



"GREAT ROUTES IN THE MIDDLE AGE AND THEIR
SYMBOLY"

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CHANGES IN ROUTES DRAWING

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- ▶ Trade in the territory of Latvia rapidly developed in the second half of the 1st millennium, when the precious metal (silver, gold...) appeared in trade more and more.
- ▶ The Livonians and Latgallians used the Daugava and Gauja waterways to trade with the Eastern Slavs, but for the trade with the ancient Scotties and Scandinavians - the Baltic Sea.
- ▶ The fur, leather were mainly exported, but salt was gaining more importance in import (until the 2nd half of the 19th century salt and herring were the most important import goods in Latvia)

TRADE

In the 14th century German traders in Rīga city removed the traders of other nationalities from Riga foreign trade. The privileges of German traders throughout Livonia were also strengthened by the Hanseatic League of German Trade Cities.

Hanse traders used:

- ▶ **Ventas waterway** - in Kurzeme started near **Ventspils** and was available for sea-going ships up to Ventas rumba near **Kuldīga**.
- ▶ **Daugavas waterway** - started at **Rīgas port** at the mouth of the river Rīdzene.
- ▶ **The ancient Gaujas waterway** - through **Turaida** and **Cēsis** led to **Tērbata**, the Hanseatic time was mostly used as a land route for trade with Pskov and Novgorod cities.

HANSEATIC LEAGUE TIMES



- ▶ In the 13th-15th centuries forest products, fodder products and cereals were quite a bit exported, but in the 16th century the situation changed. The price revolution in Western Europe, triggered by the discovery of America, the economic and social processes in Europe, created favorable conditions for the export of Livonia's agricultural goods and timber.
- ▶ In the end of the 15th century, due to the Great Geographic Discoveries, colonial goods appeared on the Livonian markets - pepper, nutmeg, raisins, and other exotic items. Before then there were no overseas goods in Livonia.
- ▶ In the economic life of Livonia, local trade, which was manifested mainly as exchanges between cities and countryside was very important. In this trade an important role was played by local non-German merchants.

HANSEATIC LEAGUE TIMES

- ▶ After Livonia ceased to exist (1561), Riga was ruled by Poland (from 1569 to Zhitomir) and later by Sweden (from 1629). The both countries significantly supplemented their richness with new customs duties and licenses. The small towns of Latvia were used as a collection places of goods for Riga foreign trade.

END OF LIVONIA

- ▶ In the middle of the 17th century the Duke of Kurzeme and Zemgale Dukedom Jacob Ketler strived to develop more extensive foreign trade through Ventspils and Liepāja. The turnover of the port of Liepāja increased especially after Riga became subordinated by the Swedish jurisdiction.
- ▶ Through the port of Liepāja, they exported crops, flax, hemp, meat and leather, butter to the West, but imported herring, salt, textiles, iron, wines, spices and jewellery. These trade links between Liepāja and West were maintained by the German city Lübeck ship owners.
- ▶ The main trade partners of Liepāja in West were Liechtenstein, Flensburg, Hamburg, Lübeck, Bremen and Königsberg, but in East- the nobles of dukedom, as well as the producers of agricultural commodities in Žečpospolita.

KURZEME – ZEMGALE DUKEDOM

- ▶ After the annexation the territory of Latvia to the Russian Empire in the 18th century Riga became one of the empire's foreign trade centers (from 1800 to 1860, 10-25% of all Russian exports went through the port of Riga). In the first half of the 18th century the main foreign trade partner of Riga was the Netherlands, but in the end of the century - Britain (England)

18TH CENTURY

- ▶ Local trade in Latvia developed slowly. The exchange of goods among towns and countryside in the conditions of subsistence was negligible. It became more active since the second half of the 18th century, when agriculture developed producing goods for trading.
- ▶ In the first half of the 19th century the Russian government began to restrict the privileges of German traders. The Great Guild lost its significance, the Riga Stock Exchange became the main organization of Riga merchants.

19TH CENTURY

- ▶ In the second half of the 19th century, trade turnover continued to increase (in the period from 1860 to 1870 the export value of Latvian ports was 47.6 million rubles a year, but from 1896-1900 - 182.7 million rubles).
- ▶ Through the ports of Latvia, timber, cereals, linen, linseed, leather, hemp, fodder cobbles, as well as butter and eggs were exported, but from the 80-s it imported coal, cotton, machinery, rubber, cork and colored wood, fertilizers, tea, coffee, copra, jute and, of course, salt and herring.

19TH CENTURY

[HTTPS://WWW.LETONIKA.LV/GROUPS/DEFAULT.ASPX?TITLE=TIRDZNIEC%C4%ABBA/32397](https://www.letonika.lv/groups/default.aspx?title=tirdzniec%C4%ABBA/32397)

- ▶ 1946-1985
- ▶ **Transport**
- ▶ During this period, all major means of transport were developed in Latvia: rail, car, sea, river, air and pipeline transport. In Riga, Daugavpils and Liepāja, passengers were transported by electric transport - trams, and from 1946 in Riga were also trolleybuses. The first gas pipeline Dašava-Riga was built in 1962, but the first oil pipeline in Polotsk-Ventspils was 1968. The Latvian railways transport was partially, while maritime transport and oil pipelines were fully operational for the export and import of the USSR

20TH CENTURY

[HTTPS://WWW.LETONIKA.LV/GROUPS/DEFAULT.ASPX?CID=31720&R=2&LID=31720&Q=&H=](https://www.letonika.lv/groups/default.aspx?CID=31720&R=2&LID=31720&Q=&H=)
"TILDES DATORENCIKLOPĒDIJA LATVIJAS VĒSTURE" © TILDE, 1998-2012

- ▶ On the 5th October, 1939, the **Kegums** power plant launched at that time the most modern hydroelectric power station in Europe.
- ▶ At the moment, **Kegums** HES is a complex of hydroelectric power plants, consisting of two stations built at different times. The first of them is located on the right bank of the river Daugava, while on the left, with the installation of three new hydro units, the second one was built in 1979.
- ▶ The **Plavinas HPS** was built between 1961 and 1966, leaving forever under the water the unique views of the Daugava - Staburags, Olinkalns, Pērses waterfall, Loreleja cliff, Koknese castle mound, as well as other natural and man-made values.
- ▶ **Riga hydroelectric power station** is the newest and the second largest power station on the Daugava, built in 1966-1975. g.

Aftereffect: The Daugava is no longer navigable in its entirety.

POWER PLANTS ON THE DAUGAVA



- ▶ VIA Baltica
- ▶ Railway transportation
- ▶ Port transportation
- ▶ Air transportation
- ▶ Rail Baltica
- ▶ The New Silk Road

TODAY'S MAIN TRADE ROUTES



European route E67

Length 1,722 km
(1,070 mi)

VIA BALTICA

[HTTPS://EN.WIKIPEDIA.ORG/WIKI/EUROPEAN_ROUTE_E67](https://en.wikipedia.org/wiki/European_Route_E67)

- ▶ **European route E 67** is an E-road running from Prague in the Czech Republic to Helsinki in Finland by way of Poland, Lithuania, Latvia, and Estonia. It goes via Prague, Wrocław, Warsaw, Kaunas, Panevėžys, Riga, Tallinn and Helsinki.
- ▶ It is known as the **Via Baltica** between Warsaw and Tallinn, a distance of 970 kilometres (600 mi). It is a significant road connection between the Baltic states. The final stretch between Tallinn and Helsinki is by ferry (with about 10 car ferry departures each direction per day^[1])

VIA BALTICA

- ▶ The route is mostly ordinary road, but there are plans to convert it into a motorway or expressway, in Poland called S8 (326 of 379km completed as of 2015) and S61 (19 of 235km completed as of 2015).
- ▶ The Via Baltica attracted great controversy in 2007, as its planned new express road was to take it through several areas in Poland of great natural value. Most controversial was the Augustów bypass, which would take the route through the wetlands of the Rospuda Valley, the last area of its kind remaining in Europe, and an area protected by EU law as part of the European Natura 2000 Network. In July 2007 Polish Prime Minister Jarosław Kaczyński halted work on the bypass after the European Commission applied for an immediate injunction. After an intense campaign of protests in Poland and abroad and also counter-protests of the local community, the plans have been changed, and now the highway has been rerouted to completely avoid the wilderness area.

VIA BALTICA

Rail transport is one of the most promising land-based transport both in terms of safety and ecology. It plays an important role in the Latvia's economy. The volume of rail transport is about 52%, but passenger transport - 6%, but in the metropolitan region of Riga it reaches 30%. In the structure of rail freight transport 85% are transit traffic, mainly from Russia and Belarus to Latvian ports (East-West transit corridor), local transport is about 5%, which is explained by short distances.

International rail passenger services are currently provided to Russia and Belarus. These are provided by SIA LDZ Cargo, in cooperation with SIA "L-Ekspresis". A Lithuanian train company uses rails in direction to Russia.



THE TOTAL LENGTH OF THE RAILWAY IN LATVIA IS 2263.3 KM
1520 MM RAILS (IN RUSSIAN RAILROAD TRACKS)



1930



2017

Riga is a multifunctional port and handles all types of cargo, except for crude oil.

At present, the main types of cargo in the port are coal (46.6%), mineral fertilizers (6.6%), timber (6.9%), oil products (18.1%) and containerized cargo (6.5%).

The Freeport of Riga is important port for passenger transport

PORT FREIGHT AND PASSENGER TRANSPORTATION



Ventspils

- ▶ Via Ventspils, the European-wide two-lane **E-22** motorway (UK-Netherlands-Germany-Sweden / Norrköping-Ventspils-Riga-Russia / Moscow). An efficient logistics network from Ventspils extends to other Baltic and CIS countries.
- ▶ Ventspils is a part of the integrated eastern-western railway corridor in the Eurasian transport system. It connects Europe and Asia's regions with the Baltic Sea ports and is one of the busiest traffic links in the Baltic. The railways have a maximum capacity of 34 000 000 tons per year.



- ▶ The volume of cargo carried by Ro-Ro or by ferries at Ventspils Port for the second consecutive year exceeded 2 million tons. It is the third largest type of cargo in the port of Ventspils for petroleum products and coal, along with a steady trend increasing every year. In 2017 Ventspils - Nīnēhāmne transported 305 thousand tons or 17% more than a year earlier.

PORT FREIGHT AND PASSENGER TRANSPORTATION



Liepāja

- ▶ The port of Liepāja uses the advantages of its southern port status among Latvian ports. The favorable geographical location, including the absence of ice, even in the worst winters, creates convenient transport routes between East and West Europe. Since 1992, the Port of Liepāja has turned into a multi-functional Commercial Port, which demonstrates a significant increase in cargo turnover.
- ▶ **Port specialization:** Cargo handling and storage: main cargo - wood, metal, peat (bulk and packed), mineral fertilizers, crude oil, petroleum products. Ferry cargo transportation.
- ▶ The port of Liepāja is characterized by the well-balanced proportion of domestic and transit cargo, where 45 to 50% of port cargo turnover consists of agricultural products, construction materials, timber, biofuel, etc. from local origin.
- ▶ 50 - 55% of cargo transit from the Russian Federation, Kazakhstan, Belarus and other CIS countries.
- ▶ All ports are connected by rail and road.

PORT FREIGHT AND PASSENGER TRANSPORTATION

[HTTP://WWW.LSCOMPANY.LV/INDEX.PHP/LV/INDEX/C197](http://www.lsccompany.lv/index.php/lv/index/c197)

- ▶ In situations, where it is necessary to significantly reduce cargo delivery time, air freight is the most appropriate and effective solution. Air transport is one of the fastest modes of delivery and thanks to Cargomax's extensive network of partners and cooperation with the world's largest airlines, it is possible to significantly reduce the time of delivery of goods from shipper to recipient.
- ▶ Air cargo transportation is carried out almost from / to any country on any continent.

AIR FREIGHT TRANSPORTATION

Rail Baltica



- **Rail Baltica** (in Estonia also known as **Rail Baltic**)^{[2][3]} is a project to link Finland, Estonia, Latvia, Lithuania and Poland with a European standard gauge rail line, providing passenger and freight service between the countries and improving rail connections between Central and Northern Europe. It envisages a continuous rail link from Tallinn (Estonia), to Warsaw (Poland), via Riga (Latvia) and Kaunas (Lithuania). It will bypass the Kaliningrad Oblast (Russia) and Hrodna (Belarus), which have historically hosted two Poland–Lithuania rail routes. Rail Baltica is one of the priority projects of the European Union: Trans-European Transport Networks (TEN-T).

Rail Baltica

[HTTPS://EN.WIKIPEDIA.ORG/WIKI/RAIL_BALTICA](https://en.wikipedia.org/wiki/Rail_Baltica)

- ▶ The first phase, known as Rail Baltica I, extends from the Poland-Lithuania border to Kaunas. It was inaugurated on October 16, 2015. Construction of Rail Baltica II, the second phase connecting Kaunas, Riga, and Tallinn, is planned to start construction in 2019.^[4] The Tallinn–Riga–Kaunas standard-gauge route is planned to be finished in 2026, and the connection to Warsaw in 2030.
- ▶ The section from Helsinki to Tallinn will be operated by existing commercial ferries. In the future a proposed Helsinki to Tallinn Tunnel could provide a rail link between the two cities.^[5] The length of the railway between Tallinn and Warsaw will be at least 950 kilometres (590 mi).

Rail Baltica

- ▶ Russia is increasingly redirecting cargo export flows to its Baltic ports, forcing Latvia to look for alternative transit potential sources. One is China.
- ▶ At the same time, China is trying to establish trade relations throughout Eurasia by offering the New Silk Road initiative. NSR aims to increase the frequency of rail transit to Europe in order to reduce transportation costs due to increased economies of scale, support production in less developed economies in the western regions of China, and increase China's geopolitical impact on the geopolitical goals of the Central Asia Silk Road. Adding China's desire to reduce its high dependence on water traffic.
- ▶ Container shipping by sea is even three to four times cheaper. True, the journey time by ship exceeds a month, it is two weeks on the rails.

NEW SILK ROAD (NSR)



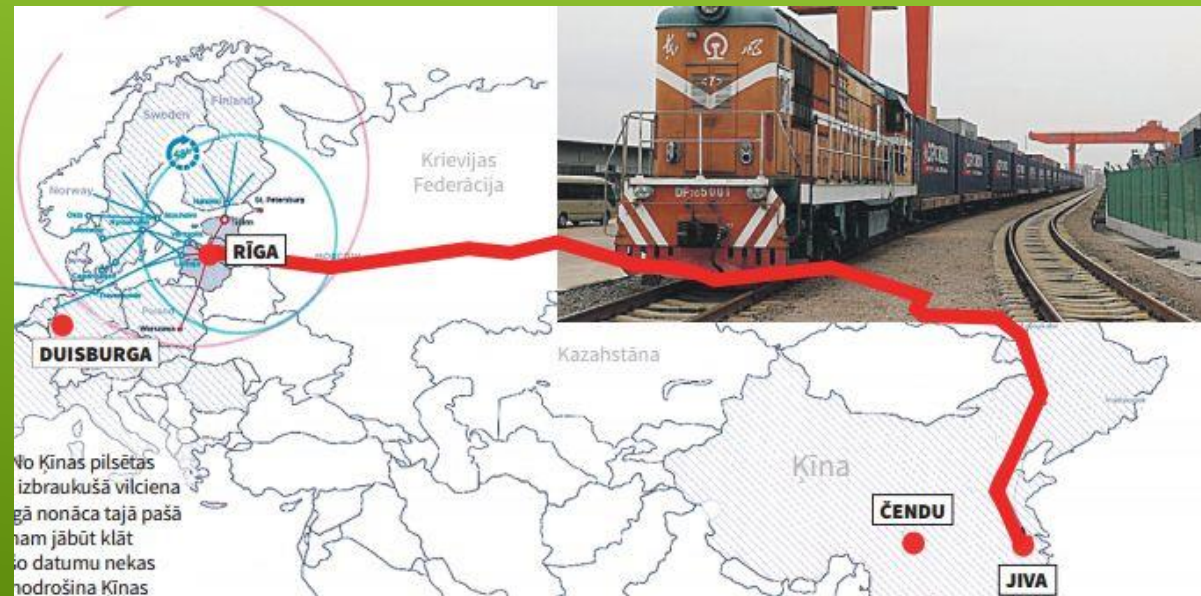
- ▶ China has the Industrial Park “Great Stone” near Minsk in Belarus.
- ▶ Thanks to its geographic position and the railway network with track gauge used in Russia, Latvia could transport goods from China to Scandinavia. This would be a competition to the port of Duisburg in Germany, which is currently the European Transshipment Center for Chinese-Scandinavian rail freight.
- ▶ However, the current extremely low rail freight flow from China to Scandinavia, and the potential additional container traffic through Latvian ports would be negligible - less than 1% of the current traffic flow. In the future, the flow of goods could increase by additional 50,000 containers per year, or about 12% of the current container flow.

NEW SILK ROAD

[HTTPS://WWW.YOUTUBE.COM/WATCH?V=XZDUYQWUELK](https://www.youtube.com/watch?v=XZDUYQWUELK)

However, along the Silk Road, traffic could increase, because China wants it. It wants to strengthen trade links with Europe by land. There are currently around 10 routes between cities in China and Europe. The most intensive traffic is through Brest to the Belarus-Poland border. For example, a German company «Deutsche Bahn» daily organizes a train between China and Europe. Last year, the company moved 30 thousand containers.

NEW SILK ROAD



Thanks for attention!

