on roads of Lapland.

3.9 Arkhangelsk Regional Rescue service – has all Arkhangelsk Region under its field of responsibility. The activities are as follows:

- Aid to those suffered from road accident with casualties;

- Training of firemen in the districts of the Region on how to give first aid to injured in road accidents, how to prevent accidents of any kind, including road accidents.

Expectations from the project:

Adoption of the experience and know-how, rescue technologies applied by the Barents Region Partner countries to prevent road accident and give first aid to injured in road accidents in remote districts.

Extension of relationship with road police to jointly prevent road accidents and help injured in road accidents if it occurred.

3.10 Salla municipality – municipality close to the border, in which the cross-border road stretches. The number of Russian vehicles on roads of Salla increases. The problem is also the young drivers who sometimes become responsible for road accidents especially at weekends when youth leaves the town. Road deaths in Finland are considered to be a huge humanitarian and economic problem. Responsibility for road safety in Finland is both under public and non-commercial organizations. Salla municipality makes efforts to improve road traffic safety. The current tasks are:

- Promoting the Salla-Kandalaksha railway rehabilitation Project to divert freights from road to railway thus decreasing the share of heavy traffic on roads.
- Improving coordination in maintaining roads that stretch across several municipalities, e.g. on vegetation control and visibility control.
- Preventing animal related accidents (elks, reindeers). Collision with an elk is severe and may result in human death.
- Extending light traffic paths (cycle paths) along public roads in rural area is an national task. Currently the light traffic network is well developed. Cycle paths are built separately from motor transport roads and is used by cyclists, pedestrians and scooters.
- Improving road conditions on Salla-Alakurtti road. Its 20km from Salla to the border. The last road section is curvy and has continuous road marking (yellow marking in Finland is used).
- Harmonizing driver behavior is an important task. Cross-border driver behavior and his/her attitude to the rules is different. If the Russian drivers would behave themselves in a way like Lapland ones Russia could become the country of safe roads. Unfortunately the Russian driver is clearly seen on the road even if not looking on the registration plate. Therefore Finland publishes leaflets for the Russian drivers explaining how to drive safely on Lapland roads, which are narrower than Russian ones, eliminating accident risks.
- Adjusting the mechanism of cooperation in the sphere of first aid to road accident participants on cross-border roads. Sometimes the Finnish rescue services occur to be closer to the accident place and are able to help before the Russians reach the location. When every minute is of value one should undertake actions and not spend time for documentation, which cannot be more important than human life.
- Discussing the issues listed above on corresponding levels responsible for dangerous road sections or taking organizational/legislative decisions. Unfortunately the most often catalyst of problem solving are road casualties, which have social resonance.

Expectations from the Project:

- Improving road performance and attractiveness of the trans-border route Salla-Kandalaksha for tourism, trade, cross-border business and employment.

- Developing cross-border cooperation between Partners, increasing their level of informing and professionalism and thus harmonization of road conditions will improve road traffic safety for the Russian, Finnish and third countries contributing to development of Northern Periphery economies.

3.11 Arkhangelsk international school of public health under the Northern State Medical University – established in 2006 within the international Project with participation of Finland, Sweden, Norway and Russia. In 2007 the magistracy “Public healthcare” was developed. It includes the course “improving safety and preventing traumatism”. The school coordinates the Project implemented by the Ministry of healthcare of the Arkhangelsk Region and the Northern Norway clinic with aim to develop practices of first aid to road accident victims and their rehabilitation. Since 2012 prevention activities has been included into the list of practices to be developed.

The school expressed the willingness to participate in the following Project activities:

- Disseminating Project results and information among its students
- Evaluation of measures undertaken within the Project, improvements on pilot sections, statistics analysis and presentation of results to community and in academic circles.
- Monitoring of improvements implemented within the Project.

Expectations from the Project: Opportunity to expand activities aimed at public safety prophylactics, contribution to road accident rate reduction, less killed and injured.

3.12 Committee on city infrastructure development of the Murmansk city administration – the structure responsible for performance of the Murmansk city road street network. In 2012 the bilateral Project work aimed at black spot identification with subsequent road safety audit of sections by representatives of Committee, Murmansk road police and Finnish experts from Poyry Finland Oy was executed and the proposals for improvements were made.

Expectations from the project:

- Taking as pilot those street sections where black spot was identified, analyzed and provided with proposals for improvement.
- Mastering practical experience of road accident risk reduction of problematic sections within high motorization levels by the specialists responsible for municipal road street network;
- Improving road street network safety and thus increasing attractiveness of Murmansk for tourists;
- Obtaining experience of participation in international and interregional projects.

3.13 ADC Ltd. – consulting company one of specializations of which is road safety (reducing risks of road accidents environmental impacts of road), the Project Lead Partner.

Expectation from the Project:

- Forwarding experience obtained within other international and Russian projects related to road safety.
- Coordinated implementation of two logically sound Kolarctic ENPI CBC **projects - «Safer roads for users»** and already completed **«Barents Low Volume Road management »**.

	<ul style="list-style-type: none"> • Obtaining experience in project management. • Contributing to development of University educational/training programmes. <p>3.14 Kolarctic ENPI CBC Programme Secretariat – the body acting as the Client of the Kolarctic Programme projects. The Secretariat is interested in maximum output of financial resources of the Project with achievement of its goals and implementation of tasks. The Secretariat controls the above through Project reporting and interim monitoring.</p> <p>Expectations from the Project:</p> <ul style="list-style-type: none"> • Achievement of the expected Project results listed in application. • Cooperation between Partners, information exchange to transfer technologies and know-how, transparency of procedures and decisions for success of the Project and provision of sustainability of the results achieved after the Project.
<p>4.Experience of other international road traffic safety projects, Juha Hyvarinen, Projects Manager</p> <p>Annex 8 file «The logic of accident risk management»</p> <p>Annex 9 Presentation - SRFU Kick off JHY RU</p>	<p>International road safety know-how transfer projects:</p> <ol style="list-style-type: none"> 1. Kolarctic ENPI CBC “Cross-border road traffic safety”, the Leningrad Region 2. Bilateral project in Sakhalin and in the Murmansk Region. <p>International practice shows that ability of the community to successfully solve accident problems depends on the maturity of the community. This evolutionary process has three stages: from non-maturity when road accident is treated as an incident/fate to awareness of the road accident problem by specialists, government and community as a factor that can be managed and when this problem is technically solved by all and each.</p> <p>The process of maturing is evolutionary and using of leader’s experience is a catalyst of the process. For the countries not yet mature for system solving of road accident problem focusing on priority tasks is recommended, namely:</p> <ol style="list-style-type: none"> 1. Community informing of the road accident problem via mass media to form awareness of safety as the highest value. 2. Implementation of simple, low-cost and addressed measures that can quickly reduce the number of killed and injured in road accidents through reduction of: <ul style="list-style-type: none"> • Road accident severity (seat belts, child restraints, helmets); • Road accident risks for vulnerable road users (pedestrian reflectors, road traffic calming measures on potentially dangerous sections). <p>The world experience shows that: For SUSTAINABLE ROAD SAFETY one should learn how to solve road accident problem before extension of the road network.</p> <p>International cooperation road safety projects implemented in Russia are examples that show that:</p> <ol style="list-style-type: none"> 1. Methods that brought success on first stages of evolution of the countries that became leaders in road safety will also bring success to Russia, which is able to use benefits without making same mistakes and by using best experience. 2. Development of public, business and community partnership is the basic direction to develop resources and speed up the process of community maturing for system solving of road accident problem.

	<ol style="list-style-type: none"> 3. Statements like «Russia is a specific country and the western experience is of no good to it», «the Russian drives require another approach than European ones» are myths beneficial to non-professionals. The Russian practice proves diverse: professional approach to priority tasks (informational campaigns, reducing risks for vulnerable road users, etc.) give even higher benefits than it had been in European countries. 4. Preparation works (road accident data analysis, road safety audit on identified black spots and development of system and economically justified package solutions aimed at accident risk reduction) – powerful argument in favor of investments to road safety improvement, which is convincing even for those who lag behind in understanding the direct relationship between road safety and community welfare. Bilateral projects between the Murmansk Region and Lapland allowed huge work to be executed to identify black spots and prepare proposals for more than 50 road black spots on the Murmansk region road network. These addressed measures need low investments but guarantee huge economic and social output by reducing road casualties. 5. Quality and full road accident statistics is a starting point for professional activities. Inaccuracy or absence of input data increases economic costs and reduces outputs as more addressed measures have to be replaced with more general solutions. 6. Public relations is a catalyst of better awareness of the community through informing about road accident problem, its nature, actions and results achieved: how much money is spent for safety improvements, what's done and how many lives are saved, etc.
<p>5. Lessons learnt of the previous Kolarctic ENPI CBC Project «Barents Low Volume Road management», Elena Svatkova, BLVRM Project Leader</p> <p>Annex 10 Presentation – Lessons learnt of the BLVRM KO-243</p>	<p>Finalizations of the completed Project “Barents Low Volume Road Management” and exchange of opinions by the participants of the final seminar (27.05.2013) allowed to make conclusions, formulate lessons learnt and develop proposals for the current Project. The lessons learnt were as follows:</p> <ol style="list-style-type: none"> 1. It is necessary to compare risks expected in the beginning of the Project with those at the end of it. Objective: improving quality and effectiveness of subsequent projects. 2. Partner organizations shall have clear personnel policy, assign people responsible for the Project and keep the other employees informed of the Project progress. It is important to train the trainers and introduce e-learning. The objective: obtaining maximum output from the Project to increase professionalism of the personnel. 3. It is necessary to involve representatives of all parts of the technological conveyor (cluster) to the technology transfer projects. The cluster is formed of road designers, road administration, contractors, i.e. all chains to develop the product “safe road”. Specific attention shall be given to the first chains of the conveyor – planning and design. The objective: efficient introduction of technological improvements and through quality of the completed product developed by the road sector to its users. 4. It is necessary to monitor improvements made within the Project based on negotiations with the Partners regarding monitoring and analysis of results. The objective: justification for extended introduction of technological improvements. 5. It is important to develop dialogue with the target groups – consumers of final results of the Project. One should ask the users what they see as improved road safety. If the road is important for tourism one should ask the representatives of tourism sector of their requirements to tourist routes. The objective: increasing output from projects and forming public opinion in favor of international cooperation and introduction of innovations. <p>The list of proposals included among others:</p> <ul style="list-style-type: none"> • Promoting energy efficiency, environmental compatibility and aesthetics of roads. Beauty and cleanliness of the road are important

for the Project. The Project logo – green road – adopted from the previous BLVRM Project is a declaration of the project objective – environmental compatibility of the Barents Region roads.

- Using the principle of addressed improvements
- Developing project management methods within the network principle to provide synergy
- Proposing Russian know-how for the western expert society
- Improving balance of resource distribution among Partners based on balanced activity
- Developing informational cooperation with the Partners’ TV programmes – “708th is online” and “Roads of Pomorye” as well as extension of information dissemination via website www.3t-project.ru developed within the previous BLVRM Project.

6. Multilateral Partnership Agreement and Project risk management
Elena Svatkova

Proposals to increase effectiveness and efficiency of the Project are reflected in the special internal document – the Partnership Agreement. The objective of the Agreement is to provide every Partner with clear and full information regarding legislative basis, rules of the Kolarctic Programme, as well as mission, objectives, tasks and obligations of the Partners corresponding to their status in the Project, principles of project management. The Agreement is signed by 10 Partners . i.e. those who have obligations for co-financing.

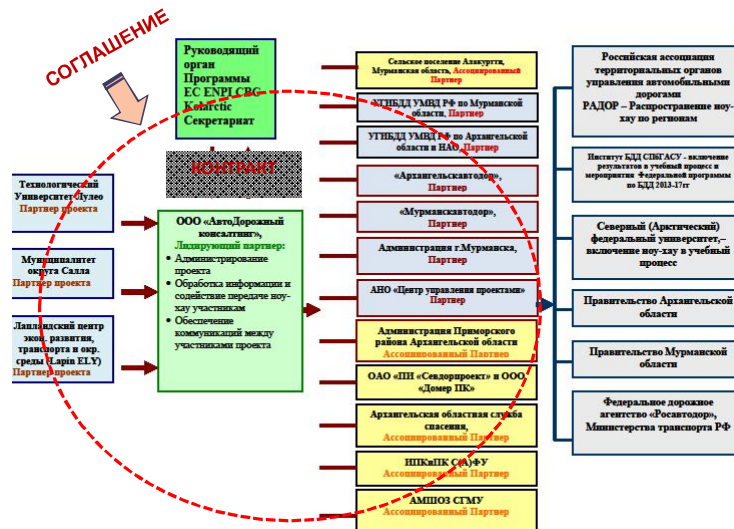
The Partnership Agreement:

- «collects» information from numerous sources most of which are available in English only.
- States basic work characteristics of the Project – budget, schedule, risk management measures, Partners’ data.

Annex 11
Presentation – Multilateral Partnership Agreement

The task of all Partners is to get acquainted with the Agreement to have equal level of informing and understand both general objectives and tasks of the Project and concrete tasks of each Partner. The **Scheme 2** represents the organizational structure of the Project.

Annex 12
Presentation – Project Budget



<p>7. Project Action Plan and activities of the first semester</p> <p>Elena Svatkova</p>	<p>The Action Plan is an inevitable part of the Partnership Agreement. The first semester works are as follows:</p> <ol style="list-style-type: none"> 1. Kick-off meeting aimed at acquaintance of the Partners, setting objectives. Tasks and discussing the first steps of Project implementation; 2. Processing kick-off meeting results; 3. Signing the Partnership Agreement; 4. Developing Terms of reference for contractor's works; 5. Tendering of works, choosing the Contractor, negotiating and signing the contract for outsourced works. <p>The nearest tasks are signing the Partnership Agreement and development of ToR. These tasks are planned to be executed with assistance of the Project Partners. The Lead Partner has planned a trip to the pilot road in July 2013 in order to collect input data to make ToR. Simultaneously meeting with the Partners will be organized to continue discussions and collect proposals that have to be reflected in the ToR.</p>
<p>8. Project Action Plan discussions and proposals for the terms of reference for the Project contractors</p>	<p>Proposals to consolidate black spot management methodology.</p> <ol style="list-style-type: none"> 1. It is important to give definitions to a series of notions applied within the methodology. 2. International methodology and the Russian methodology (normative documents) differ from each other. As Russia accessed WTO and assumed a liability to harmonize most practices it is proposed to contribute to speeding up of this process and to evaluate situation on cross-border roads with one and same method to identify border effects by risk values. This data are important for evaluation of logistic costs on international connections. The Arkhangelsk Region lags behind on black spot identification from the Murmansk Region. It is necessary to fill this gap by fixing the algorithm of actions applied in the Murmansk Region (adapted to the Russian normative requirements) and use it to identify black spots in the same format as the Murmansk one. Such a harmonization will allow comparison of results of two regions by monitoring of improvements made (benchmarking). 3. Choosing the pilot road sections as examples for full technological cycle of road accident risk elimination (including subsequent monitoring). Choice of typical road sections as pilots and development of recommendations and training of the Russian specialists will make it possible to apply package of measures aimed at road accident risk reduction on many other sections. 4. Ensuring synergy effect while choosing pilot sections. Synergy is enhanced effect resulted from multiplied efforts and resources. The basic task is coordination of works. Thus, when choosing the pilot section one should provide for combining of: <ol style="list-style-type: none"> A) the plans of road administration on road rehabilitation (including pilot section) with pavement overlays, drainage improvements, vegetation measures to provide better visibility, etc. B) capacities of the Project: statistics analysis and road traffic safety audit to define the problem of the section, development of proposals, design of safety improvements, organization of tenders to purchase safety equipment, installation works. One should exclude situation when the recommended plastic marking is to be laid on poor pavement. It is important that plans, object and money meet. <p>The pilot section shall be on a rather busy direction, e.g. touristic one, so that maximum users could get benefit from improvements. E.g. for</p>

	the Arkhangelsk Region the Primorsky District shall be the location – Arkhangelsk –Malye Karely road or Arkhangelsk- airport Talagi road.
<p>9.Project Steering Group meeting in an extended format of participants</p> <p>Annex 13 Project Steering Group Provisions</p> <p>Annex 14 Presentation «Filling in timesheets»</p>	<p>The steering principles of the “Safer roads for users”-Project are:</p> <ol style="list-style-type: none"> 1. Openness of Project information for all Partners; 2. Participation in Project management, making important decisions; 3. Active participation in Project implementation stimulated with obligations of Partners on co-financing. Co-financing of most Partners is implemented by the principle of “own contribution”. This means that activity (hours worked for the Project +social costs) decreases the amount of co-financing stated in the Partnership Agreement. Working hours are confirmed with special monthly timesheet. The hour value is calculated based on salary of those who were assigned as responsible person for the Project. Note: there shall be at least two specialists (those who can replace one another if needed) to minimize the risk to slow works, miss Project events, etc. thus reducing benefits of the Partner from the Project; 4. Rigid schedules, conditioned with necessity of execution of road works during short construction periods typical for the Northern regions. <p>Proposals:</p> <ol style="list-style-type: none"> 1. Declare a photo competition among the Project participants - «Scenic Images of Barents Roads” with subsequent prizing of the winner at the end of the Project, placing of photos on the Project website www.3T-project and using the photos in project publications (booklets, recommendation, presentations). 2. Organize the next Steering Group meeting on 15th of August 2013 in Murmansk. <p>The agenda shall include the following issues:</p> <ul style="list-style-type: none"> • Definition of Partners and Associated Partners functions. • Consultations regarding timesheet filling, taking into account specifics of road police organizations. • Involving Partner representatives – municipalities (Murmansk city, Primorsky District of the Arkhangelsk Region) into the process as they fail to get maximum benefit from the Project. • Promotion of system approach into the Russian practice of road accident risk management thus increasing output from resources. • Discussing proposals of pilot road sections and attracting political support if needed, consulting controlling services with explanations of Project actions and importance to adopt innovational approaches to improve road traffic safety.

PARTICIPANTS
of the “Safer Roads for Users”-Project kick-off meeting, 27.06.2013

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