



Project acronym: **EPOMM-PLUS**
Project title: **Partners Learning Urban Sustainability**



Mobility Management Monitors Latvia 2011

Start date of project:	2. June 2009	Date of preparation:	Sept-Oct 2011
		Duration of project:	36 month
		Version:	3
		Prepared by:	
		Checked by:	WSP
		Verified by:	
		Status:	Final
		Dissemination level:	

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1 Basic information

1.1 Your contact information

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1.2 General information on your country

Area: 64,589 sq. km or 24,937 sq. miles.

Population: in 2011: 2 213 600 (Source: www.csb.lv ; data on August, 2011); Urban: 67.5% Rural: 32.5% (Source:nozare.lv)

GDP per capita: EUR 8121, 43 (in 2010) (Source: www.csb.lv)

Motorisation: Registered till the 1.1.2010* – 71 575 trucks, lorries and road tractors; 636 664 cars; 5 377 busses; 17188 motorcycles and quadracycles. No dates on bicycles. (Source: Transport of Latvia 2011)

On 01.01.2010*. 250 cars per 1000 inhabitants (Source: Transport of Latvia 2011)

Road fatalities: in Latvia

Year	Number of fatalities
2000	635
2001	558
2002	559
2003	532
2004	516
2005	442
2006	407
2007	419
2008	316
2009	254
2010	218*

Modal split: There is no data or very fragmented data on modal split in the country

Modal split [□]:

	Public transport	Rail	Road (car , van or truck)	Walking	Cycling	Other car (e.g. car-sharing,)	Other (e.g. waterways)
Passenger transport	% 90.88*	% 9.12*	% N/A	% N/A	% N/A	% N/A	% N/A
Freight transport	% N/A	% 61.52*	% 38.48*	% N/A	% N/A	% N/A	% N/A

Source: www.csb.lv, researches “Development of Regions in Latvia 2010”, “Transport of Latvia 2011 – a collection of statistical data”

* Not an official statistical date. Calculation of the modal split I made by myself. Calculation represent public transport sector service’s which are provided by bus, tram, and trolleybus.

1.3 Governance infrastructure for transport and mobility in your country

1.3.1 National

Policy making

Ministry of Transport of the Republic of Latvia is a leading institution of state administration of transport, which elaborates legal acts and policy planning documents of this national policy area. Transport sector includes railways, road traffic, maritime and aviation, as well as passenger carriage and transit branches. Also road transport and traffic safety are under responsibility of the road traffic branch. Ministry of Transport participates in elaboration of EU legal acts, identifying and defending Latvian interests.

Ministry of Transport also manages the national road network in total of 20176 km, of which 8269 km are asphalted. National road network also includes 934 bridges and traffic cross-overs in total of 30 km.

Though the field of Traffic Mobility Management policy is under the responsibility of the Ministry of Transport, NO national policy documents have been elaborated so far. The ministry is going to work on this in the nearest future. The only document so far concerning the Mobility Management in Latvia is “Mobility Plan Riga and Pieriga. Mobility plan Riga and Pieriga was adopted by the project Steering Committee on 31.12.2010. Unfortunately at the moment this document haven’t legeslative biding,. However professionals in the transport sector use it as a valuable guidelines for future devolpment of the existing transport system.

Due to the fact that The Ministry of Regional Development and Local Government of the Republic of Latvia had been integrated together with The Ministry of Environment of the Republic of Latvia - now the new institution called The Ministry of Enviromental protection and Regional development of the Republic of Latvia is the leading state administrative institution in the field of planning and coordination of state and regional development, local government development, spatial planning, state investment and land policy. It ensures the coordination of state development planning process by elaboration of unitary long-term and middle-term state development trends – Sustainable Development Strategy of Latvia and National Development Plan and works out the national policy of environmental protection and holds and coordinates implementation of

□□□□ Detailed instructions available in the guidelines (document attached).

environment policy, for example, connected with the transport environmental noise and air pollution from traffic. Ministry of the Environment also manages the coordination of European Mobility Week in Latvia and „Car Free Day”.

Policy delivery

Ministry of Transport provides and coordinates the implementation of the transport policy. It maintains and develops an effective, safe, competitive, environment friendly and flexible transport system which offers vast opportunities to the users of this system.

The Ministry of Environmental protection and Regional development of the Republic of Latvia is responsible for coordination and implementation supervision of spatial planning policy.

Under the supervision of The Ministry of Environmental protection and Regional development of the Republic of Latvia there is the State Regional Development Agency. The aim of the Agency is to implement well-balanced state development support policy by providing implementation of national, European Union and other financial instruments, required research work and good quality services.

The State Environmental Service (SES) is a state institution under supervision of the Ministry of Environmental protection and Regional development of the Republic of Latvia. It controls the compliance with the laws and regulations regarding to the output and utilization of the natural resources, the protection of the nature, the emissions of the polluting substances, the management of the hazardous and household waste, the activities with the chemical substances and products; issues the permits (licenses), the technical requirements and other administrative acts concerning the utilization of the natural resources and the performance of the polluting activities and informs the society about the activities of the service and gives to the society the disposable information about the environment.

Financing

Ministry of Transport provides the attraction of financial resources to implement the state policy in transport sector and supervising Cohesion Fund (CF) funding allocation.

Under the supervision of the Ministry of Environmental protection and Regional development of the Republic of Latvia there is the State Regional Development Agency that supervises finances from national, European Union and other financial instruments that are used in this field.

Financial resources are attracted from EU structural finance instruments, mainly European Regional Development Fund (ERDF) and Cohesion Fund (CF); State budget and loans from International banks (EBRD, EIB, NIB).

In order to manage the state budget in the field of environmental protection, there is The Latvian Environmental Protection Fund Administration, as an institution subordinated to the direct control of The Ministry of Environmental protection and Regional development of the Republic of Latvia. It is a state budget package of environmental measures and projects. The aim of the fund is to promote sustainable economic development by integrating environmental protection requirements in all economic sectors to ensure the rights of citizens to live in a quality environment in accordance with national environmental policy guidelines, as well as adequate measures to conserve biodiversity and ecosystem protection.

1.3.2 Regional

Policy making

The regional reform in Latvia was performed in 2009, and starting from July 1, 2009. 109 counties (municipalities) and 9 cities with their local elected councils started their work.

So there is only two levels of decision making in Latvia - National (or governmental) and Local (or municipal).

Policy delivery

Financing

1.3.3 Local

Policy making

Transport policies are largely decentralized to the 109 counties (municipalities) and 9 cities, who with their local elected councils started their work on the 1.7.2009. They coordinate regional transport policies, including public transport (urban and regional buses and regional trains) and maintain the provincial road network.

The municipalities are in charge of local transport issues. In many cases they cooperate on themes like road safety, traffic education, parking and environmental protection.

The "Law on Municipalities" state that the municipalities have such autonomous functions: to take care of the spatial planning and street, road and site building, reconstruction and maintenance of streets, squares and other public use of land for lighting, parks, installation and maintenance of squares and green areas, waste collection and export controls, anti-flooding measures. As well as organize the service of public transport. This law also states that Local governments participate in the maintenance and development of state importance transport infrastructure.

All municipalities have tasks concerning the transport of pupils, elderly and disabled people. Municipalities are also the responsible in connection with the environmental problems such as noise and air pollution from traffic.

Policy delivery

Local municipalities and administrations of cities directly aim their policy to the inhabitants by the help of their structures and municipal enterprises. Local municipalities work in close relation with the state ministries.

The municipalities itself work with different groups of stake holders such as, public transport companies, cyclist associations, environmental lobbyists, user groups etc.

Cooperation between local self - governments (municipalities) is extremely important, and the The Latvian Association of Local and Regional Governments is the institution to ensure that. The Latvian Association of Local and Regional Governments (LALRG) is a public organisation associating local and regional governments of the Republic of Latvia on voluntary basis. It was founded in December 1991. Today, in accordance with the article 96 of the law "On Self-Governments", the LALRG has authority to represent municipalities in the negotiations with the Cabinet of Ministers as the LALRG associates more than a half of all types of municipalities. Main objectives are development of self-government politics in Latvia; solving of self-government problems and ensuring the cooperation of self-government interests. All 118 municipalities are members of LALRG.

Financing

Financial resources are attracted from EU structural finance instruments, mainly European Regional Development Fund (ERDF) and Cohesion Fund (CF); state budget; loans from International banks (EBRD, EIB, NIB), budget of the local municipality itself. State finance support program for the development of regional infrastructure.

Municipalities get additional income from their transport system (public transport, parking places, and road use payments)

2 Overview of Mobility Management in your country

2.1 Does the definition of MM as endorsed by EPOMM reflect how MM is defined in your country? If not, what are major differences?

In Latvia, the definition of Mobility Management in theory is mainly connected with the the quality of movement choices, but in practise it is connected with the transportation demand management. Transportation demand management is mainly the application of strategies and policies to reduce travel demand, but in connection with the mobility term, it is thinking of this from the sustainable point of view, taking into account also better environmental outcomes, improved public health, stronger communities, and more prosperous and livable cities.

The term, like the whole policy is very new in Latvia (as described previously, only one document has been elaborated in this field so far), and it is not yet clearly defined, but the policy makers say that they will try to follow the Netherlands experience in this field.

2.2 Short history of Mobility Management

So far, the only real tangency and knowledge about the mobility for the inhabitants of cities and local municipalities of Latvia, has been European Mobility week. Starting with great explanatory for the boards of local municipalities, what really Mobility Week is about and what are its tasks. The Mobility Week handbook has been of great help that has been translated every year in Latvian and sent to every municipality. In the previous years several cities and local municipalities participated in European Mobility Week and this is the biggest participation since very beginning. The cities were Kekava municipality, Dobele, Iecava, Jekabpils, Karsava municipality, Kocenu municipality, Kuldiga, Liepaja, Livani, Ogre, Olaine municipality, Salaspils, Valka, Ventspils, and capital city Riga.

There is no such policy branch in the country as mobility management, but already some years ago the leader of capital city Riga and civil servants of Ministry of Transport became aware that mobility management is a future for the transport and spatial planning development.

So in 2008 the Ministry of Transport elaborated "Riga and Pieriga Mobility Plan Elaboration Concept". The aim of this paper was to define the main principles and way how to proceed in the elaboration of Mobility Plan. It took the principles of European Green Book and its stated problems of mobility in the cities. As a result of this document the working group was established that elaborated the proposals and Steering committee that was responsible for decision making in connection with the development models.

So now, the only document so far concerning the Mobility Management in Latvia is "Mobility Plan Riga and Pieriga.

The goal of Mobility Plan Riga and Pieriga is to identify actions required to promote establishment of united transport system in Riga and the surrounding areas and to improve accessibility. Mobility plan will be implemented within 15 years.

The elaboration of Mobility Plan Riga and Pieriga is included in governmental declaration. The project is financed by the European Union Cohesion Fund. Contract amount is 697.8 thousand. EUR, excluding VAT, 84% of the service contract costs is covered by the Cohesion Fund, while 16% covered from the state budget as a national co-financing.

Mobility Plan Riga and Pieriga and its action program will state the priority activities to be carried out procedures for transport infrastructure development and arrangement, which will be implemented over time evaluating the available financial resources. Main goal of Mobility Plan Riga and Pieriga is to identify actions required to promote a common transport system and improve site accessibility, ensuring coordination and coherence of the transport infrastructure planning and organization of traffic in Riga and near Riga.

After the elaboration of Mobility Plan Riga and Pieriga and its action program, the policy planning document will be prepared, which are intended to the Cabinet of Ministers for approval. Elaborated action program will

be applicable in Riga and near Riga, in the planning of investments, including the following European Union Structural and Cohesion Fund programming period.

Speaking broadly about the situation - there are very many changes necessary to make in the current state position about the MM. Not only one local municipality to establish and introduce the mobility management in its area, but to start with legislation elaboration - common state mobility management policy plans and strategy documents to be elaborated. But the most important thing to be done - the rise of public opinion and awareness about the mobility as necessity in the cities' sustainable development. Because the mobility management has to become an issue in regional and local transport and policies.

2.3 What are the major strategies for promoting and implementing MM at different governance levels in your country?

2.3.1 National

Policies

Action programmes

The only document (besides previously mentioned Riga and Pieriga Mobility Plan) is Sustainable Development Strategy of Latvia until 2030 (Latvia2030) (approved in government on 10th of June 2010) (see in chapter 2.4.)

A group of experts led by associate professor Roberts Ķīlis, in accordance with the task of the Ministry of Regional Development and Local Government, has developed the draft sustainable development strategy of Latvia "Latvija2030". Persons representing different age groups and professions from around Latvia also took active part in the creation thereof, so we would like to express our deepest gratitude to everyone who participated in discussions and forums that took place within the framework of the project "Latvia 2030. Your Choice" and expressed their opinion regarding strategic choices and potential solutions for the development of Latvia. The task of the strategy is to outline the state development guidelines and spatial perspective for the time period until 2030. "Latvija2030" emerged in the result of extensive discussions in different places of Latvia, on the Internet and other media and not in offices or among limited number of experts. Thus, although the development of this document was commissioned by the public administration, the society of Latvia is the true owner of this strategy.

In 2030 there is a chapter Energy Efficient and Environmentally Friendly Transport Policy:

(236) *Environmentally friendly transport.* To promote the transition of the public transport and private vehicles to electric drive, vehicles equipped with engines operated by biogas and biofuel and hybrid engines, thus reducing environmental pollution and the consumption of fossil energy resources. To limit irrational use of freight transport, applying fiscal methods, as well as to promote the use of freight transport, which emits the lowest amount of polluting substances per unit of the freight carried and per mass of the vehicle. For freight transport railway and ports should be used as much as possible and motor roads – as less as possible, thus investments in port infrastructure should be provided for, electrifying quaysides, improving collection of waste and pollution. The intensity of the use of private vehicles should be reduced in the biggest cities and agglomerations thereof, the use of public transport and cycling should be promoted.

(237) *Access to broadband Internet and e-services.* The Internet and digital environment not only allows the receipt of services and information, but also offers the possibilities of remote working and education, concurrently reducing the necessity and frequency of the use of the public transport.

(238) *Pedestrian streets, bicycle paths and green corridors.* Low emission areas for achievement of air quality standards should be determined in centres of the big cities. Pilot projects regarding partial or complete restriction of road transport movement in city parts, regarding creation of pedestrian streets and integrated network of bicycle paths should be implemented. If a pilot project receives favourable opinion of the society,

specific territories of the city may be completely dedicated to the needs of pedestrians and cyclists, closing them for road transport movement.

Also chapter on On Spatial Development of Latvia mentions accessibility and mobility possibilities as one of main aspects.

Legislative measures (incl. taxes)

The air quality policy states that municipalities in areas with air pollution have to take measures in order to reduce pollution.

Promotion & awareness

Participation in European Mobility Week.

2.3.2 Regional

There is no regional level in the country as described above

Policies

Action programmes

Legislative measures (incl. taxes)

Promotion & awareness

2.3.3 Local

Policies

Action programmes

As described in the “Short history of MM” Riga is the only municipality which have elaborated Mobility Plan.

Legislative measures (incl. taxes)

Two local municipalities - Riga (capital city) and Jurmala (biggest coastal resort city) have issued their mandatory rules that sets the procedures by which persons may enter a special mode of transport in the Old Town area (Riga) or the Jurmala city, or in other words – sets the entry fee for these two areas.

Concerning Old Riga the binding rules are intended to organize and restrict vehicles on the road, vehicles on the Old Town, Old Town and promote the cultural and historical monuments.

But the “Provisions for special treatment area within the administrative territory of Jurmala city” states that in accordance with the adopted regulatory provisions of funds collected from the vehicle entry fees and pass sales have been accumulated in extra-budgetary accounts and used also for the protection of city environment.

Municipalities could make a transport plan, but are not compulsory. They have to make visible that they follow the national and regional policies.

Promotion & awareness

Cities and local municipalities are participating in European Mobility Week.

Further promotion of cycling - creation of safe and trustable cycling infrastructure separated from motorized traffic

Public consultations during elaboration of the were organized Mobility Plan Riga and Pieriga – lots of events, seminars, publications in press and media.

2.4 Are there any policies or legislative measures that (indirectly) counteract the promotion of MM?

There are no taxes discounts or state subsidies for mobility measures. There are no elaborated mechanisms for invention of electro cars in Latvia, also there are no taxes discounts or state subsidies.

Spatial planning policy - Spatial planning is an important tool for territory administration. It expands the scope of territorial planning, decision making regarding land use in a particular territory, linking it with the development priorities of the territory and policy and programme guidelines that affect the development of the territory. Spatial planning objective is to ensure an effective use of territory that furthers both the economic growth of the planned territory and the creation of a qualitative living environment for each individual and the public in general.

Sustainable Development Strategy of Latvia up to 2030 (described previously in 2.3) will become the main planning document of the country with legal force. All other strategic planning documents will be developed or modified according to the directions and priorities set out in this strategy.

3 Implementation of Mobility Management

3.1 Overall, how advanced is your country in Mobility Management?

Please tick the right box

Level 1	No or hardly any activities, save some isolated initiatives	X
Level 2	Some successes, some funding, several initiatives started	
Level 3	Several successes, structural funding, but no standard practise	
Level 4	Solid position, structural funding and standard practise	

3.2 How advanced is your country in the following fields of Mobility Management?

	Level 1	Level 2	Level 3	Level 4
Mobility centres	X			
Intermodal & multimodal mobility	X			
MM in companies (mobility consultancy, travel plans)	X			
MM in public administrations	X			
MM in schools	X			
MM for events & in tourism	X			
Awareness campaigns	X			
Carsharing & Carpooling	X			
MM and land use planning	X			
Other, please specify				

3.3 On which ground/criteria do you base your assessment? Why do you think your country is at level 1, 2, 3 or 4?

Basically, during last 50 years no fundamental investments in transport sector appeared, which leads us to the situation that Latvia's transport infrastructure need not just a investments, but overall modernization of the traffic infrastructure (needed financial allocations bigger then it's allocated for Latvia in programming period 2007 -20113). In situation that country face a lack of financial constrains in health care, education etc. it will be politically impossible to allocate all necessary funding from EU only for improvement of transport infrastructure.

However, some self initiated initiatives are experienced. Many Latvian citizens, according to their material situation is already "green" in everyday life and moving on foot or by bicycle, while the other road traffic movement for alternative forms of belief and style of expression. Alternative mobility focuses on the people who feel responsible for their own and their children - the current or future - health. Replacing the movement

of an internal combustion engine car to walking or cycling, positively affecting the health and physical activity, and inhaled air cleaner - the concentration of harmful emissions into the car tends to be higher than the surrounding area. EMW measures will have the opportunity each of us to think again about its choice between consumption and the possibility of maintaining an appropriate environment for human life.

3.4 Are MM concerns integrated into hard measures?

“Law on Local Governments” and Municipal Land Use Planning Rules state that each municipality has to elaborate its own Land Use and Construction Regulations. There is a section in there Rules on construction of roads and each municipality, elaborating and accepting these Rules can decide, whether the when a road is built or rebuilt, are bikes lanes compulsory or not. In the rules of most of the municipalities there is no such demands an obligatory rule.

5 planning regions in Which Latvia is dividend have Land Use Plan Guidelines elaborated by Regional Development Agency. Chapter 3.1.13 states that “The establishment of bikeway networks should be foreseen in the spatial plans of Local governments, as well as streets for pedestrians (care free streets), hiking and camping trails, as well as should provide a sufficient area for pedestrians and bicycle networks in the perspective. They should be integrated into the overall transportation structure”. Chapter 3.2.3. State that “Measures should be foreseen for development of more environmentally friendly transport modes, increasing public transportation, rail, water and cycling, and pedestrian share of total transport volume”. These are very good points, but it should be taken into notice, that these are Guidelines, and they are not compulsory for municipalities’ own Land Use and Construction Regulations.

It can be possible that these measures can become compulsory after mobility policy will be introduced in the country.

There is no road pricing system in the country, because there are no private roads and there is no payment for the use of roads. Two local municipalities - Riga (capital city) and Jurmala (biggest coastal resort city) have issued their mandatory rules that sets the procedures by which persons may enter a special mode of transport in the Old Town area (Riga) or the Jurmala city, or in other words – sets the entry fee for these two areas.

Concerning the traffic management, there is cooperation between the local municipalities concerning the school busses.

3.5 How far is MM an objective or an outcome of the land use planning system?

Spatial planning is under the supervision of The Ministry of Enviromental protection and Regional development of the Republic of Latvia. They state that “Spatial planning is an important tool for territory administration. It expands the scope of territorial planning, decision making regarding land use in a particular territory, linking it with the development priorities of the territory and policy and programme guidelines that affect the development of the territory.

Spatial planning objective is to ensure an effective use of territory that furthers both the economic growth of the planned territory and the creation of a qualitative living environment for each individual and the public in general.

Currently territory planning in Latvia is conducted at national, planning regions, district government and local government level.”

Currently, all Latvian local authorities have valid spatial plans, except are two territorial units, whose plans are still under development. In assessing the experience we can recognize that the planning process can be significantly improved. As the main weaknesses we can point the lack of experience in democratic management of the planning process, including public consultation, ensuring the data and information, in particular, highlight the lack of topographic maps, lack of qualified specialists in the local governments, as well as time-consuming communication between the state and municipal institutions.

In order to improve the situation, The Ministry of Enviromental protection and Regional development of the Republic of Latvia has prepared a draft Law on Land Development Planning (still pending), that in addition to the Development Planning System Act will state the types of spatial planning documents, hierarchy, the timing and content. The new law will replace the existing Land Use Planning Act and partly in Regional

Development Act, connecting in one law all areas of development planning documents: the long-term strategies and spatial plans and development programs.

The law will state that the National Planning will be replaced by approved in the Saeima Latvian Sustainable Development Strategy 2030, which includes also perspective of Latvian spatial development, the region, while instead of the spatial location will develop a long-term development strategies and development programs. Long-term strategy will be further justification for territorial development planning at all planning levels.

The main documents in the spatial planning is above mentioned Project on Law on Land Development Planning, Spatial Planning System Development Concept, Coastal spatial development guidelines, Latvian National Development Plan in 2007. – 2013.

3.6 Please provide an example of best practice from three different fields of MM.

1	Field: Awareness campaigns	Is this example already available in the ELTIS/EPOMM format? No
	<p>Actions during the European Mobility Week 2011 organised by Riga City council:</p> <p>Main objective of the 10th EMW was raise awareness of society to feel responsible for maintaining the achieved level of quality in Riga. This year's EMW events program particularly focusing on cycling.</p> <p>17th September</p> <p><i>"Be in harmony with yourself and the bike"</i></p> <p>At the biggest shopping mall was held an unprecedented event - mandala drawing with specialized bikes. The measure aims to draw attention to pedestrians and motorists, calling for mutual tolerance and tolerance.</p> <p><i>"Alternative Mezaparks - Street Festival"</i></p> <p>From. 12:00 to 16:00 several streets of Riga City were closed to car traffic and opened to the street festival were people experienced magic of the free road - the place and the safety of children walking and meeting with friends.</p> <p><i>Roll of Riga! Skating season closing</i></p> <p>At. 18:00 Grizinkalns end rollersport season. Event activities will include sports competitions, where invited to participate, anyone who likes rollersports.</p> <p>20th September</p> <p>Representatives from Riga City Council Traffic Department were holding a discussions on cycling organizations and road design issues in Riga. Discussions aimed at finding common solutions to the legal framework to improve the cycling organizations in the city.</p> <p>21st September</p> <p>Riga Passenger Port authority opened the first electric vehicle charging points in public access to online map, developed in cooperation of JSC "Latvenergo" with "zero-emission mobility aid societies."</p> <p>22nd September - Car Free Day 'Alternative Mobility "</p> <p>Riga city residents and visitors will be able to try out an electric vehicle route, which offers a zero-emission mobility aid Society in cooperation with businesses. Route is to encourage people to think about alternative means of transport, including walking. Electric vehicles for European Mobility Week will be free of charge.</p> <p>16th-30th September</p>	

	<p><i>Offer 'Inform the barriers in the streets "</i></p> <p>To promote cycling, as well as facilitate the safe transport organizations and movements in the streets, everyone is invited to inform about the obstacles in the streets, as well as propose new cycling routes. Transport Department www.rdsd.lv interactive map "Obstacle cycling? "</p> <p>19th-30th September</p> <p><i>Idea Contest "Bicycle-friendly school"</i></p> <p>More and more students prefer to go to school by bike. In order to provide a safe school. Pupils from senior classes encouraged to develop proposals for the establishment of a secure parking lots for bicycle.</p> <p>More over in this year from Latvia in the events of the EMW participated local municipalities from Ķekava Iecava, Jelgava Jūrmala, Kuldīga, Liepāja, Līvāni, Ogre, Olaine, Salaspils, Valka, Rucava, Sala Sigulda and Rīga.</p> <p>The most exciting event was on 22nd September when the Car-Free Day also known as "In Town Without My Car", was organized. During this day inhabitants were invited to leave their cars at home.</p> <p>This year's focal theme of the EMW is „Alternative Mobility”. European Union has defined important climate and energy aims what have to be achieved by 2020. Therefore, this tenth EMW invites inhabitants to discover new means of conveyance and to change private cars in every day life to more sustainable transport. The better mobility also means better cities, a healthier environment, a cleaner air and other benefits from the reduction of emission.</p>	
2	Field: MM and land use planning	Is this example already available in the ELTIS/EPOMM format? No
	<p>The elaboration of Mobility Plan Riga and Pieriga which is already described before and is the first document concerning MM and will start the mobility management policy in Latvia</p>	
3	Field: MM in schools	Is this example already available in the ELTIS/EPOMM format? No
	<p>Jelgava City educational institutions organised lectures "Safe road to the School" during the European Mobility week.</p>	

3.7 If you have any quantitative indicators on MM measures or activities implemented, please note them here.

3.8 Are the European Structural Funds used to fund MM measures in your country?

Draft Law on Land Development Planning states that the planning regions and municipalities have to elaborate the long-term strategy and development programs by 2013, for this purpose regional and local government will be able to benefit from support from the EU Social Fund.

Now the main road construction works are in E22 motorway route. As these are state importance roads so there are built using all the regulations concerning safety and bicycle lanes etc. Projects are implemented using the the EU Cohesion Fund support.

The Mobility Plan Riga and Pieriga concerning its financial inputs in development states "Financing from the CF and ERDF is defined for the current EU funds programming period 2007-2013. The budgets of Measures

3.3 'Development of transport network of European significance and promotion of sustainable transport' (851 MEuro)¹ and 3.2.1 'Development of availability and transport system' (322 MEuro)² for the period 2007-2013 are allocated for investments in main transport infrastructure. Of these measures an estimated 30 % has been spent/allocated to Riga and Pieriga. This budget represents the main funding budget for investments in new and upgraded transport infrastructure for Riga and Pieriga. In addition to CF and ERDF, EU funds for TEN-T projects may also be used. These are however mainly used for studies. The only TEN-T construction project funded so far (construction of the two level crossings over Viestura prospects and Meza prospects) received an EU grant of 3.9 MEuro".

3.9 Which other European funding programmes are used in your country to fund MM? Who is using them?

As there is no defined Mobility Management policy in the country, the EU funding programmes are used only for transport policy – road construction. They are CF and ERDF (Incl INTERREG), KF, SF.

Program LIFE+ is used only in the environmental field, and no projects concerning MM have been handed in so far.

Latvia participates in INTERREG IIIC North Zone and INTERREG IIIB Baltic Sea Region Programme, which includes two new INTERREG IIIA Priorities: Estonia - Latvia - Russia (North Priority); Latvia - Lithuania - Belarus (Priority South). In addition, Latvia took part in two European Commission initiatives, which were funded by INTERREG funds: - Interact - experience exchange, training and uptake of best practices across all of the INTERREG programs - ESPON - Planning initiative.

	National Authorities	Regional Authorities	Local Authorities	NGOs or NPOs	Other: (please specify)
CIVITAS					
IEE					
LIFE +					
INTERREG	X		X (cooperating together in one big project)		
Other: (please specify)					

3.10 How do you think financing of MM could be improved at all levels?

First of all the country should develop its national MM policy.

¹ Source: Operational programme 3 'Infrastructure and Services' of the National Strategic Reference Framework 2007 - 2013 (ERDF and Cohesion Fund). However, on the website <http://www.sam.gov.lv/satmin/content/?cat=319> on 27092010 an amount of 841 MEuro is mentioned.

² Operational programme 3 'Infrastructure and Services' of the National Strategic Reference Framework 2007 -2013 (ERDF and Cohesion Fund).

3.11 What is public opinion of, and reaction to, MM in your country? What challenges does this present when implementing MM measures?

3.12 What other challenges or problems can you identify with regards to MM in your country?

3.13 Other comments

4 Trends and further developments

4.1 What is effective in your country in the field of MM? Why?

As this is a new field of actions with not yet policy set, it is hard to talk about the effectiveness at all.

4.2 Describe MM measures that are successful and will be continued in the future.

European Mobility week is valuable action which deals with information of the society about new travelling approach in more sustainable way. However, I deem that at the moment it would be premature to make any conclusions on this matter.

4.3 What are the future policies that are being drafted or considered in your country currently?

4.4 Which example(s) – in term of policy, strategy or implementation – from other European countries would you like to see transferred in your country?

In the elaboration of Mobility Plan Riga and Pieriga the Ministry of Transport has used the experience and advice from the Netherlands.

5 Knowledge infrastructure of MM

Networks, organisations & associations active in MM	Key MM experts and policy makers (with contact details)	Key websites	Key documents
Riga City municipality	Andis Kublacovs - Departament of City Development Janis Lagzdons - Transport Department Eriks Sulcs - Transport Department	www.riga.lv	
Ministry of Transport	Jolants Austrups Mara Tapina Daiga Dolge	www.sam.gov.lv	http://www.sam.gov.lv/images/modules/items/DOC/item_2928_Vides_parskats_1_data.doc http://www.sam.gov.lv/images/modules/items/DOC/item_2929_Vides_parskats_2_data.doc http://www.sam.gov.lv/images/modules/items/DOC/item_2931_RPMP_gala_zinojums.doc http://www.sam.gov.lv/images/modules/items/PDF/item_2953_RPMP_gala_zinojums.pdf
Ministry of Environmental Protection		www.vidm.gov.lv	
Ministry of the Regional Development and Local Government		www.raplam.gov.lv	http://www.raplam.gov.lv/uploads/filedir/aktualitates/TAPL.doc
Baltic Environmental Forum		www.bef.lv	
Environmental Educators Association	leva.vegere@zaao.lv		
Environmental Protection Club		www.vak.lv	

Latvian Biogas Association			http://www.latvijasbiogaze.lv/	
Latvian Ecotourism Association	junkurs@inbox.lv			
Latvian Green Movement			http://www.zalie.lv/	
Latvian Electrotransport Association	Rinalds.ambots@elektroauts.lv			
Autocarriers Association „Latvian Auto”			http://www.lauto.lv/	
Latvian Association of Local and Regional Governments			www.lps.lv	
Latvian Cyclists' Federation			http://www.lrf.lv/category/iaunu_mi/	
Sustainable Development Agency			http://www.sdagency.org/index.php?lang=lv	
Latvian State Roads	Inara Pavlovskā			http://www.latvija2030.lv/upload/latvija2030_en.pdf
Jelgava City Council	Gunita Osīte			
Zemgale planning region	Alda Ermāne			
Ministry of Regional Development and Local Governments	Inguna Urtāne			
Association of Latvian Local and Regional Municipalities	Aino Salmiņš			
“Latvia Railroad”	Maris Riekstiņš			
Rīga Planning Region	Armands Putulis Edvīns Bartkevičs			

Other key documents:

Sustainable Development Strategy of Latvia until 2030 (Latvia2030)

Latvian National Development Plan 2007. – 2013.

Law on Environmental Protection

Law on Land Development Planning

Spatial Planning System Development Concept

Coastal spatial development guidelines

Mobility Plan Riga and Pieriga (to be)

Mobility Plan Riga and Pieriga Elaboration Guidelines

National Development Plan 2007 – 2013

Transport Development Basic Positions 2007. – 2013.

Road Safety Program 2007. – 2013.

Riga Longterm Development Strategy till 2025.

Riga Development Plan

Riga Development Program 2006 – 1012.

6 Next steps for the Mobility Management Monitors

6.1 Suggestions on the use of MMMs for further dissemination

6.2 Improvement of this template for next years