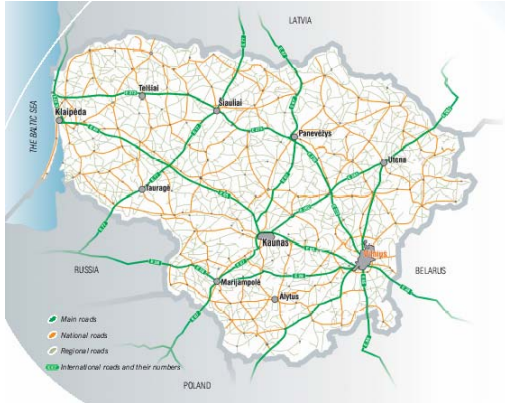
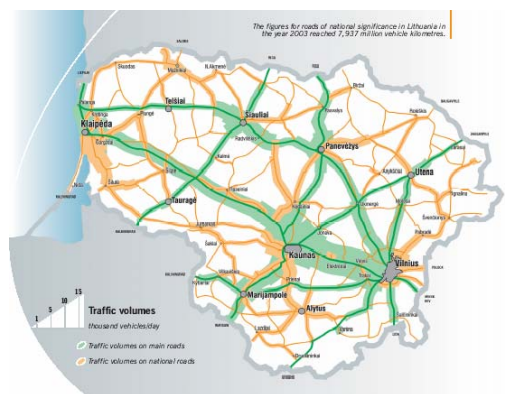


Winter road management

1.1. Road network & traffic



The road network of national significance consists of main roads (1,700 km, including 420 km of motorways), national roads (4,900 km) and regional roads (14,700 km). 59 % of roads have asphalt or concrete pavement. The total number of vehicles in the country amounts to 1.52 million. Lithuania is situated at the crossroads and has international transport corridors extending from the north to the south and from the east to the west. Hence the development of road network and its maintenance is among the country's top priorities.



1.1. Standards & rules

The Lithuanian Road Administration is a public institution established by the Government of the Republic of Lithuania and is in charge of organising and co-ordinating the rehabilitation, maintenance and development of roads.

One type of maintenance works pertains to routine winter road maintenance.

Since the year 2002 Lithuania has had the Road Maintenance Management System. The system is described in the Road Maintenance Manual. It consists of 6 volumes and includes standards of road maintenance, economic standards of road maintenance, technology of work execution on roads, preparation of road maintenance programme, road technical control, acceptance of works and payment, accounting of road maintenance works and standards of works, equipment and material consumption for road works.

Using the Road Maintenance Management System the Lithuanian Road Administration concludes performance-based contracts with state enterprises-road maintenance companies.

Roads of national significance are divided into main, national and regional roads. Each road category is maintained following one of three maintenance levels: high (level 1), medium (level 2) and low (level 3). The level of maintenance applicable for a particular category of roads is selected by the LRA considering the level of financing. The level of maintenance is approved by the LRA when concluding road maintenance contracts with road management companies. Before each winter season, they identify routes of road cleaning and spreading and make schedules, which are approved by the LRA.

In Lithuania, even when winter is very harsh, there are no restrictions imposed on using roads. They are never closed. Main roads shall be accessible round the clock. The traffic may only be interrupted under extreme weather conditions for no longer than 2 hours on motorways, no longer than 3 hours on other main roads, no longer than 8 hours on national roads, no longer than 48 hours on regional roads

There are no marked differences between the climatic zones in Lithuania. Therefore, they hardly influence the length of spreading. In accordance with the standards enclosed in

contracts signed with contractors, the maintenance operations should start not later than 1 (one) hour from the beginning of rain, snow or freezing rain. Level 1 maintenance operations (24 hours a day) of main roads are applicable on road A1 Vilnius-Kaunas-Klaipėda and the *Via Baltica* road Riga-Panevėžys-Kėdainiai-Sitkūnai-Kaunas-Marijampolė-Suwalki. The maintenance service is on duty on other main roads from 4 to 22 hours, on national roads—from 6 to 19 hours, on regional roads—from 9 to 18 hours.

The consultancy companies are in charge of road maintenance control and supervision, which is performed on a contractual basis. Regional supervisors at clearly defined intervals or after changes in the weather conditions inspect roads. They identify if the quality of road maintenance works conforms to the requirements of the Road Maintenance Manual. The maintenance works are paid considering the resultant quality.

ROAD MANAGEMENT



Lithuanian Road
Administration

Algimantas Janušauskas

LITHUANIA in Europe

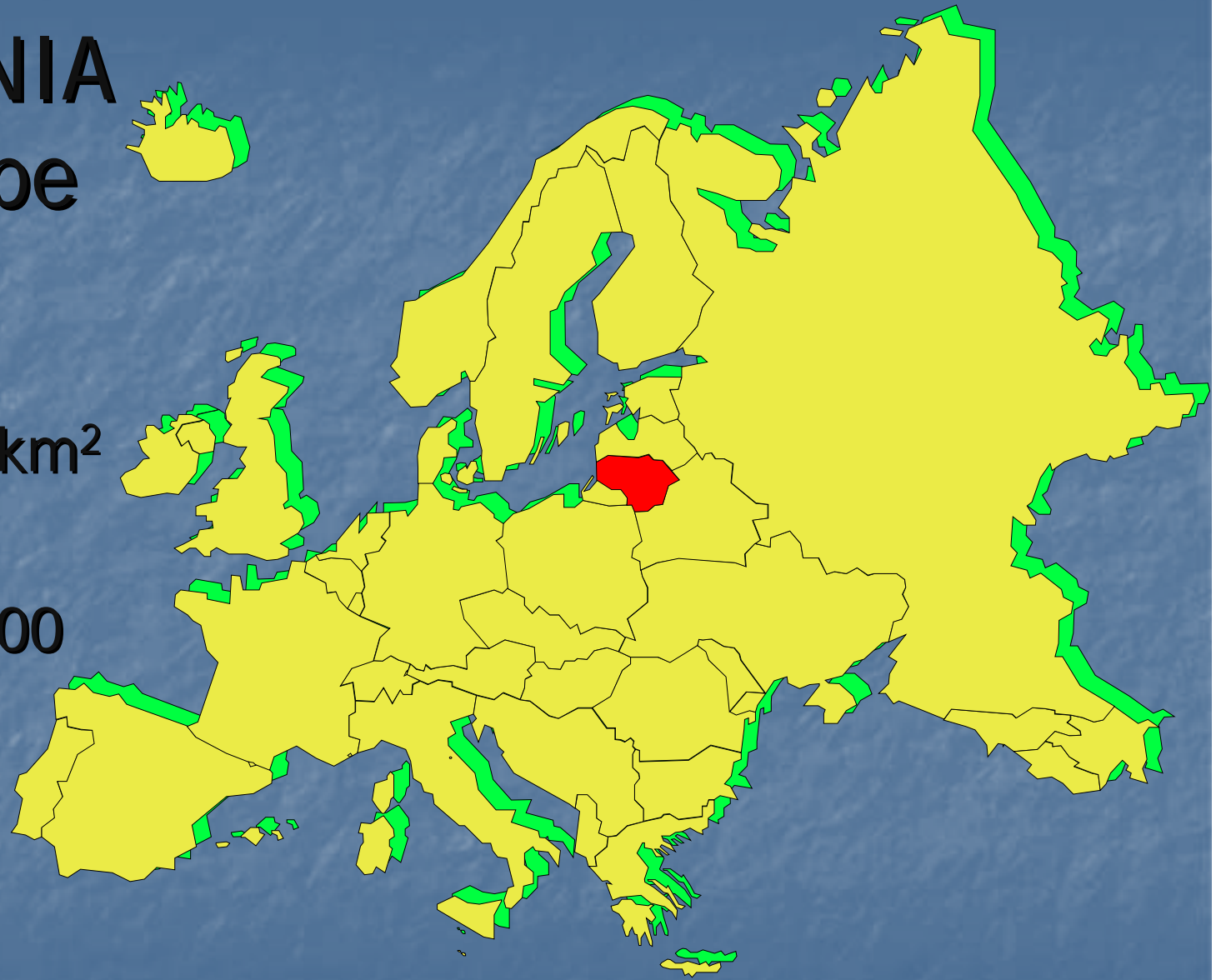


■ Territory

65 300 km²

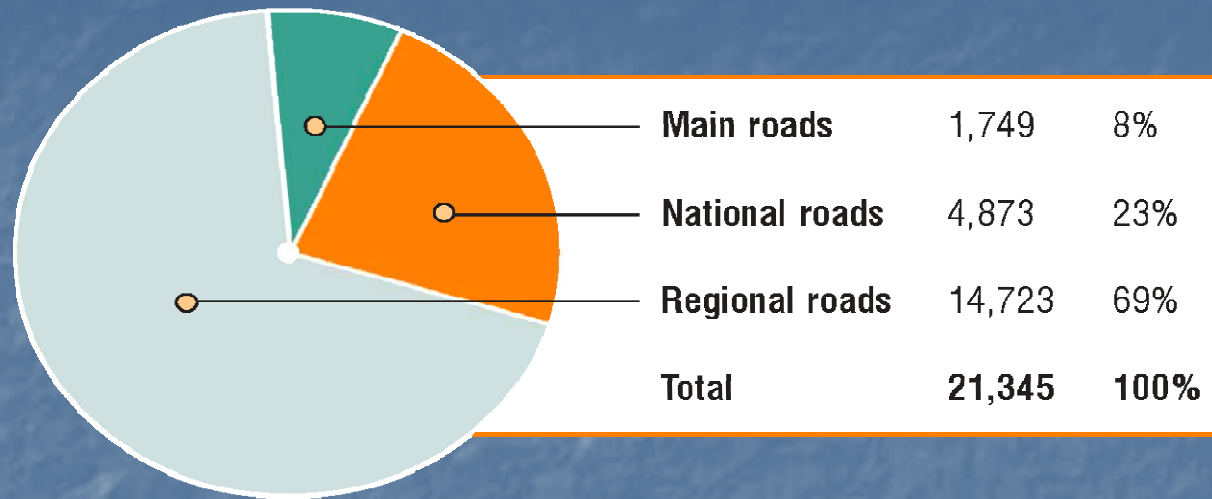
■ Population

3 491 000



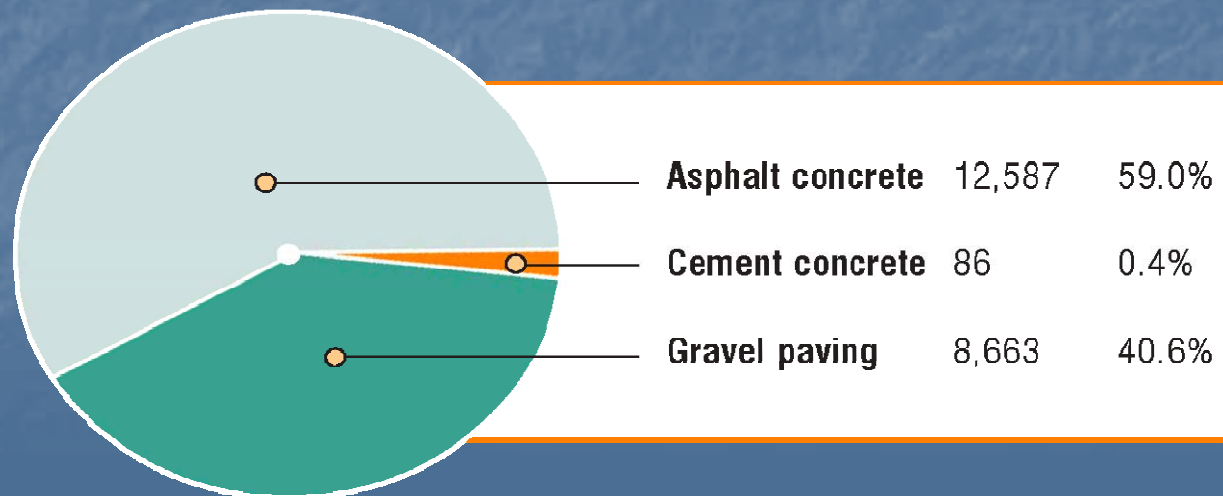
Road network structure, km

01 01 2005



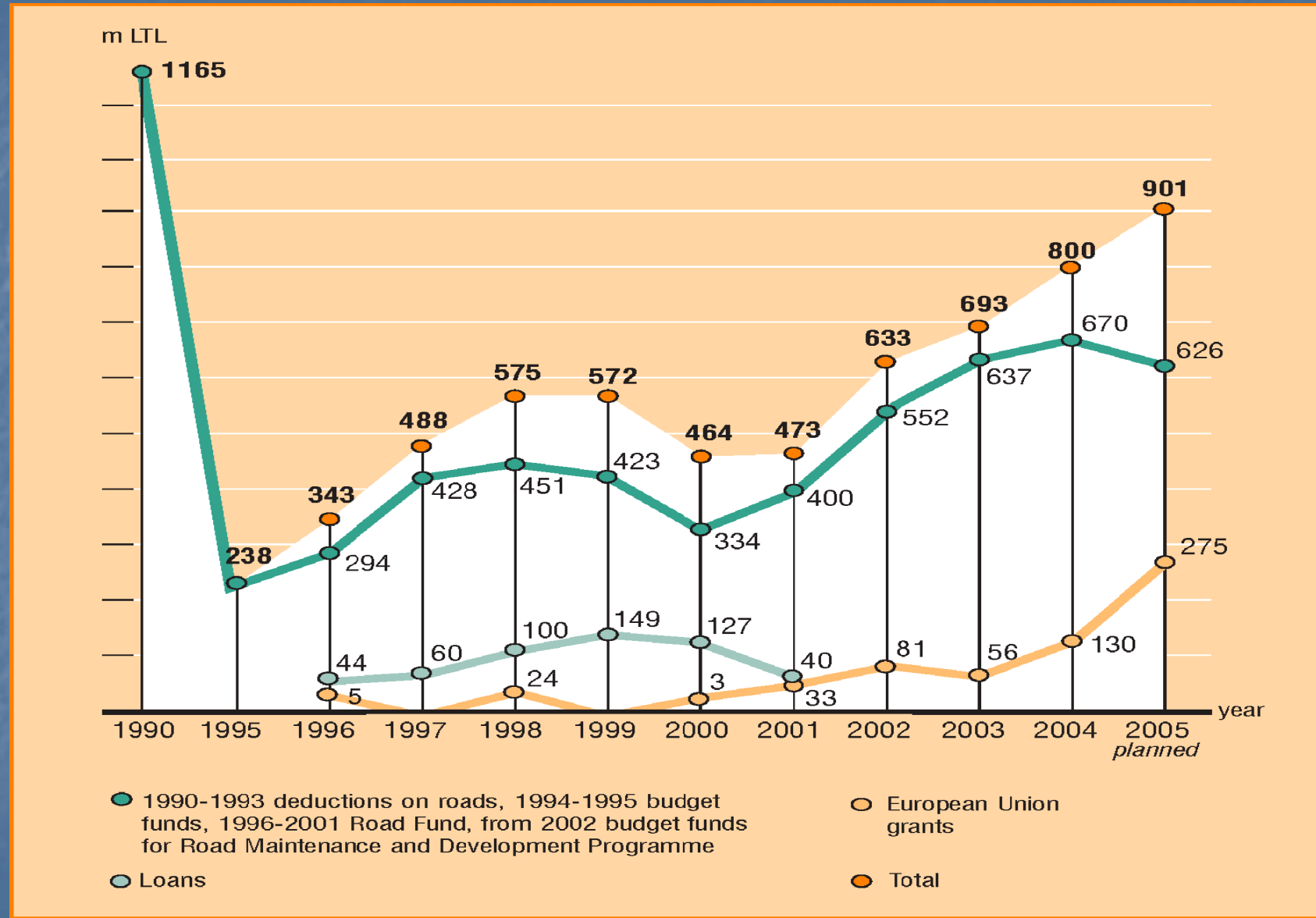
Types of pavement, km

01 01 2005



Funding of roads of national significance (prices of year 2001)

01 01 2005



Transport service:

□ Private:

- efficiency,
- stability (no changeable political aims);

□ Public (commercial independence and good management):

- standard of performance,
- sustainability.

Transport infrastructure:

□ Public:

- long-term financial return,
- high risks,
- planning, environmental, safety, social issues.

Issues to be considered:

- objectives of the PPP,**
- chances of implementation of the PPP,**
- PPP approach – best value for money?**

Financing:

- **Public sector:**

- construction,
- rehabilitation,
- maintenance.

- **PPP:**

- major motorways

Strategy:

- ❑ **Equal opportunities;**
- ❑ **Legal climate:**
 - procurement law,
 - concession law.
- ❑ **Management:**
 - outcome-based specification,
 - multi-year contracts.

Contracts

Construction contracts

Open tendering

Private companies

Unit price contracts

Consultancy contracts

Open tendering

Private and state-owned companies

Unit price contracts

Maintenance contracts

Compulsory works

State-owned maintenance companies/ private companies

Performance based contracts

Road maintenance manual

Volume 1

Standarts

Volume 2

Technology

Volume 3

**Unit
prices**

Volume
4

**Taking
- ower**

Volume 5

**Works
estimate**

Volume 6

**Consumption of
equipment and
materials**

Maintenance levels (standarts)

```
graph TD; A["Maintenance levels (standarts)"] --- B["Optimal level"]; A --- C["Level 1 (high)"]; A --- D["Level 2 (medium)"]; A --- E["Level 3 (low)"];
```

**Optimal
level**

**Level 1
(high)**

**Level 2
(medium)**

**Level 3
(low)**

THANK YOU