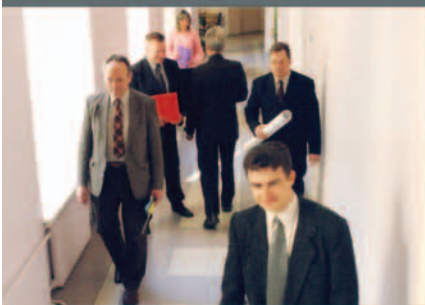


**YEARBOOK
OF THE LATVIAN ROAD ADMINISTRATION
2003**

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INTRODUCTION ON THE LATVIAN ROAD ADMINISTRATION



Introduction on the Latvian Road Administration

The Latvian Road Administration (LRA) performs the management of the state road network, administration of the State Road Fund and organisation of public procurement in order to provide the public with profitable, durable, safe and environmentally friendly state road network. Maintenance and development of parish, company and household roads is supervised, as well.

Since June 1997, the Latvian Road Administration is a Non-profit State Joint Stock Company that operates according to Company Statutes and the Agreement "On Road Sector Management" signed with its main client – the Ministry of Transport of the Republic of Latvia.

Main tasks of the Latvian Road Administration are to:

- implement the counting, registration, management and protection of state roads;
- prepare the strategy for state road network preservation and development;
- administer the state road financing;
- organise public procurement in the road sector;
- organise and control road network design, construction, repairs and maintenance;
- prepare legal acts of the branch and control their implementation;
- co-ordinate traffic safety organisation on roads;
- supervise the construction, maintenance and protection of parish, company and household roads.

Additional tasks of the Latvian Road Administration are:

- consulting and services in the road sector;
- organising of training, seminars and conferences;
- business activities for better implementation of targets and tasks set in the Statutes.

Structure of the Latvian Road Administration

In order to ensure road management and construction management services in regions and carry out the functions of routine and periodic maintenance and regional planning on June 1, 2003, the Road Maintenance Division was reorganized and four regional centres were created – Central Region, Kurzeme Region, Vidzeme Region and Latgale Region including 26 district units subordinated to the former Road Maintenance Division.

In Central Region the following district units were included: Ogre, Jelgava, Riga, Bauska, Auzkraukle.

In Kurzeme Region the following district units were included: Kuldīga, Liepāja, Ventspils, Saldus, Tukums, Dobele and Talsi.

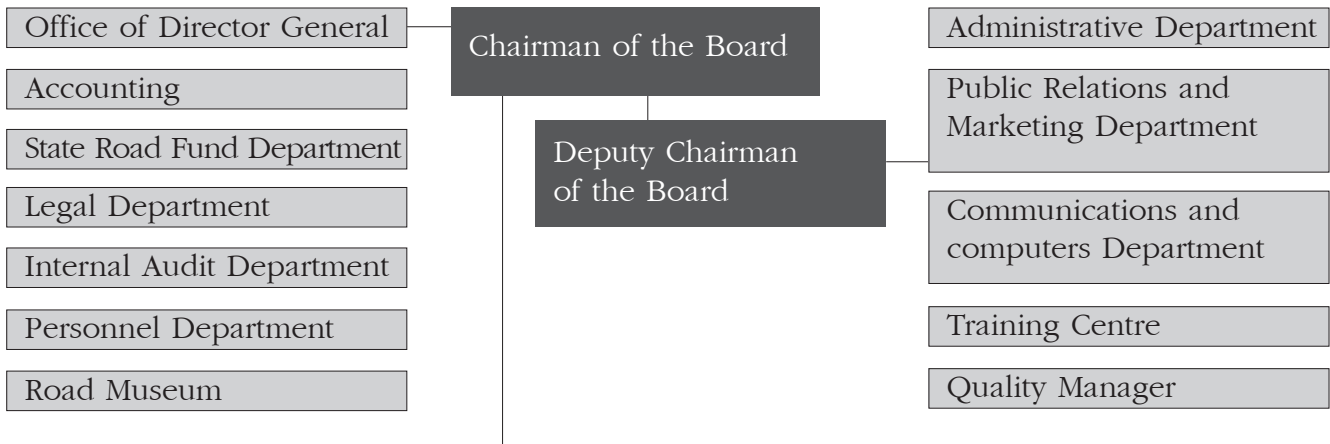
In Vidzeme Region the following district units were included: Valmiera, Valka, Gulbene, Alūksne, Madona, Cēsis and Limbaži.

In Latgale Region the following district units were included: Rēzekne, Krāslava, Balvi, Daugavpils, Jēkabpils, Ludza and Preiļi.

Since September 1, 2003, the Non-profit Joint Stock Company "Road Research" was incorporated in the Latvian Road Administration and new structural unit – the Road Laboratory – was formed in the Production Division. Pavement Preservation Management Department – structural unit of Technical Division, was included in the structure of Road Laboratory and renamed to Road Data Department. Two new units were created in the Road Laboratory: Building Material Testing Unit and Technology Unit.

Regional Programme Department was created in Technical Division on November 1, 2003, as it was expected that the amounts of developing programmes and design orders would increase in connection with the possibility to use European Union Regional Development Funds already in 2004.

Structure of the Latvian Road Administration



Central region	Kurzeme region	Vidzeme region	Latgale region
Aizkraukle, Bauska, Jelgava, Ogre, Riga District Units	Dobele, Kuldīga, Liepāja, Saldus, Talsi, Tukums, Ventspils District Units	Alūksne, Gulbene, Limbaži, Madona, Cēsis, Valka, Valmiera District Units	Balvi, Daugavpils, Jēkabpils, Krāslava, Ludza, Preiļi, Rēzekne District Units
Technical Division Strategy Department, Finance Management Department, Regional Programmes Department, Road Network Department, Bridge Department		Road network planning, preparation of programmes and projects	
Production Division European Union Project Department, Tender and Contract Department, Supervision Department, Road Laboratory		Management of road periodic maintenance, reconstruction and construction	
Road Maintenance Division Maintenance Planning Department, Maintenance Supervision Department		Road routine maintenance and road network management	
Traffic Organisation Division Traffic Organisation Planning Department, Traffic Organisation Supervision Department		Traffic organisation planning and supervision	

Personnel

Latvian Road Administration in 2003 had 197 permanent employees but at the end of the year – already 254 employees (98 women and 156 men). This increase in the number of employees was caused by structural changes in 2003.

To achieve the main goal of the LRA's personnel management - the provision of competent and motivated employees for the LRA, 65 thousand Lats were invested in 2003 in personnel training and motivation, including 9 thousand Lats for the compensation of study fees for those employees who were studying in Latvian universities.

Number of employees	
Number of permanent employees as at January 1, 2003	197
Employed	63
Fired	6
Number of permanent employees as at January 1, 2004	254
Employees by gender	
Women	98
Men	156
Employees by age	
From 18 to 29	34
From 30 to 49	130
From 50	90
Retirement age	25
Education of employees	
Higher,	199
incl. employees with Master's degree	13
Secondary special	36
Secondary	19
Employees studying in higher and secondary special education establishments	33
Employees graduating from higher and secondary special education establishments in 2003	17
including:	
Employees having acquired higher professional education	7
Employees having acquired Master's degree	6
Employees having acquired Bachelor's degree	3
Employees having acquired secondary special education	1
Compensation of study fees	24

According to personnel training strategy of the Latvian Road Administration and personnel development and motivation programme the improvement of personnel professional qualification continued in 2003 with the aim to improve competences of the personnel defined in job descriptions.

The LRA's Training Centre in co-operation with road sector companies held several seminars on the newest road and bridge construction technologies and materials, construction supervision and routine work issues. Depending on individual training needs the managers of

structural units and project managers were trained in project management, business communication and presentation skills, time management, basic accounting and finances for managers, company operation analysis and planning, as well as, computers.

In co-operation with the Finnish Road Administration and IHME training courses for construction supervisors and project managers were held. In the result of long and successful co-operation with the Province of Overijssel, the Netherlands, two training courses for laboratory assistants of Latvian road building companies were organised.

The LRA's personnel had opportunities to improve professional skills by participating in conferences and seminars abroad. In 2003 LRA's specialists participated in the XXII PIARC World Road Congress in South Africa and 25th Baltic Road Conference in Lithuania. Project managers participated in experience exchange programme on road construction organisation in co-operation with the Finnish Road Administration, and district construction supervisors improved their professional skills in the visit to the Bavarian road administration, Germany.

As the road sector is starting to experience the lack of qualified road and bridge engineers in the labour market, the LRA has improved its co-operation with the Civil Engineering Faculty and College Programme Department at the RTU, as well as, provides grants for those students who have chosen research topics important for the road sector, e.g. use of geosynthetic materials in road construction, pavement reconstruction design, comparison of cement concrete and asphalt concrete road pavements, computerised structural design, history of roads and traffic in Latvia, etc.

Number of employees as at January 1



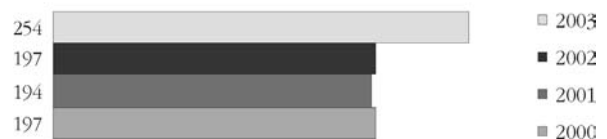
Fired



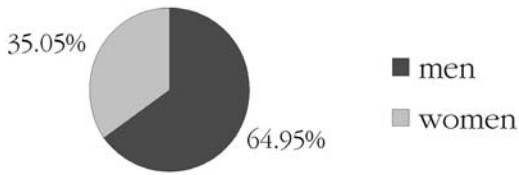
Employed



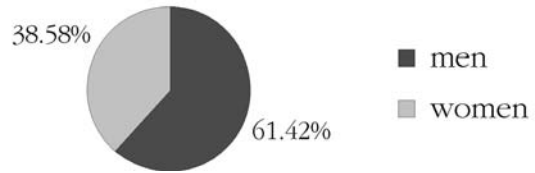
Number of employees as at December 31



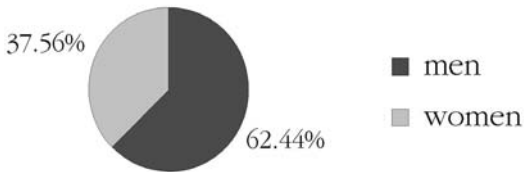
Employees gender in 2001



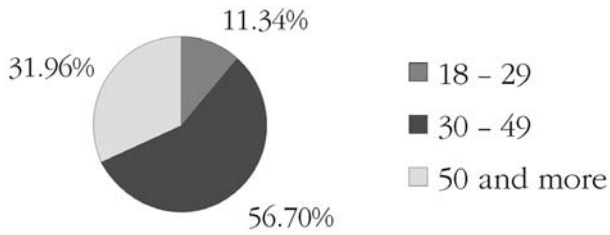
Employees gender in 2003



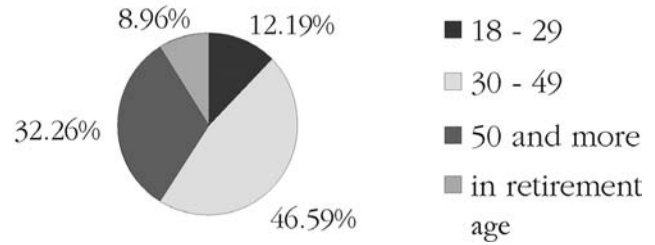
Employees gender in 2002



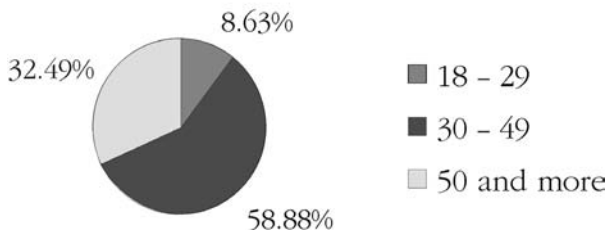
Employees by age in 2001



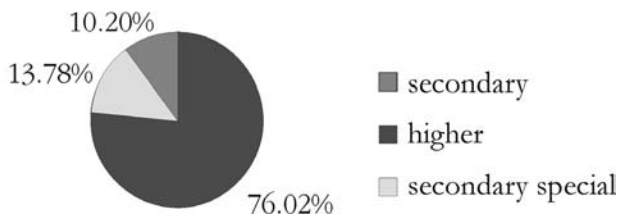
Employees by age in 2003



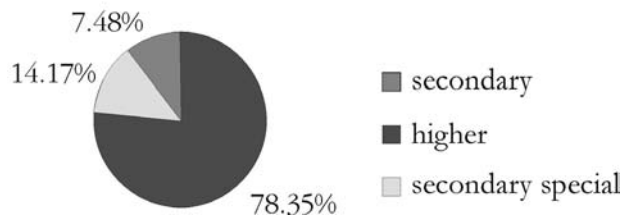
Employees by age in 2002



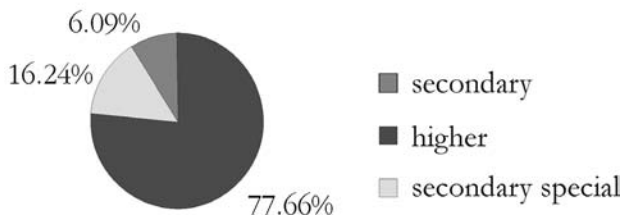
Education of employees in 2001



Education of employees in 2003



Education of employees in 2002



Latvian Road Museum

Exposition of the Latvian Road Museum is exhibited in ten halls of the former dwelling house of Šlokenbeka Manor (built in 1841 – 1845), veranda, basement, as well as Hill and Bottom Cart Houses and describes the history of Latvian roads from the ancient times up to nowadays. Each exhibition hall is devoted to specific subject covering all areas of the road and bridge sectors.

In 2003 the Museum was visited by 5510 guests, and more than 8000 guests of Šlokenbeka Manor have visited the new open air exposition of road pavement types, road signs, culverts and rollers.

International co-operation between Baltic and Nordic Road Museums was established in 2002 and continued in 2003 when numerous foreign guests were visiting Latvia and, in particular, the Road Museum. Special seminar was held on September 10 – 12 where Nordic and Baltic specialists lectured on documenting the present events for the needs of road museums.

Special attention has to be paid to the research work on Latvian road history in the period of 1919 – 1940 commenced by Mr. Vilnis Andrejsons, which is very important both to the Road Museum in particular and to all road builders in general.

Activities of the Latvian Road Museum

	2002	2003
Total number of museum collection exhibits	5 032	5 123
incl. number of permanent collection exhibits	2 325	91
Exhibitions at the Museum	4	2
incl. exhibitions opened in reference period	3	–
and exhibitions of permanent collection	1	–
permanent exhibitions at the Museum	14	14
Number of visitors	7 191	5 510
Events at the Museum	3	2

International co-operation

In 2003 Latvian Road Administration engaged actively in international co-operation activities in order to contribute to the development of international transport corridors crossing Latvia, attract the European Union co-financing for the improvement of Via Baltica route and East – West corridor, as well as, participate in the activities of several international road organisations and their activities. A lot of attention was paid to the co-operation with foreign road administrations.

Activities of the Baltic Road Association and Nordic Road Association

Management of the Latvian Road Administration in co-operation with Lithuanian and Estonian colleagues was directly involved in the activities of both road associations and organised several significant training and experience exchange events:

- On May 7–8 the spring session of the BRA's board was held and the main issues discussed were the preparations for the International Baltic Road Conference, budget and working plan for 2003, as well as, the provision of further operation of Via Baltica Monitoring Committee.
- A mutual meeting of BRA and NRA was held On August 24 where decisions were made concerning mutual co-operation activities and seminars in 2003 and 2004.
- International Baltic Road Conference was held on August 25 – 27 in Vilnius, Lithuania where the LRA specialists presented the following reports:

1. Latvian Practice of Road Project Management, Gints Alberiņš, Andris Lapsiņš,
 2. Comparative Testing Campaign of Laboratory Equipment and Abilities Organized by the Latvian Road Administration, Aigars Strežs, Māris Alksnis,
 3. Administration of Road Network in Latvia, Imants Kaupe,
 4. Preparation of Data for State Road Network Strategic Planning, Aivis Arnītis,
 5. Quality Management System in Non-Profit State Joint Stock Company "Latvian Road Administration", Inguna Siljāne-Karple,
 6. Rural Road Development Programme for 2002–2004, Imants Teibe,
 7. Implementation of the 2nd Via Baltica (E67) Investment Programme 2001–2006 in Latvia, Juris Tauriņš,
 8. Asphalt Pavement Routine Maintenance Technologies in Latvia, Jānis Kastanovskis,
 9. Experience of Bridge Maintenance and Reconstruction in Latvia, Ilmārs Jurka,
 10. Bridge Management System LatBrutus, Ms. Laila Ādamsone,
 11. Maintenance and financing of municipal roads in Valmiera district, Guntis Apinis,
 12. Elaboration of Electronic Scheme of Road Sign and Road Marking Location, Mr. Ainārs Morozs,
 13. Experience of reconstructing short span bridges in Latvia, Mr. Māris Dūzelis,
- During the plenary session of the Conference Mr. Olafs Kronlaks, Chairman of the Board, presented an overview of new developments at the Latvian Road Administration and in the Latvian road sector in the three-year period between the Baltic Road Conferences.

- An exhibition on roads was organised simultaneously with the Conference where the LRA presented its achievements in road construction in Latvia and in particular, the road projects financed by the EU.
- A joint seminar of Nordic and Baltic Road Museums was held on September 10 – 12 at the Latvian Road Museum in Šlokenbeka where the participants decided to create closer co-operation among the museums in future.
- The BRA / NRA working meeting was organised on October 16 to discuss a mutual seminar on gravel road maintenance to be arranged in 2004, in particular, its programme, most important topics and technical excursions.
- On November 19 – 21 the autumn session of the BRA's board was held in Saaremaa where the following issues were dealt with: ISPA projects in each Baltic State, traffic safety, point of view on the EU Draft Directive of fees for heavy transport, co-operation with the NRA (in particular, gravel road maintenance seminar), co-operation with PIARC and IRF. The results of the International Baltic Road Conference, spending of the BRA budget for 2003 and work plan and budget for 2004 were approved, as well.

Work in the World Road Association PIARC

- The LRA decided to join the PIARC World Information Interchange Network WIN and assign Ms. Ilze Janiša, Manager of Training Centre, as the responsible person for these activities.
- On October 19 – 25 the delegation from the LRA and the Ministry of Transport participated in the PIARC World Road Congress in Durban, South Africa. Mr. Juris Tauriņš presented a report "Problems and Solutions for the Improvement of International Transport Corridor – Route Via Baltica (E67) in Latvia" in Strategic Theme session ST2 "Roads and Quality of Life". Two more Latvian reports were prepared for the Congress: "Practice of Road Project Management" by Mr. Gints Alberiņš, Head of the European Union Project Department and Mr. Andris Lapsiņš, Director of Production Division for the Session "Road Management" and "Bridge administration and management in Latvia" by Mr. Ilmārs Jurka, Head of Bridge Department for the Session "Road Bridges and Other Structures".
- The LRA decided to join the PIARC Technical Committee C17 and assign Mr. Aldis Lācis, Director of Road Maintenance Division, as the responsible person for these activities.
- The LRA has prepared proposals on the themes of PIARC international seminars for the period of 2004 – 2007.



LATVIAN ROAD NETWORK



Latvian road network

Territory of Latvia – 64 589 km²

Population as at December 31, 2003 – 2 319 100

Total recorded length of roads and streets – 69 919 km

incl. roads with bituminous pavements – 13 729 km,
and gravel pavements – 56 190 km

Average density of the road network – 1.083 km per 1 km²

Number of registered vehicles – 848 428

Number of registered vehicles per 1000 inhabitants – 366

Number of registered cars – 648 901

Number of registered cars per 1000 inhabitants – 280

The Latvian Road Administration is responsible for 926 bridges, out of which 872 are reinforced concrete bridges, 14 – stone masonry bridges, 21 – steel bridges and 19 – wooden bridges
Total length of bridges: 31 103.97 metres

Road network classification by pavement and length

	Road length, km		
	Asphalt concrete and other bituminous pavements	Crushed stone, gravel and other pavements	Total
State roads, incl:	8 066.824	12 242.456	20 309.280
main roads (A)	1 622.228	–	1 622.228
1st class roads	3 934.060	1 406.052	5 340.112
2nd class roads	2 510.536	10 836.404	13 346.940
Municipal roads and streets. incl.	5 162.852	33 962.156	39 125.008
roads	971.63	30 815.259	31 786.889
streets	4 191.222	3 146.897	7 338.119
Forest roads	–	6 985.000	6 985.000
Private roads	500.000	3 000.000	3 500.000
Roads and streets, total	13 729.676	56 189.612	69 919.288

Latvian state roads by district as at January 1, 2004

District	Road network length, total	Asphalt concrete and other bituminous pavements		Crushed stone and gravel pavements	
	km	km	%	km	%
Aizkraukle	747.037	256.774	34.37	490.263	65.63
Alūksne	633.800	201.881	31.85	431.919	68.15
Balvi	612.640	221.521	36.16	391.119	63.84
Bauska	718.434	241.637	33.63	476.797	66.37
Cēsis	1 070.251	279.652	26.13	790.599	73.87
Daugavpils	842.992	366.410	43.47	476.582	56.53
Dobele	589.685	195.671	33.18	394.014	66.82
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	202.944	24.28	633.040	75.72
Krāslava	808.573	270.750	33.48	537.823	66.52
Kuldīga	729.783	320.405	43.90	409.378	56.10
Liepāja	951.411	416.858	43.81	534.553	56.19
Limbaži	799.619	340.558	42.59	459.061	57.41
Ludza	828.710	210.760	25.43	617.950	74.57
Madona	1 023.188	275.037	26.88	748.151	73.12
Ogre	680.945	273.926	40.23	407.019	59.77
Preiļi	665.179	234.982	35.33	430.197	64.67
Rēzekne	858.855	307.759	35.83	551.096	64.17
Rīga	1 008.415	809.389	80.26	199.026	19.74
Saldus	612.379	227.202	37.10	385.177	62.90
Talsi	945.111	451.107	47.73	494.004	52.27
Tukums	911.249	406.032	44.56	505.217	55.44
Valka	780.944	337.674	43.24	443.270	56.76
Valmiera	803.844	373.046	46.41	430.798	53.59
Ventspils	679.496	299.364	44.06	380.132	55.94
Total	20 309.280	8 066.824	39.72	12 242.456	60.28

State main roads (as at January 1, 2004)

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		

State 1st class roads (as at January 1, 2004)

District	Road network, total	Asphalt concrete and other bituminous pavements		Crushed stone and gravel pavements	
	km	km	%	km	%
Aizkraukle	250.265	164.036	65.54	86.229	34.46
Alūksne	200.198	101.346	50.62	98.852	49.38
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	127.727	79.59	32.760	20.41
Dobele	176.324	141.594	80.30	34.730	19.70
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	90.679	50.85	87.662	49.15
Krāslava	170.495	161.215	94.56	9.280	5.44
Kuldīga	251.436	205.054	81.55	46.382	18.45
Liepāja	239.194	196.219	82.03	42.975	17.97
Limbaži	221.447	211.217	95.38	10.230	4.62
Ludza	142.760	73.760	51.67	69.000	48.33
Madona	358.955	215.639	60.07	143.316	39.93
Ogre	258.058	156.021	60.46	102.037	39.54
Preiļi	142.962	120.265	84.12	22.697	15.88
Rēzekne	148.984	96.844	65.00	52.140	35.00
Rīga	235.074	235.074	100.00	0.000	0.00
Saldus	160.886	104.120	64.72	56.766	35.28
Talsi	280.591	247.125	88.07	33.466	11.93
Tukums	224.338	180.315	80.38	44.023	19.62
Valka	181.735	138.317	76.11	43.418	23.89
Valmiera	167.978	144.891	86.26	23.087	13.74
Ventspils	166.432	123.185	74.02	43.247	25.98
Total	5 340.112	3 934.060	73.67	1 406.052	26.33

State 2nd class roads (as at January 1, 2004)

District	Road network, 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	492.812	76.447	15.51	416.365	84.49
Cēsis	724.030	87.723	12.12	636.307	87.88
Daugavpils	569.107	125.285	22.01	443.822	77.99
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	592.198	63.655	10.75	528.543	89.25
Kuldīga	457.705	94.709	20.69	362.996	79.31
Liepāja	618.651	127.073	20.54	491.578	79.46
Limbaži	525.038	76.207	14.51	448.831	85.49
Ludza	601.940	52.990	8.80	548.950	91.20
Madona	664.233	59.398	8.94	604.835	91.06
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	483.308	284.282	58.82	199.026	41.18
Saldus	400.911	72.500	18.08	328.411	81.92
Talsi	626.119	165.581	26.45	460.538	73.55
Tukums	607.919	146.725	24.14	461.194	75.86
Valka	528.041	128.189	24.28	399.852	75.72
Valmiera	582.537	174.826	30.01	407.711	69.99
Ventspils	464.958	128.073	27.55	336.885	72.45
Total	13 346.940	2 510.536	18.81	10 836.404	81.19

Vehicles registered in Latvia

Type	Jan. 1, 2000	Jan. 1, 2001	Increase %	Jan. 1, 2002	Increase, %	Jan. 1, 2003	Increase, %t	Jan. 1, 2004	Increase, %
Trucks	90 220	97 081	7.60	99 708	2.70	102 734	3.00	104 626	1.80
with total mass above 3.5 t	–	29 179	–	31 374	7.50	33 744	7.60	35 826	6.20
with total mass from 3.5 to 7.5 t	–	17 358	–	17 556	1.10	17 805	1.40	17 668	–0.80
with total mass from 7.5 to 12 t	–	15 223	–	15 293	0.50	15 159	–0.90	14 804	–2.30
with total mass from 12 to 16 t	–	9 026	–	8 951	–0.80	8 759	–2.10	8 516	–2.80
with total mass above 16 t	–	10 592	–	11 970	13.00	13 218	10.40	14 681	11.10
Cars	525 572	556 771	5.90	586 209	5.30	619 081	5.60	648 901	4.80
including taxis	–	1 626	–	1 905	17.20	2 210	16.00	2 307	4.40
Buses	11 556	11 501	–0.50	11 294	–1.80	11 164	–1.20	10 983	–1.60
with total mass to 3.5 t	–	4 701	–	4 506	–4.10	4 334	–3.80	4 179	–3.60
with total mass from 3.5 to 12 t	–	2 753	–	2 849	3.50	2 872	0.80	2 845	–0.90
with total mass above 12 t	–	2 265	–	2 407	6.30	2 508	4.20	2 627	4.70
Trailers	54 045	55 509	2.70	57 297	3.20	58 982	2.90	60 694	2.90
with total mass to 3.5 t	–	21 122	–	22 919	8.50	25 137	9.70	33 892	34.80
with total mass from 3.5 to 10 t	–	1 933	–	1 973	2.10	2 000	1.40	2 551	27.60
with total mass above 10 t	–	12 419	–	13 420	8.10	14 444	7.60	16 265	12.60
Motorcycles, tricy- cles	20 057	20 732	3.40	21 366	3.10	22 157	3.70	22 877	3.20
Quadricycles	354	356	0.60	355	–0.30	352	–0.80	347	–1.40
Total	701 804	741 950	5.70	776 229	4.60	814 470	4.90	848 428	4.20

Number of registered vehicles per 1000 residents as at January 1, 2004, is 366.

Number of registered cars per 1000 residents as at January 1, 2004, is 280.

Note: Data from Road Traffic Safety Directorate.

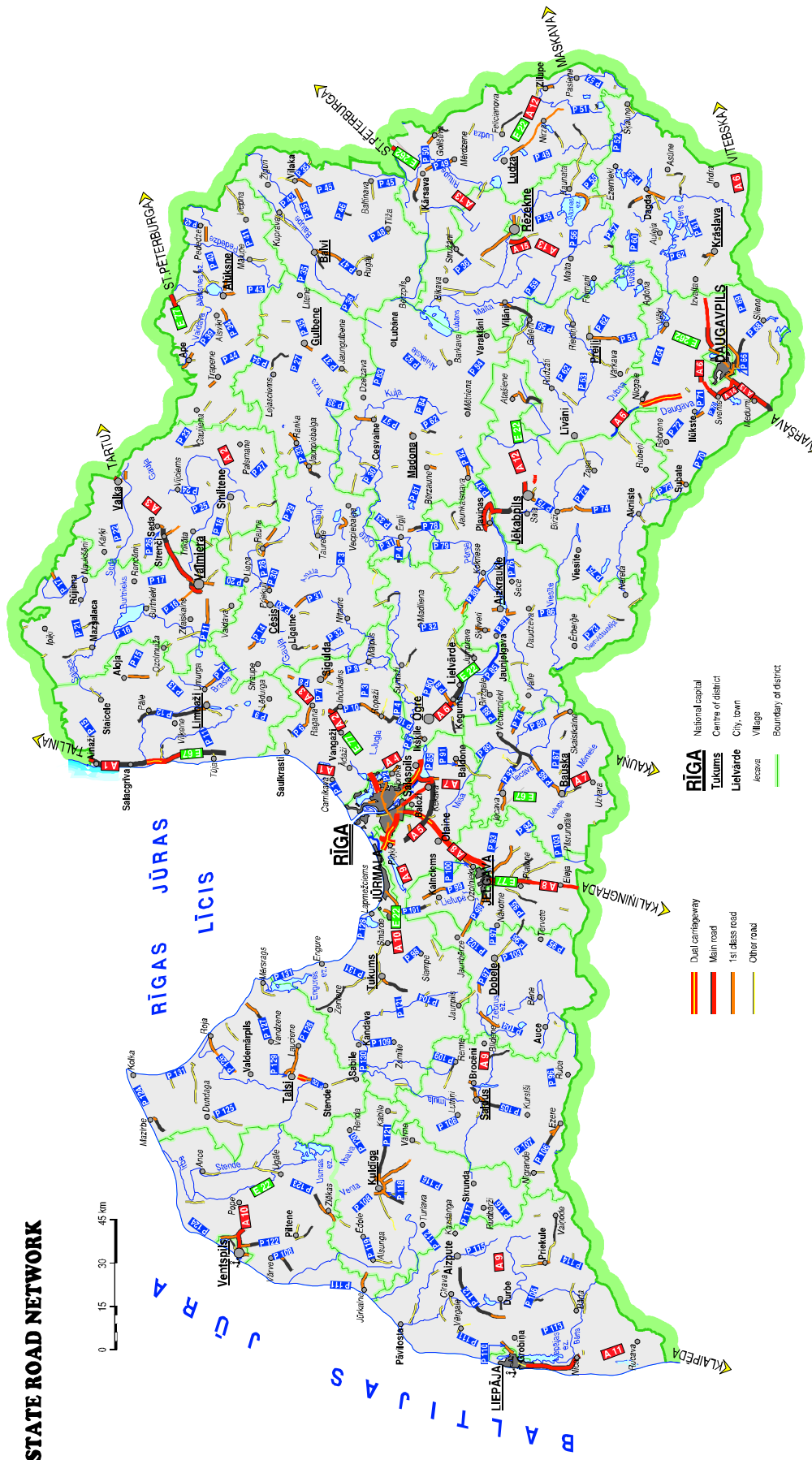
Bridges on Latvian state roads

District	Bridges total		Reinforced		Stone		Steel		Timber	
	number	m	number	m	number	m	number	m	number	m
Aizkraukle	42	1539.60	42	1539.60						
Alūksne	22	581.40	18	516.51	1	16.50			3	48.39
Balvi	18	536.40	18	536.40						
Bauska	35	1053.27	34	1042.77	1	10.50				
Cēsis	50	1415.50	42	1047.40			6	336.80	2	31.30
Daugavpils	63	1719.70	59	1355.76	1	15.60	2	336.14	1	12.20
Dobele	23	556.12	18	454.92	1	19.50	2	29.00	2	52.70
Gulbene	22	832.65	22	832.65						
Jelgava	52	2551.37	50	2081.44			2	469.93		
Jēkabpils	31	890.47	29	844.07			1	38.40	1	8.00
Krāslava	20	487.15	18	476.55			1	6.60	1	4.00
Kuldīga	21	812.60	20	796.60	1	16.00				
Liepāja	42	1087.49	41	976.49			1	111.00		
Limbaži	38	1172.21	38	1172.21						
Ludza	28	954.00	25	919.00			1	5.00	2	30.00
Madona	37	1286.80	36	1255.80	1	31.00				
Ogre	39	1278.84	37	1255.64	1	11.00			1	12.20
Preiļi	28	669.00	28	669.00						
Rēzekne	30	1144.44	30	1144.44						
Rīga	77	4335.77	75	3676.57			2	659.20		
Saldus	22	692.98	22	692.98						
Talsi	28	556.80	23	495.70	1	15.30	1	17.10	3	28.70
Tukums	43	1179.94	34	795.74	5	326.70	2	33.40	2	24.10
Valka	35	1090.85	35	1090.85						
Valmiera	45	1463.00	44	1457.00					1	6.00
Ventspils	35	1215.62	34	1191.62	1	24.00				
Total	926	31103.97	872	28317.71	14	486.10	21	2042.57	19	257.59

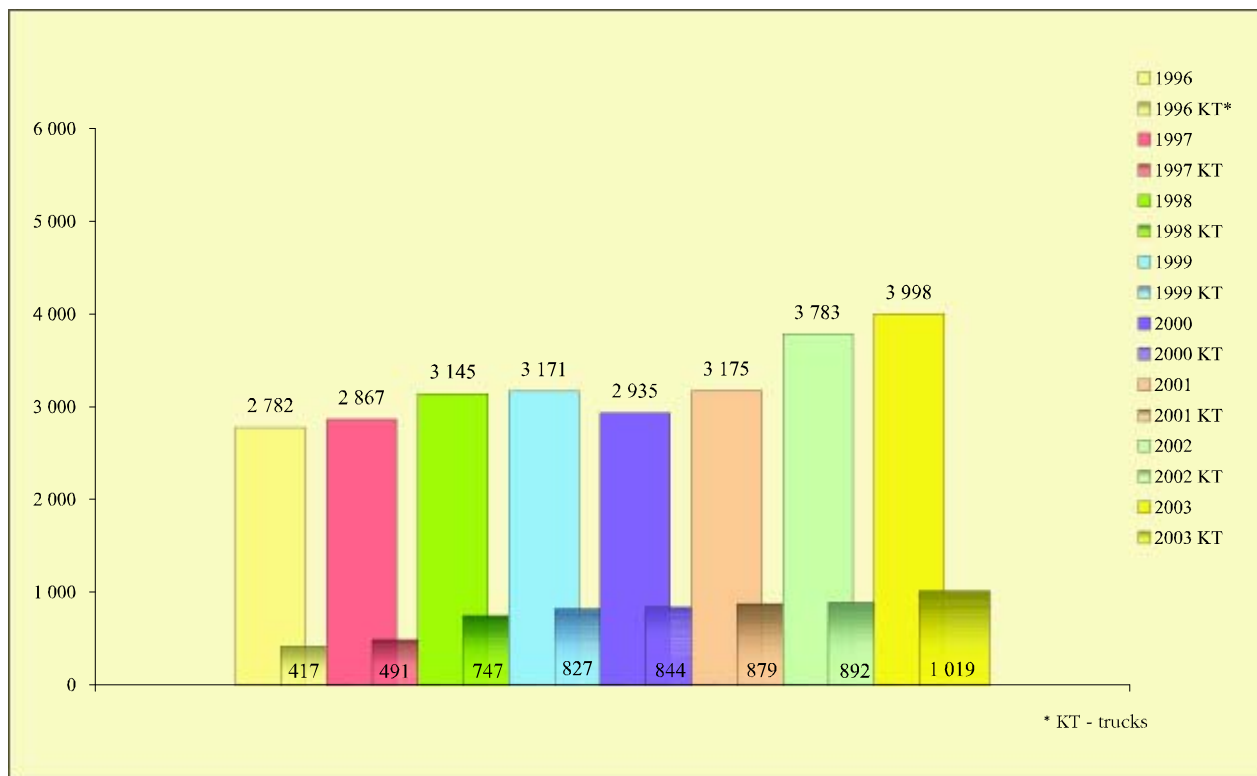
Location of bridges on Latvian state roads

District	Bridges total		Main roads		1 st class roads		2 nd class roads	
	Number	m	Number	m	Number	m	Number	m
Aizkraukle	42	1539.60	6	420.90	22	555.90	14	562.80
Alūksne	22	581.40	3	162.50	9	195.50	10	223.40
Balvi	18	536.40			14	402.14	4	134.26
Bauska	35	1053.27	2	48.20	13	415.73	20	589.34
Cēsis	50	1415.50	4	108.60	17	417.90	29	889.00
augavpils	63	1719.70	36	1133.50	10	184.70	17	401.50
Dobele	23	556.12	1	24.88	8	222.62	14	308.62
Gulbene	22	832.65			12	414.05	10	418.60
Jelgava	52	2551.37	11	1040.15	19	706.58	22	804.64
Jēkabpils	31	890.47	4	122.90	16	383.14	11	384.43
Krāslava	20	487.15	1	26.44	6	152.29	13	308.42
Kuldīga	21	812.60	1	161.00	10	433.70	10	217.90
Liepāja	42	1087.49	6	115.24	11	363.04	25	609.21
Limbaži	38	1172.21	3	103.37	17	451.30	18	617.54
Ludza	28	954.00	6	241.00	6	159.00	16	554.00
Madona	37	1286.80	1	8.70	18	666.70	18	611.40
Ogre	39	1278.84	4	72.24	18	647.58	17	559.02
Preiļi	28	669.00	1	19.30	13	320.10	14	329.60
Rēzekne	30	1144.44	13	479.26	3	116.60	14	548.58
Rīga	77	4335.77	45	3228.61	16	655.20	16	451.96
Saldus	22	692.98	3	106.44	8	315.07	11	271.47
Talsi	28	556.80			12	325.70	16	231.10
Tukums	43	1179.94	8	164.42	14	408.20	21	607.32
Valka	35	1090.85	4	140.92	9	438.10	22	511.83
Valmiera	45	1463.00	3	167.16	14	580.69	28	715.15
Ventspils	35	1215.62	4	89.92	7	421.32	24	704.38
Total	926	31103.97	170	8185.65	322	10352.85	434	12565.47

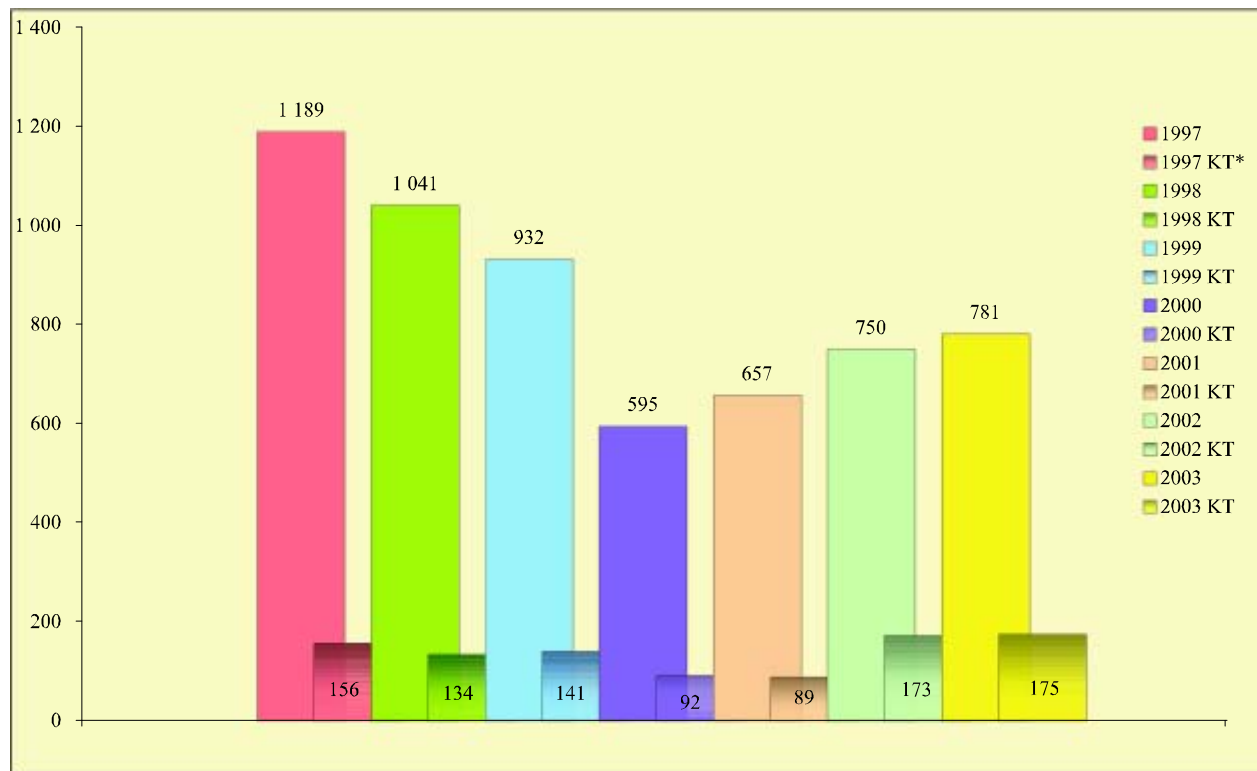
STATE ROAD NETWORK



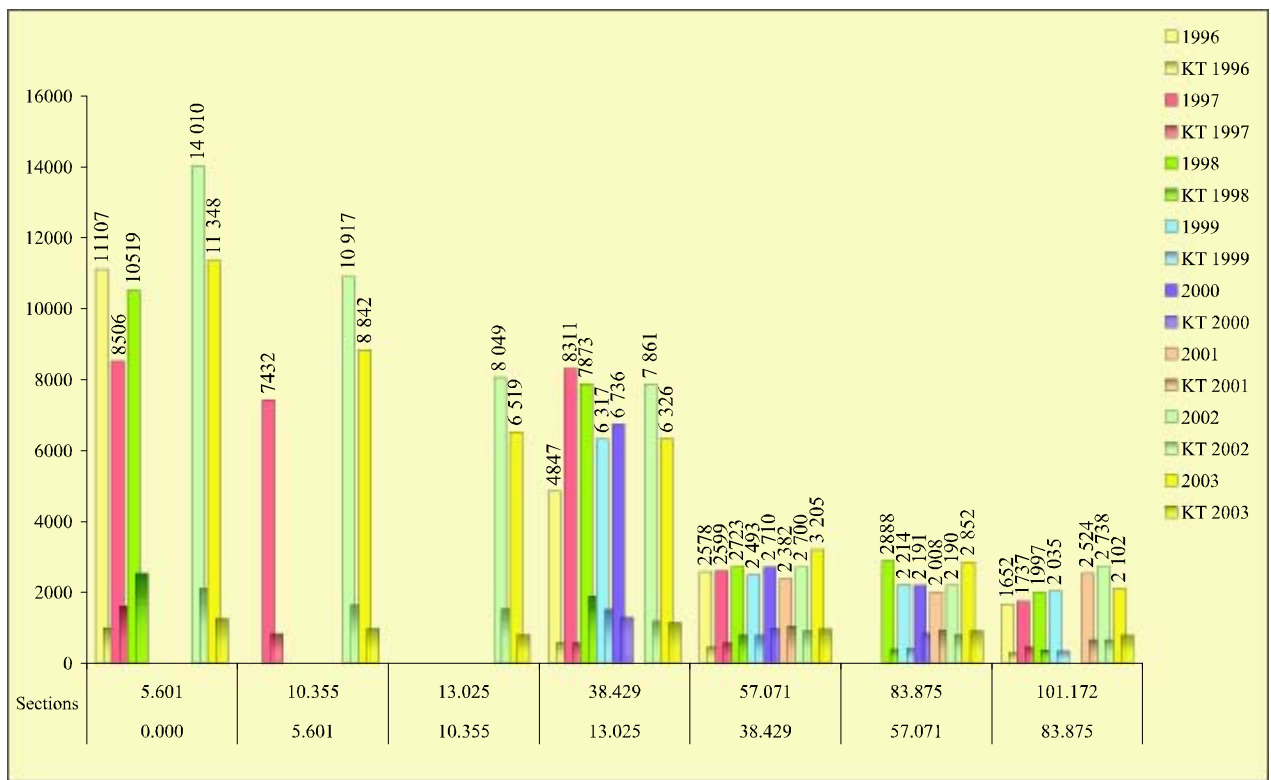
Annual average daily traffic on state main roads



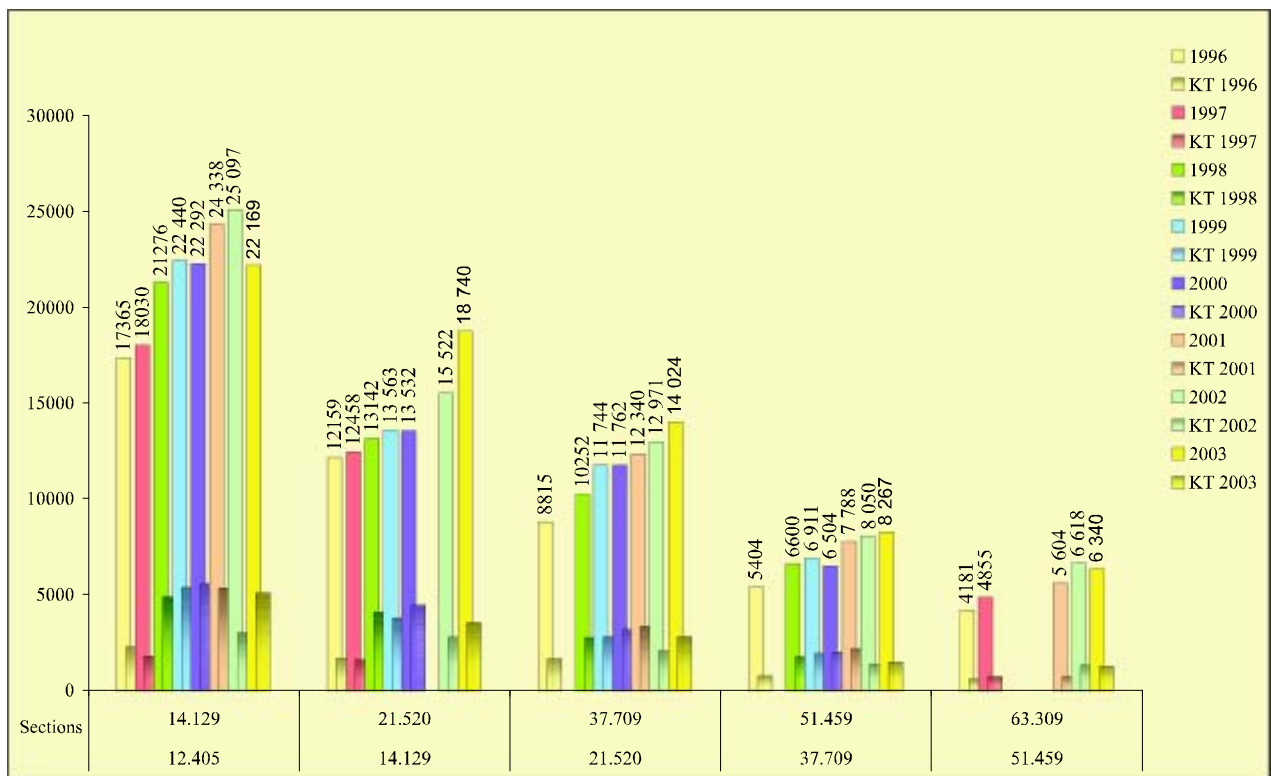
Annual average daily traffic on 1st class roads



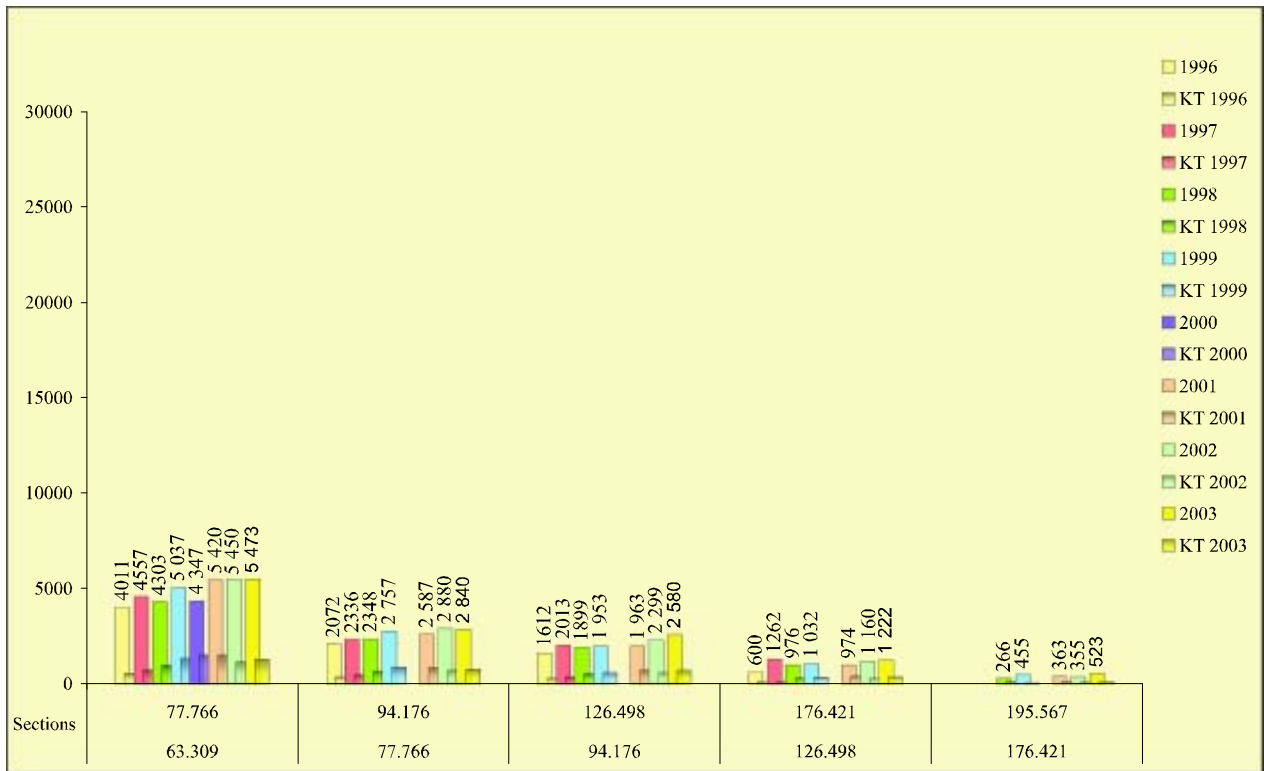
AADT on the road A1



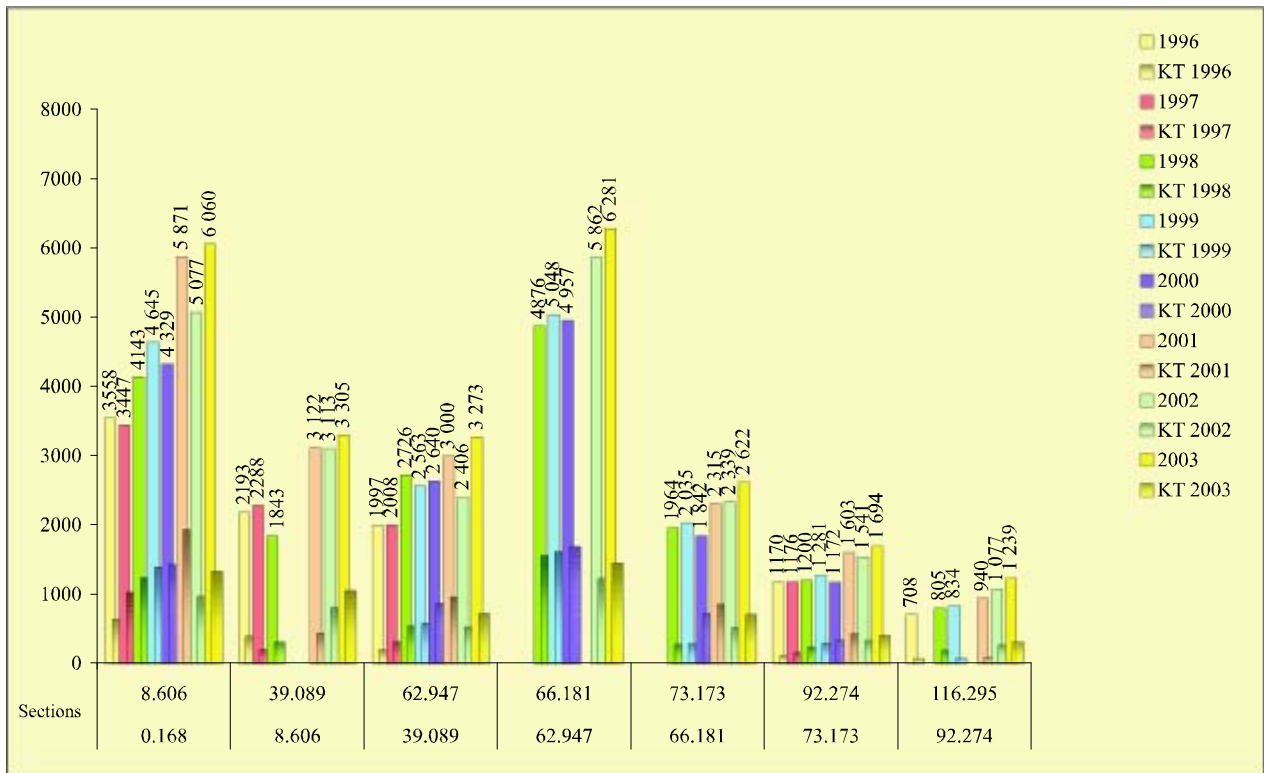
AADT on the road A2 from km 12.405 to km 63.309



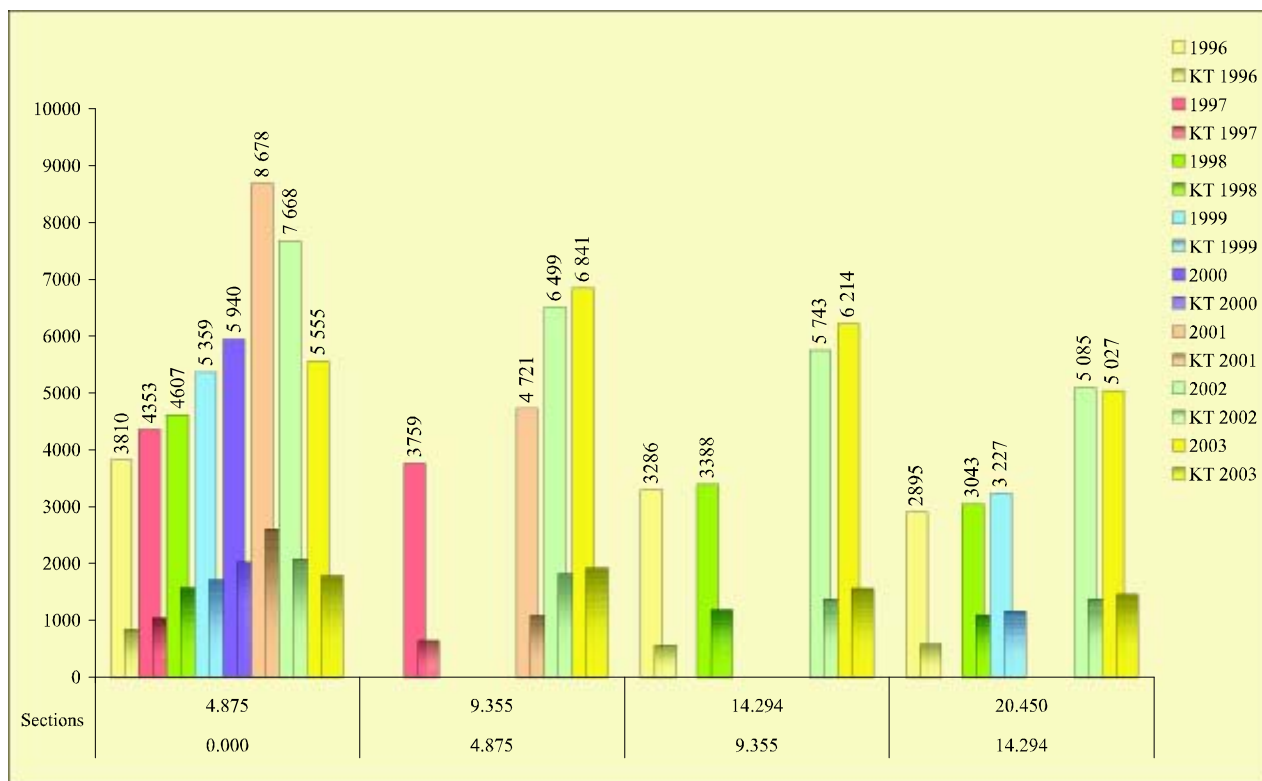
AADT on the road A2 from km 63.309 to km 195.567



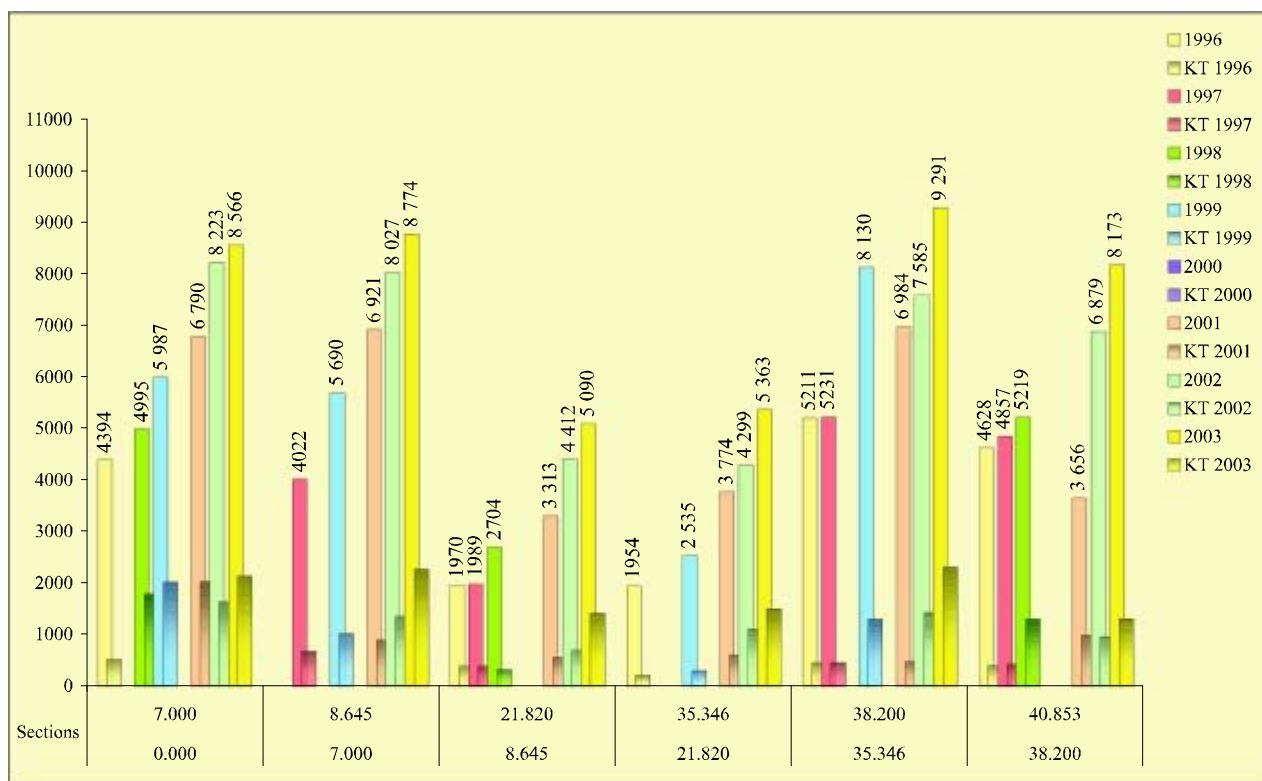
AADT on the road A3



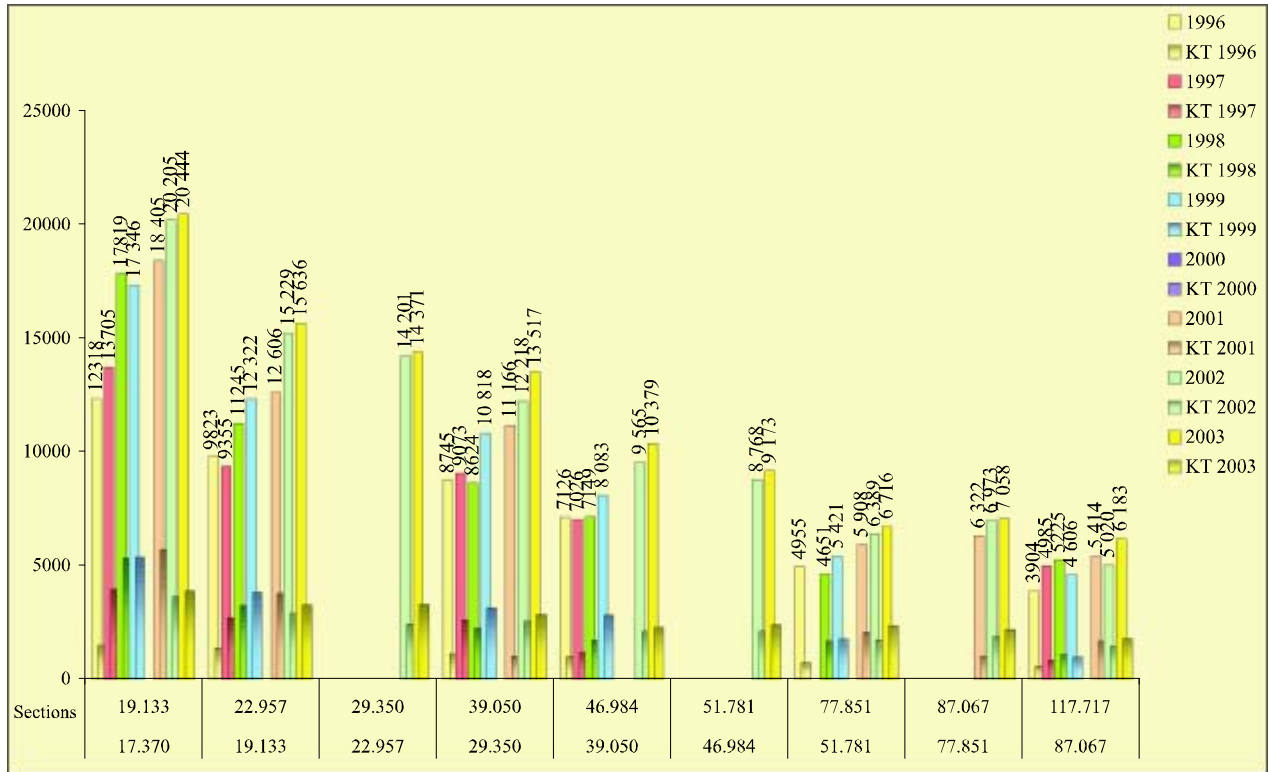
AADT on the road A4



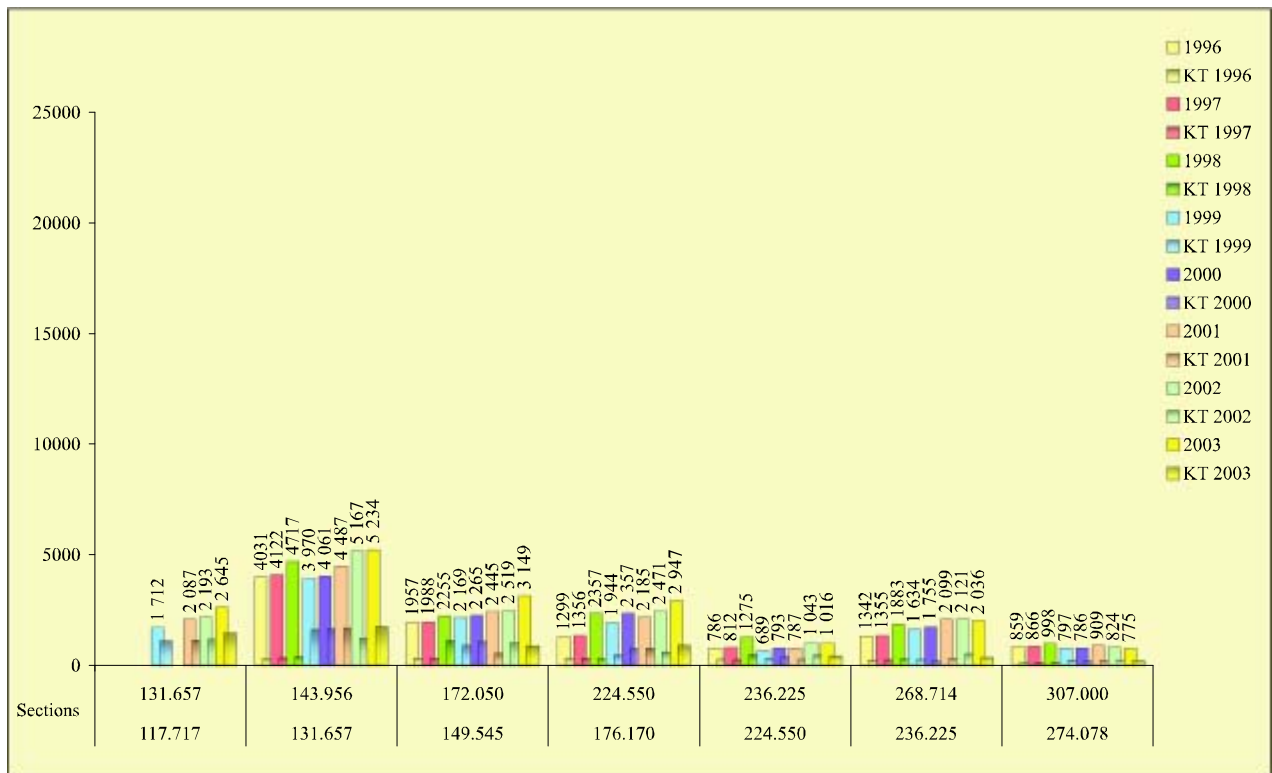
AADT on the road A5



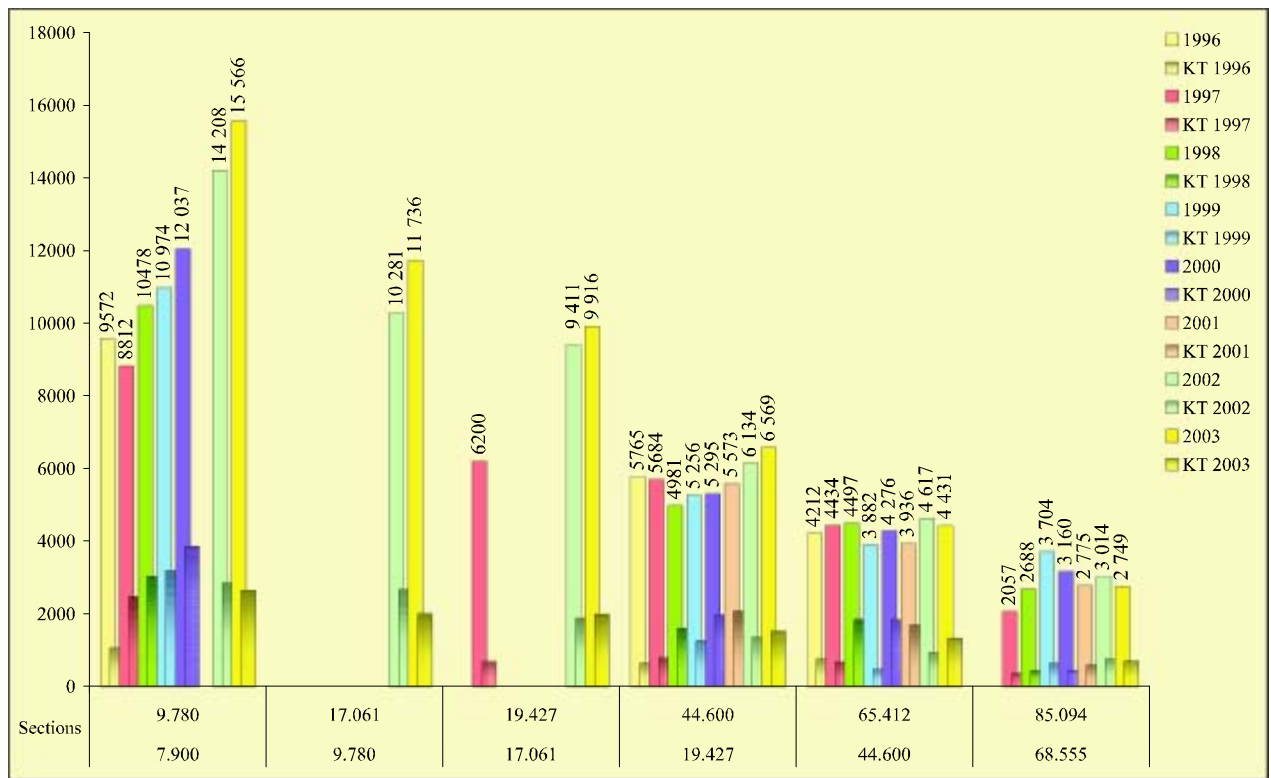
AADT on the road A6 from km 17.370 to Pļaviņas bypass



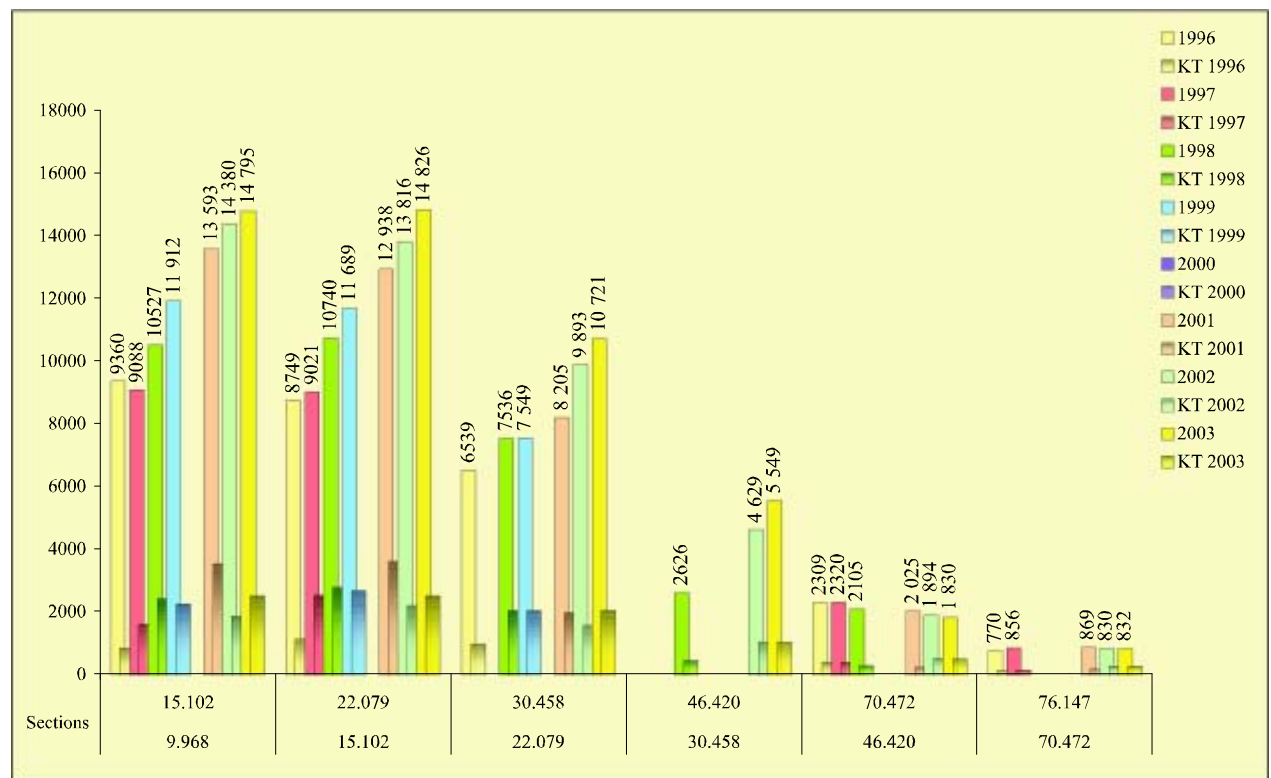
AADT on the road A6 from Pļaviņas bypass to km 307.000



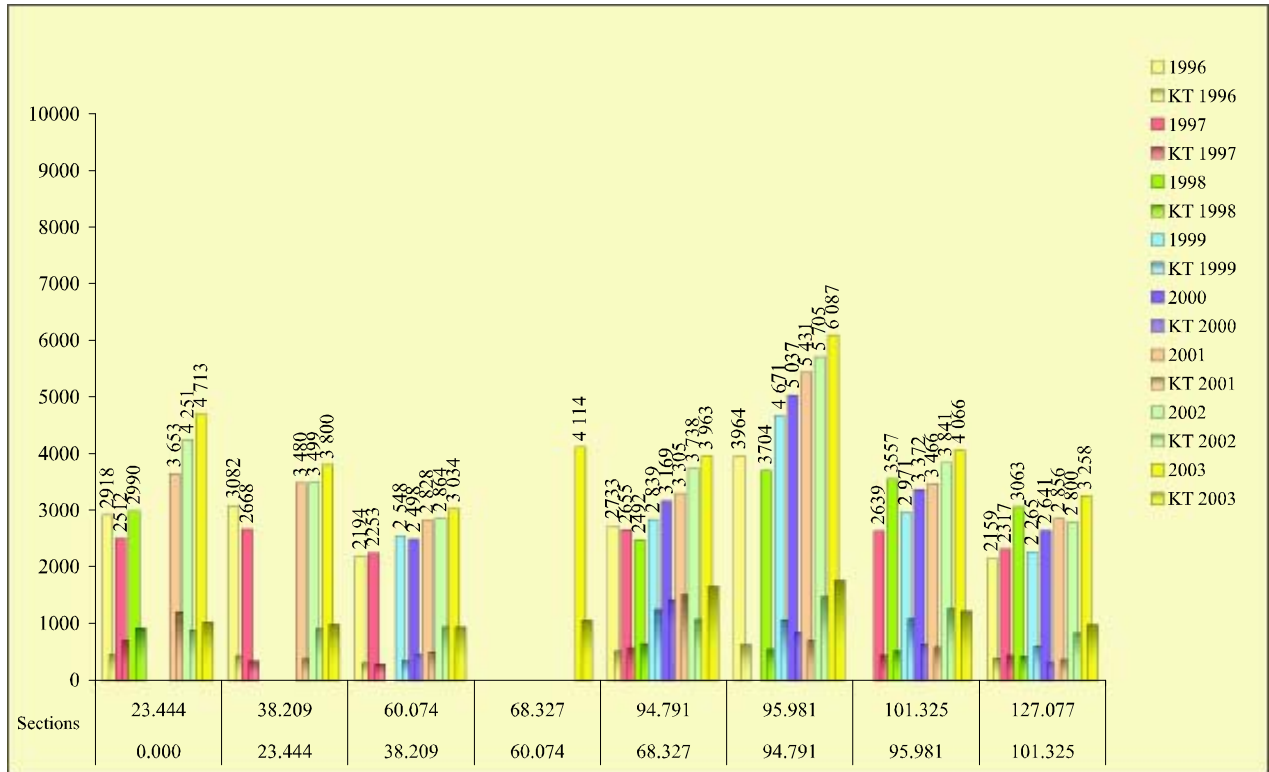
AADT on the road A7



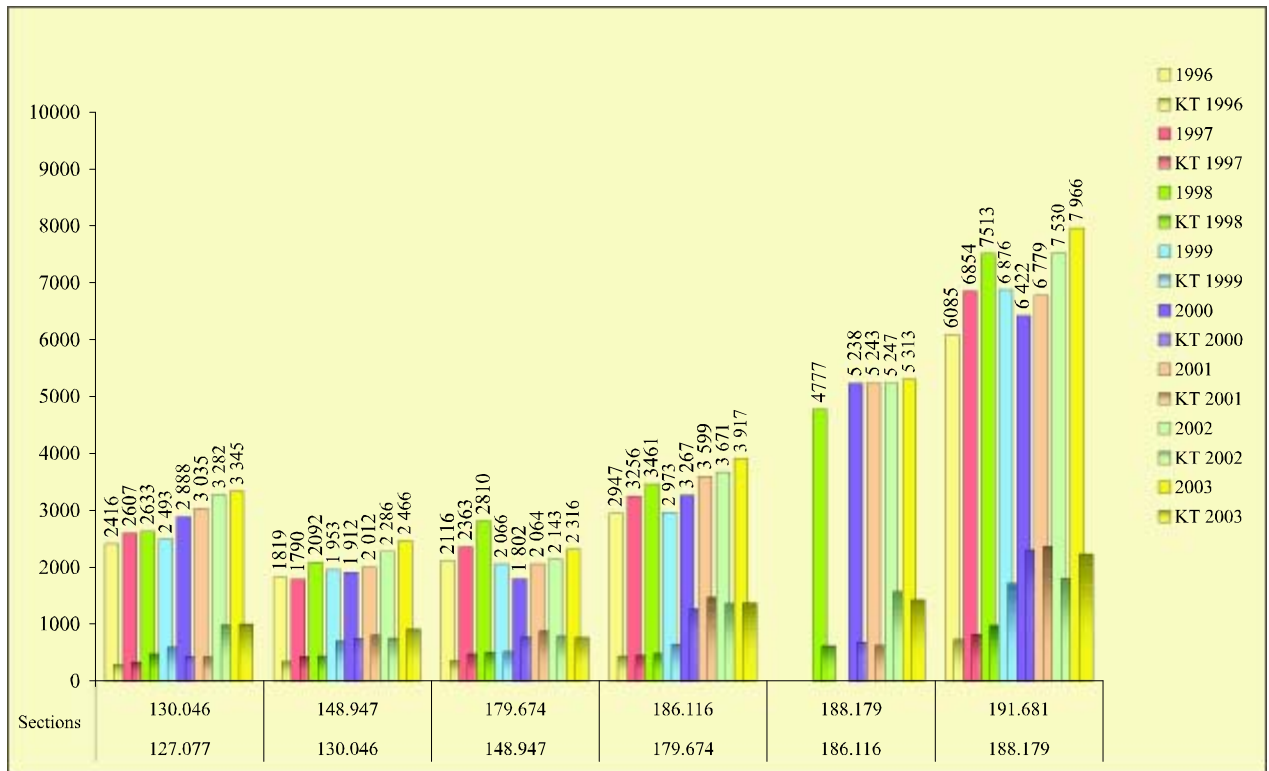
AADT on the road A8



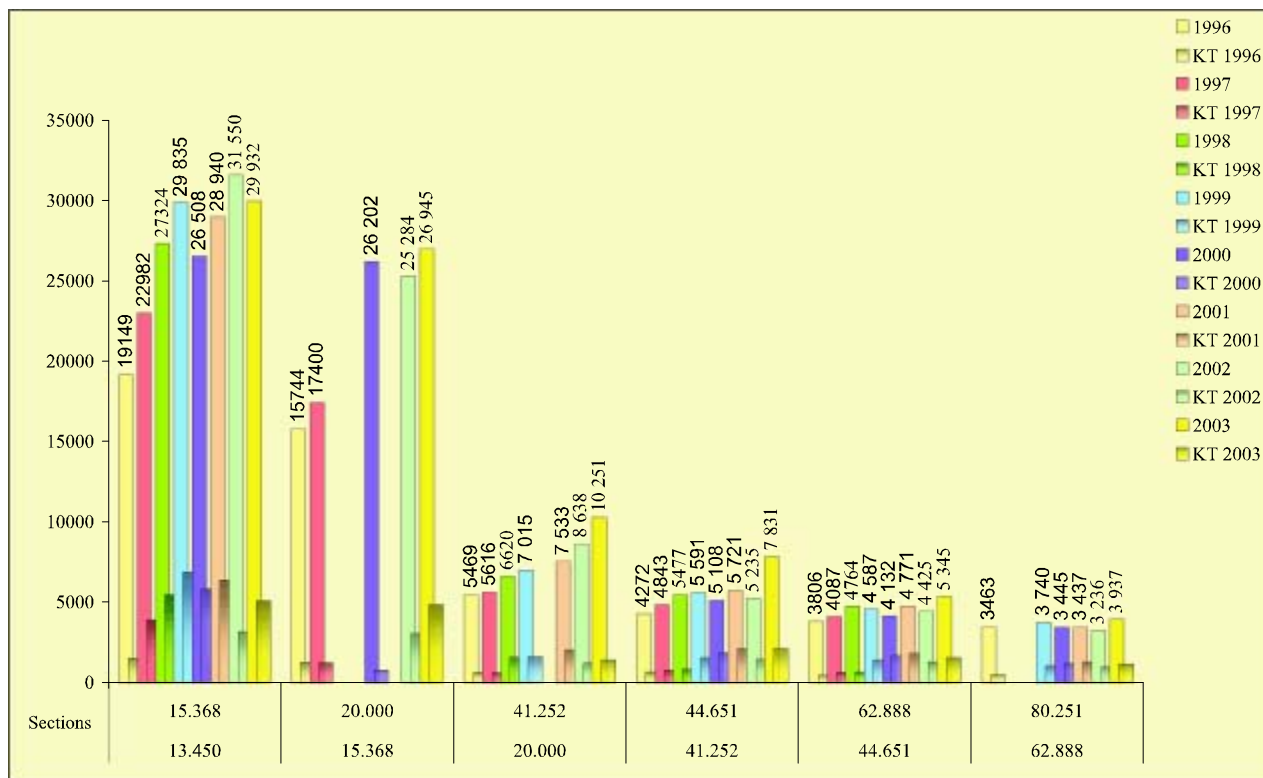
AADT on the road A9 from km 0.000 to km 127.077



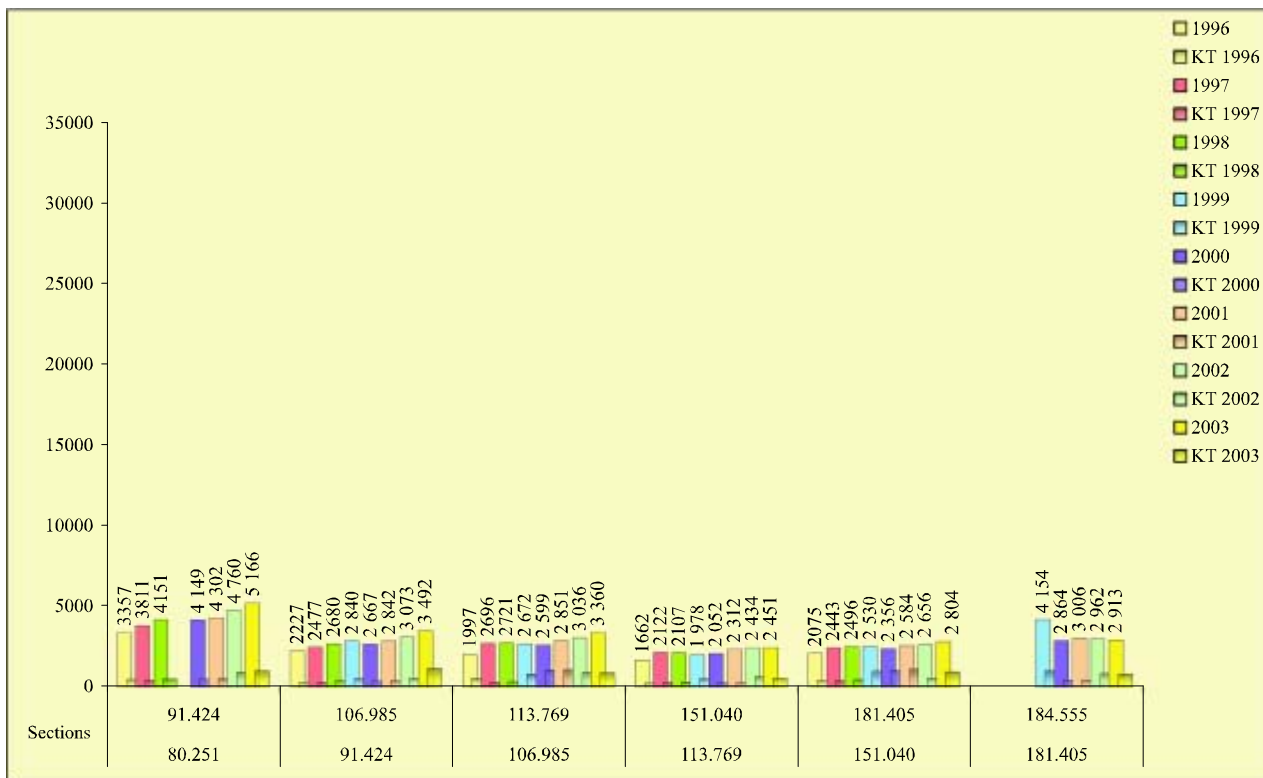
AADT on the road A9 from km 127.077 to km 191.681



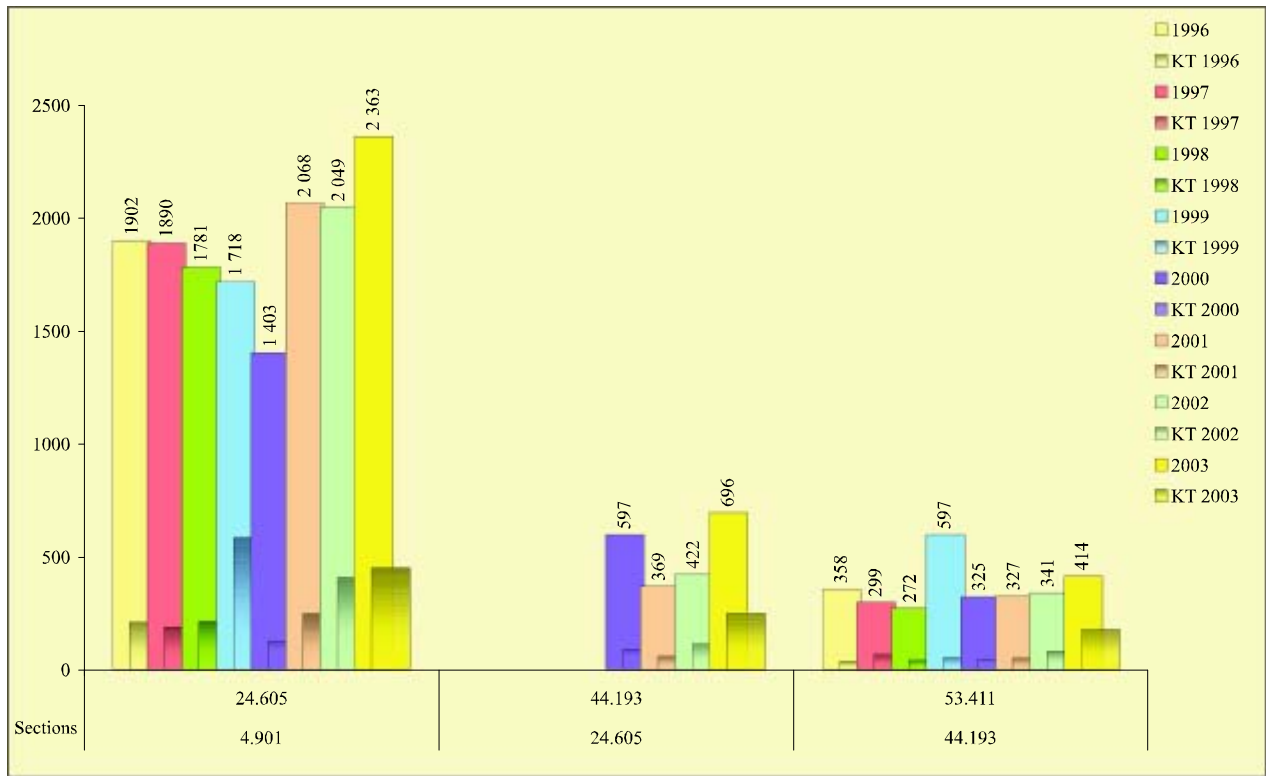
AADT on the road A10 from km 13.450 to km 80.251



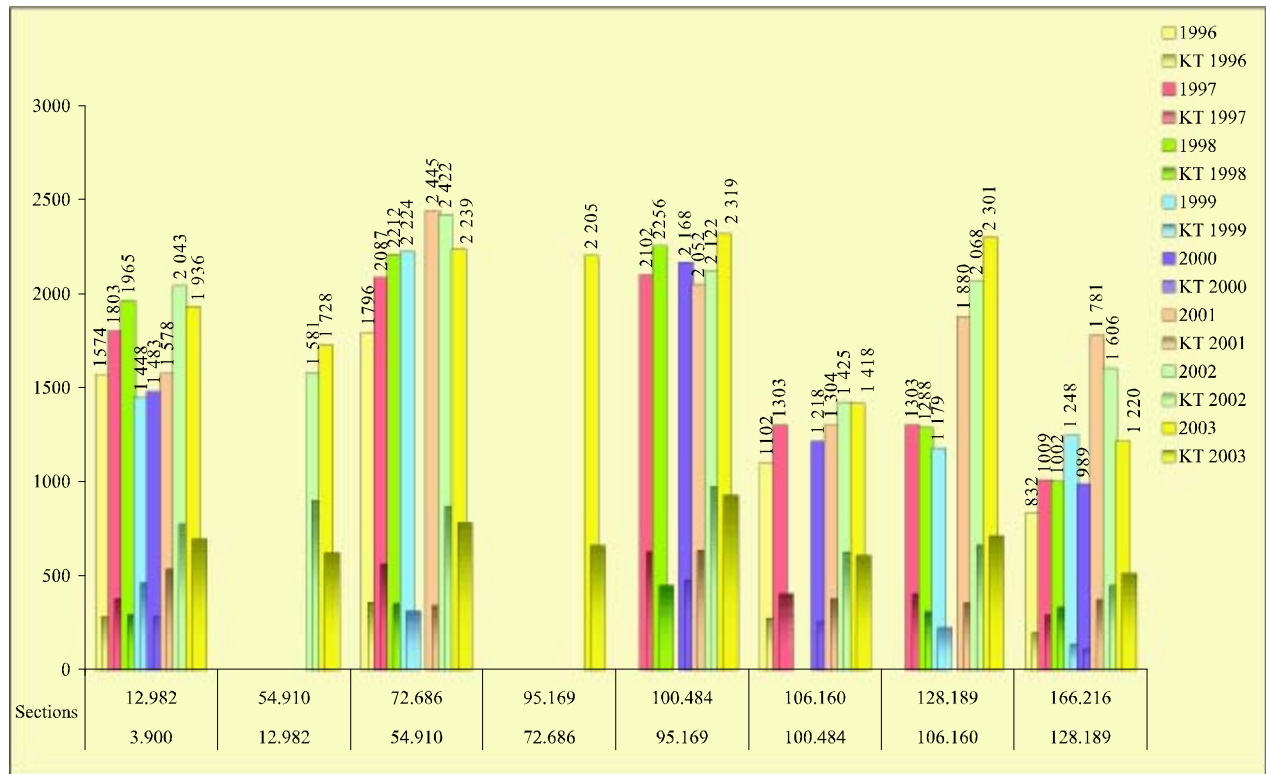
AADT on the road A10 from km 80.251 to km 184.555



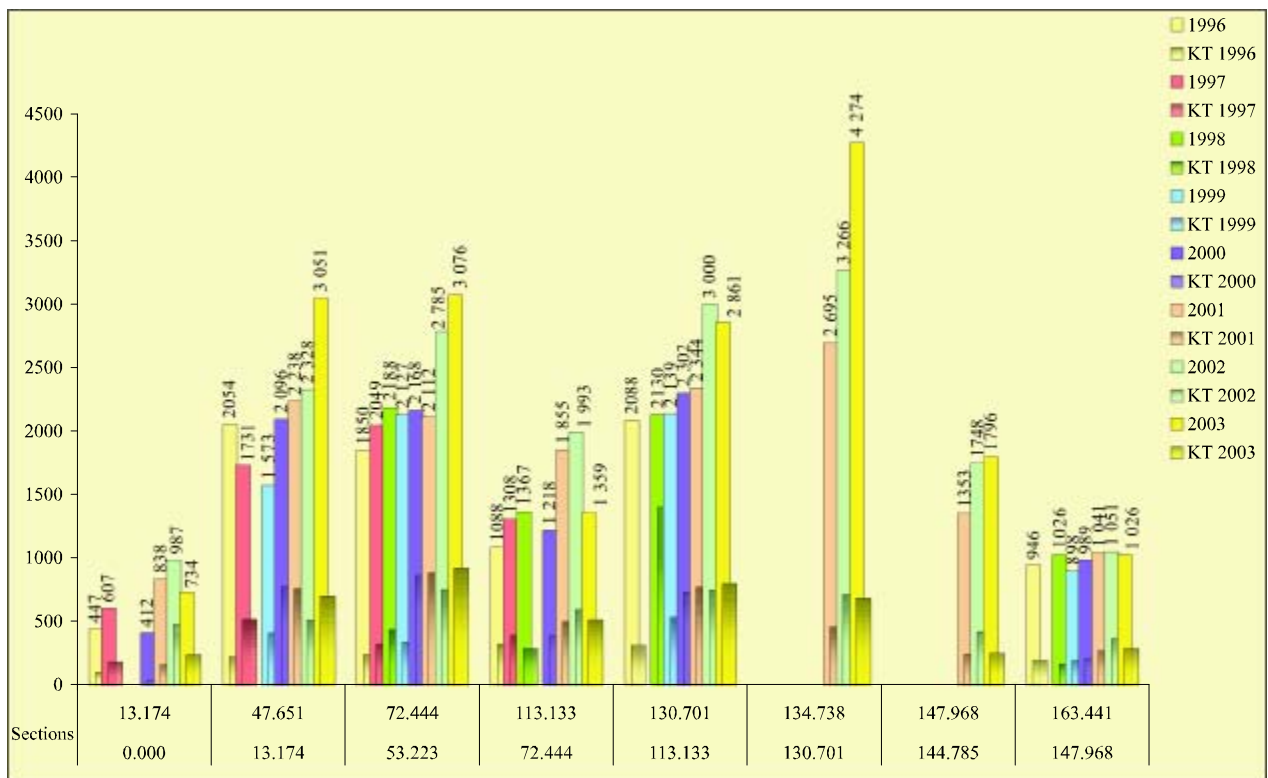
AADT on the road A11



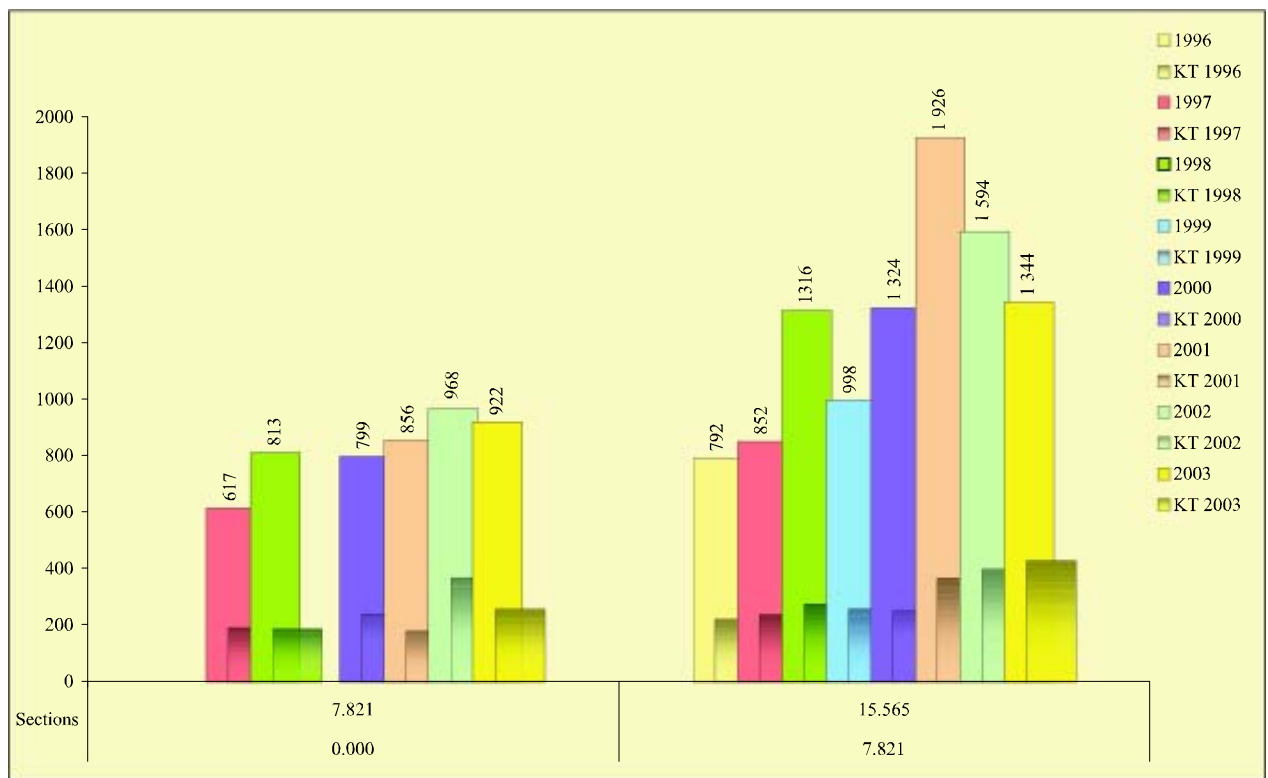
AADT on the road A12



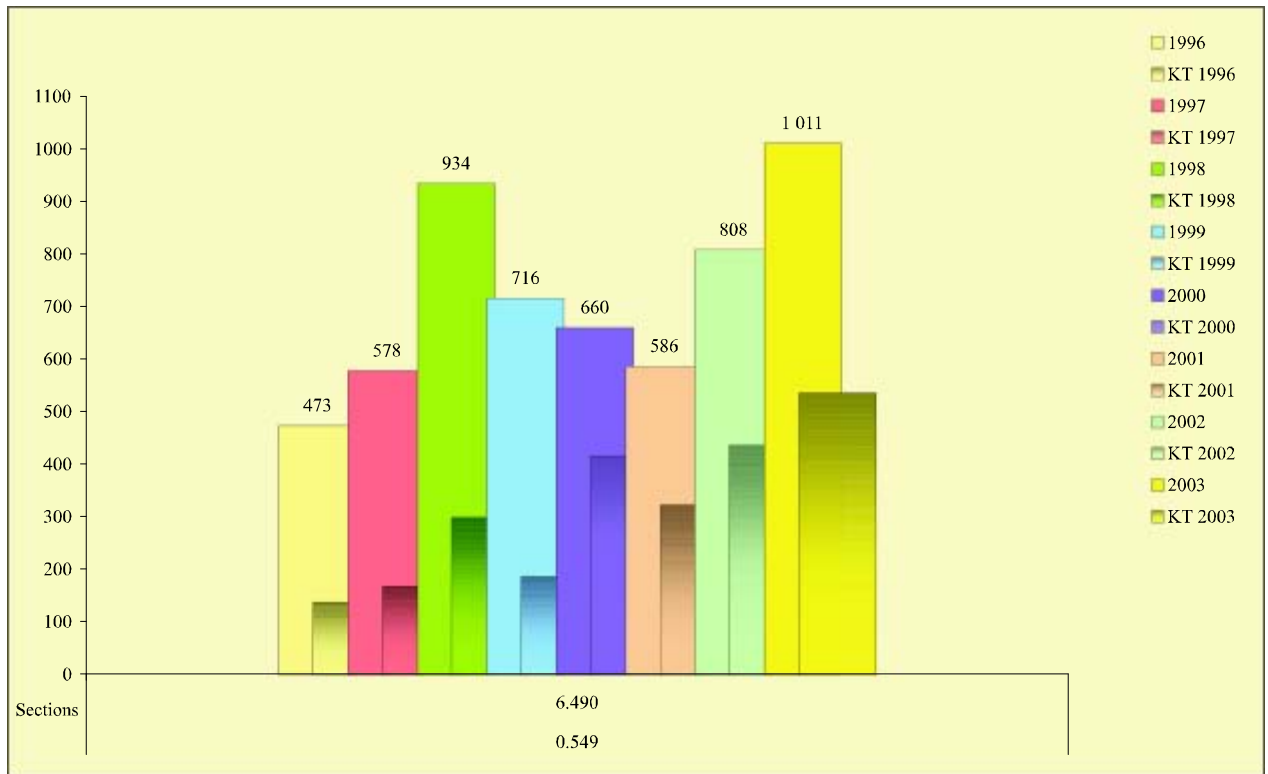
AADT on the road A13



AADT on the road A14



AADT on the road A15



Annual average annual daily traffic on state main roads

	1996 AADT	1996 T	1997 AADT	1997 T	1998 AADT	1998 T	1999 AADT	1999 T	2000 AADT	2000 T	2001 AADT	2001 T	2002 AADT	2002 T	2003 AADT	2003 T
	2 782	417	2 867	491	3 145	747	3 171	827	2 935	844	3 175	879	3 783	892	3 998	1 019
			3	18	10	50	1	11	-7	2	8	4	19	1	6	14
	88		81		87		82		64		92		100			

AADT - average annual daily traffic
T - trucks

Annual average daily traffic 1st class roads

Year	1997 AADT	1997 T	1998 AADT	1998 T	1999 AADT	1999 T	2000 AADT	2000 T	2001 AADT	2001 T	2002 AADT	2002 T	2003 AADT	2003 T
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Average traffic	1 189	156	1 041	132	932	141	595	92	657	89	750	173	781	175
Increase in comparison with the preceding year, %			-12	-14	-11	5	-36	-35	10	-3	14	94	4	1

Changes in AADT on the state main road A1 Rīga (Baltezers) – Estonian border (Ainaži)

From, km	To, km	1997 AADT	1997 T %	1998 AADT	1998 T %	1999 AADT	1999 T %	2000 AADT	2000 T %	2001 AADT	2001 T %	2002 AADT	2002 T %	2003 AADT	2003 T %
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0.000	5.601	8 506	19	10 519	24					10 506	35	14 010	15	11 348	11
5.601	10.355	7 432	11							7 412	35	10 917	15	8 842	11
10.355	13.025									6 875	28	8 049	19	6 519	12
13.025	38.429	8 311	7	7 873	24	6 317	24	6 736	19	6 317	19	7 861	15	6 326	18
38.429	57.071	2 599	22	2 723	29	2 493	31	2 710	36	2 382	44	2 700	34	3 205	30
57.071	83.875			2 888	13	2 214	18	2 191	38	2 008	47	2 190	36	2 852	32
83.875	101.172	1 737	26	1 997	18	2 035	16			2 524	26	2 738	24	2 102	37

Changes in AADT on the state main road A2 Rīga – Sigulda – Estonian border (Veclaicene)

From km	To km	1997 AADT	1997 T %	1998 AADT	1998 T %	1999 AADT	1999 T %	2000 AADT	2000 T %	2001 AADT	2001 T%	2002 AADT	2002 T %	2003 AADT	2003 T %
12.405	14.129	18 030	10	21 276	23	22 440	24	22 292	25	24 338	22	25 097	12	22 169	23
14.129	21.520	12 458	13	13 142	31	13 563	28	13 532	33	13 567	33	15 522	18	18 740	19
21.520	37.709			10 252	27	11 744	24	11 762	27	12 340	27	12 971	16	14 024	20
37.709	51.459			6 600	27	6 911	28	6 504	31	7 788	28	8 050	17	8 267	18
51.459	63.309	4 855	15							5 604	13	6 618	20	6 340	20
63.309	77.766	4 557	16	4 303	23	5 037	26	4 347	35	5 420	28	5 450	21	5 473	23
77.766	94.176	2 336	20	2 348	29	2 757	32			2 587	33	2 880	24	2 840	27
94.176	126.498	2 013	17	1 899	26	1 953	29			1 963	37	2 299	25	2 580	27
126.498	176.421	1 262	7	976	28	1 032	32			974	37	1 160	22	1 222	29
176.421	195.567			266	43	455	8			363	34	355	25	523	25

Changes in AADT on the state main road A3 Inčukalns –Valmiera – Estonian border (Valka)

From km	To km	1997 AADT	1997 T %	1998 AADT	1998 T %	1999 AADT	1999 T %	2000 AADT	2000 T %	2001 AADT	2001 T %	2002 AADT	2002 T %	2003 AADT	2003 T %
0.168	8.606	3 447	30	4 143	30	4 645	30	4 329	33	5 871	33	5 077	19	6 060	22
8.606	39.089	2 288	9	1 843	17					3 122	14	3 113	26	3 305	32
39.089	62.947	2 008	16	2 726	20	2 563	23	2 640	33	3 000	32	2 406	22	3 273	22
62.947	66.181			4 876	32	5 048	32	4 957	34	5 452	34	5 862	21	6 281	23
66.181	73.173			1 964	14	2 035	14	1 842	39	2 315	37	2 339	22	2 622	27
73.173	92.274	1 176	14	1 200	20	1 281	23	1 172	29	1 603	27	1 541	22	1 694	24
92.274	116.295			805	24	834	9			940	10	1 077	25	1 239	25

Changes in AADT on the state main road A4 Rīgas bypass (Baltezers – Saulkalne)

From km	To km	1997 AADT	1997 KT %	1998 AADT	1998 KT %	1999 AADT	1999 KT %	2000 AADT	2000 KT %	2001 AADT	2001 KT %	2002 AADT	2002 KT %	2003 AADT	2003 KT %
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0.000	4.875	4 353	24	4 607	34	5 359	32	5 940	34	8 678	30	7 668	27	5 555	32
4.875	9.355	3 759	17							4 721	23	6 499	28	6 841	28
9.355	14.294			3 388	35					3 489	51	5 743	24	6 214	25
14.294	20.450			3 043	36	3 227	36			3 217	42	5 085	27	5 027	29

Changes in AADT on the state main road A6 Rīga – Daugavpils – Krāslava – Byelorussian border (Paternieki)

From km	To km	1997 AADT	1997 T %	1998 AADT	1998 T %	1999 AADT	1999 T %	2000 AADT	2000 T %	2001 AADT	2001 T %	2002 AADT	2002 T %	2003 AADT	2003 T %
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17.370	19.133	13 705	29	17 819	30	17 346	31			18 405	31	20 205	18	20 444	19
19.133	22.957	9 355	29	11 245	29	12 322	31			12 606	30	15 229	19	15 636	21
22.957	29.350											14 201	17	14 371	23
29.350	39.050	9 073	29	8 624	26	10 818	29			11 166	9	12 218	21	13 517	21
39.050	46.984	7 026	17	7 149	24	8 083	35			8 101		9 565	22	10 379	22
46.984	51.781		17		24		35				41	8 768	24	9 173	26
51.781	77.851			4 651	36	5 421	33			5 908	35	6 389	27	6 716	35
77.851	87.067									6 322	16	6 973	27	7 058	31
87.067	117.717	4 985	17	5 225	21	4 606	21			5 414	31	5 020	29	6 183	29
117.717	131.657					1 712	66			2 087	56	2 193	55	2 645	56
131.657	143.956	4 122	9	4 717	9	3 970	41	4 061	41	4 487	38	5 167	24	5 234	34
143.956	172.050	1 988	18	2 255	56	2 169	42	2 265	49	2 445	23	2 519	42	3 149	28
172.050	224.550	1 356	26	2 357	14	1 944	25	2 357	33	2 185	36	2 471	25	2 947	31
224.550	236.225	812	32	1 275	40	689	49	793	53	787	36	1 043	47	1 016	44
236.225	268.714	1 355	19	1 883	17	1 634	17	1 755	12	2 099	17	2 121	26	2 036	19
268.714	307.000	866	16	998	16	797	30	786	27	909	24	824	30	775	28

Changes in AADT on the state main road A5 Rīgas bypass (Salaspils – Babīte)

From km	To km	1997 AADT	1997 T %	1998 AADT	1998 T %	1999 AADT	1999 T %	2000 AADT	2000 T %	2001 AADT	2001 T %	2002 AADT	2002 T %	2003 AADT	2003 T %
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0.000	7.000			4 995	36	5 987	34			6 790	30	8 223	20	8 566	25
7.000	8.645	4 022	17			5 690	18			6 921	13	8 027	17	8 774	26
8.645	21.820	1 989	20	2 704	12					3 313	17	4 412	16	5 090	28
21.820	35.346					2 535	12			3 774	16	4 299	26	5 363	28
35.346	38.200	5 231	9			8 130	16			6 984	7	7 585	19	9 291	25
38.200	40.853	4 857	9	5 219	25					3 656	27	6 879	14	8 173	16

Changes in AADT on the state main road A7 Rīga – Bauska – Lithuanian border (Grenctāle)

From km	To km	1997 AADT	1997 T %	1998 AADT	1998 T %	1999 AADT	1999 T %	2000 AADT	2000 T %	2001 AADT	2001 T %	2002 AADT	2002 T %	2003 AADT	2003 T %
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7.900	9.780	8 812	28	10 478	29	10 974	29	12 037	32	10 970	32	14 208	20	15 566	17
9.780	17.061											10 281	26	11 736	17
17.061	19.427	6 200	11							9 887	34	9 411	20	9 916	20
19.427	44.600	5 684	14	4 981	32	5 256	24	5 295	37	5 573	37	6 134	22	6 569	23
44.600	65.412	4 434	15	4 497	41	3 882	12	4 276	43	3 936	43	4 617	20	4 431	30
65.412	85.094	2 057	18	2 688	16	3 704	17	3 160	14	2 775	21	3 014	25	2 749	25

Changes in AADT on the state main road A8 Rīga – Jelgava – Lithuanian border (Meitene)

From km	To km	1997 AADT	1997 T %	1998 AADT	1998 T %	1999 AADT	1999 T %	2000 AADT	2000 T %	2001 AADT	2001 T %	2002 AADT	2002 T %	2003 AADT	2003 T %
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9.968	15.102	9 088	18	10 527	23	11 912	19			13 593	26	14 380	13	14 795	17
15.102	22.079	9 021	28	10 740	26	11 689	23			12 938	28	13 816	16	14 826	17
22.079	30.458			7 536	27	7 549	27			8 205	24	9 893	16	10 721	19
30.458	46.420			2 626	17					2 544	25	4 629	23	5 549	19
46.420	70.472	2 320	17	2 105	14					2 025	12	1 894	29	1 830	28
70.472	76.147	856	19							869	22	830	34	832	34

Changes in AADT on the state main road A9 Rīga – Skulte – Liepāja

From km	To km	1997 AADT	1997 T %	1998 AADT	1998 T %	1999 AADT	1999 T %	2000 AADT	2000 T %	2001 AADT	2001 T %	2002 AADT	2002 T %	2003 AADT	2003 T %
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0.000	23.444	2 512	28	2 990	31					3 653	33	4 251	21	4 713	22
23.444	38.209	2 668	13							3 480	11	3 499	26	3 800	26
38.209	60.07	2 253	13			2 548	14	2 498	19	2 828	18	2 864	33	3 034	31
60.074	68.327													4 114	26
68.327	94.791	2 655	22	2 492	26	2 839	44	3 169	45	3 305	46	3 738	29	3 963	42
94.791	95.981			3 704	15	4 671	23	5 037	17	5 431	13	5 705	26	6 087	29
95.981	101.325	2 639	17	3 557	15	2 971	37	3 372	19	3 466	17	3 841	33	4 066	30
101.325	127.077	2 317	19	3 063	14	2 265	27	2 641	12	2 856	13	2 800	30	3 258	30
127.077	130.046	2 607	13	2 633	18	2 493	24	2 888	15	3 035	14	3 282	30	3 345	30
130.046	148.947	1 790	24	2 092	21	1 953	36	1 912	39	2 012	40	2 286	33	2 466	37
148.947	179.674	2 363	20	2 810	18	2 066	25	1 802	43	2 064	43	2 143	37	2 316	33
179.674	186.116	3 256	14	3 461	14	2 973	22	3 267	39	3 599	41	3 671	37	3 917	35
186.116	188.179			4 777	13			5 238	13	5 243	12	5 247	30	5 313	27
188.179	191.681	6 854	12	7 513	13	6 876	25	6 422	36	6 779	35	7 530	24	7 966	28

Changes in AADT on the state main road A10 Rīga – Ventspils

From km	To km	1997 AADT	1997 T %	1998 AADT	1998 T %	1999 AADT	1999 T %	2000 AADT	2000 T %	2001 AADT	2001 T %	2002 AADT	2002 T %	2003 AADT	2003 T %
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13.450	15.368	22 982	17	27 324	20	29 835	23	26 508	22	28 940	22	31 550	10	29 932	17
15.368	20.000	17 400	7					26 202	3	28 298	3	25 284	12	26 945	18
20.000	41.252	5 616	11	6 620	24	7 015	23			7 533	27	8 638	14	10 251	14
41.252	44.651	4 843	16	5 477	15	5 591	28	5 108	36	5 721	37	5 235	28	7 831	27
44.651	62.888	4 087	16	4 764	14	4 587	31	4 132	41	4 771	38	4 425	29	5 345	29
62.888	80.251					3 740	28	3 445	34	3 437	37	3 236	30	3 937	29
80.251	91.424	3 811	11	4 151	12			4 149	12	4 302	12	4 760	19	5 166	19
91.424	106.985	2 477	10	2 680	16	2 840	18	2 667	14	2 842	14	3 073	18	3 492	33
106.985	113.769	2 696	10	2 721	11	2 672	30	2 599	40	2 851	37	3 036	30	3 360	26
113.769	151.040	2 122	12	2 107	13	1 978	26	2 052	11	2 312	10	2 434	27	2 451	22
151.040	181.405	2 443	16	2 496	19	2 530	38	2 356	43	2 584	42	2 656	21	2 804	33
181.405	184.555					4 154	24	2 864	15	3 006	15	2 962	28	2 913	28

Changes in AADT on the state main road A12 Jēkabpils – Rēzekne – Ludza – Russian border (Terehova)

From km	To km	1997 AADT	1997 T %	1998 AADT	1998 T %	1999 AADT	1999 T %	2000 AADT	2000 T %	2001 AADT	2001 T %	2002 AADT	2002 T %	2003 AADT	2003 T %
3.900	12.982	1 803	21	1 965	15	1 448	32	1 483	19	1 578	34	2 043	38	1 936	36
12.982	54.910											1 581	57	1 728	36
54.910	72.686	2 087	27	2 212	16	2 224	14			2 445	14	2 422	36	2 239	35
72.686	95.169													2 205	30
95.169	100.484	2 102	30	2 256	20			2 168	22	2 052	31	2 122	46	2 319	40
100.485	106.160	1 303	31					1 218	21	1 304	29	1 425	44	1 418	43
106.160	128.189	1 303	31	1 288	24	1 179	19			1 880	19	2 068	32	2 301	31
128.189	166.216	1 009	29	1 002	33	1 248	11	989	11	1 781	21	1 606	28	1 220	42

Changes in AADT on the state main road A13 Russian border (Grebņeva) – Rēzekne – Daugavpils – Lithuanian border (Medumi)

From km	To km	1997 AADT	1997 T %	1998 AADT	1998 T %	1999 AADT	1999 T %	2000 AADT	2000 T %	2001 AADT	2001 T %	2002 AADT	2002 T %	2003 AADT	2003 T %
0.000	13.174	607	30					412	8	838	19	987	49	734	33
13.174	47.651	1 731	30			1 573	26	2 096	37	2 238	34	2 238	22	3 051	23
53.223	72.444	2 049	16	2 188	20	2 127	16	2 168	40	2 112	42	2 785	27	3 076	30
72.444	113.133	1 308	30	1 367	21			1 218	32	1 855	27	1 993	30	1 359	38
113.133	130.701			2 130	66	2 139	25	2 302	32	2 344	33	3 000	25	2 861	28
130.701	134.738									2 695	17	3 266	22	4 274	16
144.785	147.968									1 353	18	1 748	24	1 796	14
147.968	163.441			1 026	16	898	22	989	21	1 041	26	1 051	35	1 026	28

Changes in AADT on the state main road A14 Daugavpils bypass (Tilti – Kalkūne)

From km	To km	1997 AADT	1997 T %	1998 AADT	1998 T %	1999 AADT	1999 T %	2000 AADT	2000 T %	2001 AADT	2001 T %	2002 AADT	2002 T %	2003 AADT	2003 T %
0.000	7.821	617	31	813	23			799	30	856	21	968	38	922	28
7.821	15.565	852	28	1 316	21	998	26	1 324	19	1 926	19	1 594	25	1 344	32

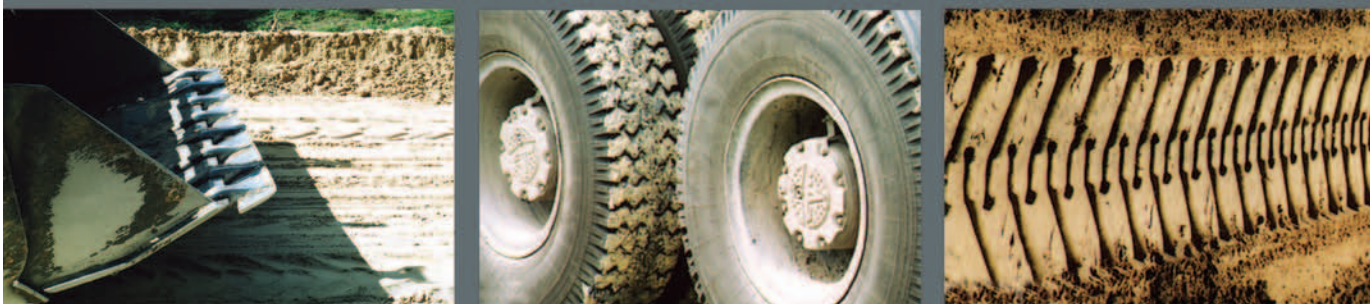
Changes in AADT on the state main road A11 Liepāja – Lithuanian border (Rucava)

From km	To km	1997 AADT	1997 T %	1998 AADT	1998 T %	1999 AADT	1999 T %	2000 AADT	2000 T %	2001 AADT	2001 T %	2002 AADT	2002 T %	2003 AADT	2003 T %
4.901	24.605	1 890	10	1 781	12	1 718	34	1 403	9	2 068	12	2 049	20	2 363	19
24.605	44.193							597	15	369	16	422	27	696	36
44.193	53.411	299	23	272	15	597	9	325	14	327	16	341	24	414	43

Changes in AADT on the state main road A15 Rēzekne bypass

From km	To km	1997 AADT	1997 T %	1998 AADT	1998 T %	1999 AADT	1999 T %	2000 AADT	2000 T %	2001 AADT	2001 T %	2002 AAD	2002 T %	2003 AAD	2003 T %
0.549	6.490	578	29	934	32	716	26	660	63	586	55	T	54	T	53

ROAD AND BRIDGE PERIODIC MAINTENANCE AND RECONSTRUCTION



ROAD AND BRIDGE PERIODIC MAINTENANCE AND RECONSTRUCTION

In 2003 the construction works within the scope of periodic maintenance and reconstruction programmes were implemented for the amount of 25.05 million Lats. 224.56 km of asphalt pavements and 19.24 km of gravel pavements were renewed. Repairs of 10 bridges with the total length of 458.97 m were finished.

Road and bridge periodic maintenance and reconstruction works, Lats

Programme title	Implemented works in 2002	Implemented works in 2003
Routine maintenance		
Traffic provision in collapsed road sections with asphalt pavement	958 539	
Periodic maintenance		
Primary road network	2 483 889	3 604 962
Other road network	77 369	2 651 678
Traffic organization technical devices	1 218 246	1 125 457
Reconstruction		
Roads		3 110 265
Bridges	260 610	1 823 492
Intersection reconstruction		883 856
Pedestrian safety improvement		84 116
Rural road improvement programme		
Regional projects	1 615 099	7 632 822
Improvement of roads in connection with railway closing	961 666	1 754 906
Bridge reconstruction on rural roads	1 468 400	1 944 473
Other programmes		
Co-financing for the periodic maintenance of roads on "Latvenergo" hydro technical structures	305 776	
Investment project for maintenance and reconstruction of transit streets and reconstruction of bridges in district towns	2 528 323	1 564 735
Total	11 877 917	25 055 309

In the scope of the sub-programme "Traffic provision in collapsed road sections with asphalt pavement" 35 sections of collapsed road pavement or 57.96 km of road were renewed for 1.0 million Lats.

In 2003 in the scope of periodic maintenance programme the following works were executed:

- road lighting was installed along road A1 Riga (Baltezers)– Estonian border (Ainaži) in Svētciems and Kuiviži along 4 km long section;

- cycle track and sidewalk was constructed in Kroņauce;
- in the scope of Traffic Safety Programme in 2003 the reconstruction of the road A1 Riga (Baltezers) - Estonian border (Ainaži) section from km 6.3 to km 12.6 was commenced by constructing intersections and pedestrian bridges. Reconstruction is planned to be completed in 2004;
- 157 397 m² of horizontal markings on state main road were painted;
- 85 information signs were installed for the amount of 112.05 thousand Lats.

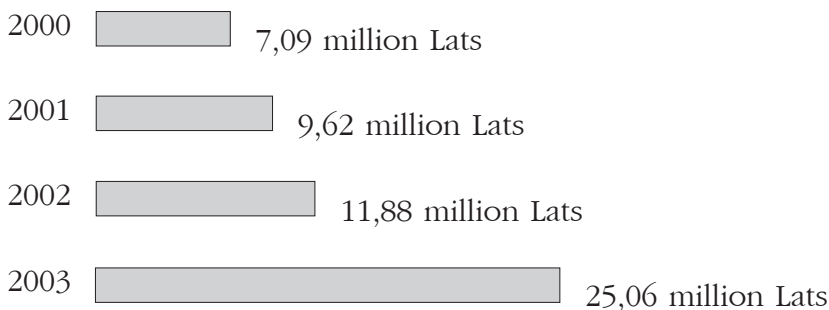
In the scope of reconstruction programme the reconstruction of access road of airport "Riga" and cross over of K.Ulmaņa Avenue was executed for the amount of 1.86 million Lats.

The reconstruction of bridge over the Dubna and Rigas Street in Līvāni was executed, the costs of construction works were 1.119 million Lats. 8 bridges with the total length of 355.39 m were repaired.

The most important construction sites in 2003 were:

- reconstruction of bridge over the Gauja on the road A2 Rīga- Sigulda- Estonian border in km 150.0 was commenced in 2003 and will be completed in 2004;
- reconstruction of asphalt pavement on road P73 Vecumnieki- Nereta- Subate section from km 65.1 to km 72.2 was commenced in 2003;
- In 2004 the reconstruction works commenced in 2003 on the bridge over the Amata in 76.3 km of road A2 Rīga– Sigulda– Estonian border and road interchange above railway in 9.56 km of road A14 Daugavpils bypass (Kalkūni – Tilti) will be completed.

Financing of road periodic maintenance and reconstruction



In the scope of Rural Road Improvement Programme works were executed in 10 road and 6 bridge construction sites for more than 11 million Lats including regional projects for 7.6 million Lats, road projects in connection with railway closing for 1.75 million Lats and bridge projects for 1.94 million Lats.

In 2003 other programmes were implemented, as well. In the scope of programme "**Co-financing for the maintenance and reconstruction of transit streets in towns**" the reconstruction works in Lielvārde, Valka and Līvāni commenced in 2002 were completed. Bridge over the Jāņupīte in Krāslava was reconstructed and roadway pavement in Jaunjelgava was renewed.

Rural Road Development Programme due to the closing of passenger railway lines in 2003 included road project sites in Cēsis, Gulbene, Balvi and Limbaži districts for the total amount of 1.75 million Lats.

The main projects of regional programme were:

Zemgale:

- Road P85 Rīga HES – Jaunjelgava from km 48.7 to km 56.9: asphalt pavement will be constructed in the length of 9.5 km, costs of reconstruction works are 1.06 million Lats;
- Road P73 Vecumnieki – Nereta – Subate: reconstruction of road from km 65.1 to km 75.0 and bridge over Dienvidsuseja were commenced. Total amount of works is 1.488 million Lats. Construction works will be performed in 2003 and 2004.

Vidzeme:

- Road P21 Rūjiena – Mazsalaca from km 12.4 to km 20.8. Reconstruction of asphalt pavement commenced in 2003 will be completed in 2004. The costs of construction works are 1.55 million Lats;
- The works commenced in 2003 on road V57 Salaspils – Domeri (Rīgas street in Salaspils) will be completed in 2004. The costs of reconstruction are 377 thousand Lats.

Kurzeme:

- Road P125 Talsi – Dundaga – Mazirbe, section from km 48.3 to km 56.0. Construction of asphalt pavement commenced in 2003 will be completed in 2004. The costs of reconstruction are 662 thousand Lats.

Latgale:

- Road P57 Malta – Sloboda, 9.1 km long road section. Road surfacing reconstruction commenced in 2003 will be completed in 2004. The costs of construction are 1.79 million Lats;
- Road P49 Kārsava – Ludza – Ezernieki, section from km 32.9 to km 43.7. The reconstruction of asphalt pavement was finished.

The European Union financing contributed to the increase of the amounts of design and construction works in the country. In 2003 the works in scope of these projects were performed for the amount of 13 million Euros.

The construction design is prepared for the most important project financed by ISPA – the construction of Saulkrasti bypass – and the construction works could be commenced in 2004.

The preparation of reconstruction designs for sections in Transeuropean Road Network (TEN) is commenced. We expect to tender construction works for one of the first of these projects already in 2004. At the same time the prefeasibility study is carried out concerning the road entrance from the direction of Tallinn (section Jaunciems avenue – Vairoga street) and Vilnius (section Rīga – Ķekava) in the Via Baltica route. It is planned to sign a contract on the design of Latgale road section Tinūži – Krape and simultaneously the design Terms of Reference will be prepared for the section Krape – Koknese. The prefeasibility study of the section Rēzekne – Ludza has already started and the environment impact assessment is prepared for the section Ludza – Terehova.

The Latvian Road Administration has organized more than 15 tenders, and 44 contracts on construction works in 70 different road and bridge projects were signed in order to implement programmes of road periodical maintenance, reconstruction and rural road development. The work contractors are chosen according to the following principles:

- lowest work price;
- equal attitude to every contractor;
- fair competition among contractors;
- conformity to the set quality requirements.

In the scope of strategy for construction work quality improvement the construction supervision was performed on behalf of 16 different customers in 125 road pavement and bridge construction sites including 23 sites financed by other organizations (mostly by municipalities). In 2003 the number of supervised sites where traffic safety devices were installed, was 37. To fulfil the large amount of construction works 72 certified construction supervisors and 19 assistants were employed in 2003. The Work Supervision Department started the encoding of material sample addresses ensuring the effective and neutral control of clients and their anonymity. It also has involved several laboratories in testing thus providing the possibility to reduce the time necessary to receive testing statements. Important contribution to further development of client testing is the transformation of Non profit State Stock Company "Road Research" into Road Laboratory Department of the Latvian Road Administration.

Works executed in the scope of state road financing programmes in 2003, by contractor

No.	Contractor	Executed works, Lats
1	A/s "8CBR"	5 482 980.64
2	SIA "A.C.B"/ a/s "Latvijas tilti"	1 864 732.83
3	SIA "Ceļdaris"	1 743 690.66
4	SIA "Lemcon Latvija"	1 559 807.60
5	SIA "VIA"	1 402 572.19
6	SIA "Tilts"	1 358 917.49
7	SIA "CBR-4"	1 230 252.56
8	SIA "A.C.B"	1 107 069.01
9	SIA "Ceļi un tilti"	1 021 990.29
10	SIA "Union Asphalttechnik"	972 406.62
11	Consortium "KS & SC"	883 856.31
12	SIA "Šlokenbeka"	872 169.17
13	SIA "Viadukts"	865 387.64
14	SIA "M.A.-TAKA"	713 513.32
15	SIA "Rīgas tilti"	687 701.59
16	SIA "Limbažu ceļi"	490 933.40
17	SIA "Saldus ceļinieks"	454 060.25
18	SIA "M-2"	429 156.95
19	SIA "Igate"	395 630.80
20	SIA "Ceļu, tiltu būvnieks"	387 909.47
21	SIA "Ceļu pārvalde"	333 124.29
22	A/s "Latvijas tilti"	303 734.58
23	Va/s "Latgales ceļi" Rēzeknes filiāle	226 887.01
24	Va/s "Kurzemes ceļi"	106 954.30
25	SIA "Krustpils"	91 256.09
26	SIA "Vidzemes Energoceltnieks"	68 614.67
	Total	25 055 309.73

Works executed in the scope of state road financing programmes in 2003, by district

District	Amount of executed works, Lats	Asphalt pavements, km	Bridge reconstr./new constr., m	Improvement of gravel pavements, km	Painting of horizontal markings, m ²	Information signs, number	Other works
Aizkraukle	2 316 032	13.31	41.57		4 320		
Alūksne	455 201	0.45			3 487		
Balvi	2 012 108	22.66					
Bauska	353 697	5.75	27.47		2 513	1	
Cēsis	2 102 035	9.64			4 799		
Daugavpils	448 975	1.50			17 148		
Dobele	623 804	11.40		5.28	619		construction of pedestrian and cycling way in Kroņauce
Gulbene	606 136	8.34		6.47			
Jelgava	410 602	4.40	12.47		11 224	16	
Jēkabpils	42 522	1.30			3 570		
Krāslava	490 715	2.65	30.30		2 891		
Kuldīga	36 860	1.02			860		
Liepāja	413 745	1.65	49.50		5 358		
Limbaži	1 227 100	22.85			3 459		installation of road lighting in Svētciems and Kuiviži
Ludza	1 708 620	22.55	19.80		4 326		
Madona	725 700	8.58	78.45		873		
Ogre	2 141 925	14.67	82.65		7 431		
Preiļi	1 168 168	3.92	103.58		3 534		
Rēzekne	439 673	6.66			4 958		
Rīga	4 798 089	15.77			54 962	68	
Saldus	58 200	1.00			3 186		
Talsi	1 171 156	23.74		7.49	6 285		
Tukums	102 434	3.33			4 791		
Valka	406 929	8.30			3 211		
Valmiera	640 671	5.79	13.40		1 771		
Ventspils	154 214	4.03			1 821		
Total	25 055 309	224.56	458.97	19.24	157 397	85	

Works executed in the scope of state road financing programmes in 2003, by route

Nr.	Road title	Amount of executed works, Lats	Pavement renewal total, km	Asphalt pavements, km	Gravel pavements, km	Bridge repairs, reconstruction, m	Painting of horizontal markings, m ²	Information signs, number	Other works
A1	Rīga (Baltezers) - Estonian border (Ainaži)	1 095 338	4.85	4.85			5 303		installation of road lighting in Svētciems and Kuiviži
A2	Rīga - Sigulda - Estonian border (Veclaicene)	1 865 260	1.40	1.40			28 270		
A3	Inčukalns - Valmiera - Estonian border (Valka)	76 138	1.12	1.12			5 809		
A4	Rīga bypass (Baltezers - Saulkalne)	9 064					1 324	19	
A5	Rīga bypass (Salaspils - Babīte)	32 745					6 055	23	
A6	Rīga - Daugavpils - Krāslava - Byelorussian border (Paternieki)	3 139 719	21.50	21.50		103.58	36 709	1	
A7	Rīga - Bauska - Lithuanian border (Grenctāle)	53 390	0.85	0.85			3 958	3	
A8	Rīga - Jelgava - Lithuanian border (Meitene)	130 399					18 365	12	
A9	Rīga - Skulte - Liepāja	121 364					12 009	10	
A10	Rīga - Ventspils	355 650	8.14	8.14			12 447	4	
A11	Liepāja - Lithuanian border (Rucava)	12 152					2 083		
A12	Jēkabpils - Rēzekne - Ludza - Russian border (Terehova)	997 825	14.89	14.89			8 251		
A13	Krievijas border (Grebņeva) - Rēzekne - Daugavpils - Lithuanian border (Medumi)	42 622					7 053		
A14	Daugavpils bypass (Tilti - Kalkūne)	309 632					1 047		
A15	Rēzeknes bypass	3 499					597		
	State 1st class roads (P1, P...)	11 565 182	115.25	101.29	13.96	94.69	7 119	10	construction of pedestrian and cycling way in Kroņauce
	State 2nd class roads (V1, V...)	5 133 275	75.80	70.52	5.28	260.70	998	3	
	Replacement of stolen road signs on state main, 1st class and 2nd class roads	112 055							
	Incl. Investment Project "Reconstruction of the most important state roads, transit streets and bridges in district urban areas "- Lielvārde, Valka, Līvāni	792 297							
	Total	25 055 309	243.80	224.56	19.24	458.97	157 397	85	



RURAL ROAD DEVELOPMENT PROGRAMME



Rural Road Development Programme

In the category of rural roads all roads are included that are located outside urban areas and are not state main roads, as well as, bridges that are built on these roads. The rural roads are divided in roads of regional importance and road of local importance.

Rural road improvement is the part of "Rural Road Development Programme".

The targets of Rural Road Improvement Programme are to:

- raise the standard of life by improving educational and health care systems, ensuring timely and qualitative transport service of bus passengers and loads, as well as, supporting the development of rural businesses (including tourism);
- facilitate the implementation of administrative and territorial reform;
- stop the deterioration of roads included in rural road category;
- facilitate the shift of investments to development of rural areas and their infrastructure;
- facilitate development of non-agricultural businesses and services as an important part of rural economy that creates new work places, employment and income besides agricultural production and processing sectors;
- facilitate accessibility of several rural areas and regional centres ensuring accessibility of borderland and coastal areas;
- facilitate distant region development;
- support increase of rural population forming rural environment and landscape.

Performing the order of the Ministry of Transport the Latvian Road Administration developed Rural Road Development programme for 2002 – 2004, which was accepted by the Ministry of Transport on July 25, 2002. In the same year on June 15 the Parliament adopted a detailed "Latvian rural area development programme" which is based on "Latvian rural road maintenance concept" included in the programme.

The following target programmes are included in Rural Road Development Programme:

- In the Rural Road Development Programme of Regional Importance the roads are included where the present technical condition of asphalt or gravel pavement is poor and where the parameters of plan, longitudinal section and cross section in some places do not conform to traffic density, loads and safety requirements;
- Rural road development programme due to the closing of passenger railway lines;
- Reconstruction Programme of Bridges on Rural Roads where bridges in emergency condition of the primary and secondary road network are included;
- rural road design;
- loan and interest repayment for the Rural Road Development Programme.

Rural road financing

Target programme	Amount of implemented works, Lats				Renewed roads, km/ bridges, number/m			
	2000	2001	2002	2003	2000	2001	2002	2003
Projects of regional importance	3 626 380	1 458 338	3 226 236	7 275 213	69.475	31.76	20.70	74.468
Projects of local importance (payment for the works executed in 1999)	468 237							
Financing of managed works in 2000			42 169					
Rural Road Development Programme due to the closing of passenger railway transport			1 319 772	1 467 979			23.54	21.18
Programme of Bridge Reconstruction			1 850 106	2 340 181			7/312.1	6/255.79
Repayment of loans for the financing of rural roads	1 599 980	1 508 170	869 423	896 000				
Payments for in previous years executed works		100 917		82 776				
Rural road design	125 073	134 411	358 364	659 181				
Total	5 819 670	3 201 836	7 666 070	12 721 330	69.475	31.76	44.24	95.648

The programme for 2002 – 2004 differs from the previous programme for 1999 – 2001 with its orientation towards regional and territorial reform. In the new programme the projects of local importance are not included because of uncertainties in the administrative reform. Since the new administrative reform is not adopted and at the present moment the suggestions for new established territories and centres are being co-ordinated, the Ministry of Transport decided to include unimplemented projects of regional importance of the programme 1999 – 2001 in the previously mentioned parts of the Rural Road Development Programme 2002 – 2004 because the documentation for major part of these projects has been developed.

The implementation of the programme was effectively commenced in summer 2002.

To better understand why a separate section of loan repayment was included in the Rural Road Development Programme for 2002 – 2004 we should look at the background of the Programme.

In May 1999 when analysing the incomes of the State Road Fund from fuel excise duty it was found that the incomes of State Road Fund forecast in budget will not be collected, therefore in June the decision was made to limit the implementation of Rural Road Improvement and Development Programme stopping tenders for works included in the Programme for the total amount of 1.06 million Lats. When this decision was made 40 projects of local importance included in the road improvement programme were tendered for several million Lats. It was not wise to stop the works in tendered projects in order not to spend finances for fines and the works were performed according to concluded contracts. In particular cases the costs were reduced.

In order to ensure the financing of projects tendered in 1999 an instruction of the Ministry of Transport of September 22, 1999 No.100 was passed which determined the financing of Rural Road Improvement Programme for 1999 in the amount of 7.075 million Lats, including:

- 0.275 million Lats from the State Road Fund;
- 6.80 million Lats from the State treasury loan.

In addition to that in 2001 the Ministry of Transport borrowed a loan in the amount of 4.64 million Lats including 1.928 million (42 %) spent for the financing of Rural Road Improvement and Development Programme. Thus 42 percent of finances necessary for repayment of this loan were included in the financing of Rural Road Development Programme for 2002 – 2004.

In 2002 the sum of loans to be repaid was 1.8 million Lats, in 2003 – 0.925 million Lats but in 2004 – 0.863 million Lats.

Despite financial pressure roads with asphalt pavement and gravel pavement in the length of 654 km and 15 bridges were renewed, drainage was improved along 464 km of roads and bushes were cleared in the road visibility area in the scope of Rural Road Improvement and Development Programme from 1999 to 2002. During four years the construction works were performed in the amount of 22.0 million Lats in the scope of Rural Road Improvement and Development Programme.

44.36 km of roads with asphalt pavement were constructed for the amount of 11 742 554 Lats in the scope of Rural Road Improvement and Development Programme in 2003.

Rural Road Development Regional Programme for 2004 accepted by the Cabinet of Ministers includes the 1st class roads in the length of 60.7 km that are of regional importance and unfinished projects of 2003 postponed to 2004.

The Rural Road Improvement Regional Programme is a social programme and the main benefit is contribution to economic activities and employment in rural areas.

The amount of Rural Road Development Programme for 2004 is planned to be 4.44 million Lats. All routes of this programme were included in the previous Rural Road Improvement and Development Programme and were supported at least by two municipalities.

The new Rural Road Development Regional Programme was coordinated with the Union of Municipalities, Ministry of Environmental Protection, Ministry of Agriculture, Ministry of Finance, as well as, Ministry of Justice.

The main projects of regional programme in 2004 are:

- **Road P125 Talsi – Dundaga – Mazirbe, section from km 48.3 to km 56.0**

This section starts at Slitere and is 7.7 km long up to road P124 Ventpils – Kolka. This section is covered with deteriorated gravel pavement. It is planned to construct asphalt pavement, renew bus shelters and accesses, improve drainage, clear bushes. Construction works were commenced in 2003.

- **Road P104 Tukums – Auce – Lithuanian border, section from km 39.2 to km 45.4**

This section starts 4 km behind Biksti where asphalt pavement ends and is 6.2 km long in the direction of Auce until Zebrene. In this section subgrade was constructed in the 70-ties and in general has good gravel surfacing. Therefore no changes in the road alignment are necessary. It is planned to construct asphalt pavement, renew bus shelters and accesses, improve drainage, clear bushes. Construction works were commenced in 2003.

- **Road P73 Vecumnieki – Nereta – Subate, section from km 65.28 to km 75.00**

This road section starts behind Nereta in Aizkraukle district and is 9.72 km long until village Rite in Jēkabpils district. The road was reconstructed in the 70-ties and gravel pavement was constructed. At the present moment pavement has deteriorated and potholes have formed. It is planned to construct asphalt pavement, renew bus shelters and accesses, improve drainage, clear bushes. Construction works were commenced in 2003.

- **Road P78 Pļaviņas – Ērgļi section from km 8,7 to km 16,3**

Section starts before Odziena village and continues until the border of Aizkraukle and Madona districts. The transformation of gravel pavement into asphalt pavement on road Pļaviņas – Ērgļi will provide the population of Ērgļi, Sausnēja and Odziena with a good road to Pļaviņas and faster and cheaper way to Riga. This road goes along difficult terrain therefore improvements have to be made in vertical and horizontal curves, drainage has to be renewed, bus shelters and accesses have to be improved. Construction works were commenced in 2003.

- **Road P4 Rīga – Ērgļi, section from km 69.1 to km 81.0**

It is planned to start the reconstruction of the whole route with 11.9 km long section Ķeipene – Taurupe of the road Rīga – Ērgļi that will provide a possibility to the population of Taurupe and partly to Mazozoli un Menģele parishes to use asphalt paved sections on their way to region centre. The present road is in very bad condition because gravel pavement is worn out and in some places sand drainage layer is visible and water drainage system has deteriorated totally. It is necessary to improve horizontal and vertical curvature obtaining their conformity to traffic requirements. Bus shelters have to be renewed and bushes cleared. The construction works were commenced on 2003.

- **Road P21 Rūjiena – Mazsalaca, section from km 12.4 to km 20.84**

This section is a part of the route "Northern String", it begins from Idus village, where the previously constructed section of this road from Rūjiena direction ends, and is 8.44 km long section until Mazsalaca. The section has deteriorated gravel pavement, difficult visible curves, and poor drainage. This section has intensive bus traffic. Construction works were commenced in 2003.

- **Road P57 Malta – Sloboda, section from km 1.6 to km 10.6**

This section begins from Malta town border and is 9 km long in the direction of Puša village. The road has deteriorated gravel pavement and poor road areas, drainage, bus shelters. In several places it is necessary to improve horizontal and vertical curvature. It is planned to use asphalt pavement. Construction works were commenced in 2003.

In July 2003 the government interrupted the work of State Road Fund and changed the principles of state road financing. Therefore the Rural Road Improvement and Development Programme had to be transformed by adapting it to the requirements of the EU regional development fund.

The Road Improvement Target Programme of Local Importance should be developed as a separate programme where the 2nd class roads and the most important municipality roads should be included. Only this programme would provide the opportunity to improve these roads. In the near future the Ministry of Transport in co-operation with the specialists of the Latvian Road Administration will have to decide about the future of "Rural Road Improvement and Development Programme".



FUTURE TASKS AND ENVIRONMENT PROTECTION



Future tasks

The long-term goal of transport policy is to provide planned maintenance and development of efficient, durable, integrated, environmentally friendly, balanced and multi-modal transport system that would satisfy the increasing demand of national economy, world trade and country for qualitative and quantitative transport services providing safety, reliability and rational expenditures.

The main strategic tasks for achieving this goal are:

- Maintenance, development and optimisation of the current transport infrastructure in accordance with the established quality standards;
- Co-operation with neighbouring countries and further integration in the Transeuropean Road Network (TEN);
- Implementation of the activities, with the goal of improvement of traffic safety and environment protection.

Priorities of the road sector for next few years remain the same:

1. Road network preservation;
2. Development of the main transport corridors, including:
 - Increasing the bearing capacity of road pavements and bridges in accordance with the normative loads of EU;
 - Increasing the traffic safety by improving road geometry in accordance with increasing traffic needs and by eliminating "black spots", reducing the number of crossings at grade and channel transit traffic away from the centres of populated areas;
3. Improvement of rural roads and increasing density of bituminous pavements.

Implementation of investment projects in sufficient extent requires considerable amount of funding. Significant amount of money for the development of transport infrastructure in the last years has been received from the European Union and it has become the most important instrument in the transport infrastructure development after joining the European Union.

EU funds available for transport infrastructure are the following:

- EU instrument for structural policies for pre-accession (ISPA);
- Cohesion Fund after the accession to the European Union;
- European Region Development Fund (ERDF).

Financing from **ISPA and Cohesion fund** is being used for the development of international transport corridors or TEN road network, int. al. development of Via Baltica and West-East transport corridor improvement of infrastructure quality and traffic safety, increasing of the bearing capacity of bridges and road pavements to 11.5 t axle load, as well as, scheduling the construction of new sections in several routes.

In 2003 the works, defined in the State Investment Programme, were started in Via Baltica route and West-East transport corridor.

Projects planned to be implement in 2004 – 2006 are:

- **Access road to Airport Riga (Stage II of reconstruction project)**

It is planned to improve traffic safety in K. Ulmaņa Avenue in the section from Lielirbes Street

until Gaviezes Street and to reconstruct the junction with access road to Airport Riga. Construction works will be finished in the end of 2004;

- **Route E67 Via Baltica, road A1 Riga (Baltezers) – Estonian border (Ainaži), section of km 0.0 – 6.3 and crossing with road A2 Riga – Sigulda – Estonian border (Veclaicene)**

The following works are envisaged: widening of asphalt pavement to 11.5 m and pavement reconstruction and strengthening, construction of sidewalks and bicycle lanes, as well as, their safe crossings with roads and reducing the number of exits by constructing roads for local traffic, renewing of major accesses and intersections of road A2 according to LVS 190–3:1999 and LVS 190–4:1999, renewing of interchange above road A2 and railway according to calculated load LVS ENV 1991 – 3, $\alpha = 1,0$, improvement of traffic safety (crossing of pedestrian and bicycle flow, optimisation of number and placing of bus stops) on the road A2 in the section from km 12.40 to km 4.85. Construction works will be finished in 2004;

- **Route E67 Via Baltica, road A1 Riga (Baltezers) – Estonian border (Ainaži), section 6.3 – 12.8 (Ādaži)**

The road is being reconstructed from 2 to 4 lanes and parallel roads are being constructed for local traffic. This is a continuation of the project Gauja – Lilaste section. The works will consist of: widening of road asphalt pavement to 11.5 m and pavement reconstruction and strengthening, reconstruction of major accesses and intersections (incl. the intersection on Gauja Street and Riga Avenue) according to LVS 190–3:1999 and reduction of exit number, construction of interchange for pedestrian and bicycle traffic at km 8.025, reconstruction of Gauja Street in section between road A1 and Riga Avenue. Construction works will be finished in 2004;

- **Route E67 Via Baltica, Saulkrasti bypass**

It is planned to construct a 8.6 km long road starting from road section Gauja – Lilaste reconstructed in 2001 to the crossing with road P6 Saulkrasti – Sēja, construct a road interchange above access of road A1 in the area of Lilaste junction, railway interchange above the new access of A1 in Lilaste area, bridge over the Inčupe, interchanges of road P6 and access road to summer house area "Saulainā ieleja" above the new bypass;

- **E67/A7 section Ķekava – Iecava**

In 2004 the development of reconstruction technical design of road A7 Riga – Bauska – Lithuanian border in section from km 25.0 to km 42.9 was continued. There is a plan for the widening of road asphalt pavement to 11.5 m and pavement strengthening, reconstruction of major accesses and intersections according to LVS 190–3:1999 and LVS 190–4:1999, improvement of road longitudinal profile in several sections, reconstruction of bridge over the Ķekaviņa according to calculated load LVS ENV 1991 – 3, $\alpha = 1,0$, rebuilding of crossing with railway Jelgava – Krustpils in two levels with A7 at lower level. Construction works are planned for 2005 – 2007;

- **Route E67 section Rīga – Ķekava**

In 2004 the research will be continued to substantiate technically and financially most feasible alignment of Ķekava bypass, to determine the necessary improvements in the alignment of A7 in accordance with the perspective traffic intensity and structure requirements. Construction works are planned for 2006 – 2007;

- **Route E67 Via Baltica, road A7 Riga – Bauska – Lithuanian border (Grenctāle), section 25.0 – 42.9 (Ķekava – Iecava)**

Construction works are planned for 2006;

- **E67 Via Baltica northern entrance into Riga, section Bukulti – Jugla – Vairoga street**

In 2004 the pre-feasibility study will be finished in the Riga city to determine the place of entrance into the Riga city from Tallinn direction;

- **E22 section Riga – Koknese**

To incorporate the constructed Latgale road into the present road network it is necessary to build a new section Krape – Koknese with access to the road A6 Riga – Daugavpils – Krāslava – Byelorussian border (Paternieki) in Koknese according to nominal profile NP14. In the future an extension until Plaviņas is planned, together with reconstruction of section Kranciema quarry – Krape (strengthening of road pavement, design and construction of new asphalt concrete pavement, reconstruction of all bridges and crossings at grade, finishing the construction of two-level traffic junction in intersection with the road Ogre – Tūrkalne) and determination of Latgale road entrance in Riga. Construction works are planned for 2006 – 2009;

- **E22 section Rēzekne – Terehova**

Considering the large amount of construction works, necessary capital investments, accesses to private lands, as well as, economical situation in the country, construction concept of the new road in section Rēzekne bypass – Nirza is postponed to a later time. The current task is the reconstruction of the present road A12 section Rēzekne – Ludza, completion of the started construction in section Nirza – Terehova, reconstruction of the bridge over the river Isnauda. Construction works are planned for 2006 – 2008;

- **Improvements of TEN road network, Project 1**

The aim of the project is to improve traffic quality, increase the bearing capacity, manoeuvre possibilities and traffic safety on road. In the programme it is planned to improve the design parameters in all sites by increasing the calculated pavement load to 11.5 t axle load.

In 2004 designing works for road reconstruction will be continued in the following sections:

- E67 section Skulte – Svētiems;
- E67 section Ādaži – Gauja (crossings);
- E67 section Bauska – Grenctāle;
- E22 section Priedaine – Sloka;
- E22 section Jēkabpils – Varakļāni and bridges.

- Improvements of TEN road network, project 2

In 2004 the development of construction designs for the following projects has been started:

- Road A2 section Rīga bypass – Sēnīte;
- Road A10 section Sloka – Tukums;
- Road A5 section Skulte – Babīte and intersection with road P132 Rīga – Mārupe;
- Road A5 intersections with road A8 Rīga – Jelgava, road V13 Tiraine – Jaunolaine and railway Riga – Jelgava. Bridge over the river Ķekava;

- Road A6 Rīga – Daugavpils intersections with road A4 Rīga bypass. Traffic junction in Saulkalne;
- E77 Sēnīte junction and bridges.

Potential projects for Cohesion Fund co-financing from 2007 to 2013 are:

- E67 Via Baltica, Baltezers bypass;
- Route E22 Eastern entrance in Riga;
- Bypasses of cities.

Support from **ERDF** is planned for development of the state 1st class road network to connect the most important centres of economical growth with TEN-T network and improve road quality, traffic safety conditions and reduce adverse influence of traffic to the environment according to the EU standards. It is planned to use these funds for projects that would deal with traffic safety problems, i.e. "black spots" and traffic problems in cities.

Primary groups of projects are:

- Strengthening of asphalt pavements in routes of the 1st class roads;
- Paving of gravel roads in routes of the 1st class roads;
- Strengthening of bridges in routes of the 1st class roads;
- Improvement of transit roads in cities in routes of the 1st class roads.

Implementation of these projects will fundamentally reduce the amount of current road sections in critical condition.

In the "National programme for development of the state 1st class roads for 2004 – 2006" projects in the amount of 51.7 million Lats are included.

In the programme it is planned to reconstruct more than 300 km of the 1st class roads, 11 bridges and 10 km of transit roads in populated areas.

It is planned that European Region Development Fund will finance 75 % of all project costs but 25 % will be financed from the state budget.

Environment Protection

The amendments to the Law "On Environment Impact Assessment" adopted on June 19, 2003 and February 26, 2004 slightly change the previous order of environment impact assessment harmonizing it with the requirements of European Union. The requirements of the Law are made more precise and more attention is paid to ascertain the opinion of population, ensuring participation public discussions or polling of representative part of population that could be influenced the planned actions. Attempts are made to rise as much public attention as possible in order to acquaint more detailed public opinion, possible concerns, risks and consider them before commencing larger projects. These principles are included in the Resolution of the Cabinet of Ministers of February 17, 2004, No. 87 "Order of environment impact assessment".

Sometimes these requirements cause sceptical attitude or absolutely formal approach to solutions of such issues – the requirements of the Law are fulfilled without searching or understanding their sense.

However these trivial and formal solutions can be considered from the other point of view.

If the attention is drawn to the development of transport infrastructure in the EU countries during last decades of the previous century, Netherlands for example, we can see the possible scenario of our development: increasing number of cars and traffic intensity will cause the necessity to develop infrastructure that necessarily would lead to the harming of the environment. Thereby the influencing of only one element in the nature leads to chain reaction because, for example, if the diversity of plants changes and particular forms of plants disappear, the species structure of insects, birds in the respective habitat changes and is followed by the disappearance of small mammals and rodents.

Thereby it is possible to classify impacts caused by roads included in natural terrain and to assess the following negative problems:

- Destruction of natural environment;
- Habitat disturbance;
- Roads as barriers or obstacles;
- Injuring or killing of animals caused by traffic.

To prevent the above mentioned problems the following four actions are performed::

- Avoidance of negative influence;
- Diminishing of negative influences;
- Ecologic management by balancing;
- Optimisation of ecologic management (balance to mitigate negative influences).

One of optimisation examples could be maintenance regime of road shoulders and adjacent areas in order to protect the endangered insect species, adopting a shoulder design that in combination with accordant maintenance method ensures the continuous restoration of particular plant groups thereby helping particular plant groups to preserve their habitat.

Planning of such activities and observation of instructions during maintenance process give hope that with the accession to the EU possible transport development and related changes in infrastructure which could influence environment, it would be possible to avoid the negative impact on environment by duly foreseeing diminishing, compensation and optimisation of planned actions before large and difficult problems arise.

In 2003 from March to November the assessment of environmental impact was performed for reconstruction alternatives of the road A12 Jēkabpils – Rēzekne – Ludza – Russian border

(Terehova), section Ludza – Terehova. During this process a detailed analysis was made including research of impact on biological diversity of environment and landscape (visual and heritage), as well as, specially protected territories (restricted area "Pilda lake") and migration corridors of animals.

State Centre on Environment Impact Assessment when evaluating and comparing the given solutions on reconstruction of A12 Jēkabpils – Rēzekne – Ludza – Russian border (Terehova) section Ludza – Terehova (123.3. – 162.0. km) (the first construction alternative of a new route is the use of 2nd class roads V544 Ludza – Nirza – Vecsloboda and V512 Nirza – Ploski; the second alternative is the reconstruction of the present road A12 in section Ludza– Terehova) considered that from the point of environment protection view both alternatives are similar although each of them has its advantages and disadvantages. Implementing the second alternative the biological diversity would be less influenced in special protected areas but in the first alternative the development of territories would be facilitated in several parishes near the road, as well as, higher traffic safety would be achieved.

In order to continue the development of East–West transport corridor and to prepare further projects of international road E22 Holyhead – Norrköping – Ventspils – Rīga – Rēzekne – Velikije Luki – Moscow – Vladimir – Niznij Novgorod for the financing of European Union Cohesion Fund in 2007 – 2013 the feasibility study is commenced for the Latgale road section Koknese – Pļaviņas. Since this road is designed as highway, then according to the Law "On Environment Impact Assessment", Paragraph 4 and Appendix 1, Paragraph 11, the State Centre on Environment Impact Assessment on March 17, 2004, adopted the decision No.88 "Application of Environment Impact Assessment procedure and commencing of assessment process.

Construction of highway section Koknese – Pļaviņas is planned according to knowledge and environment researches that should provide detailed information on territory to be crossed by analysing possible impact that infrastructure changes can cause to environment. The research provides opinion about planned actions and could suggest their solutions on protection of environment and sustainable development. In many places such activities are daily routine – ecoducts, special passages (culverts) for animals under road embankment, safety barriers that can protect animals from injuries on roads.

The environment research provides directions where it is necessary to monitor and observe animal adaptation to the designed, specially fitted environmental conditions.

Positive moment is that possible impacts are prevented before imminent and difficult damages are caused to flora and fauna.

When adopting decisions about infrastructure projects the issue about environment quality and its preservation becomes more important and at the same time these questions are linked with decision–making about land use (territorial planning) and involvement of population in the processes of decision–making and project developing.



ROAD ROUTINE MAINTENANCE

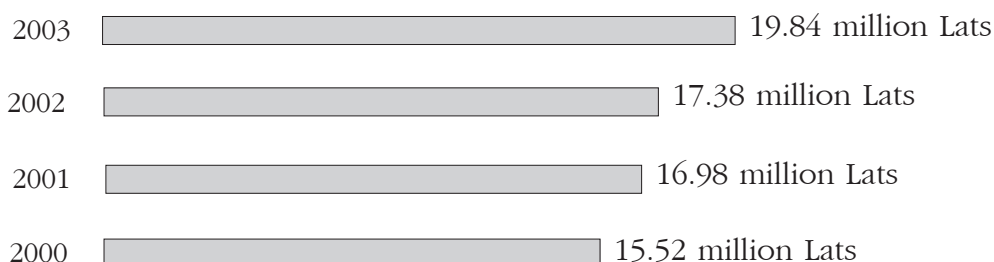


Road routine maintenance

19.837 million Lats were spent in 2003 for the routine maintenance of 20 312 km of state roads (as at January 1, 2003).

Financing for road routine maintenance, Lats

Programme	2001	2002	2003
Road winter maintenance	8 073 787	7 067 056	7 067 619
Maintenance of bridges, interchanges, pedestrian tunnels and culverts	325 896	304 439	323 206
Traffic organisation	919 197	772 579	965 667
Pavement maintenance	5 367 338	7 129 570	8 964 768
Road treatment supervision	1 730 191	1 504 755	1 820 329
Maintenance of road weather stations	–		51 265
Construction supervision and management of programmes	559 994	602 619	643 957
Grand total	16 976 403	17 380 800	19 836 811



State road routine maintenance works were executed for 2.456 million Lats more than in the year 2002. However, the amounts of state road routine maintenance works were smaller for 0.26 million than the amounts envisaged for 2003 as part of the envisaged finances had to be spent at the end of 2002 for paying the contractors for road maintenance in winter, which required more resources than planned.

To provide driving conditions in winter of 2003 similar to conditions in the year 2002 practically the same amounts were required for winter maintenance. Actually winter road maintenance required 1.057 million Lats less than planned for 2003. This year was different, as less financing was spent in "official" winter months, but unplanned maintenance works had to be executed in April and October. 0.882 million Lats had to be spent for these works which was for 0.700 million more than planned amounts for these months.

475.6 thousand square metres of potholes in asphalt pavements were repaired 2003 which was only for 17.4 thousand square metres less than in 2002 but much more than in the previ-

ous years. It was possible because approximately 1.1 million Lats additionally were allocated from the State Road Fund for state road routine maintenance specifically for pothole repairs on asphalt pavements (including also the resource for unplanned winter maintenance works in April).

At the end of the year the State Road Fund allocated additional 1.6 million Lats to gravel road maintenance. This financing allowed to renew the wearing courses almost in 400 km of gravel and stabilised soil pavements with laying of 153.0 thousand m³ of gravel more than in the year 2002.

Maintenance still is mostly provided by pavement grading reducing the intervals between grading works. The allocated additional financing has allowed to reduce the length of road sections where grading is insufficient, however the backlog of gravel pavement repairs accumulated in the previous years was very huge. In total the work amounts of gravel pavement maintenance increased for 1.836 million Lats in comparison with the year 2002.

Due to insufficient financing in 2003 it was not possible to implement the envisaged bridge and culvert maintenance works in sufficient amount. The backlog of bridge periodic maintenance and repair works is very huge. In order to provide traffic it was necessary to perform emergency repairs of the bridge over the Seda on the road V112 Puikule – Rencēni – Vēveri and the bridge over the Gauja on the road P25 Smiltene – Strenči. Sidewalks on the bridge over the Lielā Juglā in Sidgunda on the road P8 Iņciems – Sigulda – Ķegums were repaired using the resources for road routine maintenance.

0.320 million Lats more than in the previous year were spent for road treatment works. The actual planned financing for road treatment is insufficient and the mentioned increase was achieved by using the savings from winter maintenance financing. In comparison with the previous years the damages caused by natural disasters were less, however, additional resources were needed to eliminate the earth downfall and renew traffic in the road V128 Straupe – Lēdurga – Vidriži – Skulte.

Latvian Road Administration also supervises the construction, reconstruction, maintenance, traffic organisation and traffic safety of municipal, company and household roads.

The supervision covers:

- 3 500 km of private roads;
- 6 985 km of forest roads;
- 39 125 km of municipal roads and streets;
- **Total: 49 610 km.**

Expenditures for state road routine maintenance in 2003

Maintenance works	Unit	Amount	Costs, Lats
ROAD WINTER MAINTENANCE	–	–	7 067 619
Snow removal	road km	490 270	1 286 943
De-icing	lane km	337 571	2 416 115
Main road winter maintenance	km	8 464.1	2 887 202
Other winter maintenance works	–	–	477 359
MAINTENANCE OF BRIDGES, INTERCHANGES, PEDESTRIAN TUNNELS AND CULVERTS	–	–	323 206
Maintenance of bridges and interchanges	–	–	138 920
Maintenance of culverts	–	–	179 389
Maintenance of tunnels	–	–	4 897
TRAFFIC ORGANISATION	–	–	965 667
Maintenance of bus stops, pavilions and rest areas	–	–	114 614
Replacement of road sign poles	item	7 894	187 598
Painting of road sign poles	item	27	160
Replacement of road signs directly on poles	item	9 120	426 598
Renewal of road signs	m ²	184.2	5 501
Painting of road markings	m ²	3 732	15 634
Replacement of signal posts	item	5 758	80 813
Washing of signal posts	item	5 191	4 924
Gluing of reflectors on signal posts	item	163	185
Replacement of damaged guard-rails	m	1 638	52 723
Painting of guard-rails	m	963	6 227
Washing of guard-rails	m	2 612	432
Treatment of string guard-rails	m	429	605
Maintenance of traffic lights	Lats	–	16 552
Road lighting and maintenance of lighting equipment	Lats	–	31 071
Other traffic organisation works	–	–	22 030
PAVEMENT MAINTENANCE	–	–	8 964 768
Bituminous pavements	–	–	3 883 135
Crack filling	m	135 724	66 505
Pothole repairs	m ²	475 640	3 494 424
Pavement cleaning	m ²	3 151 800	29 192
Elimination of bleeding	m ²	77 525	7 163
Protection of humping sections	m ³	421	2 517
Renewal of surface skid resistance	m ²	147 155	176 196
Deflection repairs	t	2 035	78 774
Other pavement maintenance works	–	–	28 364
Gravel pavements			
Road grading	km	97 032.3	1 874 369
Road profiling	km	1 656	40 598
Pavement renewal	m ³	132 707	1 902 100
Deflection and pothole repairs in gravel pavements	m ³	103 574	896 269
Roadway levelling (dragging)	road km	85 595	368 297

ROAD TREATMENT	–	–	1 747 145
Elimination of scouring	m ³	7 530	88 157
Ditch cleaning and renewal	m ³	63 068	140 033
Shoulder profiling	km	7 125.8	102 538
Shoulder repairs	m ³	12 332	173 331
Bush cutting	ha	617.8	305 882
Mechanical sprout cutting	road km	8 073	144 136
Sprout cutting with manual bush cutter	ha	656.8	101 355
Mechanical grass cutting	road km	59 392	150 597
Manual grass cutting	m ²	1 356 670	34 247
Tending of shrubs	–	–	165 622
Operative road treatment	km	53 605	161 892
Treatment of road right of way	km	3 002	52 879
Other road treatment works	–	–	126 476
ROAD SUPERVISION	–	–	73 184
Road inspection	km	166 179	72 063
Visual traffic counting	hours	18	128
MAINTENANCE OF ROAD WEATHER STATIONS	–	–	51 265
Maintenance	–	–	41 141
Communications	–	–	10 124
CONSTRUCTION SUPERVISION AND MANAGEMENT OF PROGRAMMES	–	–	643 957
GRAND TOTAL	–	–	19 836 811

Executed routine maintenance works on state roads in 2003 by district and city

District, city, hydrotechnical structure	State road routine maintenance, Lats	Co-financing for the rou- tine maintenance of tran- sit streets in cities, Lats	Co-financing for the rou- tine maintenance of road connections over hydrotechnical structures (power stations), Lats
Aizkraukle	717 275		
Alūksne	613 375		
Balvi	508 471		
Bauska	671 449		
Cēsis	968 519		
Daugavpils	822 209		
Dobele	435 378		
Gulbene	446 566		
Jelgava	695 186		
Jēkabpils	692 680		
Krāslava	598 402		
Kuldīga	630 597		
Liepāja	799 485		
Limbaži	666 142		
Ludza	667 860		
Madona	756 954		
Ogre	675 941		
Preiļi	557 742		
Rēzekne	765 368		
Rīga	2 560 563		
Saldus	546 091		
Talsi	800 652		
Tukums	832 582		
Valka	622 431		
Valmiera	588 782		
Ventspils	552 154		
Districts, total	19 192 854		
Ainaži		3 806	
Aizpute		2 640	
Bauska		8 120	
Dagda		1 360	
Daugavpils		10 880	
Dobele		4 816	

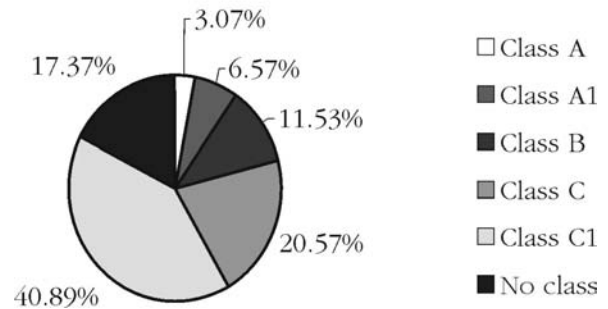
Gulbene		2 480	
Ikšķile		399	
Ilūkste		1 520	
Jaunjelgava		4 248	
Jelgava		17 994	
Jēkabpils		25 840	
Jūrmala		18 552	
Kārsava		5 000	
Krāslava		10 958	
Liepāja		38 080	
Limbaži		5 840	
Līvāni		8 840	
Ludza		6 038	
Madona		6 080	
Mazsalaca		910	
Ogre		23 473	
Preiļi		560	
Priekule		1 919	
Rēzekne		5 520	
Rūjiena		4 775	
Salacgrīva		17 600	
Saldus		1 017	
Smiltene		2 720	
Stende		2 400	
Strenči		6 200	
Tukums		8 482	
Valdemārpils		960	
Valka		11 800	
Ventspils		15 996	
Viļāni		2 560	
Cities, total		290 383	
Ķeguma HES			1 035
Pļaviņu HES			3 905
Rīgas HES			2 317
Sluis bridge in Rucava parish			998
Hydrotechnical structures, total			8 255

Winter road maintenance

State road maintenance in winter is performed according to the road maintenance classes approved by the Ministry of Transport of the Republic of Latvia.

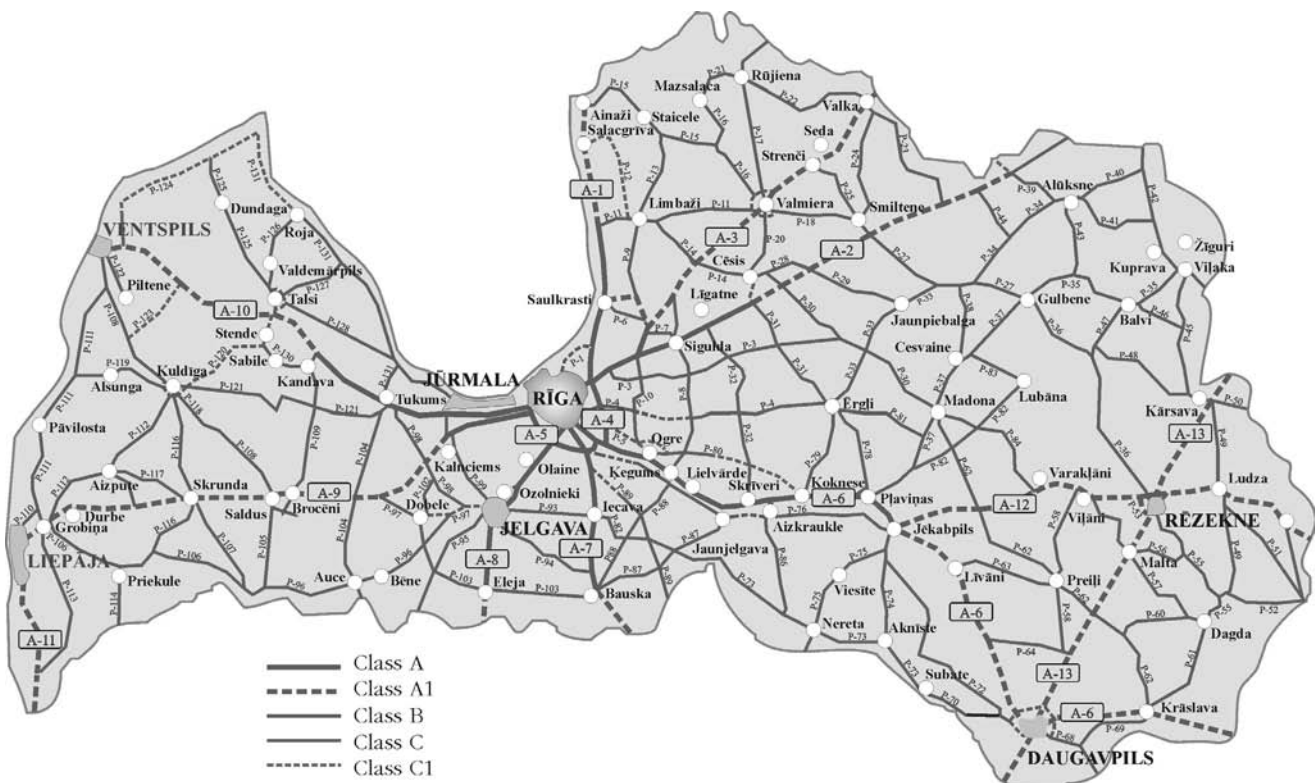
In the winter of 2003/2004 state road maintenance was provided according to the following standards:

Winter road maintenance class A	625.3 km
Winter road maintenance class A1	1 339.6 km
Winter road maintenance class B	2 350.1 km
Winter road maintenance C	4 192.9 km
Winter road maintenance C1	8 333.0 km
No class	3 540.5 km
Total	20 381.4 km



Note: Total length of the state road network was increased for 69.4 km due to the fact that second roadways and ramps to interchanges on the 1st class roads also had to be maintained in winter.

Maintenance of state main and 1st class roads in the winter of 2003/2004



ROAD TRAFFIC ORGANISATION



Road Traffic Organisation

In 2003 the average annual daily traffic intensity per 1 km of main roads was 3998 vehicles per day. The average distribution of traffic on state main roads per day in per cent was:

- heavy vehicles - 25.50 %;
- other vehicles - 74.50 %.

In 1996 the "black spot" determination method was worked out. "Black spots" are road sections and crossings where the most severe accidents have occurred most frequently.

Losses to the publics occurred in traffic accidents

- ~ 157.80 million Lats in 2000;
- ~ 190.60 million Lats in 2001;
- ~ 206.90 million Lats in 2002;
- ~ 211.30 million Lats in 2003

Registered road traffic accidents

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

Traffic safety has been declared as a priority in the whole European Union. To provide traffic safety the "black spot" method was used to determine the priorities of dangerous road sections, which require traffic safety improvements, but due to the lack of financing only a small part of these sections was reconstructed.

Solutions in the state road network:

- road and traffic organisation supervision;
- registration and improvement of dangerous sections;
- road quality provision in winter;
- reconstruction and improvement of crossings, improvement of roadside services and their locations;
- installation of traffic organisation devices;
- solutions in municipal road (street) networks;

- supervision of municipal road (street) traffic organisation.

In conformity with the agreement between the Latvian Road Administration (LRA) and Road Traffic Safety Directorate (RTSD), the Road Traffic Safety Directorate in 2003 completed road safety audit for the state road network including audits for 27 pedestrian crossings in the state main roads.

In 2003 several traffic safety improvement programmes were prepared:

- periodic maintenance programme for traffic organization technical devices for 2004;
- traffic safety projects for 2004;
- traffic safety audit for state roads in 2004;
- construction projects for traffic safety devices for 2004.

To decrease the probability of road traffic accidents in 2003 the following activities were implemented in the scope of "National Programme for Road Traffic Safety":

Implemented works and tasks	Costs.. thous. Lats			Achieved benefits
	Plan. total	Implemented in 2003	Sources of financing	
Registration and improvement of dangerous sections	600.00	163.4	SRF*	Traffic safety improvements: 1) in Lielvārde on the road A6 Rīga- Daugavpils - Krāslava - Byelorussian border (Patemieki) 2) construction of pedestrian and bicycle way in Kroņauce in the road P103 Dobele - Bauska from 13.2 to 13.8 km; 3) installation of lighting in Svētiems on the road A1 Rīga (Baltezers) - Estonian border (Ainaži) from 80.0 to 82.0 km; 4) installation of lighting in Kuiviži on the road A1 Rīga (Baltezers) - Estonian border (Ainaži) from 90.0 to 92.0 km.
Road quality provision in winter	14 500.00	7 067.6	SRF*	Ensured traffic in winter conditions
Reconstruction of crossings	600.00	883.9	Resources from state consolidated budget and ISPA	Reconstruction of crossings in Ādaži on the road A1 Rīga (Baltezers) - Estonian border (Ainaži) from 6.3 to 12.6 km
Installation of traffic organisation devices	58 000.00	1 245.4	SRF*	Renewed stolen direction signs and information signs in state main roads in Rīga, Bauska and Jelgava districts
Implementing of social projects (in municipalities)	200.00		SRF, SDA**	The sub-fund for road safety of the State Road Fund has not yet been established

*SRF - State Road Fund

** SDA - Sub-programme of National Road Traffic Safety Programme

In the scope of National Road Traffic Safety Programme until 2006 it is envisaged to replace the necessary road signs, provide sustainability of road horizontal markings and reduce unregistered (illegal) road accesses.

Different scope of problems concerns the capital city of Latvia – Riga, and other cities. Firstly, the traffic organization has to be provided by:

- traffic lights;
- road signs and pedestrian guard-rails;
- road horizontal markings;
- routes for dangerous, over-dimensional and heavy goods traffic.

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
Trucks with trailers	2 999	68.13	4 476	66.36
Trailers	87	1.98	252	3.74
Timber transport	1 226	27.85	1 879	27.87
Special vehicles (fuel transport, cranes)	90	2.04	134	2.03
Total	4 402		6 741	

Traffic organisation measures implemented in the scope of Safety Improvement Programme

Financed from routine maintenance budget	Work cost, Lats
1. Road signs in the state road network:	
replacement of road signs - 9 120 items	426 598.00
renewal of road signs - 184.20 m ²	5 501.00
replacement of road sign poles - 7 894 items	187 598.00
painting of road sign poles - 27 items	160.00
2. Horizontal roadway markings:	
painting of horizontal roadway markings - 3 732 m ²	15 634.00
3. Guard-rails:	
replacement of damaged steel guard-rails - 1 638 m	52 723.00
painting of steel guard-rails- 963 m	6 227.00
washing of guard-rails- 2 612 m	432.00
treatment of string guard-rails - 429 m	605.00
4. Signal posts:	
replacement of signal posts - 5 758 items	80 813.00
washing of signal posts- 5 191 items	4 924. 00
gluing of reflectors - 163 items	185. 00
5. Traffic light maintenance	16 552.00
6. Road lighting maintenance and road lighting	31 071.00
7. Maintenance of bus stops and bus stop pavilions	114 614.00
8. Other traffic organisation activities	22 030.00
Total	965 667.00

Financed from periodic maintenance budget	Work cost, Lats
1. Installation of road signs in the state road network - 85 items	112 055.75
2. Painting of horizontal road markings - 157 397 m ²	1 013 401.25
3. Increase of pedestrian safety:	84 116.74
installation of lightning in Svētciems on the road A1 Rīga (Baltezers) - Estonian border (Ainaži) from 80.0. to 82.0. km	27 424.61
installation of lightning in Kuiviži on the road A1 Rīga (Baltezers) - Estonian border (Ainaži) from 90.0. to 92.0. km	41 190.06
construction of pedestrian and cycling way in Kroņauce on the road P103 Dobeles - Bauska from 13.2. to 13.8. km	15 502.07
4. Reconstruction of crossings on the road A1 Rīga (Baltezers) - Estonian border (Ainaži) from 6.3. to 12.6. km	883 856.31
5. Traffic safety improvements in Lielvārde on the road A6 Rīga - Daugavpils - Krāslava - Byleorussian border (Paternieki) from 51.44. to 54.04. km	79 297.14
Total	2 172 727.19



FINANCIAL ACTIVITY



Revenues in 2003

Sources of revenues	Annual plan, thous. Lats	Allocated in 2003		Allocated in 2002, thous. Lats
		thous. Lats	% from annual plan	
Revenues of SRF				
1. Remnant as at January 1, 2003	–	3 060.494	–	621.55
2. Annual vehicle tax	14 265.00	14 013.563	98.24	11 924.01
3. Excise duty	72 386.00	76 241.420	105.33	59 815.45
4. Other revenues	280.00	250.400	89.43	184.73
Total	86 931.00	93 565.877	107.63	72 545.74
Resources from consolidated budget				
1. Remnant from foreign financial assistance as at January 1, 2003	–	2 791.801	–	–
2. Donation from general revenues	4 577.80	4 577.785	100.00	2 420.00
3. Foreign financial assistance (ISPA)	4 937.36	5 801.080	117.49	2 556.76
4. Resources for unforeseen accidents from the state consolidated budget	–	–	–	38 238.00
Total	9 515.16	13 170.669	138.42	4 985.84
Revenues from the auctions of UMTS mobile communication licences and privatisation of JSC "Latvijas kuģniecība"	–	–	–	3 402.00
Allocated resources, grand total	96 446.16	106 736.546	110.66	80 933.58

Expenditures in 2003

Type of expenditure	Annual plan, thous. Lats	Expended from the beginning of the year		Expended in 2002 thous. Lats
		thous. Lats	% from annual plan	
1. Payment to railroad infrastructure fund from excise duty	4 788.00	4 934.075	103.05	3 804.45
2. Target donation to passenger transportation by buses in rural areas from excise duty	9 409.00	9 408.854	100.00	6 866.23
3. Target donation to the financing of municipal roads (streets)	19 260.00	19 102.758	99.18	16 690.94
3.1. Annual vehicle tax	4 280.00	4 268.709	99.74	3 604.00
3.2. Excise duty	14 980.00	14 834.049	99.03	13 086.94
4. Rural road financing	12 733.00	12 721.330	99.91	7 666.07
5. State road financing	43 801.00	43 477.898	99.26	40 296.91
5.1. Financing of state road maintenance and development	34 498.00	34 252.823	99.29	26 433.82
5.2. Repayment of loans	5 445.00	5 392.814	99.04	5 274.71
5.3. Information to the publics on road sector issues	16.00	15.970	99.81	4.59
5.4. International co-operation in the road sector	14.00	13.648	97.49	13.69
5.5. Administration of SRF and state road network	2 713.00	2 713.000	100.00	2 227.92
5.6. Co-financing for municipal programmes	461.00	450.483	97.72	907.97
5.7. Reserve of the Ministry of Transport	300.00	248.327	82.78	–
5.8. Donation to Latvian Road Museum	59.00	59.000	100.00	50.00
5.9. Co-financing of the most important reconstruction projects of state roads, transit streets and bridges	–	–	–	3 606.26
5.10. Payment of invoices from the previous year	295.00	331.831	112.49	1 777.96
Unused resources from the revenues from the auctions of UMTS mobile communication licences and privatisation of JSC "Latvijas kuģniecība" returned to the state consolidated budget	–	–	–	30.72
Total	89 991.00	89 644.915	99.62	75 355.32

State road maintenance and development financing in 2003

Code/ programme title	Annual plan, thous. Lats	Expended from the beginning of the year	
		thous. Lats	% from annual plan
1. ROUTINE MAINTENANCE	20 912.00	20 949.849	100.18
1.1. Routine maintenance works	20 912.00	20 949.849	100.18
2. PERIODIC MAINTENANCE	5 601.00	5 479.299	97.83
2.1. Primary road network	2 865.00	2 838.322	99.07
2.1.1. Pavements	1 607.00	1 543.434	96.04
2.1.2. Traffic organisation devices (renewal of road markings, information signs)	1 258.00	1 294.887	102.93
2.2. Secondary road network	2 736.00	2 640.977	96.53
2.2.1. Provision of traffic in road sections with deteriorated bituminous pavement	1 184.00	1 163.476	98.27
2.2.2. Priority 2nd class road sections	1 364.00	1 297.648	95.14
2.2.2.1. V75 Ropaži - Griķukrogs. 13.5. - 16.0. km	207.00	190.778	92.16
2.2.2.2. V35 Šķīrotava - Saurieši. 4.3. - 8.84. km	338.00	311.585	92.18
2.2.2.3. V3 Rāmava - Baloži. 0.0. - 3.0. km	191.00	176.226	92.26
2.2.2.4. V243 Blome - Birzuļi - Palsmane, 22,78. - 28,82. km	313.00	312.691	99.90
2.2.2.5. V186 Valmiera - Lidums, 2,425. - 4,01. km	153.00	154.272	100.83
2.2.2.6. V28 Blūkas - Emburga, 17,6. - 21,0. km	129.00	118.792	92.09
2.2.2.7. V1098 Dobeles - Krimūnas - Zaļenieki, 3,9. - 9,1. km	33.00	33.305	100.92
2.2.3. Gravel pavements	188.00	179.853	95.67
2.2.3.1. V124 Ventpils - Kolka, 68,0. - 74,8. km	106.00	103.357	97.51
2.2.3.2. P36 Rēzekne - Gulbene, 69,3. - 75,0. km	82.00	76.496	93.29
3. RECONSTRUCTION AND CONSTRUCTION	11 224.00	11 101.485	98.91
3.1. Roads	8 024.00	8 380.170	104.44
3.1.1. E67 Via Baltica. road A1 Rīga (Baltezers) - Estonian border (Ainaži). 0.0. - 6.3. km (Baltezers) and crossing with A2 Rīga - Sigulda - Estonian border (Veclaicene)	5 370.00	5 304.006	98.77
3.1.2. Airport "Rīga" access road (Stage A)	1 433.00	1 798.329	125.49
3.1.3. A2 Rīga - Sigulda - Estonian border (Veclaicene) (left side). 30.3. - 31.0. and 35.4. - 36.1. km	406.00	374.348	92.20
3.1.4. A6 Rīga - Daugavpils - Krāslava - Byelorussian border (Paternieki), 76.7. - 77.56. km	216.00	201.677	93.37
3.1.5. V57 Salaspils - Domeri, 0.0. - 1.3. km	263.00	392.381	149.19
3.1.6. Valmiera - Cēsis - Drabeši, 26,0. - 27,0. km	336.00	309.428	92.09
3.2. Bridges	1 958.00	2 040.378	104.21
3.2.1. Installation of temporary bridge over the Pape channel	71.00	71.496	100.70
3.2.2. Bridge over the Amata on road A2 Rīga - Sigulda - Estonian border (Veclaicene), 76.3. km	1 090.00	1 151.992	105.69
3.2.3. Bridge over railroad on road A14 Daugavpils bypass (Tilti - Kalkūne), 9.56. km	407.00	428.353	105.25
3.2.4. Bridge over the Gauja on road A2 Rīga - Sigulda - Estonian border (Veclaicene), 150.5. km	390.00	388.537	99.62
3.3. Traffic safety projects	1 242.00	680.937	54.83
3.3.1. Reconstruction of crossings	1 154.00	592.468	51.34
3.3.1.1. Reconstruction of crossings on road A1 Rīga (Baltezers) - Estonian border (Ainaži), 6.3. - 12.6. km (Ādaži)	1 154.00	592.468	51.34
3.3.2. Improvement of pedestrian safety	88.00	88.470	100.53
3.3.2.1. road P103 Dobeles - Bauska, 13.2. - 13.8. km (Pedestrian way in Tērvete)	16.00	16.424	102.65
3.3.2.2. road A1 Rīga (Baltezers) - Estonian border (Ainaži), 80.0. - 82.0. km (lighting in Svēciems)	29.00	28.796	99.30
3.3.2.3. road A1 Rīga (Baltezers) - Estonian border (Ainaži), 90.0. - 92.0. km (lighting in Kuiviži)	43.00	43.250	100.58

4. DESIGNING AND DESIGN PREPARATION	3 270.00	3 042.326	93.04
4.1. Designing and research	2 776.00	2 655.220	95.65
incl. investment project TrM 04	-	1 680.132	-
4.1.1. Road research and studies	324.00	391.737	120.91
4.1.2. Bridge research and studies	184.00	154.247	83.83
4.1.3. Road construction designs	1 973.00	1 922.208	97.43
4.1.4. Construction designs for traffic organisation devices	135.00	89.380	66.21
4.1.5. Bridge construction designs	160.00	97.648	61.03
4.1.6. Liability statements and bills of quantities for periodic maintenance programmes	-	-	-
4.1.7. Designing for projects financed from EU regional development fund	-	-	-
4.2. Land acquisition (for reconstruction projects in 2003- 2004)	494.00	387.106	78.36
incl. investment project TrM 04	-	332.522	-
5. RURAL ROAD DEVELOPMENT PROGRAMME	11 746.00	11 742.554	99.97
5.1. Regional projects	7 357.00	7 275.213	98.89
5.1.1. P131 Tukums - Ķesterciems - Mērsrags - Kolka, 42,4. - 44,7. km	104.00	97.393	93.65
5.1.2. P131 Tukums - Ķesterciems - Mērsrags - Kolka, 59,3. - 66,1. km	348.00	348.324	100.09
5.1.3. P104 Tukums - Auce - Lithuanian border, 26,5. - 31,1. km	229.00	220.841	96.44
5.1.4. P104 Tukums - Auce - Lithuanian border, 39,2. - 45,4. km	291.00	345.389	118.69
5.1.5. P125 Talsi - Dundaga - Mazirbe, 48,3. - 56,0. km	358.00	454.634	126.99
5.1.6. P45 Viļaka - Kārsava, 0,5. - 4,5. km	345.00	316.848	91.84
5.1.7. P45 Viļaka - Kārsava, 19,6. - 28,4. km	435.00	395.417	90.90
5.1.8. P57 Malta - Sloboda, 1,6. - 10,6. km	680.00	601.873	88.51
5.1.9. P49 Kārsava - Ludza - Ezernieki, 32,9. - 43,7. km	862.00	779.883	90.47
5.1.10. P15 Ainaži - Matīši, 0,9. - 12,0. un 20,4. - 21,4. km	812.00	775.662	95.52
5.1.11. P21 Rūjiena - Mazsalaca, 12,4. - 20,8. km	614.00	601.573	97.98
5.1.12. P85 Rigas HES - Jaunjelgava. 48.7. - 56.9. and P87 Bauska - Aizkraukle. 59.9. - 61.2. km	764.00	799.876	104.70
5.1.13. P73 Vecumnieki - Nereta - Subate, 65,1. - 72,2. km	585.00	554.592	94.80
5.1.14. P78 Pļaviņas - Ērgļi, 8,7. - 16,3. km	200.00	249.811	124.91
5.1.15. P4 Rīga - Ērgļi, 69,1. - 81,0. km	730.00	733.097	100.42
5.2. Road improvement in connection with railroad closing	1 537.00	1 467.979	95.51
5.2.1. V294 Cēsis - Rāmuļi - Bānūži, 4,0. - 9,1. km	514.00	514.973	100.19
5.2.2. V438 Ūdrupe - Rankas stacija, 0,0. - 8,1. km	403.00	385.321	95.61
5.2.3. V445 Pērkoni - Viksna - Mālupe, 0,0. - 8,5. km	620.00	567.684	91.56
5.3. Bridge reconstruction on rural roads	2 230.00	2 340.181	104.94
5.3.1. Bridge over the Svitene on road P103 Dobeles - Bauska 54.90. km	199.00	198.994	100.00
5.3.2. Bridge over the Sesava on road P103 Dobeles - Bauska 50.30. km	160.00	160.854	100.53
5.3.3. Bridge over the Aiviekste on road V868 Meirāni - Degumnieki - Zvidziena 0.70. km	152.00	151.648	99.77
5.3.4. Bridge over the Ogre on road P8 Inciems - Sigulda - Ķegums 60.3. km	322.00	216.951	67.38
5.3.5. Bridge over the Dienvidsusēja on road P75 Jēkabpils - Lithuanian border (Nereta) 55.80. km	178.00	178.038	100.02
5.3.6. Bridge over the Cimeļupe on road P11 Kocēni - Limbaži - Tūja 48.0. km	151.00	138.33	91.41
5.3.7. Bridge over the Auce on road V1098 Dobeles - Krimūnas - Zaļenieki 12.3. km	-	-	-
5.3.8. Bridge over the Miegupe on road P20 Valmiera - Cēsis - Drabeši 7.8. km	310.00	542.771	175.09
5.3.9. Bridge over the Ludza on road V535 Kušneri - Plaudiši 4.7. km	125.00	109.429	87.54
5.3.10. Bridge over the Bārta on road V1222 Nica - Otaņķi - Grobiņa 1.4. km	315.00	328.374	104.25
5.3.11. Bridge over the Ogre on road V996 Ogre - Viskāļi 26.3. km	318.00	315.090	99.08
5.5. Construction design of rural roads	622.00	659.181	105.98
6. OTHER PROGRAMMES	1 882.00	1 776.196	94.37
6.1. Customer's tests and technology control	109.00	59.806	54.87
6.2. Standardisation	70.00	65.583	93.69

6.3. Maintenance and development of traffic counting system	93.00	92.953	99.95
6.4. Co-financing for routine maintenance of urban transit streets	314.00	290.645	92.56
6.5. Co-financing for periodic maintenance and reconstruction of urban transit streets	1 204.00	1 178.063	97.85
6.6. Co-financing for routine maintenance of roads over "Latvenergo" hydro technical structures	16.00	8.577	53.27
6.7. Co-financing for periodic maintenance of roads over "Latvenergo" hydro technical structures	–	–	–
6.8. Development of Road Weather Information System	66.00	74.233	112.47
6.9. Traffic safety audit on state roads	10.00	6.336	63.36
EXPENDITURES, GRAND TOTAL	54 635.00	54 091.709	99.01

Target donations from the State Road Fund allocated for the financing of municipal road (street) network

District, city	Remnant as at Jan. 1, 2003, Lats	Allocated			Expenditures, Lats	Remnant as at Jan. 1, 2004, Lats
		AVT*, Lats	ED**, Lats	Total, Lats		
Aizkraukle district	97 492.00	57 435.00	303 952.00	361 387.00	322 028.00	136 851.00
Alūksne district	72 008.00	37 381.00	–	269 584.00	260 311.00	81 281.00
Balvu district	109 735.00	34 386.00	268 076.00	302 462.00	298 573.00	113 624.00
Bauska district	54 624.00	53 218.00	238 886.00	292 104.00	286 406.00	60 322.00
Bauska	926.00	22 993.00	58 427.00	81 420.00	75 174.00	7 172.00
Iecavas parish	11 644.00	13 853.00	46 605.00	60 458.00	67 899.00	4 203.00
Cēsis district	82 144.00	103 567.00	564 575.00	668 142.00	598 511.00	151 775.00
Daugavpils district	42 924.00	37 280.00	521 931.00	559 211.00	466 513.00	135 622.00
Dobele district	75 382.00	52 942.00	307 906.00	360 848.00	328 640.00	107 590.00
Gulbene district	60 656.00	35 593.00	216 574.00	252 167.00	236 819.00	76 004.00
Jelgava district	80 313.00	33 417.00	202 821.00	236 238.00	286 940.00	29 611.00
Union "Bērzes krasts"	44 439.00	11 919.00	95 356.00	107 275.00	139 538.00	12 176.00
Eleja parish	7 357.00	2 363.00	17 618.00	19 981.00	27 338.00	–
Lielplatone parish	–	1 093.00	–	19 015.00	16 885.00	2 130.00
Ozolnieki parish	2 789.00	7 574.00	8 150.00	15 724.00	8 836.00	9 677.00
Valgunde parish	7 573.48	2 604.00	25 948.00	28 552.00	32 843.60	3 281.88
Jēkabpils district	41 781.00	69 127.00	520 356.00	–	587 636.00	43 628.00
Krāslavas district	103 803.00	32 724.00	404 019.00	436 743.00	388 125.00	152 421.00
Kuldīgas district	52 698.00	53 846.00	366 496.00	420 342.00	409 687.00	63 353.00
Liepājas district	98 356.00	51 937.00	424 435.00	476 372.00	425 483.00	149 245.00
Priekule	3 155.00	3 864.00	12 057.00	15 921.00	19 076.00	–
Kalvenes district	4 485.00	1 129.00	11 222.00	12 351.00	12 656.00	4 180.00
Bunkas district	913.00	790.00	14 694.00	15 484.00	14 363.00	2 034.00

Limbaži district	134 665.00	28 813.00	260 266.00	289 079.00	279164.00	144 580.00
Limbaži	–	21 190.00	52 869.00	74 059.00	74 059.00	–
Aloja	14 056.00	3 123.00	21 894.00	25 017.00	20 391.00	18 682.00
Salacgrīva	422.56	8 602.00	49 273.00	57 875.00	46 731.16	11 566.40
Ludza district	120 589.33	35 375.00	381 797.00	417 172.00	445 626.27	92 135.06
Madona district	93 230.00	58 346.00	436 574.00	494 920.00	441 738.00	146 412.00
Barkava district	5 024.00	1 725.00	16 453.00	18 178.00	13 643.00	9 559.00
Varakļāni district	–	2 466.00	20 350.00	22 816.00	–	22 816.00
Vestiena district	–	375.00	6 749.00	7 124.00	4 947.00	2 177.00
Ogre district	130 681.00	101 987.00	424 051.00	526 038.00	465 375.00	191 344.00
Preiļi district	44.44	14 660.00	257 389.00	272 049.00	271 799.73	293.71
Līvāni region	21 271.00	16 084.00	72 948.00	89 032.00	91 925.00	18 378.00
Preiļu region	–	18 869.00	65 181.00	84 050.00	84 050.00	–
Rēzekne district	155 749.00	32 129.00	383 132.00	415 261.00	342 214.00	22 8796.00
Malta parish	–	187.00	8 683.00	8 870.00	8 680.00	190.00
Rīga district	264 949.00	299 234.00	737 140.00	1 036 374.00	1 013 518.00	287 805.00
Saldus district	110 083.00	33 871.00	236 821.00	270 692.00	276 949.00	103 826.00
Saldus	1 891.00	25 895.00	82 956.00	108 851.00	103 224.00	7 518.00
Talsi district	119 600.00	49 778.00	272 994.00	322 772.00	–	135 414.00
Talsi	386.00	27 361.00	84 308.00	11 1669.00	112 052.00	3.00
Tukums district	86 622.00	41 751.00	226 310.00	268 061.00	282 793.00	71 890.00
Tukums	4 680.00	41 017.00	102 877.00	143 894.00	148 104.00	470.00
Kandavas region	15 979.00	12 153.00	59 530.00	71 683.00	83 360.00	4 302.00
Valka district	78 609.48	49 583.00	245 778.00	295 361.00	266 035.63	107 934.85
Valmiera district	106 477.00	101 974.00	387 782.00	489 756.00	485 649.00	110 584.00
Ventspils district	62 465.00	33 640.00	165 443.00	199 083.00	140 110.00	121 438.00
Rīga	1 294.00	1 849 394.00	2 569 744.00	4 419 138.00	3 725 138.00	695 294.00
Daugavpils	–	154 366.00	517 936.00	–	672 302.00	–
Liepāja	56 273.00	122 235.00	461 168.00	583 403.00	605 747.00	33 929.00
Jelgava	–	112 277.00	373 812.00	486 089.00	486 089.00	–
Jūrmala	30 621.00	107 798.00	508 075.00	615 873.00	349 584.00	296 910.00
Ventspils	2.00	84 114.00	259 613.00	343 727.00	343 719.00	10.00
Rēzekne	12 400.00	57 302.00	203 924.00	261 226.00	273 626.00	–
Total	2 683 261.29	4 268 709.00	14 834 049.00	19 102 758.00	17 575 581.39	4 210 437.90

* transportlīdzekļu ikgadējā nodeva

** akcīzes nodoklis