MERIDIAN Deliverable D11 – “D1.11 - Onsite visit LV”

Document Information

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Abstract

On the 5th of June 2024, the Latvian State Roads organised a MERIDIAN onsite visit in Riga, Latvia. 30 representatives of the MERIDIAN partners participated in the onsite visit.

The one-site visit was organized with the aim of familiarizing the MERIDIAN partners with a comparatively different solution than in other countries regarding digital traffic management and infrastructure management solutions in combination with a public-private partnership model, in which the private partner not only designs and builds the infrastructure but also maintains it and ensures its full accessibility to road users.

The onsite visit was organised at the private partner’s premises as a half-day event. The visit was combined with a demonstration of the equipment providing digital management of the road assets, considering that the equipment was purchased within the framework of the project.

The Latvian onsite visit is related to task Task *1.04 Knowledge Building* which is part of work package *WP1 Project management and knowledge building* of MERIDIAN.

Content

Agenda

The onsite visit in Latvia was focussed on sharing experiences related to the digitalization of road assets and traffic organization through collaboration between the public and private sectors. In this case, the public partner's task was to formulate smart and future-oriented traffic management requirements for the successful public procurement process, while the private partner's task was to provide a high-quality and sustainable solution with a good “money for value” ratio.

The event included:

- 2 presentations from the private partner on the following topics:
  - “KEKAVA BYPASS PROJECT” by Juris Frīdmanis, general director of the jointstock company “Kekava ABT”, the Private partner,
  - “KEKAVA BYPASS Operation & Maintenance” by Armands Sviķis, the board member of the “KEKAVA BA”, Ltd., the sub-constructor of the Private partner;
- a visit to the private partner's office, where the systems and databases used for maintenance of the high-speed road were presented in action:
  - organizing planned daily road maintenance (such as cleaning, snow removal, mowing, etc.),
  - operational daily maintenance (such as road cleaning after traffic accidents or infrastructure damage repair),
  - infrastructure asset management,
  - traffic monitoring,
  - service coordination for problem resolution,
  - systems to exchange traffic and traffic safety related information with public sector considering that object within the public-private partnership project is still the property of the state and belongs to the state road network etc.

Report

One of the essential cornerstones of the MERIDIAN project in the way towards safe and digital traffic management in Europe is knowledge building and sharing experiences among partner institutions and transport corridors. The project consortium includes countries and institutions that are vastly different in terms of

territory, operational scale, and experience. In Latvia, the population density and accordingly, the road network, road types, and traffic intensity on roads are significantly lower than the European average. The traffic demand, or the public's demand for traffic management solutions, is relatively low (even the most congested roads around the capital do not reach 50,000 vehicles per day), which means that the digitalization process is just launched.

In 2023, the first high-speed road in Latvia – Ķekava Bypass (further in the text – Kekava Bypass) - was opened for the traffic. The Kekava Bypass covers a section of the TEN-T network near the capital Riga, approximately 17 km in length, and serves 38-40 thousand drivers during peak periods, including freight transport through the Baltic States.

The Kekava Bypass project was implemented within the framework of a public-private partnership (further in the text – PPP), where the private partner not only designs and constructs but also maintains the built infrastructure for 20 years after construction is completed.

An important note: this is not a concession model but an availability payment model, meaning the private partner recovers its investments not by collecting tolls but through regular payments made by the state, the amount of which is agreed upon in the PPP contract and can be reduced if the infrastructure is not maintained at the highest quality and safety or driver comfort conditions are compromised.

This PPP model with availability payments is the main reason why the private partner is highly motivated to have a perfect understanding and data base of the constructed assets, accumulate easily usable information about the investments made in the infrastructure, and ensure the highest quality of driving conditions on the Kekava Bypass. To achieve this, a traffic monitoring and management centre has been established within the framework of this single project, which provides 24/7 monitoring of Latvia's first highspeed road, immediate technical support if needed, and prompt repair of any infrastructure damage.

The delegates were welcomed by Liesma Grīnberga on behalf of the Latvian State Roads (the public partner) as well as Juris Frīdmanis, general director of the joint-stock company “Kekava ABT” (the Private partner) and Armands Sviķis, the board member of the “KEKAVA BA”, Ltd. (the sub-constructor of the Private partner).

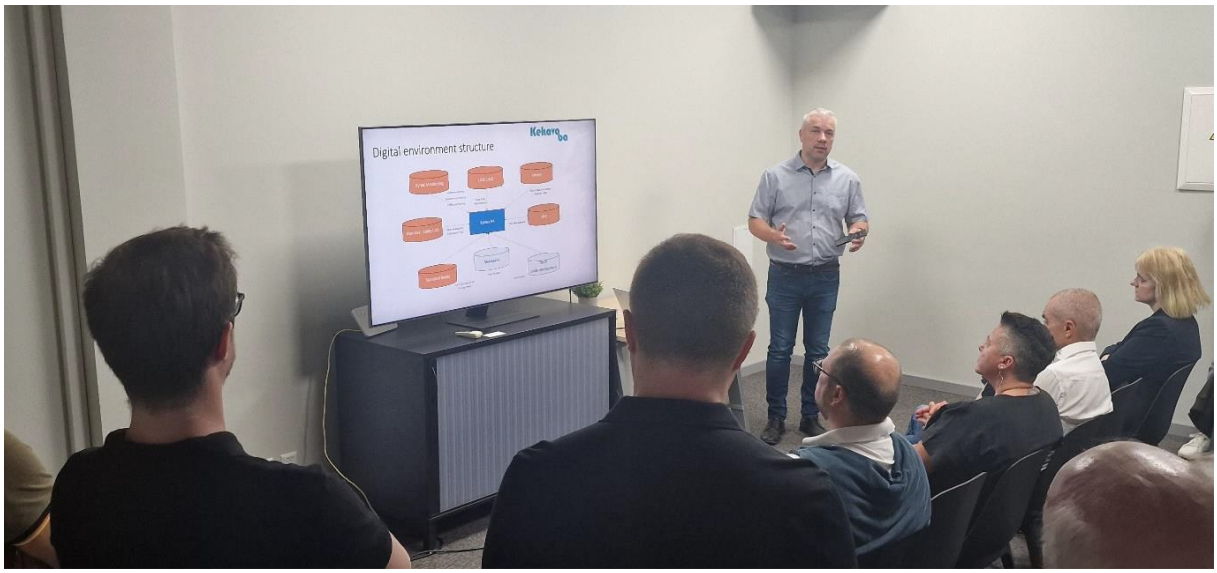
The representatives of the private partner and public partner introduced visitors with the main technical description of the Kekava Bypass as well as explained the main principles of the PPP contract, division of the responsibilities between partners and differences making Kekava Bypass project unique regarding digitalization issues of the road infrastructure (assets, asset management etc.) and traffic management.

Presentation was supplemented with additional explanations from the public partner’s side regarding initial requirements for the Kekava Bypass infrastructure itself (phases of the designing and construction) as well as requirement for the maintenance and traffic management (phase of availability) which clarifies a chain of causality from identifying needs and forecasting future traffic needs to the most effective solutions

for end users and the state budget considering that this is PPP contract based on availability payments made by state, not tolls based concession.

Another presentation was deeply focused on the digital solutions which are used by the private partner and also other users – public partners, subcontractors etc. Presentation was describing different systems and data bases providing collection, processing, exchange and storing of different data related to the Kekava Bypass, like:

- traffic monitoring system,
- road condition monitoring system,
- internal task management system among stake holders,
- share-point,
- data analysis tool,
- digital road information platform (asset management),
- tools to calculate non-availability payments,
- daily maintenance management system (plans, reports etc.),
- data flow between private partner's systems and common traffic management
- systems of the state and / or national access point.



After presentations, MERIDIAN partners had an opportunity to visit the traffic management centre itself to see the systems in operation. An interesting part of the presentation was a procedure of the information exchange with the public structures like the Latvian State Roads and its traffic information centre (covering all state road network), emergency institutions, military institutions etc. The proper exchange of data with national access point is still in the process, mostly because public systems need adaptation to the new type of the systems provided by the private partner which is highly interested to exploit the newest and most sustainable digital solutions (PPP contract based on availability payment made by the state. The threshold of the maximum availability payment is fixed and can be reduced in cases of non-availability of the infrastructure to the end users – that motivates to be very efficient).

The participants were also able to interact with the presenters and to ask different questions.

Afterwards, the delegates were taken for a demo session – representatives of the Latvian State Roads demonstrated a car equipped with different tools in order to ensure up-todate, transparent, true and traceable identification, accounting, evaluation and monitoring of daily work of all elements forming the state road network, obtaining a true picture of the state and balance of national roads, allowing to plan rational and efficient development of the national road network and management of operational processes throughout road lifetime. The new equipment combined with already existing systems and data bases provides following benefits:

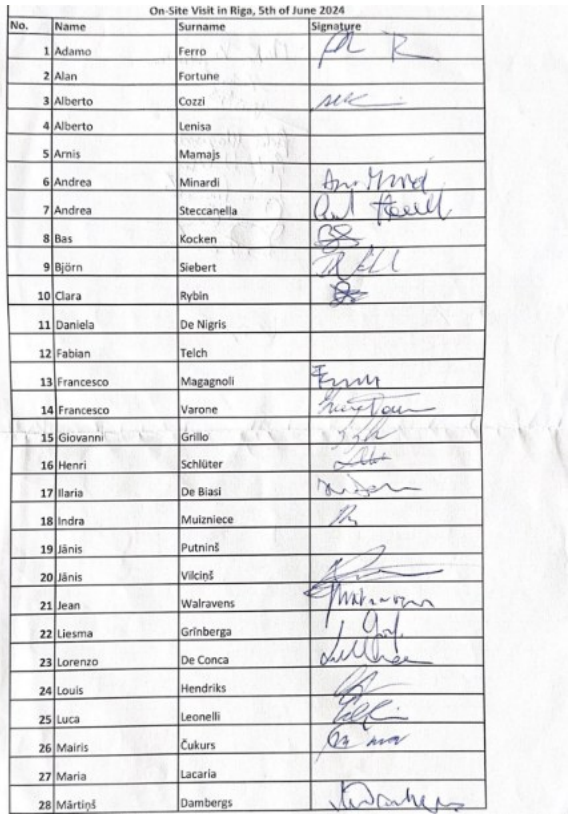
- increased effectiveness of road asset operation and management,
- the availability of data for decision making support in relevant business processes of transport safety, collaborative logistics, and multimodal travel;
- data will be made available to involved public and/or private stakeholders, in particular for mobility, traffic, and road administration management purposes.

Thanks to MERIDIAN, Latvian national access point will be provided with much more significant information. MERIDIAN is significantly promoting knowledge development and actively engaging in efforts aimed at European harmonization and knowledge building, for example, by evaluating individual implementations and the impact of the project.

Afterwards the participants had the chance to give their feedback on the presentations and demonstration as well as had all their remaining questions answered.

Annexes

Attendance list:



On-Site Visit in Riga, 5th of June 2024

No.	Name	Surname	Signature
1	Adamo	Ferro	
2	Alan	Fortune	
3	Alberto	Cozzi	
4	Alberto	Lenisa	
5	Arnis	Mamajs	
6	Andrea	Minardi	
7	Andrea	Steccanella	
8	Bas	Kocken	
9	Björn	Siebert	
10	Clara	Rybin	
11	Daniela	De Nigris	
12	Fabian	Telch	
13	Francesco	Magagnoli	
14	Francesco	Varone	
15	Giovanni	Grillo	
16	Henri	Schlüter	
17	Ilaria	De Biasi	
18	Indra	Mulzniece	
19	Jānis	Putniņš	
20	Jānis	Vilciņš	
21	Jean	Walravens	
22	Liesma	Grīnberga	
23	Lorenzo	De Conca	
24	Louis	Hendriks	
25	Luca	Leonelli	
26	Mairis	Čukurs	
27	Maria	Lacaria	
28	Mārtiņš	Dambergs	
29	Mirko	Vindimian	
30	Nil	Mudul	
31	Nora	Boujddayn	
32	Paola	Mainardi	
33	Paul	Homburg	
34	Simone	Pacciardi	
35	Stefano	Bevilacqua	
36	Tobias	Schiestel	
37	Valentina	Cherubini	
38	Veronika	Salmhofer	
39	Vincent	Lau	
40	Zdravko	Alaber	

Presentations:

- “KEKAVA BYPASS PROJECT”
- “KEKAVA BYPASS Operation & Maintenance”

Available in the shared folder: *MERIDIAN\06_Meetings\Steering Committee\2024-06-03-05 MER SCM Riga\MER SCM Riga_On-Site Visit*