

**Response to questionnaire for:  
Assessment of strategic plans and policy  
measures on Investment and Maintenance in  
Transport Infrastructure**

**Country:**

**Latvia**

## 1 INTRODUCTION

An efficient and competitive transport system is one of the most substantial preconditions for ensuring the economic and social development of Latvia. Over an extended period of time a relatively balanced transport network has evolved in the country, which in general ensures the flow of freights and passengers.

### 1.1 Infrastructure

#### Latvian road network

**Territory** of Latvia – 64 559 km<sup>2</sup>

**Population** as at January 1, 2012 – 2 207 600

In Latvia are registered 72 441.484 km of roads and streets.

**The average density of the roads network** is 1.122 km per 1 km<sup>2</sup> .

The total length of roads under the supervision of State Joint Stock Company "Latvian State Roads" - 20 116.332 km.

**The average density of the state roads network** is 0.312 km per 1 km<sup>2</sup> .

#### Road network structure

Road classes	Road length as at January 1, 2011, km				Average annual daily traffic in		Average annual daily traffic in		Average annual daily traffic in		Average annual daily traffic in	
	asphalt-concrete and other bituminous pavements	crushed-stone and gravel pavements	without pavement	total length of road network	total	including trucks	total	including trucks	total	including trucks	total	including trucks
State roads, including:	8456	11661	-	20116								
Main roads (A)	1651	-	-	1651	5624	1090	4899	847	4809	984	4644	996
Regional roads (P)	4188	1127	-	5316	1213	182	1200	168	1191	179	1164	175
Local roads (V)	2617	10533	-	13150								
Municipal roads and streets, including:	5644	33039	-	38683								
roads	1056	29593	-	30649	1056							
streets	4588	3446	-	8035	4588							
Forest roads	-	6216	3926	10142	-							
Private roads	500	3000	-	3500	500							
Roads and streets, total	14599	53916	3926	72441	14599							

## Bridges

The Latvian State Roads is responsible for 934 bridges, out of which:

- 878 - reinforced concrete bridges;
- 145 - stone masonry bridges;
- 35 - steel bridges;
- 7 - wooden bridges.

**Total length of bridges** - 30 011 metres.

Length of the railway network is 1896,9 km 319,5 km of which are two-way, 257,4 km electrified. There are no high speed rail lines in Latvia. Rail network density - 37,2 km on 1000 km<sup>2</sup>.

Railway network is part of a 1520 mm rail network, which is located in Baltic, CIS countries as well as in Georgia and Mongolia.

There are three large ports operating in Latvia (Ventspils, Rīga and Liepāja), the proportion of which in the total turnover of freight was 97%, and seven small ports (Engure, Lielupe, Mērsrags, Pāvilosta, Roja, Salacgrīva, Skulte).

### Port of Ventspils

The port, which is ice-free the whole year round, provides for timely and effective cargo operations on its powerful terminals. Current utilization of the port barely corresponds to 50% of the maximum capacity, and port, as well as city administration, are devoting large part of their efforts to ensure the satisfying utilization of Latvia's main economical asset. After the accomplishment of the port deepening, it can accommodate vessels up to 150 000 DWT.

- Maximum depth: 17.5 m
- Maximum tonnage (DWT): 150 000
- Maximum draught: 15 m
- Number of berths: 60
- Overall length of berths: 11 012 m
- Overall length of dry bulk and general cargo berths: 7 896 m
- Overall length of liquid cargo berths: 3 116 m
- Vessels' LOA: 270 m
- Overall liquid cargo storage capacities: 1 500 000 m<sup>3</sup>
- Overall closed storage area: 170 000 m<sup>2</sup>
- Overall open storage area: 190 000 m<sup>2</sup>
- Cold store area: 5 000 m<sup>2</sup>
- Overall port territory: 2 451.39 ha
- Available territories: 1 240 ha

### Port of Riga

The Freeport of Riga is a significant part of global and regional cargo supply chains and passenger traffic network in the Baltic Sea region, providing safe and reliable services. An integral part of the city, the Port recognises its social and environmental responsibilities and makes a strong contribution to the growth of Latvia's economy.

- Total territory: 6348 ha
- Land of the port 1962 ha
- Port water area 4386 ha
- Overall length of berths 13,8 km
- Maximum permissible vessel draft by the berth 14,7 m
- Storage area 180 000 m<sup>2</sup>
- Overall open storage area 1 797 000 m<sup>2</sup>
- Cold store capacity 31 750 t
- Reservoir capacity 309 500 m<sup>3</sup>

### Port of Liepaja

The Liepaja Special Economic Zone occupies virtually all the non-residential territory of the city, comprising 3 979 ha or about 65% of the total city's territory. The main territories of the Liepaja SEZ are:

- Port with total area - 1182 ha
- Industrial area of the city - 543 ha
- International airport - 251ha
- Former military base Karosta - 1763 ha

The Port of Liepaja provides a solid base for logistics connections with the rest of Europe. Latvia's third largest port in terms of cargo throughput, Liepaja is truly multifunctional, as a port service provider, dealing with most types of cargo. The port infrastructure - access canals, berths and cargo-handling equipment - allows for vessels with a maximum draught of 10.8 meters and length of 235 meters to call at the port. In total, there are 16 cargo handling terminals for various types of cargo, equipped with appropriate cargo handling and storage facilities - open-air and warehouses, silos, tanks and refrigerated space.

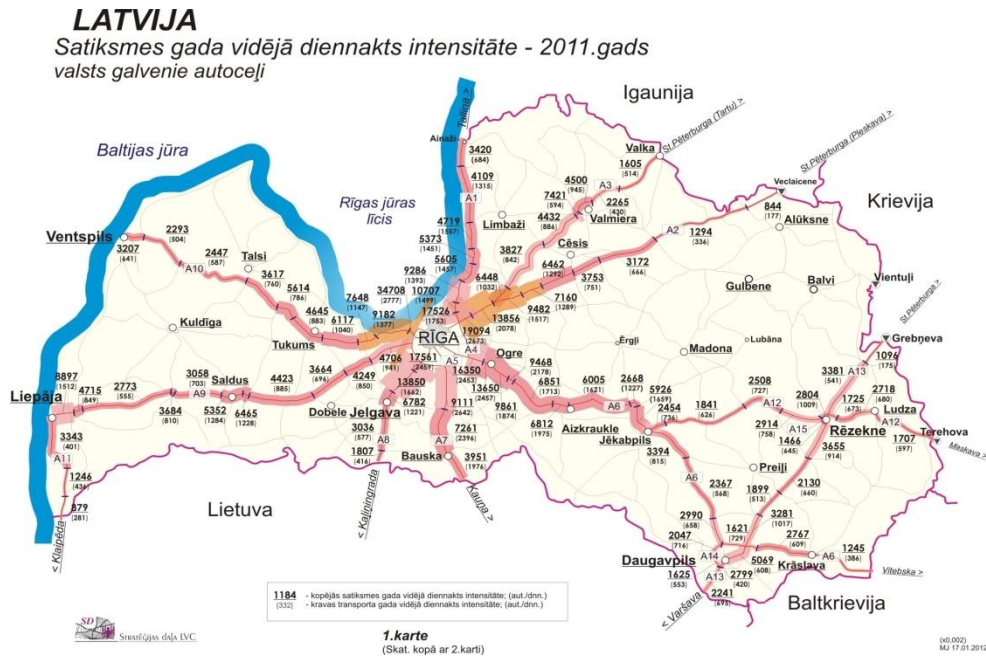
The port provides for covered and closed storage of all kinds of cargo:

- Open cargo storage - 440 000 m<sup>2</sup>
- Warehouses - 70 000 m<sup>2</sup>
- Silos - 28200 m<sup>2</sup>
- Cold storage - 25 200 m<sup>2</sup>
- Liquid cargo reservoirs - 75 000 m<sup>2</sup>

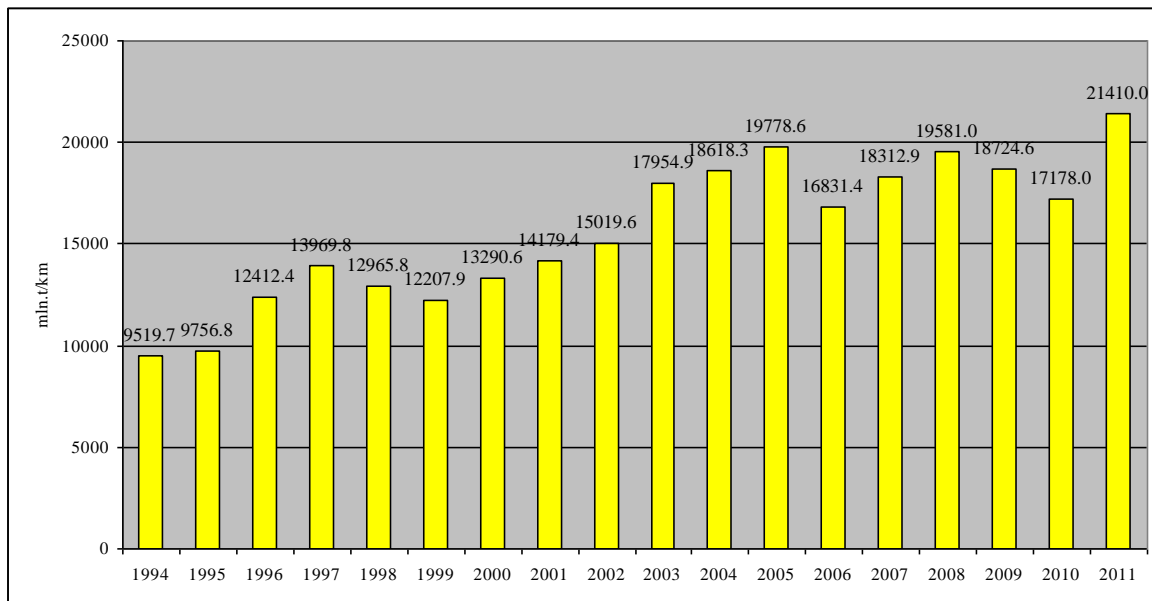
RIGA International Airport is the largest international aviation company in the Baltic's and the main air traffic centre in this region offering regular passenger, cargo and postal delivery to the cities of Europe and world. The RIGA International Airport renders both aviation (airplane, passenger and cargo attendance) and non-aviation services (lease, parking spaces, VIP centre services, etc.). It attends both national and international airlines becoming one of the few European airports that attends both full service and low costs airlines.

## 1.2 Performance

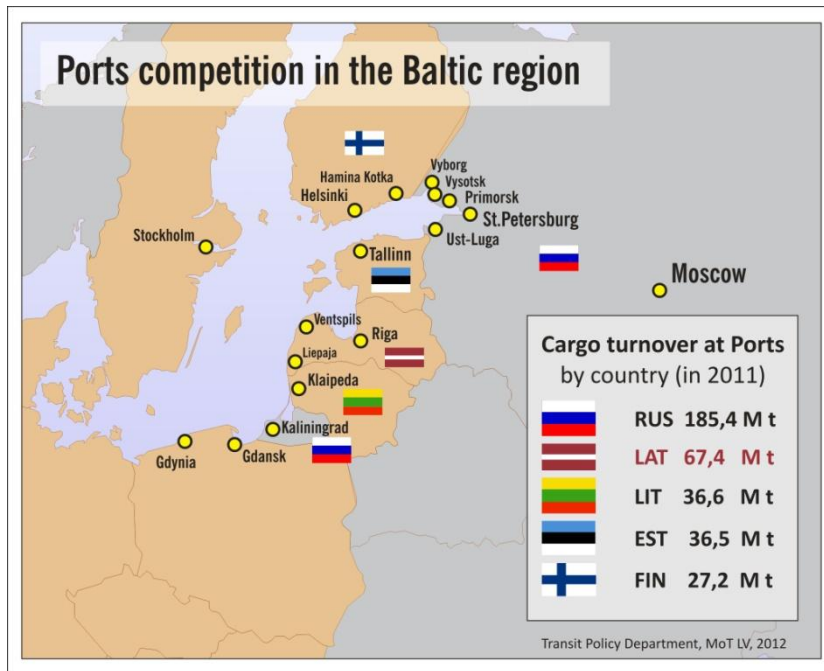
In general Latvian transport system can be described as reliable, without significant congestions, with improved traffic safety.



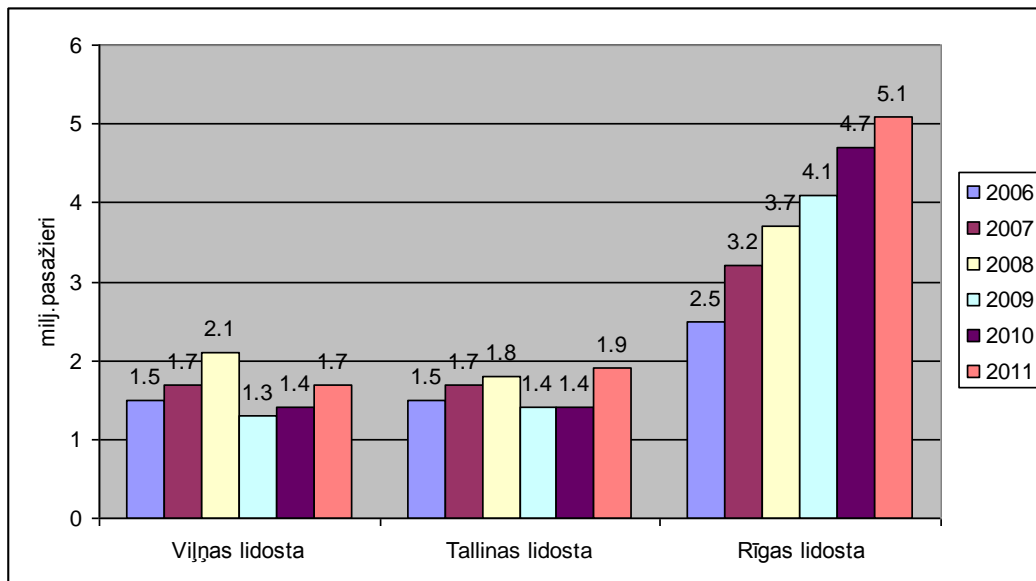
Average daily traffic intensity on the main state roads.



Rail transport can be characterized by a continuous increase of freight turnover. 79% of freight goes through ports. Taking into account this fact the most attention is paid to the main transit corridor East – West.



International airport "Riga" shows continuous growth of passenger turnover and is a leading airport in Baltics.



Passenger turnover in Vilnius, Tallinn and Riga airports.

During the last year there have been a significant change in cargo handling area: in five month of 2012 airport handled 14038 tons of cargo, which is an increase of 190% over corresponding period of 2011.

## 2 MAJOR PROJECTS AND FUNDING

Main transport infrastructure projects are currently co-financed from EU funds (European Regional Development Fund and Cohesion Fund) 2007 – 2013 programming period. The rest of financing is provided by beneficiary of particular project (e.g. local authorities, port authorities, airports, SJSC "Latvian Railways", etc.) or state budget in case of improvement of the state main road network and category 1 motorway network.

The following activities are under implementation from European Regional Development Fund (ERDF):

<b>Activity</b>	<b>ERDF financing (million EUR)</b>	<b>Beneficiary</b>
3.2.1.1. Improvement of State category 1 Motorway network	198	Ministry of Transport
3.2.1.2. Improvement of Transit Streets in Cities	80.2	Local authorities
3.2.1.3. Traffic Safety Improvement in Populated Areas Outside Riga	26.1	Local authorities
3.2.1.4. Improvement of Infrastructure in Small Ports	4.9	Port Authorities
3.2.1.5. Public transport Outside Riga	20	Municipal capital company (Liepaja and Daugavpils City)

The following activities are under implementation from Cohesion Fund (CF):

<b>Activity</b>	<b>CF financing (million EUR)</b>	<b>Beneficiary</b>
3.3.1.1. Improvement of the TEN-T Road Network	308.4	Ministry of Transport
3.3.1.2. Reconstruction and Development of the TEN-T Railway Segments (Development of the EAST-west Rail Corridor Infrastructure and Rail Baltica)	130.5	SJSC "Latvian Railways"
3.3.1.3. Development of infrastructure of large Ports within the Framework of the "Motorways of the Sea"	166.2	Port Authorities
3.3.1.4. Development of airport infrastructure	64.6	Riga International Airport, Regional Airports of Liepaja and Ventspils
3.3.1.5. City Infrastructure Improvements for Linkage with the TEN-T	29.1	Daugavpils City

Due to systematic lacking of state budget financing resources reconstruction/building of state main road and category 1 motorway network is carried out by using of EU funds only requested amount of co-financing is provided from state budget resources.

### 3 STRATEGIC PLANS

The objective of transport policy is a competitive, sustainable, co-modal transport system that provides high-quality mobility through the effective use of resources, including EU funds.

Sub-objectives:

- Latvia – sustainable provider of transport and logistics services
- Internal and external accessibility and high quality mobility opportunities

#### 3.1 Long Term

- Rail Baltica

#### 3.2 Mid Term

The following major infrastructure projects will be implemented during Cohesion Fund 2007 - 2013 programming period.

##### **Roads:**

Two major projects: located on the East – West transit corridor:

- 1) **"Reconstruction of road section Tinuži – Koknes (near Riga)"** - 71,78 km. Total investments of 145.13 mil EUR (EU funding of 123.36 mil EUR).
- 2) **"Reconstruction of road section Ludza - Terehova near Russian boarder"** - 32,7 km. Total investments of 71.47 mil EUR (EU funding of 60.75 mil EUR).

Economic impact (benefits):

- Compliance of the road for transit traffic and route of European significance; used by international traffic carriers, transporting goods from Riga Port to other EU MS and Russia;
- Positive impact on the border bottle-necks at the Russian border;
- Savings on travel time (at least 10 minutes; in case of heavy vehicles queuing saving of 20-25 minutes; savings on Riga-Koknese travel time 30 minutes)
- Improved traffic safety, environmental gains by diminishing noise and pollution along the road.

##### **Railways:**

One major project: **"Construction of second rail track Skrīveri -Krustpils (Rīga – Krustpils section)"**. Total investments of 113.37 mil EUR (EU funding of 65.56 mil EUR).

Project includes construction of new second railway track with the total length of 52 km from Skrīveri to Krustpils (East-West transport corridor); equip this segment with modern microprocessor centralization system; modernization of train traffic management and signaling systems.

Economic impact (benefits):

- Development of the East-West rail corridor infrastructure: increasing its throughput capacity; high quality railway transport infrastructure; reducing number of railway traffic speed and other technical operation limitations.
- Decreased environmental pollution risks related to train traffic accidents



**Ports sector:**

One major project: “**Development of Infrastructure on Krievu Sala for Relocation of Port Activities out of the City Centre**”. Total investment of 184.65 mil EUR (EU financing 77.19 mil EUR).

Project includes construction of 4 new berths of 1,180 m with a deeper navigation channel with a depth 10.5 meters (currently average depth of 9.3 m); Four universal handling complexes for bulk cargos with open type cargo storage areas would be constructed.

Economic impact (benefits):

➤ Riga Port connects to the TEN-T motorway network, TEN-T railway network and the Motorways of the Baltic Sea; ensures cargo transshipment from Russia, the CIS and Asian countries and the reverse cycle to the EU. Suited to act as a transshipment hub for further destinations

➤ Decreased negative environmental impacts on city area close to the historical centre

➤ Positive impact on export of transport services

➤ Reallocation of the activities provides perspective for further development of the port in the new area

**Airports:**

One major project: “**Development of Infrastructure for Riga International Airport**”. Total investments up to 95.25 mil EUR (EU funding 58.50 mil EUR).

Project includes reconstruction of runway, construction of additional taxiways, upgrading of airfield lighting, reconstruction of aprons (including de-icing platforms), reconstruction of storm-water and sub-surface drainage systems, construction of washing and waste handling areas.

Economic impact (benefits):

➤ Ensured implementation of environmental and safety standards: Project includes reconstruction of runway, construction of additional taxiways, upgrading of airfield lighting, reconstruction of aprons (including de-icing platforms), reconstruction of storm-water and sub-surface drainage systems, construction of washing and waste handling areas.

➤ Long term aim of the airport: to become one of the main passenger transit centers in N-Europe

## 4 ASSESSMENT METHODOLOGY

EU funded project application forms are supported by Feasibility Studies containing cost - benefit analysis which has to be carried out in accordance with guidance on the methodology to be used in carrying out the cost-benefit analysis. This methodology is provided by European Commission as stated in Council Regulation (EC) No. 1083/2006 of 11 July 2006 laying down general provisions on the European Regional Development Fund, the European Social Fund and the Cohesion Fund.