



European Union
European Regional
Development Fund

Baltic Loop

Bottleneck analysis questionnaire

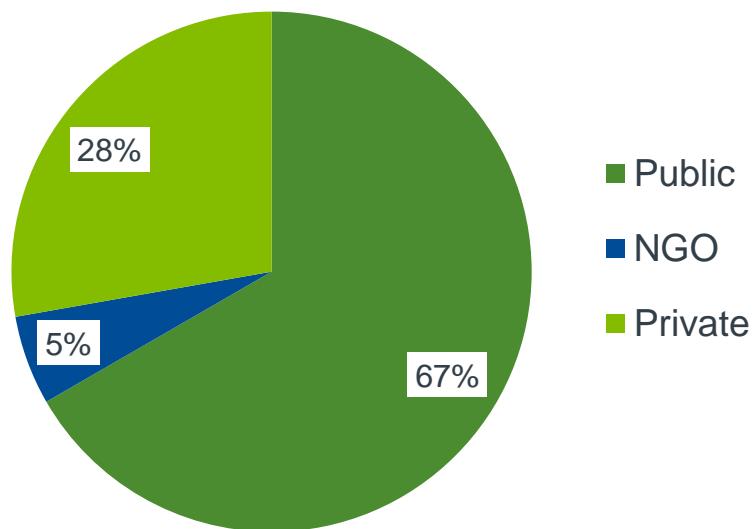
Latvia



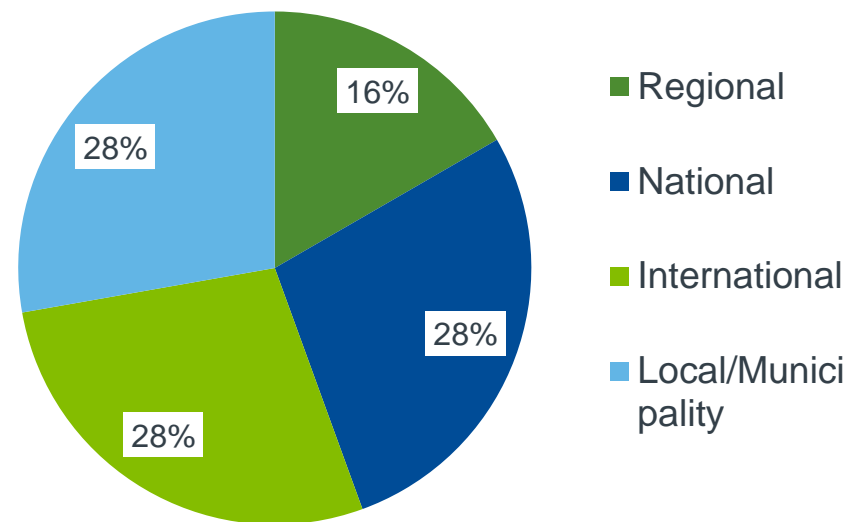
RĪGAS
PLĀNOŠANAS
REĢIONS

Respondents in Latvia - 26

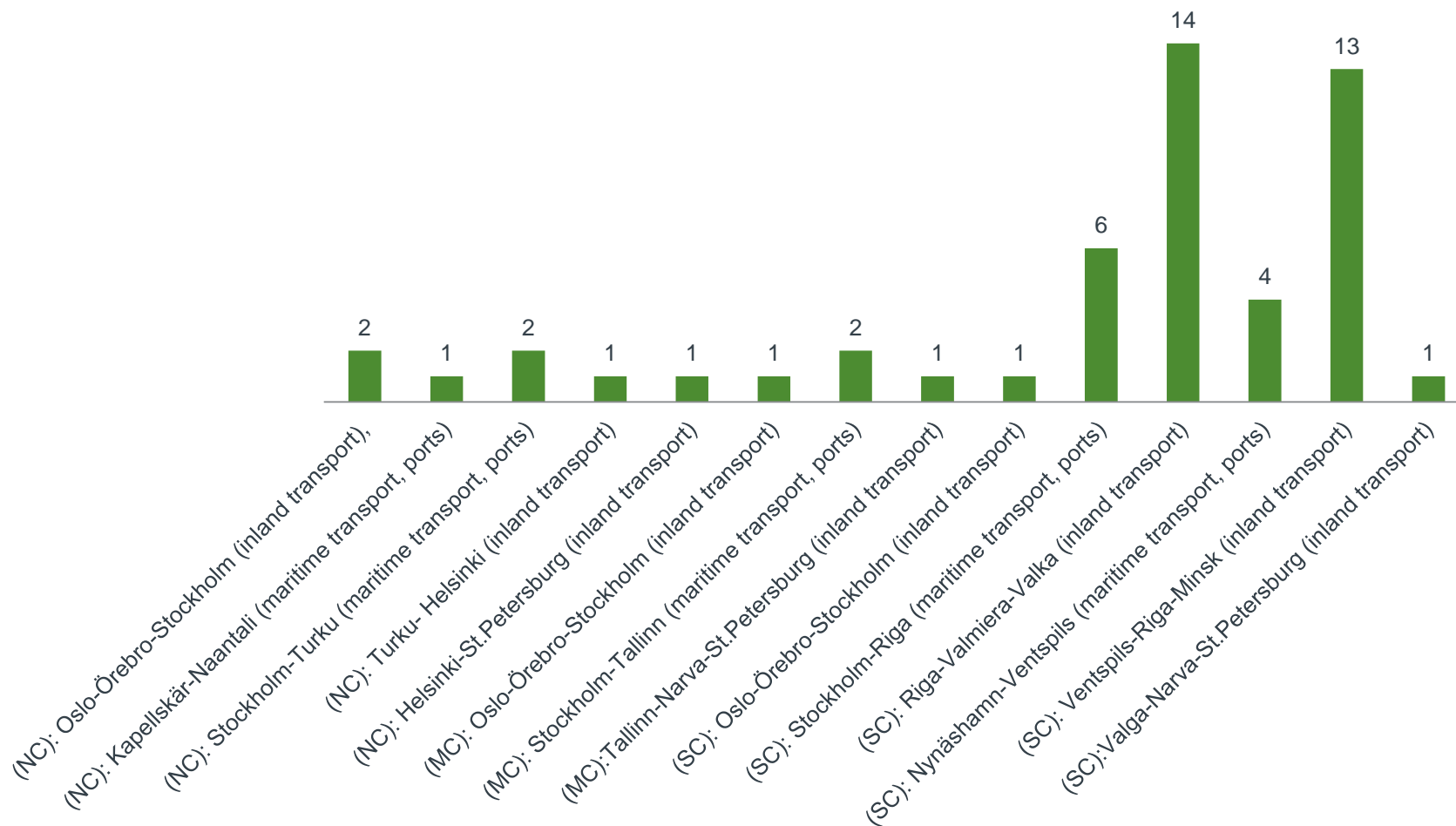
Organisation form:



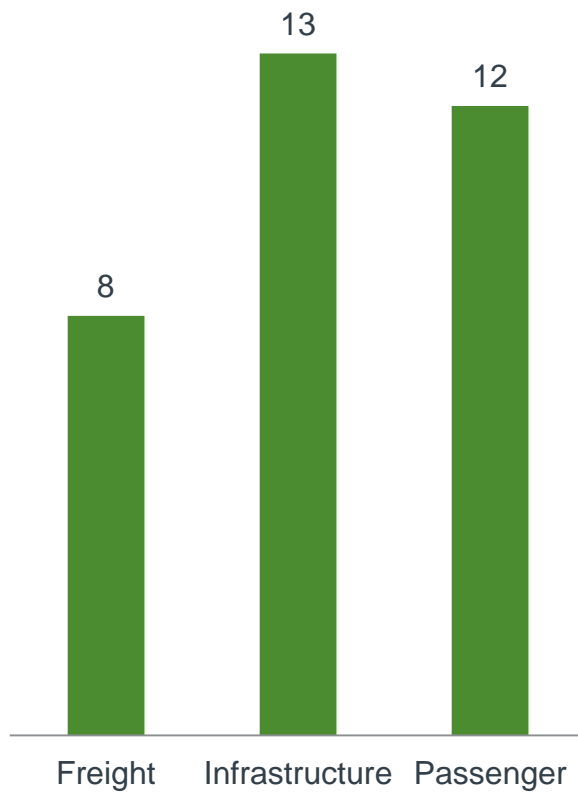
On which level does stakeholder organisation unit operates:



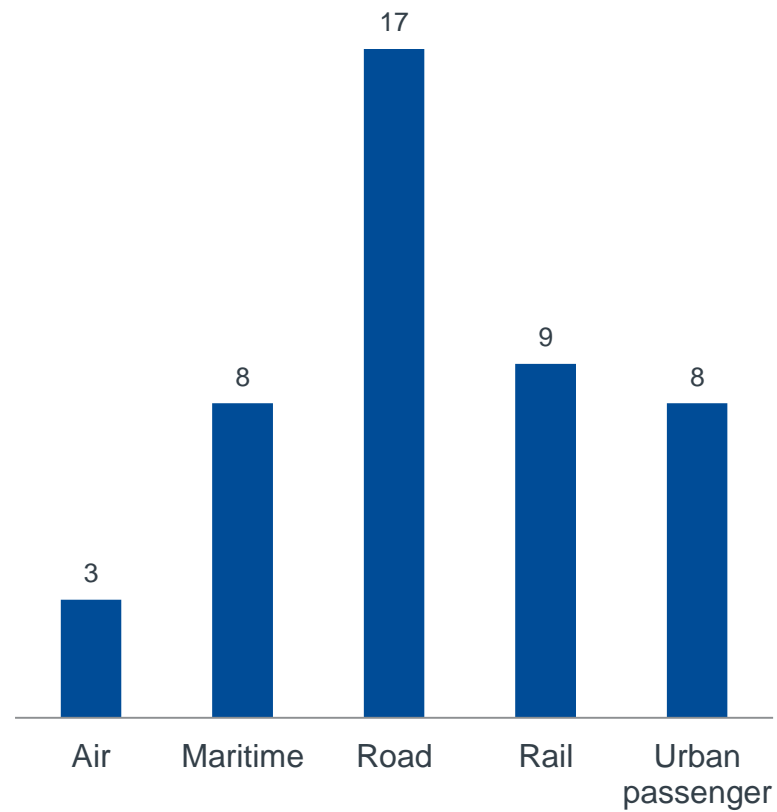
On which sections of the given corridors stakeholder operate



What transport services are provided



Which transport sub-sector are operated

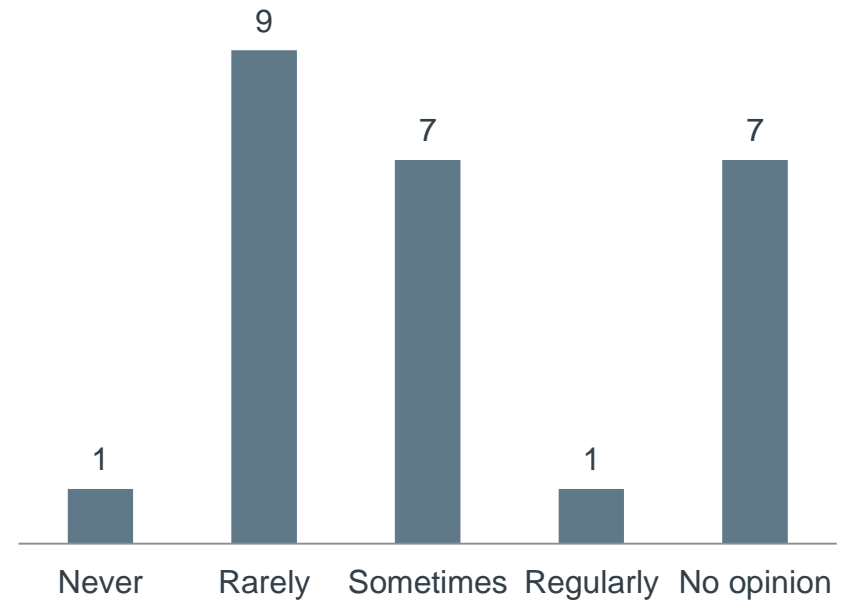




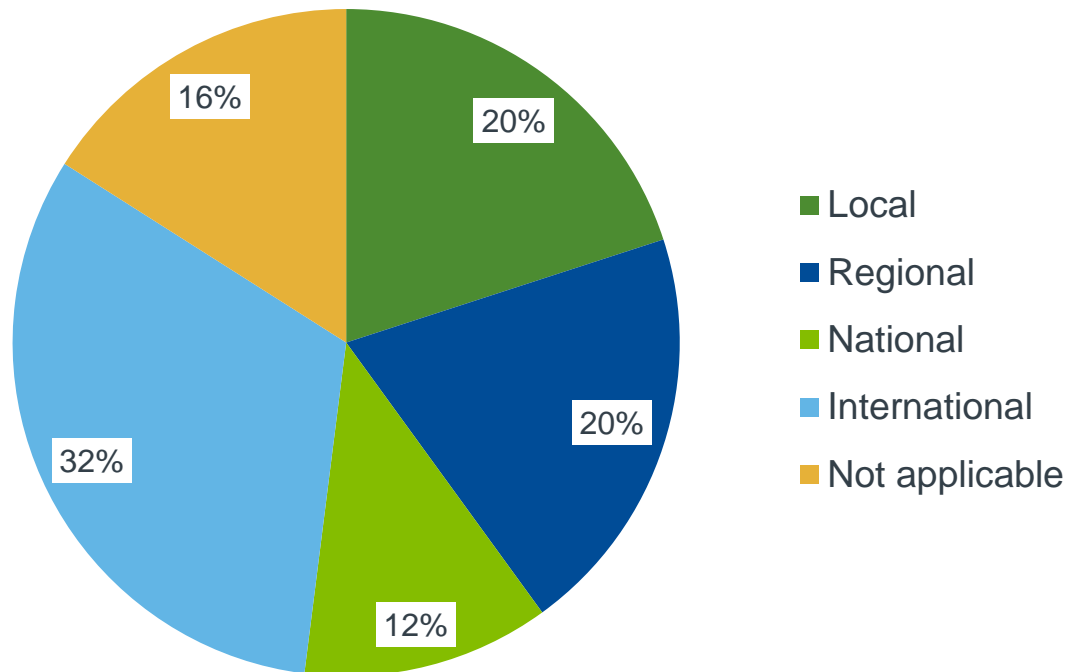
Primary direction of activity of represented organisation (Cargo)



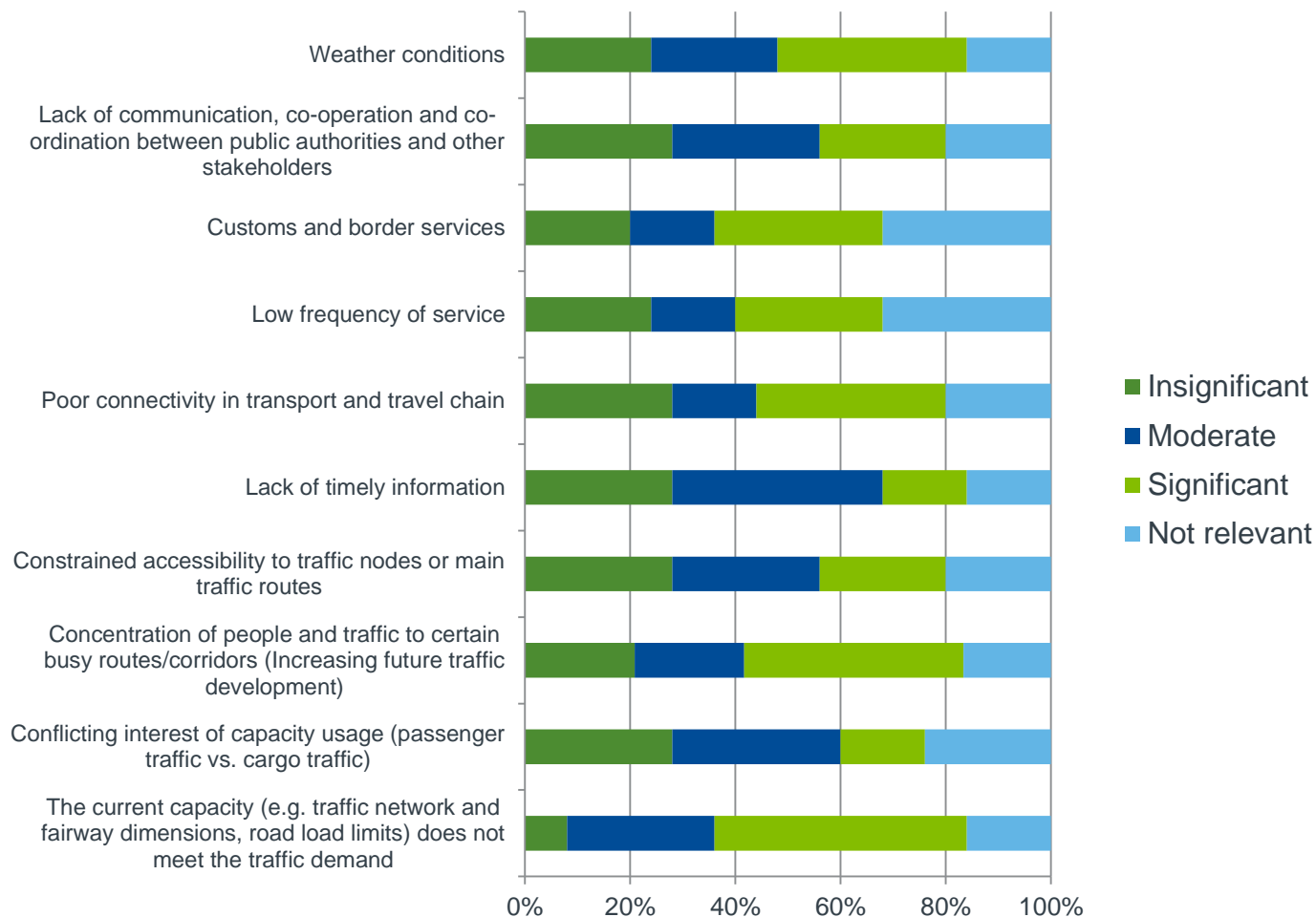
How often are experienced delays:



On which level represented organisation primarily operate (Passenger)

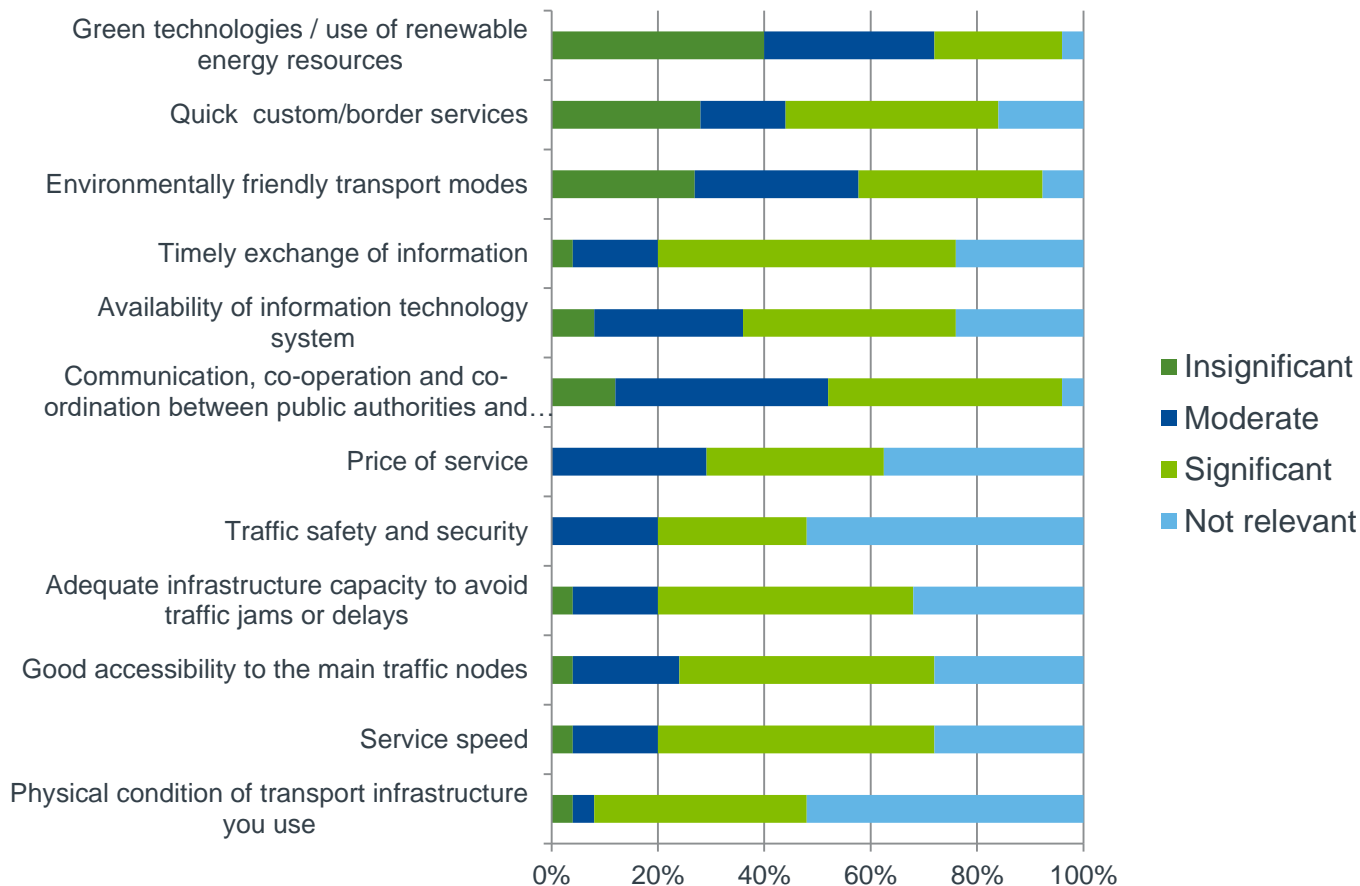


What are (or could be) the major causes for delays?

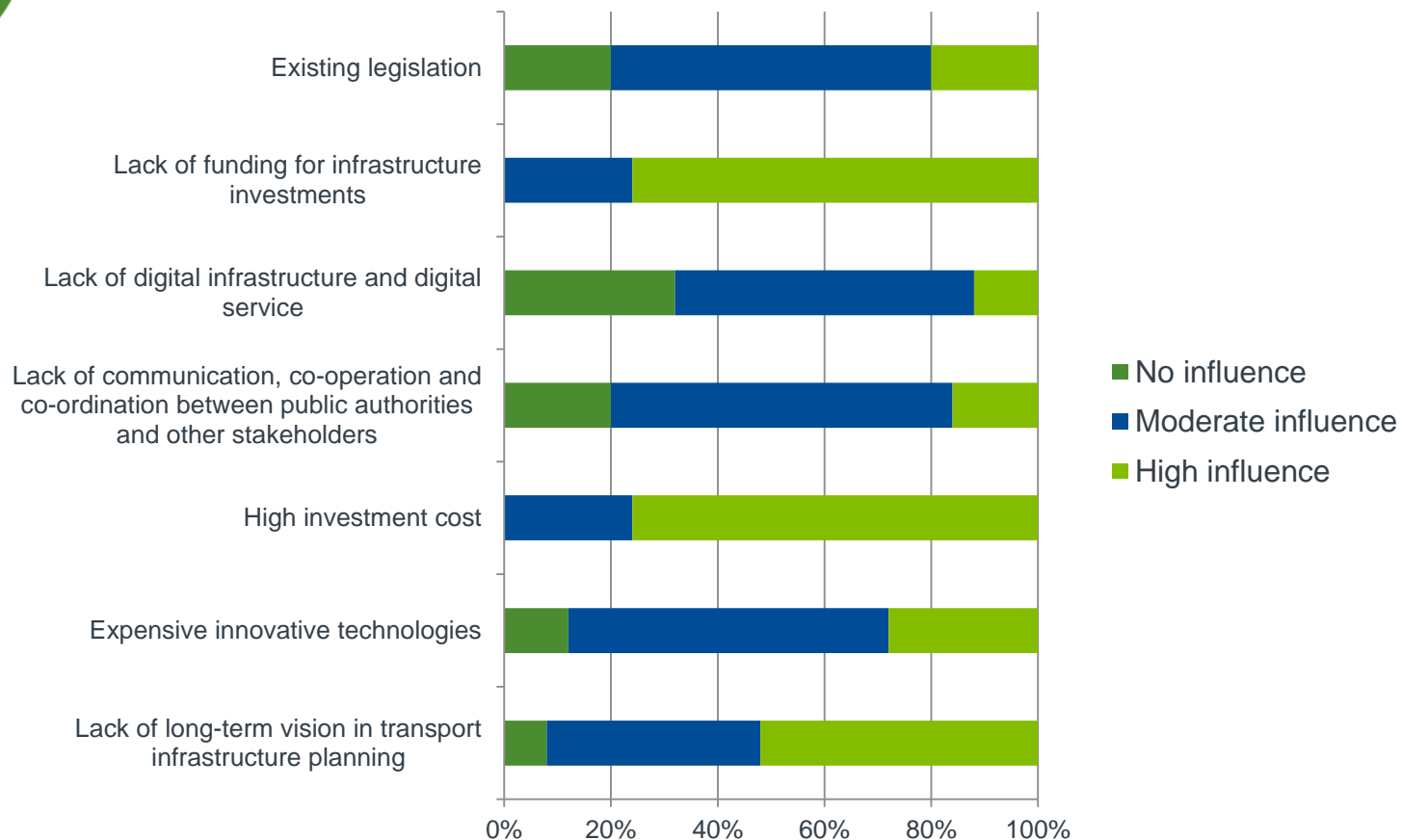


Baltic Loop

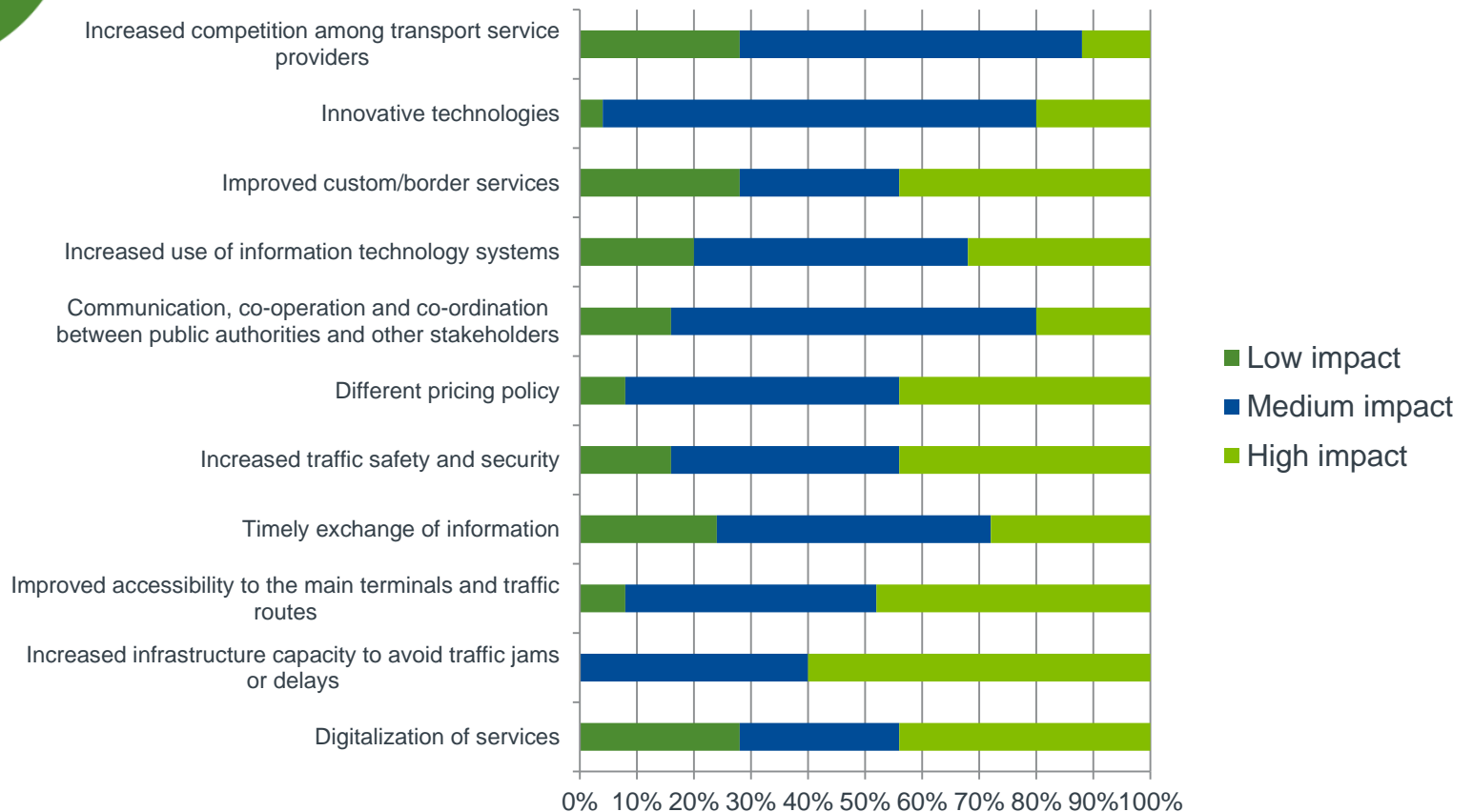
How important for organisation is to ensure your transport operations/services on the corridor?



What are the main hindrances of transport infrastructure development?



What (and to what extent) could improve traffic flows in the international transport corridors



Open questions

In which corridor sections are experienced delays?

- Riga – Baltezers
- Riga – Tukums
- Riga – Jaunmarupe
- Waiting with the car for ferry
- Riga – Minska
- Tallin – St.Peterburg

What other causes could be for delays:

- Tehncial condiciton of vehicles;
- Increasing intensity of road transport as the number of inhabitants and entrepreneurs traveling to and from Riga city increases;
- Insufficient funding for the development of the national road network
- Non-existent barriers for wildlife, collisions with them.



Open questions

Other main hindrances of transport infrastructure development per corridor:

- Restrictions in nature reserve areas. Ownership issues;
- In this corridor (Riga – Valmiera – Valka; Ventspils – Riga – Minska), the country's major motorways are in a very good and excellent condition, but major investments would be needed to improve the parameters (currently all corridors are dual carriageways, which in the future should be converted into two lane roads);
- Failure of the states to agree on a new Narva border crossing (currently in the city center);
- Competition between modes of transport for public sector grants.

What (and to what extent) could improve traffic flows in the international transport corridors?

- Improving the parameters of the roads in the corridor would improve overall carrying capacity;
- Trade agreements, common wider trade areas.

