Baltic Loop

Potential of small ports in Latvia

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Small ports of Latvia

Baltic Loop

Rail Baltic

Baltic Loop

- Rail Baltica global project covers five European Union countries - Poland, Lithuania, Latvia, Estonia and, indirectly, Finland, with a Tallinn-Helsinki connection in the future.
- The track gauge of the new railway line will be 1435 mm.
- Maximum speed: 249 km / h for passenger transport and 120 km / h for freight transport.
- SIA «Eiropas Dzelzceļa līnijas» - http://edzl.lv/
- AS "RB Rail" http://www.railbaltica.org

In accordance of "Law of Ports" (from 22.06.1994)

Baltic Loop

- Small ports are managed by port authority

- Port authority is public entity established by local municipality

- The highest decision-making body is the board

- The board consists of state, municipal and business representatives

- According to the current changes in the Law on Ports, small ports will be able to maintain the existing management model or establish a municipal enterprise.

- Port authority main responsibility is development and maintenance of common public infrastructure of the port

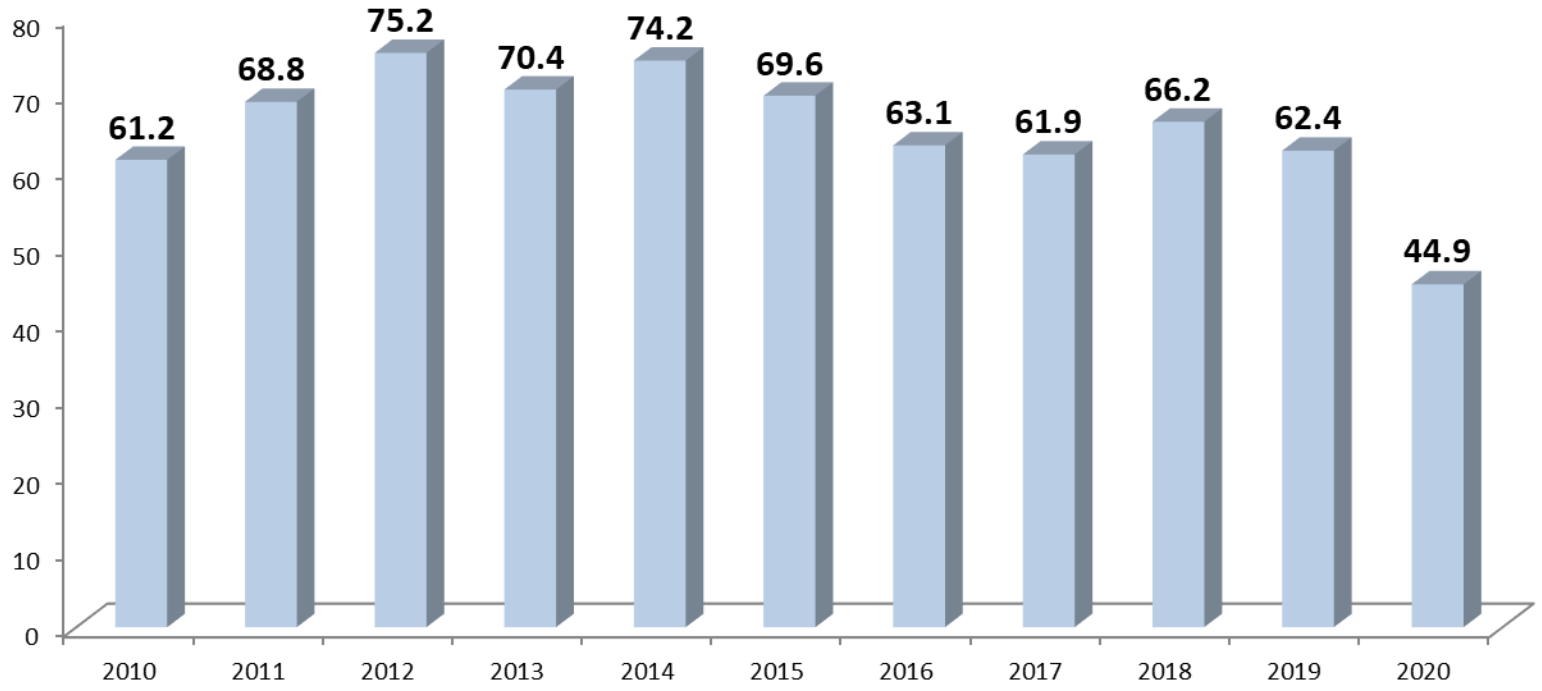
- Port authority main income are port dues, service charges and land lease

In accordance with „Guidlines of transport development for years 2021. – 2027" small ports are highly improtant component of regional economical development:

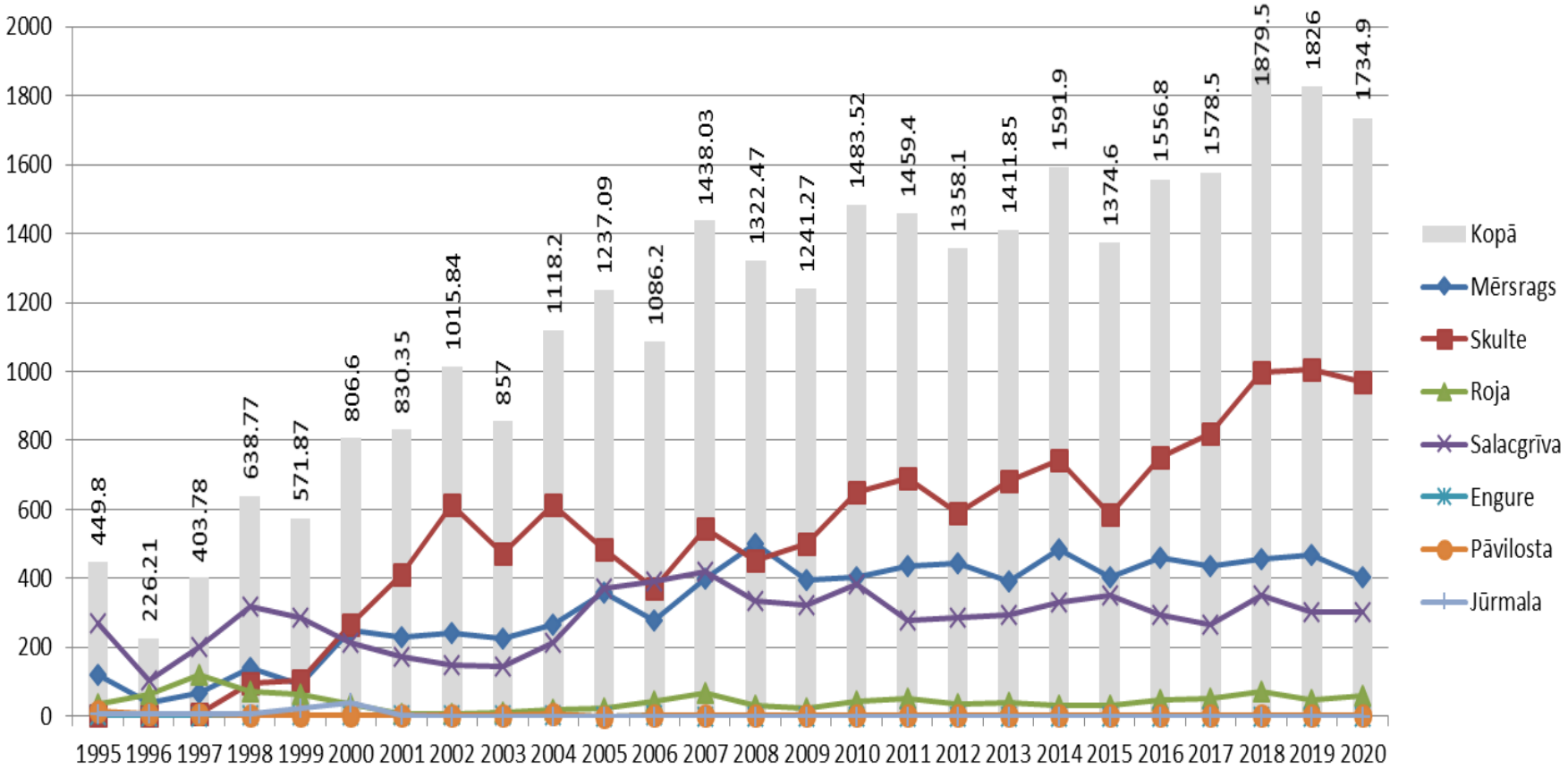
Baltic Loop

- Port authority main priority is cargo turnower
- Small port is a hub point that provides infrastructure for fishing vessels shelter and repairs, fish storage and industries, yacht tourism, yacht construction and repairs, infrastructure necessary for water sports.
- Municipaly main priority are jobs and taxes
- Jobs in fishing and service industries are several times more than in stevedoring
- Port authority and municipality complement each other

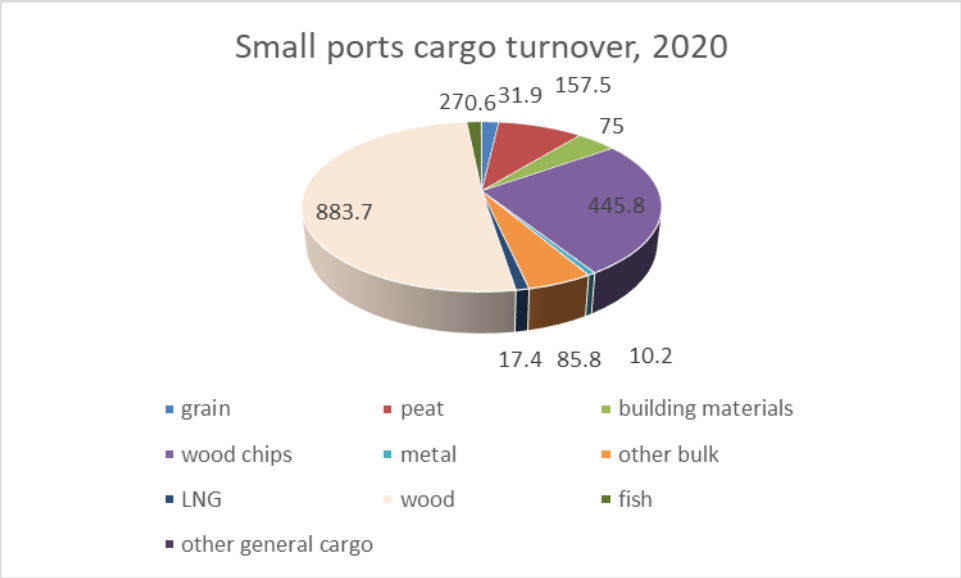
Cargo turnover in Latvian ports 2020 (miln. tonns)

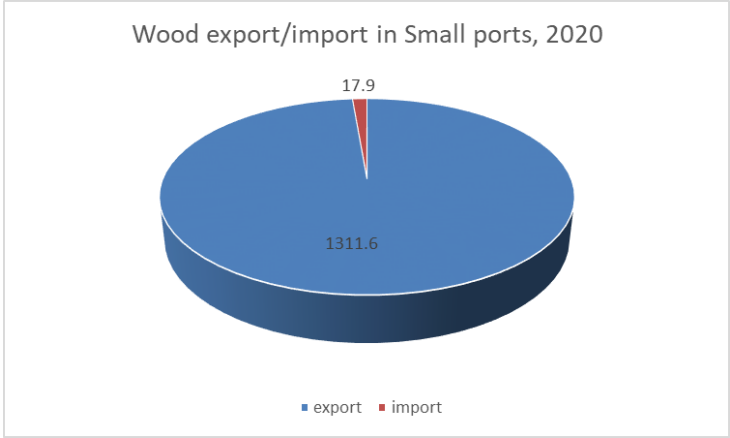


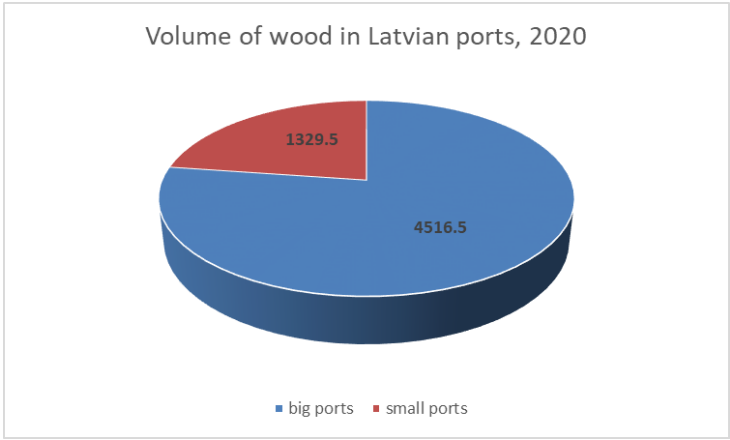
Latvian small ports cargo turnover 2020 (t. tonns)



Small ports cargo structure 2020







Distribution of small ports:

Baltic Loop

- Baltic and short sea transport/ fishing/yacht ports

Skulte, Mersrags, Salacgriva

- Fishing /Baltic and short sea transport/ yacht port

Roja

- Fishing/ yacht ports

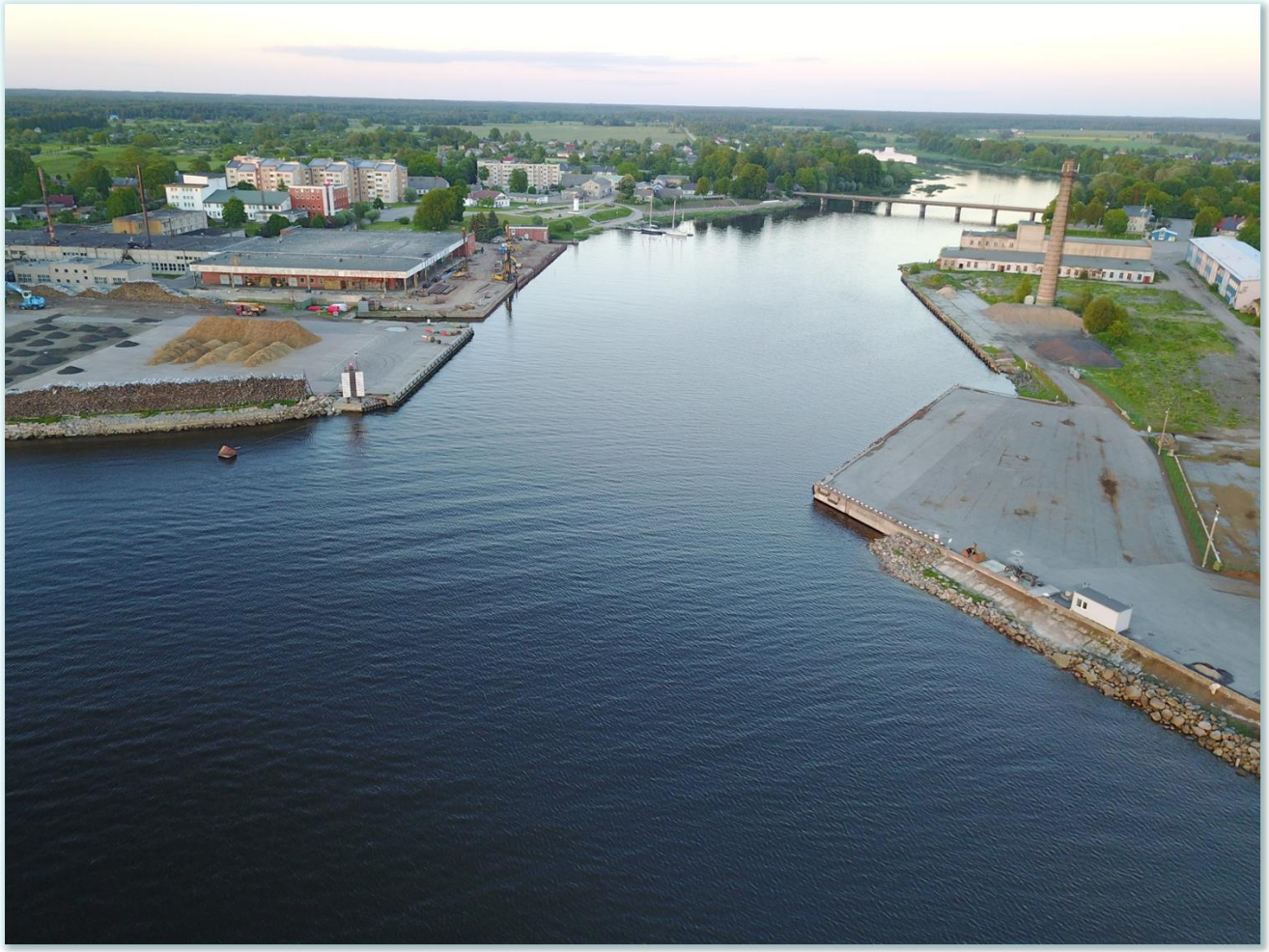
Pavilosta, Engure

- Yacht port

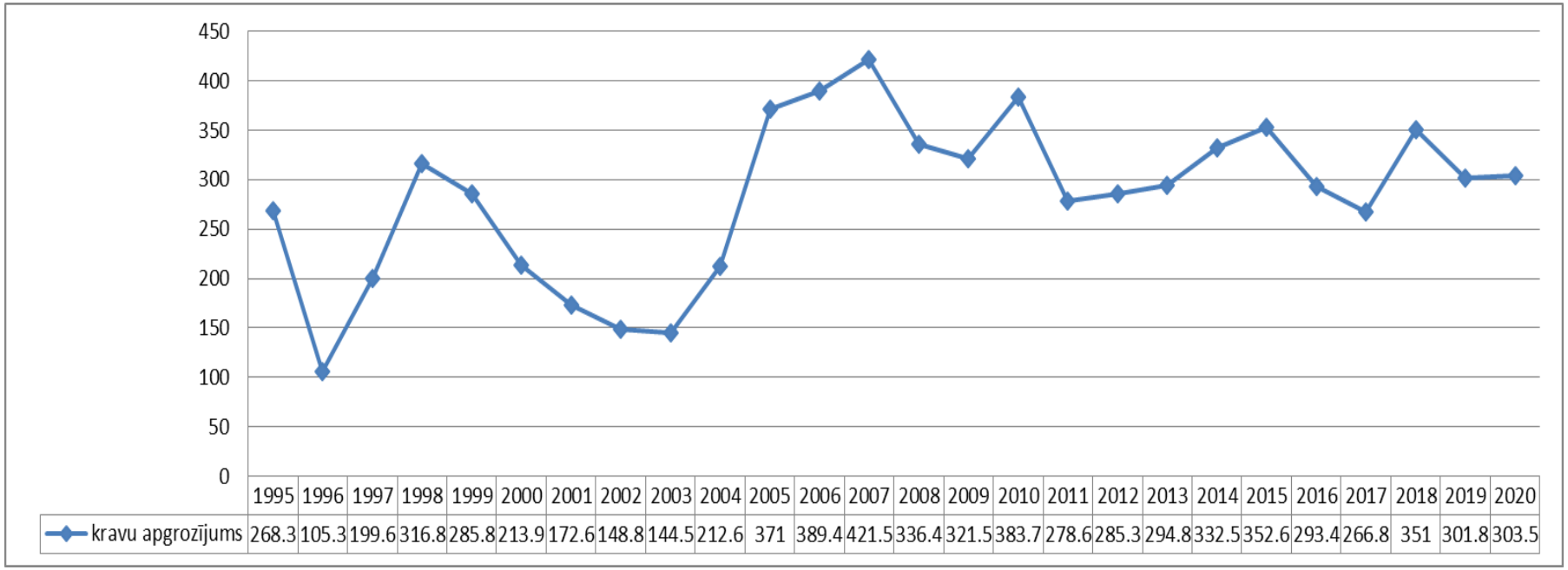
Jurmala

Salacgriva port

Baltic Loop



Salacgriva port cargo turnover 1995 - 2020

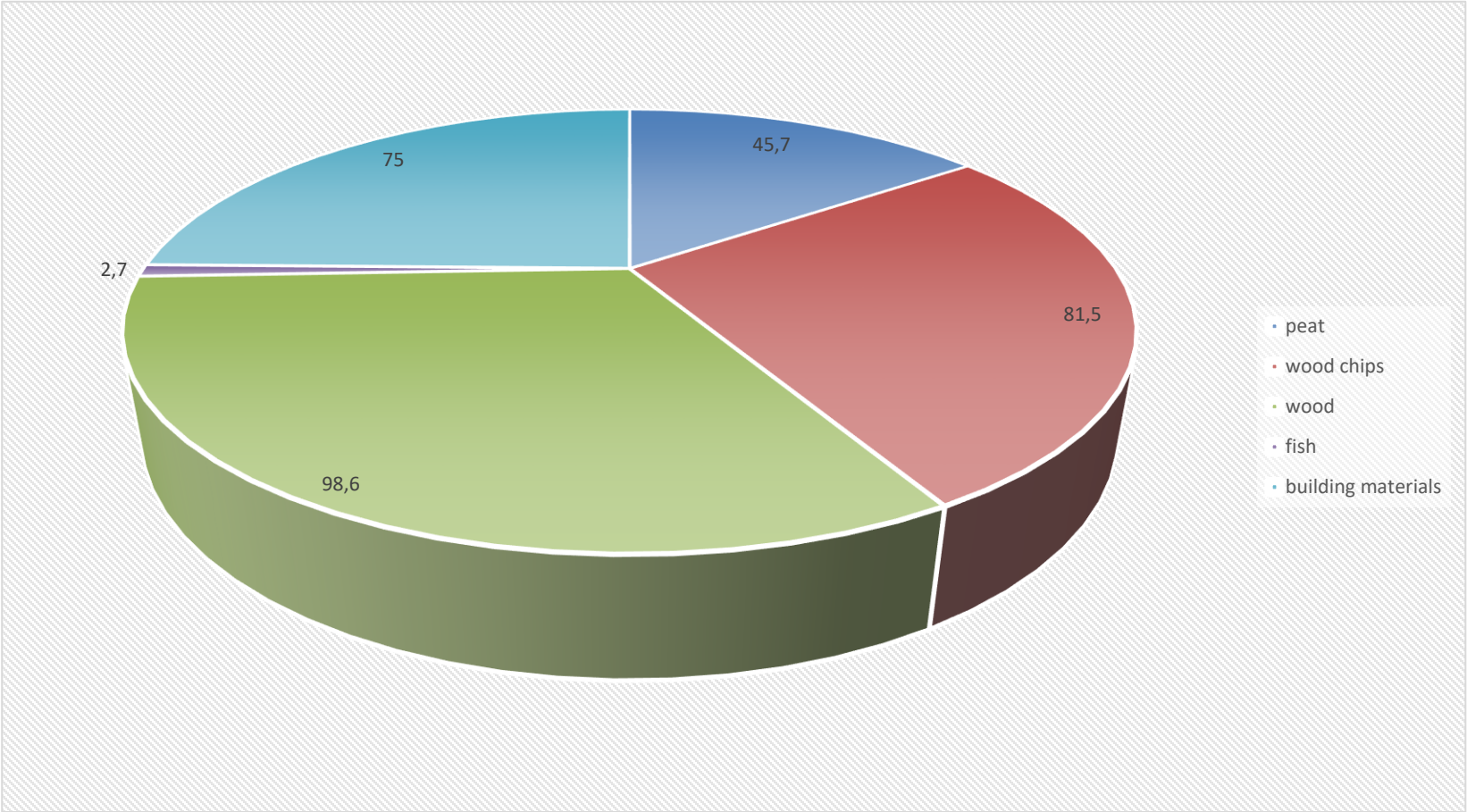


	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
kravu apgrozījums	268.3	105.3	199.6	316.8	285.8	213.9	172.6	148.8	144.5	212.6	371	389.4	421.5	336.4	321.5	383.7	278.6	285.3	294.8	332.5	352.6	293.4	266.8	351	301.8	303.5

Cargo structure Salacgriva 2020.

Ship average GT 3499 BRT/ Max. GT 4000 BRT/ 85%

Export 75,1 %/ Import 24,9 %



Development projects

Baltic Loop

- Dredging of the forecourt and ship channel to ensure ship draft 6.5 m to 7.0 m
- Reconstruction of South and North piers
- Creation of cargo areas next to the North and South piers
- Existing fishing berth no. 2 reconstruction
- Construction of new berths for ships with a draft of 6.5 m to 7 m
- With the development of the Rail Baltic railway line, to create industrial zones for increasing cargo handling and its added value
- Participation in the process of research and construction of the wind farm research area E5 wind power plant park, creating the necessary technical base in the port territory

Challenges and external factors

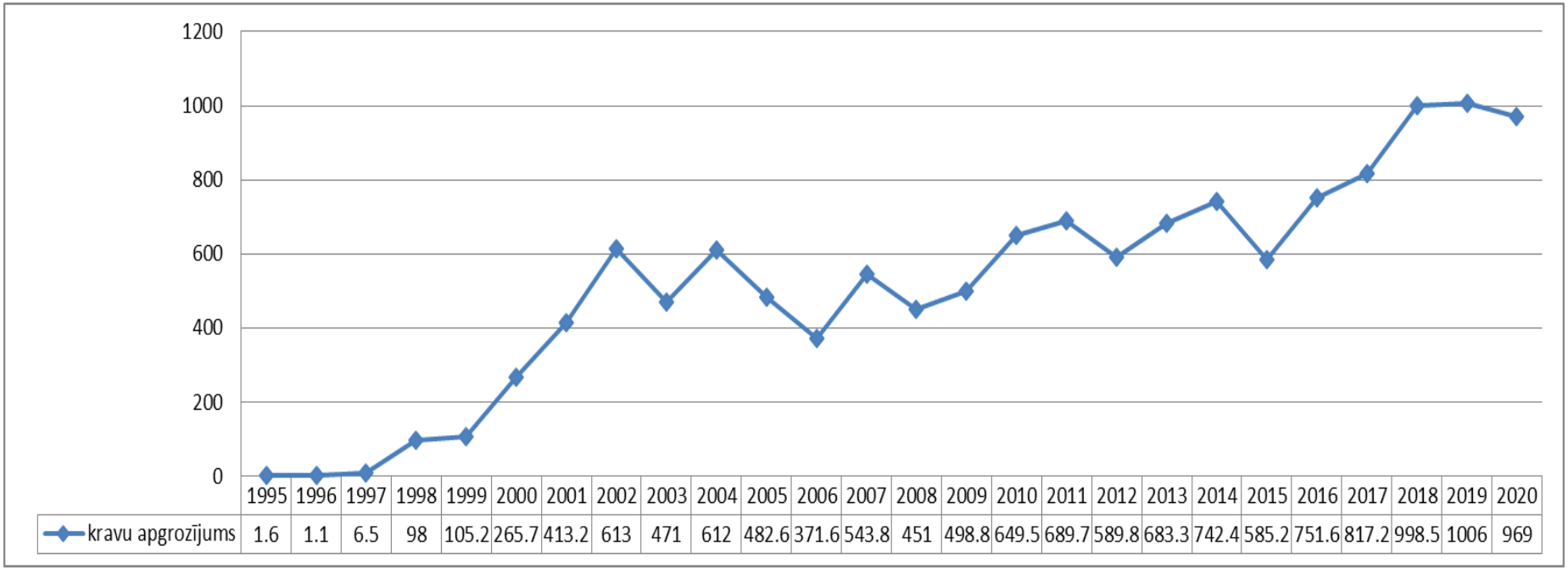
Baltic Loop

1. Attracting funding for dredging (up to EUR 10 million) for dredging of the fairway up to 8, 25 m
2. Development of production, the determining component of which is port accessibility in the region (production of components for wind farms)
3. Impact of Rail Baltica (i.e. under construction)
4. Impact of inland roads *("Ziemeļu stīgas" project)*
5. Winter navigation
6. Competition (Skulte port, Pärnu port)
7. Impact of administrative - territorial reform
8. Attracting private financing for port development projects when the management model changes (i.e. involvement of private investors in port management)

Skulte port

Baltic Loop

Skulte port cargo turnover 1995 - 2020



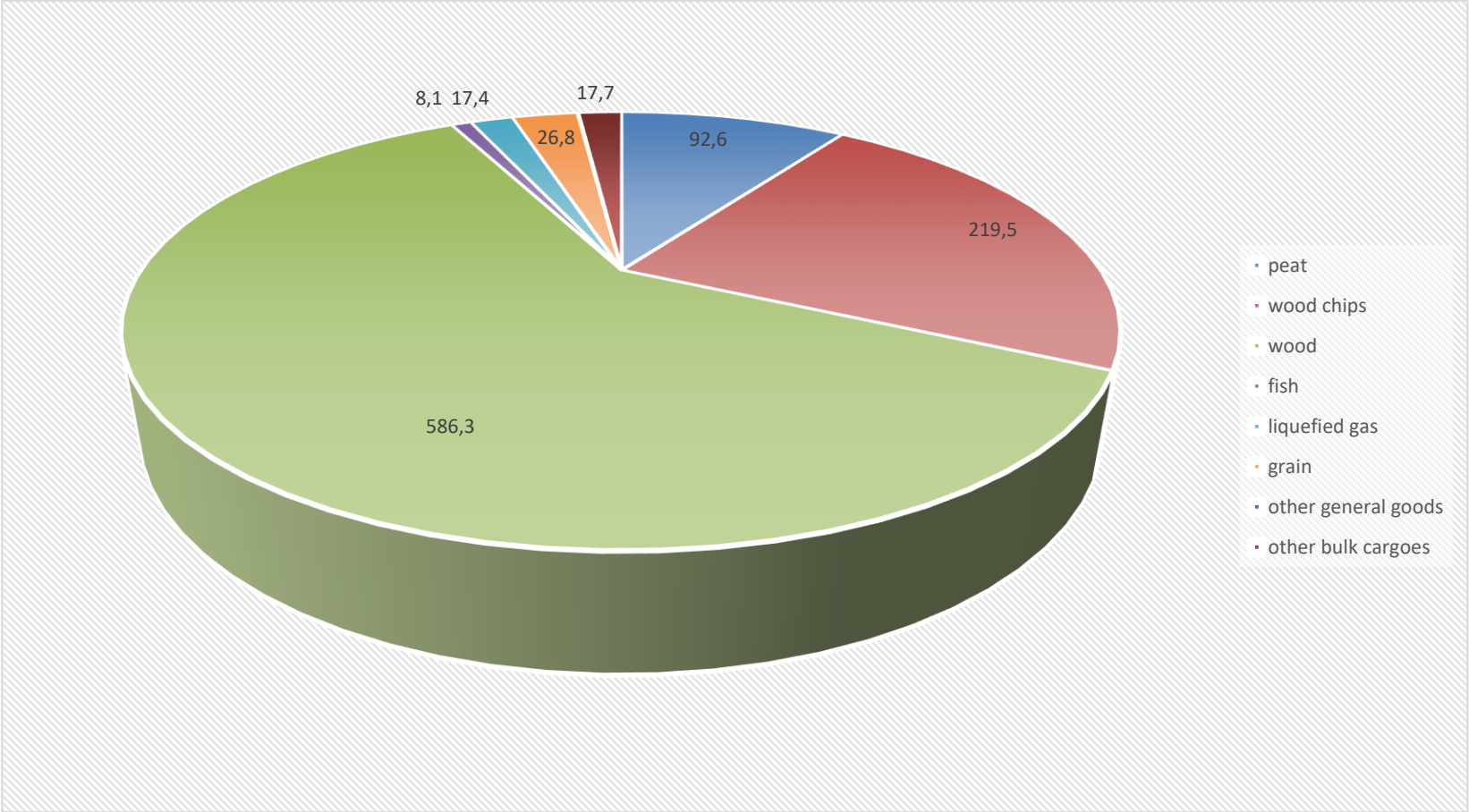
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
kravu apgrozījums	1.6	1.1	6.5	98	105.2	265.7	413.2	613	471	612	482.6	371.6	543.8	451	498.8	649.5	689.7	589.8	683.3	742.4	585.2	751.6	817.2	998.5	1006	969

Cargo structure of Skulte port 2020

Ship average GT 3809 BRT/ Max. GT 5000 BRT/ 77%

Export 95 %/ Import 5 %

Baltic Loop



Development projects

Baltic Loop

1. Extension of the fishing port berth by 50m
2. Reconstruction of berth shore / shore anchorage 150m, construction of wind barrier
3. Reconstruction of the shore shore / shore anchorage in the fishing port part 150m
4. SIA "EMU Skulte" extension of the berth by 70 m and construction of additional cargo areas
5. Construction of RO-RO ferry terminal, incl .:

-creation of hydrotechnical infrastructure for ferry service (berth, breakwater, dredging of the water area).

-creation of infrastructure in the port territory and outside the port territory (access roads, parking lots).

6. Establishment of an IT system for the regulation of road traffic flows.

Challenges and external factors

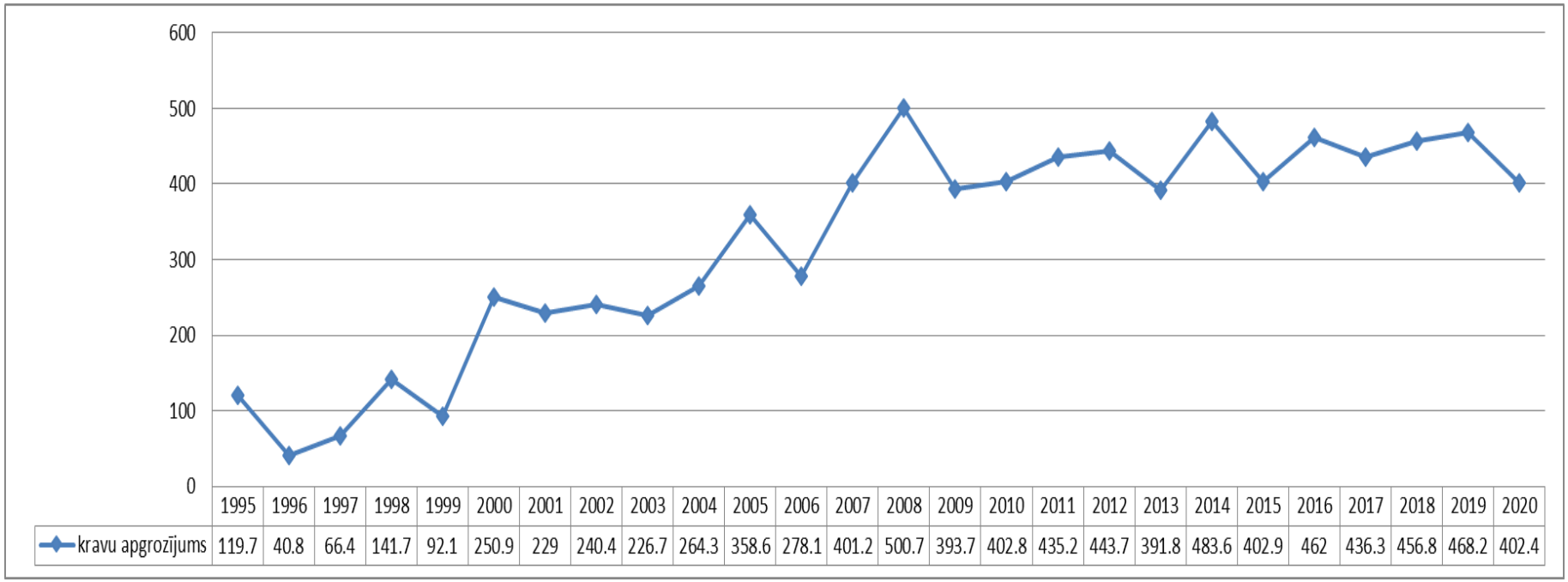
Baltic Loop

1. Limited onshore expansion opportunities
2. Ro-Ro transport development opportunities
    2.1. Attracting financial resources
    2.2. Risk sharing with the ro-ro operator
    2.3. Limits of technical parameters of the port (length of ro-ro vessels)
3. Competition (Riga and Salacgriva ports)
4. Impact of Rail Baltica (i.e. under construction)
4. Impact of inland roads*(t.s. "Ziemeļu stīgas" project)*
5. Winter navigation
6. Impact of administrative - territorial reform
7. Port management model and land ownership issues as important but not decisive factors in attracting investment
8. The big unknown "LNG terminal"

Mersrags port

Baltic Loop

Mersrags port cargo turnover 1995 - 2020



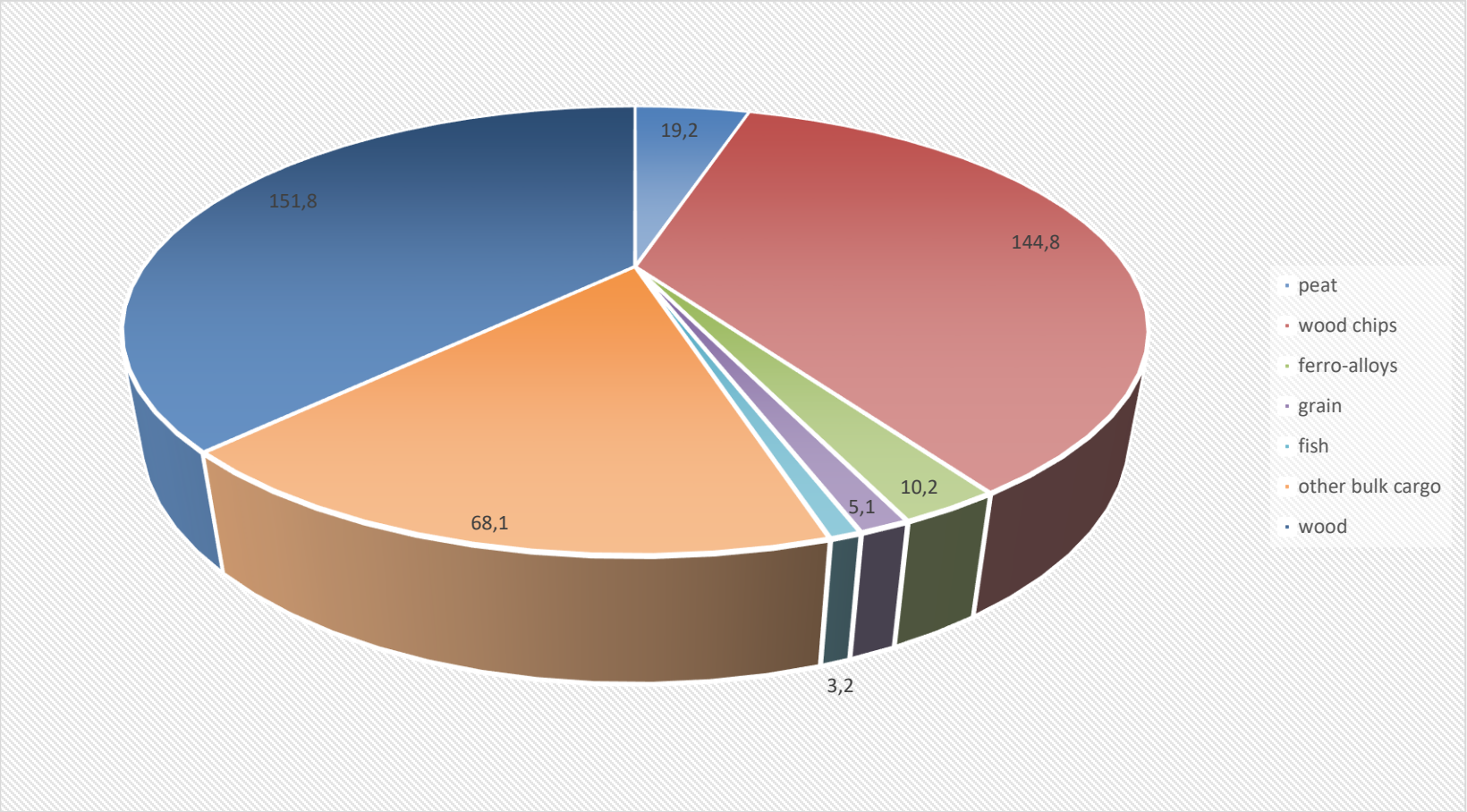
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
kravu apgrozījums	119.7	40.8	66.4	141.7	92.1	250.9	229	240.4	226.7	264.3	358.6	278.1	401.2	500.7	393.7	402.8	435.2	443.7	391.8	483.6	402.9	462	436.3	456.8	468.2	402.4

Cargo structure of Mersrags port 2020

Ship average GT 3908 BRT/ Max. GT 5000 BRT/ 79%

Export 95 %/ Import 5 %

Baltic Loop



Development projects

Baltic Loop

1. Deepening of the inner channel of the port and strengthening of the shore
2. Berth No.1; No.2; No.3; No.4; No.5; 6a and yacht berth reconstruction
3. Phase I of construction of berth No.8: bed mark: -8.0 m; length 90 m; and cargo area construction
4. Construction of cargo areas with a total area of 10 ha
5. Construction of agricultural cargo terminals
6. Establishment of an industrial park and logistics center (construction of new hangars)
7. Purchase of maritime security equipment to improve the security of the master of the port
8. Construction of yacht and small ship passenger terminal, construction of yacht infrastructure
9. Improvements in fishing infrastructure

Challenges and external factors

Baltic Loop

1. Construction of a new 110 kW substation and a new electricity transmission system
2. Full reconstruction of the road „Stende - Lauciene - Mersrags" (V1401)
3. Establishment of a logistics center in the territory of the railway station «Stende 2»
4. Impact of ATR on competition or cooperation with the port of Roja with highly developed production (i.e. fishing, fish processing, ship repair) components and objectively limited freight transport components
5. Impact of the port management model

Common challenges and solutions

Baltic Loop

1. Diversification of cargo structure and expansion of areas

1.1. Port infrastructure (dredging, hydraulic structures, terminals)

1.2. Development of production and logistics centers in ports and the region

1.3. External infrastructure (roads, electricity, Rail Baltic)

2. Sources of financing

2.1. Port management resources

2.3. External resources (i.e. State, local government, EU funds)

2.3. Resources of port companies

3. Legislation and legal acts

3.1. Port management model

3.2. Special tax regimes

3.3. External regulatory enactments

Baltic Loop

www.balticloop.eu

Interreg
Central Baltic

European Union
European Regional
Development Fund

Thank you for your attention

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