



Latvian State Roads Annual Report 2005





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State Joint Stock Company “Latvian State Roads” in 2005



In 2005 State Joint Stock Company “Latvian State Roads” fulfilled its main tasks – managed the state road network, planned and managed maintenance and development of the state road network, supervised road traffic organisation and managed the projects co-financed from Cohesion Fund and the European Funds for Regional Development.

This year the LSR worked out the first draft programme for state main road improvement, identifying the goal to achieve in implementation of the programme. High traffic safety level and conformance of the technical parameters with the traffic intensity and load shall be achieved by 2013 on the roads. Surely, this will be the important document, which will identify the tangible part of our future operational guidelines.

At the same time, it must be mentioned that we lack

satisfaction regarding the year of account in general, because the result achieved still does not allow looking toward state road network improvement with true optimism. True, there is a circumstance and it might be mentioned as the event, which allows looking with great assurance and certain belief to implementation of many future plans. These are amendments to the laws passed by the Parliament, according to which from 2007, financing to the roads will significantly increase every next year because deductions from fuel excise tax to the state road fund programme will increase every year. It does not matter that it will be easier. It means that there will be more work, because it will be necessary to invest the grown funds more competently, but the need, as known, appears much more than one can afford. Next to the main road programme, there is the 2nd class road programme for support of regional development and other programmes co-financed by the European Funds.

In 2005, in general, the state road network was efficient, though it demanded efforts. It might be assessed as more adopted to criteria. Though, it must be also mentioned, that winter maintenance on state roads improved. Reconstruction works in many sections on *Via Baltica* continued, and construction works commenced on Saulkrasti bypass are particularly important, because this is the first our new-built road after restoration of independency. This year the LSR Road Laboratory was accredited and Traffic Information Centre commenced work in experimental regime. Organisational preparation commenced for us to have a new home in Riga. It is not that 2005 was a vain year. Public demand criteria become more and more strict with every following year. In these circumstances, taking into account the growing financing, we felt lack of experienced, professional and dynamic personnel in the LSR business. So every state-scale problem is based on whether it had to be easier to find qualified personnel in every structure than find the adequate financing.



Financial Indicators

Net turnover in the year of account was **Lats 5,835,748**.

In comparison with the previous year net turnover has increased for 10%.

Profit in the year of account was **Lats 331,533**.

Fixed assets for **Lats 606,872** were purchased in the year of account.

To ensure the LSR performance and increase the mobility and safety of personnel the car pool of LSR was renewed. Road Laboratory has purchased new testing equipment that meets the EU standards. In 2006 LSR will continue the development of its technical basis, improvement of information technologies, personnel training, optimisation of internal function system of divisions and structural units.

Significant Projects Implemented in 2005

- Commencement of Traffic Information Centre in experimental conditions;
- Preparation and implementation of programmes and projects co-financed by the EU Cohesion and Reconstruction and Development Funds;
- Road Laboratory accreditation for 49 testing methods in accordance with the LVC NE ISO IEC 17025 standard;
- Preparation of the programme for 2nd class road improvement for rural support in 2006–2007;
- Preparation of the first wording of programme for the state main road improvement for the period from 2007 to 2013;
- Study of Private Public Partnership model for application to the road industry and preparation of possible projects.

Main Tasks of LSR for 2006

- Maintain a functioning state road network;
- Ensure implementation of approved road improvement programmes;
- Implement the projects co-financed by the EU;
- Commence the main road construction programme within the scope of PPP on road A2 section Riga bypass – “Sēnīte”;
- Provide the LSR with qualified personnel taking into account the growing financing for state road improvement;
- Prepare the final wording of the state main road improvement programme and adjustment of the related regulations and standards.

Tālis Straume,
valdes priekšsēdētājs



LSR Board

From the left: **Aldis Lācis**, Board Member, Deputy Chairman of the Board, Director of Road Maintenance Division; **Tālis Straume**, Chairman of the Board; **Ilga Ādolfīne Kupicina**, Board Member; **Olafs Krontaks**, Board Member, First Deputy Chairman of the Board



LVC Council

From the left: **Dainis Liepiņš**, Council Member; **Pēteris Romāns**, Council Member; **Dzintars Innuss**, Council Member; **Austris Caunītis**, Chairman of the Council; **Henrijs Avots**, Council Member



Structure of State Joint Stock “Latvian State Roads”

Technical Division prepares and improves the strategy for state road network preservation and development, organises and controls road network designing, performs state road network accounting, registration, management and protection, orders and manages the preparation of draft state road network standards and technical specifications, maintains and improves the register of state and municipal roads.

Production Division organises the procurement for state needs in the road network, manages road construction, performs expertise of road reconstruction, construction and repair works, performs tests of road construction materials, as well as, controls the compliance of constructed road parameters with the set standards.

Traffic Organisation Division plans, organises, manages and supervises traffic organisation and traffic safety in the state road network, complies and maintains road accident database, analyses road traffic accidents, in particular, accidents caused by poor road condition, determines “black spots” on roads.

Road Maintenance Division prepares and implements routine maintenance programmes, prepares and performs the procurement of routine maintenance for state roads and hydrotechnical structures, controls the execution of state road routine maintenance, performs state road network management and protection, supervises the construction, reconstruction and repairs of municipal, company and household roads.



Chairman of the Board

Executive Office
 Accounting
 Fin. Management Department
 Legal Department
 Internal Audit Department
 Public Relations and Marketing Department
 Technical research project manager

Traffic Organisation Division
 Traffic Organisation Planning Department
 Traffic Organisation Supervision Department

Technical Division
 Strategy Department
 Road Network Department
 Bridge Department
 Regional Programmes Department

Production Division
 Contracts Department
 Procurement Department
 Road laboratory
Construction Mat. Testing Unit
Technology Unit
Road Data Unit

Member of the Board

Administrative Department
 Personnel Admin. Department
 Road Museum
 Comm. and Comp. Department
 Quality Manager
 Personnel Development Manager

Member of the Board, Director of Road Maintenance Division

Road Maintenance Division
 Traffic Information Center
 Road Maint. Planning Departm.
 Road Maint. Control Department

Member of the Board

Vidzeme Region

Specialists
 Valmiera District Unit
 Limbaži District Unit
 Valka District Unit
 Alūksne District Unit
 Cēsis District Unit
 Gulbene District Unit
 Madona District Unit

Latgale Region

Specialists
 Rēzekne District Unit
 Balvi District Unit
 Ludza District Unit
 Preiļi District Unit
 Krāslava District Unit
 Daugavpils District Unit
 Jēkabpils District Unit

Central Region

Specialists
 Riga District Unit
 Bauska District Unit
 Jelgava District Unit
 Ogre District Unit
 Aizkraukle District Unit

Kurzeme Region

Specialists
 Kuldīga District Unit
 Talsi District Unit
 Ventspils District Unit
 Liepāja District Unit
 Saldus District Unit
 Dobele District Unit
 Tukums District Unit



Personnel

The number of permanent employees at LSR in the beginning of 2005 was 249 persons, but at the end of the year – 276 persons, including 108 women and 168 men.

Number of employees

Number of employees as at January 1, 2005	249
Employed (2005)	34
Fired (2005)	7
Number of employees as at January 1, 2006	276

Employees by gender

Women	108
Men	168

Employees by age

From 18 to 29	35
From 30 to 49	135
From 50 to retirement age	65
Retirement age	41

Education of employees

Higher,	220
incl. employees with Master's degree	22
Secondary special	39
Secondary	17

Studying in higher and secondary special education establishments in 2005

Graduating from higher and secondary special education establishments in 2005

Including:

Bachelor's degree	1
higher professional education	15
Master's degree	3
Compensation of study fees	24

The improvement of personnel professional qualification continued in 2005 in accordance with the LSR Personnel Development and Motivation Programme with the aim to improve personnel competence defined in job descriptions.

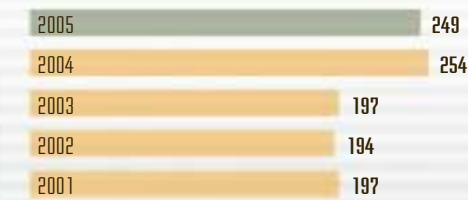
To improve professional development of road construction engineers, in 2005, SJSC "Latvia State Roads" in co-operation with the leading road sectors companies, Latvian Road Association, Latvian Road Builders Union and Riga Technical University, has established the Professional Development Council (PDC). Since its foundation, PDC discusses matters important for road construction engineer training on a monthly basis. In February 2005, Professional Development Centre in the Road Sector (PDCRS) on the basis of the Faculty of Civil Engineers of the RTU. At PDC initiative, PDCRS prepares training courses and seminars necessary for road sector companies, inviting the best sector specialists, as well as professional lectures of educational establishments. It is planned, that in future the PDCRS will offer training to our personnel different in kind and level and it is acknowledged correct that our most experienced employees will have to be involved in training of the field specialists.

In 2005 we commenced to pay more attention to establishment of internal training system in the company, because we understand more than anyone, what is necessary for our employees. In addition to informative seminars, prepared by the directors of administration and managers of divisions, three training courses were worked out and held in 2005: Introduction for fresh employees, Business etiquette and Media training. Employees highly appreciated all three seminars, but particularly appreciation gained Daiga Mežapuķe, Manager of Public Relations and Marketing Department.

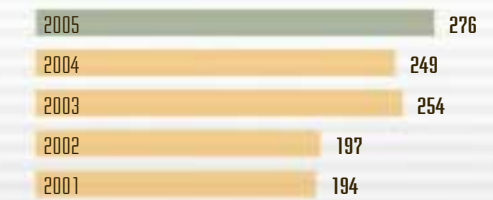


In the year of account employees have been studying actively foreign languages, particularly, English. It is bound to international activities in the Baltic and the Nordic countries, as well as, necessity to represent Latvia in the European authorities and working groups. To gain more experience and share own experience, our employees have participated in professional congresses, seminars, forums and conferences, expert meetings, exhibitions, meetings of working groups and committees as well as technical excursions and labour experience sharing trips.

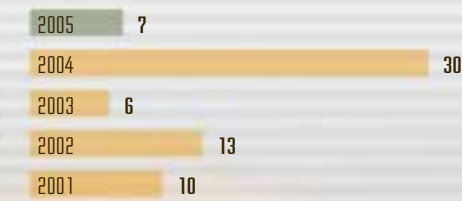
Number of Employees as of January 1



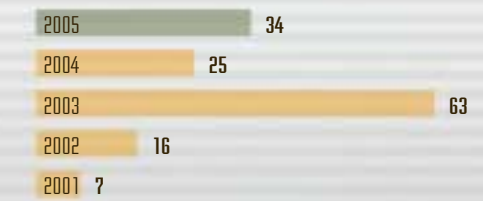
Number of Employees as of December 31



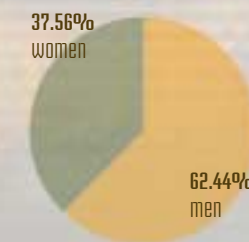
Fired



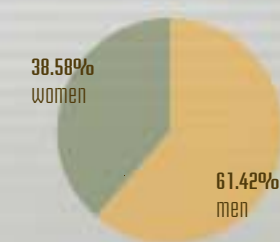
Employed



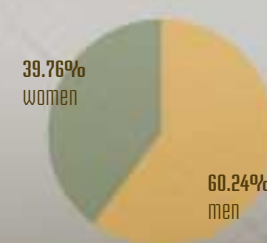
Employees by Gender in 2002



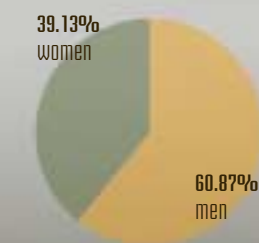
Employees by Gender in 2003



Employees by Gender in 2004

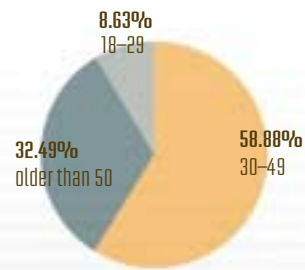


Employees by Gender in 2005

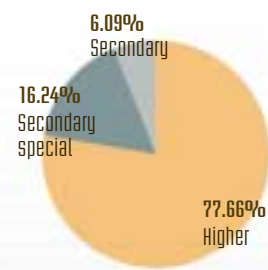




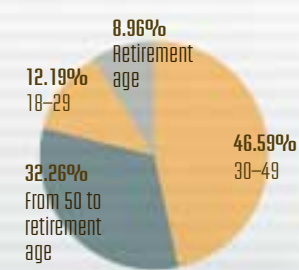
Employees by Age in 2002



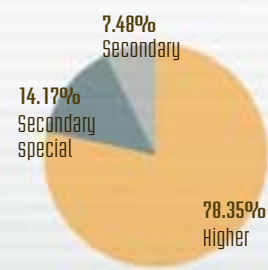
Education of Employees in 2002



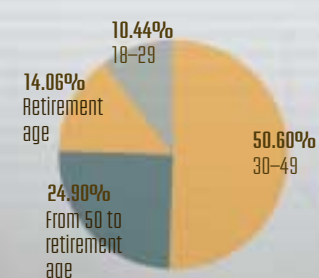
Employees by Age in 2003



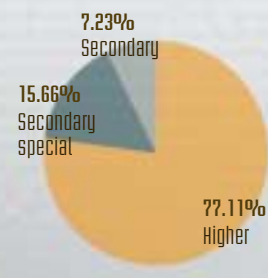
Education of Employees in 2003



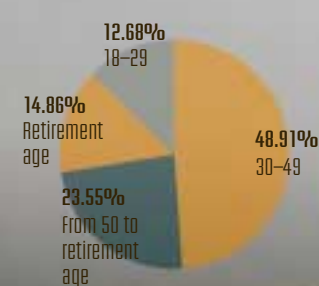
Employees by Age in 2004



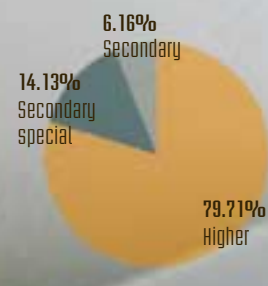
Education of Employees in 2004



Employees by Age in 2005



Education of Employees in 2005



Road Laboratory

In 2005 Road laboratory was accredited for 49 testing methods for road construction materials (bitumen, bitumen emulsions, aggregate and bituminous mixes) sampling, as well as, physical and chemical tests. The Latvian National Accreditation Bureau certified that the Road Laboratory is competent to perform tests in accordance with LVS EN ISO/IEC 17025 standards. Therefore, almost all testing methods within assessment of road construction conformity are covered.

Testing equipment was procured for the needs of the Laboratory, which significantly increased content of the fulfilling process and allows performing the increasing testing amounts during the construction seasons, as well new equipment for testing of asphalt concrete pavement properties in according with the European standards.

Measurements carried out in the road network:

- with profilograph (for evenness and ruts, lane km) – 6,418;
- with profilograph for road pavement surface measurements at objects of construction – 164;
- with deflectometre (for road bearing capacity measurement) – 2,528 points;
- with griptester (pavement skid resistance measurements, lane km) – 3,980;
- with griptester at objects of research (lane km) – 323;
- for road horizontal marking reflective properties (lane km) – 3,783;
- for road pavement roughness measurements (lane km) – 114.

Traffic counting was performed in the entire network of state roads. Six new permanent traffic counting points and 20 stationary periodic counting points were established on state main and 1st class roads and new equipment for traffic counting was acquired.

Sample tests were carried out for:

- bitumen binders – 32;
- aggregates – 417;
- bituminous mixes and core samples of bituminous pavements – 2,057.

Individual tests measured:

- Proctor density – 16 times;
- CBR tests – 7 times;
- plasticity index – 1 time;
- void factor – 2 times.

At the same time, the road database was extended and interface was improved. Database on road construction materials and database on construction prices are developed, which are available in "Intranet" network.

During the period in question, the road pavement adhesion coefficient depending on pavement material was researched, as well as the method for grunt filtration index measurement was developed. Comparative Laboratory testing of 20 roads for bituminous mixes and supervision continued by assessing the experimental road sections constructed in previous years.



Latvian Road Museum

2005 was a year of active day-to-day work of the museum's team. This year a new exposition "Working place of a road master" found its place in the museum, as well as photo show "Bridges of Latvia" is opened, which shows diversity and beauty of bridges in the country.

In 2005 the Museum was visited by 6,770 guests; it is almost 1,000 more than in the previous year.

65 new objects replenished collection of the museum this year.

In September, European Culture Legacy Days have been celebrated in Šlokenbeka Estate, when the Road Museum was awarded already with the third international recognition Blue Flag for being in the list of 100 the most attended objects of Latvian culture.

Booklet about history of Šlokenbeka Estate was published at the end of the year, author of the book is Vitolds Mašnovskis, inspector on protection of Tukums region monuments of culture.

In the year of account, employees of the museum had the opportunity to visit any foreign road history museum. IV Nordic and Baltic Road Museums' Seminar was held in Estonia. It was the opportunity to adopt new ideas and experience for improvement of our museum work.

In 2005, the museum became a member of the International Council of Museums (ICOM) hereby ensuring the opportunity to receive information on issues of the day in museum work all over the world.

It is of particular importance, that in autumn of 2005, the Smiltene JSC "BCBR" opened a branch of Road Museum, which will summarise information on Latvian road history in future too.

This year is important for the museum, because in August 2006 its professionalism will be assessed in the next museum accreditation.



International Co-operation

In 2005 communication and co-operation with the Baltic Road Association (BRA) and the World Road Association (PIARC) continued.

Activities in the Baltic Road Association

- On May 1–3, spring meeting of BRA council was held, which decided on 2005 plans and budget, 2006 BRA conference and future seminars of BRA/Nordic Road Association (NRA).
- On May 6–10, meeting of BRA/NRA secretaries was held, which discussed the joint seminars to be held in 2006 and 2007 and joint meeting of the two Associations' boards in September 2005.
- On May 31 and June 1, BRA/NRA seminar was held on co-operation of road administrations with municipalities, where Aldis Lācis, LSR Director of Maintenance Division and Vilnis Millers, Financial Management Manager spoke in public on state support of transit street maintenance and state and municipality support in road financing.
- On September 14–16, in Visby, Sweden 2 BRA/NRA seminar was held on restructuring of road administration.
- From September 28 to October 1, the Nordic and Baltic Road Museums' seminar was held in Estonia, where Indra Dziedātāja, warden of the Latvian Road Museum Fund read the report, and where the decision was made on further road museums' co-operation.
- On September 28–30, joint seminar of BRA/NRA was held in Norway on timber bridges.
- On November 9–10, meeting of BRA was held, which approved the 2005 operation plan of BRA and budgetary performance and discussed 2006 operation plan, as well as, the opportunity to apply the Latvian road Johvi–Tartu–Valka–Valmiera–Inčukalns for inclusion in the European E-road network.

Activities in the World Road Association

- On September 22–23, PIARC seminar "Safe and Efficient Winter Maintenance Practice" was held in Riga. SJSC "Latvian State Roads" ensured all organisational activities. 150 participants of 21 countries took part in the seminar. 16 reports were read in three sessions. Aldis Lācis spoke with the report on winter maintenance in Latvia, but Boriss Jeļisejevs – on ecological aspects in winter management. Ansis Martiņuks, representative of SJSC "Vidzeme roads" demonstrated a documentary film on practical training of road maintenance equipment operators.
- On October 19–22, PIARC regional seminar was held in Poland on the Management's practice of road administration, where Irēna Kardela, Personnel Development Manager read the report on personnel recruitment and training in SJSC "Latvian State Roads".
- Report of Jānis Kastanovskis, Manager of LSR Road Maintenance Control Department for the PIARC Winter Congress on Latvian experience in winter road management award, performance and assessment.



Balance Sheet

Assets

Balance sheet item	At the end of report period as at December 31, 2005, Lats	At the beginning of report period as at December 31, 2004, Lats
Long-term investments		
I Intangible assets		
2. Concessions, patents, licences, trademarks and similar rights	77,734	102,068
5. Advance payments for intangible assets		
<i>Intangible assets, total</i>	77,734	102,068
II Fixed assets		
1. Land, houses and buildings, and perennial plants	407,663	427,236
3. Equipment and machines	1,170,265	866,424
4. Other fixed assets and inventory	351,272	437,088
6. Advance payments for fixed assets	7,878	5,283
<i>Fixed assets, total</i>	1,937,078	1,736,031
III Long-term financial investments		
6. Other loans and other long-term debtors	4,504	
<i>Long-term financial investments, total</i>	4,504	
Long-term investments, total	2,019,316	1,838,099
Current assets		
I Stock		
1. Raw materials, base materials and accessories	18,052	19,257
5. Advance payments for goods	9,870	8,738
<i>Stock, total</i>	27,922	27,995
II Debtors		
1. Client and customer debts	243,152	170,891
4. Other debtors	3,254	71,283
7. Future period costs	110,918	91,563
<i>Debtors, total</i>	357,324	333,737
IV Cash	591,787	363,657
Current assets, total	977,033	725,389
Assets, total	2,996,349	2,563,488



Liabilities

Balance sheet item	At the end of report period as at December 31, 2005, Lats	At the beginning of report period as at December 31, 2004, Lats
I Owner's equity		
1. Share or stock capital (equity capital)	2,105,592	2,105,592
5. Reserves		
c) other reserves	31,209	31,209
<i>Reserves, total</i>	31,209	31,209
6. Retained earnings:		
a) retained earnings for the previous years	63,902	-
b) retained earnings in the year of account	331,533	87,537
<i>Retained earnings, total</i>	395,435	87,537
Owner's equity, total	2,532,236	2,224,338
II Accumulation		
2. Accumulation for forecast taxes		
3. Other accumulation	280,941	206,221
<i>Accumulation, total</i>	280,941	206,221
III Creditors		
Long-term creditors		
15. Deferred tax liabilities	33,070	13,267
<i>Long-term creditors, total</i>	33,070	13,267
Short-term creditors		
5. Advances received from buyers	468	
6. Debts to suppliers and contractors	26,546	39,238
10. Taxes and mandatory state social security payments	18,676	75,681
11. Other creditors	9602	4743
15. Accumulated liabilities	94,810	
<i>Short-term creditors, total</i>	150,102	119,662
Creditors, total	183,172	132,929
Liabilities, total	2,996,349	2,563,488



Profit/Loss Calculation for Year 2005 [categorised in columns according to period cost method]

Items	2005, lats	Nov.–Dec., 2004, lats
1. Net turnover	5,835,748	798,287
4. Other company business earnings	41,519	10,824
5. Material costs:	(405,813)	(54,239)
a) costs of raw materials and accessories	(405,782)	(54,239)
b) other external costs	(31)	–
6. Personnel costs:	(3,473,116)	(404,291)
a) work salary	(2,768,439)	(332,163)
c) mandatory state social security fees	(634,128)	(70,368)
d) other social security fees	(70,549)	(1760)
7. Write-off of resources and values:	(431,829)	(74,167)
a) wear and write-off of fixed assets and intangible assets	(431,829)	(74,167)
8. Other company business costs	(1,189,537)	(149,782)
11. Other interest earnings and similar earnings	12,842	–
13. Interest payments and similar costs	–	(546)
14. Profit/loss before extraordinary items and taxes	389,814	126,086
17. Profit/loss before taxes	389,814	126,086
18. Company income tax for the year of account	(32,646)	(24,035)
19. Accumulation for postponed tax	(18,446)	(13,267)
19. Other taxes	(7189)	(1247)
20. Profit/loss in the year of account	331,533	87,537



Review on Changes in Equity

	Share capital, lats	Reserve of reevaluation of long-term investments, lats	Other reserves, lats	Retained earnings in the previous years, lats	Retained earnings in the year of account, lats	Owner's equity, total, lats
Remainder as at January 1, 2004	1,878,506	80,083	550,051	–	–	2,508,640
Increase of stock capital from reserve fund according to the Order No. 726 of the LA Cabinet of Ministers of 05.10.2004	630,134	–	–	–	–	630,134
Increase or decrease of stock capital with the separation of JSC "Ceļu inženieri", according to the Order No. 726 of the LA Cabinet of Ministers of 05.10.2004	(403,048)	(80,083)	(550,051)	–	–	(1,033,182)
Surplus of earnings over expenditures	–	–	31,209	–	–	31,209
Retained earnings in the year of account	–	–	–	–	87,537	87,537
Remainder as at January 1, 2005	2,105,592	–	31,209	–	87,537	2,224,338
Surplus of earnings over expenditures before structural transformation	–	–	–	–	–	–
27% for utilisation of state capital	–	–	–	–	(23,635)	(23,635)
Retained earnings in previous years	–	–	–	63,902	(63,902)	–
Retained earnings in the year of account	–	–	–	–	331,533	331,533
Remainder as at December 31, 2005	2,105,592	–	31,209	63,902	331,533	2,532,236



Tax Payments

Tax	Remainder as at December 31, 2004, lats	Adjustment for 2004, lats	Calculated in 2005, lats	Paid in 2005, lats	Remainder as at December 31, 2005, lats
Company income tax	24,035	(1357)	32,646	49,825	5,499
Value added tax	51,298	–	769,133	807,254	13,177
Value added tax from advance payments	348	–	–	348	0
Social tax	0	–	838,317	838,317	0
Inhabitant income tax	0	–	589,508	589,508	0
Land tax	0	–	2,322	2,322	0
Real estate tax	0	–	4,867	4,867	0
Risk duty	0	–	1,124	1,124	0
Total	75,681	(1357)	2,237,917	2,293,565	18,676



Auditor's Report

To the Shareholders of State Joint Stock Company "Latvian State Roads"

We have audited the financial statements of **State Joint Stock Company "Latvian State Roads"** for the year 2005. The audited financial statements include balance sheet of State Joint-Stock Company "Latvian State Roads" as at December 31, 2005, profit calculation for 2005, statement of equity changes, statement of cash flow, and the annex. These financial statements are the responsibility of the Management of State Joint Stock Company "Latvian State Roads". Our responsibility is to express an opinion on these financial statements based on our audit.

We have conducted our audit in accordance with International Standards on Auditing issued by the International Federation of Accountants. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatements. An audit includes examining on a test basis, evidence supporting the amounts and disclosures in the financial statements. An audit also includes assessing of the accounting principles used and significant estimates made by Management of the Company as well as general presentation form of the financial statements. We believe that our audit provides a reasonable basis for our opinion.

In our opinion the said financial statements present a true and fair view on financial position of State Joint Stock Company "Latvian State Roads" as at December 31, 2005, its business results and cash flow in 2005 and comply with the requirements of the Law of the Republic of Latvia "Of Financial Statements of Companies".

Certified auditor Velta Džiluma
Certificate No. 86
Chairman of the Board of "Dzilve" Ltd.
Commercial Licence No. 117

Rīga,
February 21, 2006



Latvian Road Network

Territory of Latvia – 64,589 km².

Population as at December 31, 2005 – 2,290,765.

Total recorded length of roads and streets – 69,830 km:

including roads with bituminous pavements – 13,981 km;

and gravel pavements – 55,849 km.

Average density of the road network – 1.081 km per 1 km².

Total length of state roads – 20,182 km:

bituminous pavements – 8,108 km;

gravel pavements – 12,074 km.

Average density of state road network – 0.312 km per 1 km².

Number of registered vehicles – 966,242.

Number of registered vehicles per 1,000 inhabitants – 422.

Number of registered cars – 742,447.

Number of registered cars per 1,000 inhabitants – 324.

LSR is responsible for 922 bridges, out of which 866 are reinforced concrete bridges, 15 – stone masonry bridges, 33 – steel bridges and 8 – wooden bridges.

Total length of bridges is – 32,192.11 metres.

Road classes	Road length on January 1, 2006, km		
	Bituminous pavements	Crushed stone and gravel pavements	Total
State roads:	8,108.053	12,074.187	20,182.240
main roads (A)	1,622.228	–	1,622.228
1 st class roads (P)	3,989.724	1,337.142	5,326.866
2 nd class roads (U)	2,496.101	10,737.045	13,233.146
Municipal roads and streets:	5,372.452	33,779.854	39,152.306
roads	1,015.394	30,562.015	31,577.409
streets	4,357.058	3,217.839	7,574.897
Forest roads	20.000	6,975.000	6,995.000
Private roads	500.000	3,000.000	3,500.000
Roads and streets, total	14,000.505	55,829.041	69,829.546



Latvian Road Map





Latvian State Roads by Districts

District	Road network length, total	Asphalt concrete and other bituminous pavements		Crushed stone and gravel pavements	
	km	km	%	km	%
Aizkraukle	747.037	269.603	36.09	477.434	63.91
Alūksne	627.333	195.798	31.21	431.535	68.79
Balvi	612.640	221.521	36.16	391.119	63.84
Bauska	710.114	241.637	34.03	468.477	65.97
Cēsis	1,070.251	278.747	26.05	791.504	73.95
Daugavpils	836.159	366.841	43.87	469.318	56.13
Dobele	582.571	194.687	33.42	387.884	66.58
Gulbene	595.724	200.360	33.63	395.364	66.37
Jelgava	575.032	345.125	60.02	229.907	39.98
Jēkabpils	835.984	205.734	24.61	630.250	75.39
Krāslava	806.491	279.170	34.62	527.321	65.38
Kuldīga	727.703	320.366	44.02	407.337	55.98
Liepāja	935.383	415.167	44.38	520.216	55.62
Limbaži	799.619	340.558	42.59	459.061	57.41
Ludza	828.680	209.190	25.24	619.490	74.76
Madona	1,020.648	273.857	26.83	746.791	73.17
Ogre	680.945	284.426	41.77	396.519	58.23
Preiļi	665.179	234.982	35.33	430.197	64.67
Rēzekne	859.225	317.239	36.92	541.986	63.08
Rīga	996.793	801.280	80.39	195.513	19.61
Saldus	612.379	227.202	37.10	385.177	62.90
Talsi	945.111	458.767	48.54	486.344	51.46
Tukums	857.970	403.626	47.04	454.344	52.96
Valka	775.025	343.386	44.31	431.639	55.69
Valmiera	798.748	379.470	47.51	419.278	52.49
Ventspils	679.496	299.314	44.05	380.182	55.95
Total	20,182.240	8,108.053	40.17	12,074.187	59.83



Latvian State Main Roads by Districts

District	Road network length, total	Asphalt concrete and other bituminous pavements		Crushed stone and gravel pavements	
	km	km	%	km	%
Aizkraukle	58.317	58.317	100.00		
Alūksne	45.675	45.675	100.00		
Balvi	–	–	–		
Bauska	49.702	49.702	100.00		
Cēsis	53.887	53.887	100.00		
Daugavpils	113.398	113.398	100.00		
Dobele	15.029	15.029	100.00		
Gulbene	–	–	–		
Jelgava	64.807	64.807	100.00		
Jēkabpils	78.287	78.287	100.00		
Krāslava	45.880	45.880	100.00		
Kuldīga	20.642	20.642	100.00		
Liepāja	93.566	93.566	100.00		
Limbaži	53.134	53.134	100.00		
Ludza	84.010	84.010	100.00		
Madona	–	–	–		
Ogre	44.318	44.318	100.00		
Preiļi	56.767	56.767	100.00		
Rēzekne	114.198	114.198	100.00		
Rīga	290.033	290.033	100.00		
Saldus	50.582	50.582	100.00		
Talsi	38.401	38.401	100.00		
Tukums	78.992	78.992	100.00		
Valka	71.168	71.168	100.00		
Valmiera	53.329	53.329	100.00		
Ventspils	48.106	48.106	100.00		
Total	1,622.228	1,622.228	100.00		



Latvian State 1st Class Roads by Districts

District	Road network length, total	Asphalt concrete and other bituminous pavements		Crushed stone and gravel pavements	
	km	km	%	km	%
Aizkraukle	250.265	176.865	70.67	73.400	29.33
Alūksne	193.731	95.263	49.17	98.468	50.83
Balvi	215.299	158.150	73.46	57.149	26.54
Bauska	175.920	115.488	65.65	60.432	34.35
Cēsis	292.334	138.042	47.22	154.292	52.78
Daugavpils	160.487	126.761	78.99	33.726	21.01
Dobele	169.210	140.610	83.10	28.600	16.90
Gulbene	170.861	127.570	74.66	43.291	25.34
Jelgava	168.758	160.167	94.91	8.591	5.09
Jēkabpils	178.341	93.469	52.41	84.872	47.59
Krāslava	170.435	170.435	100.00	–	–
Kuldīga	251.436	205.054	81.55	46.382	18.45
Liepāja	239.258	196.283	82.04	42.975	17.96
Līmbaži	221.447	211.217	95.38	10.230	4.62
Ludza	142.760	72.560	50.83	70.200	49.17
Madona	358.955	215.639	60.07	143.316	39.93
Ogre	258.058	166.521	64.53	91.537	35.47
Preiļi	142.962	120.265	84.12	22.697	15.88
Rēzekne	149.354	106.324	71.19	43.030	28.81
Rīga	235.074	235.074	100.00	–	–
Saldus	160.886	104.120	64.72	56.766	35.28
Talsi	280.591	254.785	90.80	25.806	9.20
Tukums	224.338	180.315	80.38	44.023	19.62
Valka	181.735	144.247	79.37	37.488	20.63
Valmiera	167.939	151.315	90.10	16.624	9.90
Ventspils	166.432	123.185	74.02	43.247	25.98
Total	5,326.866	3,989.724	74.90	1,337.142	25.10



Latvian State 2nd Class Roads by Districts

District	Road network length, total	Asphalt concrete and other bituminous pavements		Crushed stone and gravel pavements	
	km	km	%	km	%
Aizkraukle	438.455	34.421	7.85	404.034	92.15
Alūksne	387.927	54.860	14.14	333.067	85.86
Balvi	397.341	63.371	15.95	333.970	84.05
Bauska	484.492	76.447	15.78	408.045	84.22
Cēsis	724.030	86.818	11.99	637.212	88.01
Daugavpils	562.274	126.682	22.53	435.592	77.47
Dobele	398.332	39.048	9.80	359.284	90.20
Gulbene	424.863	72.790	17.13	352.073	82.87
Jelgava	341.467	120.151	35.19	221.316	64.81
Jēkabpils	579.356	33.978	5.86	545.378	94.14
Krāslava	590.176	62.855	10.65	527.321	89.35
Kuldīga	455.625	94.670	20.78	360.955	79.22
Liepāja	602.559	125.318	20.80	477.241	79.20
Līmbaži	525.038	76.207	14.51	448.831	85.49
Ludza	601.910	52.620	8.74	549.290	91.26
Madona	661.693	58.218	8.80	603.475	91.20
Ogre	378.569	73.587	19.44	304.982	80.56
Preiļi	465.450	57.950	12.45	407.500	87.55
Rēzekne	595.673	96.717	16.24	498.956	83.76
Rīga	471.686	276.173	58.55	195.513	41.45
Saldus	400.911	72.500	18.08	328.411	81.92
Talsi	626.119	165.581	26.45	460.538	73.55
Tukums	554.640	144.319	26.02	410.321	73.98
Valka	522.122	127.971	24.51	394.151	75.49
Valmiera	577.480	174.826	30.27	402.654	69.73
Ventspils	464.958	128.023	27.53	336.935	72.47
Total	13,233.146	2,496.101	18.86	10,737.045	81.14



Bridges on Latvian State Roads

District	Bridges, total		Reinforced concrete		Stone		Steel		Timber	
	number	m	number	m	number	m	number	m	number	m
Aizkraukle	44	1,484.81	44	1,484.81						
Alūksne	23	545.75	21	516.95					2	53.60
Balvi	19	522.85	19	522.85						
Bauska	35	961.46	34	956.26	1	5.20				
Cēsis	52	1,421.36	44	1,018.01	1	12.70	5	360.30	2	30.35
Daugavpils	53	1,521.87	49	1,176.47	1	15.60	2	323.90	1	5.90
Dobele	23	489.47	20	437.77	1	10.70	2	41.00		
Gulbene	21	760.41	21	760.41						
Jēkabpils	29	758.62	26	697.56			3	61.06		
Jelgava	52	2,193.39	51	1,920.89			1	272.50		
Krāslava	20	448.41	18	437.10			1	7.36	1	3.95
Kuldīga	21	761.29	21	761.29						
Liepāja	43	1,057.20	40	929.50	1	3.00	2	124.70		
Limbāži	34	1,084.12	33	1,070.32			1	13.80		
Ludza	27	868.46	26	863.66			1	4.80		
Madona	41	1,249.87	38	1,156.47	1	10.60	2	82.80		
Ogre	37	1,209.52	34	1,025.62			3	183.91		
Preiļi	28	628.55	27	613.55	1	15.00				
Rēzekne	30	1,045.55	30	1,045.55						
Rīga	81	7,422.08	76	6,381.54			5	1,040.54		
Saldus	22	675.23	22	675.23						
Talsi	29	592.48	25	553.88	2	14.60	1	17.00	1	7.00
Tukums	42	916.29	32	733.51	5	102.50	4	73.88	1	6.40
Valka	37	1,006.28	37	1,006.28						
Valmiera	44	1,364.16	44	1,364.16						
Ventspils	35	1,202.63	34	1,178.63	1	24.00				
Total	922	3,2192.11	866	29,288.27	15	213.90	33	2,607.55	8	107.20



Locations of Bridges on Latvian State Roads by Districts

District	Bridges, total		Main roads		1 st class roads		2 nd class roads	
	number	m	number	m	number	m	number	m
Aizkraukle	44	1484.81	7	460.79	23	525.56	14	498.46
Alūksne	23	545.75	3	134.10	9	191.20	11	220.45
Balvi	19	522.85			14	388.53	5	134.32
Bauska	35	961.46	2	52.61	13	381.00	20	527.85
Cēsis	52	1,421.36	4	127.00	17	376.00	31	918.36
Daugavpils	53	1,521.87	27	1,030.17	10	169.46	16	322.24
Dobele	23	489.47	1	22.70	8	186.34	14	280.43
Gulbene	21	760.41			11	376.94	10	383.47
Jēkabpils	29	758.62	4	123.62	14	281.45	11	353.55
Jelgava	52	2,193.39	11	812.08	19	681.90	22	699.41
Krāslava	20	448.41	1	26.80	6	139.58	13	282.03
Kuldīga	21	761.29	1	161.00	10	389.20	10	211.09
Liepāja	43	1,057.20	7	127.47	11	360.78	25	568.95
Limbāži	34	1,084.12	3	97.25	15	428.87	16	558.00
Ludza	27	868.46	6	203.93	4	118.89	17	545.64
Madona	41	1,249.87	1	8.66	22	706.33	18	534.88
Ogre	37	1,209.52	4	72.06	16	607.93	17	529.53
Preiļi	28	628.55	1	19.30	13	311.06	14	298.19
Rēzekne	30	1,045.55	13	432.82	3	92.32	14	520.41
Rīga	81	7,422.08	47	6,282.12	16	616.39	18	523.57
Saldus	22	675.23	3	99.80	8	308.57	11	266.86
Talsi	29	592.48			12	313.92	17	278.56
Tukums	42	916.29	8	172.87	14	272.60	20	470.82
Valka	37	1,006.28	4	121.84	9	412.40	24	472.04
Valmiera	44	1,364.16	2	74.06	15	636.00	27	654.10
Ventspils	35	1,202.63	4	90.48	7	415.01	24	697.14
Total	922	32,192.11	164	10,753.53	319	9,688.23	439	11,750.35



Average Annual Daily Traffic Intensity

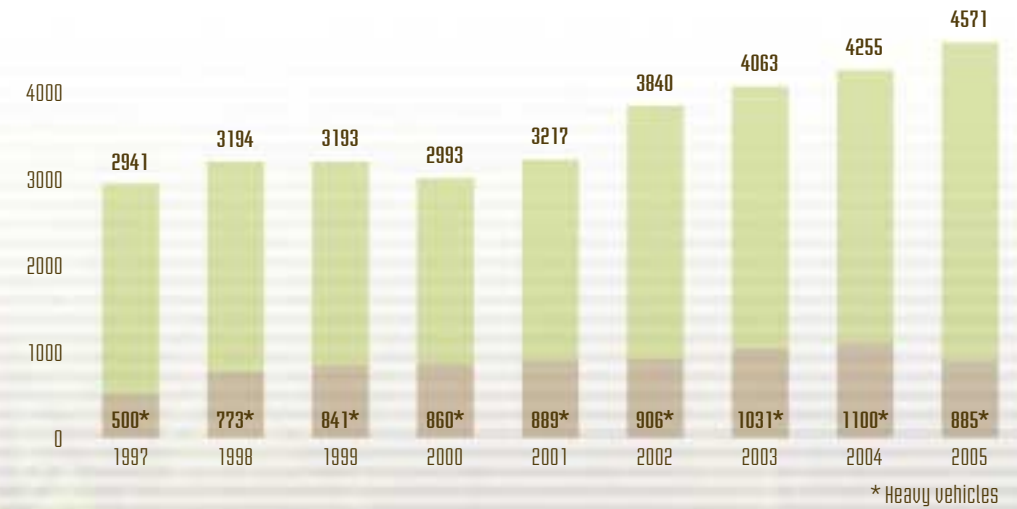


Average annual daily traffic intensity per 1 km of main roads was 4571 vehicles per day. The average distribution of traffic on state main roads per day in per cent was:

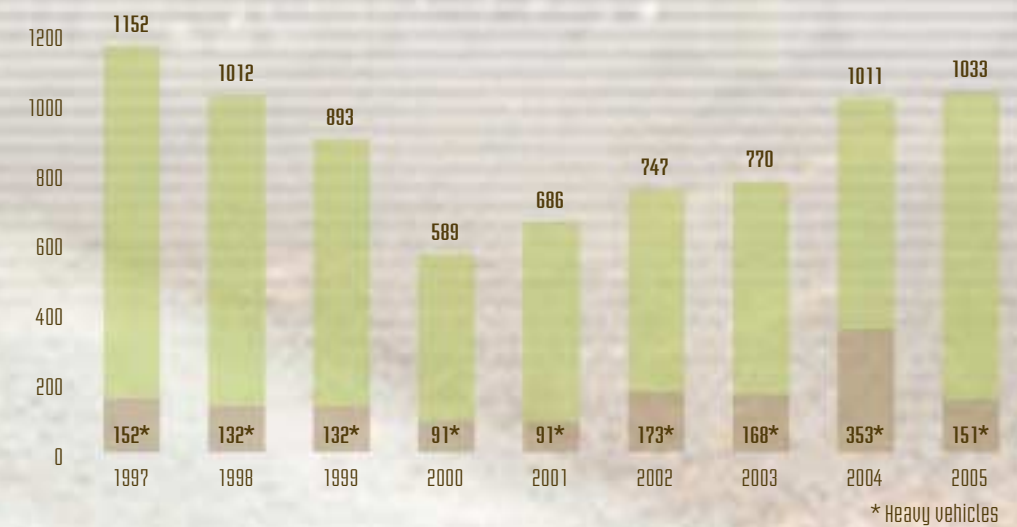
- heavy vehicles 19.36%;
- other vehicles 80.64%.



Average Daily Traffic Intensity on State Main Roads



Average Daily Traffic Intensity on State 1st Class Roads





Vehicles Registered in Latvia

Type	01.01. 2002	01.01. 2003	Δ (%)	01.01. 2004	Δ (%)	01.01. 2005	Δ (%)	01.01. 2006	Δ (%)
Trucks	99,708	102,734	3.0	104,626	1.8	107,553	2.8	113,113	5.2
up to 3.5 t	31,374	33,744	7.6	35,826	6.2	38,070	6.3	41,536	9.1
3.5–7.5 t	17,556	17,805	1.4	17,668	-0.8	17,652	-0.1	17,776	0.7
7.5–12 t	15,293	15,159	-0.9	14,804	-2.3	14,413	-2.6	14,273	-1.0
12–16 t	8,951	8,759	-2.1	8,516	-2.8	8,249	-3.1	8,070	-2.2
over 16 t	11,970	13,218	10.4	14,681	11.1	16,629	13.3	19,237	15.7
Cars	586,209	619,081	5.6	648,901	4.8	686,128	5.7	742,447	8.2
including taxis	1,905	2,210	16.0	2,307	4.4	2,453	6.3	2,841	15.8
Buses	11,294	11,164	-1.2	10,983	-1.6	10,740	-2.2	10,644	-0.9
up to 3.5 t	4,506	4,334	-3.8	4,179	-3.6	3,847	-7.9	3,597	-6.5
3.5–12 t	2,849	2,872	0.8	2,845	-0.9	2,859	0.5	2,950	3.2
over 12 t	2,407	2,508	4.2	2,627	4.7	2,765	5.3	2,844	2.9
Trailers	51,023	51,821	1.6	52,626	1.6	54,395	3.4	56,591	4.0
up to 3.5 t	22,919	25,137	9.7	33,892	34.8	36,293	7.1	38,889	7.2
3.5–10 t	1,937	1,959	1.1	2,509	28.1	2,464	-1.8	2,439	-1.0
over 10 t	7,182	7,324	2.0	8,239	12.5	8,271	0.4	8,355	1.0
Semi-trailers	6,274	7,161	14.1	8,068	12.7	9,052	12.2	10,583	16.9
3.5–10 t	36	41	13.9	42	2.4	40	-4.7	41	2.5
over 10 t	6,238	7,120	14.1	8,026	12.7	9,012	12.3	10,454	16.0
Motorcycles, tricycles	21,366	22,157	3.7	22,877	3.2	23,982	4.8	25,193	5.0
Mopeds*	-	-	-	-	-	5,943	-	7,284	22.6
Quadricycles	355	352	-0.8	347	-1.4	352	1.4	387	9.9
Total	776,229	814,470	4.9	848,428	4.2	898,145	5.9	966,242	7.6

* Registration of mopeds commenced on May 1, 2004.

Number of registered vehicles as at January 1, 2006 – 422 per 1,000 inhabitants.

Number of registered cars as at January 1, 2006 – 324 per 1,000 inhabitants.

Data from Road Traffic Safety Directorate (RTSD) used in the statistics.



Overview of Road Network Development Tendencies

The year 2005 is characterised by new initiatives of the Ministry of Transport (MoT) in road network development planning, paying particular attention to the state main roads. By MoT order the LSR developed the first draft for state main road improvement programme, identifying the goal to be met implementing the programme by 2013 to perform a set of measures ensuring the status of state main roads, high traffic safety level and technical parameters' compliance with traffic intensity and load. This improvement includes construction of main roads and highways, reconstruction of the current main road sections and pavements and adequate maintenance of reconstructed sections. The significant task for 2006 will be to develop the target specification for the state main roads and determine the priority for improvement of state main road sections.

In 2006, road network improvement and development planning activities are planned for the next planning period from 2007 to 2013. According to the amendments to the laws passed by the Parliament, financing for roads will considerably grow beginning on 2007, with annual growth of fuel tax deductions to the state road fund programme, achieving the 80% level in 2010. Main task of the LSR will be rational use of these funds for planning and investment to the road network by determining the road maintenance standards, repair and reconstruction work priorities, ordering the construction designs and organising the tenders for contracts.

It is planned during this period to allocate 148 million Lats to the state main road financing from the state budget. Together with the EU Cohesion Fund financing of 346 million Lats and financing of 630 million Lats planned under the Private Public Partnership, amount of this financing will much exceed the one-billion-Lat-mark. However, this amount only looks impressive, because amount of works on state roads delayed due to insufficient financing is 3.5 billion Lats. Either a half of this one billion must be ensured for the Private Public Partnership (PPP) which assist in fulfilment of large-scale and resource-consuming infrastructure projects.

Aimed to gain the experience, a section from Riga bypass to "Sēnīte" on road A2 Riga–Sigulda–Estonian border (Veclaicene) is prepared as a PPP pilot project. Thereby the project will be implemented, which otherwise would be postponed for years. This will be the first main road in the country or high-quality and safety road on the one of the most intensive road sections. Among the indisputable benefits we must mention the possibility to fulfil the project within the short time and without exceeding the budget funds. The following will follow as the possible PPP projects:

- road A4 Baltezers–Saulkalne in section Baltezers–Salaspils;
- road A7 Riga–Bauska–Lithuanian border in section Riga border–km 10.8–Ķekava bypass;
- road A10 Riga–Ventspils in section – Sloka;
- road A8 Riga–Jelgava–Lithuania in section Riga–Jelgava and
- road E22 in section of the send roadway from Riga bypass to Koknese.

After implementation of the programme from 2013, in general, 180 km of state main roads will meet main road and highway characteristics.

National Programme for the state 1st class road development for the period from 2007 to 2013 is worked out to spend financing from the EU Fund for Regional Development as a source for financing. The Programme includes the two target programmes: strengthening of asphalt pavement where a third of the financing is planned to spend, and paving of gravel roads, where two thirds of the funds are planned to spend. Therefore,



this programme is tended to liquidation of gravel pavement on the 1st class roads. 256 km of gravel roads will be asphalt-paved and 142 km of asphalt roads will be strengthened for 217.7 million Lats. Unfortunately, in general, these are only 7.5% of all the 1st class roads, and this financing will not produce the measurable improvement. All the most intensive roads in the poorest condition will be improved. Though, there is no special bridge programme, bridges are organically included into the planned projects. Special programme will be planned for improvement of urban transit streets and 1st class roads, which total costs will be 67.5 million Lats.

The Programme for the state 2nd class road improvement for rural support will be implemented in compliance with the financial potential. It is planned that within the next three years, 12 million Lats will be allocated thereto annually. These funds will be planned in proportion to the total length of the 2nd class roads in every district, but the Riga district, which has the most intensive traffic, will have the coefficient 2 in this respect. Project will be opted in accordance with the lists of the most important sections of these roads approved by the district municipalities.

To ensure uninterrupted traffic any time in any conditions, and raise competitiveness in tendering the contracts for the next seven years, set of routine maintenance works will be implemented in lesser amounts beginning from 2007. Road network will be divided by 12 lots instead of the current four. D maintenance class is planned to be gradually reduced and liquidated by 2010 within the winter maintenance works. These are the roads without regular bus traffic and where run 100 cars per a day at the most. Currently, 3,000 km of roads fall within the "D" class. It is also worth to mention the fact that at the end of summer 2006 battle with hogweed will commence. Though, it is obvious, it will not be a struggle for one or a couple of years.

The work on traffic safety improvement will continue, in general, by reconstructing the dangerous for traffic sections or crossings and building the two-level or traffic-light-regulated pedestrian crossings and pedestrian-bikeways. It is planned by 2008 to liquidate 30 "black points" and build six two-level pedestrian overpasses. From implementation of these projects it is expected that traffic accident episodes with severe consequences will tangibly reduce as well as accidents with pedestrians or cyclists injured.



Environmental Protection

Procedure of Environment Impact Assessment is applicable to the currently commenced road studies. **Environment Impact Assessment** is a multi-stage procedure, which is required prior to construction of significant facilities that may leave harmful impacts on the environment. This procedure includes a set of measures, which envisages review of the state of the environment at the given territory, review of the environment impact of the facility, preparation of proposals for reduction or prevention of negative impacts as well as development of necessary monitoring requirements for monitoring of remaining impacts.

One of the important elements of this procedure is **public hearing**, which helps to clarify the public opinion and serve as the rational link between the project proponents, contractors and the public, which living space may be materially affected by implemented project. Public hearings, and, therefore, the opportunity to share own opinion on environment impact, are offered to the public many times. Concurrently with the initial public hearing, which takes place before the preparation of **Environment Impact Assessment programme** and may affect the content of the programme by its proposals, public hearings of **draft Environment Impact Statement** and the **Final Environment Impact Statement** are planned. It is possible during these procedures, to analyse the consultant's work and make the necessary modifications and adjustments.

Thereby the goal of Aarhus Convention (UN/ES/EK) Convention on Access to Information of 25 June 1998) is achieved – to ensure public rights to participate in decision-making in environmental matters, to preserve the possibility to live in an environment adequate to health and well-being. It is important but heard to achieve maximum concerns and activities of the public in the process.

In 2005, resolution was made to commence the procedure of Environment Impact Assessment in the project – Latgale road section Pļaviņas–Jēkabpils or Jēkabpils bypass. Procedure of Environment Impact Assessment was also commenced for:

- road A7 Rīga–Bauska–Lithuanian border (Grenctāle) bypass in section from km 10.5 to km 24.0 or Ķekava bypass;
- road V1222 Nīca–Otaņķi–Grobiņa or Liepāja bypass.

In 2005, procedure of Environment Impact Assessment was completed for research of possibility of Latgale road section Koknese–Pļaviņas. Within the research of possible development of this section, procedure of Environment Impact Assessment was been performed for three alternatives of the section suggested as a part of the research. It was performed by "Projekts 3" Ltd. in co-operation with "Firma I4" Ltd. People had the opportunity to become acquainted with the suggested highway location alternatives in all municipalities concerned, in turn municipalities shared their attitude, in general, during the initial public hearings. Moreover, municipal administrations mentioned important to wait to results of Environment Impact Assessment, therefore, opinion of municipalities may change and it will be formulated entirely at the end of public hearings of **construction plans**.

Environment Impact Assessment brought forward the questions of the day to be solved in the course of further planning. One of them is determination of animal migration places on the new route section. Such



crossings are vital for construction design of motorways where the standard-compliant designed speed is 120 km/h. Since all three suggested alternatives of the road lie across the continuous forestland, therefore, to ensure forest continuation function, it will be necessary to build tunnels or other passages for forest animals. Probable alternatives were suggested considering the information of forest animal paths available to the staff of Aizkraukle Division of Forestry. By building the passages, these will be used not by wild animals, but also other animals, which ethology is associated with migration for large distances. To ensure safety of road maintenance and wild animals, safety barriers must be built in territories where a road lies across the continuous forestland.

Potential noise levels are received from prepared road-generated noise forecasts, which show: every alternative includes some residential houses located in the high-noise zone (alternative 1–7 houses, of which 5 are inhabited, alternative 2–7 houses, including 6 inhabited, but alternative 3–8 houses, of which 6 are inhabited). At further construction design stages, this data allows adoption of the noise-reducing measures, of which as possible are mentioned: improvement of building structures (use of such noise-absorbing materials as, for example, sealed double-glazed units) and use of natural (border tree) or engineering (protective screens, noise walls) noise barriers. In this instance, considering little noise excess, it is possible to plan the border tree planting to reduce noise level for about 2 dB. This method may solve the noise problem in all inhabited houses.

Results of the commenced research projects are important for the future operations – land-use planning development. Since, new highway locations are determined in the course of the research or, if a road reconstruction – territories, necessary to road extension or construction of nearby roads, then the affected landowner interests are adjusted. **Public hearing of construction plans** is an integral part of research projects, giving as much role to the public opinion as possible.

It is important to learn the public opinion at the earliest possible project generation stage. The LSR experience on environment impact assessment for draft project of Liepāja bypass reconstruction must be mentioned as positive experience in the process. This highway is located close to *Natura 2000* territory – Liepāja Lake. Meetings with the non-state organisation representatives – Latvian Association of fishermen, Liepāja Lake Administration and Pape Natural Park Administration, examination of objects in nature and determination of the most important problems, as well as clarification of opinion of the very concerned public will guarantee development of the most possible environment and society friendly project already at early stage of project. The Netherlands and Lithuanian road and environment experts assessed this positively taking part in many-day techno-tour through the west of Lithuania and Latvia in May 2005. They emphasised in the discussions, that timely obtained information at the object has significant importance, effective are meetings with non-state organisation representatives, which might be interested in the project as well as determination of the public opinion, – what are the local problems, how they differ from each other, what are the positive and negative impacts to environment, travelling, fishing, agriculture and other activities.



Road Routine Maintenance

In total, 25.623 million lats were spent in 2005 for the routine maintenance of 20,227 km of state works.

Road routine maintenance works

Programme	2002, Lats	2003, Lats	2004, Lats	2005, Lats
Road winter maintenance	7,067,056	7,067,619	8,640,237	10,647,000
Maintenance of bridges, interchanges and culverts	304,439	323,206	300,506	506,000
Traffic organisation	772,579	965,667	973,104	1,248,000
Pavement maintenance	7,129,570	8,964,768	9,450,599	9,861,000
Road treatment and supervision	1,504,537	1,820,329	1,833,441	2,337,000
Maintenance of road weather stations and traffic counters	–	51,265	75,101	85,000
Construction supervision and management of programmes	602,619	643,957	794,796	939,000
Traffic provision on roads with deteriorated asphalt pavement	965,443	–	–	–
Total	18,346,243	19,836,811	22,067,784	25,623,000

The most important task of routine maintenance was fulfilled in 2005 – uninterrupted traffic on state roads was ensured. 3.555 million lats more than in 2004 were spent for this purpose. Job fulfilment in amount larger than that in 2004 allowed utilisation of additional financing for routine maintenance in the amount of 3.239 million lats from the amended 2005 state budget.

In 2005, 2.007 million lats more than in the previous year were spent for winter road maintenance, ensuring equal driving conditions in the first quarter, but in the fourth quarter – a bit better than in 2004, because, as against the previous season, total length of road classified as a higher maintenance class has grown in 2005/2006. Total length of roads classified as “A” or “A1” maintenance class in 2005/2006 grew by 446.0 km, but total length of “C” class roads – by 89.3 km. Total length of “D” class roads decreased by 263.6 km. Actually, 0.824 million lats more than planned were spent for winter road maintenance in 2005. The year was an own in way of weather conditions and proved the last tendency (the year 2004 was the most unfavourable in the winter road maintenance for the last seven years), becoming the next most unfavourable year in winter road maintenance. Winter pertinacity in March requested 0.74 million lats more than planned for maintenance works. In December also, as previously, air temperature often varied about zero. Sometimes, frosts replaced by thaws fast with simultaneous rains on iced roadways. Therefore, in order to ensure the driving conditions in compliance with the maintenance class, de-icing was required much more than usually spending in December again 1.01 million lats more than it was planned.

Unfavourable winters causes fast formation of potholes in collapsed asphalt pavements and, therefore, demand of additional financing to ensure the traffic. 612.6 thousand square metres of potholes in asphalt



pavements were repaired in 2005, that is 55.2 thousand square metres more than in 2004. Additional financing in the amount of 1.166 million lats allowed traffic organisation on collapsed sections of roads A12 and P73 and border section of A3, as well as, repair of growing in number potholes in asphalt pavement.

No improvement occurred in the past year in maintenance of gravel pavements. In 2003 and 2004m after changes to the state budget, it was possible to use a part of allocated funds to improve state roads with gravel pavement. Though, in order to indemnify the much grown costs for deteriorated asphalt pavement maintenance and winter maintenance of state roads, as well as, to meet the additional costs for elimination of consequences of the January windstorm and May flood, the additional financing allocated by the changes in 2005 state budget routine maintenance of roads, was spent. Funds for gravel pavement maintenance are insufficient. Therefore, this maintenance is ensured by pavement cleaning decreasing intervals between the cleaning activities. A third of state roads with gravel pavement are in poor condition and there is a tendency that some roads must be graded two times a week.

Though, 0.41 million lats more than in 2004 were spent for state road pavement maintenance in general, 0.44 million lats less than in previous year were spent for gravel pavement maintenance.

Due to insufficiency of funds, the planned bridge and culvert maintenance works have not been still performed sufficiently, in 2005 those have been executed by 0.205 million lats more than in the previous year, because culverts damaged and scored by May floods in Latgale district had to be renewed. Bridge periodic maintenance and repair works deficit is huge. To ensure uninterrupted traffic, at the expense of routine maintenance funds there have been installed driveway limiting structures over railway interchange on road A6 Rīga–Daugavpils–Krāslava–Byelorussian border (Paternieki), deteriorated concrete guard barrier of the bridge over the Gauja River on road A3 Inčukalna–Valmiera–Estonian border (Valka) was renewed and underground pedestrian crossing (tunnel) at bus stop "Līksna" on road A6 Rīga–Daugavpils–Krāslava–Byelorussian border (Paternieki) was treated.

0.275 million lats more than in the previous year were spent for provision of traffic organisation activities. Every year road sections where traffic is regulated by traffic lights grew in number in the routine maintenance, lighting is installed in inhabited areas, therefore, annual maintenance costs of this equipment also grow, as well as, fee for spent power. Road signs are still subject to damage and stealing, but equipment, in particular, cars damage guardrails. January windstorm also caused damage. Total loss to the equipment in the last year exceeded 0.35 million lats.

0.518 million lats more than in the previous year were spent for road treatment works in 2005. About 0.2 million lats were spend eliminating trees broken by January windstorm. More funds had to be spent also for roadway and shoulder treatment after this windstorm and elimination of scouring in Latgale district after the May floods and after some heavy showers in other districts. Budget planned for road treatment is not sufficient, because every year more and more funds must be planned for pavement maintenance and weather conditions during the last winters did not allow making savings at expense of the winter maintenance works, which might be additionally spent for road treatment.



Expenditures for State Road Routine Maintenance in 2005

Maintenance work	Unit	Amount	Costs, lats
Road winter maintenance			10,646,843
Snow removal	km	712,840	2,181,370
De-icing	lane km	490,853	4,181,890
Main road winter maintenance	km	8,449.1	3,646,131
Other winter maintenance works	–	–	637,452
Maintenance of bridges, interchanges, pedestrian tunnels and culverts			506,172
Maintenance of bridges and interchanges			168,608
Maintenance of culverts			313,316
Maintenance of tunnels			24,248
Traffic organisation			1,248,215
Maintenance of bus stops, pavilion and rest areas	–	–	195,669
Replacement of road sign poles	unit	8,626	244,207
Renewal of sign roads	unit	8	55
Painting of road marking	unit	9,771	512,200
Renewal of road signs	m ²	175.8	6,141
Painting of road marking	m ²	992	7,526
Replacement of signal posts	unit	4,753	76,289
Washing of signal posts	unit	2,301	2,362
Gluing of reflectors on signal posts	unit	145	172
Replacement of damaged guardrails	t. m	802	32,004
Painting of guardrails	t. m	334	2,155
Washing of guardrails	t. m	2,392	452
Treatment of string guardrails	t. m	654	1,108
Maintenance of traffic light	lats	–	21,293
Road lighting and maintenance of lighting equipment	lats	–	74,520
Other traffic organisation works	–	–	72,062

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Maintenance work	Unit	Amount	Costs, Lats
Pavement maintenance			9,860,737
Bituminous pavements:	–	–	5,379,828
Crack filling	t. m	24,399	14,911
Pothole repairs	m ²	612,634	4,937,271
Pavement cleaning	m ²	2,492,510	26,765
Elimination of bleeding	m ²	209,890	14,563
Delimiting (elimination) of humping sections	m ³	354	2,450
Renewal of surface skid resistance	m ²	205,320	302,718
Deflection repairs	t	977.2	44,701
Other pavement repair works	–	–	36,449
Gravel pavements:	–	–	4,480,909
Road grading	km	92,353.1	2,108,579
Road profiling	km	3,184.5	88,814
Pavement renewal	m ³	79,611	1,284,901
Deflection and pothole repairs in gravel pavements	m ³	54,396	537,600
Roadway levelling (dragging)	km	92,996	461,015
Road treatment			2,240,925
Elimination of scouring	m ³	13,766	181,266
Ditch cleaning and renewal	m ³	59,247	189,663
Shoulder profiling	km	8,473.6	133,052
Shoulder repairs	m ³	14,232	233,979
Bush cutting	ha	479.6	181,230
Mechanical sprout cutting	km	7,792	161,762
Sprout cutting with hand bush cutter	ha	836.2	127,752
Mechanical grass cutting	km	66,926	195,017
Manual grass cutting	m ²	1,666,619	45,842
Tending of shrubs	–	–	319,350
Operative road treatment	km	62,754.4	225,977
Treatment of road right of way	km	3,199.7	65,881
Other road treatment works	–	–	180,154



Maintenance work	Unit	Amount	Costs, Lats
Road supervision			96,458
Road inspection	km	191,725	96,395
Visual traffic counting	hours	10	53
Other works			10
Maintenance of road weather stations and traffic counting systems			84,696
Maintenance			73,664
Communications			11,032
Construction supervision and management programmes	–	–	939,168
Total			25,623,214



Executed Routine Maintenance Works on State Roads in 2005 by District and City

District, city, hydretechnical structure	State road routine maintenance, Lats	Co-financing of Ministry of Transport (MOT) for the routine maintenance of transit streets in cities, Lats	Co-financing of MOT for the routine maintenance of road connections over hydretechnical structures (power stations), Lats
Aizkraukle	1,131,331		
Alūksne	706,799		
Balvi	596,743		
Bauska	920,475		
Cēsis	1,163,186		
Daugavpils	1,005,738		
Dobele	658,948		
Gulbene	565,909		
Jelgava	881,016		
Jēkabpils	791,846		
Krāslava	669,319		
Kuldīga	819,892		
Liepāja	1,153,888		
Līmbaži	838,988		
Ludza	869,138		
Madona	941,759		
Ogre	996,646		
Preiļi	861,411		
Rēzekne	887,424		
Rīga	3,157,766		
Saldus	676,156		
Talsi	1,062,072		
Tukums	1,064,370		
Valka	800,641		
Valmiera	768,296		
Ventspils	694,283		
Districts, total	24,684,045		
Ainaži		3,800	
Aizpute		2,640	



District, city, hydretechnical structure	State road routine maintenance, Lats	Co-financing of Ministry of Transport (MOT) for the routine maintenance of transit streets in cities, Lats	Co-financing of MOT for the routine maintenance of road connections over hydretechnical structures (power stations), Lats
Bauska		8,120	
Dagda		1,360	
Daugavpils		10,880	
Dobele		5,681	
Gulbene		2,480	
Iksķile		400	
Ilūkste		1,520	
Jaunjelgava		4,240	
Jelgava		26,880	
Jēkabpils		25,840	
Jūrmala		18,634	
Kārsava		5,400	
Krāslava		11,440	
Liepāja		38,080	
Līmbaži		5,840	
Līvāni		11,840	
Ludza		11,040	
Madona		6,080	
Mazsalaca		960	
Ogre		25,815	
Preiļi		560	
Priekule		1,920	
Rēzekne		7,360	
Rūjiena		4,881	
Salacgrīva		17,600	
Saldus		1,132	
Smiltene		2,720	
Stende		2,400	
Strenči		7,817	

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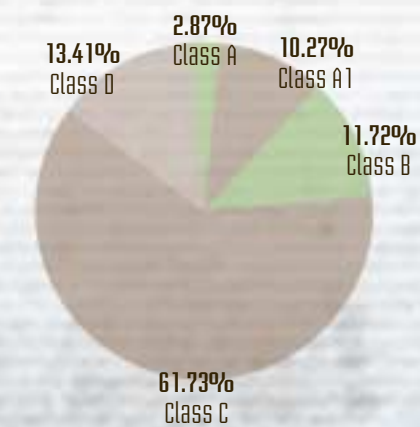
District, city, hydrotechnical structure	State road routine maintenance, Lats	Co-financing of Ministry of Transport (MOT) for the routine maintenance of transit streets in cities, Lats	Co-financing of MOT for the routine maintenance of road connections over hydrotechnical structures (power stations), Lats
Tukums		8,480	
Valdemārpils		960	
Valka		15,196	
Ventspils		16,000	
Viļāni		2,560	
Cities, total		318,556	
Ķegums HEPS			754
Plavīņas HEPS			3,756
Rīga HEPS			2,891
Hydrotechnical structures, total			7,401



Winter Road Maintenance

In the winter 2004/2005 state road maintenance according to winter maintenance classes approved by the Ministry of Transport was provided as follows:

Winter road maintenance class A	583.3 km
Winter road maintenance class A1	2,085.6 km
Winter road maintenance class B	2,381.0 km
Winter road maintenance class C	12,535.8 km
Winter road maintenance class D	2,722.5 km
Total	20,308.2 km



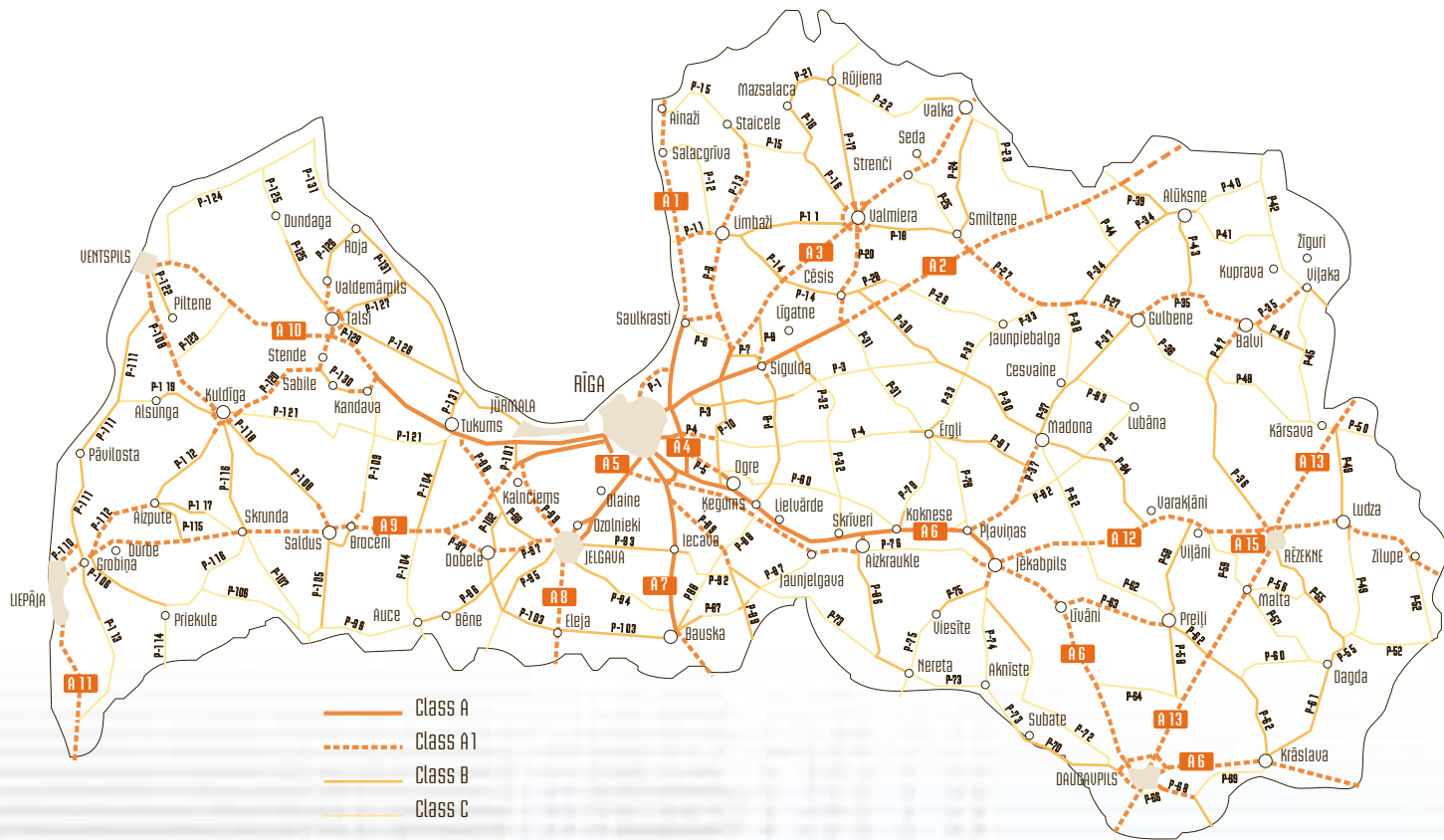
The roads are categorised in winter maintenance classes depending on the state road class and traffic intensity, road pavement, its technical condition, available road maintenance funding and social and economic importance, and it is the following at the moment:

Average traffic intensity (car/day)	main roads	1 st class roads	2 nd class roads
> 5000	A	A	-
1000-5000	A1	A1	A1
500-1000	A1	B	B
100-500	-	C	C
< 100	-	-	D

“D” class roads are the state 2nd class roads, where is not ensured regular passenger transport by buses and which are cleaned from snow four times per a season at the most.



Maintenance of State Main and 1st Class Roads in the Winter of 2005/2006



Road and Bridge Periodic Maintenance and Reconstruction

In 2005 the construction works within the scope of road and bridge periodic maintenance and reconstruction programmes were implemented for 82.3 million Lats. 283.18 km of asphalt pavements and 14.51 km of gravel pavements were renewed. Bridges or road interchanges with the total length of 1352 m were repaired or reconstructed. Financing of road periodic maintenance and reconstruction programmes was based on co-financing of EU Regional Development Fund (ERDF) and state budget.

Road and Bridge Periodic Maintenance and Reconstruction Works

Programme	Implemented works, Lats
Roads	
Pavement periodic maintenance	2,581,592.04
Traffic provision on deteriorated road sections	1,330,685.46
Road renovation	1,380,239.28
Co-financing for periodic maintenance and renovation of urban transit street	1,711,007.26
Development of traffic counting system	55,657.45
Bridges	
Bridge periodic maintenance	1,134,340.37
Bridge renovation	42,263.03
Traffic organisation and road furniture	
Periodic maintenance of traffic organisation devices	1,969,677.75
Traffic safety improvement projects	5,030,557.98
EU Cohesion fund co-financing for bridges	1,055,844.28
EU Cohesion fund co-financing for projects	39,866,145.30
Adjustment of urban transit streets on 1 st class road routes	4,878,991.33
Strengthening of asphalt pavements on 1 st class roads	18,657,057.23
Paving of gravel roads on 1 st class roads	2,607,860.63
Total	82,301,919.39



Growth of Road Periodic Maintenance and Reconstruction Financing (million Lats)



Strengthening of asphalt pavements

The sub-programme includes sections of state 1st class roads with asphalt pavement requiring strengthening of supporting capacity and traffic safety improvement. Asphalt pavement, drainage system, ramps and bus stops were constructed on these sections. In total, 96 km of asphalt pavement was renewed.

Paving of gravel roads

The sub-programme includes gravel road, where the current average traffic intensity exceeds 200 cars per a day.

Construction of section of road P69 Skrudaliena–Kaplava–Krāslava with the length of 9.81 km improved access of Kaplava parish residents to Krāslava, which according to the regional reform is planned to be a new centre of Krāslava region. Amount of construction works were 1.5 million Lats.

In 2006 the section of road P33 Vecpiebalga–Jaunpiebalga–Ranka–Salņikrogs was completed, which joins the two state 1st class roads P30 Cēsis–Vecpiebalga–Madona and P27 Smiltene–Velēna–Gulbene.

Adjustment of urban transit streets

The sub-programme includes the sections with urban transit streets of Latvia, which are the extensions of state 1st class roads with heavy traffic intensity.

Here the EU-load adequate asphalt pavement was constructed, traffic organisation was improved, pedestrian ways, lighting and drainage were constructed.

In 2005 reconstruction works in Balvi and Jelgava were completed. In 2006 the works commenced in Saldus and Limbaži were completed.

Improvement of bridge supporting capacity

Within the scope of the sub-programme, pillars, spans structures and cones of bridges have been replaced. Carriageway sizes have been adjusted in accordance with road parameters taking into account pedestrian traffic, current and planned traffic intensity. In total, 26 bridges underwent repair works.



Cohesion Fund Projects

Works in sections Ādaži–Gauja and Skulte–Svētciems of road A1 Rīga (Baltezers)–Estonian border (Ainaži), as well as section Bauska–Grenctāle of road A7 Rīga–Bauska–Grenctāle were commenced in 2005 with co-financing of EU Cohesion Fund. In 2005 works were executed for the total amount of 24.53 million Lats. Construction works will also continue in 2006 and 2007.

Goal of Saulkrasti bypass of road A1 Rīga (Baltezers)–Estonian border (Ainaži) in section from Ulaste to Skulte (from km 21.05 to km 40.57) is to ease the existing road. The bypass will be located to the East from the railways. In 2005 amount of construction works was 10.11 million Lats.

Traffic Safety Improvement Projects

Amounts of road horizontal marking and maintenance increased, as well as strap-elastic and structural painting technologies were introduced. In 2005 these amounts increased on state main roads by 20% but they doubled on 1st class roads.

Pedestrian safety increased by construction and reconstruction of pedestrian ways, joint pedestrian and bikeways, pedestrian crossings and bus stops, installation of lighting and guardrails, as well as, installation of traffic lights at road and street intersections and pedestrian crossings. New pavement, pedestrian and bikeways are constructed and lighting and traffic lights are installed on road A2 Rīga–Sigulda–Estonian border (Vecļaicene) New pavement, pedestrian and bikeways are constructed for the total length of 2.1 km and lighting and traffic lights are installed in Sigulda. In 2005 amount of these construction works was 1.21 million Lats.

Providing traffic on roads sections with deteriorated asphalt pavements, 34 collapsed sections or 48.82 km of roads were renewed. Total costs of these repair works were 1.38 million Lats.

In 2005, 50 land plots with the total acreage of 45.5 ha were acquired for road construction. 402 thousand Lats were paid for the acquired lands and two buildings.



Project Contractors in 2005

	Contractor	Amount of executed works, Lats
1.	"A.C.B." Ltd.	22,228,317.82
2.	General Partnership "Binders un partneri"	11,672,300.26
3.	General Partnership "ŠOSC"	5,695,720.22
4.	JSC "BCBR"	5,205,773.48
5.	"Binders" Ltd.	4,502,267.17
6.	General Partnership "Lemminkainen Lemcon"	3,885,030.07
7.	"Igate" Ltd.	2,969,742.07
8.	"Aizputes ceļinieks" Ltd.	2,849,169.13
9.	"Ceļi un tilti" Ltd.	2,769,302.21
10.	"Lemcon Latvija" Ltd.	2,591,111.69
11.	"Šlokenbeka" Ltd.	2,454,574.98
12.	JSC "Ceļu pārvalde"	2,087,341.94
13.	"Limbažu ceļi" Ltd.	2,047,281.99
14.	"Via" Ltd.	2,021,673.78
15.	General Partnership "SCS"	1,793,451.25
16.	"Saldus ceļinieks" Ltd.	1,709,198.09
17.	"Viadukts" Ltd.	1,055,844.28
18.	"Ceļu, tiltu būvnieks" Ltd.	815,703.53
19.	"M-2" Ltd.	543,760.41
20.	"JSŅ Ūdensmeistars" Ltd.	392,419.46
21.	"Union Asphalttechnik" Ltd.	389,830.09
22.	"Ceļdaris" Ltd.	371,373.34
23.	JSC "Latvijas tilti"	279,470.16
24.	"Valmekš" Ltd.	269,595.34
25.	"Tilts" Ltd.	245,511.54
26.	JSC "Latgales ceļi"	231,097.13
27.	"Talce" Ltd.	216,716.16
28.	"Rīgas tilti" Ltd.	205,980.30
29.	"Baustelle" Ltd.	156,618.92
30.	"Vidzemes energoceltnieks" Ltd.	135,266.07



	Contractor	Amount of executed works, Lats
31.	"M.A.-Taka" Ltd.	131,447.29
32.	"Krustpils" Ltd.	127,964.33
33.	"MCO" Ltd.	80,869.46
34.	"Kemek Engineering" Ltd.	55,657.45
35.	"Ino" Ltd.	38,855.25
36.	"Mikor" Ltd.	35,960.50
37.	"Mītavas Elektra" Ltd.	26,801.20
38.	"Latkons" Ltd.	12,921.00
Total		82,301,919.36



Works Executed in 2005 by Routes

Road	Route	Executed works, lats	Asphalt pavement renewal, km	Bridge and road interchanges repair and reconstruction, m
A1	Rīga (Baltezers)–Estonian border (Ainaži)	27,173,022.51	6.300	
A2	Rīga–Sigulda–Estonian border (Vecclaiene)	2,601,311.89	41.690	
A3	Inčukalns–Valmiera–Estonian border (Valka)	119,115.67		
A4	Rīga bypass (Baltezers–Saulkalne)	101,751.75		122.59
A5	Rīga bypass (Salaspils–Babīte)	140,962.12	2.200	
A6	Rīga–Daugavpils–Krāslava–Byelorussian border (Paternieki)	1,066,755.30	7.530	
A7	Rīga–Bauska–Lithuanian border (Grenctāle)	13,025,903.73		28.66
A8	Rīga–Jelgava–Lithuanian border (Meitene)	267,024.10		146.74
A9	Rīga–Skulte–Liepāja	2,852,441.49	3.400	11.7
A10	Rīga–Ventspils	215,861.13	0.400	
A11	Liepāja–Lithuanian border (Aucava)	20,201.93		
A12	Jēkabpils–Rēzekne–Ludza–Russian border (Terehova)	134,018.97	2.593	
A13	Russian border (Grebneva)–Rēzekne–Daugavpils–Lithuanian border (Medumi)	34,830.10		
A14	Daugavpils bypass (Tilti–Kalkūne)	4,401.80		
A15	Rēzekne bypass	2,208.87		
State 1 st class roads (P1, P..)		33,138,946.87	191.809	580.36
State 2 nd class roads (V1, V..)		1,403,161.13	27.259	462.26
Total		82,301,919.36	283.181	1352.31



Road	Horizontal marking painting, m ²	Horizontal marking, lats	Pedestrian side-ways, m	Traffic Safety Improvement activities					Pedestrian guard-rails, m	Car guard-rails, m
				Pedestrian and bike-ways, m	Pedestrian crossings, items	Bus stops, items	Road lighting, m			
A1	11,816	84,641.40		1,600	1	2	1,700			
A2	27,577	189,062.14	1,725	1,510	18	8	2,200	294	908	
A3	7,768	57,699.22	390				450			
A4	4,215	28,010.36								
A5	11,305	92,624.60								
A6	44,043	287,919.58		4,086	5	3	1,500	418		
A7	6,340	51,422.93	130				500			
A8	19,944	152,901.43						620		
A9	14,923	135,271.02	1,825		5	6	3,000	450	3,660	
A10	20,952	179,469.22								
A11	2,107	20,201.93								
A12	8,041	34,098.20								
A13	7,083	29,393.33								
A14	1,049	4,401.80								
A15	597	2,208.87								
State 1 st class roads (P1, P..)		83,881	617,087.89	3,148		4	6	2,383		
State 2 nd class roads (V1, V..)		993	3,263.83	360		1	1	350		
Total		272,634	1,969,677.75	7,578	7,196	24	26	12,703	1,782	4,568

In line with the said works in state 1st class roads in 2005, 14.51 km of gravel roads were paved.



Works Executed in 2005 by Districts

District	Executed works, lats	Renewal of asphalt pavements, km	Bridge, road interchange repair and reconstruction, m	Paving of gravel roads, km
Aizkraukle	442,106.58	0.720	61.800	
Alūksne	199,193.31	0.470	13.730	
Balvi	1,864,770.08	2.765		
Bauska	14,019,282.19	8.740	77.400	
Cēsis	2,901,704.78	28.890	134.600	
Daugavpils	270,080.48	9.130		
Dobele	1,908,998.93	9.050	36.000	
Gulbene	66,970.16	0.550	54.400	
Jēkabpils	542,779.12	0.726	80.500	
Jelgava	2,288,707.48	2.730	277.240	
Krāslava	1,738,538.57	27.568		9.81
Kuldīga	893,978.21	12.600	42.320	4.7
Ļepāja	2,770,208.73	1.170	26.060	
Ļimbaži	13,772,728.42	5.444		
Ludza	952,013.53	18.003	50.510	
Madona	93,734.02	0.820	83.900	
Ogre	76,611.80	0.520	50.500	
Preemie	1,360,423.62	13.985	82.200	
Rēzekne	225,744.89	17.170	36.000	
Rīga	25,507,460.65	65.580	151.550	
Saldus	1,745,637.21	9.810	23.700	
Talsi	3,064,856.66	16.700	16.500	
Tukums	109,323.21	1.840	11.300	
Valka	1,444,921.63	11.170		
Valmiera	121,988.50	3.700	42.100	
Ventspils	1,949,478.85	13.330		
*	1,969,677.75			
Total	82,301,919.36	283.181	1352.310	14.51

* Horizontal markings on state main and 1st and 2nd class roads.



Road Traffic Organisation

Registered Road Traffic Accidents

Year	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
Registered road traffic accidents	13,656	17,328	25,655	30,614	30,454	36,468	39,593	45,555	48,912	47,353
Registered road traffic accidents with injured/killed	3,711	3,925	4,540	4,442	4,482	4,766	5,083	5,379	5,081	4,466
Killed in traffic accidents, total	550	525	627	604	588	517	518	493	516	442
Injured in traffic accidents, total	4,324	4,674	5,414	5,244	5,449	5,852	6,300	6,639	6,416	5,600

Losses to the Publics Occurred in Traffic Accidents

Year	Single traffic accident without injured/killed, average, lats	Single injured in traffic accident, average, lats	Single killed in traffic accident, average, lats	Single traffic accident with injured/killed, average, lats	Losses to the national economy (mil. lats)	
1993		549	1,033	48,281	11,969	44.8
1994		694	1,354	65,624	15,544	66.0
1995		854	1,768	79,574	15,911	73.3
1996		972	2,096	96,901	18,892	79.8
1997		1,040	2,270	118,047	20,509	94.4
1998		1,135	3,044	134,857	24,833	136.7
1999		1,229	3,153	150,892	27,061	152.4
2000		1,256	3,328	160,134	27,942	157.9
2001		1,286	3,534	220,727	31,441	190.6
2002		1,332	4,010	230,928	31,672	207.0
2003		1,372	4,046	229,361	29,027	211.3
2004		1,408	4,000	244,744	31,314	220.8
2005		1,564	3,458	264,591	32,086	210.4



To improve traffic safety on state roads, the LSR changed its approach and in the nearest years with the available financing will implement simpler and low-cost solutions instead of large road reconstruction. Each year more than one third of killed in traffic accidents are pedestrians, which are often invisible in dark time on road carriageway or shoulder. To improve pedestrian safety, it is planned in future also to:

- construct pedestrian crossings in urban areas at schools and crossings;
- install lighting in urban areas at pedestrian crossings and in crossings;
- eliminate pedestrian crossings on state main roads outside urban areas, which are at grade with road carriageway;
- construct one or two pedestrian overpasses each year.

Activities implemented in 2005 and Traffic Safety Improvement Programme

Traffic safety improvement activities on the roads in 2005 were the following:

1. A1 Rīga (Baltezers)–Estonian border (Ainaži), from km 88.9 to km 90.5 (Salacgrīva);
2. A2 Rīga–Sigulda–Estonian border (Vecļaicene), Garkalne;
3. A2 Rīga–Sigulda–Estonian border (Vecļaicene), from km 50.0 to km 52.1 (Sigulda);
4. A2 Rīga–Sigulda–Estonian border (Vecļaicene), from km 144.8 to km 145.0 (Dzeņi);
5. A3 Inčukalns–Valmiera–Estonian border (Valka), from km 65.36 to km 65.75;
6. A6 Rīga–Daugavpils–Krāslava–Byelorussian border (Paternieki), Skrīverī;
7. A6 Rīga–Daugavpils–Krāslava–Byelorussian border (Paternieki), km 89.83, at Aizkraukle Railway Terminal;
8. A6 Rīga–Daugavpils–Krāslava–Byelorussian border (Paternieki), from km 184.86 to km 186.03 (Ķersika);
9. A7 Rīga–Bauska–Lithuanian border (Grenctāle), km 59.2 (intersection with road V1018 Vecsaule–Audzi–Code);
10. A8 Rīga–Jelgava–Lithuanian border (Meitene), from km 41.8 to km 42.0;
11. A9 Rīga (Skulte)–Liepāja, from km 185.5 to km 188.9 (Grobīņa);
12. P43 Līdēne–Alūksne, from km 25.09 to km 26.0 (entry to Alūksne city);
13. P75 Jēkabpils–Lithuanian border (Nereta), from km 14.73 to km 15.80 (Bīzi);
14. P89 Ķekava–Skaistkalne, from km 29.875 to km 30.06 (Rīga and Līvānu Street intersection in Vecumnieki);
15. P96 Pūri–Auce–Gņivaiši, from km 34.75 to km 35.35 (Bēne);
16. P103 Dobeles–Bauska, from km 31.38 to km 31.52 (Vilce);
17. V15 Rīga–Stīpnieki–Vētras, from km 0.0. to km 0.25 (extension of Kantora street of Rīga city).



Traffic Organisation Activities Financed from Routine Maintenance Budget

Works	Work costs, Lats
1. Road signs in the state road network	
replacement of road signs – 9,771 items.	512,200
renewal of road signs – 175.8 m ²	6,141
replacement of road sign poles – 8,626 items	244,207
painting of road sign poles – 8 items	55
2. Horizontal roadway marking	
painting of horizontal roadway marking – 992 m ²	7,526
3. Road guardrails	
replacement of damaged steel guardrails – 802 m	32,004
painting of steel guardrails – 334 m	2,155
washing of guardrails – 2,392 m	452
treatment of string guardrails – 654 m	1,108
4. Signal posts	
replacement of signal posts – 4,753 item	76,289
washing of signal posts – 2,301 item	2,362
gluing of reflectors – 145 item	172
5. Traffic light maintenance	21,293
6. Road lighting maintenance and road lighting	74,520
7. Maintenance of bus stops and pavilions	195,669
8. Other traffic organisation activities	72,062
Total	1,248,215

The National Programme for Road Traffic Safety was developed in 2005 within the scope of agreement between the Ministry of Transport and the LSR. It provides for improvement of traffic safety at the most dangerous sections or crossings determined by the road traffic accidents in the programme in order of priority. The Road Traffic Safety Directorate data on the road traffic accidents in the state road network and municipal requests as well as audit conclusions of the Road Traffic Safety Directorate were taken for basis for development of the list of sections and crossings to be reconstructed. To reduce quantity of road accidents, “black spots” (spots on roads where accidents occur most of all) improvement programme has been commenced already in 1999.

The Programme is developed for 2006–2008 and annual distribution of financing is as follows:

2006 – 3.531 million Lats;

2007 – 6.000 million Lats;

2008 – 6.000 million Lats.

Total costs of the Programme are 15.531 million Lats.



Traffic Counting System

At the end of 2005, LSR Traffic Data Division possessed 14 traffic counting units, which have been installed at stationary points from time to time, and six mobile units, which have been installed in combination with the pneumatic sensors. All state main roads are equipped with stationary traffic counting points, of which 13 are permanent accounting points. Data are transferred via modem. One of these points is additionally equipped with axle load detectors. 20 stationary traffic counting points were equipped on high-intense 1st class roads. As far possible traffic counting points are combined with the road weather stations thereby decreasing the installation costs. All stationary counting points are equipped similarly providing the potential to transform those to permanent accounting points.

Target of traffic counting is to gain data for road network planning, calculation of annual haulage of motor transport, objective and rational allocation and utilisation of the budget funds as well as public information on transport flows and driving speeds. In the process of traffic counting the following information was gained:

- traffic intensity;
- transport flow speed;
- length of vehicles;
- type of vehicles;
- axle loads and quantity of axles (at one point only).

The gained traffic data are applicable to:

- road network planning (to determine road maintenance class depending on traffic intensity and axle load, pavement repair methods, and forecasts of traffic flows);
- road construction design (determination of plan and profile parameters, and calculations of pavement bearing capacity);
- traffic safety analysis (exceeded driving speed);
- statistics (changes in traffic intensity and vehicles at particular road sections and in the country, in general).

In 2005, traffic counting system was further updated: six new permanent counting points were installed on the main roads and equipment of the 1st class roads continued, however, due to limited financing, it was impossible to be done in the necessary amount.



Traffic safety is negatively affected by the exceeding of gross vehicle weight allowed for traffic defined in Road Traffic Regulations. Traffic counting devices record every case when this weight is exceeded. The records are shown in the Table below.

Year	3.5–4.4		Gross weight of vehicle, t 4.4–5.2		With exceeded weight		Run trucks, total	
	Trucks quantity	%	Trucks quantity	%	Trucks quantity	%	Quantity	%
2003	206,504	91.48	8,390	3.72	10,840	4.80	225,734	100
2004	370,631	91.46	18,472	4.56	16,117	3.98	405,220	100
2005	501,512	90.23	37,869	6.81	16,404	2.95	555,785	100

Number of Permits Issued for Heavy and Over-dimensional Traffic

Types of heavy vehicles	Permits issued in 2002	% of total number	Permits issued in 2003	% of total number	Permits issued in 2004	% of total number	Permits issued in 2005	% of total number
Trucks with trailers	2,999	68.13	4,476	66.36	4,796	65.62	5653	66.37
Trailers	87	1.98	252	3.74	332	4.54	388	4.56
Timber transport	1,226	27.86	1,879	27.87	1967	26.91	2190	25.71
Special vehicles (fuel transport, cranes)	90	2.04	134	2.03	214	2.93	287	3.37
Total	4,402		6,741		7309		8518	

According to the Agreement signed between the LSR and Road Traffic Safety Directorate (RTSD), in 2005 RTSD completed road safety audit in the state road network with the total length of 18.7 km. Conclusions on audit are prepared with respect to the following road sections.

Outside the urban areas:

road A1 Rīga (Baltezers)–Estonian border (Ainaži), from km 0.0 to km 6.0;

road A1 Rīga (Baltezers)–Estonian border (Ainaži), from km 12.0 to km 22.0;

road P133 Airport "Rīga" access road, no km 0.9 to km 2.1.

Urban areas:

road P63 Līvāni–Preiļi, from km 23.0 to km 24.5.



State Road financing

No.	Programmes, projects, works	2005 year plan, thous. Lats	Actual expenditures from beginning of the year	
			thous. Lats	% from beginning of the year
1.	MAINTENANCE COSTS	35 881.00	35,875.31	99.98
1. 1.	Repayment of loan principal sum	4,680.00	4,680.38	100.01
1. 2.	Repayment of loan interest	1,364.00	1,360.44	99.74
1. 3.	Road network management	3,997.00	3,990.15	99.83
1. 4.	Routine maintenance	25,600.00	25,638.10	100.15
1. 4. 1.	State road routine maintenance	25,239.00	25,276.67	100.15
1. 4. 2.	Co-financing for routine maintenance of urban transit streets	349.00	352.70	101.06
1. 4. 3.	Co-financing for routine maintenance of roads over "latvenergo" hydrotechnical structures	12.00	8.73	72.71
1. 5.	Standardisation programme	70.00	69.23	98.89
1. 6.	State road traffic safety audit	10.00	10.00	100.00
1. 7.	Donation to road museum	70.00	70.00	100.00
1. 8.	Fee for international organisations	16.00	15.11	94.44
1. 9.	Land surveys	49.00	16.91	34.52
1. 10.	Information to the public on road sector issues	25.00	25.00	100.00
2.	EXPENDITURES FOR CAPITAL INVESTMENTS	21,241.00	21,223.39	99.92
2. 1.	Periodic maintenance and renovation	15,446.00	15,590.94	100.94
2. 1. 1.	Roads	7,113.00	7,316.24	102.86
2. 1. 1. 1.	Asphalt pavement periodic maintenance	2,597.00	2,644.49	101.83
2. 1. 1. 2.	Traffic provision in sections with collapsed asphalt pavement	1,345.00	1,390.38	103.37
2. 1. 1. 3.	Road renovation (completion of rural road programme Valka-Rūjiena)	1,200.00	1,215.84	101.32
2. 1. 1. 4.	Co-financing for periodic maintenance and renovation of urban transit streets (Balvu Street)	1,911.00	2,011.03	105.23
2. 1. 1. 5.	Development of traffic counting system	60.00	54.51	90.85
2. 1. 2.	Bridges	1,186.00	1,273.95	107.42
2. 1. 2. 1.	Bridge periodic maintenance	1,135.00	1,211.53	106.74
2. 1. 2. 2.	Bridge renovation	51.00	62.42	122.40



No.	Programmes, projects, works	2005 year plan, thous. Lats	Actual expenditures from beginning of the year	
			thous. Lats	% from beginning of the year
2. 1. 3.	Traffic organisation and road furniture	7,147.00	7,000.75	97.95
2. 1. 3. 1.	Periodic maintenance of traffic organisation technical device	2,125.00	2,048.17	96.38
2. 1. 3. 2.	Traffic safety improvement projects	4,962.00	4,880.76	98.36
2. 1. 3. 3.	Road Weather Information System development	60.00	71.82	119.69
2. 2.	Design and project preparation	2,386.00	2,053.32	86.06
2. 2. 1.	Road research and studies	215.00	191.22	88.94
2. 2. 2.	Bridge research and studies	133.00	154.92	116.48
2. 2. 3.	Road construction designs	1,700.00	1,277.88	75.17
2. 2. 4.	Bridge construction designs	263.00	360.58	137.10
2. 2. 5.	Construction designs of traffic organisation technical device	75.00	68.72	91.63
2. 3.	Other expenditures	3,409.00	3,579.12	104.99
2. 3. 1.	Reserve of the Ministry of Transport and co-financing for municipal programmes	962.00	964.52	100.26
2. 3. 2.	Payments for works executed in previous years	1,309.00	1,437.27	109.80
2. 3. 3.	Project management and supervision for ERAF projects (5.2% of 29.1 mil. Lats)	1,092.00	1,155.72	105.84
2. 3. 4.	Land acquisition	46.00	21.61	46.97
	TOTAL	57,122.00	57,098.70	99.96



Financing of Cohesion Fund Projects in the Road Sector

Nr.	Programmes, projects, works	2005 year plan, thous. Lats	Actual expenditure from beginning of the year	
			thous. Lats	% from beginning of the year
	MAINTENANCE COSTS	2,473.00	0.00	0.00
1.	Payment to consolidated budget	2,473.00	0.00	0.00
	EXPENDITURES FOR CAPITAL INVESTMENTS	57,156.00	54,389.60	95.16
2. 1.	E22 section Tīnūži–Koknese (construction design, land acquisition)	232.00	232.08	100.03
2. 2.	TEN road network improvement, project 1	27,197.00	26,271.00	96.60
2. 2. 1.	E67/A1 Skulte–svētciems, 40.57–80.2 km (construction)		15,243.00	
2. 2. 2.	E67/A1 Ādaži–Gauja, 6.3–12.20 km (construction)		4,383.65	
2. 2. 3.	E67/A7 Bauska–Grenctāle, 67.4–85.3 km (construction)		6,613.24	
2. 2. 4.	E22/A10 Priedaine–Sloka, 20.6–36.7 km (construction)		0.00	
2. 2. 5.	E22/A12 Jēkabpils–Varakļāni, 6.8–62.1 km (construction)		0.00	
2. 2. 6.	Land acquisition and other expenditures		31.11	
2. 3.	TEN road network improvement, project 2 (construction design, land acquisition)	518.00	517.74	99.95
2. 4.	E67 <i>Via Baltica</i> section Ķekava–Iecava (construction, land acquisition)	9,742.00	8,124.38	83.40
2. 5.	E67 <i>Via Baltica</i> , Saulkrasti bypass (construction, land acquisition)	19,031.00	19,030.35	100.00
2. 6.	E67 <i>Via Baltica</i> , Rīga–Ādaži (construction)	75.00	74.95	99.93
2. 7.	Airport "Rīga" access road, Part A and Part B (construction)	361.00	139.12	38.54
	TOTAL	59,629.00	54,389.60	91.21



Financing of Joint Trans-European Projects

No.	Programmes, projects, works	2005 year plan, thousand Lats	Actual expenditure from beginning of the year	
			thousand Lats	% from beginning of the year
2. 1.	E67 <i>Via Baltica</i> , section Rīga–Ķekava (construction design)	268.00	159.75	59.61
2. 3.	E22 section Rēzekne–Terehova (construction design)	914.00	913.37	99.93
	TOTAL	1,182.00	1,073.12	90.79



Financing of Regional Road Development Programme

No.	Programmes, projects, works	2005 year plan, thousand Lats	Actual expenditure from beginning of the year	
			thousand Lats	% from beginning of the year
1.	Strengthening of asphalt pavement on 1st class road routes	20,151.00	20,142.96	99.96
1. 1.	P1 Rīga (Jaunciems)–Carnikava–Ādaži, km 15.8–21.2	1,264.00	1,137.82	90.02
1. 2.	P5 Ulbroka–Dgre, km 5.5–11.9	1,741.00	1,736.80	99.76
1. 3.	P30 Cēsis–Vecpiebalga–Madona (section Bērzukrogs–railway viaduct), km 14.9–24.7	1,493.00	1,467.75	98.31
1. 4.	P62 Krāslava–Preiļi–Madona (section Preiļi–A13 intersection), km 42.6–44.2	316.00	291.28	92.18
1. 5.	P120 Talsi–Stende–Kuldīga, km 41.0–48.0	758.00	756.77	99.84
1. 6.	P97 Jelgava–Dobele–Annenieki, km 34.1–42.45	2,331.00	2,310.24	99.11
1. 7.	P105 Saldus–Ezere, km 4.0–13.3	800.00	1,003.40	125.42
1. 8.	P4 Rīga–Ērgļi, km 11.42–16.15	1,880.00	2,095.07	111.44
1. 9.	P111 Ventspils (Leči)–Grobiņa, km 0.0–9.5	1,860.00	1,846.81	99.29
1. 10.	P85 Rīga HEPS–Jaunjelgava (section Rīga HEPS–Daugmale), km 0.0–8.86	2,700.00	2,494.39	92.38
1. 11.	P93 Jelgava–Iecava, km 12.5–18.18	0.00	0.00	0.00
1. 12.	P93 Jelgava–Iecava, km 24.8–30.54	748.00	673.86	90.09
1. 13.	P131 Tukums–Ķesterciems–Mērsrags–Kolka (section Engure–border of Talsi district), km 31.5–42.4	2,207.00	2,100.99	95.20
1. 14.	P131 Tukums–Ķesterciems–Mērsrags–Kolka (section Kaltene–Roja), km 66.99–71.19	1,203.00	1,126.87	93.67
1. 15.	P49 Krāslava–Ludza–Ezernieki–Pušmucova, km 7.2–17.00	850.00	1,100.92	129.52
2.	Paving of gravel roads on 1st class road routes	2,926.00	3,017.86	103.14
2. 1.	P69 Skrudaliena–Kaplava–Kārsava (section Kaplava–Kārsava), km 24.06–33.87	1,607.00	1,411.67	87.85
2. 2.	P33 Ērgļi–Jaunpiebalga–Salņukrogs (section Vecpiebalga–Abrupe), km 25.3–35.5	880.00	1,105.48	125.62
2. 3.	P117 Skrunda–Aizpute, km 0.0–4.7	439.00	500.71	114.06



No.	Programmes, projects, works	2005 year plan, thousand Lats	Actual expenditure from beginning of the year	
			thousand Lats	% from beginning of the year
3.	Strengthening of bridges on 1st class asphalt road routes	1,209.00	1,162.01	96.11
3. 1.	P63 Dubnas bridge on road Līvāni–Preiļi, km 11.9	658.00	614.75	93.43
3. 2.	P108 Ēdas bridge on road Ventspils–Kuldīga–Saldus, km 71.0	19.00	18.62	98.02
3. 3.	P119 Užavas bridge on road Kuldīga–Alsunga–Jūrkalne, km 30.1	16.00	16.28	101.72
3. 4.	P103 Sesavas bridge on road Dobele–Bauska, km 4.7	0.00	0.00	0.00
3. 5.	P11 Sutagrāvja bridge on road Kocēni–Limbaži–Tūja, km 45.9	16.00	15.93	99.54
3. 6.	P11 Braslas bridge on road Kocēni–Limbaži–Tūja, km 35.1	18.00	17.81	98.96
3. 7.	P126 Rojas bridge on road Valdgale–Roja, km 26.4	82.00	82.17	100.21
3. 8.	P76 Ziemeļsusējas bridge on road Aizkraukle–Jēkabpils, km 37.8	400.00	396.45	99.11
4.	Maintenance of urban transit streets on 1st class road routes	4,814.00	4,777.17	99.23
4. 1.	P105 Saldus–Ezere to Saldus–Butnāri, Dzirnau and Brīvības street (Saldus)	1,000.00	933.60	93.36
4. 2.	P11 Kocēni–Limbaži–Tūja (Limbaži bypass)	1,869.00	2,012.49	107.68
4. 3.	P97 Jelgava–Dobele–Annenieki (Jelgava, Rūpniecības Street), km 0.0–1.3	1,945.00	1,831.08	94.14
	TOTAL	29,100.00	29,100.00	100.00



Target Donations for Municipal Street and Road Financing

Municipality	Remainder as at Jan. 1, 2005, lats	Received, lats	Expended, lats	Remainder as at Jan. 1, 2006, lats
Aizkraukle district	106,175.00	371,049.00	359,686.00	117,538.00
Alūksne district	66,574.00	281,816.00	273,150.00	75,240.00
Balvi district	99,438.00	311,142.00	278,097.00	132,483.00
Bauska district	26,437.00	302,215.00	271,254.00	57,398.00
Bauska city	3,466.00	84,779.00	81,919.00	6,326.00
Iecava parish	47.00	63,664.00	54,583.00	9,128.00
Cēsis district	137,188.00	681,207.00	551,201.00	267,194.00
Daugavpils district	40,799.00	583,245.00	588,747.00	35,297.00
Dobele district	41,642.00	374,051.00	400,641.00	15,052.00
Gulbene district	24,310.00	262,877.00	235,516.00	51,671.00
Jelgava district	47,038.00	208,688.00	171,831.00	83,895.00
Society "Bēzies krasti"	18,623.00	113,480.00	98,745.00	33,358.00
Eleja parish	2.00	20,807.00	20,533.00	276.00
Ļielplatone parish	726.00	19,873.00	19,841.00	758.00
Ozolnieki region	5,396.00	60,055.00	38,090.00	27,361.00
Valgunde parish	2,712.00	29,814.00	30,835.00	1,691.00
Jēkabpils district	30,944.00	610,793.00	590,237.00	51,500.00
Krāslava district	125,519.00	456,007.00	431,773.00	149,753.00
Kuldīga district	55,611.00	436,949.00	353,886.00	138,674.00
Ļepāja district	96,310.00	474,160.00	485,256.00	85,214.00
Priekule city	0.00	16,015.00	15,979.00	36.00
Grobiņa city	0.00	26,762.00	21,621.00	5,141.00
Kalvene parish	8,156.00	13,212.00	14,003.00	7,365.00
Bunka parish	0.00	16,135.00	16,135.00	0.00
Ļimbaži district	95,116.00	299,531.00	296,323.00	98,324.00
Ļimbaži city	0.00	75,733.00	75,733.00	0.00
Aloja city	5,603.00	24,525.00	23,225.00	6,903.00
Salacgrīva city	2,647.94	61,348.00	48,704.65	15,291.29
Ļudza district	87,626.28	431,770.00	399,886.88	119,509.40



Municipality	Remainder as at Jan. 1, 2005, lats	Received, lats	Expended, lats	Remainder as at Jan. 1, 2006, lats
Madona district	110,343.00	479,895.00	452,670.00	137,568.00
Barkava parish	7,498.00	19,505.00	24,480.00	2,523.00
Varakļāni parish	41,106.00	24,237.00	14,550.00	50,793.00
Vestiena parish	3,067.00	13,958.00	13,835.00	3,190.00
Murmastiene parish	5,123.00	16,304.00	5,916.00	15,511.00
Ogre district	141,164.00	535,438.00	575,050.00	101,552.00
Preiļi district	2,089.36	52,818.00	54,907.36	0.00
Ļīvāni region	16,875.00	91,510.00	89,569.00	18,816.00
Preiļi region	3,160.55	93,667.00	95,758.70	1,068.85
Pelēči parish	652.00	20,151.00	20,512.00	291.00
Vārkava parish	0.00	12,973.00	12,923.00	50.00
Vārkava region	0.00	28,333.00	9,156.00	19,177.00
Jersika parish	0.00	15,687.00	15,687.00	0.00
Sutri parish	0.00	15,936.00	14,149.00	1,787.00
Rudzāti parish	0.00	18,809.00	18,465.00	344.00
Sauna parish	0.00	13,997.00	9,304.00	4,693.00
Aglona parish	0.00	26,066.00	26,065.59	0.41
Riebiņi region	0.00	124,425.00	108,607.16	15,817.84
Rēzekne region	159,759.00	421,739.00	489,568.00	91,930.00
Malta parish	2,418.00	20,330.00	18,582.00	4,166.00
Rīga district	170,350.00	1,084,724.00	1,091,078.00	163,996.00
Saldus district	65,136.00	278,068.00	269,873.00	73,331.00
Saldus city	24,557.00	112,426.00	109,892.00	27,091.00
Talsi district	83,714.00	332,765.00	297,820.00	118,659.00
Talsi city	7.00	115,030.00	115,023.00	14.00
Tukums district	72,343.00	276,219.00	238,321.00	110,241.00
Tukums city	3,371.37	147,787.00	145,501.37	5,657.00
Kandava region	94.00	73,476.00	73,570.00	0.00
Valka district	30,212.00	309,313.00	250,679.00	88,846.00

(Continued on page 68)



[Continued from page 67]

Municipality	Remainder as at Jan. 1, 2005, Lats	Received, Lats	Expended, Lats	Remainder as at Jan. 1, 2006, Lats
Valmiera district	128,539.00	500,143.00	406,627.00	222,055.00
Ventspils district	132,050.00	191,072.00	181,113.00	142,009.00
Rigas city	999,604.00	4,686,452.00	4,261,604.00	1,424,452.00
Daugavpils city	0.00	701,348.00	701,348.00	0.00
Ļepāja city	55,363.00	604,530.00	659,435.00	458.00
Jelgava city	43.00	502,223.00	502,265.00	1.00
Jūrmala city	79,297.00	628,299.00	691,961.00	15,635.00
Ventspils city	11.00	353,392.00	353,390.00	13.00
Rēzekne city	0.00	274,091.00	274,091.00	0.00
GRAND TOTAL	3,466,052.50	19,928,838.00	18,940,777.71	4,454,112.79



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