

Via Lietuva

Strategic projects of 2025

Martynas Gedaminskas
Interim CEO of Via Lithuania





Road
Fund

Biggest
Projects of
2025

Via Lietuva

2024 was a record year for Via Lietuva



European Union Funds
159 millions €



State Allocated Funds
583 millions €



Military Mobility Funds
185 millions

TOTAL: 935 MILLION €



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Funding for the year 2025



European Union
Funds

177,6 million €



State Allocated
Funds

383,9 million €



Military Mobility
Funds

59 millions

TOTAL: 622,15 MILLION €



Road Funding Comparison in Other Countries

Maintained Road Network:
> 21 000 km

Right know~
800 mln.
EURO

2026 m.
whithout the
fund
~ 549 mln.
EURO

Maintained Road Network :
> 2 000 km

At least 3 times
bigger.

Maintained Road Network :
> 17 000 km

At least 5 times
bigger.

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AISIFINIAIG



GDDKiA



Road Fund

The aim of the Road Fund is to ensure that Lithuanian road sector gets the sufficient funding.

Until now a lot of taxes or other income would go to the state budget and not directly reach the roads.

Estimated start of the Road fund is 2026. Total funds: **408 m. EURO.**



Overview of the Funding with New Approach

**Road Fund
408 m. EURO**

**Road Maintenance and Development
(KPPP)
549 m. EURO**

„Via Lithuania“ Independent Revenue >8 m. EURO

**Joint funding for the State Road Sector would be around
1 Billion Euro**

***EU, Military Mobility and other sources EXCLUDED**

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The Most Important Infrastructure Projects of 2025



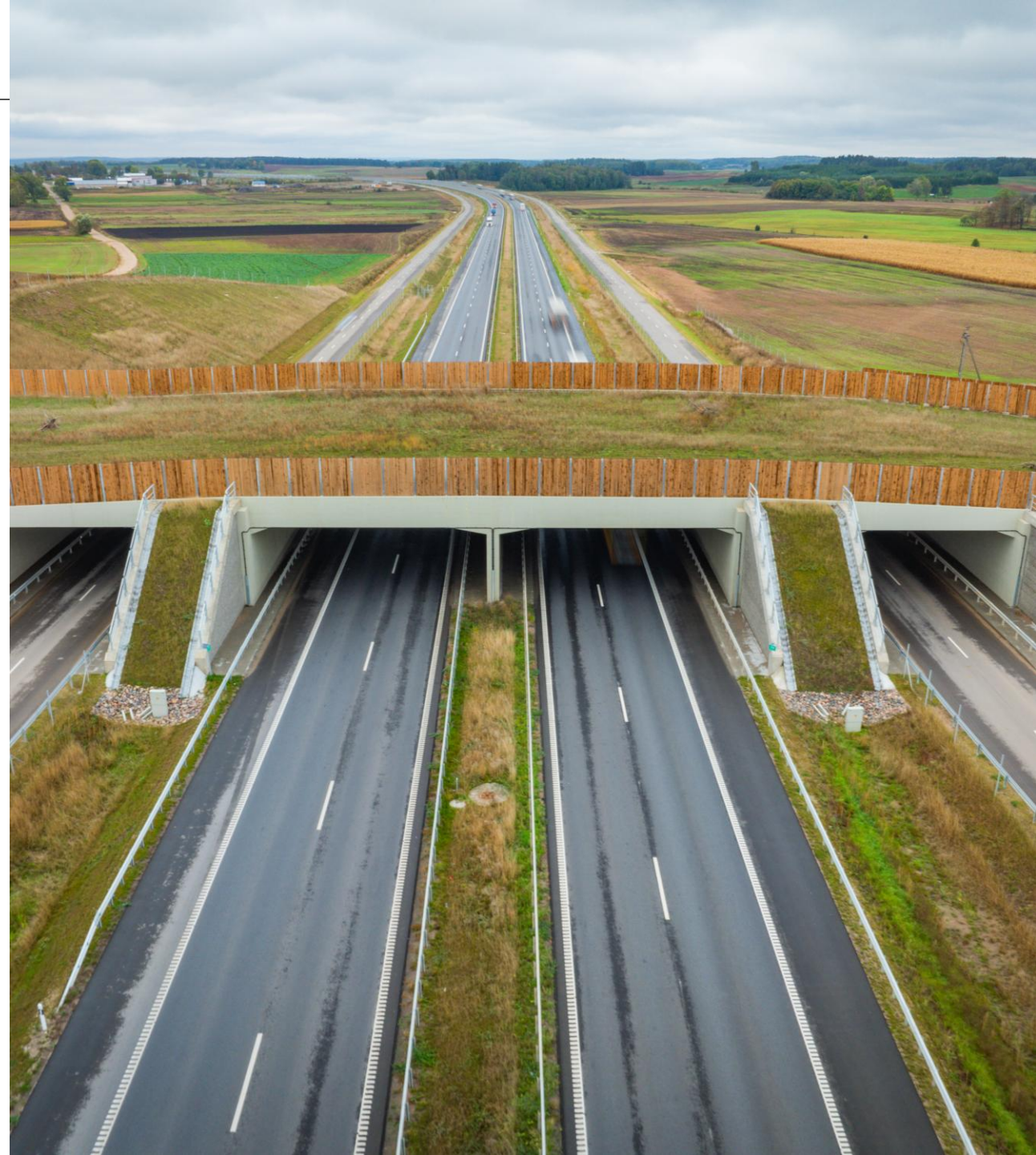
Via Baltica

Section from Marijampolė to the border of Poland is 42,8 km long.

The whole project is biggest in independent Lithuania history.

- **10 viaducts.**
- **7 bridges.**
- **9 underpasses.**
- **25 roundabouts.**
- **90,5 km of connecting roads**
- **2 parking and rest areas.**
- **18,9 acoustic walls.**
- **3 tunnel underpasses for animals.**
- **2 green bridges for animals.**

537 million EUR (VAT included).





Via Baltica

By the end of the year 2025, section from Marijampolė to the border of Poland will be fully reconstructed.

On October Via Lithuania opened 16 km section.

- **5 viaducts.**
- **4 bridges.**
- **3 underpasses.**
- **10 roundabouts.**
- **45 km connecting roads**
- **1 parking and rest area (11 hectares).**

223,6 million EURO (VAT included).



Via Baltica

Via Lithuania continues to work on the last part of the section from Marijampolė to Polish border (12,5 km).

Also, Via Lithuania plans to start reconstruction of 6km long section of Via Baltica (near Kaunas) on 2026.

Via Baltica

A few weeks ago Via Lithuania signed contracts for preparation of engineering infrastructure plans for roads A8 and A10 (stretching from Kaunas to Latvia border).

These are the first steps towards completing reconstruction of the remaining Via Baltica.





Molėtai – Utena (A14)

A14 was built on 1978 – 1985 and made from separate concrete slabs.

30 kilometers section (1+1) + 2 km section in the city of Utena **is completed**. It cost around 61 millions EUR (including VAT)

Works on 5 sections (total 42,8 km, 2+1) will start on 2025.

Molėtai – Utena (A14)

Reconstruction on remaining 42,8 km has already started.

We have 5 sections.

It will 2+1 road. 2 lanes with 3,5m in width (each), and one lane with 3m in width.

The third lane will switch every 1,5 – 2,5 kilometres.

The 2+1 system was chosen considering the amount of transport passing on this road per day .





Tarandė tunnel

Part of A2 (Vilnius –
Panevėžys).

Start – spring of 2025.

11 months to complete.

6,2 million EUR (VAT
included).

Kruna Bridge

The bridge was built on 1966.

Kruna bridge is both the worst and the busiest bridge in Lithuania.

Bridge will be demolished and two new bridges (2+2) will be built.

Two temporary bridges were built (800 tons each, 1 lane each).



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