Client: *Vidzeme Planning Region, Reg. No. 90002180246*

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Research

Sustainable Transportation in Vidzeme,

Part of the "Move on Green" project

Research manager: Dr. Sc.ing. I. Niedole

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Contents

Figures

TABLES

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ABBREVIATIONS

EU – European Union

LR – Latvian Republic

VPR – Vidzeme Planning Region

MOG – Move on Green

PT – Public Transportation

P&R – park & ride (a transport exchange system that allows the use of private transportation during travel, including bicycles and public transportation).

LDz – SJSC "Latvian Railways"- manages public transportation on the railway infrastructure.

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INTRODUCTION

The basic political principles of EU [11] state that transportation has a significant role in social and economic development. Mobility is very important for the internal market, quality of life of the population and freedom of movement. Transport contributes to the economic development and creation of work places. Requirements for the transportation system: it should be sustainable, competitive and resource-efficient.

The limitations associated with traditional fossil fuels (gasoline, diesel, petroleum and heavy gasoline) will lead to changes in the use of all forms of transportation. It should be taken into account that no significant scientific advances are expected until 2030 [10, 12, 20]. This fact leads to the conclusion that a political decision should be made to focus more on the increasing efficiency of use of transportation and reducing harmful emissions.

The objective of the "Move on Green" project is to improve the efficiency of the European regional policy in connection with sustainable transportation in rural areas. The study of sustainable transportation in Vidzeme is the first stage of this project. The information that was acquired within the context of this project will serve as a basis for development of a joint guide, an action plan and a list of recommendations for the implementation of sustainable transportation policy in the European rural areas.

The study includes following sections:

- Summary of the main statistical indicators, which characterize regional resources and infrastructure.
- Municipal survey conducted and systematized (21 answers were received from 28 representatives of 26 municipalities).
- Interviews with eight representatives of municipalities and private businesses.
- Four focus group discussions conducted (Valka, Aluksne, Vecpiebalga and Jaunpiebalga).
- SWOT analysis.
- Four good practice examples that were summarized throughout the project.

The study was carried out in accordance with the technical specifications and the requirements of the "Guidelines and matrices for local level studies on sustainable transport in rural areas, C3, 1st stage, May 2012".

1. RURAL LOW DENSITY AREA OF VPR

VPR has the lowest density of population in Latvia – 15.3 people/ km^2 (on average 34.5 people/ km^2 in Latvia), and the biggest share of the rural population - 58% (the national average 36%) [5]. Consequently, the main issues related to the project "MOG" which aims to improve the effectiveness of regional policy for sustainable transport in rural areas, are particularly important for VPR. Appropriate mobility solutions could contribute to improvingenhance the competitiveness of the region and reduce one of the biggest problems nationwide - population outflow from the country.

1.1. SOURCES OF INFORMATION

This study uses the already developed planning documents and publications that were selected as the most representative of the current situation of the VPR's general characteristics in the required areas (including demography, economics, spatial planning, transport).

Table 1 Sources of information

Title/ Reference	Type of information source
1. Vidzeme region development program	Vidzeme Planning Region, 2007.
2. "Vidzeme Planning Region Spatial Plan from 2007 to 2027. th Part 1 Description of Spatial Structure "	Vidzeme Development Agency, 2007.
3. Vidzeme long-term development scenario analytical report	Vidzeme Planning Region, 2011.
4. Vidzeme planning region's economic profile	Vidzeme Planning Region, 2010.
5. Regional economic development perspectives and directions in Latvia	Latvian Academy of Sciences, Institute of Economics Project manager H. Jirgena, research advisor J. Vanags, 2010-2011
6. „Public transport network optimization capabilities in Vidzeme, taking into account the needs of citizens and the possibilities of public transportation providers"	Riga Technical University in collaboration with SIA"IMINK", 2012.
7. Interaction Between the Number of Visitors at Tourist Accomodation Establishments and the Economic Development in	Muska A. & Bite L. (2012).

Latvia. Economics and Rural Development	
8. Evaluation of Availability of Regional Passenger Transport Service in Jelgava District. 11th International Scientific Conference Engineering for rural	Mistris J.& Birzietis G. (2012). Latvia University of Agriculture.

1.2. CONCLUSIONS OF INFORMATION SOURCES ANALYZED

1. The analysed sources contain information regarding current conditions of the sustainable transportation systems in the Vidzeme region and some recommendations of ways to improve the situation. But none of the sources focuses exclusively on the problems of mobility in rural areas of Vidzeme planning region, which is the main focus of the MOG project. A summary is prepared based on the analysis results that can be effectively used within the context of the project.
2. Following problems have been identified:

- Unsatisfactory road conditions, low proportion of roads with asphalt pavement, lack of bicycle tracks [Sources: 1, 2,3,4,6 in Table 1].
- Connection of the road network the capital Riga is better than between the largest populated areas in the region, thus creating a highly radial mobility scheme [2];
- There is no understandable road connection hierarchy [2].
- Busses with the capacity of 25 passangers (too high capacity for this particular case) are used in territories with low population density thus not corresponding to the real mobility demands. Operators are not able to provide such service without big subsidies. Transportation providers can't improve this situation without additional funding [4, 6].
- Limited accessibility by public transport, including from Cesis and Valmiera [6]. – these are the largest towns of the region with more advanced service infrastructure;
- Only 59% of the rural population are located within 2 km of a public transportation stop [6].
- Transportation of passengers by train is unprofitable, coordination with the bus schedules is lacking [4,6]; potential use of the closed railway lines has not been appraised enough; depreciating quality of the narrow gauge railway and the entire technical park.
- New legal documents and methodologies for the development of sustainable transportation are required, with a special focus on public transportation [6], which has to include a list of criteria of the role of transportation, and it's indexing in regard to the national economic development. This will increase the competitiveness of the transportation system that will be based on the use of „Green transport" and will improve accessibility to the territories and public transportation, and thus improve mobility.
- Majority of the analyzed Latvian planning documents and scientific papers don't pay enough attention to the development of the „green" transportation. This might affect such economic sectors like tourism and others (Latvia on the whole develops ¼ times faster than Vidzeme) [7].
- Regarding the development of public transportation: proposed activities involve mainly changes in the network of routes [6,8].

3. The following priorities have been put forward in the planning document [1]: Development of infrastructure and service industry are at first place, with transportation infrastructure being the most important. Among the undertaken activities, the development of qualitative public transportation on a local and international scale is noted. A list of activities for strategic fulfilment and monitoring has also been prepared.
4. In 2012, a study on improvement of the public transportation in Vidzeme was completed in the initial stage [6], and included:
    - Conceptual recommendations for the development of a unified multimodal transport network in VPR territories.
    - Simulation model of the public transportation system for existing conditions and scenario planning.
    - Recommendations for further development of the public transportation network, including the adaptation of the existing rolling stock base for various volumes of passengers (using high and low capacity buses).

1.3. MAIN PUBLIC AND PRIVATE INIATIVES FORESEEN IN THE TERRITORY IN THE SHORT TERM

According to the providers and the VPR PT services and the short-term data from the planning department staff, the following sequence of steps has to be undertaken:

1. PT service and route network optimization, reducing mileage and fuel consumption.
2. Smaller capacity buses with lower fuel consumption for servicing the selected (low passenger demand) routes.
3. Lowering of the passenger bus rolling stock average age.

Already accomplished in VPR:

1. Providers purchase smaller capacity new and used buses with more economical engines and lower emission rates.
2. Prepared conceptual recommendations for the VPR PT single multimodal route network improvement.
3. Developed simulation model for bus route network with the objective of reducing total mileage.

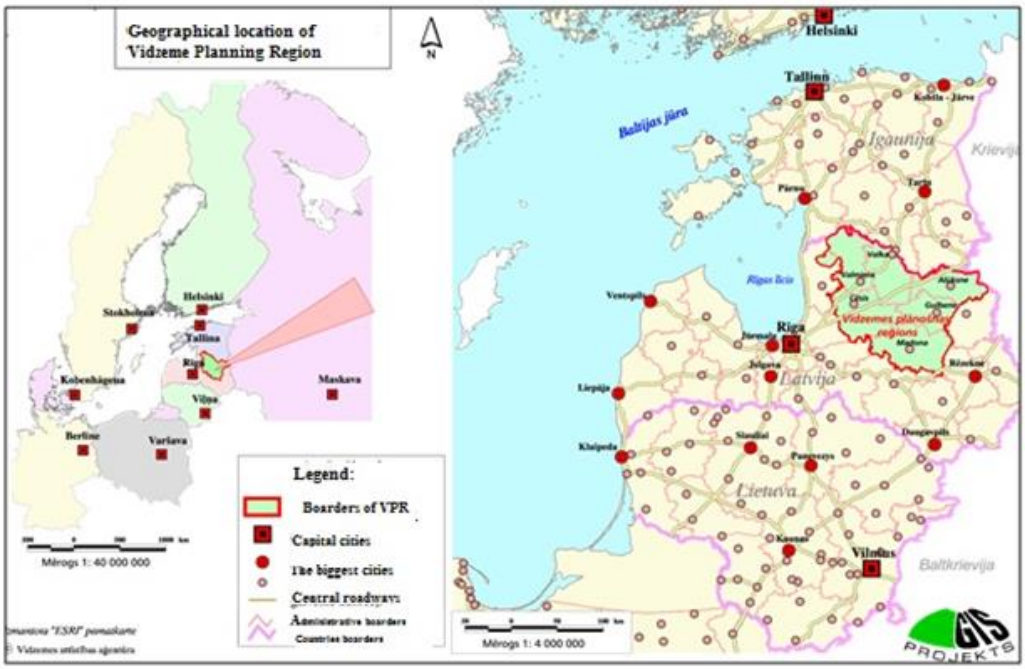
2. STATISTICAL DATA

Latvian statistics by region is not complete, and may not reflect all of the indicators in the matrix in terms of job placement, demographic and professional characteristics of the situation, and population mobility.

2.1. OVERALL SITUATION OF VIDZEME REGION

VPR is in the north-east of Latvia and has a border with Estonia and the Russian Federation.

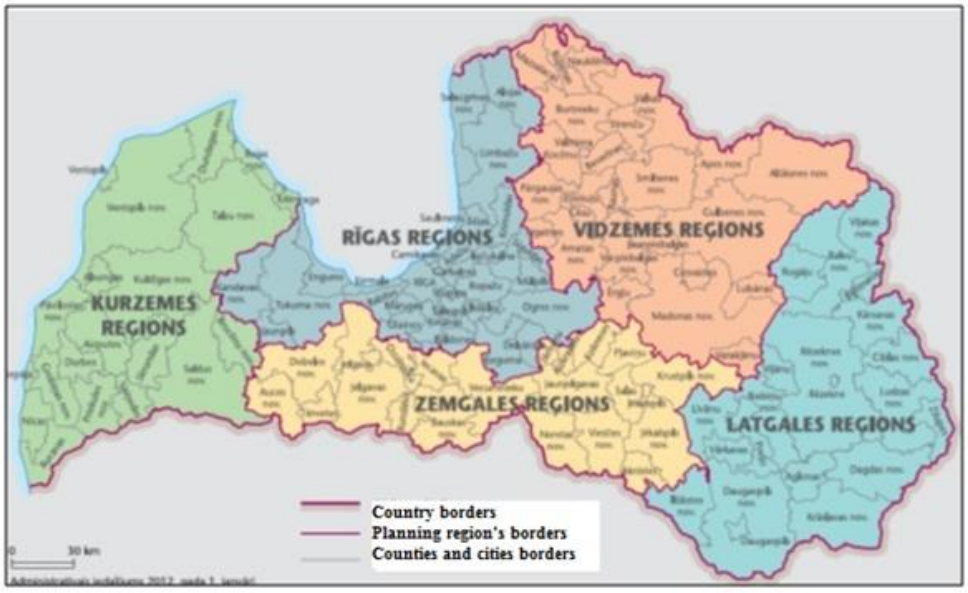
Figure 1 VPR geographical location



Source: Vidzeme Planning Region Development Program for 2007.- 2014., Vidzeme Development Region, 2007.

The five planning regions of Latvia - Riga, Vidzeme, Kurzeme, Zemgale and Latgale are created for regional development, planning, coordination and local cooperation. Vidzeme region is the largest in terms of area, but it has the lowest population.

Figure 2 Territorial division of Latvia



Source: State Regional Development Agency, 2012. Regional development in Latvia in 2011. Available at : http://www.vraa.gov.lv/

Vidzeme region has the lowest population density in Latvian. Population in the last 4-5 years decreased rapidly due to emigration to foreign countries or other regions.

Table 2 Population density data in the regions in 2012 (population per 1 km2)[16]

Regions of Latvia	**Population in the beginning of 2012 (Current population)**	**Area, km^2**	**Density, population per km^2**
Latvia	2041763	64 562	32
Riga region (Rīga)	650478	304	2140
Pierīga region	368179	10 133	36
Vidzeme region	208129	15 246	14
Kurzeme region	266313	13 596	20
Zemgale region	250177	10 733	23
Latgale region	298487	14 550	21

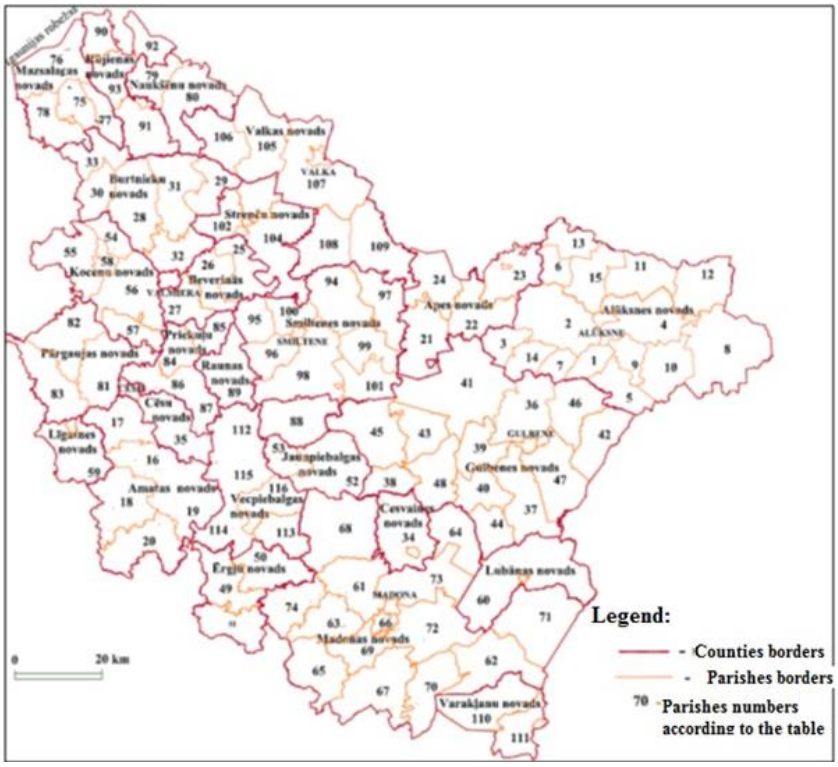
Source: Central Statistical Agency, 2012. Population dynamic in statistical regions. Available at: http://data.csb.gov.lv

There was administrative territorial reform in Latvia in 2009 [9], and the Republic of Latvia currently is divided into 119 local government areas - 9 cities and 110 counties that are governed by local authorities.

The county areas are divided into the following units:

- County towns (mainly populated areas, which are cultural and commercial centers with developed infrastructure and street network and have more than 2,000 residents);
- County parishes (over 400 units in Latvia).

Figure 3 VPR administrative territorial composition: VPR counties and parishes



Source: „Public transport network optimization capabilities in Vidzeme, taking into account the needs of citizens and the possibilities of public transportation providers", RTU, SIA IMINK , 2012.

VPR territory has 25 counties, 116 parishes and one national level city – Valmiera. Counties and corresponding parishes are listed in the following table:

Table 3 List of counties and parishes of VPR

	Alūksnes county	30	Matīši parish
1	Anna parish	31	Rencēni parish
2	Alsviķi parish	32	Valmiera parish
3	Ilzene parish	33	Vecate parish
4	Jaunalūksne parish		**Cesvaine county**
5	Jaunanna parish	34	Cesvaine parish
6	Jaunlaicene parish	**7**	**Cēsis county**
7	Kalncempji parish	35	Vaive parish
8	Liepna parish		**Gulbene county**
9	Maliena parish	36	Beļava parish
10	Mālupe parish	37	Dauksti parish
11	Mārkalne pagarish	38	Druviena parish
12	Pededze parish	39	Galgauska parish
13	Veclaicene parish	40	Jaungulbene parish
14	Zeltiņi parish	41	Lejasciema parish
15	Ziemeri parish	42	Litene parish
	Amatas county	43	Lizuma parish
16	Amata parish	44	Līgo parish
17	Drabeši parish	45	Rankas parish
18	Nītaure parish	46	Stāmeriena parish
19	Skujene parish	47	Stradu parish
20	Zaube parish	48	Tirza parish
	Ape county		**Ērgļi county**
21	Vireši parish	49	Ērgļi parish
22	Trapene parish	50	Jumurda parish
23	Ape parish	51	Sausnēja parish
24	Gaujiena patish		**Jaunpiebalga county**
	Beverīna county	52	Jaunpiebalga parish
25	Trikāta parish	53	Zosēni parish
26	Brenguļi parish		**Kocēni county**
27	Kauguri parish	54	Bērzaine parish
	Burtnieki county	55	Dikļi parish
28	Burtnieki parish	56	Kocēni parish
29	Ēvele parish	57	Vaidava parish

58	Zilākalna parish	85	Mārsēni parish
	Līgatne county	86	Priekuļi parish
59	Līgatne parish	87	Veselava parish
	Lubāna county		**Rauna county**
60	Indrāni parish	88	Drusti parish
	Madona county	89	Rauna parish
61	Arona parish		**Rūjiena county**
62	Barkava parish	90	Ipiķi parish
63	Bērzaune parish	91	Jeri parish
64	Dzelzava parish	92	Lode parish
65	Kalsnava parish	93	Vilpulka parish
66	Lazdona parish		**Smiltene county**
67	Ļaudona parish	94	Bilska parish
68	Liezēre parish	95	Blome parish
69	Mārciena parish	96	Branti parish
70	Mētriena parish	97	Grundzāle parish
71	Ošupe parish	98	Launkalne parish
72	Prauliena parish	99	Palsmane parish
73	Sarkaņu parish	100	Smiltene parish
74	Vestiena parish	101	Variņi parish
	Mazsalaca county		**Strenči county**
75	Mazsalaca parish	102	Jērcēni parish
76	Ramata parish	103	Seda parish
77	Sēļi parish	104	Plāņi parish
78	Skaņkalne parish		**Valka county**
	Naukšēni county	105	Ērģeme parish
79	Ķoni parish	106	Kārķi parish
80	Naukšēni parish	107	Valka parish
	Pārgauja county	108	Vijciema prish
81	Raiskuma parish	109	Zvārtava parish
82	Stalbe parish		**Varakļāni county**
83	Straupe parish	110	Murmastiene parish
	Priekuļi county	111	Varakļāni parish
84	Liepa parish		
	Vecpiebalga county		
112	Dzērbene parish		
113	Ineši parish		

114	Kaive parish
115	Taurene parish
116	Vecpiebalga parish

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Table 4 Data of VPR population structure and dynamics

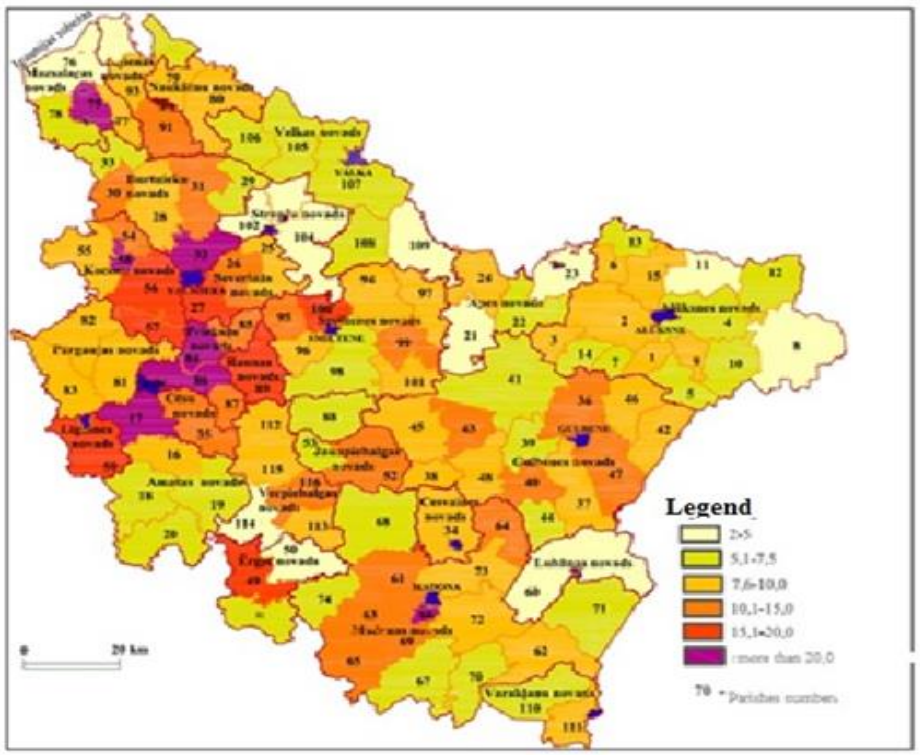
Municipality	Population in 2012 (Currrent)	Population density in 2012 (population per 1 km²)	Population in 2007	Population variation in %	Unemployment %, end of 2012.
Latvia	**2 041 763**	**31,6**	**2 208 840**	**- 167 077 / 8%**	**8,0 (10,5*)**
Vidzeme planning region	**208 129**	**13,6**	**231 830**	**- 23 701 / 10%**	**9,3 (12,8*)**
Valmiera city	24 722	1 359,8	26 717	-1 995 / 7%	5,7
1.Alūksne county	16 859	9,9	19 013	-2 154 / 11%	14,1
2.Amata county	5 647	7.6	6 299	-652 / 10%	7,8
3.Ape county	3 775	6,9	4 306	-531 / 12%	8,0
4.Beverīna county	3 248	10,8	3 513	-265 / 8%	8,3
5.Burtnieki county	8 110	11,4	8 903	-793 / 9%	7,9
6.Cesvaine county	2 758	14,5	3 038	- 280 / 9%	13,1
7.Cēsis county	17 937	104,3	19 636	-1 699 / 9%	6,7
8.Gulbene county	22 463	12,0	25 313	-2 850 / 11%	9,4
9.Ērgļi county	3 146	8,3	3 641	-495 / 14%	12,6
10.Jaunpiebalga county	2 342	9,3	2 679	-337 / 13%	6,5
11.Kocēni county	6 240	12,5	6 815	-575 / 8%	9,0
12.Līgatne county	3 632	21,7	4 019	-387 / 10%	7,7

13.Lubāna county	2 504	7,2	2 758	-254 / 9%	11,9
14.Madona county	24 843	11,5	27 883	-3 040 / 11%	12,4
15.Mazsalaca county	3430	8,2	3 941	-511 / 13%	9,3
16.Naukšēni county	1940	6,9	2 202	-262 / 12%	8,8
17.Pārgauja county	3893	8,0	4 326	-433 / 10%	7,5
18.Priekuļi county	8290	27,4	9 283	-993 / 11%	7,9
19.Rauna county	3510	11,4	4 059	-549 / 14%	8,8
20.Rūjiena county	5479	15,6	6 163	-684 / 11%	8,5
21.Smiltene county	12884	13,6	14 160	-1276 / 9%	6,9
22.Strenči county	3734	10,0	4 251	-517 / 12%	11,6
23.Valka county	9 150	10,0	10 390	-1240 / 12%	13,3
24.Varakļāni county	3508	12,6	3 857	-349 / 9%	12,1
25.Vecpiebalga county	4085	7,5	4 665	-580 / 12%	8,7
Source and description of data	Central Statistical Agency, 2012. Population dynamic in statistical regions, cities and counties. unemployed Unemployment rate = ---------- x 100 working age population Unemployment rate is based on the Central Statistical Bureau data regarding the working age population in Latvia administrative territories. *Registered unemployment rate in Latvia and Vidzeme is calculated based on the data provided by the Central Statistical Bureau data regarding the working age population in Latvia administrative territories. The unemployment percentage of the economically active population within the 15 to 64 age group. Data available at: http://data.csb.gov.lv/ and http://www.nva.lv/				

The unemployment rate is often higher in the parishes with population density lower than the average in the region, such as Aluksne, Ergli, Lubana, Valka counties.

Due to the fact that the population density per 1 km^2 varies considerably in the county parishes, the map below shows the density distribution among parishes. The information may be helpful during the next stages of the research. Parish names and numbers included in Table 3.

Figure 4 Population density in VPR counties (population per 1 km^2)



Source: „Public transport network optimization capabilities in Vidzeme, taking into account the needs of citizens and the possibilities of public transportation providers", RTU, SIA IMINK, 2012.

2.2. DEMOGRAPHIC STRUCTURE

Table 5 Population age groups

	% of the total number of people in different age groups Year 2012		
Name of the territory	Population between 0-19 %	% Population between 20-64	% population from 65 onwards
1. Latvia	20.0	61.6	18.4
2.Vidzeme region	21.2	59.3	19.5

Source: Central Statistical Agency, available at http://.csb.gov.lv/

The demographic data are discussed from national and regional perspective as situation in the smaller units (counties and towns) is quite similar. The map data on demographics in Vidzeme are not available, therefore, not reflected in this study.

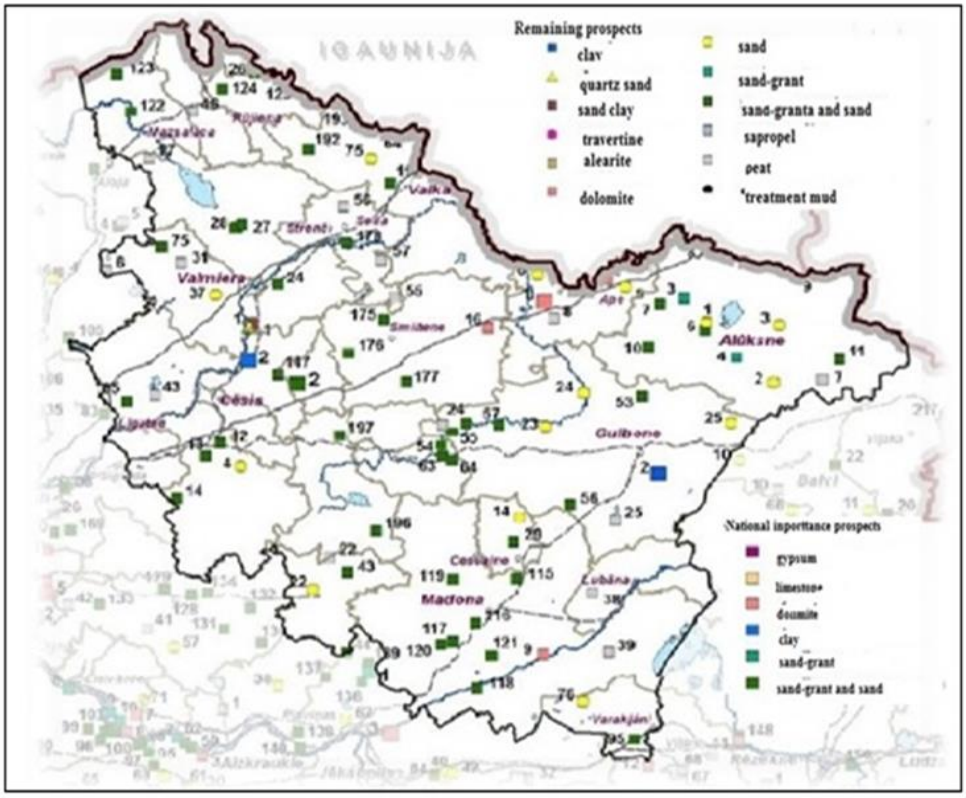
A great issue for Latvia and VPR is emigration of the active population, partcularly people at working age, to other countries or other regions of Latvia.

The total number of people at working age in VPR decreased from 153.5 thousand people in 2007 to 125.1 thousand in 2011. It means that the number of people at working age decreased per 22.7% while the total population number decreased "just" for 10% if compared with year 2007.

2.3. NATURAL RESOURCES

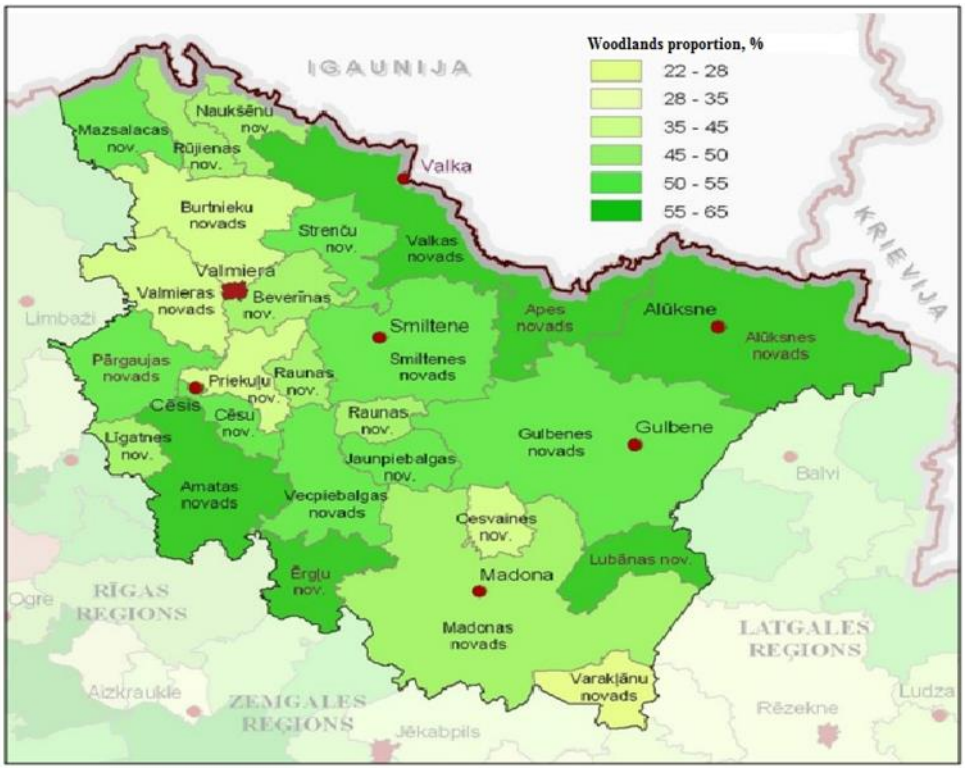
Data about Vidzeme's existing protected areas are given in the figures below including data on natural resources in Vidzeme (forests, water, agricultural land, mineral resources, cultural heritage, and other resources). It also describes the potential of the tourism industry.

Figure 5 Location of natural resources in Vidzeme region



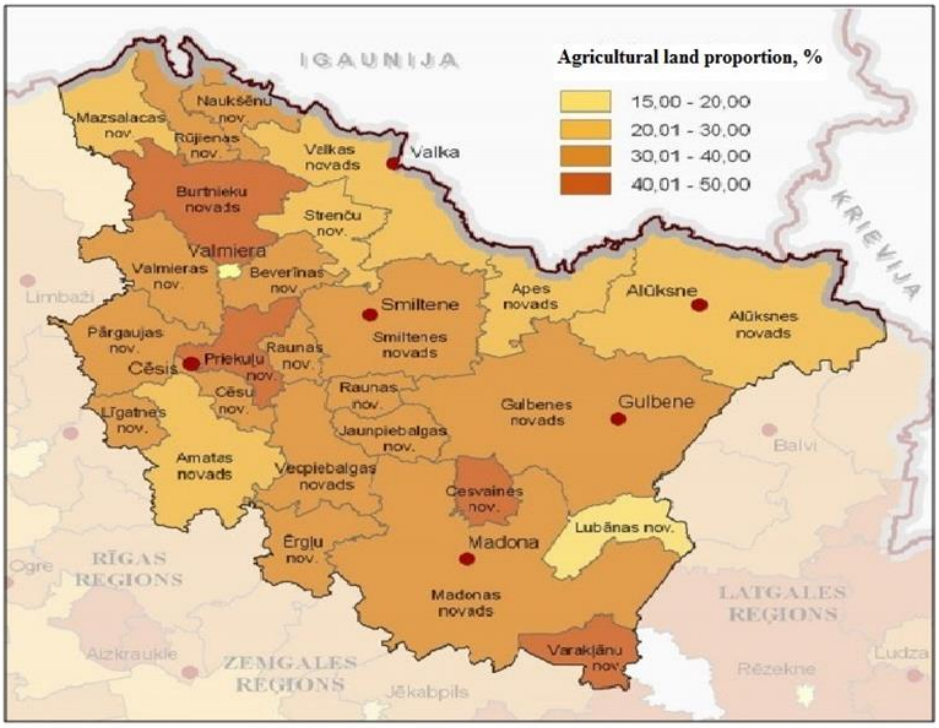
Source: LZA Economic Institute, 2010. Economic Development Perspectives and Directions in the Latvian Region. Location of natural resources in Vidzeme region. Available at: http://www.vidzeme.lv/

Figure 6 Forests in Vidzeme region



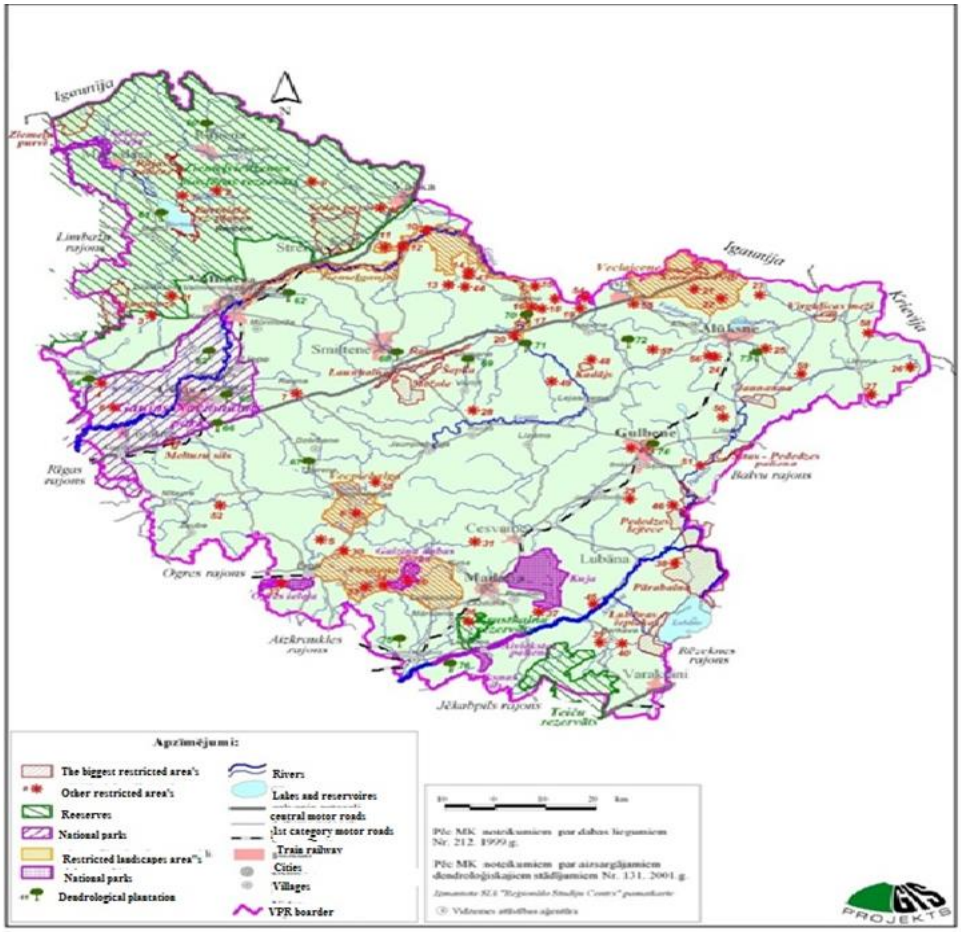
Source: LZA Economic Institute, 2010. Economic Development Perspectives and Directions in the Latvian Region. Forests in Vidzeme region. Available at: http://www.vidzeme.lv/

Figure 7 Agricultural land in Vidzeme region



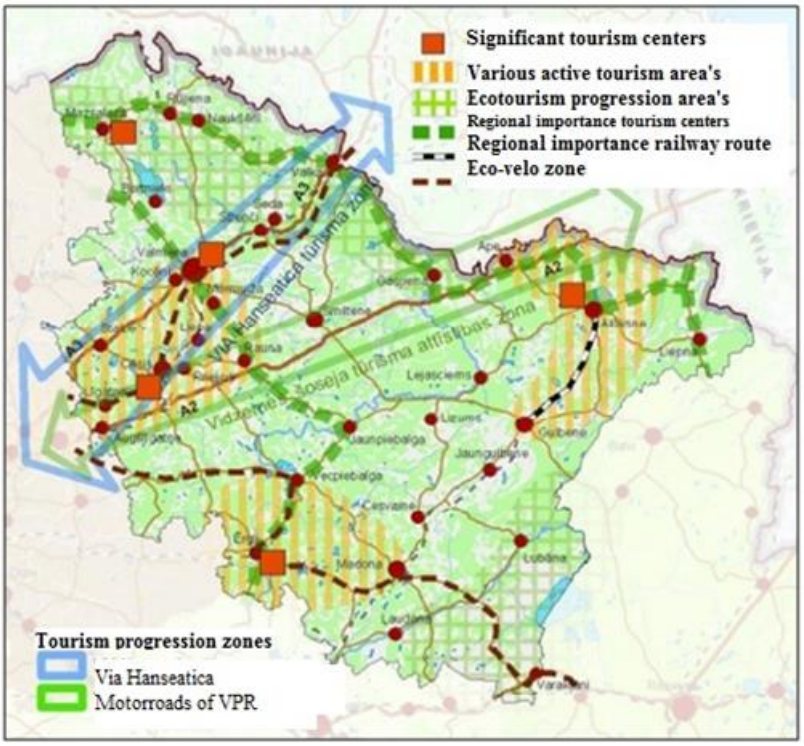
Source: LZA Economic Institute, 2010. Economic Development Perspectives and Directions in the Latvian Region. Agricultural land location. Available at: http://www.vidzeme.lv/upload/

Figure 8 Protected natural areas in the VPR



Source: Vidzeme Development Agency, 2007. Vidzeme Planning Region Spatial Planning 2007-2027. Protected natural territories in the Vidzeme Planning Region

Figure 9 Significant tourist routes in Vidzeme



Source: LZA Economic Institute, 2010. Economic Development Perspectives and Directions in the Latvian Region. Significant tourist routes in Vidzeme. Available at: http://www.vidzeme.lv/

Development of tourism in the region [5] is linked to the region's favourable geographical location, beautiful and diverse landscapes of Vidzeme and a reasonably developed tourism infrastructure. Specially protected natural areas (188 out of 632 in Latvia) promote. All types of protected areas of national importance are located in the region: 2 natural reserves, 69 protected areas, 5 country parks, 1 national park, 4 protected landscape areas, 98 natural monuments, and 1 biosphere reserve. The region is attractive because of the rich cultural heritage as well (1894 national cultural monuments), which serves as a base for the development of cultural tourism.

The most popular forms of tourism in Vidzeme are natural tourism in the Gauja national park, boating on the Vidzeme's rivers and nature trails.

The number of visitors in natural tourism and cultural heritage sites increases every year. Some of the most visited sites include Cēsis castle complex (70 thousand visits every year), Valmiera museum (34 thousand visits every year), Alūksne-Gulbene Narrow Gauge Railway (30 thousand visitors a year), Āraiši Lake Castle (26 thousand visitors per year).

The region is rich with rivers and lakes, which are suitable both for recreation and tourism. Due to the presence of Gauja, Amata, Salaca and other rivers and bodies of water, the region has a favourable environment for the development of water tourism.

2.4. LABOUR MARKET DATA

Latvian population census was done in 2009. The results published are incomplete yet in 2011. Due to that reason, the statistical regional database is yet insufficient to get answers to the questions raised in the Terms of References, especially in terms of job placement, demographic and professional characteristics, and population mobility need.

Table 6 Labour market data

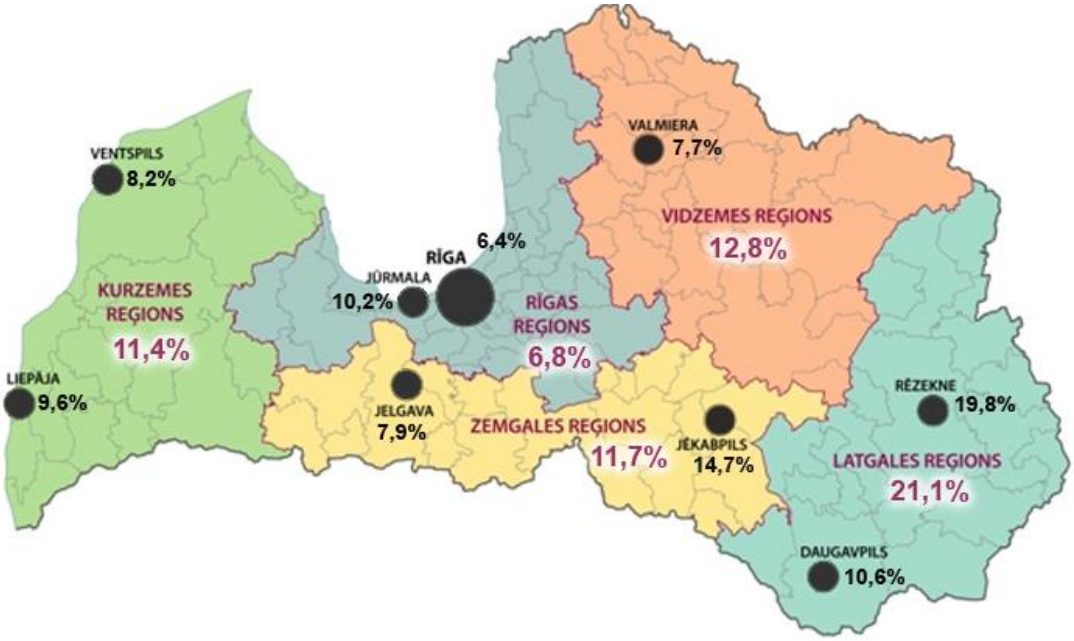
	% of the active workforce in productive sectors in 2011						
Name of the territory	% active workers in the agriculture sector	% active workers in the building sector	% active workers in the industry sector	% active worker in the service sector	% active workers in the public administration sector	% active workers in the other fields	% self-employed
1. Latvia	8,9	7,1	15,8	56,7	6,9	4,2	No data available
2. Vidzeme region	17,6	7,4	18,5	72,9	6,5	2,8	No data available

Source: Central Statistikal Agency, 2012. Workforce segregation based on vocation and gender. Workforce segragation based on vocation in statistical regions.Available at: http://data.csb.gov.lv/

Table 7 Education level in various sectors of industry, 2012

Industry name	Higher education, %	Vocational secondary education %	General secondary education after basic education or vocational training,%	Primary education or vocational education, %	Primary school education, %	No education or unfinished primary education,%
Latvia	22,6	31,2	25	21,1		
Vidzeme region	14,6	33,9	23,2	28,0		

Figure 10 % of unemployment economically active between the age of 15-64 years



Source: Government employment agency, 2012. Registered unemployment level in country 31. December, 2012. , Available at http://www.nva.lv/

Unemployment level in Vidzeme is 12,8 % which is higher than the average level in Latvia. It can be explained by the fact that the main industries, services and public authorities are concentrated in the capital of Latvia or in the biggest cities of other regions (Vidzeme doesn't have access to the port, etc.).

Table 8 Unemployment level according to level of education in Vidzemes region, end of 2011, %.

	Doctors degree %	Higher education %	Proffesional highschool education %	Highschool education after middleschool &	Middleschool education %	no education or unfinished middleschool %
Vidzemes region	No data	8,5	39,2	25,2	24,0	3,0

Source: Government employment agency, 2012.Unemployment according to the level of education. Available at: http://www.nva.lv/index.php?cid=6#merka_grupas

Table 9 Unemployment rate structure according to industry %, 2011-2012 according to population census data

Territory	Year end	% unemployed workers in the agriculture sector	% unemployed workers in the building sector	% unemployed workers in the industry sector	% unemployed worker in the service sector	% unemployed workers in the public administration sector	% unemployed workers in the other fields
1. Latvia	2011	4,3	18,3	18,7	50,6	3,4	4,7
	2012	5,5	13,4	17,7	53,4	4,6	4,5
2. Vidzemes region		No data available					

Statistic data source: Central Statistical Agency, 2012. Job seekers according to types of commercial work at the last working place. Available at: http://data.csb.gov.lv/

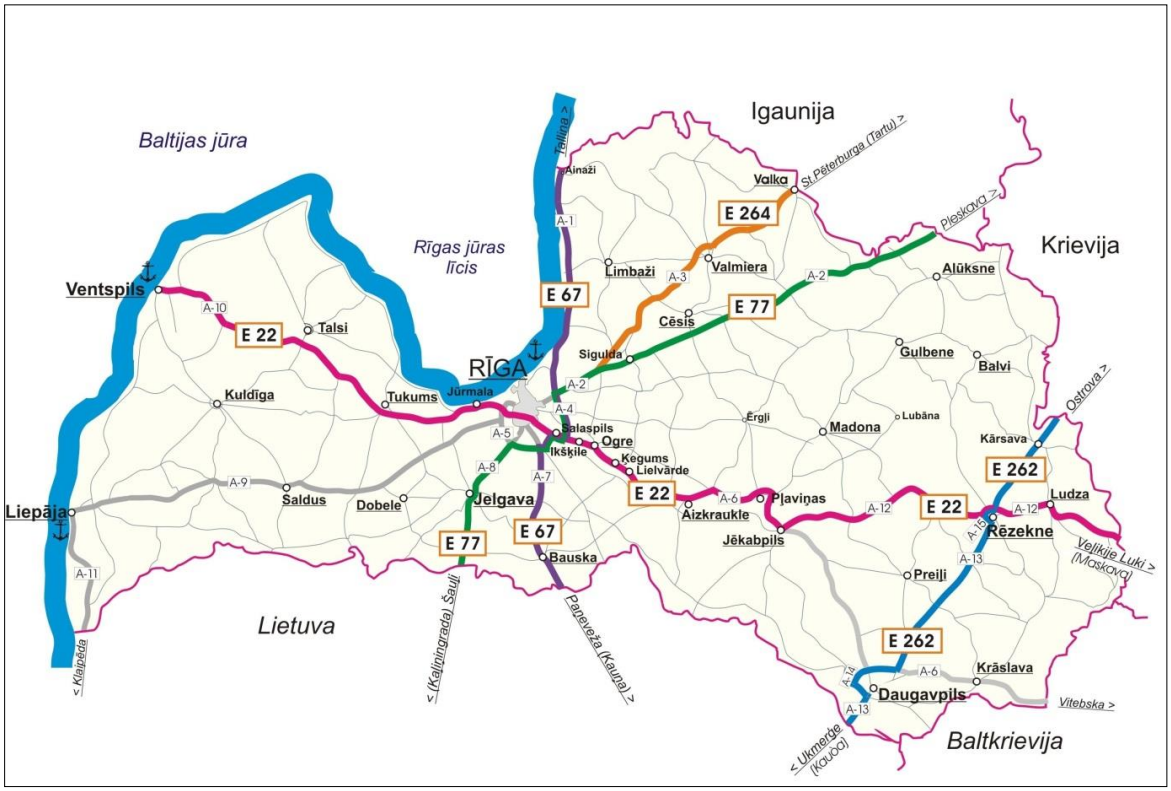
2.5. PASSENGER TRANSPORT INFRASTRUCTURE AND RESOURCES

Transport infrastructure is the key to the region's accessibility and economic development. Transport infrastructure is relatively developed in VPR [3,4,5]: there are roads, PT (rail and bus) and individual transport. All forms of transport for passengers are actively used [15]. Cycling established, including border zone with Estonia.

2.5.1. HIGHWAY INFRASTRUCTURE AND RESOURCES

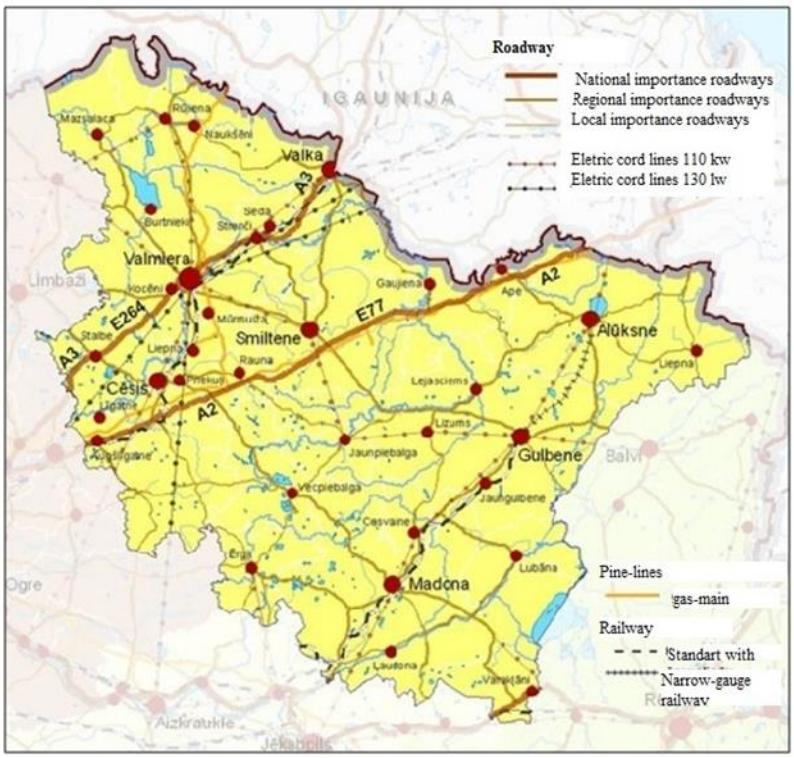
Transit transport infrastructure passes across the region (roads, railways). Vidzeme region has a well-developed road network, but underdeveloped rail network. There is sufficiently wide road network providing an opportunity to promote urban development. Rail network coverage in Vidzeme region is much lower than in other regions - 1.6 km per 100 km2, taking into account the length of the narrow-gauge railway. [4]

Figure 11 Roadway infrastructure map of Latvia. Roads included in the international highway routes



Source: State JSC„Latvian State Roads", 2012. Roads included in international routes Available at: http://lvceli.lv/

Figure 12 Vidzemes region transport infrastructure



Source: LZA Institute of economics, 2010. Economic development perspective of Latvia's region and their directions. Vidzemes region transport infrastructure.
Available at: http://www.vidzeme.lv/

Figure 13 Vidzemes Planing Region roadways

VPR road surface:

- **Asphalt pavement**
- **crushed stone and gravel**

Source: www.gis.lv

Table 10 Road network (km)

Type of road	Roads in VPR, end of 2012.	Roads in Latvia, emd of 2011.
Single carriageway road	Total 11063 Incl. state 5646,5	Total 50764,9 , Including state 20116,3
Dual carriageway road	No roads	No roads
Toll-free motorways	Total 11063 incl. state 5646,5	Total 50764, 9 Including state 20116,3
Toll highways	No roads	No roads
Asphalt roads	No data for the total State 2 085,0	Total 9511,3 Including state 8455,7
Gravel roads	No data for the total State 3 561,5	Total 41253,6 Including state 11660,6

Source: State JSC,,Latvian State roads" Vidzeme region
Central statistical bureau of Latvia, 2012. Road length by statistical regions and districts.
Available at: http://data.csb.gov.lv/

As a share of total, there are more state roads in VPR than on average in the country (30% less than in VPR). At the same time, there are more roads with crushed stone and gravel pavement (about 10% more) rhan on average in Latvia.

Table 11 Evaluation of VPR state road condition, end of 2012, km

Road type	Total, incl.:	Very good	Good	Sufficient	Bad/very bad
Main state roads	280,5	0	87,2	90,5	102,8
Regional state roads	1569,5	46,1	293,5	730,4	499,5
Local state roads	3796,5	53,2	382,2	2058,9	1302,3
Total	5646,5	99,3	762,9	2879,8	1904,5

Source: State JSC „Latvian State Roads" Vidzeme region

VPR area a third of state road network in VPR is assessed as in bad or very bad condition. There is an urgent need to improve the road pavement.

Table 12 VPR State road length per 1000 inhabitants, end of 2012

Road type	km per 1 000 inhabitants
Single carriageway road	Total 53,2 incl. state roads 27,1
Dual carriageway road	No roads
Toll-free motorways	Total 53,2 incl. state roads 27,1
Toll highways	No roads

Statistic data source: State JSC „Latvian State Roads" Vidzeme region

The length of the state roads in VPR per 1 000 inhabitants is 2.8 times higher than on average in Latvia.

Table 13 Number of vehicles in Latvia, VPR districts and cities 01.01. 2012

Municipality	Cars (count)	Motorcycles and mopeds (count)	Trucks and vans (count)	Buses (count)	Other vehicles (count)
Number of vehicles registered					
Latvia	**612321**	**38623**	**72622**	**5 86**	**1142**
Vidzemes region	**67894**	**5099**	**18201**	**87**	**165**
Valmiera town	8059	445	916	18	8
1.Alūksnes district	5475	425	437	58	19
Incl. Alūksnes town	2527	207	245	44	12
2.Amata county	2075	54	182	5	7
3. Ape county	1316	141	129	7	4
4.Beverīna county	1159	102	92	3	4
5.Burtnieki county	246	168	263	11	9
6.Cesvaine county	8 2	44	48	3	2
7.Cēsis county	5915	446	827	198	30
incl. Cēsu town	5370	399	782	198	29
8.Gulbene county	7222	21	812	60	28
incl. Gulbene town	2484	400	59	37	14
9. Ērgļi county	934	59	182	2	3
10.Jaunpiealgas county	911	52	91	6	4
11.Kocēni county	2043	144	247	102	4
12.Līgatne county	1153	88	110	1	1
13.Lubāna county	832	46	61	1	0
14.Madona county	7760	636	698	79	12
incl. Madona town	2403	209	259	63	2
15.Mazsalaca county	1033	87	89	10	2
16.Naukšēni county	660	66	80	5	3
17.Pārgauja county	1481	114	177	9	3
18.Priekuļi county	2793	175	285	10	6
19.Rauna county	1269	90	140	0	1
20.Rūjiena county	1647	140	105	14	0
21.Smiltene county	4671	322	494	33	5

22.Strenči county	926	137	45	10	1
23.Valka county	2856	234	233	15	5
incl. Valka town	1588	111	132	9	0
24.Varakļāni county	938	96	48	18	3
25.Vecpiebalga county	1451	74	119	9	1
Vehicles in running order					
Latvia	**510861**	**9291**	**58243**	**4306**	**292**
Vidzemes region	**54580**	**88**	**10366**	**593**	**26**
Valmiera town	6868	102	776	14	3
1.Alūksnes district	4479	59	309	51	4
Incl. Alūksnes town	2154	34	183	40	3
2.Amata county	1576	25	127	5	1
3. Ape county	990	25	106	6	1
4.Beverīna county	911	10	64	2	2
5.Burtnieki county	1950	35	198	10	1
6.Cesvaine county	678	16	42	2	0
7.Cēsis county	4974	101	656	185	5
incl. Cēsu town	4555	89	631	185	4
8.Gulbene county	5774	92	645	53	
incl. Gulbene town	2071	38	294	36	0
9. Ērgļi county	695	12	154	1	0
10.Jaunpiealgas county	694	13	70	4	0
11.Kocēni county	1618	19	187	99	1
12.Līgatne county	918	16	91	1	0
13.Lubāna county	647	9	42	1	0
14.Madona county	6147	109	520	64	4
incl. Madona town	2036	38	206	52	0
15.Mazsalaca county	826	16	65	6	0
16.Naukšēni county	515	15	66		0
17.Pārgauja county	1171	23	143	4	0
18.Priekuļi county	2317	38	223	8	0
19.Rauna county	961	19	106	0	1
20.Rūjiena county	1314	27	76	11	0

21.Smiltene county	3734	53	391	24	0
22.Strenči county	727	11	34	8	0
23.Valka county	2260	13	168	12	0
incl. Valka town	1305	7	95	7	0
24.Varakļāni county	744	14	41	12	0
25.Vecpiebalga county	1092	11	81	6	0

Statistical data source: Road Traffic Safety Directorate, 2012. Vehicle breakdown by cities and districts. Available at: http://www.csdd.lv/lat/noderiga_informacija/statistika/transportlidzekli/

Note: mopeds do not have to pass the MOT (roadworthiness test).

Table 14 Number of vehicles per 1 000 inhabitants in Latvia, VPR districts and cities 01.01.2012

Municipalities	Cars	Motorcycles and mopeds	Trucks and vans	Buses	Other transport
Number of vehicles registered per 1 000 inhabitants					
Latvia	**300**	**19**	**36**		**0,6**
Vidzeme region	**326**	**24**	**33**	**3**	**0,8**
Valmiera town	326	18	37	1	0,3
1.Alūksne county	324	25	26	3	0,4
2.Amata county	367	27	32	1	1,2
3.Ape county	349	37	34	2	1,1
4.Beverīna county	356	31	29	1	1,2
5.Burtnieki county	304	21	32	1	1,1
6.Cesvaine county	309	16	17	1	0,7
7.Cēsis county	330	25	46	11	0,7
8.Gulbene county	321	36	36	3	1,0
9.Ērgļu county	299	19	57	0,6	1,0
10.Jaunpiebalgas county	389	22	40	16	1,7
11.Kocēni county	327	23	40	0,3	0,6
12.Līgatne county	317	24	30	0,4	0,3
13.Lubāna county	332	18	24	0,6	0
14.Madona county	313	26	28	3	0,6
15.Mazsalaca county	301	25	26	3	0,6
16.Naukšēni county	340	34	42	3	1,6
17.Pārgauja county	380	29	45	2	0,8
18.Priekuļi county	337	21	34	1	0,7
19.Rauna county	362	26	40	0	0,3
20.Rūjiena county	301	2	19	2	0
21.Smiltene county	362	25	38	3	0,4
22.Strenči county	248	37	12	3	0,3
23.Valka county	310	25	26	2	1,3
24.Varakļāni county	267	27	14	5	0,9

25.Vecpiebalga county	355	18	29	2	0,2
Vehicles in running order per 1 000 inhabitants					
Latvia	**250**	**4**	**28**	**2**	**0,2**
Vidzeme region	**262**	**4**	**26**	**3**	**0,1**
Valmiera town	278	4	31	0,6	0,1
1.Alūksne county	265	4	18	3	0,2
2.Amata county	281	4	23	1	0,2
3.Ape county	300	8	32	2	0,3
4.Beverīna county	285	3	20	1	1
5.Burtnieki county	242	6	15	1	0
6.Cesvaine county	246	6	15	0,7	0
7.Cēsis county	278	6	37	10	0,3
8.Gulbene county	256	4	29	2	0,1
9.Ērgļu county	217	4	48	0,3	0
10.Jaunpiebalgas county	302	6	30	2	0
11.Kocēni county	259	3	30	16	0,2
12.Līgatne county	253	4	25	0,3	0
13.Lubāna county	259	4	17	0,4	0
14.Madona county	248	4	21	3	0,2
15.Mazsalaca county	241	4	19	2	0
16.Naukšēni county	265	7	34	2	0
17.Pārgauja county	301	6	37	1	0
18.Priekuļi county	279	4	27	1	0
19.Rauna county	274	5	30	0	0,3
20.Rūjiena county	240	4	14		0
21.Smiltene county	290	4	30	2	0
22.Strenči county	195	3	9	2	0
23.Valka county	247	2	18,4	1,3	0
24.Varakļāni county	212	4	12	3	0
25.Vecpiebalga	267	3	20	1	

county					

Source: SIA IMINK Calculation of Road Traffic Safety Directorate data (http://www.csdd.lv/lat/noderiga_informacija/statistika/transportlidzekli/) and The Central Statistical Office (http://www.csb.gov.lv/) data.

Note: mopeds do not have to pas the MOT (roadworthiness test).

Around 20% of the number of vehicles registered are not in running order. This is due to shortcomings in the tax system in Latvia.

The amount of cars in VPR is higher than on average in Latvia by 8%, and the ones in running order are more by 4% .

Table 15 Holders of active driver's license in Latvia 2012

	Count and percentages
Male	502749 (60,1%)
Female	334066 (39,9%)
Total	836815

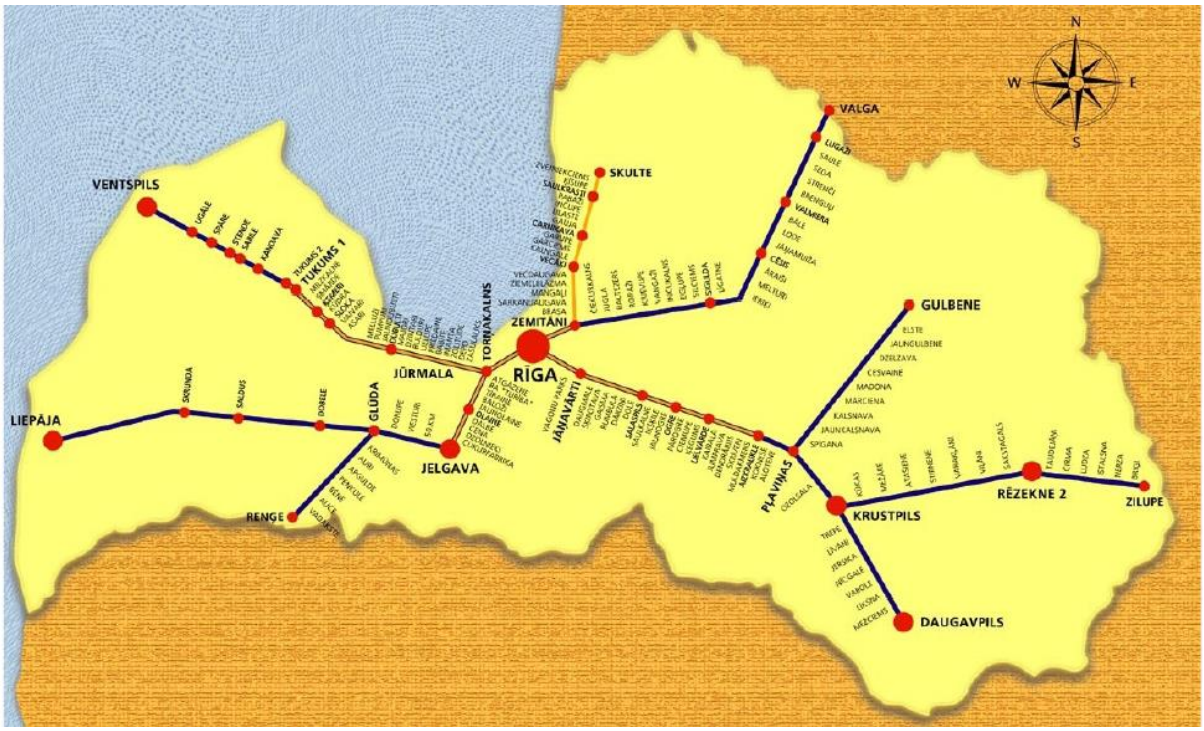
Source: Road Traffic Safety Directorate, 2012. Driver's license.Available at: http://www.csdd.lv/lat/noderiga_informacija/statistika/vaditaja_apliecibas/

Data about Vidzeme region is not available

There are 1.15 active driver's licenses per vehicle in Latvia.

2.5.2. RAILWAY INFRASTRUCTURE AND RESOURCES

Figure 14 Railway infrastructure map of Latvia



Source: JSC „Passanger Train", 2012. Passenger train route scheme . Available at: http://www.ldz.lv/uploaded_images/map/karte_22_02_10.jpg

Figure 15 Railway map of VPR

Source: www.gis.lv

The track width is 1520 mm except the narrow gauge railway Gulbene-Aluksne,.

Narrow gauge railway Gulbene - Aluksne has track width of 750 mm.

There is regular passanger traffic in all railway sections except section Madona-Gulbene, where regular services ceased from 2012 [15, 24].

Table 16 Carriage of passengers by broad gauge railway in VPR area - the number of passengers per year (broad gauge sections with passengers, 2012)

	Number of travelers (not including closed stage Madona-Gulbnd)
High-speed train users	No railways
boarded passengers	201135
disembarked passengers	207199
Total	408334

Statistical data source: SIA IMINK statement by JSC "Passanger Train" Department of Finance data

Table 17 Passenger transport by railway in VPR area - per 1 km of railway 2012

	Number of travelers per km
High-speed train users	No transportation
boarded passengers per km	1635
disembarked passengers per km	1685
Total	3320

Source: SIA IMINK statement by JSC "Passanger Train" Department of Finance

Table 18 Passenger transport by railway areVPR - stops in 2012

	Stops wide gauge sections with passenger transportation
broad-gauge line	23, incl. closed line - 5
Narrow gauge line	10
Total	38

Statistical data source: JSC „Pasažieru vilciens”

2.5.3. AIRPORT INFRASTRUCTURE AND RESOURCES

Vidzeme region does not have passenger airport. The region has a certified aerodrome “Cesis” in the district Priekuli at the boundaries of Cesis [16]. There is a plan to develop the airfield in Valmiera. The use of this airfield in the near future to a greater extent is related to leisure services for the region's tourism industry.

Distances from the nearest international airport “Riga” to:

Cesis - 87 km, Gulbene - 181 km, Madona - 163 km, Smiltene - 132 km, Valka - 156 km, Valmiera - 106 km.

The lack of airfields and air traffic in VPR has no significant impact on business development in the region. Alternative forms of transport fully compensate for the absence of air transport in the region (Source: *Vidzeme planning region's economic profile*).

Table 19 Data about current airfields in VPR, 2012.

Name and location	Airfield „Cēsis", Priekuļu district
Distance to city (km)	1,5 km to Cesis
The area in which the services are provided(ha)	-
Aircraft runways (count)	1 (800 m x 30 m)
Area of passengers (he)	300
Available area for passengers (ha)	-
Public/private airport	Private
Operators	-
Scope of destinations	-
Total count of passengers	-
Number of passengers in domestic flights	-
Number of passengers in international flights	-
Statistical data source / (s)	http://www.cesisairport.lv/

2.5.4. PORT INFRASTRUCTURE AND RESOURCES

Table 20 Port infrastructure

VPR has no direct access to the Baltic sea or any port. The distance from the biggest Latvian port of Riga to VPR biggest cities: Cesis - 105 km, Valmiera - 124 km.

2.6. MOBILITY RELATED ENERGY CONSUMPTION

Table 21 Final energy consumption in Latvia's transport sector, 2011. Energy balance (NACE Rev. 2.)

	TJ	thousand.TOE
Energy, total, incl.:	**49 990**	**1195**
electrical energy	446	11
Biodiesel	1 432	34
Bioethanol	318	8
Petroleum products total:	47 794	1142

Source: editorial data, using http://www.csb.gov.lv/ and http://data.csb.gov.lv/

Table 22 Final energy consumption in Vidzeme transport sector, 2011. Energy balance, TJ (NACE Rev. 2.)

	TJ	thousand.TOE
Energy, total, incl.:	**5 608**	**134**
electrical energy	50	0.8
Biodiesel	161	3.8
Bioethanol	36	0.9
Petroleum products total:	5 361	128

Source: editorial data, using www.csb.gov.lv/ and www.csdd.lv

Energy consumption:

TOE - tons of oil equivalents

TJ - Terajoule

(1 ton of oil = 41.868 GJ, TJ = 10 3 GJ)

3. SURVEY OF LOCAL MUNICIPALITIES

The survey of local municipalities in Vidzeme planning region was conducted to clarify their position on organization of sustainable public transport and solutions for improved population mobility. A unified questionnaire was sent to the municipalities.

3.1 REVIEW OF LOCAL GOVERNMENT SURVEY

No.	Municipality		Number of completed questionnaire	Completed at least 1 questionnaire	Comments
	District / city	Parish			
1	Valmiera city		1	1	
2	Alūksne district		2	1	Submitted 3 inquiry forms, but one blank (unanswered).
3	Amata district		1	1	Submitted 2 inquiry forms. One form has only one answer. Therefore, it is not taken into the account.
		Skujene	1		
4	Apes district		1	1	Submitted 2 inquiry forms. One form has only one answer. Therefore, it is not taken into account.
5	Beverīna district		1	1	
6	Burtnieki district		1	1	
7	Cesvaine district		1	1	
8	Cēsis district		0	0	
9	Ērgļi district		1	1	
10	Gulbene district		1	1	
11	Jaunpiebalga district		1	1	
12	Kocēni district		1	1	

13	Līgatne district		1	1	
14	Lubāna district		0	0	
15	Madona district		1	1	
16	Mazsalaca district		1	1	Submitted 2 inquiry forms. One form has only one answer. Therefore, it is not taken into account.
17	Naukšēni district		0	0	
18	Pārgauja district		1	1	
19	Priekuļi district		2	1	
20	Rauna district		1	1	
21	Rūjiena district		0	0	
22	Smiltene district		1	1	
		Variņi	1		
		Palsmane	1		
		Branti un Smiltene	1		
		Grundzāle	1		
23	Strenči district		1	1	
24	Valka district		1	1	
25	Varakļāni district		0	0	
26	Vecpiebalga district		1	1	

Total number of questionnaires:	**28**
Replied district governments:	**21**
Replied district governments. %:	**80,8**

3.2. SYSTEMATIZATION OF SURVEYS' RESULTS

SURVEY RESULTS (Questions are provided in the letter to municipalities)

Question 1: How do people in your municipality percieve the necessity of searching for new solutions for daily mobility (in your opinion)?
One answer only.

NO NEED AT ALL for solutions	0%	Searching for solutions is VERY NECESSARY	28,6%
Searching for solutions might be USEFUL	32,1%	Searching for solutions is ESSENTIAL	3,6%
Searching for solutions is NECESSARY	35,7%		

Question 2: If new mobility solutions adapted to the given situation were introduced in your municipality, how important would be the following criteria to the loacl people? Assign a number between 1 and 5 to each of the criteria listed below, (1 - the lowest importance).
Ratings (average score from 1 to 5)

Costs	4,8	Travel time	3,7
Frequency	4,0	Reliability of the service	3,9

Question 3: Which population groups would mostly use – in your opinion – potential new mobility solutions (due to current unmet necessities)? Assign numbers from 1 to 5,(1 – use most, 5- use least)

Workers	2,9	Retired	2,7
Unemployed	2,6	Women/men in charge of housework	2,7
Youngsters	2,6		

Question 4: Do you believe that people in your municipality (for example, commuters and potential new users) would be interested in shared vehicle solutions if these are regulated and legally organized?

NO	10,7%		
YES	89,3%	If YES, evaluate the following (average score from 1 to 3)	
		Insurance in case of accident	1,9
		Coordination issues	1,9
		Costs–sharing issues	1,6

Question 5: Given the fact that regular daily public transport runs are not feasible in low density rural areas and that they are progressively disappearing, would the local council contribute to the organization and co-financing of mobility solutions?

NO	60,7%		
YES	39,3%	Percentages of all answers YES	

		100% co-financing	0,0%
		50% co-financing	18,2%
		25% co-financing	72,7%

Question 6: Given the fact that regular daily public transport runs are not feasible in low density rural areas and that they are progressively disappearing, would people in your municipality co-finance potential new mobility solutions?			
NO	57,1%		
YES	42,9%	Percentages of all answers YES	
		100% co-financing	0,0%
		50% co-financing	16,7%
		25% co-financing	83,3%

4. INTERVIEWS. COMMON LIST OF PUBLIC AND PRIVATE PROFILES TO BE INTERVIEWED

Interviews with public and private representatives from local municipalities in the field of transport were conducted with the aim to collect information about main problems in public transport (routes, frequency, passenger flow), about territories without public transport service, and expectations and plans in the short, medium and long term.

The list of persons interviewed was prepared in accordance with the requirements and guidelines, and agreed with MOG project manager and staff of VPR Public transportation services and planning department. Interviews with all the mayors were not conducted, taking into account that all municipalities filled in a questionnaire, which gave a general idea about organizing sustainable PT and mobility enhancement solutions. In-depth interviews were conducted with certain municipalities, institutions and organizations, which reflected the real situation in Vidzeme region. /The questions were sent in advance. Interviews were recorded on dictaphone.

4.1. LIST OF INTERVIEWED PERSONS

1. Elita Eglīte (Chairman of Amata municipality) - +37126537849
2. Andris Malkavs ("CATA" JSC executive director) - +37164123541
3. Hardijs Vents (Chairman of Pārgauja municipality) - +371 26556532
4. Dina Dombrovska (Head of municipality's United education department) - +37129365568
5. Jānis Ošiņš (Chairman of Division of public transport services and planning at Vidzeme planning region)
6. Lotārs Dravants (Public transport planner of Division of public transport services) - +37164116009, +37129110161
7. Juris Smaļinskis (Lecturer at Vidzeme university (tourism industry)) - +371 64207230 (university phone)
8. Neils Kalniņš (Chairman of the board "NK konsultāciju birojs" Ltd.) - +371 67609490 (office phone) Interview into the third model of good practice.

4.2. Systematization of interviews

DATE:	22.08.2012.
NAME:	Elita Eglīte
RESPONSIBLE FOR:	Chairman of Amata municipality
ENTITY	Municipality of Amata district
Description of the overall mobility situation in our rural territory as perceived by the interviewee	
Overall situation in the Amata district: • Population: 5647 people; • Territory: 745 km2; • Population density: 7.6 people/km^2. The territory has 16 small villages, more than half of the population are living in farmsteads. The mobility is associated with the use of public transport mainly for pupil transportation and for the social service functions: for example, going to the doctor (there are no permanent	

practitioners in the district), etc. The mobility is important for population of all ages.

Description of mobility services provided by the organization in the target territory, specifying routes, profiles of users, number of passengers and other outstanding data

Public transport based mobility service in Vidzeme region is organized sufficiently well, the road network is optimal, but the road quality is poor.

Target groups of public transport users with specific requirements:

- Older people - pensioners;
- Working age people (~25-30%);
- Pupils, students (>60-70% during school time);
- Low-income families (~2%);
- Unemployed (~11%);
- People with attendants (~1%);
- Shopping trips (~10-20%).

Current problems encountered and envisaged solutions

Current problems encountered and envisaged solutions:

- Population decreased significantly due to depart;
- Pronounced seasonal changes in traffic volumes (picking mushrooms, berries);
- People are forced to travel more due to the health reform resulting in a decrease of health care accessibility (the nearest regional hospital is in Valmiera);
- Route organization is oriented to the old administrative division (by districts);
- From an economic point of view, Amata district would benefit from better communication with Ogre;
- A lack of economically viable public transport routes;
- A relatively high volume of illegal public transport operators;
- Creation of a new route is a long and complex bureaucratic process;
- There is no flexible system to locate public transport stops;
- Location of railway stations (2 of 3) is not linked to settlements and bus routes;
- The existing railway stations are located in unpopulated areas;
- Rail schedule is not harmonized with bus services;
- Diesel trains are slow and cannot compete with the bus speeds;
- There is a precarious environment in diesel wagons due to the small number of passengers;
- The construction of new railway station costs 130 thousand. LVL to stakeholders;
- Traffic flows should be organized closer to the employment sites;
- Vidzeme region should identify businesses where significant number of trips to/from work is detected and transport services are needed. Also, bussinesses with seasonal workers should be identified.

Potential collaborative schemes in mobility issues

Plans in short / medium/ long term in relation to mobility issues

For mobility improvements, there are following needs:

- In short / medium-term plans:
  - To change the legislation – to allow school buses to pick up all passengers, not just pupils.
- In long-term plans:

- To adapt the route network to the existing administrative division of parishes, districts, regional centres and connect them with the capital; - To adapt railway stations to the passenger requirements.
Other relevant issues stated
There are harsh winters with heavy snowfall in Vidzeme. Road maintenance (snow removal) is very expensive. Using modern telecommunications, the need for mobility can bee reduced and virtual communication can be provided instead.

DATE:	22.08.2012
NAME:	**Andris Malkavs**
RESPONSIBLE FOR:	"CATA" JSC executive director
ENTITY	"CATA" JSC
Description of the overall mobility situation in our rural territory as perceived by the interviewee	
The "CATA" JSC executes the orders of Vidzeme planning region, Riga planning region and the Road transport department (ATD) for realization of passenger transport, for planning of the rolling stock capacity and speed depending on the flow of passengers, performs the economic analysis of the public transport. Serves passengers in 4 lots: Northeast lot provides intercity transportation, the others serve Limbazi town, Riga city (partly) and Cesis district. Population and the number of jobs in the Vidzeme planning region decreases, especially in rural areas. Passenger traffic and transport volumes are reducing. A half of parishes are served with 2 or less public transport trips per day, some parishes have only one trip per week, mainly to ensure transport services for pupils.	
Description of mobility services provided by the organization in the target territory, specifying routes, profiles of users, number of passengers and other outstanding data	
The road network is sufficient, but the technical condition - poor. Most people are traveling with private vehicles; many are cooperating and perform collective private trips. The role of railway is small; people have no desire to move using railway. The railway infrastructure is very poor. Public transportation service in rural areas is unsatisfactory and does not meet the law requirements of public transport regarding the creation of public transport route system. Target groups of public transport users with specific requirements: • Working age people; • Pupils, students; • Disabled persons with attendants – free of charge (about 10% of all passengers).	
Current problems encountered and envisaged solutions	
• Many routes do not have more than 2 trips per day, although there should be at least 3 trips per	

day.

- There are routes where public transport runs only once a week (especially in summer).
- There is a lack of coordination between spatial and transport planning (Ministry of Environment and Regional Planning and Ministry of Transport).
- Problem in financing: officials underestimate the role of public transport in daily lives of rural population.
- There is a lack of qualified, motivated staff in traffic planning, and a lack of staff in bus terminals.
- Subsidies don't encourage to improve the quality of service.
- For subsidies estimates the bus load is not taken into account.
- The fuel consumption varies widely in various surface quality conditions, and therefore carriers, especially smaller ones, are not competitive in the market.
- In practice, it is experienced that in difficult economic conditions ATD often recommends to reduce the number of routes and frequency without adequate justification.
- Co-operation between railway and bus transport systems is difficult due to inefficient use of buildings in railway stations, and buildings being unsuitable to existing situation with reduced passenger flows (buildings at public transport stations are in poor condition).
- Proposals for improvement of public transportation service addressed to the Road transport administration often are not taken into account.

Potential collaborative schemes in mobility issues

Some of the possible solutions:

- Potential cooperation with neighbours - carpooling, in cooperation with the neighbours, some benefits might be anticipated (a combined trip to Riga for 3 people by private car is favourable).
- The use of medium / small capacity buses instead of big buses thus saving fuel up to 150-200%.
- Flexible locations of bus stops for local routes.

Plans in short / medium/ long term in relation to mobility issues
An improved mobility issue needs to be resolved with the pre-condition that the level of service doesn't deteriorate in spite of decrease of population. • Short / medium-term plans - to change the law to allow existing district school buses to serve all passengers (for a fee), not just the pupils. • For long-term plans there is a lack of a coherent national transport policy.
Other relevant issues stated
None

DATE:	22.08.2012
NAME:	**Hardijs Vents**
RESPONSIBLE FOR:	Chairman of Pārgauja municipality
ENTITY	Municipality of Pārgauja district
Description of the overall mobility situation in our rural territory as perceived by the interviewee	
Population in region: 4.5 thousand people; 11 settlements – villages. • Region has a favourable geographical position. • In general, the mobility is getting worse, which is largely the consequence of the state policy. Currently, public transport policy ignores the people, but the primary is money. • District has a lot of unpaved roads where is no carrier traffic. • The local government must take care of servicing social and economic functions. Compared to other regions of Vidzeme, the active social life in Pārgauja district hinders the population reduction.	
Description of mobility services provided by the organization in the target territory, specifying routes, profiles of users, number of passengers and other outstanding data	
Mobility services in Vidzeme region are planned by Vidzeme planning region. The district has cooperation with transport company CATA. User target groups with specific requirements: • Workers; • Pupils, students; • Pensioners.	
Current problems encountered and envisaged solutions	
Current problems and envisaged solutions: • Route network in the region is planned by taking into account administrative borders of	

districts;

- Local governments have no money to support the organization of public transport;
- The decrease of public transport routes is often not justified;
- The whole district is not sufficiently served with public transport routes and trips;
- Too large resources are invested in the railway infrastructure, but the necessary return is not reached.

Potential collaborative schemes in mobility issues

Possible solutions:

- Implementation of social function with the taxi transport, which would be paid from the social funds;
- Cross-municipal cooperation, pooling of resources and means for public transport organization;
- Public transport system should have one owner, but it should not be the ATD.

Plans in short / medium/ long term in relation to mobility issues

For mobility improvements, the following is needed:

- In short / medium term plans:
  - To save the existing route network;
  - To ensure the public transport availability not only in settlements, but also beyond, to make possible to reach the nearest populated area or regional centre within a time interval of 40 minutes;
  - To ensure the availability of public transport stops not further than at 15-20 minutes walking distance;
  - To provide the renewal and increase of the rolling stock fleet according to the needs for small / medium capacity buses.
- In long-term plans:
  - To envisage an implementation of certain measures in the development program and in the plan, including:
    - Road network improvement and development;
    - Public transport development;
  - To develop and evaluate proposals for less time consuming bussiness trips to Riga.

Other relevant issues stated

None

DATE:	12.09.2012.
NAME:	**Dina Dombrovska**
RESPONSIBLE FOR:	Head of United education department. Coordinates the collaboration with educational institutions, including mobility issues.
ENTITY	The United education department of Amata district in Cēsis

Description of the overall mobility situation in our rural territory as perceived by the interviewee

- There is no clear co-operation between the Vidzeme planning region and public transport planners.
- Insecurity on a bicycle - due to road conditions, due to the sharing the road with a stream of vehicles.
- The public transport does not offer a model in order to ensure personal mobility.

Description of mobility services provided by the organization in the target territory, specifying routes, profiles of users, number of passengers and other outstanding data

- There is nothing specific (the plans of the institution 7)
- Indirectly – to evaluate accessibility of educational institutions (quantitative indicators)

Current problems encountered end envisaged solutions

- Older people bear the most difficulties with transport, if children are not near by, served by school buses.
- The school bus should run during the summer period.

Potential collaborative schemes in mobility issues

- There should be coordinated school transport and regular public transport.

Plans in short / medium/ long term in relation to mobility issues

- Transport on demand;
- Electrical bicycles with appropriate infrastructure, a co-financing is necessary;
- Park&ride parking places, including near the railway stations;
- Entrain/detrain (Access / egress from trains);
- Transporting bicycle by buses / trains;

• Coordination of public transport timetables and stops.
Other relevant issues stated
• There must be organized coordinated cooperation between Vidzeme local governments and school bus traffic.

DATE:	**12.09.2012.**
NAME:	**Jānis Ošiņš, Lotārs Dravants**
RESPONSIBLE FOR:	Public transport planning
ENTITY	Central office of Vidzeme planning region in Cēsis, Division of public transport services and planning
Description of the overall mobility situation in our rural territory as perceived by the interviewee	
• Where there are people, the traffic is satisfactory, but where the population density is low population density, there are insufficient opportunities for mobility. • The differences are mainly depending on the population density. • Not everywhere is the possibility to get to the district centre from the former parish centre.	
Description of mobility services provided by the organization in the target territory, specifying routes, profiles of users, number of passengers and other outstanding data	
• The work is organized during the last 3 years • Evaluation of resident applications + initiatives of the transport providers • Cooperation with the Road transport administration – in intercity networks • Transport analysis • Management of previously concluded concession contracts for the former six districts • VPR is responsible for regional and local transport routes • Vidzeme planning region is the public transport planner for regional and local routes • Discussions with local authorities • Taxi organization full responsibility of local governments • School bus transportation is formally organized by the local municipalities and Vidzeme planning region provides recommendations	

- Unfortunately, there is no exact information when and on which routes school busses run.

Only local and regional routes are in the competence of Vidzeme planning region:

- Number of routes - 223
- Number of trips - 246437
- Driven km – 6696 thousand km
- Revenues / expenses in routes
- Carried passengers

Current problems encountered end envisaged solutions

- For transportation of disabled persons, there should be a more efficient system of co-payments and registration;
- Regulations of the Cabinet of Ministers define requirements for bus equipment, but in the real life, unfortunately, they are not met due to lack of funds.

Potential collaborative schemes in mobility issues

- Yes, especially with the social services and health care facilities.
- Adaptation of laws and regulations by clarifying the responsibilities of each authority/ responsibility.
- There is practically no cooperation with the Latvian Railway. There should be synchronized train and bus timetables, and timely performed mutual exchange of information (currently it takes about 1 week in advance).
- Information exchange is needed with the road owners in the context of road repairs and their impact on the organization of routes.

Plans in short / medium/ long term in relation to mobility issues

- Amendments of laws
- Review the effectiveness of route administration (eg, Cesis - Valmiera)
- Mutual coordination of networks

Other relevant issues stated

- The impact of climatic conditions and differences even within a single region
- It is difficult for public transport providers to talk about investment programs, as there is so much confusion about the orders coming from the public sector

DATE:	21.10.2012
NAME:	Juris Smaļinskis
RESPONSIBLE FOR:	Tourism industry
ENTITY:	Vidzeme university, lecturer

Description of the overall mobility situation in our rural territory as perceived by the interviewee

a.) It is difficult to generalize, Vidzeme is not a homogeneous region

At present, the public transport in the context of tourism is very unfriendly. It is very difficult to get from Valmiera to the other districts (Alūksne, Gulbene).

b.) There are big problems with bicycle; it can be used only where there is a railway line.

Hot issues: quality of roads, traffic safety, bicycle services - accommodation, shops

The public transport is becoming increasingly unfriendly for the user. Problem: passengers - drinkers, conflicts in the transport.

Poor quality of roads in Vidzeme.

Description of mobility services provided by the organization in the target territory, specifying routes, profiles of users, number of passengers and other outstanding data

- Local cycling
- Bike stands to support student mobility
- Contribution to the micro-infrastructure
- It is difficult to board the bus with a bicycle
- The green action plan of higher education institutions - under development
- On-going study to estimate the number of students riding a bike (data collection)

Current problems encountered and envisaged solutions

The tourists have 2 needs:

To get from point A to B; number of runs matters

Equipment transportation - skis, snowboards, baby strollers, bicycles: unfriendly environment.

- It is impossible to answer; it is a separate research topic.
- There could be more bicycle lanes and routes. Why there are no bicycle lanes envisaged when constructing a road? There are no cycle routes between the towns (Valmiera - Cesis, etc.).

- Designers reply that it is not possible to create cycle roads due to exhaust from the vehicles.
- The difference between cycling and cycling tourism. Fragmented cycling infrastructure.

Potential collaborative schemes in mobility issues

- Vidzeme university has an idea of negotiating with the VTU (Valmiera transportation company) to facilitate the mobility of students (equipment transportation) using public transport.
- Transport and mobility - an area where more cooperation is needed.
- In the future (in medium term) - Vidzeme university wants to position themselves as the Green higher education organization (electric cars).
- Cooperation with local authorities and information centres is needed.
- There is no specific treatment currently of electrical bicycles currently, but one should know how much it will cost in general.
- Valmiera has conducted experiments in the field of electric transport, which is a good thing. But all that needs a real justification.

Plans in short / medium / long term in relation to mobility issues

Currently there is being developed the green action plan at Vidzeme university, with a separate section on transport (bicycles, equipment, and electrical bicycles).

Other relevant issues stated

Answer through the prism of tourism – the mobility is needed for both tourists and entrepreneurs in tourism. Very poor quality of roads. The transport quality will significantly impair the quality of tourism.

DATE:	09.10.2012.
NAME:	Neils Kalniņš
RESPONSIBLE FOR:	Director of "NK Konsultāciju birojs, Ltd." And board member of „Blue Shock Bike, Ltd."
ENTITY	His companies are not directly related to mobility issues in VPR, but the linkage is indirect through the trial of electric bikes in Cēsis and Valmiera municipalities, organised by "Blue Shock Bike, Ltd."[1]

Description of the overall mobility situation in our rural territory as perceived by the interviewee
There is an overall problem with people mobility in rural areas (thus less populated) of Latvia. Peoples' requirements for mobility cannot be sufficiently ensured by the state due to the lack of financial resources. Therefore innovative solutions for mobility must be searched.

Description of mobility services provided by the organization in the target territory, specifying routes, profiles of users, number of passengers and other outstanding data
Taking into account the specific work of "Blue Shock Bike" that is in the start-up stage, we cannot

[1] More detailed information about the trial of electric bikes and its results in VPR can be found in the section about „good practices".

talk about systematic transport services and date related to those services.

But the interviewee admits that in relation to usage of the electric bikes it is easy to get following data:

- Saved emissions (usage of the electric bikes creates zero greenhouse gas emissions),
- Economic benefits (for example, costs of electricity for bike versus costs of petrol/gas/electricity for car for covering the same distance),
- Date that, in general, help to understand how to use the time more efficient and to use less resources (including money).

Current problems encountered end envisaged solutions

- Problems mentioned:
- Insufficient use of school buses since it should be possible to use these buses much wider (including also non-school related activities),
- Limited mobility for older people (retired people) due to lower income level – their specific needs may be socialisation, visits to doctors etc.
- Recommended solutions:
- Usage of electric bikes both for the work of public governance institutions, private enterprises and daily needs of regular people,
- Transport on demand (in various combinations),
- Use of transport simulation modelling for planning and organisation of public transport services,
- Application of intermodality principle (for example, combination of express buses with electric bikes).

Potential collaborative schemes in mobility issues

- There should be collaboration between all involved stakeholders. In several cases it is not understandable why the market is not working according to market principles (for example, public transport (bus services) is being overpaid if compared to its efficiency).
- Costs for the passenger railway are not being calculated correctly – there should be much lower coefficient for use of railway infrastructure for passenger services than for freight. Cooperation with VAS "Latvian Railway" should be more efficient.

Plans in short / medium/ long term in relation to mobility issues

Plans of the company in VPR are following:

- Distribution of the electric bikes in tourism centres (in 2013 just in Valmiera and Cēsis) for the use of tourists,
- Persuasion work for the enterprises and municipal governments of VPR larger cities/towns for the efficiency to use electric bikes in daily activities. Taking into account the wide radius of the electric bikes (up to 30 km in one direction daily), this service could be useful and interesting also for many people living in rural areas of VPR.

5. FOCUS GROUP DISCUSSIONS

The main objectives of discussions:

- Collect information regarding public perception, attitudes, feelings, assumptions, experiences and expectations concerning the mobility schemes in rural areas of VPR within the project.
- Promote discussion of the many aspects of mobility issues in rural areas in VPR.

5.1. DISCUSSION PROCESS AND SCENARIO

Discussion focus groups in VPR territory were chosen based on following principles:

- lower population densities - from 5 to 7.5 people per km2 (less than average VPR area - 13.6 people per km2) [6];
- have worse development indicator values than in centers of national importance - Valmiera [6];
- larger territories with no more than 4 regular bus trips per day;
- Public transport intermediate stops availability ratio (proportion of the population living no further than 2 km from the public transport stops) - about 60%.

Discussions took place in four regional centers: Aluksne, Valka, Vecpiebalga and Jaunpiebalga.

Information about the ongoing discussions was published on the Internet websites of the municipalities already in advance. VPR specialists and government representatives were organizing discussion groups also trying to make a mix of various population groups. However, due to economic and demographic characteristics of focus group participants the composition of districts was not necessarily representative of the total district population structure. But the main goal of the discussion groups - to collect information on the public perception of mobility in rural areas from as many social groups (young people, employed persons, unemployed persons, housewives, retirees, etc.) as possible - has been achieved.

Focus group participants were provided with questionnaires to be discussed with a request to fill them. The discussions were recorded on tape.

Table 23. Citizens & representatives of civil associations in each group

VALKA'S Citizens and representatives of civil associations		**number**
1.	Employed	**2**
2.	Unemployed	-
3.	Young adult	-
4.	Senior	-
5.	Housewife/ home employed	-
6.	Transportation technical worker	**1**
7.	Trade Union representative	-

8.	Local developers representative	-
9.	Domestic association representative	-
10.	Youth association representative	-
11.	Senior association representative	**1**
12.	Special category	-
	Total:	**3**

JAUNPIEBALGA'S Citizens and representatives of civil associations		**number**
1.	Employed	**2**
2.	Unemployed	-
3.	Young adult	-
4.	Senior	**2**
5.	Housewife/ home employed	**1**
6.	Transportation technical worker	-
7.	Trade Union representative	-
8.	Local developers representative	**1**
9.	Domestic association representative	-
10.	Youth association representative	-
11.	Senior association representative	**1**
12.	Special category	**1**
	Total:	**4**

VECPIEBALGA'S Citizens and representatives of civil associations		**number**
1.	Employed	**2**
2.	Unemployed	**1**
3.	Young adult	**3**
4.	Senior	**6**
5.	Housewife/ home employed	**1**
6.	Transportation technical worker	-
7.	Trade Union representative	-
8.	Local developers representative	-
9.	Domestic association representative	-
10.	Youth association representative	-
11.	Senior association representative	-
12./13.	Special category	-
	Total:	**12**

ALŪKSNE'S Citizens and representatives of civil associations		**number**
1.	Employed	**2**
2.	Unemployed	**1**
3.	Young adult	**2**
4.	Senior	**2**
5.	Housewife/ home employed	**1**
6.	Transportation technical worker	-

7.	Trade Union representative	-
8.	Local developers representative	**2**
9.	Domestic association representative	-
10.	Youth association representative	-
11.	Senior association representative	**1**
12.	Special category	-
	Total:	**6**

*Detailed participants list is enclosed in the attachment

5.2. CONCLUSION OF THE RESULTS FOR EACH FOCUS GROUP

1. Valka county, 15.02.2013.

DESCRIPTION OF THE OVERALL MOBILITY SITUATION IN OUR RURAL TERRITORY AS PERCEIVED BY PARTICIPANTS IN FOCUS GROUP.

County is located near the border with Estonia. Valka and the Estonian Valga practically one city. It is hoped that the introduction of the euro will make it easier to combine operating PT networks in the border area of the two countries.

Bicycle paths are under construction, such as Valka bypass lane along the border.

DESCRIPTION OF TRANSPORT SERVICES IN THE TERRITORY, SPECIFYING OPINIONS AND PERCEPTIONS ABOUT ROUTES, FREQUENCY, COST, INFRASTRUCTURE, EQUIPMENT.

Railroad is actively used for connections to Riga - the stations Valga (more popular because it is closer to the center of Valka) and Lugazi (2.5 miles from the center of Valka). A bus subsidized by local governemnt runs from Valka to Lugazi and is harmonized with train timetable. Railway traffic was evaluated positively by discussion participants.

Complaints about the difficulties of boarding the train.

In general, there is relatively well-developed network of bus routes in the region, but the transport service is unequal.

Bus frequency to remote rural communities is not sufficient; however, the number of passengers tends to be low. Fares are high. Participants assessed the fare to be too high, especially on intercity routes.

Not enough coordination between the routes.

CURRENT PROBLEMS AND ENVISAGED SOLUTIONS

- Poor quality of roads, not everywhere an ambulance cans driveget. Roads are better in Estonia. The reason - taxes collected are spent on road construction.

- Unprofitable transport with high-capacity buses on sections with small passenger flows

- Insufficient use of school buses (law does not permit have on board other passengers).

- Bicycling is unsafe. Particularly difficult to transport bicycles in buses.

POTENTIAL COLLABORATIVE SCHEMES IN MOBILITY ISSUES IN THE TERRITORY
There is cooperation between the VPR administration and town of Valka government - around 2 thousand lats were allocated for public transport in 2012 from the budget.

ATTITUDE TOWARDS POSSIBLE SOLUTIONS (CAR-SHARING, TRANSPORT ON DEMAND) : CONCEPT AND FINANCING
Attitude towards car-sharing is positive from all participants
OTHER RELEVANT ISSUES STATED
All respondents supported the idea to adopt unused transport infrastructure for tourist needs.

2. Alūksne county, 21.02.2013.

DESCRIPTION OF THE OVERALL MOBILITY SITUATION IN OUR RURAL TERRITORY AS PERCEIVED BY PARTICIPANTS IN FOCUS GROUP.
Focus group participants noted that the network of bus routes in rural areas is poorly developed, frequencies are not satisfied, but there is an understanding that the passenger flow is small, and it would be appropriate to use the small-capacity buses. Almost all rural hoouseholds have a private car, and neighbours use car-pooling frequently Participants also noted the benefits of private transport: drive directly to the destination, in convenient time and convenient to carry luggage. Supported possibility to connect to the Internet in intercity buses. Bicycling becomes more popular, but is unsafe, mainly on the carriageway together with vehicles. Ppoor driver discipline on the roads was noted.

DESCRIPTION OF TRANSPORT SERVICES IN THE TERRITORY, SPECIFYING OPINIONS AND PERCEPTIONS ABOUT ROUTES, FREQUENCY, COST, INFRASTRUCTURE, EQUIPMENT.
Focus group participants noted that Aluksne is well connected with Riga and Smiltene by bus routes, worse - with Gulbene. Route network is not developed enough: other towns can be reached via Smiltene by transferring. Towns can be reached from rural areas only via Aluksne or Smiltene. Bus routes are not coordinated well. Rolling stock quality is not entirely satisfactory, buses are old and with high capacity. Complaints about difficulties to board on big buses, especially for handicapped persons going to Alsviki school. Intercity bus fares are too high for short distances. There is a transport on demand available to get to Riga. It is considered that it would be appropriate to restore train service between Gulbene and Madona, coordinating timetables with the existing narrow-gauge railway Gulbene-Aluksne.

People are dissatisfied that scholl buses are not allowed to carry other passangers.

CURRENT PROBLEMS AND ENVISAGED SOLUTIONS
The existing route structure does not allow easily getting to the desired destination by public transport, the frequency is too low. School buses should be allowed to pick up other passengers. There is a lack of direct public transport between Alūksne and Valmiera. Runs of high-capacity buses on sections with small passenger flow are unprofitable. Young people believe that cycling is unsafe. Biking lanes are not constructed. Majority of participants believe that introduction of minibuses on local public transport routes could be an effective alternative solution. The county roads should be improved and adjusted to safe pedestrian and bicycle traffic.
POTENTIAL COLLABORATIVE SCHEMES IN MOBILITY ISSUES IN THE TERRITORY
Participants considered that it would be useful to have better cooperation between VPR administration and Aluksne government. A study is not needed to identify the necessary changes in the route network, local governemnt nor does the operator know about that. Suggestion: to provide an opportunity for inhabitants to submit their proposals on the improvement of mobility services, for example, in the library

ATTITUDE TOWARDS POSSIBLE SOLUTIONS (CAR-SHARING, TRANSPORT ON DEMAND) : CONCEPT AND FINANCING
Attitude towards car-sharing is positive from all participants that would make trips cheaper. Such alternative is used already. If transport on demand would be availabe, the participants would use it but they are not ready or willing to co-finance it.
OTHER RELEVANT ISSUES STATED
All respondents supported the idea to adopt unused transport infrastructure for tourist needs. (for example, the narrow gauge railway till Ape town), but questions the possibility of implementation (large investment, lightning needed, low demand).

3. Vecpiebalga county, 27.02.2013.

DESCRIPTION OF THE OVERALL MOBILITY SITUATION IN OUR RURAL TERRITORY AS PERCEIVED BY PARTICIPANTS IN FOCUS GROUP.
Part of participants believes that the mobility is satisfactory in general, but there is also a separate opinion that the mobility in Vecpiebalga county is critical; it is difficult to travel on public roads even on a bicycle.

DESCRIPTION OF TRANSPORT SERVICES IN THE TERRITORY, SPECIFYING OPINIONS AND PERCEPTIONS ABOUT ROUTES, FREQUENCY, COST, INFRASTRUCTURE, EQUIPMENT.
There are bus routes in the county. The public transport infrastructure and accessibility is rated as poor, transport on large part of routes runs only during morning and evening hours. Unsatisfactory services to Riga (except in the morning hours). It is necessary to improve traffic to the centers of nearby counties (especially to Kaiva, Jaunpiebalga) and to cities (Valmiera, Cesis, Riga). There is no direct link from Vecpiebalga to Valmiera. It is considered that the quality of CATA Ltd. rolling stock is not entirely satisfactory, old buses with too high-capacity is used. There is a private transport on demand available to get to Riga.

CURRENT PROBLEMS AND ENVISAGED SOLUTIONS
Existing problems are mostly related to existing public transport routes and frequencies, and bad condition of road infrastructure. Citizens are not satisfied with relatively high rates of public transport (tickets for two people cost almost as much as a trip by private car); the route structure does not allow easily get to the desired destination, frequency of runs is insufficient. A large proportion of the respondents allege that they don't use public transport or use it very rarely because of poor availability. The problem is that school buses are not allowed to pick up other passengers. Respondents consider the lack of direct public transport between Vecpiebalga and Valmiera being a problem. Some of participants do not see any solutions yet, but the majority believes that introduction of minibuses on local public transport routes could be an effective alternative solution. Young people expect road improvements, also for pedestrians and cyclists.

POTENTIAL COLLABORATIVE SCHEMES IN MOBILITY ISSUES IN THE TERRITORY
Potential collaborative schemes can be organized with Vidzeme planning region. The issue is also linked to the existing transport infrastructure improvement. It is important to get more stakeholders involved in search for mobility solutions.

ATTITUDE TOWARDS POSSIBLE SOLUTIONS (CAR-SHARING, TRANSPORT ON DEMAND) : CONCEPT AND FINANCING
Attitude towards possible solutions is positive (to make mobility more convenient). There is already car-sharing quite often. If transport on demand would be availabe, the participants would use it but they are not ready or willing to co-finance it. Young people are willing to support the idea of co-financing up to 20%. It is also believed that the ideas of car sharing and transport demand are good, but if a dispute arise it will be difficult to identify those responsible and perpetrators.
OTHER RELEVANT ISSUES STATED
Part of respondents supported the idea to adopt unused transport infrastructure for tourist needs.

4. Jaunpiebalga county, 27.02.2013.

DESCRIPTION OF THE OVERALL MOBILITY SITUATION IN OUR RURAL TERRITORY AS PERCEIVED BY PARTICIPANTS IN FOCUS GROUP.
In general, the mobility in rural areas of the county is almost satisfactory, but at the national level - disappointing. Currently, everything depends only on the individual's activities and facilities.

DESCRIPTION OF TRANSPORT SERVICES IN THE TERRITORY, SPECIFYING OPINIONS AND PERCEPTIONS ABOUT ROUTES, FREQUENCY, COST, INFRASTRUCTURE, EQUIPMENT.
There are bus routes in the county. The public transport infrastructure and accessibility is rated as poor. Municipality funded bus runs on several routes carrying pupils and other passengers. Poor coordination between the routes. Unsatisfactory service to Riga. No public transport to towns of Madona and Valmiera. It has been argued that the management of the operator CATA should be changed.

CURRENT PROBLEMS AND ENVISAGED SOLUTIONS
Inhabitants are not satisfied with the low frequency of public transport, routes, quality of buses, and high rates due to which public transport is not available to those social groups who are most in need. There is no collaboration between planners and public transport operators; public transport does not support social needs currently. Possible solution is to use lower capacity buses on regular bus routes. Problem-solving requires a systemic approach. There is an opinion that free rides for disabled persons should be limited.

POTENTIAL COLLABORATIVE SCHEMES IN MOBILITY ISSUES IN THE TERRITORY
Potential collaborative schemes can be organized; systematic coordination at various levels is needed. Focus group participants raised the idea of local (and in the future - regional) dispatcher service to effectively address the mobility issues, such as to organize transport on demand, to enquire wishes of inhabitants.

ATTITUDE TOWARDS POSSIBLE SOLUTIONS (CAR-SHARING, TRANSPORT ON DEMAND) : CONCEPT AND FINANCING
Attitude towards possible solutions is positive; transport demand is considered a very promising direction of development. However, there is a need for coordinated action by the parties (carriers and the general public). A positive attitude is largely due to expectations that alternative solutions might be introduced right in Jaunpiebalga county. Focus group participants supported the idea to co-finance alternative transport solutions (10-25%).
OTHER RELEVANT ISSUES STATED
Interviewed participants supported the idea to adopt unused transport infrastructure for tourist needs (railway section Gulbene - Ieriķi use for vehicles or cycling). There is a wish to have a town bus running through Jaunpiebalga county at least once a week. There is a wish to have a bike lane constructed from Jaunpiebalga to Abrupe. There could be developed rent-a-bik service in route Jaunpiebalga - Vecpiebalga.

6. SWOT ANALYSIS OF THE TRANSPORTATION SYSTEM OF VIDZEME PLANNING REGION

The SWOT analysis of the transportation systemme of Vidzeme Planning Region (from this point onward – VPR) was conducted with the objective to improve this system by introducing environmentaly friendly solutions [12,13,14,17,18], and to imptove the overal mobility of the population[11,19,20,21].

Strengths

1. **There is a national level support of the idea of the use of environmentally friendly transportation for the needs of population mobility.**
2. VPR has a clear understanding of the diverse mobility needs of the population that depend on the geographical and socio-economic factors (This evaluation is based on the polling and interview results).
3. VPR has a strong interest in environmentally friendly transportation systems.
4. There is a partially completed legal regulatory base for the management of public transportation and the development of the cycling path network.
5. VPR has a partial access to scientific, planning and administrative personnel that can contribute to the development of the environmentally friendly transportation systems (The scientific potential of the Vidzemes university and VPR administrative and professional staff).
6. Several high level planning documents have been developed, that contain proposals for the development of the transportation systems.

1. Possibilities for optimizing the public transportation network of the Vidzeme region.	4. Riga Technical University in collaboration with SIA"IMINK", 2012.
2. Vidzemes Planning Region Plan 2007.-2027."	5. Vidzeme development agency, 2007.
3. Vidzemes Region Development Program	6. Vidzeme Planning Region, 2007.

7. Public transportation has been funded with national subsidies.
8. A developed network of roads and public transportation.

Weaknesses

1. The worsening of the demographic situation in VPR translates to:
   - Loss of population, especially in rural areas.
   - Reduction of the population density.
   - Aging of the population.
2. Insufficient funding for the maintenance, renovation and expansion of the road network.

3. Overly complex organization of the public transportation – the bus routes are being administrated by two unrelated agencies: regional intercity routes being administrated by state company ”Road transport directorate”, but regional local routes - by VPR.
4. The public transportation subsidies are not sufficient, and have been reduced in recent years, especially for local routes.
5. Only”Road transport directorateAutotransporta Direkcija” public transportation subsidies, does not provide a transparent decision making process. The normative documentation (Regulation of the Cabinet of Ministers No.1028) does not take into account population density (the largest region has the smallest population), which results in longer kilometrage and smaller income per 1 km.
6. Underused railways: outdated infrastructure and unprofitable transport.
7. Insufficient coordination between the bus and rail passenger transport.
8. Insufficient accessibility of VPR territory by public transport (especially in less populated rural areas).
9. Insufficient number of bus stops in rural areas.
10. With the increase of the popularity of cycling, lack of cycling routes reduces the safety of both cyclists and pedestrians.

Opportunities[2]

Ongoing tasks

1. Presence of a political will to implement environmentally friendly transportation.
2. Popularization of the environmentally friendly mobility to the general public.
3. Fulfillment of the legal regulatory base.
4. Improvement and maintenance of the road pavement.

Short-term tasks (up to three years)

1. Implementation of a transport inquiry database, making it more users friendly.
2. Bus and rail timetable coordination.
3. Unification of public transportation management under one institution, for example: giving VPR administration, planning and oversight of routes originating and ending within the region.
4. Improvement of the financial performance of public transportation.
5. Renovation of the bus rolling stock, introduction of smaller capacity vehicles.
6. Ensure that mobility solutions take into account social needs of the population:
    - Evaluate the possibility if introducing “transportation on demand” for under-populated areas of VPR.
    - Possibility of carpooling for under-populated areas.
7. Popularization of cycling (including electrical bicycles) and the development of cycling infrastructure.

[2] According to the SWOT analysis methodology of the MoG project, the „Oportunities” section is divided into four time segments: ongoing tasks, short-term activities, medium-term activities and lon-term activities.

8. Inclusion of bicycles and electric bicycles into the public municipal services stock, developing a system for its use by the general public.
9. Evaluate the technical condition of the narrow gauge railway (Gulbene-Aluksne) for the purpose of regular passenger freight.

Medium term tasks (within 7 years)

1. Increase financing for the development of transportation network and the rolling stock, and improveing the accessibility of the public bus stops (increase the number of rolling stock, and routes)
2. Education of new personnel in the field of public transportation planning and overall mobility planning.
3. Increase the number of passengers trains, modernize the infrastructure.
4. Development of intermodal hubs (rail – bus – car – bike) in various scales and combinations.
5. Increase financing for road maintenance, reconstruction and new construction.
6. Further development of cycling infrastructure.
7. Further implementation of "transportation on demand" services in under populated rural areas.

Long term tasks (from 15 to 20 years)

1. Further development of the public transportation network and the rolling stock, increasing the use of the environmentally friendly vehicles.
2. Increased passenger trips by rail, infrastructure modernization.
3. Further development of inter modal modes of transportation.[3]
4. Established developed biking infrastructure.
5. Reactivation of the air traffic, depending on the technological capabilities (depending on finances available and environmental conditions).

Threats

1. Due to the lack of administrative personnel VPR risks not being able to attract external financing sources, loosing competitiveness and stimulating the outflow of the population.
2. Lack of working personnel in the public transportation sector, necessitating "import" of the workforce.
3. Difficult accessibility of the territory and low technical quality of the infrastructure can limit investor interest in the region, including in the field of tourism, which is strongly connected with transportation, thus stunting overall growth of the region.
4. With continual reduction of the national subsidies in public transportation, there is an acute risk of many under populated areas being left without any accesses to public transportation.

[3]This means further work on the development of convenient transportation hubs, as well as educating the public on the everyday use of intermodal solutions, such as park&ride, park&bike, bike&ride.

The ability to develop public transportation and adapt it to the actual needs is severely in jeopardy.

5. Further outmigration of the population.
6. Further social segregation caused by limited mobility.

7. EXAMPLES OF GOOD PRACTICE

The examples of good practice that could be used MOG objectives section; selected VPR developed and applied four examples:

1. PT route network optimization model for Vidzeme;

2. PT route network optimization capabilities in Vidzeme, the needs of the public and the public transport service provider options

3. Narrow-gauge railway in Aluksne-Gulbene and Gauja tram (water bus);

4. Elektrobycicle trial during Latvian Mobility Week 2012.

7.1. PUBLIC TRANSPORT MODELLING SYSTEM IN VIDZEME

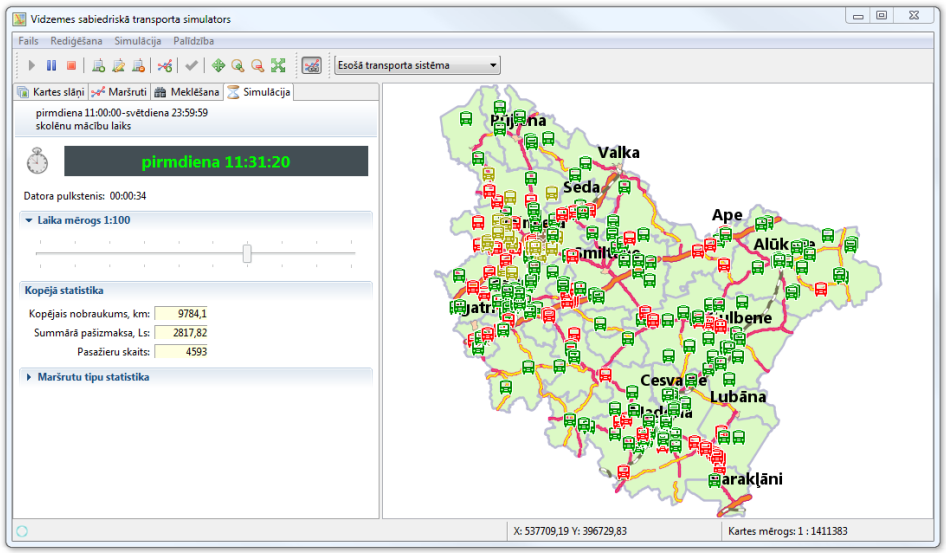
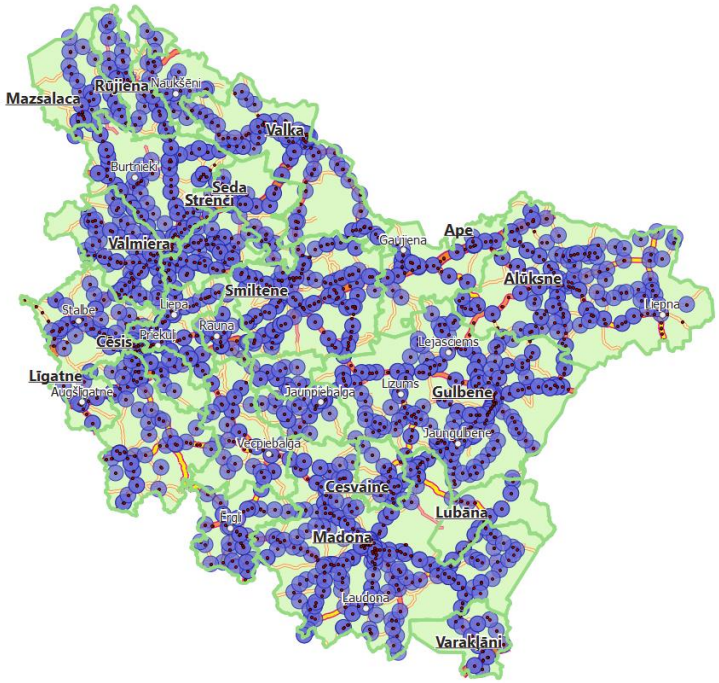
NR	CHAPTER	DESCRIPTION
1.	Photograph	

Figure 1: Interactive simulation user interface

		 Figure 2: Public transport stops availability
2.	Title oh the practice	Public Transport Modelling System in Vidzeme
3.	Precise theme/ issue tackled by the practice	Public transport simulation and optimization
4.	Objectives of the practice	The goal is to offer a dynamic modelling tool for Vidzeme planning region's transportation planners for public transport analysis and planning.
5.	Locatiom	• Country: Latvia • Region: Vidzeme Planning Region
6.	Detailed description of the practice	• Origin: The study is carried out within the sub-activity ESF 1.5.1.3.2. of the project "Advancement of Public Transport Service Quality in Vidzeme Planning Region". • Time period: 11.2011.-05.2012. • Relevant structures / implementation: Riga Technical University, ”IMINK” Ltd.

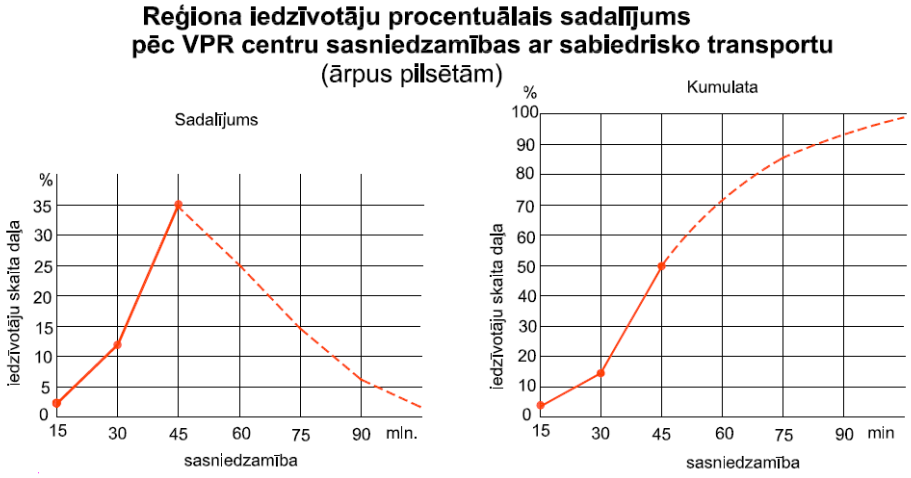
		• Target groups of the research:
		  ○ Residents of Vidzeme planning region, who use public transport for mobility needs, existing municipal structures of Vidzeme planning region responsible for the support of inhabitants with public transport services;
		  ○ Passenger carriers.
		• The process and practice content at a glance:
		The following tasks have been realized during the project:
		  ○ Data collection and generalization of regional intercity routes, regional local routes, rail routes, school and local bus routes, as well as routes of city importance ensuring the mobility from the republic cities to nearby surrounding areas;
		  ○ Analysis of the study results and conclusions summarization;
		  ○ Preparation of study report;
		  ○ Presentation of the study results for the project participants;
		  ○ Model development of the existing public transport system;
		  ○ Model presentation to the discussion participants;
		  ○ Development of the optimal public transport system model;
		  ○ Preparation of recommendations for the Vidzeme planning region's public transport system optimization opportunities based on regional development planning documents;
		  ○ Presentation of recommendations to the discussion participants.
		• The legal framework:
		The study is realized on the basis of the concluded contract Nr.1-26/85 at 31.10.2011. Between the Vidzeme planning region and Riga Technical University, as well as on the basis of the agreement concluded between the Riga Technical University and IMINK Ltd.
		• Financial conditions:
		Implementation of the study has been financed on the basis of the concluded contract. The study is paid in 5 stages, according to the given service execution payment schedule.
		• The extent to which the results are used (%): users of the total population (if possible):
		The users are the stakeholders and transport planners of Vidzeme planning region (0.005 % of the total population).

7.	Evaluation	• Possible demonstrated results (using indicators):
		Based on the developed public transport model, the following results have been obtained:
		  ○ By using of smaller capacity buses (with smaller fuel consumption) (up to 25 seats), it is possible to achieve cost savings up to 12%.
		  ○ By introducing of 18 new trips within the 293 bus route kilometres, it is possible in the whole Vidzeme territory to provide at least 2 trips per

		working day. ○ By introducing of partly express buses and by decreasing a number of bus stops within the intercity routes, it is possible to decrease the intercity travel time up to 6%. • Possible success factors: ○ Developed an interactive dynamic model for public transport system performance evaluation. ○ Developed possible variants for further development of multi modal public transport network. • Difficulties: ○ The difficulties have been exposed to the fact that the public transport planning in the country does not have unified methodical and economically sound legal base. ○ Significant difficulties during the study realization have been originated from the lack of the necessary input data, as well as the fragmentation and accuracy problems of the existing data. ○ The project implementation period is relatively short for a simulation modelling system of such scale and scope.
8.	Lessons learnt from practice	1. Objective and operational decision-making at all planning levels (urban, suburban or regional) requires appropriate public transport dynamic simulation solutions. 2. It is necessary to create an appropriate public transport data base for the existing situation and also for the future needs.
9.	Contact information	Ina Miķelsone Project manager Department of development and projects Vidzeme Planning Region Cesu Street 19-54, Valmiera Phone +371 64219021 Fax +371 64116012 Mob. phone +371 29289487 ina.mikelsone@vidzeme.lv
10.	Other information that might be interesting	• Additional information provided by the respondent: http://www.vidzeme.lv/lv/projekti/sabiedriska_transporta_pakalpojumu_kvalitates_paaugstinasana_vidzemes_planosanas_regiona/sabiedriska_transporta_kustibai_vidzeme_jauna_planosanas_sistema • Other documents (reports, presentations): ○ Data collection and analysis, presentation of results, Cesis, Latvia,

		15.02.2012. ○ Presentation "Vidzeme's public transport modelling system", Cesis, Latvia, 27.04.2012.: www.vidzeme.lv/upload/lv/Esfondi/RTU_prezentacija_20120427.ppt ○ Final project report "Optimization possibilities of public transport route network in Vidzeme by taking into consideration the needs of population and public transport service providers" // RTU, IMINK Ltd., 2012. ○ Presentation "Optimization possibilities of public transport route network in Vidzeme by taking into consideration the needs of population and public transport service providers" // Conference "Improvement of public transport service quality in Vidzeme", Cesis, 27.06.2012. ○ Presentation "Public transport modelling system in Vidzeme Planning Region", seminar of the Interreg IVC program's project „GRISI PLUS", Amata district „Ausmas", 12.07.2012.

7.2. OPTIMIZATION POSSIBILITIES OF PUBLIC TRANSPORT ROUTE NETWORK IN VIDZEME BY TAKING INTO CONSIDERATION THE NEEDS OF POPULATION AND PUBLIC TRANSPORT SERVICE PROVIDERS

NR	CHAPTER	DESCRIPTION
1.	Figures	 Figure 1: Percentage of region inhabitants having an accessibility to the centres of Vidzeme planning region
2.	Practice name	Optimization possibilities of public transport route network in Vidzeme by taking into consideration the needs of population and public transport service providers
3.	Precise theme to which the practice is related	Public transport data collection, summarization and analysis; recommendations for public transport service improvement.

4.	Practice goals	To develop conceptual recommendations for improvement of unified multimodal public transport route system in Vidzeme planning region
5.	Place	• Country: Latvia • Region: Vidzeme planning region
6.	Detailed description of the practice	• Origin: The study is carried out within the sub-activity ESF 1.5.1.3.2. of the project "Advancement of Public Transport Service Quality in Vidzeme Planning Region". • Time period: 11.2011.-05.2012. • Relevant structures / implementation: "IMINK" Ltd. Riga Technical University • Target groups of the research: - Residents of Vidzeme planning region, which should be provided with social and economic mobility possibilities using existing logistical resources. - Vidzeme planning region and its municipalities that are responsible for public transport service providing; - Passenger carrier providers. • The process and practice content at a glance: During the research the following tasks are realized: o Analysis of the requirements for public transport route organization using the EU and Latvian law database. o Analysis of the existing route network organization (regional inter-city routes, local regional routes, railroad routes, school and municipality bus routes) and formulation of the problems. o Development of recommendations and principles for unified public transport (bus and rail) multimodal route system making the system to work more effectively and operatively (with options to use route simulation) based on regional development planning documents and the available economic opportunities. 1. Developed a public transport route classification with application characteristics for regional intercity and local routes; 2. Defined and illustrated with examples activities for improvement of multimodal railroad infrastructure and for coordination of railroad and bus traffic (for example, reorganisation or combining of rail and bus stops, layout of route stops, trip schedule coordination, etc.). 3. Offered improvements of rolling stock fleet and its variety, in

		order to adjust the amount of the passenger flow requirements. 4. Defined the criteria and indices for bus route network development, which should be adapted to the economic indicators. Criterion 1: - Share of parishes, which are provided with at least two trips daily connecting the parishes with the district centre; - Proportion of districts, which are provided with at least two trips daily connecting the districts with the region or metropolitan centres. Criterion 2: - It is possible to reduce public transport travel time: • By traveling from centres of national and regional importance to Riga; • By providing possibilities to arrive within 45 minutes from a settlement to the nearest centre of national or regional importance. Criterion 3: - To provide the public transport stop accessibility in a range of 2 km for a majority of the population. Number of users whose mobility conditions might improve– 10-15% of the total population using public transport. o Prepared a presentation of recommendations. • The legal framework: The study is realized on the basis of the concluded contract No 1-26/85 at 31.10.2011. between the Vidzeme planning region and Riga Technical University, as well as on the basis of the agreement concluded between the Riga Technical University and IMINK Ltd • Financial conditions: Implementation of the study has been financed on the basis of the concluded contract. The study is paid in 5 stages, accordingly to the given service execution payment schedule.
7.	Evaluation	The main study proposals and realized ideas as potential success factors: 1. The rate of parishes, which are provided with at least two trips per day connecting the parishes to the district centre, is possible to increase up to 95% - 100% in the future. 2. The proportion of districts, which are provided with at least two trips per day connecting the districts with the region or metropolitan centres, is possible to increase up to 66-90% and 100% (indexes 1.0; 1.36 and 1.52 in comparison to the year 2011) in the future. 3. To reduce the public transport travel time in the perspective: - By traveling from national and regional centres to Riga; – There must be provided possibilities to reach the nearest national or regional centre from any settlement within 45 minutes. Indexes should be defined more accurately in subsequent design phases, depending on the economic opportunities. 4. To provide progressively greater proportion of the population with the public transport stop accessibility up to 2 km (in Vidzeme planning region at such

		circumstances live 72% of the population, in Courland region - 75%, in Zemgale - 88%). • Difficulties: o The difficulties have been exposed to the fact that the public transport planning in the country does not have unified methodical and economically sound legal base o Significant difficulties during the study realization have been originated from the lack of unified data base.
8.	Lessons learnt from practice	1. The analysis shows that the public transport planning in country requires a methodical and economically sound legislative basis to reflect the social needs of the population and mobility service level. 2. For objective and operational decision-making at all planning levels (urban, suburban or regional) it is necessary to structure public transport routes and to perform dynamic system modelling. 3. For further development perspective in the area of public transport the following is required: a. To create a data base of the existing and perspective situation forecasts to be able to predict the passenger flows for different transport modes (buses, railroad), the population and the number of jobs, the intense attraction key points for population, etc. b. To perform surveys of public transport passenger flows and population mobility. c. To create basis of public transport rolling stock adjusted for different size of passenger flows, such as large, medium and small-capacity buses. d. To develop a transport rolling stock for pupil transportation with different capacity according to the real demand.
9.	Contact information	Ina Miķelsone Project manager Department of development and projects Vidzeme planning region Cesu Street 19-54, Valmiera Phone +371 64219021 Fax +371 64116012 Mob. phone +371 29289487 ina.mikelsone@vidzeme.lv
10.	Other information that might be interesting	• Other documents (reports, presentations): o Presentation “Optimization possibilities of public transport route network in Vidzeme by taking into consideration the needs of population and public transport service providers”, Cesis, 15.02.2012

		○ Presentation "Vidzeme's public transport modelling system", Cesis", Cesis, 27.04.2012.: www.vidzeme.lv/upload/lv/Esfondi/RTU_prezentacija_20120427.ppt ○ Final project report "Optimization possibilities of public transport route network in Vidzeme by taking into consideration the needs of population and public transport service providers" // RTU, IMINK Ltd., 2012.

7.3. NARROW-GAUGE RAILWAY ALUKSNE-GULBENE AND GAUJA TRAM (WATER BUS)
7.3.1. NARROW-GAUGE RAILWAY ALUKSNE-GULBENE

NR.	TITLE	DESCRIPTION
0	Photo	
1.	Title of the practice	Narrow-gauge railway Aluksne-Gulbene
2.	Precise theme / issue of the practice	"Dedicated" mobility initiatives: social, leisure, tourism.
3.	Objectives of the practice	To offer Vidzeme region dwellers a way to move in daily life, as well as interested parties who want to enjoy the ride, looking at Vidzeme's most scenic places. Gulbene - Aluksne railway is a popular tourist attraction; it is also a fascinating trip through Vidzeme and a travel in time. Gulbene - Aluksne railway is the only narrow-gauge railway in the Baltics. The Vidzeme Banitis or Gulbene – Aluksne railway is the only railway in Latvia which has been declared as a national cultural monument.

4.	Location	• Country Latvia • Area or district, or municipal territory Vidzeme region – Gulbene and Aluksne amalgamated municipalities
5.	Detailed description of practice	•Origin Operating company "Gulbene–Aluksne Banitis" Ltd founded by enthusiasts and local municipalities in the 21st century. "Gulbene - Aluksne Banitis" Ltd, which operates Gulbene–Aluksne narrow gauge railway, is a prívate train company founded on the 20th of February, 2001. The company's founders are Gulbene, Aluksne and Stameriene local governments, Latvian Railwaymen Society and six individuals. "Gulbene - Aluksne Banitis"Ltd was registred in the Register of Enterprises on 20th of April, 2001 and re-registered in the Commercial Register on 15th of December 2004. •Time The first information about Gulbene – Aluksne narrow gauge railway appears in 1890. The project is being implemented currently (periodically the Gulbene-Aluksne gauge railway infrastructure and operation are being improved). •Involved structures / implementation Municipalities of Aluksne and Gulbene, LR Ministry of Transport, state joint stock company and Latvian railway (VAS „Latvijas dzelzceļš"), LDZ rolling stock service" Ltd (SIA „LDZ Ritošā sastāva serviss"), „LDZ Cargo". Ltd „Riga varnish and paint factory" •Process and detailed content of the practice „Gulbene-Aluksne Banitis" Ltd offers tours or leisure trips as part of scheduled daily twice a day, and a special train trip can be ordered at the desired time. It's possible to complete a special composition of the train according to customer needs in terms of the number of wagons and of the design, as long as it does not conflict with the Railway Technical operating rules. Can provide the following on the regular and special trains: - guided tour on the board of train; - improvised performance with train robbery or gypsies - activities for wedding party in the decorated train; - catering in the open air at the specific locations or in bar carriage during the journey - soviet stile services of " bufetcitsa"; - transportation of bikes for cyclists (up to 40 persons) by prior arrangement There is a possibility to visit Gulbene depot. It is typical for the first half of the

		20th century with broad and narrow gauge tracks, as well as repair shops. Visitors can order:- a tour of the depot, including demonstration of turntable; - riding by hand driven or motor trolley; - accommodation in quest house "Depo". • The legal framework Law On Public Transport Services, Cabinet Regulations and „Gulbene – Aluksne Banitis" Ltd Statute. • Financial conditions Project funded by revenues, Ministry of Transport grants, local government and private financial investments, co-financing from various funds for projects implemented. • The extent use of results (%): Users of the total population (if it is possible) Accurate statistics are not carried out.
6.	Evaluation	• The potential results (using indicators) At the moment one railway station (Gulbene) and 9 railway stops are officialy approved for the operation on the Gulbene – Aluksne line. Most significant of them are Kalniena, Stameriene, Paparde, Umernieki and Aluksne where historical station buildings have been preserved. Railway stop Birze was erected between railway stops Gulbene and Stameriene after World War Two, but railway stops Purini, Dunduri, Vejini were erected from 1970 to 1980, installed small waiting sheds for passengers. • Possible success factors - On March, 2007 changes were made to the structure of the capital for the benefit of private capital - "Gulbenes - Aluksne banitis" private shareholders increased to eight individuals. - "Gulbene - Aluksne banitis" Ltd was the first Latvian train operating company that received the new European Union Safety Certificate in 2008. - Gulbene - Aluksne narrow gauge railway has been preserved as a historicl evidence of the Latvian Railway and an attractive railway-museum has been created. - Allows to explore the railway's history and traditions, to promote railway's historical and industrial heritage. - Rises interest of the public, especially young people in railway, creating the opportunity to participate in the railway industry processes.

		• Difficulties Public transport planning has not got a single methodical and economically reasonable normative basis.
7.	Lessens learnt from the practice	"Banitis" is very popular between the tourists, as to the railway is a scenic landscape, as well as interesting natural and historical objects. Railway operators host a variety of events such as holiday trips - Easter and Christmas trips and Annual Narrow Gauge Railway Festival. „Banitis" demonstrates that in addition to traditional mobility and with a relatively small investment, it is possible to make attractive travel by train, attract tourists, thinking about cleen and safe environment.
8.	Contacts	„Gulbene - Aluksne banitis" Ltd Address: Viestura street 16G, Gulbene, Gulbene district, LV-4401 Phone / fax: 64473037 Mobile phone: 20228884 E-mail: info@banitis.lv
9.	More interesting information	• Additional information provided by the respondent www.banitis.lv • Various documents (reports, presentations)

7.3.2. GAUJA TRAM (WATER BUS)

NR.	TITLE	DESCRIPTION
0	Photo	
1.	Name of the practice	Gauja tram (water bus)
2.	Precise theme / issue of the practice	"Dedicated" mobility initiatives: social, leisure, tourism.
3.	Objectives of the practice	To offer a chance for the residents of Valmiera and tourists to move in an interesting and attractive way – to take a drive by Gauja river with Gauja tram and look at the most

		beautiful sights of Valmiera.
4.	Location	• Country Latvia • Area or district, or municipal territory Valmiera
5.	Detailed description of the practice	• Origin The project is realized by private initiative. Its developer - Active Tourism Centre „Ezi" Ltd. • Time Chance to go for a drive by Gauja river with Gauja tram was first offered on the 12th of May, 2012. Journeys take place from May to September. • Involved structures / implementation Active tourism Centre „Ezi" Ltd Valmiera City Council • Process and detailed content of the practice With the opening of summer tourism season in Valmiera in May 12, the first water tram line in Latvia starts to run by Gauja river in the heart of the town. Gauja tram runs in the city center at certain times, allowing both city dwellers and guests of the city to explore notable sights of Valmiera from Gauja. One journey takes 30-40 minutes. Tram was not bought abroad, but thanks to Valmieras manufacturing companies, made right here in Valmiera. Tram is modern, eco-friendly, accessible to people with disabilities. This mode significantly facilitates movement for guests, who are able to get to the various attractions and tourism sites easily and quickly. • The legal framework Project has been implemented, obtaining all necessary approvals in Valmiera City Council and the Nature Conservation organisations. • Financial conditions Project has been implemented on the basis of private initiatives and private funds. • The extent use of results (%):Users of the total population (if it is possible) 4678 persons including 73 groups (20 persons per group) have used Gauja tram in 2012. 50% of the

		individual passengers used it in various events in Valmiera but others just on the weekends.
6.	Evaluation	• The potential results (using indicators) The project has justified itself. Gauja tram is one of the top 3 most visited tourism sites in 2012. A great benefit is the popularization of the name of the city as a tourist destination,. • Possible success factors This is the first river tram in Latvia. With its uniqueness and appeal, it attracts tourists in Valmiera. Before the project was implemented, Gauja river was not accessible to the city dwellers and visitors in the city center. Gauja tram lets to look at the city from a different perspective. One of the biggest success factors - the title contains the word TRAM. • Difficulties The relatively short season - from May to September. Variable weather. Journeys are possible just outside Gauja National Park (NP). In order to move against the stream, the engine is used, and in the Gauja NP area that is prohibited.
7.	Lessons learnt from the practice	Spontaneous idea with a unique vision can become a top item and a "hit", and start new traditions.
8.	Contact information	Active Tourism Centre “Ezi” Ltd VAT number: LV 44103021242 Address: Beate street 30a, Valmiera,LV – 4201 Phone: + 371 64207263, Fax: + 371 64281763, E- mail: ezi@ezi.lv
9.	More interesting information	• Additional information provided by the respondent http://www.valmiera24.lv/zinas/48/136526 http://www.ezi.lv/lv/notikumi/saturs/gaujas-tramvajs?page=lv/notikumi/saturs/gaujas-tramvajs • Various documents (reports, presentations)

7.4. ELEKTROBYCICLE TRIAL DURING LATVIAN MOBILITY WEEK 2012

NR.	SECTION	DESCRIPTION
0	Photograph	 
1.	Title of the practice	Trial of Electric Bikes in Latvia During the Mobility Week 2012
2.	Precise theme/issue tackled by the practice	Zero emission mobility by using electric bikes
3.	Objectives of the practice	• Search for alternative mobility means that would fit best for particular trips • Lowering costs for mobility • Environmental aspect – usage of transport means that don't create greenhouse effect
4.	Location	• Latvia: o Liepāja municipality o Ventspils municipality o Valmiera municipality o Saldus municipality o Talsi municipality o Cēsis municipality

		○ Kuldīga municipality ○ Ministry of Welfare (Riga) ○ Mnistry of Environment and Regional Development (Riga) ○ TVNET Ltd. (Riga) ○ Agency «Riga 2014» (Riga) ○ Jāņa Sēta Ltd. (Riga)
5.	Detailed description of the practice	• Origin: ○ Completely private initiative by the company «Blue Shock Bike, Ltd.» ○ Performed as a targeted trial activity ○ Main objective - to raise public awareness of the opportunities to use electric bikes in everyday life and to test their competitive advantages in practice ○ Bikes equipped with special GPS / GSM tracking devices to track mileage travelled • Timescale – trial ran for 1 week in September 2012 (with exception for Cēsis and Valmiera municipalities where trial lasted for 5 weeks) • Bodies involved / implementation: ○ For the trial – 7 municipalities, 2 ministries, 1 municipal agency and 2 private companies involved. These municipalities may be considered as the flagship centres for the surrounding rural areas and regions ○ Mix of 4 types of stakeholders (local governments, national government, private companies and residents) involved. ○ Target groups of users - local government politicians and officials, transport policy makers, entrepreneurs, mass media, urban residents. ○ Participants in the trial received the electric bikes (without any charge) for performing daily business activities. Trial had to prove the usefulness and profitability of the electric bikes in the real life. • 4 stages can be identified within this practice: ○ Introduction stage – informing the local governments, showing the electric bikes and

		allowing the test drive ○ Decision taking stage for the involved parties (it takes longer for public institutions) ○ Implementation stage – 2 weeks in total ○ Analysis and conclusions – 1 week after the trial • Legal framework ○ No legal hindrances experienced ○ It just requires some willingness and support for innovative ideas from the representatives of public authorities ○ Technically the process can be arranged on the same legal basis as buying or renting cars for functions of public/private institutions • Financial framework ○ No financial input requested from trial participants. ○ For initiators the direct cost-efficiency was negative because they had to buy electric bikes and adjust them adequately. ○ The most costly part for using the electric bikes is purchasing ones. The cost varies from 500-1500 EUR. ○ Charging and amortisation costs are relatively low – 6.5 cents/km (charging itself costs just about 1 cent per 10 km). ○ In longer run the cost-efficiency may be remarkable if many shorter distance (up to 30 km in 1 direction) trips would be covered by electric bikes. Purely cost wise the use of electric bikes is 4 times cheaper than for an electric car and almost 6 times cheaper than for a regular (combustion engine) car. ○ An efficient solution for companies and public institutions could be long-term rent of the electric bikes that would include also maintenance of this fleet.
6.	Evaluation	• Demonstrated results (through indicators): ○ Environmental impacts: ▪ electric bikes have zero carbon emissions (not counting the production process) ▪ During the 1 week trial in total 107 kg of CO_2

		emissions were saved ○ Social-Economic impacts: ▪During the 1 week trial in total 211.7 EUR were saved covering 764 km ▪~28 cents saved per each km if driven by electric bike instead of a regular car • Possible success factors: ○ Innovation oriented municipal leaders and employees. ○ Interest for cost optimisation • Difficulties encountered: ○ Financially problematic start-up due to the logistics and kicking-off the project
7.	Lessons learnt from the practice	• Maintenance services should be local. • It should be taken into account that education and persuasion of people for using the electric bikes takes more time than expected. It is important to elaborate better visual materials. • It may be concluded that electric bike is a great niche solution for improving mobility in Latvia, but we should remember about seasonality (good weather for biking is just around 6 months per year) • Since use of electric bikes is a great alternative for trips up to 30 km in one direction, one may conclude that it is a good alternative also for people in rural areas.
8.	Contact information	Neils Kalniņš, SIA „Blue Shock Bike" board member, e-mail: neils.kalnins@blueshockbike.lv, tel. +371 29105076, http://www.blueshockbike.lv/
9.	Other possible interesting information	SIA „Blue Shock Bike" presentations (in Latvian): • „Ilgtspējīga elektrotransporta sistēma, risinājumi un inovācijas" – 2012 • „Bezizmešu transporta vīzija Latvijā" – 2012 MOG presentation in Rzeszow workshop: „Trial of Electric Bikes in Latvia During the Mobility Week 2012" – 05.12.2012.

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Attachment – detailes participant's list

DETAILED PARTICIPANT'S LIST OF FOCUS GROUP MEETINGS

Moderator – Ltd, "IMINK" research manager Ija Niedole Observer – Ltd "IMINK" expert – Arnis Lektauers; Vidzeme Planning Region Project Manager Lelde Gavare and Public transport planner of Division of public transport services Lotars Dravants

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