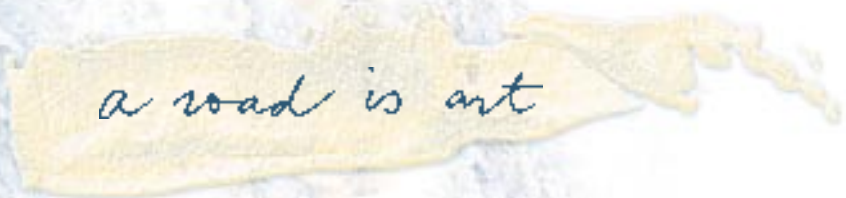
JSC “Latvian State Roads”

Annual Report 2004

Contents



State Joint Stock Company "Latvian State Roads" Today

State Joint Stock Company "Latvian State Roads" (LSR) is the legal successor of the reorganised state joint stock company "Latvian Road Administration" that has taken over its liabilities, functions and financial resources. The shareholder of state shares in the company is the Ministry of Transport of the Republic of Latvia (MoT).

LSR administers the state road network, plans and manages maintenance and development of the state road network, organises state procurement for the works and services in the state road network, as well as, monitors the municipal road network and its financing. Quality Management System certified according to ISO 9001:2000 by "Bureau Veritas Quality International" ensures that the activities of LSR are well organised and meet international standards. To fulfil its tasks the company has sufficient personnel and technical resources, its employees have high professional qualification. To cover the whole country, four regions and subordinate district units have been established.

Aim of LSR is to provide efficient maintenance and renewal of the state road network according to the set quality and environmental standards.

Administration of the state roads, management of the state road network and road construction management have been accomplished last year according to the agreement signed with the Ministry of Transport. Revenues of the company within the year of account have come from the management of the state road network, administration of state road financing, as well as, procurement for state needs and project management, including the management of projects co-financed from the European Funds for Regional Development, construction supervision, management of programmes for routine maintenance of state roads city transit streets and hydrotechnical structures and construction supervision of state road routine maintenance; other revenues were acquired for tender documents, preparation of technical specifications, approvals and services for other clients.

Financial Indicators

Net turnover in the year of account – **5 289 018** Lats.
In comparison with the previous year net turnover has increased for 28.5%.
Reserve fund – **31 209** Lats (for the time period from January 1 to October 25, 2004).
Profit in the year of account – **87 537** Lats (for the time period from October 26 to December 31, 2004).
Fixed assets for 602 777 Lats were purchased in the year of account.

To ensure the LSR performance and increase the mobility and safety of personnel the car pool of LSR was renewed. Road Laboratory has purchased new testing equipment that meets

the EU standards. In the coming year LSR will continue the development of its technical basis, improvement of information technologies, personnel training, optimisation of internal function system of divisions and structural units.

In 2004 the company has implemented a number of significant projects:

- 18.3 km of roads and 11 bridges (access road to Airport "Riga"; E67 Via Baltica section Riga–Ādaži) have been renewed with financial support from the EU ISPA
- several programmes and projects were prepared and implemented in order to attract the resources of EU regional funds;
- management of Rural Road Improvement Programme and related projects;
- a number of traffic safety projects;
- the first approved reconstruction project on Transeuropean road network (TEN-1);
- commencement of designing for TEN-2 project that covers 60 km of roads and 12 bridges,;
- preparation and approval in the Cabinet of Ministers of "Guidelines for 2nd Class Road Improvement for Rural Support";
- investment of resources for improved efficiency and ensured performance of increasing work amounts in regions and international projects covering the state main roads;
- personnel training to ensure qualified services for state, municipal and other road owners.

Main tasks of LSR for the coming year are to:

- maintain a functioning state road network;
- implement the projects co-financed by the EU;
- prepare substantiation for the financing of state roads;
- draft the guidelines for improving the state 1st class roads and the programme for improving the state 2nd class roads;
- study the Private Public Partnership (PPP) approach for the improvement of road A8 Riga–Jelgava–Lithuania border (Meitene) section Riga–Jelgava;
- prepare low-cost projects for the improvement of traffic safety and organisation in order to reduce the number of heavy accidents;
- establish a Traffic Management Centre to improve the control of routine maintenance works;
- certify the Road Laboratory;
- purchase hot mix testing equipment for the Road Laboratory for testing the wear caused by studded tyres and controlling of tests for rut forming.

Tālis Straume,
Chairman of the Board

Council

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

Board

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

Structure of State Joint Stock Company "Latvian State Roads"

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

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

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

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

Chairman of the Board

Board Member
First Deputy Chairman of the Board

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

- Executive Office
- Accounting
- Fin. Management Department
- Legal Department
- Internal Audit Department
- Public Relations and Marketing Department

Traffic Organisation Division
- Traffic Organisation Supervision Department
- Traffic Organisation Planning Department

Technical Division
- Strategy Department
- Road Network Department
- Bridge Department
- Regional Programmes Department
- Project Manager

Production Division
- Contracts Department
- Procurement Department
- Road Laboratory
- *Construction Mat. Testing Unit*
- *Technology Unit*
- *Road Data Unit*

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Member of the Board

Member of the Board, Deputy Chairman of the Board, Director of Road Maintenance Division

Road Maintenance Division
- Road Maint. Planning Department
- Road Maint. Control Department

Central Region
- Specialists
- Riga District Unit
- Bauska District Unit
- Jelgava District Unit
- Ogre District Unit
- Aizkraukle District Unit

Kurzeme Region
- Specialists
- Kuldīga District Unit
- Talsi District Unit
- Ventspils District Unit
- Liepāja District Unit
- Saldus District Unit
- Dobele District Unit
- Tukums District Unit

Vidzeme Region
- Specialists
- Valmiera District Unit
- Limbaži District Unit
- Valka District Unit
- Alūksne District Unit
- Cēsis District Unit
- Gulbene District Unit
- Madona District Unit

Latgale Region
- Specialists
- Rēzekne District Unit
- Balvi District Unit
- Ludza District Unit
- Preiļi District Unit
- Krāslava District Unit
- Daugavpils District Unit
- Jēkabpils District Unit

Personnel

The number of permanent employees at LSR in the beginning of 2004 was 254 persons and at the end of the year – 249 persons, including 99 women and 150 men.

Number of employees	
Number of employees as at January 1, 2004	254
Employed (2004)	25
Fired (2004)	30
Number of employees as at January 1, 2005	249

Employees by gender	
Women	99
Men	150

Employees by age	
From 18 to 29	26
From 30 to 49	126
From 50 to retirement age	62
Retirement age	35

Education of employees	
Higher,	192
incl. employees with Master's degree	18
Secondary special	39
Secondary	18

Studying in higher and secondary special education establishments **in 2004**	42
Graduating from higher and secondary special education establishments **in 2003**	14

Including:	
higher professional education	5
Master's degree	6
Bachelor's degree	3
Compensation of study fees	25

The improvement of personnel professional qualification continued in the last year with the aim to improve personnel competences defined in job descriptions and develop new skills with respect to the company goals.

The LSR 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 other topical 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.

Number of Employees as at January 1

2004	254
2003	197
2002	194
2001	197

Number of Employees as at December 31

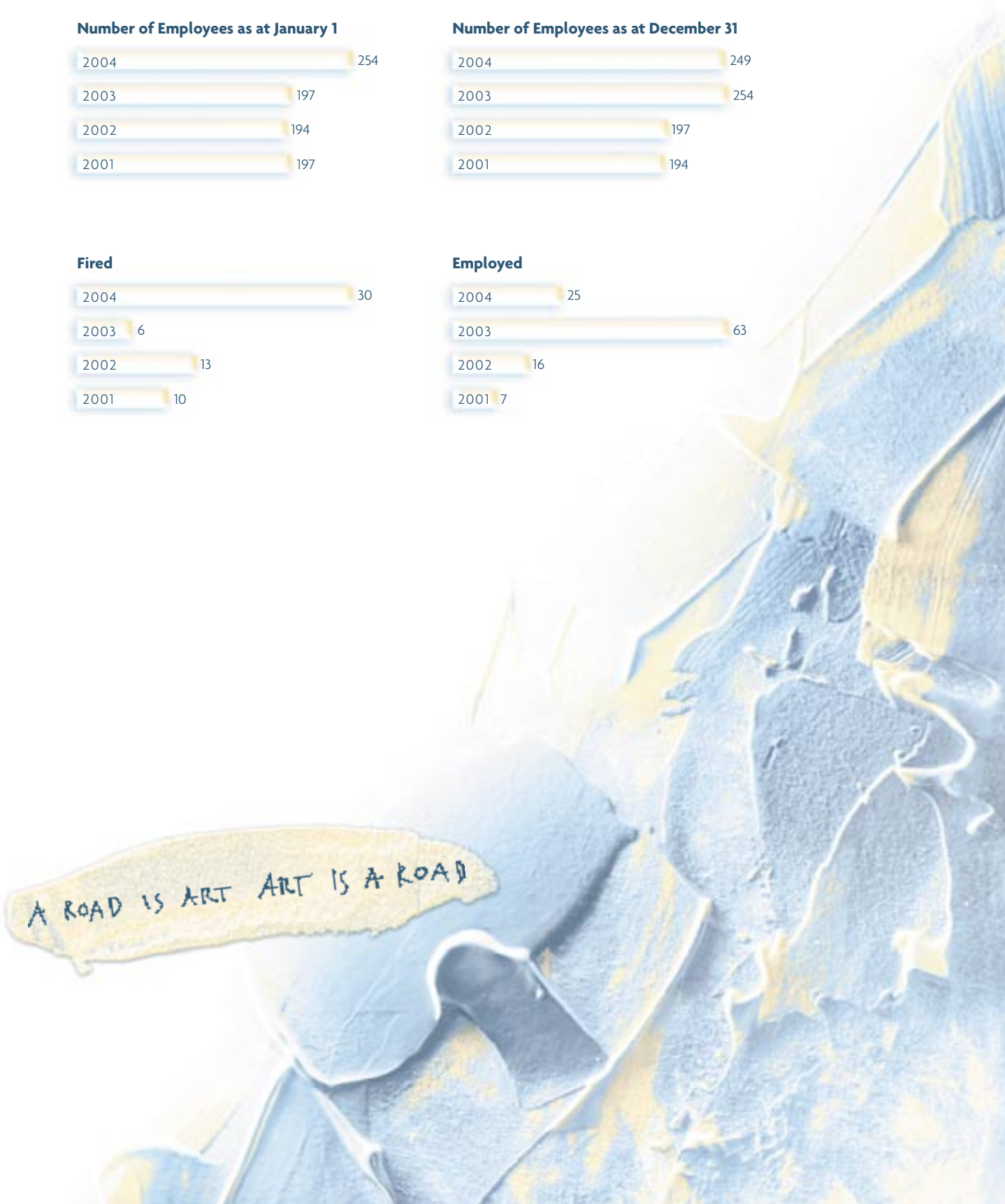
2004	249
2003	254
2002	197
2001	194

Fired

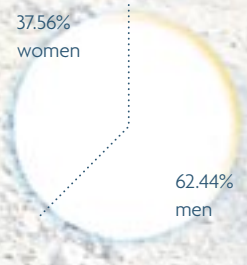
2004	30
2003	6
2002	13
2001	10

Employed

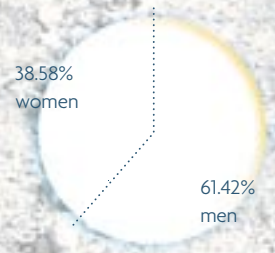
2004	25
2003	63
2002	16
2001	7



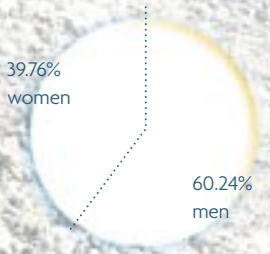
Employees by Gender in 2002



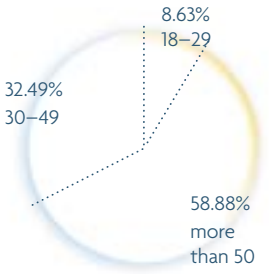
Employees by Gender in 2003



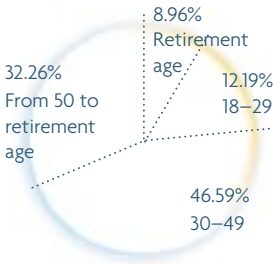
Employees by Gender in 2004



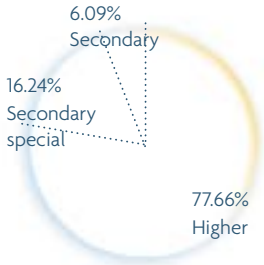
Employees by Age in 2002



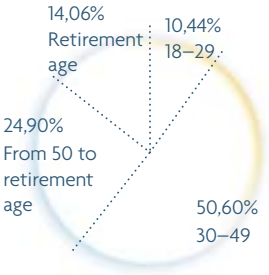
Employees by Age in 2003



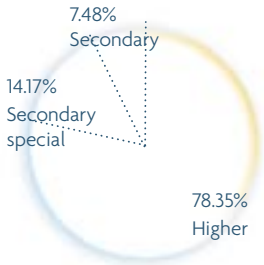
Education of Employees in 2002



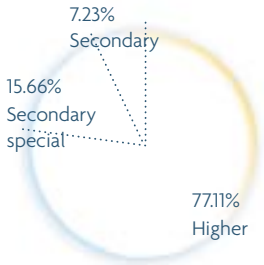
Employees by Age in 2004



Education of Employees in 2003



Education of Employees in 2004



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Road Laboratory

The year 2004 was the first year when the Road Laboratory operated in its new status as a structural unit within LSR. In this period the benefits provided by the reorganisation were approved in practice. Today the possibilities to fully provide the laboratory with testing equipment, accessories and inventory are much greater thus improving its capacity and ensuring the increase of testing amounts during the construction season. This provided the opportunity for the Road Laboratory to prepare itself for accreditation process successfully. Accrediting covers all testing methods for bitumen, bitumen emulsions, aggregate and bituminous mixes, as well as, sampling methods which at present are in the status of LVS EN standards and are practically used to determine the conformity of road construction materials. In total 47 testing methods are covered by accreditation.

In 2004 road pavement skid resistance measurements were carried out for the first time on all state main roads and the most important 1st class roads. This provided an opportunity to add the data on this important indicator of pavement technical condition in the road data base. Measurements with deflectometre determining the road bearing capacity have been renewed after a long time.

Road Laboratory in 2004 carried out the following measurements:

- evenness and rut measurements with profilograph for 3171 lane km;
- road bearing capacity measurements with deflectometre in 130 points;
- pavement skid resistance measurements with Griptester for 4774 lane km;
- measurements of road marking reflective properties for 4556 lane km;
- road pavement roughness measurements for 120 lane km.

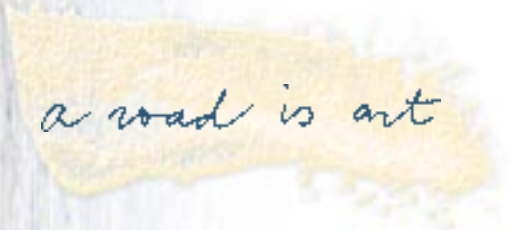
In 2004 the Construction Material Testing Unit of Road Laboratory joined the comparative laboratory testing programme and for the first time successfully participated in comparative bitumen emulsion testing organised by the European Standardisation Technical Committee CEN/TC 336 where bitumen emulsion samples from the EU countries were tested and results were compiled.

Construction Material Testing Unit of Road Laboratory last year carried out tests for:

- 294 aggregate samples;
- 388 bituminous mix samples;
- 26 bitumen binder samples;
- 1495 core samples of bituminous pavements.

Traffic counting was carried out in the whole road network. Two new permanent traffic counting points and 16 stationary periodic counting points were established on state main and 1st class roads and new equipment for traffic counting was acquired.

Successful study of the application of new material – open-hearth furnace slag provided by "Liepājas metalurgs" in road construction was carried out. This material after crushing and sorting may be used as aggregate both for pavement base courses and for the production of bituminous mixes and asphalt concrete pavements. Material fines due to good angularity properties may be used instead of sand in the production of bituminous mixes.



Latvian Road Museum

In 2004 the Museum was visited by 5714 guests. There were almost two thousand pupils among them as they were invited to visit the Museum for free because of the 85th anniversary of the road sector.

On May 8 the contest "Construct your future highway" jointly organised by the Ministry of Transport and "Latvian State Roads" was concluded at the Museum with the participation of Ainars Slesers, Minister of Transport. Contest winners were awarded and all participants were acquainted with museum exposition.

The co-operation with Milzkalne primary school was continued this year – the exposition of pupils' drawings "Road Sign" was opened at the Museum.

Important event in the research of Latvian road history and scientific activities of the Museum was the publishing of book "Ages and Roads" by Vilnis Andrejsons on July 27.

The co-operation among the Latvian, Baltic and Nordic Road Museums was continued for the third year in a row. In September, 2004, representatives of Norwegian, Finnish, Swedish, Icelandic, Lithuanian, Estonian and Latvian Road Museums signed an official agreement of further co-operation and experience exchange.

Existing exhibits are replenished each year with new materials, but they do not stay only in the museum shelves but find new use. For example, two work carts were used in the movie "Riga Guards", almost 20 films from the museum archive were used in producing TV programmes and museum photo materials were used in the exhibition of road sector history in the Riga Central Station square.

Activities of the Latvian Road Museum

	2002	2003	2004
Total number of museum collection exhibits,	5032	5123	5146
incl. number of permanent collection exhibits	2325	2325	2325
Exhibitions at the Museum,	4	2	2
incl. exhibitions opened in reference period,	3	–	2
and exhibitions of permanent collection	1	–	–
Permanent exhibitions at the Museum	14	14	14
Number of quests	7191	5510	5714
Events at the Museum	3	2	5

International Co-operation

LSR engaged actively in international co-operation activities. A lot of attention was paid in particular to the co-operation with foreign road administrations.

Activities of the Baltic Road Association and Nordic Road Association

LSR management 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 January 15 a BRA work group meeting was held in Riga deciding on the BRA participation in NRA Congress "Via Nordica" which was held on June 7–9 and on the BRA stand in the mentioned congress.
- On March 9 in Riga the BRA Via Baltica work group meeting was held where the further operation of Via Baltica committee within the BRA and the invitation to Finland, Poland and EEC to join this committee was agreed.
- On April 18–23 representatives of LSR central administration and regions participated in joint BRA and NRA seminar on gravel road maintenance in Espoo, Finland.
- On May 20–21 in Estonia the spring meeting of BRA board was held where the BRA budget for 2004 was agreed upon, projects of 2004 in each country, fees for heavy vehicles (Eurovignette) and co-operation with NRA were discussed.
- On June 7–9 NRA Congress Via Nordica was held in Copenhagen, Denmark where the directors of LSR divisions and regions participated. BRA placed its stand in the exhibition where information was provided in the road sector and road construction in each Baltic country with special respect to EU financed projects.
- On October 14–15 the meeting of BRA/NRA secretaries took place where mutual co-operation and seminars in 2005 were discussed (in particular, the 2nd BRA/NRA Seminar on Road Administration Reorganisation), and potential co-operation in VIKING projects and Baltic/Nordic road administration studies were tackled upon.
- On November 3–5 the meeting of BRA board was held where the personnel development activities in co-operation with NRA were discussed and work plan and budget for 2005 was agreed upon.
- On November 30 – December 1 the LSR specialists organised a BRA/NRA seminar on further education of road, bridge and traffic engineers from road administrations.
- In 2004 the BRA commenced the study of possibilities to introduce Eurovignette (duty from heavy vehicles for road use).

Work in the World Road Association PIARC

- In the beginning of 2004 the new PIARC development strategic plan for 2004–2007 was received, which provided new structure of PIARC Technical Committees. According to new Committees LSR appointed Aldis Lācis, Director of Road Maintenance Division as a representative to PIARC Technical Committee 3.4 "Winter Maintenance".
- On September 29–30 in the scope of French Road Maintenance Congress the meeting of PIARC Council was held where Olafs Kronlaks, Chairman of the Board and Andris Veiss, Head of Executive Office participated. In this meeting Māra Kalpaka, Head of Internal Audit Department was elected as PIARC internal auditor.
- BRA expressed its wish and received approval from PIARC to organise a seminar on safe and efficient road maintenance in winter to be held on September 22–23 in Riga, Latvia.
- A report application by Jānis Kastanovskis, Head of Road Maintenance Control Department, was prepared for PIARC Winter Congress to be held on March 27–30, 2006, in Italy.

Resolution of Auditor

to the shareholders of JSC "Latvian State Roads"

We have carried audit of the financial reports of the year 2004 in the **JSC "Latvian State Roads"**. The audited financial reports contain the balance of the JSC "Latvian State Roads" as at December 31, 2004, cost and benefit calculation of the year 2004, report on changes in owners' equities, cash flow report and appendix. The management of the JSC "Latvian State Roads" is responsible for these financial reports. We are responsible for providing resolution on these financial reports basing on our audit.

We carried out the audit in accordance with international auditing standards issued by the International Federation of Accountants. These standards stipulate that we have to plan and carry out the audits in such manner, which would assure us that there are no significant non-conformities in financial reports. The audit includes random checks of amounts and explanations indicated in financial reports. The audit also includes the evaluation of applied accounting principles, important company management assumptions, as well as, the overall format of financial reports. We believe that the implemented audit provides relevant substantiation for our resolution.

In our opinion the above mentioned financial reports provide true and clear review on the financial situation at the JSC "Latvian State Roads", as at December 31, 2004, its operation results and cash flow in 2004 and they conform to the requirements of the Law of the Republic of Latvia "On Enterprise Annual Reports".

Velta Dziļuma, Sworn Auditor
Certificate No. 86
Chairman of the Board of SIA "DZILVE"
Commercial company licence No. 117

Riga
February 16, 2005

Balance

Assets

Balance sheet item	At the beginning of report period as at December 31, 2003, Lats	At the end of report period as at December 31, 2004, Lats
Long-term investments		
I. Intangible assets		
2. Concessions, patents, brands and similar rights	177 188	102 068
5. Advance payments for intangible assets	6 128	–
Intangible assets, total	*183 316*	*102 068*
II. Fixed assets		
1. Land, houses and buildings, perennial plants	446 809	427 236
3. Equipment and machines	666 271	866 424
4. Other fixed assets and inventory	495 841	437 088
6. Advance payments for fixed assets	30 088	5 283
Fixed assets, total	*1 639 009*	*1 736 031*
Long-term investments, total	**1 822 325**	**1 838 099**
Current assets		
I. Stock		
1. Raw materials, base materials and accessories	13 227	19 257
5. Advance payments for goods	–	8 738
Stock, total	*13 227*	*27 995*
II. Debtors		
1. Client and customer debts	5 842	170 891
4. Other debtors	62 589	71 283
7. Future period costs	18 099	91 563
Debtors, total	*86 530*	*333 737*
IV. Cash	708 207	363 657
Current assets, total	*807 964*	*725 389*
Assets, total	**2 630 289**	**2 563 488**

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Liabilities

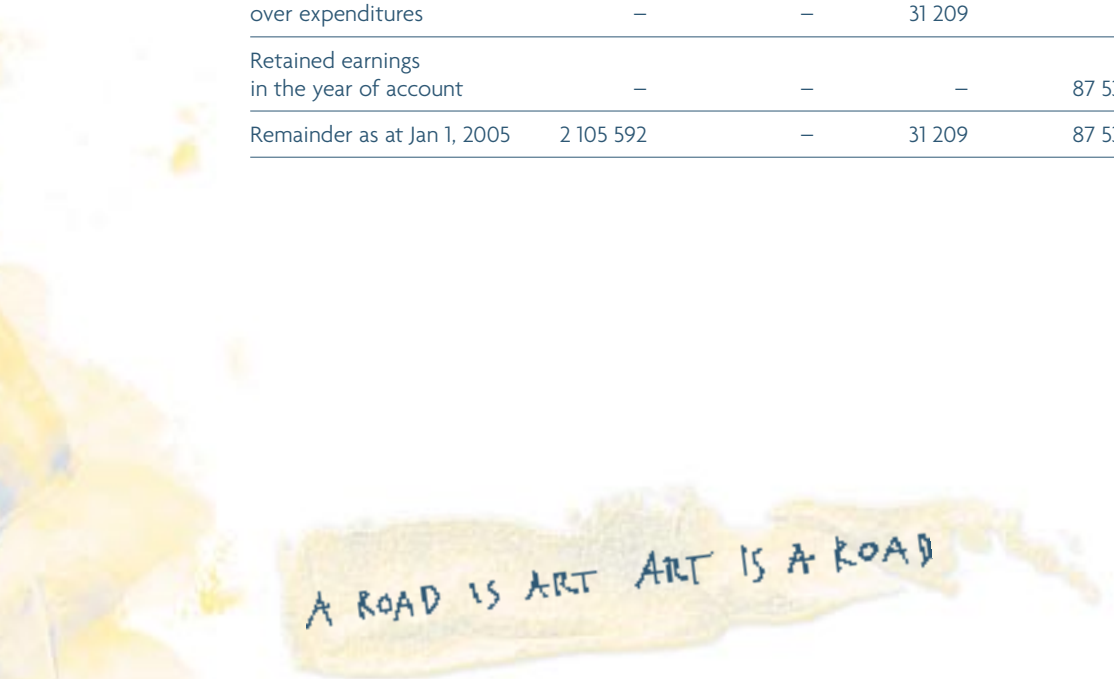
Balance sheet item	At the beginning of report period as at December 31, 2003, Lats	At the end of report period as at December 31, 2004, Lats
I. Owner's equity		
1. Share or stock capital (equity capital)	1 878 506	2 105 592
3. Re-evaluation reserve for long-term investments	80 083	–
5. Reserves		
c) reserves defined by company statutes	550 051	31 209
Reserves, total	*550 051*	*31 209*
6. Retained earnings		
b) retained earnings in the year of account	–	87 537
Retained earnings, total	–	*87 537*
Owner's equity, total	*2 508 640*	*2 224 338*
II. Accumulation		
2. Accumulation for forecast taxes	–	13 267
3. Other accumulation	74 121	206 221
Accumulation, total	*74 121*	*219 488*
III. Creditors		
Short-term credits		
6. Debts to suppliers and contractors	43 102	39 238
10. Taxes and mandatory state social security payments	4 157	75 681
11. Other creditors	269	4 743
Short-term creditors, total	*47 528*	*119 662*
Creditors, total	**47 528**	**119 662**
Liabilities, total	**2 630 289**	**2 563 488**

Tax and Social Security Payments

Tax	Remainder as at Jan 1 2004	Calculated	Paid	Remainder as at Jan 1 2005
Company income tax	0.00	24 035.00	0.00	24 035.00
Value Added Tax	3 471.79	668 832.00	621 007.00	51 297.00
Value Added Tax from advance payments	0.00	348.00	0.00	348.00
Social tax	(1 058.00)	801 954.00	800 896.00	0.00
Inhabitant income tax	(399.00)	560 934.00	560 535.00	0.00
Land tax	0.00	2 322.00	2 322.00	0.00
Real estate tax	33.00	5 161.00	5 194.00	0.00
Risk duty	0.00	1 245.00	1 245.00	0.00
Total	**40 175.68**	**1 467 232.77**	**1 512 303.88**	**2 048.15**

Review on Changes in Equities

	Share capital	Reserve of re-evaluation of long-term investments	Reserves defined in Company Statutes	Retained earnings in the year of account	Owner's equity, total
Remainder as at Jan 1, 2003	1 455 395	75 412	189 132		1 716 939
Increase or decrease of stock capital with the incorporation of JSC "Autoceļu izpēte"	423 111	–	–		423 111
Increase or decrease of long-term investments or reserves with the incorporation of JSC "Autoceļu izpēte"	–	4 671	23 166		27 837
Surplus of earnings over expenditures	–	–	337 753		337 753
Remainder as at Jan 1, 2004	1 878 506	80 083	550 051		2 508 640
Increase of stock capital from reserve fund according to the Order No. 726 of the Cabinet of Ministers of October 5	630 134	–	–	–	630 134
Increase or decrease of stock capital with the separation of JSC "Ceļu inženieri", according to the Order No. 726 of the Cabinet of Ministers of October 5	(403 048)	(80 083)	(550 051)	–	(1 033 182)
Surplus of earnings over expenditures	–	–	31 209	–	31 209
Retained earnings in the year of account	–	–	–	87 537	87 537
Remainder as at Jan 1, 2005	2 105 592	–	31 209	87 537	2 224 338



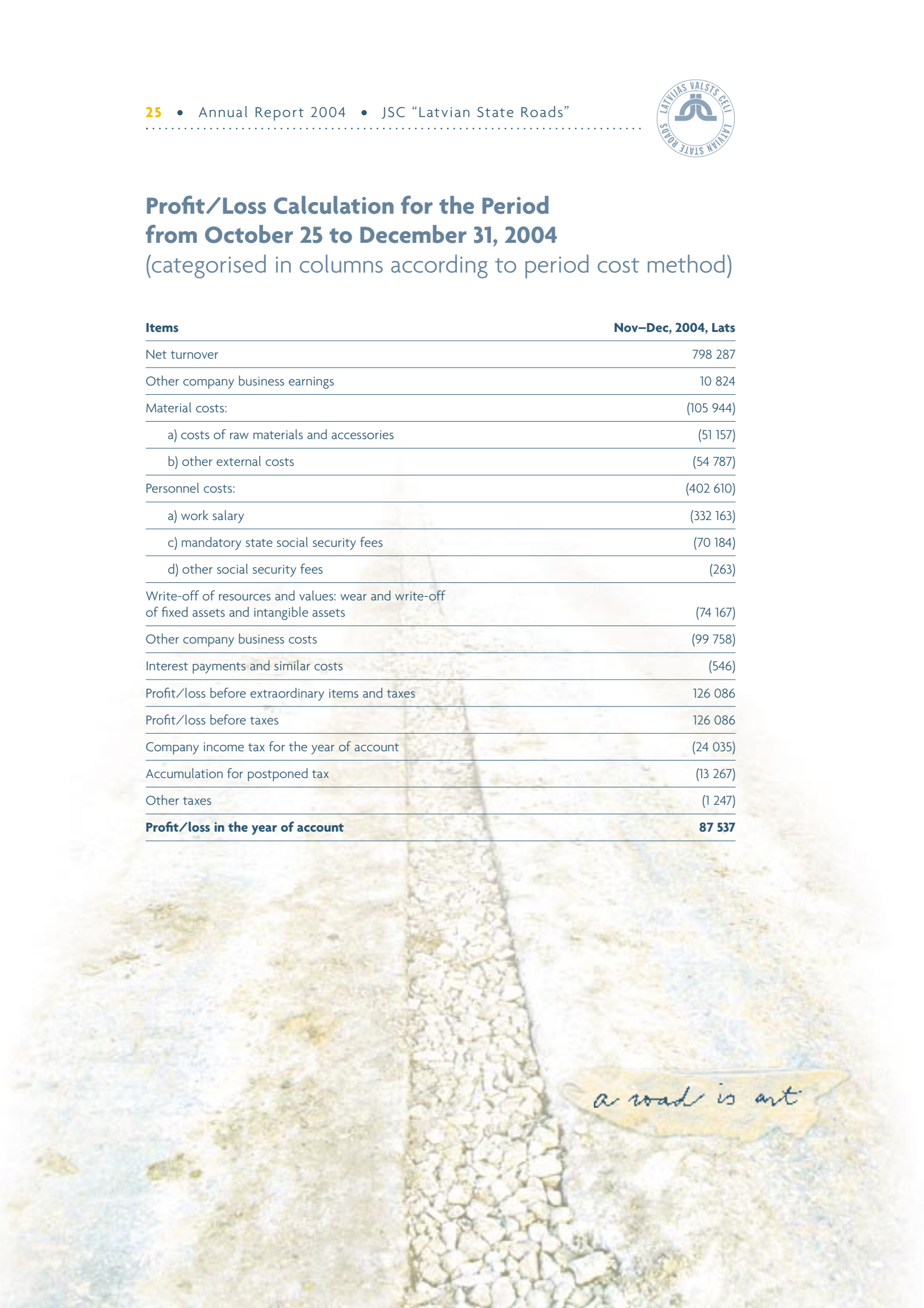
Calculation of Reserve Fund for Time Period from January 1 to October 25, 2004
(turnover cost method)

Items	Jan–Oct, 2004, Lats	2003, Lats
Net turnover	4 490 731	4 115 676
Production costs of sold products	(4 413 704)	(3 762 198)
Reserve fund	77 027	353 478
Other company business costs	(39 191)	(5 117)
Other revenues from interest and similar revenues	4 556	4 973
Interest payments and similar costs	(4 947)	(10 136)
Reserve fund	37 445	343 198
Other taxes	(6 236)	(5 445)
Reserve fund	**31 209**	**337 753**

Profit/Loss Calculation for the Period from October 25 to December 31, 2004

(categorised in columns according to period cost method)

Items	Nov–Dec, 2004, Lats
Net turnover	798 287
Other company business earnings	10 824
Material costs:	(105 944)
a) costs of raw materials and accessories	(51 157)
b) other external costs	(54 787)
Personnel costs:	(402 610)
a) work salary	(332 163)
c) mandatory state social security fees	(70 184)
d) other social security fees	(263)
Write-off of resources and values: wear and write-off of fixed assets and intangible assets	(74 167)
Other company business costs	(99 758)
Interest payments and similar costs	(546)
Profit/loss before extraordinary items and taxes	126 086
Profit/loss before taxes	126 086
Company income tax for the year of account	(24 035)
Accumulation for postponed tax	(13 267)
Other taxes	(1 247)
Profit/loss in the year of account	**87 537**



Latvian Road Network

Territory of Latvia – 64 589 km^2
Population as at December 31, 2004 – 2 306 600
Total recorded length of roads and streets – 69 532 km
incl. roads with bituminous pavements – 13 825 km
and gravel pavements – 55 707 km
Average density of the road network – 1.077 km per 1 km^2
Total length of state roads– 20 227 km
bituminous pavements – 8 105 km
gravel pavements – 12 122 km
Average density of state road network – 0.313 km per 1 km^2
Number of registered vehicles – 898 145
Number of registered vehicles per 1000 inhabitants – 387
Number of registered cars – 686 128
Number of registered cars per 1000 inhabitants – 296
LSR 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 is 31 103.97 metres

Road Network Classification by Pavement and Length

Road classes	Road length on Jan 1, 2005, km		
	Bituminous pavements	Crushed stone and gravel pavements	Total
State roads:	8104.907	12122.103	20227.010
main roads (A)	1622.228	–	1622.228
1st class roads (P)	3980.791	1359.716	5340.507
2nd class roads (V)	2501.888	10762.387	13264.275
Municipal roads and streets:	5200.685	33619.705	38820.390
roads	1003.413	30471.826	31475.239
streets	4197.272	3147.879	7345.151
Forest roads	20.000	6965.000	6985.000
Private roads	500.000	3000.000	3500.000
Roads and streets, total	**13825.592**	**55706.808**	**69532.400**

Latvian Road Map

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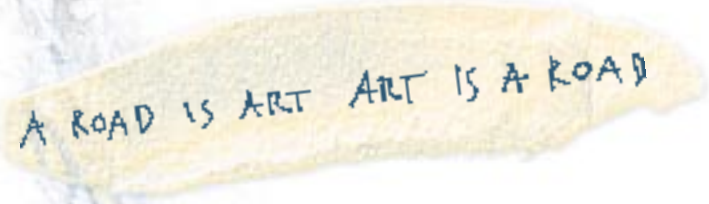
Latvian State Roads by District

District	Road network length, total km	Asphalt concrete and other bituminous pavements km	%	Crushed stone and gravel pavements km	%
Aizkraukle	747.037	269.603	36.09	477.434	63.91
Alūksne	633.800	201.881	31.85	431.919	68.15
Balvi	612.640	221.521	36.16	391.119	63.84
Bauska	710.114	241.637	34.03	468.477	65.97
Cēsis	1 070.251	278.747	26.05	791.504	73.95
Daugavpils	843.684	364.248	43.17	479.436	56.83
Dobele	589.685	201.801	34.22	387.884	65.78
Gulbene	595.724	200.360	33.63	395.364	66.37
Jelgava	575.032	345.125	60.02	229.907	39.98
Jēkabpils	835.984	205.734	24.61	630.250	75.39
Krāslava	807.273	269.450	33.38	537.823	66.62
Kuldīga	727.703	320.366	44.02	407.337	55.98
Liepāja	947.029	416.377	43.97	530.652	56.03
Limbaži	799.619	340.558	42.59	459.061	57.41
Ludza	828.710	210.680	25.42	618.030	74.58
Madona	1 020.648	273.857	26.83	746.791	73.17
Ogre	680.945	276.326	40.58	404.619	59.42
Preiļi	665.179	234.982	35.33	430.197	64.67
Rēzekne	859.225	317.239	36.92	541.986	63.08
Rīga	1 002.815	806.629	80.44	196.186	19.56
Saldus	612.379	227.202	37.10	385.177	62.90
Talsi	945.111	458.767	48.54	486.344	51.46
Tukums	863.129	405.557	46.99	457.572	53.01
Valka	775.050	337.426	43.54	437.624	56.46
Valmiera	798.748	379.470	47.51	419.278	52.49
Ventspils	679.496	299.364	44.06	380.132	55.94
Total	**20 227.010**	**8 104.907**	**40.07**	**12 122.103**	**59.93**

Latvian State Main Roads by District

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



Latvian State 1st Class Roads by District

District	Road network length, total km	Asphalt concrete and other bituminous pavements km	%	Crushed stone and gravel pavements km	%
Aizkraukle	250.265	176.865	70.67	73.400	29.33
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	126.761	78.99	33.726	21.01
Dobele	176.324	147.724	83.78	28.600	16.22
Gulbene	170.861	127.570	74.66	43.291	25.34
Jelgava	168.758	160.167	94.91	8.591	5.09
Jēkabpils	178.341	93.469	52.41	84.872	47.59
Krāslava	170.495	161.215	94.56	9.280	5.44
Kuldīga	251.436	205.054	81.55	46.382	18.45
Liepāja	239.258	196.283	82.04	42.975	17.96
Limbaži	221.447	211.217	95.38	10.230	4.62
Ludza	142.760	73.680	51.61	69.080	48.39
Madona	358.955	215.639	60.07	143.316	39.93
Ogre	258.058	158.421	61.39	99.637	38.61
Preiļi	142.962	120.265	84.12	22.697	15.88
Rēzekne	149.354	106.324	71.19	43.030	28.81
Rīga	235.074	235.074	100.00	0.000	0.00
Saldus	160.886	104.120	64.72	56.766	35.28
Talsi	280.591	254.785	90.80	25.806	9.20
Tukums	224.338	180.315	80.38	44.023	19.62
Valka	181.735	138.317	76.11	43.418	23.89
Valmiera	167.939	151.315	90.10	16.624	9.90
Ventspils	166.432	123.185	74.02	43.247	25.98
Total	**5 340.507**	**3 980.791**	**74.54**	**1 359.716**	**25.46**

Latvian State 2nd Class Roads by District

District	Road network length, total km	Asphalt concrete and other bituminous pavements km	%	Crushed stone and gravel pavements km	%
Aizkraukle	438.455	34.421	7.85	404.034	92.15
Alūksne	387.927	54.860	14.14	333.067	85.86
Balvi	397.341	63.371	15.95	333.970	84.05
Bauska	484.492	76.447	15.78	408.045	84.22
Cēsis	724.030	86.818	11.99	637.212	88.01
Daugavpils	569.799	124.089	21.78	445.710	78.22
Dobele	398.332	39.048	9.80	359.284	90.20
Gulbene	424.863	72.790	17.13	352.073	82.87
Jelgava	341.467	120.151	35.19	221.316	64.81
Jēkabpils	579.356	33.978	5.86	545.378	94.14
Krāslava	590.898	62.355	10.55	528.543	89.45
Kuldīga	455.625	94.670	20.78	360.955	79.22
Liepāja	614.205	126.528	20.60	487.677	79.40
Limbaži	525.038	76.207	14.51	448.831	85.49
Ludza	601.940	52.990	8.80	548.950	91.20
Madona	661.693	58.218	8.80	603.475	91.20
Ogre	378.569	73.587	19.44	304.982	80.56
Preiļi	465.450	57.950	12.45	407.500	87.55
Rēzekne	595.673	96.717	16.24	498.956	83.76
Rīga	477.708	281.522	58.93	196.186	41.07
Saldus	400.911	72.500	18.08	328.411	81.92
Talsi	626.119	165.581	26.45	460.538	73.55
Tukums	559.799	146.250	26.13	413.549	73.87
Valka	522.147	127.941	24.50	394.206	75.50
Valmiera	577.480	174.826	30.27	402.654	69.73
Ventspils	464.958	128.073	27.55	336.885	72.45
Total	**13 264.275**	**2 501.888**	**18.86**	**10 762.387**	**81.14**

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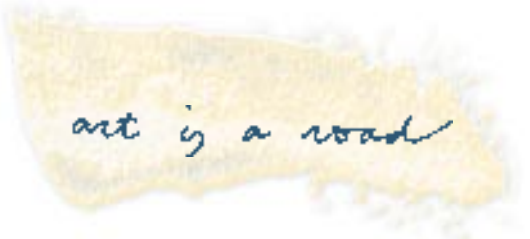
Bridges on Latvian State Roads

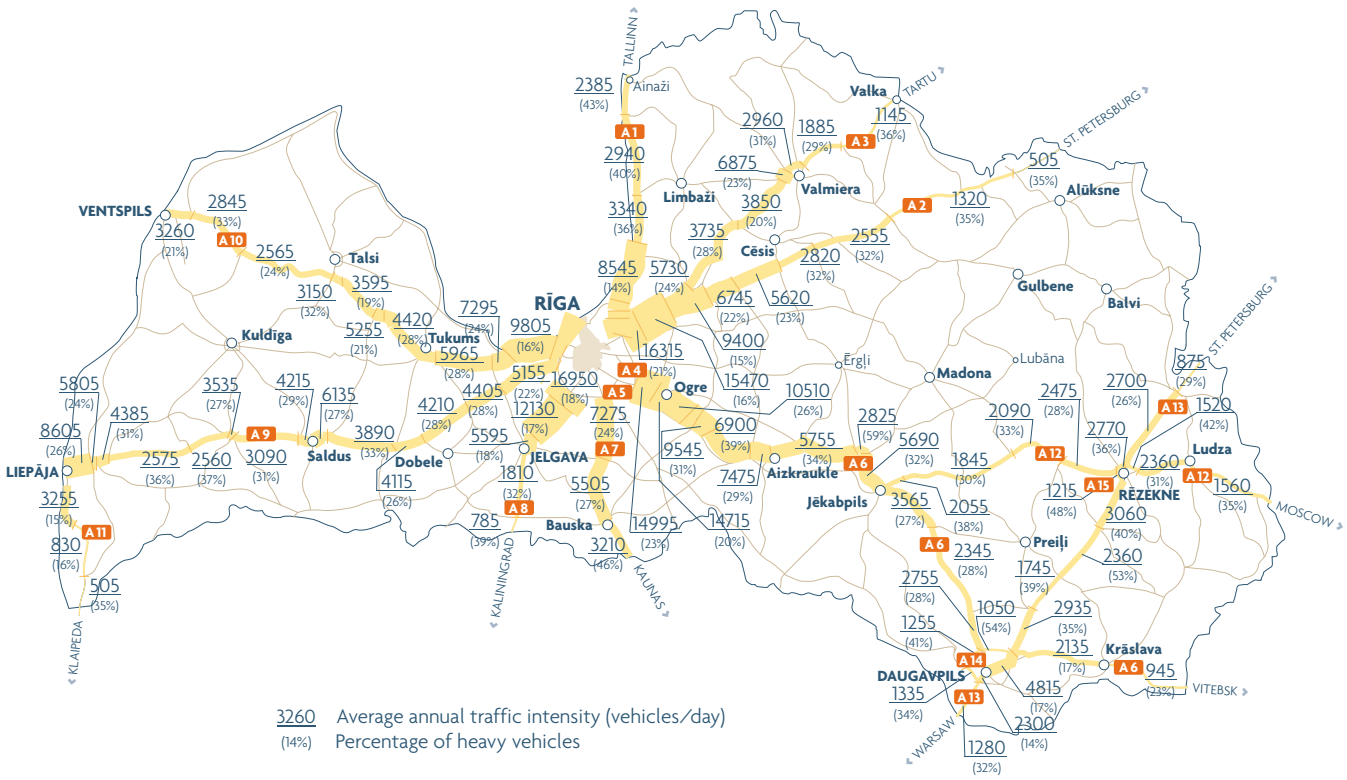
District	Bridges, total number	Bridges, total m	Reinforced concrete number	Reinforced concrete m	Stone number	Stone m	Steel number	Steel m	Timber number	Timber m
Aizkraukle	43	1545.30	43	1545.30						
Alūksne	22	581.40	18	516.51	1	16.50			3	48.39
Balvi	18	536.40	18	536.40						
Bauska	35	1053.27	34	1042.77	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	31	890.47	29	844.07			1	38.40	1	8.00
Jēkabpils	52	2551.37	50	2081.44			2	469.93		
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	42	1174.24	33	790.00	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		1st class roads		2nd class roads	
	number	m	number	m	number	m	number	m
Aizkraukle	43	1545.30	6	420.90	23	561.16	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
Daugavpils	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	31	890.47	4	122.90	16	383.14	11	384.43
Jēkabpils	52	2551.37	11	1040.15	19	706.58	22	804.64
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	42	1174.24	8	164.42	14	408.20	20	601.62
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**	**10358.55**	**433**	**12559.77**

Average Annual Daily Traffic Intensity

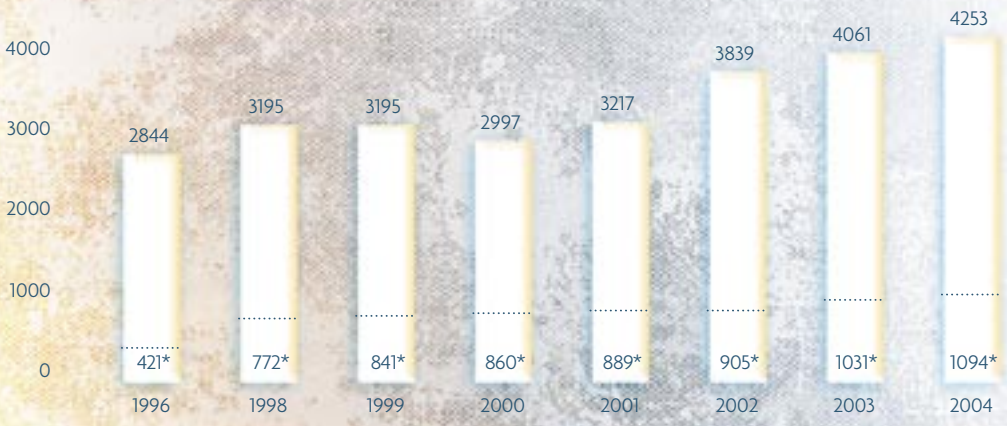


3260 Average annual traffic intensity (vehicles/day)
(14%) Percentage of heavy vehicles

Average annual daily traffic intensity per 1 km of main roads was 4253 vehicles per day. The average distribution of traffic on state main roads per day in per cent was:

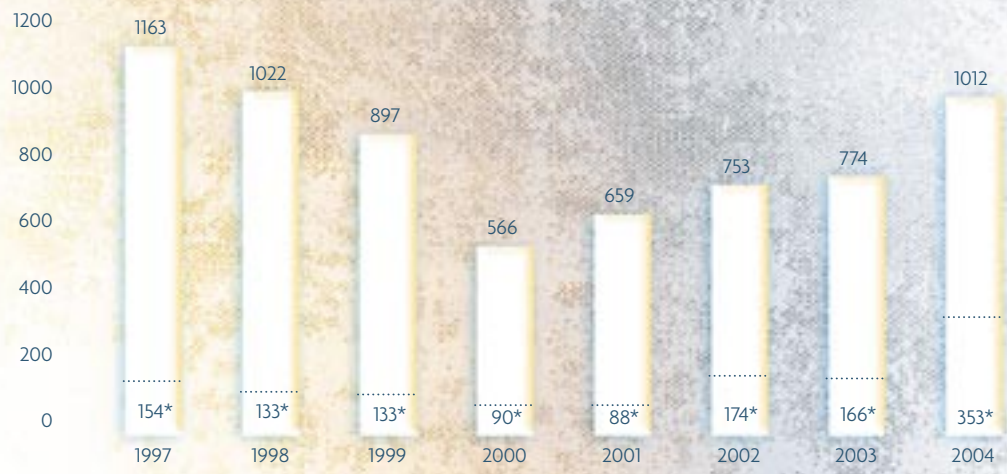
- heavy vehicles 25.72%;
- other vehicles 74.28%.

Average Daily Traffic Intensity on State Main Roads



* Heavy vehicles

Average Daily Traffic Intensity on State 1st Class Roads



* Heavy vehicles

Vehicles Registered in Latvia

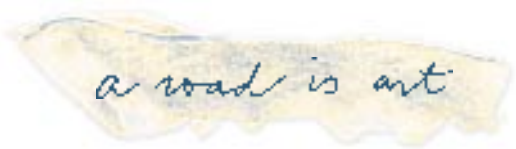
Type	Jan 1 2001	Jan 1. 2002	Δ, %	Jan 1. 2003	Δ, %	Jan 1 2004	Δ, %	Jan 1 2005	Δ, %
Trucks	**97 081**	**99 708**	**2.7**	**102 734**	**3.0**	**104 626**	**1.8**	**107 553**	**2.8**
up to 3.5 t	29 179	31 374	7.5	33 744	7.6	35 826	6.2	38 070	6.3
3.5–7.5 t	17 358	17 556	1.1	17 805	1.4	17 668	–0.8	17 652	–0.1
7.5–12 t	15 223	15 293	0.5	15 159	–0.9	14 804	–2.3	14 413	–2.6
12–16 t	9 026	8 951	–0.8	8 759	–2.1	8 516	–2.8	8 249	–3.1
over 16 t	10 592	11 970	13.0	13 218	10.4	14 681	11.1	16 629	13.3
Cars	**556 771**	**586 209**	**5.3**	**619 081**	**5.6**	**648 901**	**4.8**	**686 128**	**5.7**
incl. taxis	1 626	1 905	17.2	2 210	16.0	2 307	4.4	2 453	6.3
Buses	**11 501**	**11 294**	**–1.8**	**11 164**	**–1.2**	**10 983**	**–1.6**	**10 740**	**–2.2**
up to 3.5 t	4 701	4 506	–4.1	4 334	–3.8	4 179	–3.6	3 847	–7.9
3.5–12 t	2 753	2 849	3.5	2 872	0.8	2 845	–0.9	2 859	0.5
over 12 t	2 265	2 407	6.3	2 508	4.2	2 627	4.7	2 765	5.3
Trailers, semi-trailers	**55 509**	**57 297**	**3.2**	**58 982**	**2.9**	**60 694**	**2.9**	**63 447**	**4.5**
up to 3.5 t	21 122	22 919	8.5	25 137	9.7	33 892	34.8	36 293	7.1
3.5–10 t	1 933	1 973	2.1	2 000	1.4	2 551	27.6	2 504	–1.8
over 10 t	12 419	13 420	8.1	14 444	7.6	16 265	12.6	17 283	6.3
Motorcycles, tricycles	**20 732**	**21 366**	**3.1**	**22 157**	**3.7**	**22 877**	**3.2**	**23 982**	**4.8**
Mopeds*	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**5 943**	**–**
Quadricycles	**356**	**355**	**–0.3**	**352**	**–0.8**	**347**	**–1.4**	**352**	**1.4**
Total	**741 950**	**776 229**	**4.6**	**814 470**	**4.9**	**848 428**	**4.2**	**898 145**	**5.9**

* Registration of mopeds commenced on May 1, 2004.

Number of registered vehicles as at January 1, 2005 – 387 per 1000 inhabitants.

Number of registered cars as at January 1, 2005 – 296 per 1000 inhabitants.

Note: Data from Road Traffic Safety Directorate used in the statistics.



Road Network Development

While implementing the strategic task of the Ministry of Transport for substantial improvement of state main road network, LRS has planned to increase road and bridge bearing capacity according to the requirements provided by EU Directive 96/53/EEC: to allow the use of vehicles with 11.5 t axle load on international roads and to reconstruct road sections with insufficient traffic safety, quality and capacity. Rod sections and artificial structures will be equipped with appropriate delimiting furniture, road signs and durable horizontal and vertical markings with the aim to improve traffic organisation and safety.

To achieve this goal a number of projects has to be implemented:

- Reconstruction of road E67/A7 Riga–Bauska–Lithuanian border (Grenctāle), section from km 7.9 to km 25.0 (Riga–Ķekava). In 2004 the feasibility study for improvement and development of this section was carried out, the construction is envisaged for 2007–2009. After reconstruction the existing road from the border of Riga city at km 7.9 up to envisaged Ķekava bypass at km 10.8 will serve as a high-speed highway with separate roadways. It will continue through Ķekava up to km 25.0 as a general road and within Ķekava limits as a transit street. The new Ķekava bypass was envisaged to be high-speed highway.
- Reconstruction of road E22/A12 Jēkabpils–Rēzekne–Ludza–Russian border (Terehova), section Rēzekne–Ludza–Terehova. In 2004 the feasibility study for improvement and development of this section was carried out, environmental impact assessment for the chosen reconstruction alternative was acquired and public hearing for construction concept was held. Construction design will be prepared in 2005–2006. Construction is envisaged for 2007–2009.
- Construction of road E22 section Riga (Tīnūži)–Koknese in the length of 68.4 km
- Construction of Latgale Highway section Koknese–Pļaviņas. In 2004 the feasibility study was commenced to determine the possible alternatives for Latgale Highway alignment and carry out environmental impact assessment. Proposals have been worked out for the improvement and development of section Koknese–Pļaviņas of the existing road A6 Riga–Daugavpils–Krāslava–Byelorussian border (Paternieki) up to the time when the Latgale Highway is included in the road network.
- Widening of road E22/A10 Riga–Ventspils section Sloka–Tukums with the construction of new access to Sloka and improvement of the existing access roads.
- Reconstruction of road E77/A2 Riga–Sigulda–Estonian border (Veclaicene) section Riga bypass–Sēnīte (km 14.1–39.4), construction of new crossing for pedestrians and cyclists in Garkalne and new interchange in separate grades in Vangaži.
- Reconstruction of Sēnīte interchange consisting of several bridges, interchanges, pedestrian overpasses and tunnels on the road E77/A2 Riga–Sigulda–Estonian border (Veclaicene).
- Reconstruction of road A5 Riga bypass (Salaspils–Babīte) section Skulte–Babīte and its crossing with the road P132 Riga–Mārupe and the road A10 Riga–Ventspils.
- Reconstruction of road A5 Riga bypass (Salaspils–Babīte) crossing with the road A8 Riga–Jelgava–Lithuanian border (Meitene), road V13 Tīraine–Jaunolaine and railway Riga–Jelgava, as well as the bridge over the Ķekava river.

- Reconstruction of road A6 Riga–Daugavpils–Krāslava–Byelorussian border (Paternieki) crossing with the road A4 Riga bypass (Baltezers–Saulkalne) and traffic interchange in Saulkalne.
- Construct the second roadway on road E67/A4 Riga bypass in section Baltezers–Saulkalne and provide two lanes in each direction.
- Construct a new high-speed highway parallel to the road A6 Riga–Daugavpils–Krāslava–Byelorussian border (Paternieki) in section Pļaviņas–Jēkabpils of the road E22.

The study on application of Private Public Partnership (PPP) model for the improvement of road network condition is envisaged for 2005. Potential PPP projects in Latvia are:

- improvement and maintenance projects for state main roads,
- construction of motorway in section Riga–Jelgava of road A8 Riga–Jelgava–Lithuanian border (Meitene).

To connect the most important economical development centres with TEN-T network and improve road quality and traffic safety, LSR plans to improve and develop the network of state 1st class roads, as well.

Main tasks are to strengthen asphalt pavements, pave gravel roads, strengthen bridges and improve urban transit streets.

National Programme for State 1st Class Road Development (ERDF) covers projects for the total amount of 51.7 million Lats. This Programme up to 2009 envisages the reconstruction of more than 300 km of state 1st class roads, 11 bridges, and 10 km of urban transit streets. Implementation of these projects will reduce the share of road sections in critical condition.

Increase of traffic safety and reduction of the number of killed in road accidents is an important issue. Special attention in all road reconstruction projects will be paid to safe traffic and protection of unprotected traffic participants – pedestrians and cyclists. Intensified construction of pedestrian and cycling ways, lighting in dangerous road crossings, and improvements in bus stops are planned.

Road routine maintenance level will be improved to ensure the use of state roads in any weather conditions depending on economical and social needs, as well as, to improve vehicle traffic safety. The amounts of roads to be maintained according to classes A and A1 will be increased and no roads with maintenance class D will remain.

In 2005 LSR will establish a Traffic Information Centre, which will prepare and disseminate regular information on road traffic situation to the mass media in order to inform the road users on driving conditions along state main roads. It will also co-ordinate the activities of road maintenance companies and special services in emergency situations and provide "hot line" services to respond to road user inquiries and problems. To ensure the activities of Traffic Information Centre and the improvement of road maintenance control, the number of road weather stations on state main roads will be increased from 35 to 53 in the scope of this project.

With significant increase of traffic quality indicators the number of road accidents with injured is foreseen to be reduced by 20% outside urban areas and by 70% in urban areas.

Environmental Protection

In 2004 the State Bureau of Environmental Protection adopted three resolutions to commence the procedure of Environmental Impact Assessment (EIA) in the following road construction and reconstruction projects:

- Construction of Latgale Highway (Riga–Jēkabpils–Rēzekne–Ludza–Terehova) section Koknese–Pļaviņas;
- Construction of state main road A7 Riga–Bauska–Lithuanian border (Grenctāle) section from km 10.8. to 23.4 (Ķekava bypass);
- Reconstruction of road V1222 Nīca–Otaņķi–Grobiņa (Liepāja bypass).

The first two will be high-speed roads therefore EIA procedure is applied according to the Law "On Environmental Impact Assessment". In case of Liepāja bypass the resolution to commence the procedure of Environmental Impact Assessment is based on a number of additional circumstances that are crucial for the implementation of this project.

Liepāja bypass

Commencement of potential reconstruction of road **V1222 Nīca–Otaņķi–Grobiņa (Liepāja bypass)** is planned for 2009–2010. Approximate length of the section before alignment choice is 30.0 km. Profile **NP10.5**/7+2x1.75/ is planned for the new road.

Planned alignment for the road V1222 Nīca–Otaņķi–Grobiņa (Liepāja bypass) is the following:

- beginning – section of road P113 Grobiņa–Bārta–Rucava from km 188.366 of road A9 Riga (Skulte)–Liepāja to the crossing with road V1222 Nīca–Otaņķi–Grobiņa;
- next section from the crossing with road P113 Grobiņa–Bārta–Rucava concurs with road V1222 Nīca–Otaņķi–Grobiņa with slight straightening of road alignment;
- end of section – junction of road V1222 to road A11 Liepāja–Lithuanian border (Rucava) at km 21.724.

Changes in the mentioned route may occur in section beginning in Grobiņa and at the junction with road A11 Liepāja–Lithuanian border (Rucava) in Nīca, in order to bypass urban areas. During project preparation corrections to the alignment are possible in order to improve the parametres of the existing road.

With the increase of traffic intensity solutions for Liepāja bypass have to be found. With no changes in Liepāja traffic arrangements the total vehicle flow through the city is increasing thus leading to increased use of time and other resources. Also different risks in emergency situations increase. This leads to the necessity to find solution for bypassing the city centre along eastern side of Liepāja lake. Liepāja bypass would contribute to infrastructure improvements and economic activities.

The existing roads, which could serve as Liepāja bypass, are the mentioned 1st class road P113 Grobiņa–Bārta–Rucava with average traffic intensity of 411 vehicles per day and 2nd class road V1222 Nīca–Otaņķi–Grobiņa.

Bridge over Bārta river on road V1222 Nīca–Otaņķi–Grobiņa was reconstructed last year.

The envisaged Liepāja bypass lies near to nature protection area of European importance Natura 2000 – eastern side of Liepāja lake, though the road has no direct impact on that.

Natura 2000 is a network of special European protected nature areas that is being established in all EU member countries. In 1995 the Agreement between Latvia and the EU was signed, and according to this agreement Latvia started to improve its legal acts on nature protection by

introducing the requirements set in the EY Biotope and Bird Directive. The Ministry of Environment on April 13, 2004 with Resolution No 102 approved the list of Latvian Natura 2000 territories of European importance. 336 Natura 2000 territories were identified in Latvia, including 4 nature reserves, 3 national parks, 38 nature parks, 9 nature monuments, 9 protected landscape areas, 250 nature restricted areas, 23 restricted microareas. According to national legislation all Natura 2000 territories have legal protection status.

Nature restricted area **Liepāja lake** is a special protected nature area. Restricted area was established to provide the protection of waterfowls and coastal and water biotopes. Liepāja lake is one of the biggest and most important mezzotrophic lakes with vegetation species characteristic for salty waters.. Approximately 40 rare and protected species of vegetation have been found. It is also an ornithological reserve for nesting and migrating birds. More than 100 bird species nest here. Liepāja lake has been included in the list of important European bird nesting areas. On the eastern side of Liepāja lake valuable meadow biotopes may be found where the most valuable are molinic meadows and seaside meadow areas with vegetation species characteristic for salty seaside biotopes.

The preparation of reconstruction project ordered by LSR for the mentioned route will contain a possible development study with traffic forecast for the nearest years, **environmental impact assessment** and public hearing for construction. This preparation is implemented by JSC "Ceļuprojekts" in co-operation with the company "Eirokonsultants". Final alignment alternative will be approved up to October 1, 2005 and Environmental Impact Assessment will be commenced. Final report on Environmental Impact Assessment is scheduled for December, 2006.

Road Routine Maintenance

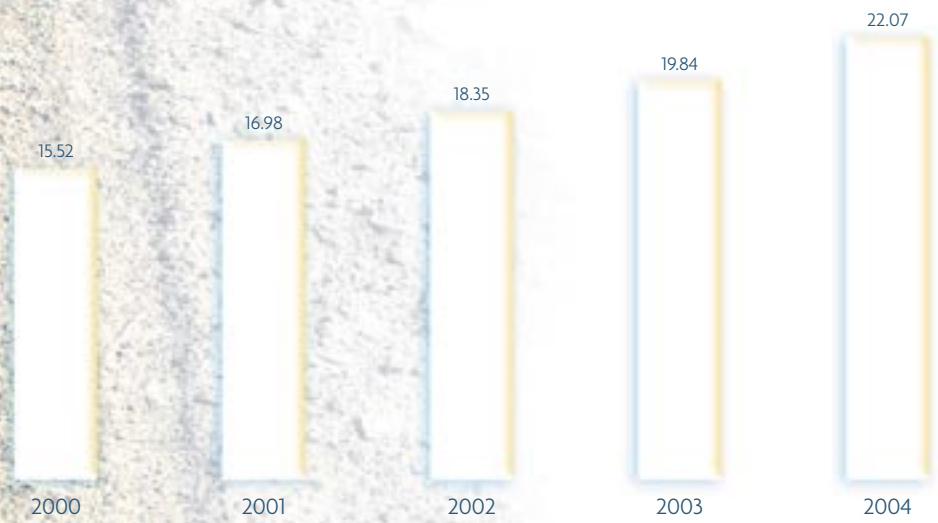
22.068 million Lats were spent in 2004 for the routine maintenance of 20309 km of state roads (as at January 1, 2004).

Road Routine Maintenance, Lats

Programme	2001	2002	2003	2004
Road winter maintenance	8 073 787	7 067 056	7 067 619	8 640 237
Maintenance of bridges, interchanges, pedestrian tunnels and culverts	325 896	304 439	323 206	300 506
Traffic organisation	919 197	772 579	965 667	973 104
Pavement maintenance	5 367 338	7 129 570	8 964 768	9 450 599
Road treatment and supervision	1 730 191	1 504 537	1 820 329	1 833 441
Maintenance of road weather stations and traffic counters	–	–	51 265	75 101
Construction supervision and management of programmes	559 994	602 619	643 957	794 796
Traffic provision on roads with deteriorated asphalt pavement	–	965 443	–	–
Total	**16 976 403**	**18 346 243**	**19 836 811**	**22 067 784**

In comparison with the previous season the length of roads with higher maintenance class was increased in winter of 2004/2005 1.572 million Lats more than in the previous year were spent for winter maintenance.

Financing for Road Routine Maintenance, Million Lats



557.4 thousand square metres of potholes in asphalt pavements were repaired in 2004, which was for 81.8 thousand square metres more than in 2003. This increase was possible because 0.934 1.1 million Lats were allocated additionally and this allowed to fill significantly bigger amount of shallow, 3 cm deep potholes in asphalt pavements.

Such huge amount of potholes is the evidence that the deterioration of asphalt pavements continues.

Due to heavy traffic and insufficient bearing capacity of asphalt pavements more and more dangerous deflections and ruts appear on these pavements. Road Maintenance Division in 2004 organised experimental works for the elimination of such ruts on road A2 Riga–Sigulda–Estonian border (Veclaicene) near Vangaži railway crossing. Pavement with ruts was milled off and new asphalt pavement was laid. The experiment had positive results and in 2005 the asphalt pavement periodic maintenance programme envisages the use of such technology for the elimination of ruts on state main roads A2 Riga–Sigulda–Estonian border (Veclaicene), A4 Riga bypass (Baltezers–Saulkalne), A5 Riga bypass (Salaspils–Babīte) and A6 Riga–Daugavpils–Krāslava–Byelorussian border (Paternieki).

When the government adopted changes in the state budget for 2004, state road routine maintenance additionally received 2.476 million Lats. Part of this additional financing was spent for the mentioned repairs of potholes on asphalt pavements.

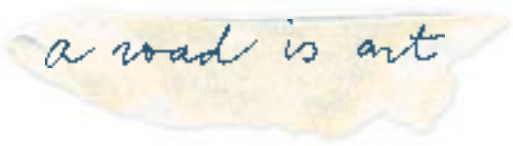
1.247 million Lats from this additional financing were spent for gravel road maintenance. This financing allowed to renew wearing course on additional 151.2 km of gravel or improved soil pavements. Implemented emergency repairs of gravel roads stopped their deterioration for a certain period of time.

Maintenance of gravel pavements 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 0.486 million Lats in comparison with the year 2003.

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 continuous traffic it was necessary to repair box type culvert on road V71 Bukas–Mālpils, retaining walls for the bridge over the Šaltupe on road A6 Riga–Daugavpils–Krāslava–Byelorussian border (Paternieki) and renew roadway and bearing structures on timber bridge over the Vaidava on road V386 Alūksne–Ziemeri.

0.1 million Lats less than in the previous year were spent for road treatment works though additional financing of 0.22 million Lats was allocated for the treatment of state main roads. 0.1 million Lats from this additional financing had to be allocated to winter road maintenance. Budget for road treatment is insufficient, as more and more funds have to be allocated to pavement repairs each year.



LSR 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;
- 38 820 km of municipal roads and streets;
- **Total: 49 305 km.**

Expenditures for State Road Routine Maintenance in 2004

Maintenance works	Unit	Amount	Costs, Lats
Road winter maintenance	**–**	**–**	**8 640 237**
Snow removal	km	742 669	1 999 148
De-icing	lane km	408 186	3 078 451
Main road winter maintenance	km	8 552.4	3 124 091
Other winter maintenance works	–	–	438 547
Maintenance of bridges, interchanges, pedestrian tunnels and culverts	**–**	**–**	**300 506**
Maintenance of bridges and interchanges	–	–	116 168
Maintenance of culverts	–	–	176 772
Maintenance of tunnels	–	–	7 566
Traffic organisation	**–**	**–**	**973 104**
Maintenance of bus stops, pavilions and rest areas	–	–	129 378
Replacement of road sign poles	item	7 028	176 046
Painting of road sign poles	item	13	80
Replacement of road signs directly on poles	item	8 452	407 015
Renewal of road signs	m^2	201.5	6 393
Painting of road markings	m^2	2 458	10 969
Replacement of signal posts	item	5 194	74 322
Washing of signal posts	item	2 694	2 453
Gluing of reflectors on signal posts	item	96	148
Replacement of damaged guard-rails	m	826	27 814
Painting of guard-rails	m	252	1 474
Washing of guard-rails	m	2 134	352
Treatment of string guard-rails	m	164	285
Maintenance of traffic lights	Lats	–	15 055
Road lighting and maintenance of lighting equipment	Lats	–	43 829
Other traffic organisation works	**–**	**–**	**77 491**
Pavement maintenance	**–**	**–**	**9 450 599**
Bituminous pavements	**–**	**–**	**4 531 122**
Crack filling	m	105 742	53 852
Pothole repairs	m^2	557 384	4 074 703
Pavement cleaning	m^2	2 384 760	22 410

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Maintenance works	Unit	Amount	Costs, Lats
Elimination of bleeding	m^2	13 831	934
Delimiting (elimination) of humping sections	m^3	522	3 160
Renewal of surface skid resistance	m^2	222 515	260 826
Deflection repairs	t	2 016	83 479
Other pavement maintenance works	–	–	31 765
Gravel pavements	**–**	**–**	**4 919 477**
Road grading	km	98 251	1 979 350
Road profiling	km	3 388.8	87 843
Pavement renewal	m^3	97 350	1 381 510
Deflection and pothole repairs in gravel pavements	m^3	40 575	361 622
Roadway levelling (dragging)	km	92 228	408 924
Other pavement maintenance works	–	–	700 228
Road treatment	**–**	**–**	**1 722 821**
Elimination of scouring	m^3	8 538	102 398
Ditch cleaning and renewal	m^3	63 652	137 203
Shoulder profiling	km	7 259.6	102 823
Shoulder repairs	m^3	9 183	134 569
Bush cutting	ha	758.2	335 462
Mechanical sprout cutting	km	7 205	133 285
Sprout cutting with hand bush cutter	ha	745.7	119 854
Mechanical grass cutting	km	68 243	177 201
Manual grass cutting	m^2	1 289 400	32 228
Tending of shrubs	–	–	131 212
Operative road treatment	km	55 842	175 688
Treatment of road right of way	km	3 391	60 084
Other road treatment works	–	–	80 814
Road supervision	**–**	**–**	**110 620**
Road inspection	km	182 467	81 838
Visual traffic counting	hours	4 460	28 675

Maintenance works	Unit	Amount	Costs, Lats
Other works	–	–	107
Maintenance of road weather stations and traffic counting system	**–**	**–**	**75 101**
Maintenance	–	–	64 610
Communications	–	–	10 491
Construction supervision and management of programmes	**–**	**–**	**794 796**
Total	**–**		**22 067 784**

Executed Routine Maintenance Works on State Roads in 2004 by District and City

District, city, hydrotechnical structure	State road routine maintenance, Lats	Co-financing for the routine maintenance of transit streets in cities, Lats	Co-financing for the routine maintenance of road connections over hydrotechnical structures (power stations), Lats
Aizkraukle	915 689		
Alūksne	657 046		
Balvi	556 372		
Bauska	738 851		
Cēsis	1 083 233		
Daugavpils	922 284		
Dobele	488 685		
Gulbene	514 155		
Jelgava	742 095		
Jēkabpils	742 889		
Krāslava	640 051		
Kuldīga	703 948		
Liepāja	928 815		
Limbaži	787 040		
Ludza	717 341		
Madona	895 748		
Ogre	859 681		
Preiļi	604 092		
Rēzekne	825 175		
Rīga	2 650 725		
Saldus	577 471		
Talsi	832 396		
Tukums	890 000		
Valka	695 934		
Valmiera	667 280		
Ventspils	635 991		
Districts, total	**21 272 987**		
Ainaži		3 800	
Aizpute		2 640	

District, city, hydrotechnical structure	State road routine maintenance, Lats	Co-financing for the routine maintenance of transit streets in cities, Lats	Co-financing for the routine maintenance of road connections over hydrotechnical structures (power stations), Lats
Bauska		8 120	
Dagda		1 360	
Daugavpils		10 080	
Dobele		3 911	
Gulbene		2 480	
Ikšķile		400	
Ilūkste		1 520	
Jaunjelgava		4 240	
Jelgava		26 093	
Jēkabpils		30 840	
Jūrmala		18 595	
Kārsava		5 399	
Krāslava		13 740	
Liepāja		38 080	
Limbaži		5 840	
Līvāni		13 733	
Ludza		6 040	
Madona		6 080	
Mazsalaca		960	
Ogre		24 000	
Preiļi		560	
Priekule		1 900	
Rēzekne		7 360	
Rūjiena		4 880	
Salacgrīva		17 600	
Saldus		1 220	
Smiltene		2 720	
Stende		2 400	
Strenči		8 071	

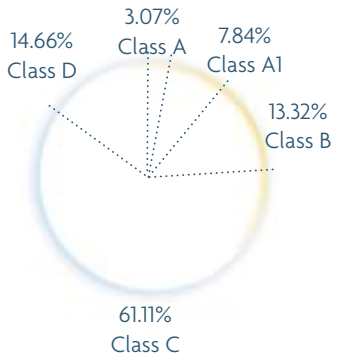
District, city, hydrotechnical structure	State road routine maintenance, Lats	Co-financing for the routine maintenance of transit streets in cities, Lats	Co-financing for the routine maintenance of road connections over hydrotechnical structures (power stations), Lats
Tukums		8 478	
Valdemārpils		960	
Valka		12 800	
Ventspils		15 993	
Viļāni		2 560	
Cities, total		**315 452**	
Ķegums HEPS			1 148
Pļaviņas HEPS			4 667
Riga HEPS			1 835
Hydrotechnical structures, total			**7 650**

Winter Road Maintenance

Depending on road class, traffic intensity, road pavement, its technical condition, available maintenance funding and social and economical importance, the roads are categorised in winter maintenance classes.

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

Winter road maintenance class A	625.0 km
Winter road maintenance class A1	1 597.7 km
Winter road maintenance class B	2 713.7 km
Winter road maintenance C	12 446.5 km
Winter road maintenance D	2 986.1 km
Total	**20 369.0 km**



Note. Total length of the state road network was increased for 114.2 km due to the fact that second roadways and ramps to interchanges on the 1st class roads also had to be maintained in winter.

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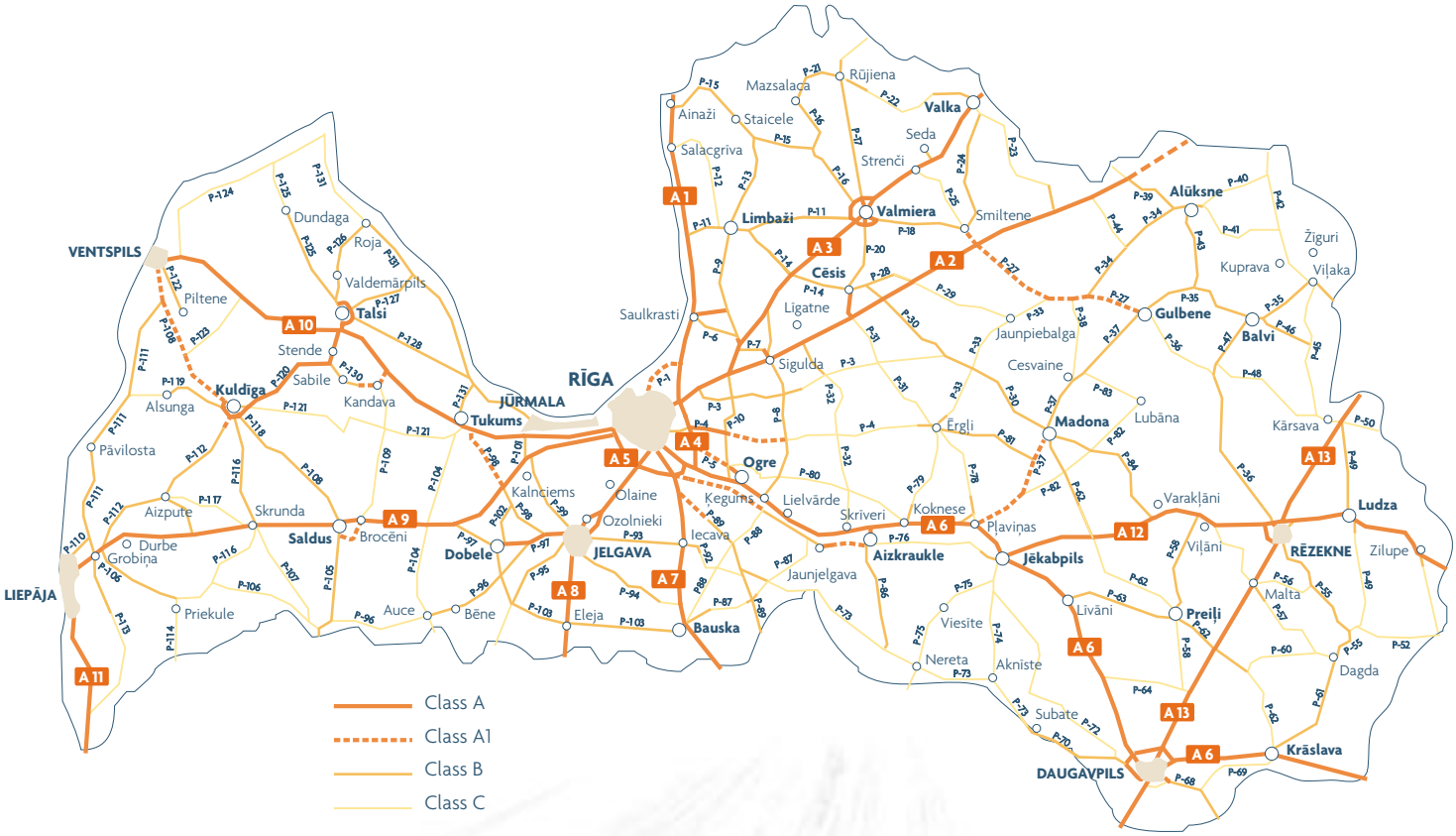
Maintenance of State Main and 1st Class Roads in the Winter of 2004/2005



Road and Bridge Periodic Maintenance and Reconstruction

In 2004 the construction works within the scope of periodic maintenance and reconstruction programmes were implemented for the amount of 41.812 million Lats. 196.01 km of asphalt pavements and 6.9 km of gravel pavements were renewed. Repairs of 42 bridges with total length of 1817 m were completed.

Road and Bridge Periodic Maintenance and Reconstruction Works, Lats

Programme	Implemented works, Lats
Roads	
Pavement periodic maintenance	4 407 291
Traffic provision on deteriorated road sections	960 666
Drainage periodic maintenance	303 515
Road renovation	799 707
Co-financing for periodic maintenance and renovation of urban transit streets	1 034 593
Bridges	
Bridge periodic maintenance	1 059 116
Bridge renovation	2 205 095
Traffic organisation	
Periodic maintenance of traffic organisation devices	2 224 480
Traffic safety improvement projects	996 050
Regional projects	5 801 093
Road improvements in connection with railway closing	
Bridges	3 057 114
Regional Road Development Programme (ERDF)	
Strengthening of asphalt pavements on 1st class roads	9 228 874
Paving of gravel roads on 1st class roads	356 139
Strengthening of bridges on 1st class roads	1 601 533
Improvements in VIA BALTICA route and West–East corridor (ISPA)	7 777 657
Total	**41 812 923**

Within the scope of sub-programme **"Traffic provision on road sections with deteriorated asphalt pavements"** 32 collapsed sections were renewed in the length of 62.54 km, construction costs were 1.92 million Lats.

In 2004 in the scope of periodic maintenance programme the following works were executed:

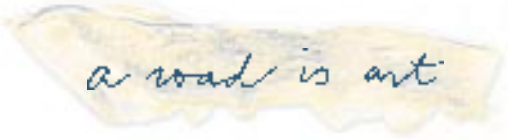
- 247 information signs and direction signs with the total area of 637 m^2 were installed along road A6 Riga–Daugavpils–Krāslava–Byelorussian border (Paternieki);
- 263 information signs and direction signs with the total area of 702 m^2 were installed along road A13 Russian border (Grebņeva)–Rēzekne–Daugavpils–Lithuanian border (Medumi);
- 3 information signs with the total area of 34 m^2 were installed along road A5 Riga bypass (Salaspils–Babīte);
- steel guardrails in the length of 7288 m were installed/renewed on road A6 Riga–Daugavpils–Krāslava–Byelorussian border (Paternieki);
- traffic lights were installed in the crossing of road P133 access road to Airport "Riga";
- 158 837 m^2 of road markings were painted and maintained on state main roads and 40 027 m^2 – on state 1st class roads.

In the scope of **reconstruction programme** the reconstruction of road P133 access road to Airport "Riga" and road interchange over K. Ulmaņa Avenue in Riga for 2.76 million Lats was carried out. 4 bridges were repaired in total length of 247.91 m, construction costs were 3.05 million Lats. Strengthening of bridges in total length of 116.35 m was carried out in state 1st class roads; construction costs were 1.35 million Lats.

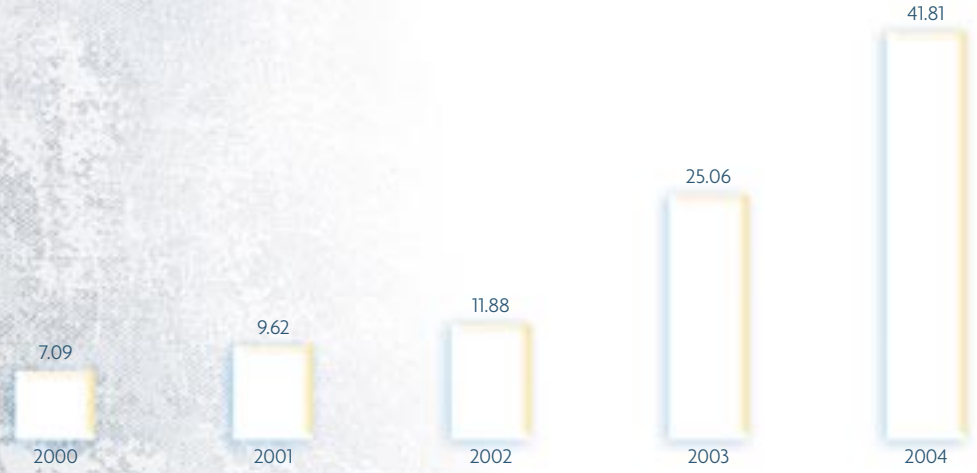
Within the scope of ISPA financial aid for Via Baltica route and West–East corridor the section of road A1 Riga (Baltezers)–Estonian border (Ainaži) from km 28.95 to km 30.76 km was completed in Saulkrasti.

Most important projects in 2004 were:

- completed reconstruction of the bridge over the Gauja on road A2 Riga–Sigulda–Estonian border (Veclaicene) at km 150.0;
- completed reconstruction of asphalt pavement on road P73 Vecumnieki–Nereta–Subate section from km 65.1 to km 72.2 and bridge over the Dienvidsusēja (44.95 m), total costs were 1.08 million Lats;
- completed reconstruction of the bridge over the Amata on road A2 Riga–Sigulda–Estonian border (Veclaicene) at km 76.3 and road interchange over railway on road A14 Daugavpils bypass (Kalkūni–Tilti) at km 9.56, which was commenced already in 2003;
- reconstruction of road P1 Riga (Jaunciems)–Carnikava–Ādaži section from km 15.8 to km 21.2.



Financing of Road Periodic Maintenance and Reconstruction, Million Lats



In the scope of **pavement periodic maintenance programme** the works for 4.40 million Lats were executed, 50.2 km of road pavement were renewed in Riga, Liepāja, Tukums, Rēzekne and Cēsis districts.

In 2004 a number of other programmes were implemented. In the scope of programme **"Co-financing for periodic maintenance and reconstruction of urban transit streets"** reconstruction projects were commenced in Balvi.

The main projects of regional programme were:

Zemgale

- Road P85 Riga HEPS – Jaunjelgava: asphalt pavement will be constructed in the length of 8.86 km, costs of reconstruction works are 2.69 million Lats.

Vidzeme

- Road P30 Cēsis–Vecpiebalga–Madona section from km 14.9 to km 24.7 where the reconstruction of asphalt pavement commenced in 2004 will be completed, construction costs are 2.38 million Lats.

Kurzeme

- Road P131 Tukums–Ķesterciems–Mērsrags–Kolka: section from km 31.5 to km 42.4 km and section from km 66.99 to km 71.19 where the construction of asphalt pavement commenced in 2004 will be completed, construction costs are 2.59 million Lats.
- Road P111 Ventspils–Leči–Grobiņa section Leči–Užava from km 0.00 to km 9.5, where the reconstruction of asphalt pavement commenced in 2004 will be completed, construction costs are 3.9 million Lats.

Latgale

- Road P57 Malta – Sloboda, where the reconstruction of asphalt pavement in 9.1 km long road section was completed. The costs of construction were 1.79 million Lats.
- in 2005 the paving of gravel road P69 Skrudaliena–Kaplava–Kārsava in section from km 24.06 to km 33.87 will be completed.

The European Union financing significantly contributed to the increase of the amounts of design and construction works in the country. In 2004 the works in scope of these projects were performed for the amount of 11.18 million Lats. Projects commenced within the scope of European aid will be continued in 2005. Construction of road P11 Kocēni–Limbaži–Tūja (Limbaži bypass, Burtnieku and K. Barona Street) commenced in 2004 will be completed and reconstruction of road P97 Jelgava–Dobele–Annenieki (Jelgava, Rūpniecības Street), section from km 0.0 to km 1.3 will be executed.

In 2004 the preparation of project for potential road E22 section Riga (Tīnūži)–Viskāļi and construction design for Viskāļi–Koknese for contract amount of 2 392 877 Lats was commenced, application for co-financing from the Cohesion Fund and appropriate documents for land acquisition are under preparation.

In 2005 the application for co-financing from the Cohesion Fund will be submitted to the European Commission, the construction design for section Riga (Tīnūži)–Viskāļi will be completed and land acquisition will be started.

Construction is scheduled for 2006–2009.

In 2004 the preparation of reconstruction projects for TEN Road Network Improvement Project 2 for the total amount of 2 152 910 Lats was commenced, documents for land acquisition are under preparation.

TEN Road Network Improvement Project 2 includes the following projects:

- (E77) road A2 Riga–Sigulda–Estonian border (Veclaicene) section Riga bypass–Sēnīte;
- (E22) road A10 Riga–Ventspils section Sloka–Tukums;
- road A5 Riga bypass (Salaspils–Babīte) section Skulte–Babīte and crossing with road P132 Riga–Mārupe;
- road A5 Riga bypass (Salaspils–Babīte) crossing with road A8 Riga–Jelgava–Lithuanian border (Meitene), road V13 Tīraine–Jaunolaine and railway Riga–Jelgava, reconstruction of all bridges;
- road A6 Riga–Daugavpils–Krāslava–Byelorussian border (Paternieki) crossing with road A4 Riga bypass (Baltezers–Saulkalne). Traffic interchange in Saulkalne;
- (E77) road A2 Riga–Sigulda–Estonian border (Veclaicene) Sēnīte interchanges consisting of several crossings in separate grades, pedestrian overpasses, bridges and tunnels.

In 2005 in is planned to complete the preparation of reconstruction projects for all project sites, commence land acquisition and complete the application for co-financing from the Cohesion Fund.

Construction is scheduled for 2007–2009.

art is a road

Project Contractors in 2004

No.	Contractor	Amount of executed work, Lats
1	SIA "A.C.B"	7 599 299.03
2	SIA "A.C.B"/SIA "Tilts"	6 815 793.32
3	JSC "8.CBR"	5 810 696.63
4	SIA "Binders"	3 052 376.60
5	SIA "Saldus ceļinieks"	2 627 436.43
6	SIA "Šlokenbeka"	2 161 341.08
7	JSC "Latvijas tilti"	1 725 775.92
8	SIA "Ceļu, tiltu būvnieks"	1 239 023.42
9	SIA "Tilts"	1 199 301.95
10	SIA "VIA"	1 184 300.34
11	SIA "Ceļi un tilti"	1 109 157.93
12	SIA "Union Asphalttechnik"	1 044 488.99
13	SIA "Rīgas tilti"	938 850.88
14	SIA "M-2"	912 145.73
15	SIA "Viadukts"	868 474.16
16	SIA "M.A.-TAKA"	756 592.71
17	SIA "Ceļdaris"	602 835.08
18	SIA "Lemcon Latvija"	559 353.55
19	SIA "Igate"	405 112.21
20	Consortium "KS & C"	302 600.76
21	SIA "Mikor"	271 624.97
22	VAS "Latgales ceļi"	183 033.61
23	SIA "Aizputes ceļinieks"	108 175.57
24	SIA "Kurzemes ceļi"	89 280.57
25	SIA "Virāža"	73 787.91
26	SIA "Valmeks"	59 939.86
27	JSC "Ceļu pārvalde"	50 015.52
28	SIA "LATKONS"	37 309.34
29	SIA "Limbažu ceļi"	24 798.62
	Total	**41 812 922.69**

Works Executed in 2004 by District

District	Executed works, Lats	Renewal of asphalt pavements, km	Bridge reconstr./ new constr., m	Improvement of gravel pavements, km
Aizkraukle	1 547 633.01	18.45	40.00	
Alūksne	126 273.88	0.40	99.48	
Balvi	1 094 612.60		28.95	
Bauska	30 951.70	7.70		
Cēsis	3 272 260.95	19.27	90.56	
Daugavpils	762 511.52	1.25	144.86	
Dobele	2 352 475.97	6.90	89.54	
Gulbene	61 610.20	0.90	50.04	
Jēkabpils	810 997.27	3.86	6.82	
Jelgava	448 889.54	1.47		
Krāslava	450 680.49	1.06	61.0	
Kuldīga	539 926.05	2.29	80.18	
Liepāja	2 105 077.32	14.44	119.16	
Limbaži	542 779.58	9.12	85.73	
Ludza	80 974.73	3.09	50.40	
Madona	756 151.54	1.50	127.64	6.50
Ogre	1 349 589.11	12.00	83.41	
Preiļi	360 325.50	0.87	14.06	0.40
Rēzekne	2 205 110.45	21.80	90.52	
Riga*	12 640 951.66	18.52	160.00	
Saldus	1 648 712.67	10.30	54.00	
Talsi	1 804 182.85	8.70	77.10	
Tukums	1 405 144.50	6.98	17.10	
Valka	28 071.37	3.10		
Valmiera	2 547 538.03	6.98	202.25	
Ventspils	886 635.83	14.10	44.60	
Total	**41 812 923**	**194.56**	**1817.46**	**6.90**

* Other works: 513 information signs installed; traffic lights installed on Airport "Riga" access road.

Works Executed in 2004 by Route

Amount of executed works, Lats	Asphalt pavements, km	Improvement of gravel pavements, km	Bridge reconstr./ new constr., m	Painting of horizontal markings, m^2	Information signs, number	Other works
A1 Riga (Baltezers)–Estonian border (Ainaži)						
5 094 715	14.71		193.0	5 157		
A2 Riga–Sigulda–Estonian border (Veclaicene)						
1 678 526			138.20	27 557		
A3 Inčukalns–Valmiera–Estonian border (Valka)						
1 187 754	19.27		80.0.	7 768		
A4 Riga bypass (Baltezers–Saulkalne)						
8 156				1 324		
A5 Riga bypass (Salaspils–Babīte)						
65 023				7 289	3	
A6 Riga–Daugavpils–Krāslava–Byelorussian border (Paternieki)						
788 789			34.18	37 510	247	guard-rails renewed – 7288 m
A7 Rīga–Bauska–Lithuanian border (Grenctāle)						
304 025				5 502		reconstruction of Baloži crossing
A8 Riga–Jelgava–Lithuanian border (Meitene)						
1 567 153	7.26			19 944		
A9 Rīga (Skulte)–Liepāja						
1 895 320	14.36		14.29	12 601		
A10 Riga–Ventspils						
191 348			43.16	15 128		
A11 Liepāja–Lithuanian border (Rucava)						
20 202				2 107		
A12 Jēkabpils–Rēzekne–Ludza–Russian border (Terehova)						
784 595	2.88			8 251		
A13 Russian border (Grebņeva)–Rēzekne–Daugavpils–Lithuanian border (Medumi)						
979 475	9.315			7 053	263	

Amount of executed works, Lats	Asphalt pavements, km	Improvement of gravel pavements, km	Bridge reconstr./ new constr., m	Painting of horizontal markings, m^2	Information signs, number	Other works
A14 Daugavpils bypass (Tilti–Kalkūne)						
648 269			84.60	1 049		
A15 Rēzekne bypass						
39 940			48.12	597		
State 1st class roads (P1, P...)						
23 446 730	104.067	0.40	716.57	40 027		traffic lights installed on Airport "Riga" access road
State 2nd class roads (V1, V...)						
3 112 899	22.668	6.50	465.34			
Incl. Investment Project "Reconstruction of important state roads, transit streets and bridges in district cities" in Balvi						
1 034 593						
Total 41 812 923	**194.565**	**6.90**	**1 817.46**	**1 423 698**	**513**	

Road Traffic Organisation

Road traffic safety has been declared as a priority in the whole European Union.
To provide traffic safety the **Traffic Safety Improvement Programme** was worked out in 2004 which was based on "black spot" method developed in 1996 in order 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. Data from Road Traffic Safety Directorate on road accidents in the state road network, applications from municipalities and audit reports are used to develop the list of road sections or crossings to be reconstructed,.

Registered Road Traffic Accidents

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

Losses to the Publics Occurred in Traffic Accidents, Lats

Year	Single traffic accident without injured/killed, average	Single injured in traffic accident, average	Single killed in traffic accident, average	Single traffic accident with injured/killed, average
1993	549	1 033	48 281	11 969
1994	694	1 354	65 624	15 544
1995	854	1 768	79 574	15 911
1996	972	2 096	96 901	18 892
1997	1 040	2 270	118 047	20 509
1998	1 135	3 044	134 857	24 833
1999	1 229	3 153	150 892	27 061
2000	1 256	3 328	160 134	27 942
2001	1 286	3 534	220 727	31 441
2002	1 332	4 010	230 928	31 672
2003	1 372	4 046	229 361	29 027
2004	1 408	4 000	244 744	31 314

To decrease the probability of road traffic accidents in 2004 a number of activities was implemented in the scope of National Programme for Road Traffic Safety.

Traffic organisation activities financed from periodic maintenance budget were the following:

- road markings were painted and maintained on state main roads in the area of 158 837 m^2, and on state 1st class roads – 40 027 m^2; work costs were – 1423 thousand Lats;
- 247 information signs and direction signs with the total area of 637 m^2 were installed on road A6 Riga–Daugavpils–Krāslava–Byelorussian border (Paternieki) section from km 149 to km 307; work costs were 242 thousand Lats;
- 263 information signs and direction signs with the total area of 702 m^2 were installed on road A13 Russian border (Grebņeva)–Rēzekne–Daugavpils–Lithuanian border (Medumi), information signs and direction signs were installed on road A14 Daugavpils bypass (Tilti–Kalkūne) and road A15 Rēzekne bypass; work costs were 280 thousand Lats;
- steel guardrails in the length of 7288 m were installed/renewed on road A6 Riga–Daugavpils–Krāslava–Byelorussian border (Paternieki) for the amount of 272 thousand Lats;
- Baloži crossing was reconstructed; work costs were 252 thousand Lats;
- traffic lights were installed in the crossing of road P133 access road to Airport "Riga"; work costs were 37 thousand Lats;
- Traffic organisation for the amount of 4 million Lats were commenced in two important sites: road A2 Riga–Sigulda–Estonian border (Veclaicene) section from km 50.0 to km 52.1 km (Sigulda) and road A9 Riga (Skulte)–Liepāja section from km 185.5 to km 188.9 km (Grobiņa bypass).

Traffic Organisation Activities Financed from Routine Maintenance Budget

Works	Work cost, Lats
1. Road signs in the state road network	
replacement of road signs – 8 452 items	407 015.00
renewal of road signs – 201.5 m^2	6 393.00
replacement of road sing poles – 7 028 item	176 046.00
painting of road sing poles– 13 items	80.00
2. Horizontal roadway markings	
painting of horizontal roadway markings – 2 458 m^2	10 969.00
3. Guard-rails	
replacement of damaged steel guardrails – 826 m	27 814.00
painting of steel guardrails – 252 m	1 474.00
washing of guard-rails – 2 134 m	352.00
treatment of string guardrails – 164 m	285.00
4. Signal posts	
replacement of signal posts – 5 194 item	74 322.00
washing of signal posts – 2 694 item	2 453. 00
gluing of reflectors – 96 item	148. 00
5. Traffic light maintenance	**15 055.00**
6. Road lighting maintenance and road lighting	**43 829.00**
7. Maintenance of bus stops and bus stop pavilions	**129 378.00**
8. Other traffic organisation activities	**77 491.00**
Total	**973 104,00**

Separate problems are connected with dangerous goods and heavy vehicles.

Number of Permits Issued for Heavy and Over-dimensional Traffic

Types of heavy vehicles	Permits issued in 2002	% of total number	Permits issued in 2003	% of total number	Permits issued in 2004	% of total number
Trucks with trailers	2 999	68.13	4 476	66.36	4 796	65.62
Trailers	87	1.98	252	3.74	332	4.54
Timber transport	1 226	27.85	1 879	27.87	1 967	26.91
Special vehicles (fuel transport. cranes)	90	2.04	134	2.03	214	2.93
Total	**4 402**		**6 741**		**7 309**	

Traffic Safety in 2005 and Problems With Necessary Solutions

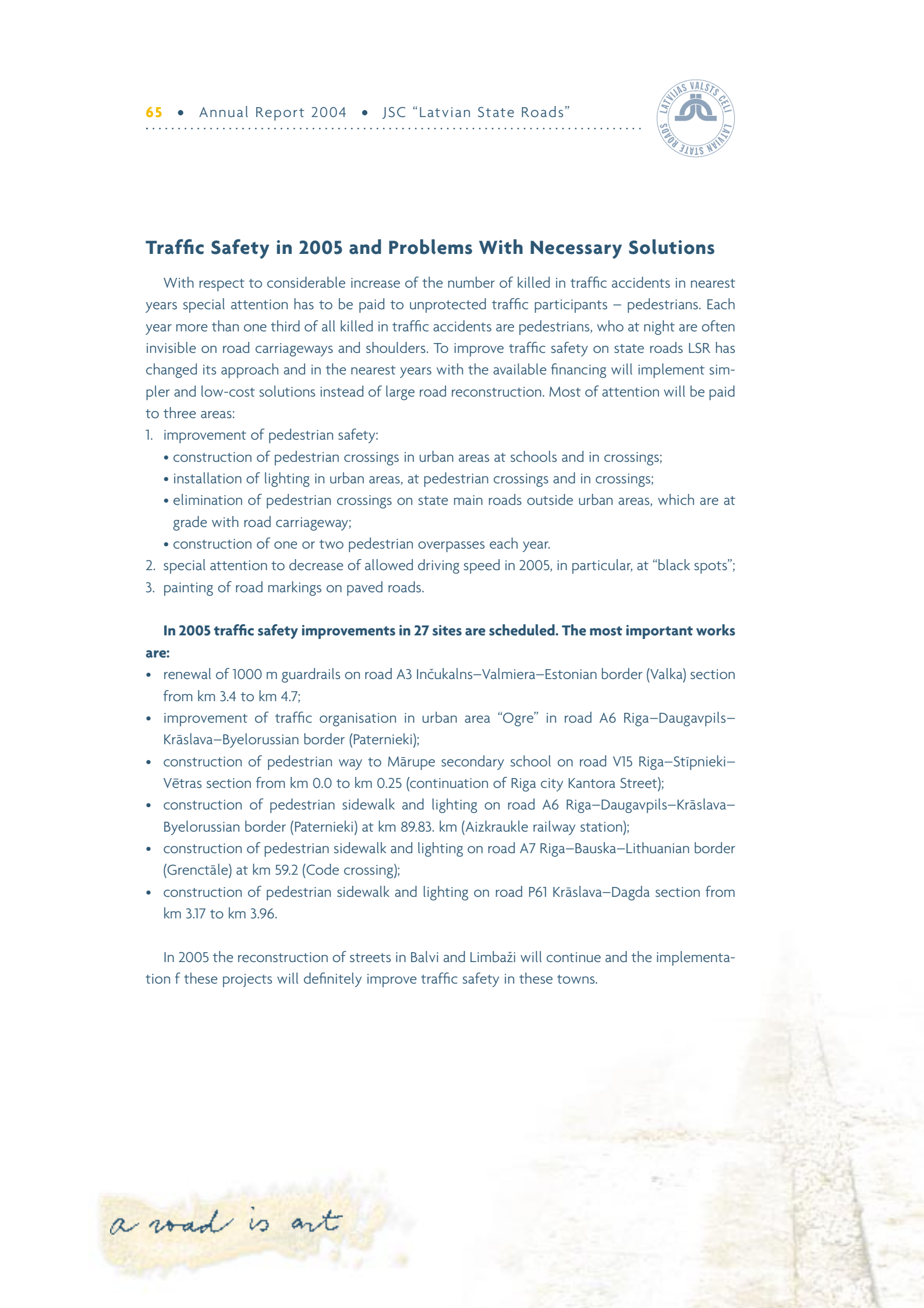
With respect to considerable increase of the number of killed in traffic accidents in nearest years special attention has to be paid to unprotected traffic participants – pedestrians. Each year more than one third of all killed in traffic accidents are pedestrians, who at night are often invisible on road carriageways and shoulders. To improve traffic safety on state roads LSR has changed its approach and in the nearest years with the available financing will implement simpler and low-cost solutions instead of large road reconstruction. Most of attention will be paid to three areas:

1. improvement of pedestrian safety:
   - construction of pedestrian crossings in urban areas at schools and in crossings;
   - installation of lighting in urban areas, at pedestrian crossings and in crossings;
   - elimination of pedestrian crossings on state main roads outside urban areas, which are at grade with road carriageway;
   - construction of one or two pedestrian overpasses each year.
2. special attention to decrease of allowed driving speed in 2005, in particular, at "black spots";
3. painting of road markings on paved roads.

In 2005 traffic safety improvements in 27 sites are scheduled. The most important works are:

- renewal of 1000 m guardrails on road A3 Inčukalns–Valmiera–Estonian border (Valka) section from km 3.4 to km 4.7;
- improvement of traffic organisation in urban area "Ogre" in road A6 Riga–Daugavpils–Krāslava–Byelorussian border (Paternieki);
- construction of pedestrian way to Mārupe secondary school on road V15 Riga–Stīpnieki–Vētras section from km 0.0 to km 0.25 (continuation of Riga city Kantora Street);
- construction of pedestrian sidewalk and lighting on road A6 Riga–Daugavpils–Krāslava–Byelorussian border (Paternieki) at km 89.83. km (Aizkraukle railway station);
- construction of pedestrian sidewalk and lighting on road A7 Riga–Bauska–Lithuanian border (Grenctāle) at km 59.2 (Code crossing);
- construction of pedestrian sidewalk and lighting on road P61 Krāslava–Dagda section from km 3.17 to km 3.96.

In 2005 the reconstruction of streets in Balvi and Limbaži will continue and the implementation f these projects will definitely improve traffic safety in these towns.



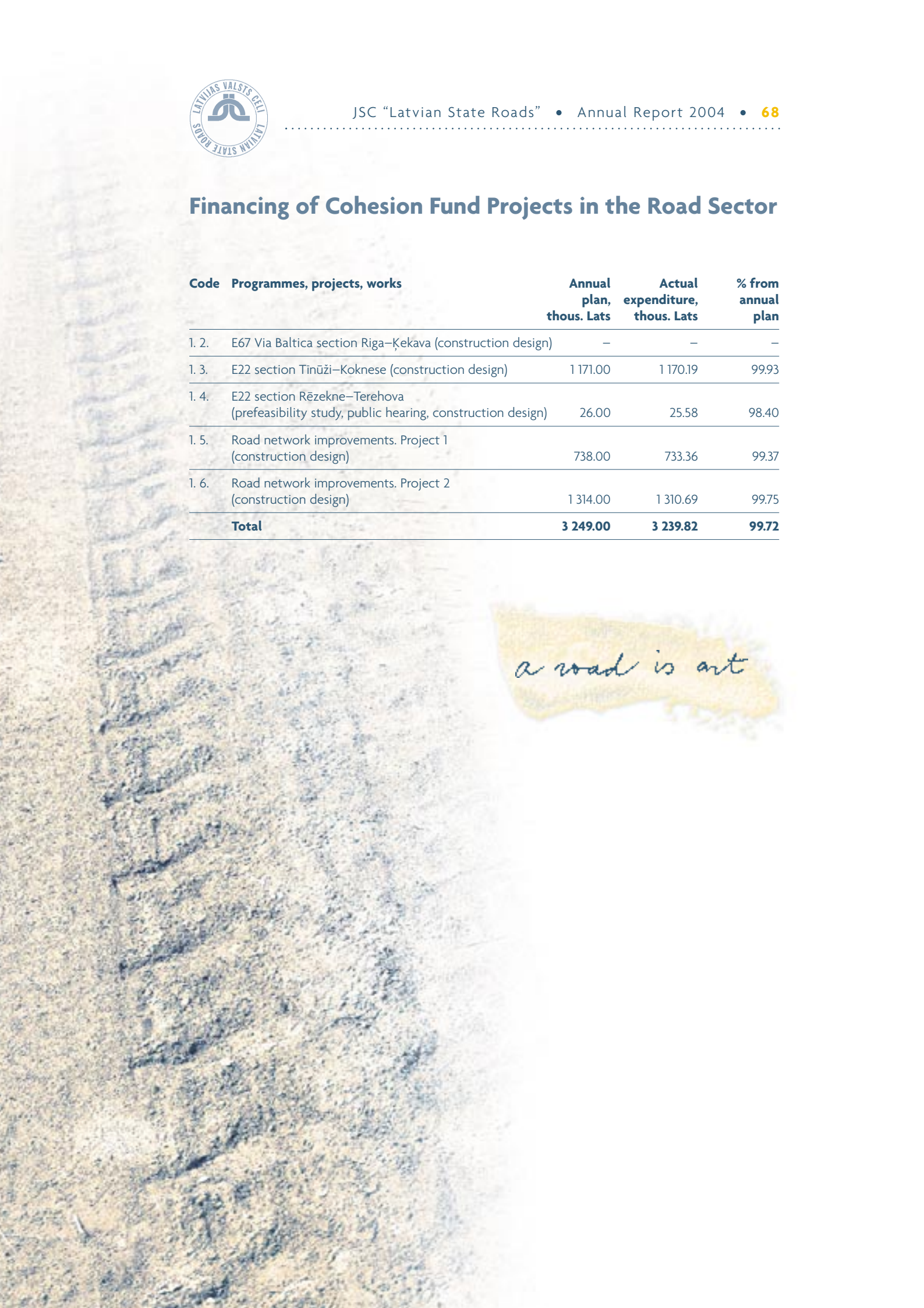
State Road Financing

Code	Programmes, projects, works	Annual plan, thous. Lats	Actual expenditure, thous. Lats	% from annual plan
	Maintenance costs	25 891.00	25 854.14	99.86
1.	Repayment of loan principal sum	3 894.00	3 894.89	100.02
2.	Repayment of loan interest	1 101.00	1 101.24	100.02
3.	Routine maintenance	20 607.00	20 672.95	100.32
3. 1.	State road routine maintenance	20 242.00	20 327.37	100.42
3. 2.	Co-financing for routine maintenance of urban transit streets	350.00	337.42	96.41
3. 3.	Co-financing for routine maintenance of roads over "Latvenergo" hydrotechnical structures	15.00	8.15	54.36
4.	Standardisation and comparative laboratory testing	85.00	61.58	72.44
5.	State road traffic safety audit	10.00	17.00	170.00
6.	Donation to road museum	59.00	59.00	100.00
7.	Information to the publics on road sector issues	16.00	16.00	100.00
8.	Fee for international organisations	14.00	14.57	104.09
	Expenditures for capital investments	15 578.00	15 580.62	100.02
9.	Periodic maintenance and renovation	12 603.00	13 428.54	106.55
9. 1.	Roads	6 224.00	7 176.58	115.30
9. 1. 1.	Pavement periodic maintenance	3 446.00	4 380.81	127.13
9. 1. 2.	Traffic provision in sections with collapsed asphalt pavement	984.00	968.33	98.41
9. 1. 3.	Drainage periodic maintenance	297.00	305.77	102.95
9. 1. 4.	Road renovation	751.00	732.48	97.53
9. 1. 5.	Co-financing for periodic maintenance and renovation of urban transit streets	700.00	743.99	106.28
9. 1. 6.	Development of traffic counting system	46.00	45.20	98.27
9. 2.	Bridges	3 065.00	2 901.69	94.67
9. 2. 1.	Bridge periodic maintenance	1 091.00	1 022.34	93.71
9. 2. 2.	Bridge renovation	1 974.00	1 879.35	95.20
9. 3.	Traffic organisation and road furniture	3 314.00	3 350.28	101.09
9. 3. 1.	Periodic maintenance of traffic organisation technical devices	2 248.00	2 213.15	98.45
9. 3. 2.	Traffic safety improvement projects	1 000.00	1 083.01	108.30
9. 3. 3.	Road Weather Information System development	66.00	54.12	81.99

Code	Programmes, projects, works	Annual plan, thous. Lats	Actual expenditure, thous. Lats	% from annual plan
10.	Design and project preparation	1 909.00	1 072.24	56.17
10. 1.	Road research and studies	29.00	28.94	99.79
10. 2.	Bridge research and studies	130.00	69.24	53.26
10. 3.	Road construction designs	1 190.00	697.33	58.60
10. 4.	Construction designs of traffic organisation technical devices	100.00	5.59	5.59
10. 5.	Bridge construction designs	460.00	271.14	58.94
10. 6.	Land acquisition (for reconstruction projects in 2004–2005)	105.00	16.92	16.11
11.	Reserve of the Ministry of Transport	200.00	206.60	103.30
12.	Co-financing for municipal programmes	559.00	559.04	100.01
13.	Payments for works executed in previous years	307.00	314.20	102.34
	Total	**41 469.00**	**41 434.76**	**99.92**

Financing of Cohesion Fund Projects in the Road Sector

Code	Programmes, projects, works	Annual plan, thous. Lats	Actual expenditure, thous. Lats	% from annual plan
1. 2.	E67 Via Baltica section Riga–Ķekava (construction design)	–	–	–
1. 3.	E22 section Tinūži–Koknese (construction design)	1 171.00	1 170.19	99.93
1. 4.	E22 section Rēzekne–Terehova (prefeasibility study, public hearing, construction design)	26.00	25.58	98.40
1. 5.	Road network improvements. Project 1 (construction design)	738.00	733.36	99.37
1. 6.	Road network improvements. Project 2 (construction design)	1 314.00	1 310.69	99.75
	Total	**3 249.00**	**3 239.82**	**99.72**



Financing for Investment Project "Improvements in VIA BALTICA Route and West–East Corridor"

Code	Programmes, projects, works	Annual plan, thous. Lats	Actual expenditure, thous. Lats	% from annual plan
	Maintenance costs	–	–	–
1.	Payment to consolidated budget (subsidies and donations)	–	–	–
	Expenditures for capital investments	10 373.00	10 323.32	99.52
2. 1.	E67 Via Baltica. Riga–Ādaži (construction)	4 972.00	4 953.01	99.62
2. 2.	Airport "Riga" access road. Part A and Part B (construction)	3 132.00	3 127.22	99.85
2. 3.	E67 Via Baltica. Gauja–Lilaste (Ādaži) (construction)	722.00	704.86	97.63
2. 4.	E67 Via Baltica. Saulkrasti bypass (construction and land acquisition)	1 192.00	1 191.57	99.96
2. 5.	E67 Via Baltica. section Ķekava–Iecava (design and land acquisition)	108.00	108.04	100.03
2. 6.	E22 Eastern entrance in Riga (study)	–	–	–
2. 7.	Technical assistance in the road sector	247.00	238.62	96.61
	Total	**10 373.00**	**10 323.32**	**99.52**

Financing for Rural Road Improvement and Development

Code	Programmes, projects, works	Annual plan, thous. Lats	Actual expenditure, thous. Lats	% from annual plan
	Maintenance costs	855.00	855.07	100.01
1.	Repayment of loan principal sum	598.00	598.22	100.04
2.	Repayment of loan interest	257.00	256.85	99.94
	Capital investments	8 583.00	8 582.93	100.00
3.	Regional projects	4 619.00	4 086.09	88.46
3. 1.	P125 Talsi–Dundaga–Mazirbe. 48.3.–56.0. km	209.00	176.54	84.47
3. 2.	P104 Tukums–Auce–Lithuanian border. 39.2.–45.4. km	188.00	97.82	52.03
3. 3.	P73 Vecumnieki–Nereta–Subate. 65.3.–75.0. km	935.00	795.71	85.10
3. 4.	P78 Pļaviņas–Ērgļi. 8.7.–16.3. km	71.00	51.60	72.67
3. 5.	P4 Rīga–Ērgļi. 69.1.–81.0. km	427.00	547.60	128.24
3. 6.	P21 Rūjiena–Mazsalaca. 12.4.–20.8. km	996.00	916.20	91.99
3. 7.	P57 Malta–Sloboda. 1.6.–10.6. km	1 268.00	1 098.78	86.65
3. 8.	P22 Valka–Rūjiena. 42.36.–48.2. km	525.00	401.84	76.54
4.	Road improvement due to closing of passenger transportation by railway	380.00	591.65	155.70
4. 1.	V877 Kalsnava–Rusuļi–Randoti. 0.0.–6.5. km	380.00	591.65	155.70
5.	Bridges	2 483.00	2 515.62	101.31
5. 1.	Bridge over the Bārta, road V1222 Nīca–Otaņķi–Grobiņa 1.4. km	876.00	825.84	94.27
5. 2.	Bridge over the Ogre, road P8 Inciems–Sigulda–Ķegums 60.3. km	653.00	676.61	103.62
5. 3.	Bridge over the Miegupe, road P20 Valmiera–Cēsis–Drabeši 7.8. km	705.00	765.02	108.51
5. 4.	Bridge over the Auce, road V1098 Dobele–Zaļenieki–Auce 12.3. km	249.00	248.16	99.66
6.	Construction design	564.00	512.94	90.95
7.	Payment for works completed in previous years	381.00	381.61	100.16
8.	Construction supervision. testing and audit for ERDF programme projects	156.00	495.01	317.31
	Total	**9 438.00**	**9 438.00**	**100.00**

Target Donations for Municipal Street and Road Financing

Name of district, city, urban area	Remainder as at Jan 1, 2004, Lats	Received, Lats	Expended, Lats	Remainder as at Jan 1, 2005, Lats
Aizkraukle district	136 851.00	353 870.00	384 546.00	106 175.00
Alūksne district	81 281.00	262 736.00	277 443.00	66 574.00
Balvi district	113 624.00	294 362.00	308 548.00	99 438.00
Bauska district	60 322.00	284 631.00	318 516.00	26 437.00
Bauska city	7 172.00	79 532.00	83 238.00	3 466.00
Iecava parish	4 203.00	59 134.00	63 290.00	47.00
Cēsis district	151 775.00	645 051.00	659 638.00	137 188.00
Daugavpils district	135 622.00	545 121.00	639 944.00	40 799.00
Dobele district	107 590.00	352 560.00	418 508.00	41 642.00
Gulbene district	76 004.00	246 455.00	298 149.00	24 310.00
Jelgava district	29 611.00	198 175.00	187 301.00	40 485.00
Society "Bērzes krasti"	12 176.00	104 608.00	98 161.00	18 623.00
Eleja parish	–	19 462.00	19 460.00	2.00
Lielplatone parish	2 130.00	18 526.00	19 930.00	726.00
Ozolnieki region	14 529.00	48 093.00	57 226.00	5 396.00
Valgunde parish	3 281.00	28 070.00	28 639.00	2 712.00
Jēkabpils district	43 628.00	574 688.00	587 372.00	30 944.00
Krāslava district	152 421.00	425 355.00	452 407.00	125 369.00
Kuldīga district	63 353.00	410 010.00	417 752.00	55 611.00
Liepāja district	149 245.00	466 151.00	519 086.00	96 310.00
Priekule city	–	15 345.00	15 345.00	–
Kalvene parish	5 839.00	11 977.00	9 660.00	8 156.00
Bunka parish	2 034.00	15 158.00	17 192.00	–
Limbaži district	144 580.00	282 011.00	331 475.00	95 116.00
Limbaži city	–	72 421.00	72 421.00	–
Aloja city	18 692.00	24 515.00	37 604.00	5 603.00
Salacgrīva city	11 566.40	56 140.00	65 058.46	2 647.94
Ludza district	95 966.78	406 081.00	414 421.50	87 626.28
Madona district	144 393.00	462 829.00	496 879.00	110 343.00
Barkava parish	9 559.00	18 901.00	20 962.00	7 498.00
Varakļāni parish	22 816.00	23 579.00	5 289.00	41 106.00

Name of district, city, urban area	Remainder as at Jan 1, 2004, Lats	Received, Lats	Expended, Lats	Remainder as at Jan 1, 2005, Lats
Vestiena parish	2 177.00	13 287.00	12 397.00	3 067.00
Murmastiene parish	–	11 368.00	6 245.00	5 123.00
Ogre district	191 344.00	514 244.00	564 424.00	141 164.00
Preiļi district	293.71	251 836.00	250 040.35	2 089.36
Līvāni region	18 378.00	86 643.00	88 146.00	16 875.00
Preiļi region	3 927.55	87 204.00	87 971.00	3 160.55
Pelēči parish	–	7 719.00	7 067.00	652.00
Rēzekne district	214 641.00	397 098.00	451 980.00	159 759.00
Malta parish	190.00	16 468.00	14 240.00	2 418.00
Riga district	296 512.00	1 028 675.00	1 154 837.00	170 350.00
Saldus district	103 826.00	264 420.00	303 110.00	65 136.00
Saldus city	9 027.00	106 292.00	90 762.00	24 557.00
Talsi district	135 414.00	315 134.00	366 834.00	83 714.00
Talsi city	3.00	109 099.00	109 095.00	7.00
Tukums district	71 890.00	261 988.00	261 535.00	72 343.00
Tukums city	470.70	141 099.00	138 198.33	3 371.37
Kandava region	4 302.00	70 362.00	74 570.00	94.00
Valka district	107 934.85	287 999.00	365 722.27	30 211.58
Valmiera district	110 584.00	478 314.00	460 359.00	128 539.00
Ventspils district	144 602.00	179 461.00	192 013.00	132 050.00
Riga city	695 294.00	4 378 185.00	4 073 875.00	999 604.00
Daugavpils city	–	660 396.00	660 396.00	–
Liepāja city	33 929.00	571 133.00	549 699.00	55 363.00
Jelgava city	–	474 572.00	474 529.00	43.00
Jūrmala city	296 910.00	603 320.00	820 933.00	79 297.00
Ventspils city	10.00	335 905.00	335 904.00	11.00
Rēzekne city	–	255 625.00	255 625.00	–
Grand total	**4 241 923.99**	**18 713 393.00**	**19 495 967.91**	**3 459 349.08**

art is a road