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# RIGA STATE OF PLAY REGIONAL REPORT

Interreg Europe

European Union | European Regional Development Fund

2020-2021

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# 1. Brief characterization of the Project territory

In recent decades Riga with its region has been developed into the important financial and trade center of the Baltics. Riga City is both a major entry point to the Baltic region as an important port city and transport hub with the largest airport in the region and a major tourist destination of its own with one of the world's best collection of Art Nouveau and wooden architecture and Medieval Old Town recognized as a UNESCO World Heritage site. It is the cultural and political center of Latvia, home to more than a third of the country's population but core area of Riga metropolitan area contains almost half of the country's population, what makes capital region the main driving force of the Latvian economy. In the same time Riga also faces all the same typical challenges that shrinking capital cities with the growing metropolitan areas have.


*Figure 1 – Spaces and directions of international interests and cooperation of Riga region*[1]

[1] Riga Planning region sustainable development strategy 2014-2030

## 1.1 Brief historical and social background of the area

**Riga was officially founded in 1201** by Bishop Albert following the Crusades, but the history of Riga goes back to the 2nd century as initial settlers moved to the area. Prominence of Riga grew after 1282 when it joined the Hanseatic League. Due to its strategic location by the Baltic Sea, between Russia and the Nordic countries, as well as its port, Riga was desirable to many foreign powers for centuries to come. Following initial German rule, during the 16th century Riga was largely ruled by the Polish, in the 17th by the Swedes, in the 18th by the Russians.

In the second half of the 18th century, industry developed rapidly in Riga, and German guilds lost their monopoly position in production and trade. 19th century Riga became one of the main port cities of the Russian Empire and an important railway transport hub. The territory of Riga in the second half of the 19th century and the beginning of the 20th century increased 10 times, and that growth increased the population from 170 000 people in 1881 to nearly 600000 in 1913 what was the greatest urbanization that Riga has experienced. The Latvian-speakers share in total population increased as well, what helped to move towards nationalism with an independence declaration (1918) and in 1918-1920 Latvians established a firm control over Riga and it was destined to become capital of Latvia.

Within 1st period of Latvia independency Riga was destined to become a global city, but all the interwar grow was stopped by the World War II in 1940 and Soviet Russian occupation. During the World War II the Old Town of Riga was severely damaged, the port and railway junctions were destroyed, native people killed or deported. Later, after years Riga became one of the largest centers in the western part of the Soviet Union, where both light industry and important companies of the military-industrial complex were developed in accordance with industrialization plans. To provide the newly established companies with labor force, a mass influx from other USSR republics began, as a result of which the population of Riga from 1950 by 1980 had increased sevenfold, still not that much more populous than before World War I, the population peaked to less than a million in 1989.

In 1990, independence of Republic of Latvia is restored and Russian attempts to curb it failed as the Soviet Union totally collapsed. After a difficult decade of transition (the 1990s), Riga reasserted its role as the largest city in the Baltics and aims to be internationally recognizable Northern European metropolis. With the restoration of independence, Latvia has consistently moved towards deeper integration into Euro-Atlantic organizations. This has been the right path, as EU membership has given Latvia stability. Latvia as a member also participates in Baltic Sea Region organizations to shape and contribute to the policy of the region and on current EU issues. To describe more precise **social background of the area** there are several

issues to highlight about Riga with its suburbs, and neighboring municipalities – towns and villages.

The territory of Latvia, which is located in the immediate vicinity of its capital Riga and is geographically and historically connected to Riga, is called Pieriga – the same name as statistical region - Riga Planning region without Riga City but in real perception with name Pieriga are meant Riga neighboring municipalities. The beginning of the 21st century was marked by a very rapid process of suburbanization in the Pieriga, which was determined by the desire to live in a private house. As a result, unbalanced development of living and working places was formed, private transport flows increased, built-up areas with incomplete or unsatisfactory infrastructure of sustainable development of settlements were formed. Over the last 20 years, especially in Pieriga, the development process has contributed to the formation of spatial segregation. In the same in recent years, there has been an increase in social capital and a growing desire to develop together Pieriga and Riga City, both in society and politically.

**If we look closer to the Riga City**, than as a success story for support in elaboration of strong communities and growing active citizens as communities voice, we can name Sustainable Development Strategy of Riga until 2030 (Riga 2030) development process and its influence. Riga 2030 with its definition of cities spatial structure of population clearly describes and highlights the location and diversity of the populated areas of Riga. Spatially the structure of the population setting of Riga is explicitly concentrated and reflects the city's historical evolution. The spatial structure of the population setting of Riga is made of core, suburb and periphery. The border of the city's core is defined by a railway ring, and this part of the city mainly has a compact type of population setting that also consist from state and city institutions, offices etc. and the smallest proportion of Riga inhabitants – mainly persons preferring urban lifestyle. Suburb is characterised by a combination of neighborhoods and mixed population setting, including main local services and being home for 2/3rds of city's inhabitants. But as for the periphery, there is a type of private houses and few-storey buildings with various recreational territories – the green belt of city located partly at Riga city administrative territory and partly in neighboring municipalities.

The main contribution from Riga 2030 for city's social profile development and self-identification of inhabitants is structured and defined in 58 localities (neighborhoods). Year after year it has grown as a movement what forces active citizens to found and strengthen their local communities, which are active participants in development planning process of the city. These communities being active from their own side and regularly invited from municipality to be a part in

urban planning processes they are interested to give their voice and contribution in decision making.

In 2020 Riga city population is more than 693 thousand people[2], so around 32 % of total population of Latvia lives in Riga and it is the highest indicator among the EU member states[3]. The proportion of nationalities in Riga (2017) is 47% Latvians, 36% Russians, 18% other nationalities (4% Belarusians, 3% Ukrainians, 2% Poles, 1% Lithuanians, 8% other). Calculations based on the data of the Central Statistical Bureau and EUROSTAT says that 433 thousand is total number of those who work in Riga, from them 293 thousand also live in Riga, about 140 thousand works in Riga but live somewhere else, and 17 thousand live in Riga but work somewhere else.

## 1.2 Geography

Riga as a main socioeconomically center of Riga region has been developed as metropolis with its strong related metropolitan / functional area that leaves high impact on city's infrastructure and urban environment. That means, all socioeconomic processes and development of infrastructure that covers needs of these active processes must be organized within close collaboration among city, region and state and cannot be implemented without a strong political will.


*Figure 2 – Riga planning region in Republic of Latvia - one of five planning regions (2009-2020)*

[2] The Office of Citizenship and Migration Affairs of the Republic of Latvia, 2020

[3] EUROSTAT Urban audit.

There are **five planning regions of Latvia** (fig.2), which are not administrative territorial divisions. First, the boundaries of the regions align to the boundaries of the municipalities of Latvia following the municipality reform of 1 July 2009. There was a new administrative territorial reform in 2021 in Latvia, after which boundaries of the regions are changed (fig.3). The regional level of governance ensures a connection between the national and local level of governance through the function of coordination and by strengthening cooperation. In this way the region is capable to cover the issues, which exceed the borders of one local government, and at the same time it defines the demand for territorial solutions of national level. The legal power of regions in Latvia still is not influential and that is the reason why regions are more on a status that deals with regional planning, coordination and monitoring of planning process, organizes collaboration among stakeholders but cannot force municipalities to finance and implement activities for regional development, common needs. At least regions develop and implement projects within the framework of regional development supporting measures, but significant need is discovered that legal instruments must be developed that supports activities for better performance of functional urban areas.


*Figure 3 – Boundaries of five planning regions in Latvia, since 1st July 2021 / NUTS3 (from 2022)*

**Riga planning region** was consisted of 30 local municipalities – two cities of national importance - Riga and Jurmala, four regional centres municipalities surrounded by rural areas - Tukums, Ogre, Sigulda, Limbazi, municipalities of relatively small

villages or towns nearby Riga – Carnikava, Adazi, Garkalne, Stopini, Kekava, Olaine, Marupe, Babite and 16 other municipalities with their own specific before July 2021.

The President of Republic of Latvia promulgated a new Law on Administrative Territories and Settlements in June, 2020, which envisages the transition to 43 municipalities (Fig. 5) - 7 state municipalities (Daugavpils, Jelgava, Jūrmala, Liepāja, Rēzekne, Riga and Ventspils) and 35 counties, that started their work in July 1st, 2021. The Cabinet of Ministers had to develop a draft law on the establishment of administrative regions in Vidzeme, Latgale, Kurzeme, Zemgale and the Riga region until January 2021, for the implementation of joint state and local government functions, and which provides for the right of local communities (cities and parishes) to democratically elect their representatives and gives these local communities the competence to deal with issues of local importance. As a result of various discussions, however, such a law was not developed and changes were determined only for the territories of planning regions (Fig. 3), why Riga Planning region is consisted of 9 local municipalities since July 2021.

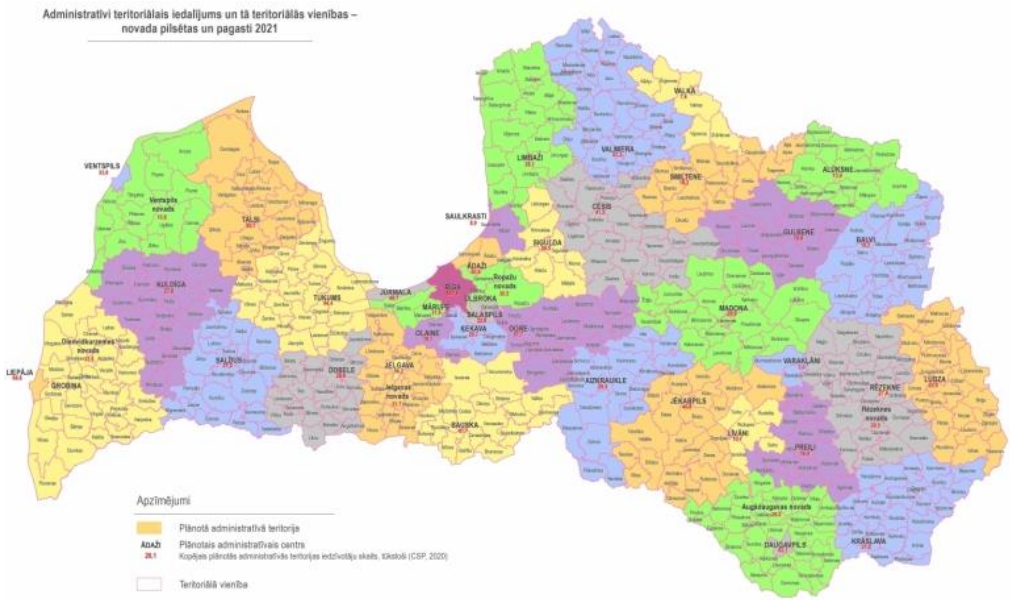


*Figure 4 - Agreed administrative territorial division of Latvia – 43 local municipalities*

As it is well known tendency in Europe also Riga Planning region (RPR) is not consisted of the logical territory or close to boundaries of real functional area, also after implementation of administrative territorial reform territory of region will not cover real functional urban area. So, during last two years there was constant work with involvement of State institutions, Riga city Council, municipalities of functional urban area of Riga to investigate and to define boundaries of metropolitan area of Riga city with its diverse spaces (fig.5) and to agree among stakeholders about prior

RMA needs/activities to be implemented after governance model for RMA will be identified and agreed. In the beginning of 2020 Action plan for the development of the Riga Metropolitan area was approved by the RPR Development Council.

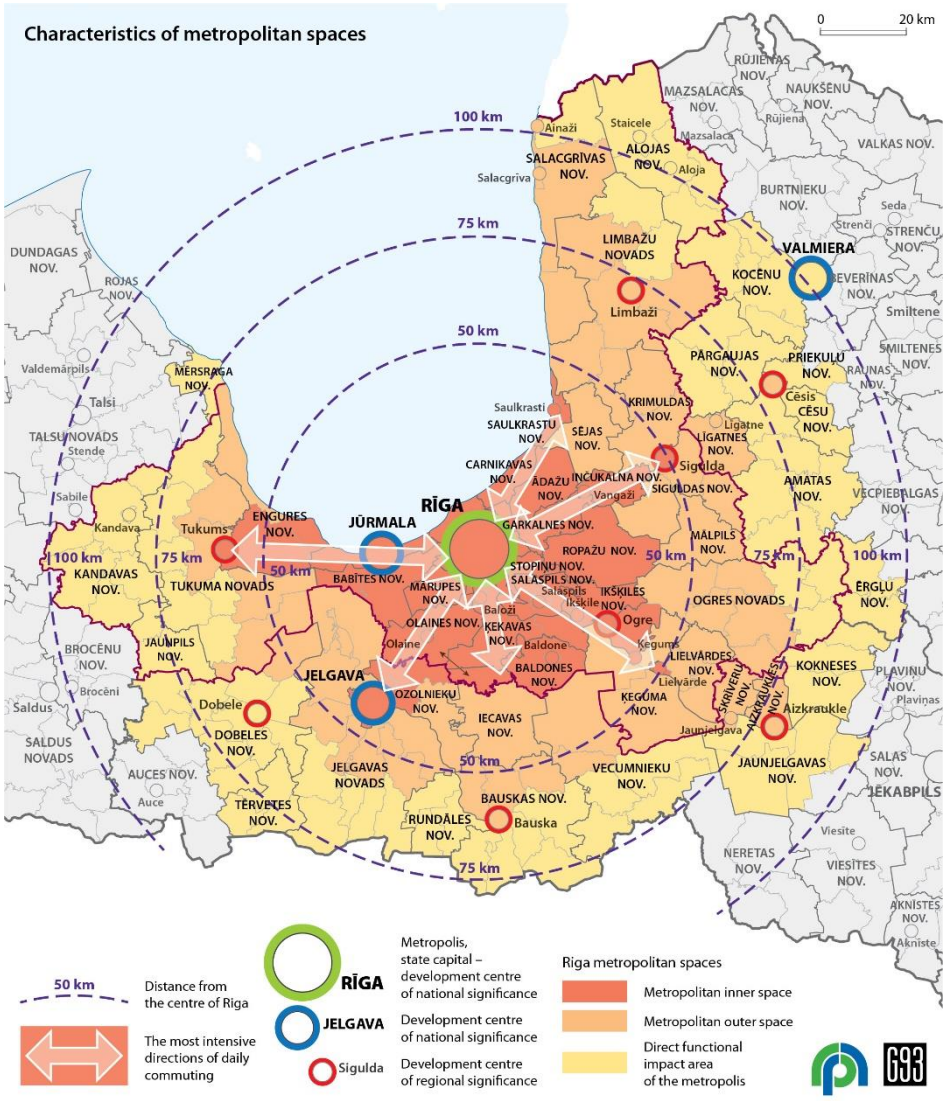


*Figure 5 – Spaces of Riga Metropolitan area – core space, outer and impacted spaces*[4]

There are three main spaces of metropolitan area (fig.5) defined in action plan – core space – consisting from Riga city and surrounded municipalities as an everyday commuting area with growing population in total because of inner migration and in general stable birth rate; outer space – partly commuting and growing area; impacted area - with a moderate development promoted by local activities and

[4] Action plan for the development of the Riga metropolitan area, Riga Planning region, 2020

interaction with metropolitan area. Here - in following A3 section of Riga regional report - we are more looking at core area of Riga metropolitan area to describe better closely related functional area, demography and economy data of metropolitan area core space municipalities.

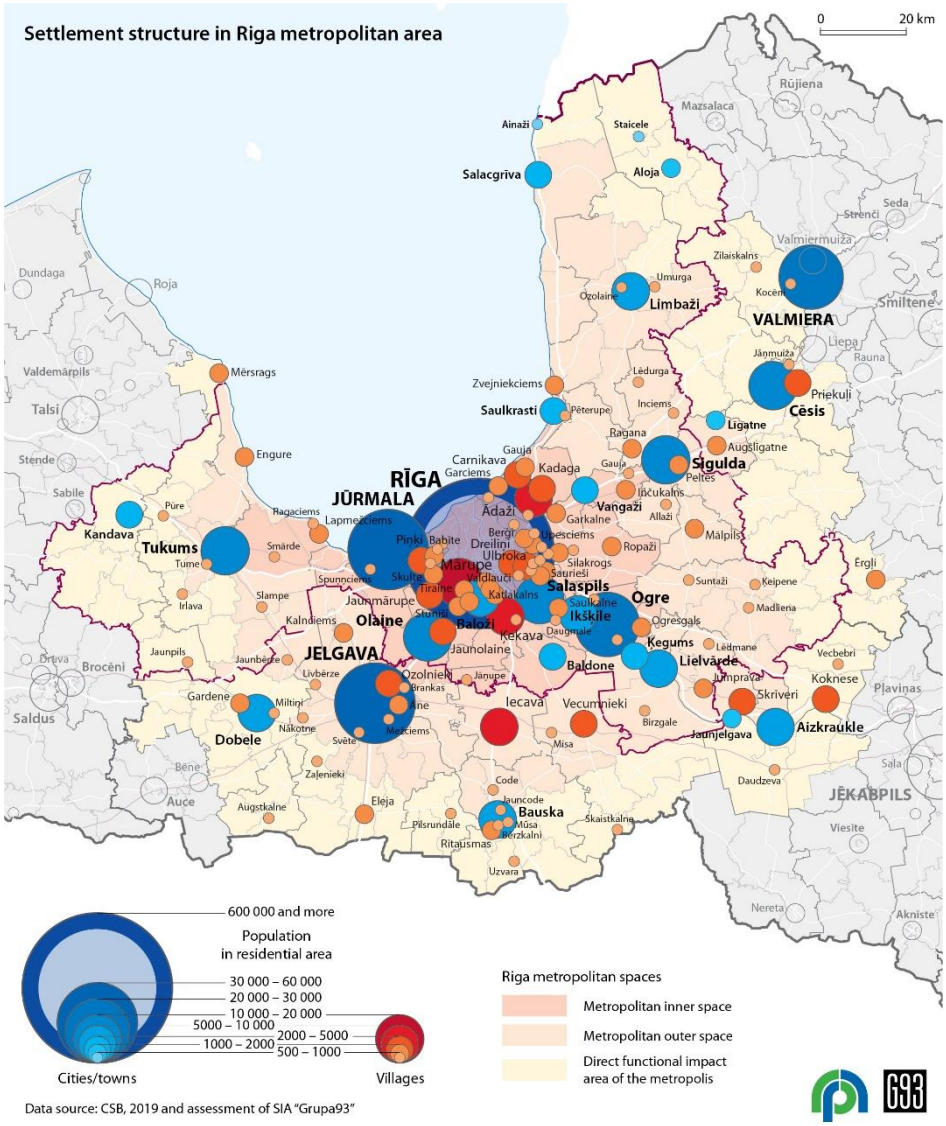


*Figure 6 – Riga Metropolitan area settlement structure – urban centers*[5]

[5] Action plan for the development of the Riga metropolitan area, Riga Planning region, 2020

## 1.3 Geographical and demographic data

Core space of Riga metropolitan area consists of 24 municipalities or somewhere its territorial units not whole territory of municipality is included. There is an ongoing process of Administrative territorial reform in Latvia that aims to create a more effective governance structure provided from self-efficient, economically strong municipalities that are capable to provide high quality public services and expertise in development processes. So, after reform the number of local municipalities will be three times smaller than now in Latvia and demographic data and capacity of local municipalities will be more comparable than now. This reform does not impact Riga and other major cities directly, but probably will help to collaborate better within not so many neighboring municipalities.

Because of coming changes also for geographical and demographic data 12 largest and economically most or more active municipalities are described future on to show diversity and importance of municipalities within core space of Riga metropolitan area. Official data of Latvia and Riga region also are included, and one of 12 municipalities described includes one significant city – central city of southern neighboring region which is strong participant in Riga metropolitan area.

## 1.4 Demography and Economy data

Basic data listed in Table 1 are registered in the beginning of 2020 by state level organizations in Latvia. Population data by The Office of Citizenship and Migration Affairs of Latvia and unemployment rate by State Employment Agency of Latvia – measured as a percentage of the unemployed to the number of working-age persons. For sure that data are higher than measured as a percentage of the unemployed to the number of economically active persons, but that data are available only per Latvia, Riga region and Riga City as these are official statistical units. Unemployment rate at the beginning of 2020 in Latvia was 6,4%, in Riga region 4,3% and Riga city 4,0 %, youth unemployment rate in Latvia was 12,4%.

**Table 1**

| Territory designation[6] | Area | POPULATION (%) | | | | | | | UNEMPLOYEMENT RATE (%) |
|---|---|---|---|---|---|---|---|---|---|
| | (Sq Km) | Total ('000) | M % | F % | -15Y | 15-24 | 25-61 | +62 | Total (Municipal.) |

[6] Name of Urban centre; rural centres or municipalities, FUA = Functional Urban Areas, etc

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Latvia (NUTS II and NUTS I)** | 64 569,96 | 2'083'363 | 47,02 | 52,98 | 15,27 | 8,94 | 52,46 | 23,33 | 5,0 |
| **Riga region + Riga (NUTS III)** | 10 438,26 | 1'097'504 (52,68 %) | 46,39 | 53,61 | 15,94 | 8,54 | 52,9 | 22,62 | 3,5 |
| **RIGA CITY (NUTS III)** | **304,05** | **693'046** | **45,26** | **54,74** | **14,87** | **8,50** | **53,18** | **21,42** | **3,3** |
| **Jurmala City** | 101,28 | 57'503 | 46,52 | 53,48 | 14,22 | 7,95 | 53,17 | 24,64 | 3,9 |
| **Jelgava City** (at southern neighbouring region) | 60,51 | 60'798 | 46,26 | 53,74 | 17,58 | 9,24 | 51,25 | 21,93 | 3,8 |
| **Adazi Municipality** | 162,53 | 12'171 | 48,02 | 51,98 | 24,91 | 8,37 | 52,09 | 14,65 | 3,1 |
| **Sigulda Municipality** | 360,86 | 19'037 | 46,98 | 53,11 | 20,26 | 8,70 | 51,95 | 19,08 | 4,0 |
| **Stopini Municipality** | 53,42 | 12'161 | 49,41 | 50,59 | 21,34 | 8,87 | 53,73 | 16,06 | 3,2 |
| **Salaspils Municipality** | 122,73 | 24'004 | 47,57 | 52,43 | 18,05 | 8,16 | 53,64 | 20,15 | 3,3 |
| **Ogre Municipality** | 990,43 | 35'305 | 46,63 | 53,37 | 16,64 | 8,69 | 50,86 | 23,82 | 3,4 |
| **Kekava Municipality** | 275,18 | 25'240 | 48,79 | 51,21 | 21,94 | 8,08 | 53,09 | 16,89 | 3,2 |
| **Olaine Municipality** | 298,30 | 20'614 | 46,98 | 53,02 | 16,04 | 8,64 | 53,78 | 21,53 | 3,4 |
| **Marupe Municipality** | 103,75 | 23'349 | 52,42 | 47,58 | 26,33 | 7,47 | 56,29 | 9,92 | 2,8 |
| **Tukums Municipality** | 1194,37 | 29'943 | 47,84 | 52,16 | 17,16 | 10,18 | 51,10 | 21,56 | 5,6 |

* *Municipalities in status – Cities of Republic*

* *Municipalities consisting from town in status as administrative center and rural territory around*

* *Municipalities consisting from village in status as administrative center and rural territory around*

**Colors in background are selected according map in figure 2*

Latvia faces monocentric movement for more than two decades, where population mainly is migrating from rural regions to Riga City and its surrounding areas, as well as historically there were no other in scale comparable city with Riga city in Latvia. While, during last 10 years international migration has stabilized, there is still an active population decline trend on a national scale, population growth has been

observed in the cities around Riga, which indicated the need to develop the necessary infrastructure for increased demand and social wellbeing.


*Figure 7 - Cities and towns of Latvia and their 76 administrative territories*

**To strengthen economy of Riga region and economic figures of municipalities surrounding Riga city, collaboration among Riga city and surrounded municipalities facilitating mutually complementary businesses must be developed, also there is high need for instruments to provide support on regional level in Latvia.**

**Table 2**

| Teritory Designation | Annual population change | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 |
| LATVIA (NUTS II and NUTS I) | -42330 | -45899 | -29792 | -20988 | -22357 | -15372 | -17139 | -18841 | -15737 | -14411 |
| Riga region +Riga (NUTS III) | -14010 | -14015 | -9565 | -6238 | -247 | -2361 | -1377 | 1793 | -3452 | -5357 |
| RIGA CITY (NUTS III) | -14010 | -14015 | -9565 | -6238 | -247 | -2361 | -1377 | 1793 | -3452 | -5357 |
| Jelgava City | -1481 | -1283 | -1308 | -559 | -441 | -152 | -127 | -310 | -360 | -411 |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **Jūrmala City** | -773 | -797 | -756 | 285 | -731 | -104 | -464 | -576 | 467 | 252 |
| **Adazi Municipality** | 267 | 177 | -2 | 62 | 146 | 176 | 110 | 211 | 449 | 207 |
| **Kekava Municipality** | 520 | 406 | 189 | 242 | -2 | 295 | 115 | -106 | 403 | 656 |
| **Marupe Municipality** | 665 | 591 | 369 | 378 | 289 | 793 | 882 | -102 | 935 | 551 |
| **Ogre Municipality** | -595 | -677 | -390 | -386 | -634 | -317 | -600 | -532 | -365 | -86 |
| **Olaine Municipality** | 99 | 8 | -140 | -155 | -129 | -2 | -33 | -198 | -78 | 90 |
| **Salaspils Municipality** | 6 | -127 | -57 | -29 | -226 | 120 | 1 | 82 | 264 | 104 |
| **Sigulda Municipality** | -103 | -124 | 127 | 170 | 62 | 205 | 15 | -79 | 79 | 424 |
| **Stopini Municipality** | 316 | 162 | -11 | 162 | -42 | 24 | 18 | 56 | 199 | 353 |
| **Tukums Municipality** | -404 | -631 | -478 | -481 | -542 | -108 | -392 | -456 | -320 | -53 |

Each Municipality in Riga Metropolitan area core space has its own budget (see Table 3), the amount of budget revenue indicates the available development capacity of each municipality. There are three dominant Municipalities within Riga Metropolitan area in 2018 - most dominated Riga City with 944 thous. EUR annual budget revenues), Jelgava and Jūrmala City (82 thous. EUR annual budget revenues).

**Table 3**

| | **Annual budget revenues (EUR)[7]** | | | | |
|---|---|---|---|---|---|
| | **2014** | **2015** | **2016** | **2017** | **2018** |
| **RIGA CITY (NUTS III)** | € 713,097,400.00 | € 762,250,100.00 | € 822,740,800.00 | € 906,030,500.00 | € 924,749,200.00 |
| **Jelgava City** | € 59,840,657.00 | € 55,583,662.00 | € 59,713,151.00 | € 63,586,019.00 | € 82,070,628.00 |
| **Jūrmala City** | € 66,742,917.00 | € 70,669,268.00 | € 73,547,995.00 | € 78,257,209.00 | € 82,089,691.00 |
| **Ādaži Municipality** | € 12,593,977.00 | € 12,807,822.00 | € 14,416,895.00 | € 16,763,376.00 | € 19,467,385.00 |

[7] Data from Annual Public Reports

| | | | | | |
|---|---|---|---|---|---|
| **Ķekava Municipality** | € 30,253,979.00 | € 28,384,457.00 | € 37,033,961.00 | € 38,526,108.00 | € 37,581,068.00 |
| **Mārupe Municipality** | € 22,371,533.00 | € 23,543,816.00 | € 25,752,590.00 | € 31,512,978.00 | € 33,806,071.00 |
| **Ogre Municipality** | € 46,269,349.00 | € 44,630,045.00 | € 44,658,210.00 | € 49,229,124.00 | € 50,281,112.00 |
| **Olaine Municipality** | € 17,195,739.00 | € 17,655,099.00 | € 18,548,911.00 | € 20,609,926.00 | € 21,218,370.00 |
| **Salaspils Municipality** | € 20,799,755.00 | € 20,974,438.00 | € 21,957,757.00 | € 23,984,257.00 | € 27,843,640.00 |
| **Sigulda Municipality** | € 18,443,762.00 | € 23,798,571.00 | € 28,671,770.00 | € 36,971,270.00 | € 41,815,186.00 |
| **Stopiņi Municipality** | € 16,417,157.00 | € 16,910,468.00 | € 17,594,897.00 | € 22,082,946.00 | € 24,619,484.00 |
| **Tukums Municipality** | € 30,728,518.00 | € 31,747,713.00 | € 30,982,674.00 | € 35,976,169.00 | € 38,838,558.00 |

## A brief characterization of economy of each territory

More than 2/3 of the value of the economy in Latvia is created in the Riga region due to capacity of Riga City. The economic structure of the Riga-Pieriga is modern and sufficiently diversified. Radially concentrated traffic infrastructure in connection with logistics hubs (port, airport, railway stations) forms the basis of economic networks. Knowledge-based commercial services (finance, programming, consulting), cultural services, manufacturing in certain fields (pharmaceuticals, biochemistry, woodworking) and transport services are integrating into the world economy and creating the basis for gradual growth.

In a global and European context, productivity lags far behind the development of the farm structure. The region is characterized by a low level of regional specialization, characterized by a specialization index and a comparative position in the Baltic Sea region, as well as a low level of competitiveness. Latvia as a whole and the Riga region lag behind most European Union metropolitan regions.

The capital has great potential to bring about significant qualitative changes in the links between business (48% of Latvian companies), education (82% of students in universities and colleges) and research (90% of institutions).[8]

### Riga City

As mentioned before Riga is the main driving force of the economy in Latvia. **Riga International Airport is the hub of the national airline, airBaltic, and is served by daily flights to most European countries**. Riga's factories, many of them now **affiliates of transnational corporations, build and repair ships, machine tools, rolling stock, diesel engines, and streetcars. Biotechnology and information technology are growing economic sectors, nevertheless services, especially tourism, are still playing an increasingly important role (Fig 8).**

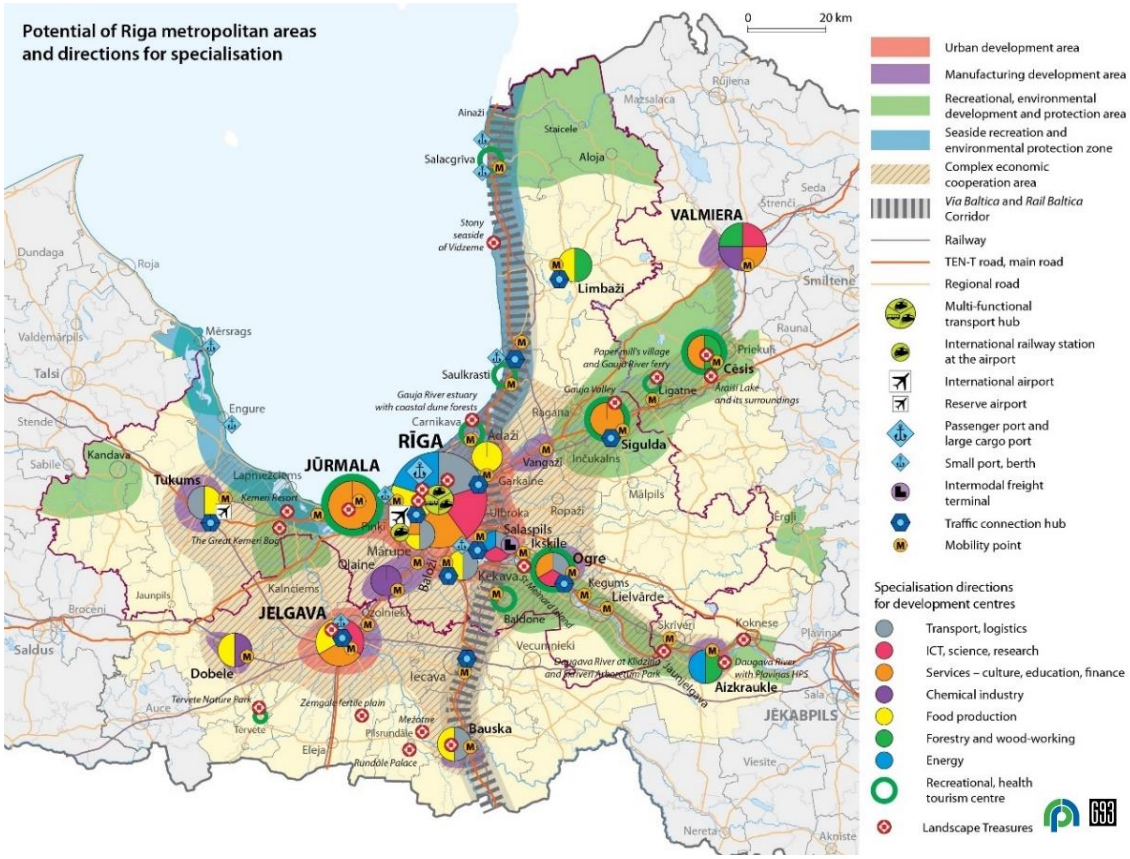


*Figure 8 – Riga Metropolitan area – fields of specializations[9]*

[8] Riga Planning region sustainable development strategy 2014-2030

[9] Action plan for development of Riga metropolitan area, Riga Planning region, 2020

**Today Riga's port facilitates export and transit trade from Russia and Belarus to European ports and beyond;** a daily **ferry carries** passengers and cars to Stockholm. **The Via Baltica** highway is a major trucking route to Tallinn, Kaunas, and Warsaw. Third part of population of Latvia live in Riga, more than half of Latvia's Gross Domestic Product (GDP) is produced in Riga.

Approximately 78% of foreign direct investment in Latvia is concentrated in Riga. Several improvements in inner cohesion, clear and regular collaboration among state and capital city, region, as well as neighboring municipalities of Riga must to be developed.

### Jūrmala City

Jūrmala - the largest seaside resort town in the Baltic States, 25km to the west from Riga, well connected with Riga by train, bus and cycling route. Historically the city was formed from several separate parts – villages and each of them has historically originated and developed differently. Dense buildings alternate with large forest park areas. Green areas with the relief, climate, natural structure characteristic only in Jūrmala - fine white sand beach, dune forest, waters of the Gulf of Riga and Lielupe, medicinal mud and mineral waters, form the possibilities of the city resort. **Jūrmala offers diverse services - from resort sanatoriums, SPA centers, accommodation, international cultural, sporting and entertainment events to nature and active tourism, ensured by the prudent use and proper management of natural capital**. Population changes in Jurmala city is mainly positive, almost stable over the last few years.

### Jelgava City (at southern neighboring region)

Jelgava is the fourth largest city in Latvia. The city is located 45 km to the south from Riga and is one of the greenest cities in Latvia. Jelgava has an advantageous geographical location - in the center of Latvia, at the crossroads of several transport routes - and as it is known for centuries infrastructure is the basis for sustainable business and city development. **Jelgava is the education, science, culture and business center of Zemgale region with rich historical traditions.** The development of metalworking, woodworking and food processing and education at various levels, especially vocational education competence centers, are the city's priorities, which ensure new jobs and the training of specialists in line with labor market demand. Jelgava Business Park, which is one of the largest reconstructed industrial parks in Latvia, as well as a Business Incubator play an important role in

creating a competitive business environment. Population in Jelgava city is shrinking, but not changing rapidly over the last few years.

**Ādaži Municipality**

Ādaži municipality is located 25 km in a north-easterly direction from the center of Riga. Municipality consists of 12 villages, and the administrative center is located in Ādaži village. 38.7% of the territory of the county is covered with forests, where innumerable lakes are scattered, one of them with an area of 119 ha, is the deepest in the vicinity of Riga. The six islands in the Great Baltezers, on the other hand, have been approved as natural monuments since 1924, and since 1977 as a botanical reserve, in which any economic activity is prohibited. A large part of the territory of Ādaži municipality is formed by the territory of **Ādaži military training ground**. Since 1999, the territory of the military landfill in 6652 hectares and 150 buildings in **Ādaži municipality have been in the possession of the Ministry of Defense and is used for national defense purposes**. The main traffic in the region is on the highway Riga - Ainaži, which is an important section of the VIA Baltica highway, there is a significant lack of convenient connection to the capital by rail or convenient access to the nearest existing railway station. The municipality has the **potential to develop further on the successfully started development as an area of industry 4.0.** The population of the municipality continues to grow moderately every year.

**Sigulda Municipality**

**Territory of Sigulda municipality is a pearl of Latvian nature with an excellent quality of life, developed tourism, sports, education and culture industries.** Sigulda region is located in the central part of Latvia, 53 km in a north-easterly direction from Riga. The territory of the county is crossed by the main state road from Riga to the Estonian border and the railway line. Most of the area is covered by forests and agricultural land. A large part of the territory is occupied by the protected area Gauja National Park. The region has a well-developed infrastructure, opportunities for spending free time and self-improvement. **The most popular business sectors: commercial services, retail, agriculture, wood processing. The dominant sector in Sigulda region is tourism and related services.** In order to support the entrepreneurs of the region, Sigulda region municipality has introduced several instruments for supporting business development. Approximately 81% of the population in Sigulda region lives in Sigulda city and during the last 10 years population of Sigulda region is increasing.

**Stopiņi Municipality**

Stopiņi Municipality is functionally and spatially closely related as a neighboring municipality of Riga city. Territory of Stopiņi County consists of 9 villages with a beautiful natural landscape and diverse cultural heritage. At the same time, different choices of living environment are available in Stopiņi Municipality - both in rural and urban areas. **There are about 1 400 companies operating in the county, due to well-developed service infrastructure**, 6 educational institutions, a swimming pool, a sports complex with a stadium and a cultural center. Stopiņi municipality has a wide range of recreational activities, including recreation in nature, children's playgrounds and sports fields in the largest villages of the municipality, well-arranged infrastructure, cycling routes. The population of the municipality in the last 10 years continues to grow moderately every year.

**Salaspils Municipality**

Salaspils municipality is located on the right bank of the Daugava River, 18 km from Riga city center with well-connected infrastructure between them and sharing influence zone of the agglomeration. **Salaspils tends to be positioned as a city of science** - four state university institutes are located in the municipality - Institute of Biology, Latvian State Forest Science Institute, as well as Institute of Chemistry and Institute of Physics. The former Salaspils Nuclear Reactor of the Institute of Chemical Physics of the University of Latvia is also located in the Salaspils municipality, in the territory of which it is planned to establish the National Cyclotron Center, which would become a research center of Baltic significance. **There is an active co-operation between the municipality and scientific institutions, which aims to establish Salaspils as a "smart" city – developing innovations, youth entrepreneurship and modern and environmentally friendly production companies.** There are several tourist attractions in Salaspils municipality, such as National Botanic garden and Somber Nazi prison-camp memorial. The population is growing, and increase is mainly due to inner migration, as more and more people choose Salaspils municipality as their place of residence, assessing the county's geographical location, infrastructure, mobility, and the quality of educational services provided.

**Ogre Municipality**

Administrative center of Ogre Municipality – Ogre city is located 36 km east from the Riga city. The territory is characterized by ancient cultural and historical traditions, socially stable and environmentally friendly living environment in the countryside

and the city, on the riverbanks and forests. **The natural landscape with two rivers and the Nature park "Blue Mountains" are unique natural values, which are also an important resource for the recreation of the population** and the improvement of the quality of life. **Various industries have been developed in the municipality area, focusing on the production of knowledge-based products and services,** free time can be spent using the extensive sports and cultural infrastructure. The rural territory of the county is open for the development of agricultural, forestry production and processing enterprises, as well as for the extraction of minerals. Population in Ogre Municipality almost has not changed lot over the last few years.

### Ķekava Municipality

Ķekava Municipality is a neighboring municipality of the city of Riga, along the Daugava river also functionally and spatially closely connected with Riga city. Ķekava village is the administrative center of municipality, the VIA Baltica road stretches through it and young families still choose to move and to develop their private property there. There are many large companies operating in Ķekava, because of a strategically advantageous location nearby capital city. Ķekava municipality is a dynamically growing municipality with an educated, active, creative, competitive and socially integrated society. Like Ādaži municipality, Ķekava municipality has the **potential to develop further on the successfully started development as an area of industry 4.0., food production and logistics.** The county is rich in high-class amateur art groups, significant cultural and historical objects, natural resources, forest massifs, swamps, and waters. International economic and cultural cooperation is developed. Entrepreneurs are also actively involved in international cooperation. In the last 10 years the population of the municipality has been continuously growing.

### Olaine Municipality

Olaine Municipality and its administrative center town Olaine is located between Riga City and Jelgava City. Olaine is a transit area crossed by the railway and the two-way highway from Riga to Jelgava and VIA BALTICA highway section from Riga to town Bauska. Olaine is a dynamic and development-oriented municipality. **At present, Olaine continues to develop as an educational, cultural, sports, business and industrial center with a developed infrastructure offering wide development opportunities. New companies enter the area and continue to work for many years, including companies that have historically been established in the territory of Olaine municipality,** which are widely known in

Latvia and abroad as competitive business **– working with and producing pharmacy and chemical production.** Population is changing in Olaine municipality and continues to grow moderately.

**Mārupe Municipality**

Mārupe Municipality is one of the bordering territories for the west side of Riga city. Territory is constantly developing - intensive construction of residential and business areas take place here, but at the same time agriculture and rural landscape are preserved. The main priority of the municipality is to manage and support intense growing of children and youth population and developing required infrastructure, such as education, because with the expansion of intensive villages, the number of inhabitants in the county has increased rapidly, especially young families with children. **Several hundred different companies operate in Mārupe municipality, including national object - Riga International Airport is located at the territory of Mārupe administrative municipality,** which has been developing very rapidly in recent years, and a business center has been established in the vicinity of the airport **in both Riga city and Mārupe county administrative territory. Several new office and business centers have been established, logistics companies, nurseries, agricultural and industrial producers are operating.** As mentioned before, the population of the municipality continues to grow every year.

**Tukums Municipality**

Tukums Municipality includes the **Tukums city and 10 surrounding parishes**. The municipality has set the welfare of the inhabitants of the county, good education, comfortable living, tidy environment, safety and social support as its main priority. The activities of the municipality are aimed at ensuring the sustainable development of the territory by attracting various financial resources, including EU funds. **In the parishes, the main field of activity is agriculture. The largest companies in Tukums municipality by turnover are in field of construction, food industry or companies supporting agricultural sector.** There are **various places of cultural and historical significance** and development of cultural life in the area, including a **cinema town providing area with design for diverse scenes being attractive to the film industry.** However, the overall development indicators of the municipality still lag the socio-economic indicators of the capital and the surrounding municipalities but has high potential. The population of the municipality is also decreasing every year.

# 2. Brief characterization of the policy instrument addressed and other existing policy / strategic instruments

## Description and main general characteristics of the Instrument

**Policy Instrument – policy addressed and territorial context**[10]

| No | Name | Responsible Body Name | Country |
|---|---|---|---|
| | **Operational Program "Growth and Employment"** | **Ministry of Environmental Protection and Regional Development of the Republic of Latvia** | **LV** |

The policy instrument aims at achieving key national development priorities along with the "Europe 2020" objectives. Within the framework of Operational Program, the funding allocated to the City of Riga under the Article 7.4 of the ERDF Regulation is used for implementation of the fourth and fifth priority axes of the program.

Riga City main interest is to understand and to evaluate possibilities to increase support for the implementation of green infrastructure solutions in the urban environment within the framework of the Priority axis 4, 5 and 8 of the Operational Program "Growth and Employment" as well as the specific support objectives subordinated to these priority axes.

**Priority axis 4 – Shift towards a low-carbon economy in all sectors**. Together with investments in energy efficient economy, these funds contribute to reaching Latvia's national Europe 2020 target of renewable energy.

**Priority axis 5 – Protection of environment and effective use of resources**. Measures are dedicated to environment, sustainable use of natural resources and adaptation to climate change, including investments to ensure the fulfilment of the EU environmental acquis requirements.

**Priority axis 8 – Education, skills and lifelong learning.** These funds aim to reduce fragmentation of the higher education system and study programs, to strengthen

[10] It includes all EU appropriate financial instruments applicable, like the CLLD – Community-led local development refered to Chapter II, articles 32-35 of REG (EU) 1303/2013 of 17.12.2013

strategic specialization of higher education institutions and ensure better governance.

Within implementation of various projects under the Article 7.4 of ERDF Regulation, Riga City has witnessed that there is **a lack of awareness**, including from the supervisory authorities, on the **role and benefits of green infrastructure solutions applied in urban areas as part of different urban development projects** – brownfield regeneration, urban transport infrastructure development and sustainable mobility, urban environment management (i.e. urban floods management, storm-water management, wastewater management) and other.

An additional goal is **to promote targeted cooperation** (Riga planning region, Pieriga municipalities, institutions involved in the management of EU funds, etc.) to raise the topic of established Riga metropolitan area in order to improve the efficiency of the implementation of the Cohesion Policy in the next planning period.

Other aspect is that most influential and effective actions towards green urban environment are deeply related with formal or informal governance of Riga metropolitan area – urban structure, transport and mobility of the functional area. That highlights **importance for necessary tools to implement actions on wider scale than one administrative territory towards resource efficiency** that probably can be provided after changes in policy instrument are made.

## 2.1 Urban resource-efficiency

***What is a resource-efficient city?***

*Cities require natural resources and energy to sustain the daily life and activities of the urban population. Nevertheless, there are opportunities to minimize input and output flows. As the urban form shapes the way people live, work and move in urban areas, compactness offers the potential to reduce urban flows. The most well documented effects of compactness are the reduced need for land and energy for transport. Urban planning, based on a vision of the future, developed with local stakeholders and crossing administrative borders, is a key factor in increasing the density of urban areas, developing mixed land use, avoiding the unnecessary uptake of land and soil sealing, reducing car dependency, and encouraging the use of public transport, walking and cycling.* [11]

***Resource-efficient cities: good practice***

*Cities are key players in minimizing the use of resources and in developing the circular model. Generally, municipalities provide utilities and control public services for citizens and businesses that influence the majority of resource and energy use and the production of emissions and waste.*

*Local authorities have the capacity to implement responses on multiple scales.*

*The main challenge is to scale up actions from the most simple, one function, such as a building for housing, or one resource, such as water management, to integrated solutions in a large urban area (e.g. an eco-district) with many functions (e.g. housing, economic activities, green areas, renewable energy production, water harvesting).*

*Another challenge is to move from the current centralized system, with mono-site and end-of-pipe utilities driven by municipalities or utility suppliers, to decentralized systems in which users are owners and producers. The report analyses both the supply and the demand issues.* ***It is divided into two parts: the first is devoted to how to avoid, prevent and reduce the use of resources, and the second addresses reusing, cascading, recycling and harvesting.*** [12]

There is one story that can be told in general about Latvia and another story about Riga region and city (Fig.9) even if we talk about rather small area and population in total, density of urban areas diverse a lot in Riga City, Metropolitan area and other

[11] https://www.eea.europa.eu/publications/resource-efficient-cities/file (2015)
[12] https://www.eea.europa.eu/publications/resource-efficient-cities/file (2015)

parts of Latvia. As a monocentric country Latvia has no other comparable urban center to Riga in indicators of population and intensity of economic activities, so also urban density. While population is still a bit growing in core space of metropolitan area, other parts of country become more and more sparsely populated, this situation leads to need for higher amount of administrative expenses and support from financial equalization within inner cohesion.

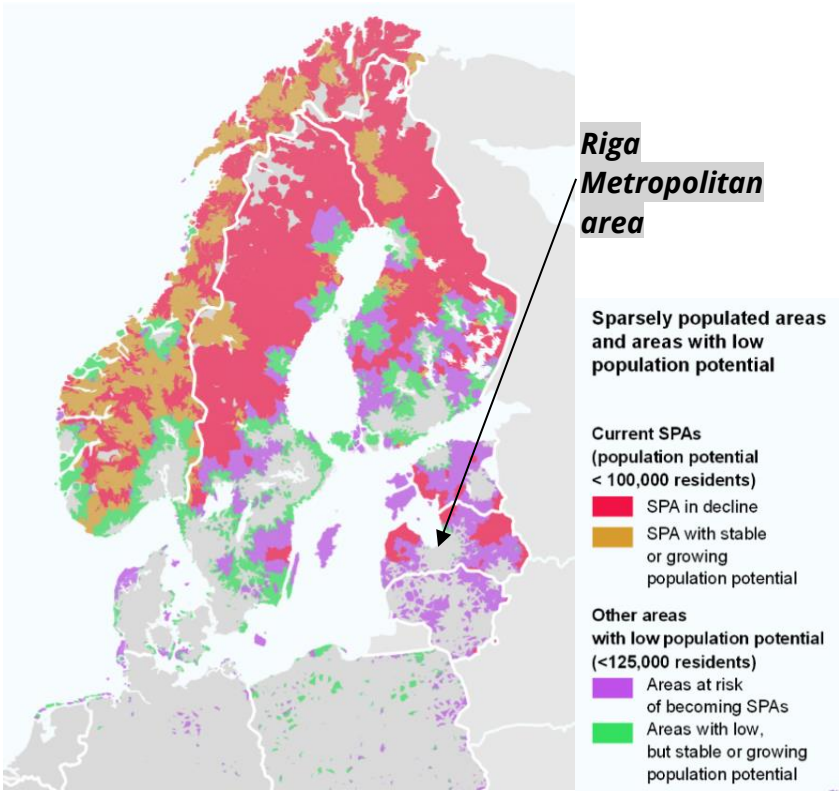


*Figure 9 – Cut of Baltic Sea Region at ESPON map - Sparsely populated areas and areas at risk of becoming sparsely populated (ESPON, 2019).*

There are defined six areas of national interest in **Sustainable Development Strategy of Latvia until 2030** to ensure that in terms of always limited resources, national investments priorities are clear and that in areas of national interest diverse fields are developed according to specifics of area and with integrated approach. For example, **the Riga metropolitan area is defined as one area of national interest** with great value and importance for the sustainable development of Latvia. Riga metropolitan area plays significant role also in preservation of national identity and holds wide range of strategic resources that are important for the country's development.

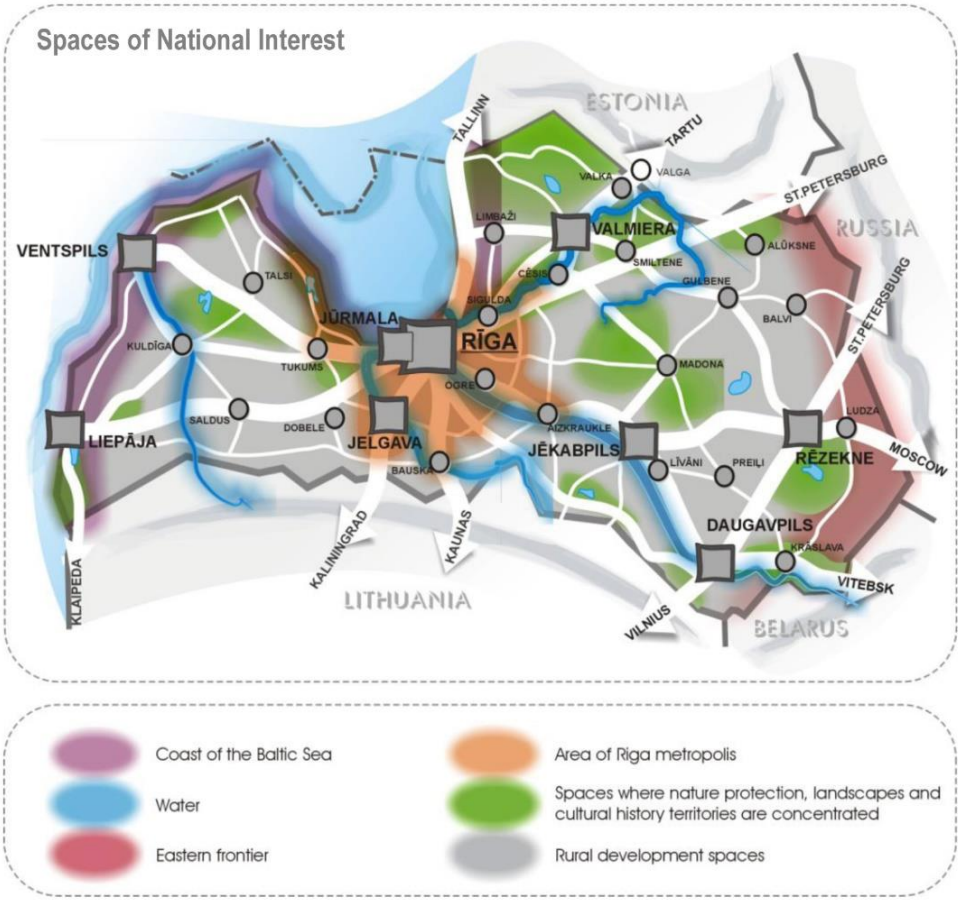


*Figure 10 – Spaces of National Interest* [13]

There are various conflicts of interest and challenges in this area that ask for complex solutions and targeted policies, resource efficiency is one of aspects that is not only reflecting on environment but also to competitiveness of the city, region and whole country. The most obvious example of the lack of resource efficiency is the shared planning, management and provision of public transport separately in the Riga city and its suburbs, as public transport for the city of Riga is organized by city service provider, but in the neighboring municipalities and regional network service is organized by the state.

[13] „Sustainable Development Strategy of Latvia 2030" (approved in 2010)

## 2.2 Sustainable land use

The Sustainable Development Strategy of Riga until 2030 emphasizes that primarily the spatial development of the city of Riga is planned according to the development model of a compact city by using current, already built territorial resources and/or territorial resources adjacent to center as effectively as possible, gradually developing the capacity of the city's engineering networks, making effective use of resources, and revitalizing degraded territories that surround the center. At the same time, special attention is paid to localities and their functional centers.

The spatial development perspective of the city of Riga in its Strategy has been structured in seven thematic parts: Spatial structure of the population setting; Transport infrastructure; Engineering infrastructure; Spatial structure of natural territories; Important historical, cultural, and landscape spaces of Riga; Priority development territories and Important elements of the spatial structure, but new territorial plan which is not approved by City council yet is developed on basis of 11 thematic plans. So, there is precise look at most important fields made and defined in urban planning documents, also several actions for integrated planning and actions are tested, but common understanding and mutually agreed action in implementing the strategy is not performing well enough.

There is close collaboration established between Riga City Council City Development department and Riga Planning region in field of strategic spatial development planning, also network of specialists' collaboration among Riga City and surrounded municipalities and region is strengthened to reconcile development visions, activities and views on common interests.

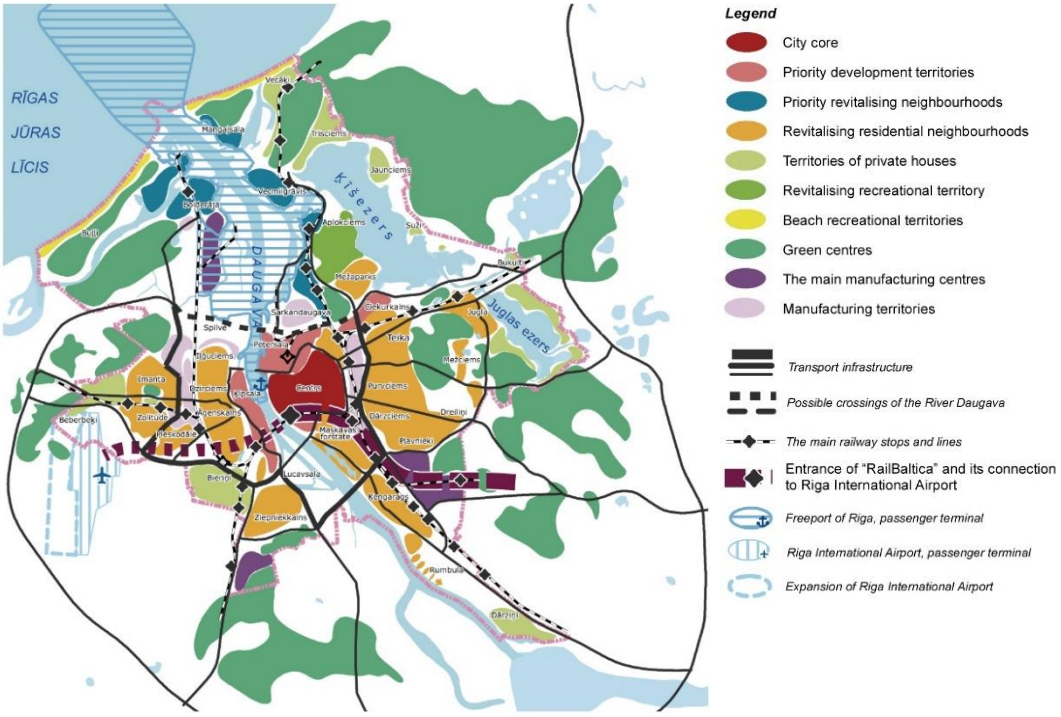


*Figure 11 – Structural plan of city of Riga*[14]

### *Reduce urban sprawl*

There is high impact of livability values and job opportunities that attracts citizens to live in city, greener neighborhoods as prior or nearby the city. The negative effect of urban sprawl is that it always takes a lot of resources to provide qualitative mobility options, to reduce use of private cars, to develop wide infrastructure in commuting area etc. More sustainable way of living is there, where good conditions for job, living and recreation are available and provided in city, in all its neighborhoods and at the reachable area for its citizens.

Challenge for Riga city is to develop safe and green urban environment in as short terms and good quality as citizens are interested to have. That is also significant aspect that high part of native Latvians historically lived in farmstead and still prefers to live in private house outside the dense urban environment even if jobs and services are still located within the city.

The availability of housing that meets the level of well-being and at the same time high-quality housing, with the surrounding public outdoor space and services could help to solve the problem with empty city center and could give good enough living

[14] Sustainable Development Strategy of Riga until 2030

conditions for those who would love to live in city but cannot afford it because of the expensive apartment prices and a high rent.

In general, several activities are implemented aiming to move closer the necessary solutions, but not in so comprehensive way as it should be implemented, therefore the urban sprawl continues. There are three prior aspects overviewed in section of Transport development in Sustainable Development Strategy of Riga City until 2030, first - optimization of transport flows to reduce pollution, second - to define preventive measures to reduce risk of flood and third - to reduce noise pollution in the city. Through the recent years, there are several public space improvements made in Riga city – reconstructions of historical parks and squares and other public space improvements have been made due to residents and request of specialists. There is also good supportive program provided by Riga City Council to facades renovation of residential houses if there are official communities founded and representing inhabitants of the houses, providing with a development of reconstruction projects for the residential houses.

***Brownfield regeneration areas***

There are several issues related to brownfield areas in Latvia and in Riga City that must be highlighted to understand the main challenges. The footprint made from mining and quarrying in Latvia is relatively not so major, as it is widespread in many countries in Europe, but we have quite a lot objects and areas left from industrialization periods, especially after collapse of Soviet Union that left large amount of partly build industrial, residential infrastructure and military remaining that are not so affordable to be restored, adapted or transformed for new social, economic or environmental benefits. Regeneration and remediation of these objects and areas usually ask for high amount of resources and the main challenge is to convince investors, decision makers etc. that these investments are meaningful for society and absolutely needed in context of long-term development, especially in times and conditions that ideate an illusion that we still have plenty areas undeveloped so why this option has to be refused and complicated and expensive way must be chosen first to buy and second to regenerate brownfields.

The same aspects are creating main challenges in Riga City, as well. There are several good examples to share which relates to industrial heritage regeneration, brownfields transformation and revitalization but new instruments could facilitate process that brownfield areas could be remediated and used for similar or new function instead of developing new areas in neighboring municipalities of Riga City.

Surveys and investigations are developed by external expertise for Riga City, for example, Research work Investigation of degraded territories in the Riga City in 2004, as well as Survey of brownfields and objects in Riga was conducted in 2012.

Both investigations are publicly available and shows quantity, location and types of degraded objects and areas. All types and locations of degraded objects and areas are summarized in Figure 12.

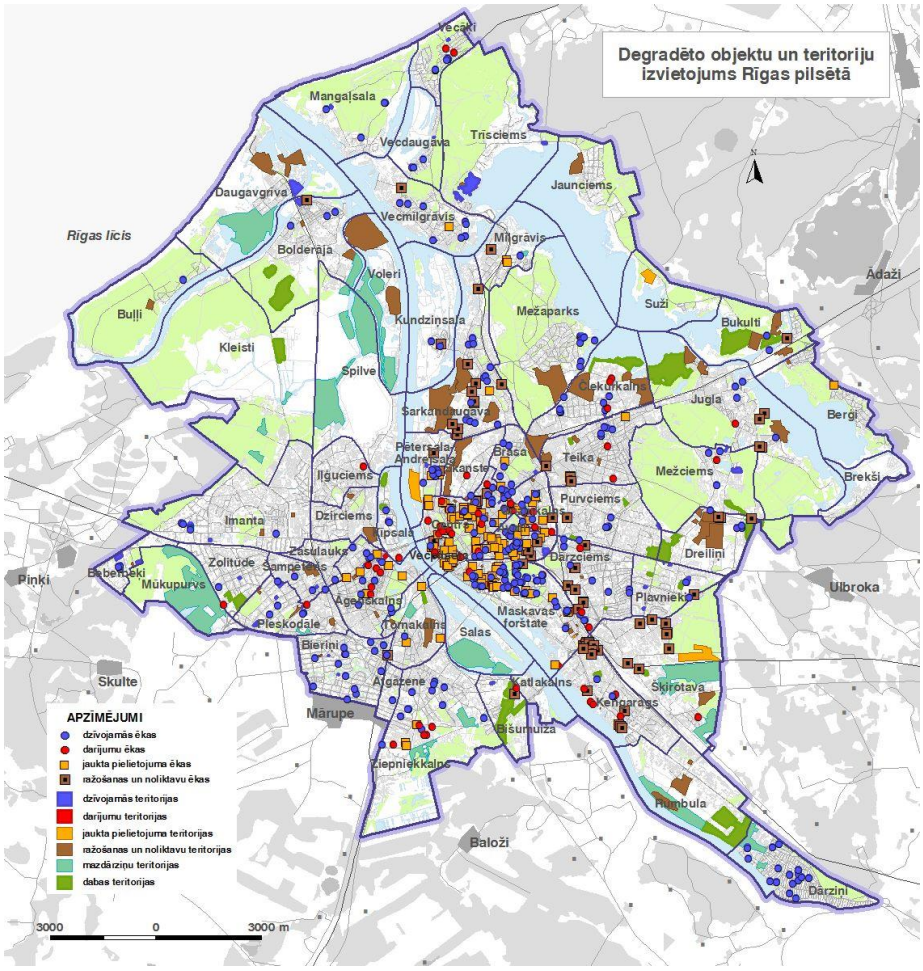


*Figure 12 – Location of degraded objects and territories in Riga City*[15]

There are practices that show that use of regenerated brownfield areas for cultural, educational and tourism purposes are becoming increasingly important in a number of abandoned areas of former industry and in areas where military barracks and railway lines were predominant. However, it depends on the location of the sites and their ability to be adapted.

[15] „Survey of brownfields in Riga", SIA „Datorkarte", 2012

Good examples that can be shared are developed from public and private sector in Riga but combined public and private investments could help to move forward faster and better with brownfield regeneration.

*Figure 13,14 – Revitalization of the Warehouse quarter, now the Creative quarter "Spikeri" (2007-2013 programming period, ERDF activity)*[16]

*Figure 15,16,17 – Revitalization of former Riga goods station warehouse building as a platform for culture "Hanzas Perons" (Project developer: Pillar Development)*[17]

*Figure 18,19,20 – Revitalization of former gypsum factory - Apartment complex " Gypsum factory" (Project developer: DOMUSS)*[18]

[16] https://www.rdpad.lv/portfolio/spikeru-projekta-revitalizacija/

[17] https://www.hanzasperons.lv/en/about

[18] https://gipsafabrika.lv/en

There is also good practice to describe - the movement "Free Riga" with developed temporary use model. In 2013, several enthusiasts from the fields of culture and urban research started to organize activities to open unused buildings for citizens and to look for new solutions or launches for innovative projects. Within a few years, organization established a financially independent organization, which has already opened 7 private properties in Riga with a total of more than 20,000 $m^2$. In this process, organization has received support from residents, as well as Riga City Council and professionals in various fields with aim to make improvements in the city that are not only liked from the movement members but also citizens.

Riga City implemented the project Integrated Planning and Cooperation Model for Brownfield Revitalization (Baltic Urban Lab) in 2015 - 2018. The project aimed to improve urban planning by developing and testing a new integrated planning approach and cooperation model in brownfield regeneration. The project includes examples of good practice on brownfield restoration projects in the Baltic Sea region; A short policy guide for better implementation of brownfield revitalization projects in the Baltic Sea Region has been developed; A roadmap for integrated and participatory brownfield revitalization planning has been developed; A brochure on brownfield development planning system and legislation in the Central Baltic States has been prepared; organized trainings, as well as a number of other important activities, including an integrated planning approach for a specific brownfield site and the development of a pilot site revitalization plan and sketches.

***Land take areas***

Widespread suburbanization processes have significantly affected the development of the territory in the city of Riga and its surroundings. During the last 10 years, more than 32 thousand people have moved from Riga to Neighboring areas, but at the same time more than 25 thousand people have moved to the Riga city from other regions or have returned from abroad[19].

Suburbanization processes had encouraged the construction of new areas in the suburbs and at the same time increase the intensity of commuting to jobs and services available in the capital, thus reducing the opportunities to keep and develop good quality of living environment in the capital, as large areas of transport infrastructure and high amount of investments for maintenance are needed.

At the strategic level, the planning documents of the Riga planning region, Riga City and neighboring municipalities are aimed to develop a sustainable settlement

[19] Migration in Latvia, https://migracija.csb.gov.lv

structure, however, the desire of developers mainly to develop new building areas instead of renovating historic or degraded. There is a high demand for individual housing, that plays an important role. Green, safe environment and quality housing in the capital physically and economically have been almost inaccessible for a long time promoting suburbanization and daily commuting to capital city from suburbs. Consequently the successive problems related to the deterioration of the quality of the urban environment in capital and declining biodiversity in the suburbs are increasing.

An urban environment that promotes the quality of life is one of the priorities set in the Riga City Development Program for 2027, in which with more than 100 actions and projects are planned to create a high-quality, safe, accessible, easy-to-understand, design-minded and unified urban environment network by 2027. It is intended to increase the number of citizens and city guests who spend their free time in the urban environment. It is planned to solve the barriers of ownership of areas, to develop green infrastructure, to arrange waterfront, cultural and historical heritage and neighborhood centers.

The neighboring municipalities of the city of Riga have also set the quality of living environment as an important priority and play an increasingly competitive role in attracting investments and residents, however, the overall trends show that balanced supply is growing in the capital and adjacent areas to attract different population groups.

*Figure 21 Suburabnization in Marupe Municipality*

***Housing***

The goals set in the National Development Plan for 2021-2027 envisage that all households in Latvia have access to housing, and the existing housing stock meets high standards of energy efficiency, construction, security and amenities by 2050, as well as the legal framework promotes private and public investment in housing. In the current situation, Latvia, including the Riga region as a whole, faces serious challenges, such as low household incomes denying access to quality housing, most housing being overcrowded, with low energy efficiency and construction quality. The city of Riga can also be proud of some high-quality residential housing projects, but in general there is a lack of modern housing in the city, buildings continue to age - their problems are caused by deterioration and poor technical condition, but the renovation of complex Soviet-era apartment buildings is very difficult.

*Figure 22 Dwelling houses in the Riga district*

*Figure 23 Dwelling houses in the center of Riga*

Riga City Development Program for 2027 aims to develop and implement an open and equal local housing policy in Riga. The city intends to renovate at least 1,000 apartment buildings in a comprehensive and high-quality manner by 2027, in addition, it is sustainable and economically justified that the dwelling is energy efficient and uses sustainable materials, respects the principles of the circular economy and air quality, insulation and other requirements.

*Figure 24 Residential complex "Southern Horseshoe", Riga; Figure 25 Multifunctional complex "Jaunā Teika", Riga*

***Economic activities***

60% of economically active companies in Latvia are concentrated in Riga and its surroundings. According to the data of the Central Statistical Bureau, in 2016, the GDP of Riga accounted for 54% of the national GDP, but for Riga together with the metropolitan area - 69% of the total national indicator. Based on the Latvian Investment and Development Agency, the main preconditions for attracting investment to the Riga metropolitan area are access to large markets; developed logistics; free trade; educated and motivated workforce, business development centers; communication technologies; macroeconomic security, as well as political and legal stability. At the same time, the advantages created by the Riga agglomeration are not fully used. According to the researchers of the CERTUS Think Tank, unfortunately, even in the context of the Baltic Sea region, Riga generally lags behind not only the developed Scandinavian metropolitan regions, but also Tallinn and Vilnius. There are internationally competitive companies in the area, but there could be more of them and they could operate more efficiently.

In accordance with the goals set by the Riga City Development Program for 2027, over the next seven years the city of Riga will continue to use the existing scientific potential of the city, promoting a knowledge and innovation-based economy, in line with the National Smart Specialization Strategy, with special emphasis on ICT. The city will also strengthen the service export sector, the development of which will be promoted with the investment and talent attraction tools at the disposal of the municipality. The municipality will continue to use the potential of the port and will promote the development of resource-efficient, high value-added production in the city as a whole. It is clear that the implementation of actions included in other priorities plays an important role in the development of overall competitiveness.

***Water***

According to the data of the Central Statistical Bureau, 15.8% (48.5 km2) of the city administrative territory is occupied by water bodies, but in general, parks, forest and water waters occupy about a third of the city territory, building territories - 21.8%, parks - 19%, industrial areas 17%, but streets and roads - 8%.

Such a territorial structure means that the city has a potentially high resource for green solutions, and great attention must be paid to both rainwater collection and discharge solutions and separate wastewater collection and treatment, as well as the city is often exposed to floods caused by rainfall.

Riga City Municipality participates and implements a number of projects dedicated to the topic, both by developing new solutions and testing the suitability of various

solutions in the environmental conditions of the city of Riga. In the period from 2015 to 2018, the project Integrated Rainwater Management (iWater) was implemented in order to take over experience and good practice from European cities, develop proposals for an integrated rainwater management model, methods and tools corresponding to the specifics of the city of Riga. Between 2010 and 2012, an important project for the city - Riga against floods - was implemented to study hydrological processes (floods, intense precipitation, wind surges, coastal leaching, significant changes in groundwater levels) and their consequences in the future due to climate change, which could have a negative impact on the population of Riga, the economy, as well as the preservation of natural and cultural heritage, and develop solutions to prevent or reduce this impact.

Several projects currently are in implementation phase. The project of flood protection measures in the Bolderaja neighborhood was launched in 2018, in order to adapt to climate change, reduce the high risk of floods in the area and provide the population with a quality living environment, as well as the competitiveness and further development of economic activities. The project will include the construction of a new engineering structure for flood risk prevention. The project - Platform for Integrated Cooperation in Water Resources Management (BSR WATER) has been implemented since 2019. The aim of the project is to improve water management practices in the cities of the Baltic Sea region by strengthening the capacity of all parties involved and ensuring the exchange of good practices using modern technologies, as well as disseminating the results and conclusions developed by Riga City in iWater project.

Activities of special importance to the city are implemented in the project Revitalization of the Skanste territory. The implementation of the first round of the project was started in 2020 in order to revitalize the brownfield of Skanstes, promoting environmentally friendly and sustainable growth of the economic potential of the territory and creation of new jobs. Despite the convenient location, the former city pastures have been left empty due to high groundwater, flooding and a soil base unsuitable for convenient construction, more than half of the neighborhood has been marked as a drainable area. Due to the low, flat terrain and difficult rainwater runoff, in turn, it is necessary to perform soil backfilling and complex drainage measures.

*Figure 26 Visualization of Skanste Park vision*

Riga City Development Program for 2027 aims to create an environmental quality that has a positive effect on the health, well-being of the population and the desire to be physically, socially and economically active; To create and maintain a pleasant, diverse and climate-friendly environment in which nature-based solutions contribute to environmental quality, adaptation to and mitigation of climate change. In order to improve the city's hydrological conditions, the city is aware of the need to develop drainage basin management plans, as well as the need to inventory and redesign the drainage system in accordance with the principles of sustainable rainwater management and drainage basin management to increase Riga's readiness for heavy and long rainfall, water storage or control discharges into urban water bodies.

### *Waste & Recycling*

The city of Riga faces serious challenges in the field of waste management and recycling. There is a high need to reduce the amount of waste generated and to promote comprehensive waste sorting, re-use and recycling, and to support the introduction of waste-free technologies.

As indicated in the Riga Development Program for 2021-2027, in order to achieve the set climate goals, the municipality needs to implement comprehensive energy management, energy efficiency and emission reduction measures, ensure increasing the share of renewable energy resources in the total energy balance, support energy, climate and environmental innovations, and improve energy

awareness of the urban population and to promote a change in the lifestyle of society.

The recultivation of the Riga City Landfill, which does not comply with the requirements of regulatory enactments, was completed in 2015, in order to eliminate the degraded object in the territory of the Riga City, improving the quality of living environment. Within the framework of the project, the scattered waste was collected, transferred to a common pile and compacted; covering the waste pile with anti-filtration and fertile soil layers; groundwater treatment and landscaping, as well as post-recultivation monitoring. By moving more than 900,000 cubic meters of waste and creating a 35-meter-high mountain, the residents have acquired more than 20 hectares of well-maintained territory.

*Figure 27,28 Recultivation of Riga City Dump (Augusta Deglava Street)*

The city undertakes to ensure the development of environmentally friendly waste management in the Riga Development Program for 2021-2027, to reduce the amount of waste, as well as to significantly promote the collection of separate waste and the proportion of sorted waste, to promote the management of biodegradable waste and the implementation of the principles of the circular economy. At the same time, there is a need to improve the availability and integration of separate waste collection points in the urban environment, both in the historic center of the city and in the areas, districts of apartment buildings.

## 2.3 Sustainable Urban mobility

Sustainable urban mobility in Riga City and in Riga metropolitan area is one of the most discussed topic and it requires regular and close collaboration among the State, Region and City to transform, adapt and reorganize system and responsibilities to the system that is based on priorities set in our strategic planning documents which respond to the tendencies, principles for green mobility and everyday needs of Riga citizens and commuters.

Riga planning region has developed a Riga Metropolitan Area Mobility Spatial Vision, which includes a vision for the development of the outer and internal accessibility of the metropolitan area, and this vision is integrated in Action plan of the development of the Riga metropolitan area, which is now also included in the national transport policy guidelines.


*Figure 29 – Rail Baltica Railway - Connector of the Baltic States*[20]

[20] Riga Metropolitan Area Mobility Spatial Vision, final report

Transport development, in particular the construction of the Rail Baltica railway, is a catalyst for mobility change in the Riga metropolitan area, the Baltic States, as well as the entire Northern European corridor. New rolling stock of passenger trains, modernization of railway stations and stops, coordinated reorganization of bus routes, construction of Rail Baltica and regional transportation capabilities – all these measures will significantly improve mobility opportunities in Latvia.

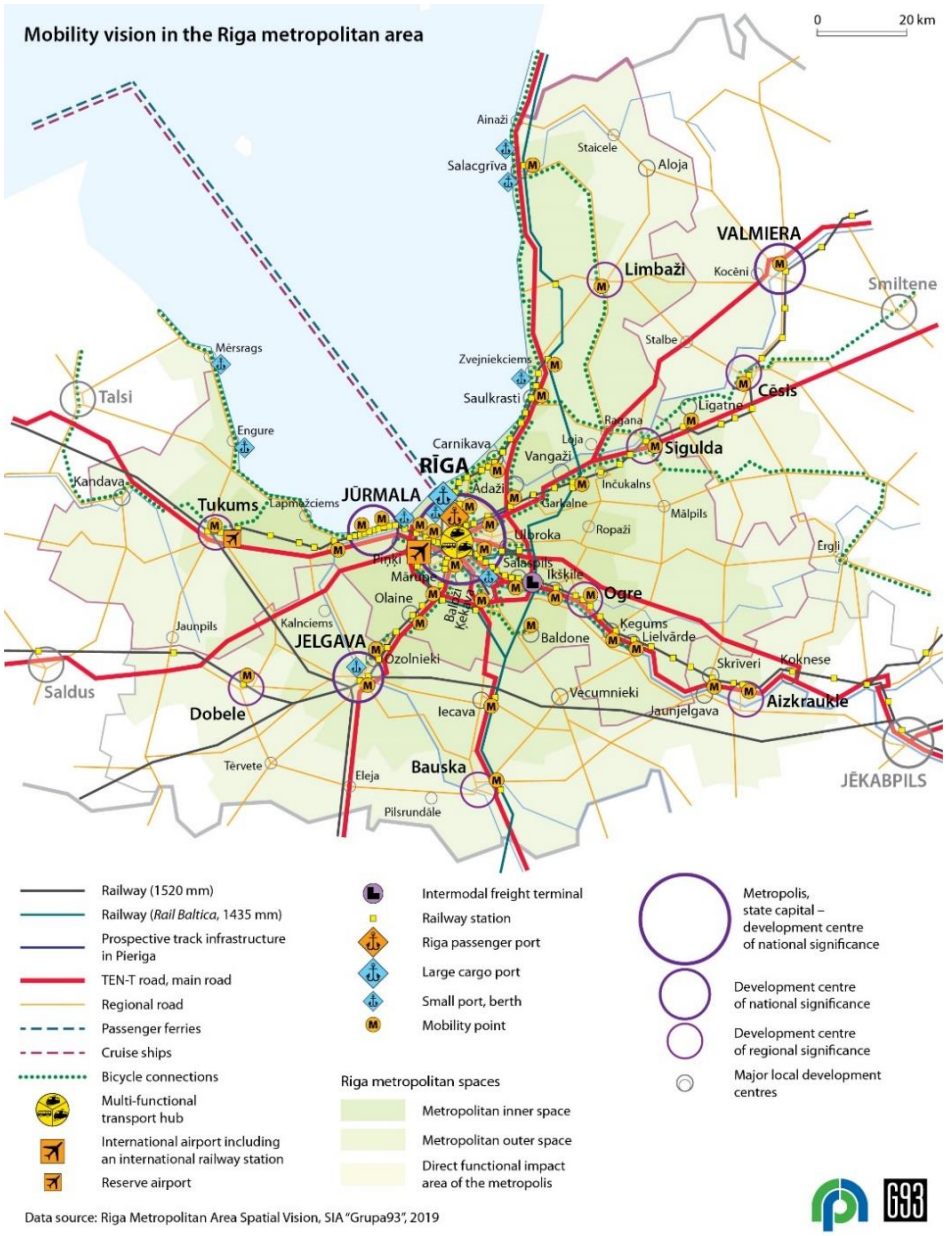


*Figure 30 – Mobility vision in the Riga metropolitan area* [21]

[21] Action plan for the development of the Riga metropolitan area, Riga Planning region, 2020

The key elements of a single vision for the development of metropolitan mobility include a common transport system with railroads as a basis, roads as a support, integrated and high-quality public transport, mobility points, cycling roads, waterways, and micro-mobility.

To facilitate the use of the train and to avoid duplication of bus and private traffic through Riga center, multi-functional mobility points at railway stations are in way to be developed. There is also need for these mobility points to be easily accessible by bus (e.g. train schedules coordinated by train movements), to park private cars and bikes, to call a taxi or a shared car and to get a various mobility services.

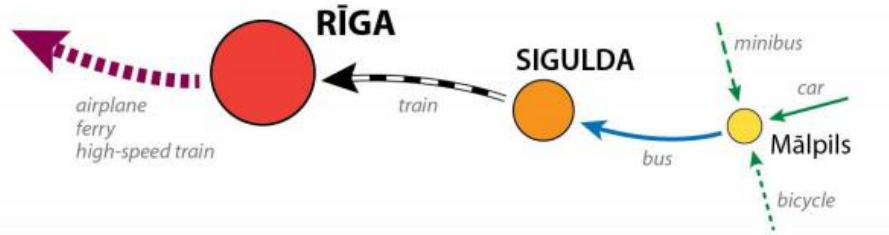


*Figure 31 – Scheme for getting passengers to the train*[22]

There are activities agreed among stakeholders to improve the mobility of the Riga metropolitan area and to intensify the use of public transport, such as establishment of a single public transport network and system in the Riga metropolitan area; Establishment of complex track hubs (mobility points), ensuring a convenient and rapid change of means of transport; Planning and integrating regional bicycle lanes and Riga/Pieriga connections into existing cycling routes; Development of transit corridors and connections to them by channeling intensive traffic flows; Development of access roads and connectivity of the Riga international airport; Development of water transport: related infrastructure (ports, berths) and inland waterways as a potential for the development of water transport and the development of waterfronts; etc.

One of the goals the Riga City will strive to achieve by 2030 is to become significantly more pedestrian-, cyclist-, and public transport friendly city. Sustainable Development Strategy of Riga until 2030 defines that perspective and guidelines of the transport infrastructure are based on a hierarchical system: pedestrian — cyclist — public transport — private transport — freight transport. In order to ensure compliance with above mentioned hierarchical system principle, a medium-term parking network should be made around the city circle, as well as short-term parking

[22] Riga Metropolitan Area Mobility Spatial Vision, final report

lots that are conveniently connected to the system of public transport should be created around the central circle of the city.

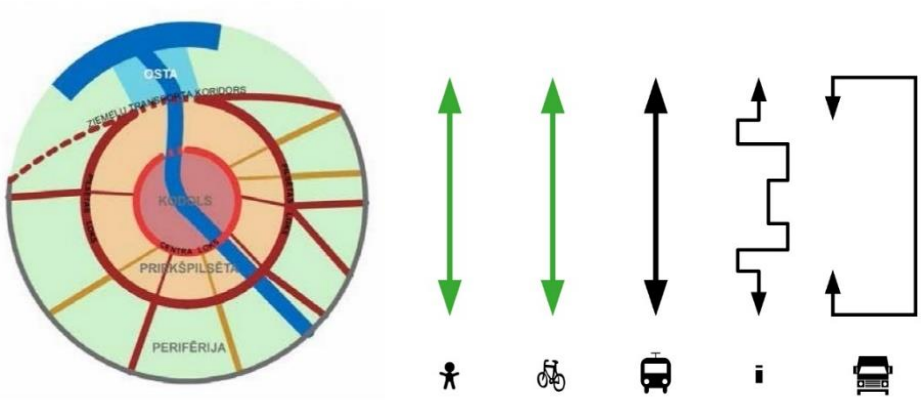


*Figure 32 – Division of the transport flow; Figure 33 – Mobility principle in the core of the city*[23]

In accordance with the goals set by the Riga City Development Program for 2027, the city is committed to develop climate- and citizen-friendly urban mobility by making a variety of modes of transport available and creating the necessary infrastructure. It is planned to increase the proportion of cyclists by at least half compared to the current proportion in the city of Riga in 2027, reduce the number of cars crossing the city border by 5%, increase the share of public transport users, as well as to reduce 20% $CO_2$ emissions caused by transport. One of the tasks of Riga City together with Riga Planning region is to promote cooperation with the municipalities of Pieriga and the state institutions responsible for transport and mobility. It is planned to promote the development of mobility hubs around railway stations and important transport corridors in Pieriga together with the development of mobility points at all levels. It is also necessary for the local government, in cooperation with the competent state institutions, to promote the integrity of the public transport system on the scale of the Riga metropolitan area. It is also important that the development and entry of Rail Baltica into the city in the coming years allows to strengthen the role of rail not only on international, but also on regional and local routes.

[23] Sustainable Development Strategy of Riga until 2030

## 2.4 Environmental management performance

### 2.4.1 Air quality / Noise reduction

Currently, two zones are designated for air quality assessment and management in Latvia - the Riga agglomeration and the rest of the territory of Latvia. Inadequate air quality is found in three cities: Riga, Liepaja and Rezekne. In addition, the limit values specified in the legal acts of the European Union in Riga City are also exceeded.

In order to reduce the negative impact of air pollution on the environment and human health, as well as related problems, an Action Plan for Reducing Emissions of Air Pollutants for 2019-2030 (hereinafter - the Plan) has been developed at the national level. Chapter 8 of the plan proposes further actions and additional measures to be taken to reduce air pollution and sets out nine directions for achieving the air pollution targets. In addition, the plan focuses on measures to improve air quality in the capital, Riga. The section defines 10 tasks, which include the development and improvement of various binding regulations, to envisage the development of the Riga City Air Quality Improvement Action Program for 2021-2025 (a draft document has been developed), as well as the establishment of a low-emission zone in the City of Riga, as well as development of cycling infrastructure and mobility points in the city and its agglomeration. The draft of the Riga City Air Quality Improvement Action Program for 2021-2025 includes detailed descriptions of the territory and situation, as well as the planned measures to improve air quality.

In the city of Riga, noise pollution is caused by all the main sources of noise in the urban environment and defined by legislation, such as road and rail transport, aircraft, as well as industrial activities. Every five years, strategic noise maps are developed and updated for the city of Riga, according to which the level of pollution caused by each noise source can be assessed, the number of inhabitants exposed to increased noise levels and the dynamics of the situation can be estimated. The mapping confirms that the level of noise pollution is a significant environmental problem in the city of Riga, which must be adequately addressed and reduced.

### 2.4.2 Climate adaptation

Trends characterizing climate change, similarly to other parts of the world, have been observed in Latvia. In 2015 and 2016, the Latvian Center for Environment, Geology and Meteorology performed an extensive analysis of climatic data, evaluating changes in meteorological parameters in the period from 1962 to 2010,

which confirms the increase in average air temperature and examines the climate change it promotes.

With the support of external experts, the draft Riga City Sustainable Energy and Climate Action Plan for 2021-2030 is being developed in Riga Municipality. The plan addresses the energy efficiency and pollution reduction aspects of heating and cooling, buildings and construction, transport and lighting.

The municipality is aware that not only public habits but also, in particular, green infrastructure, the proportion of green areas in the city, their continuity and quality play an important role in the context of adapting to climate change and promoting climate resilience. The proportion of green areas in the spatial plan in accordance with the specified permitted planned use is 23%, but the indicator does not indicate the actual proportion. In general, the areas of Riga's green areas are growing, developing and improving cultural and historical parks, squares and cemeteries. The trends of recent years are increasing the share of high-quality outdoor space in the properties of developers, legal entities and individuals.

Good environmental quality and a sustainable urban ecosystem for mitigating climate change have been identified as one of the priorities in the Riga Development Program for 2021-2027. Based on the defined priority, a number of actions will be taken to adapt to climate change and mitigate its further development.

### 2.4.3. Governance for sustainable urban development

**Smart city concept**

In 2019, the City Development Department of the Riga City Council started to update and pay attention to the concept of the smart city and related activities, additionally providing tools that would also promote the immediate achievement of the goal - the Riga City Council grant program “Atspēriens” grants of up to EUR 25 000 to entrepreneurs.

At the beginning of 2020, the Smart City Working Group was established as well, which includes municipal specialists, experts from various fields and representatives of leading companies. The aim of the working group is to ensure the internal flow of information in the municipality about the smart city technologies used in Riga, to evaluate and decide on the introduction of new technologies, as well as to create, maintain and develop cooperation between municipal specialists, its companies and higher education institutions. also attracting investors.

In May, 2021, the City Development Committee of the Riga City Council supported a draft decision on the establishment of three smart city technology testing or pilot areas in the capital. It is planned to develop such in the vicinity of VEF, in the territory of the University of Latvia building complex in Torņakalns, as well as in the vicinity of Riga Technical University in Ķīpsala. Such territories will be created by continuing the development of Riga as a smart city. They will facilitate the availability of more convenient municipal services for the population, reduce the expenditure of the population on the services provided by the municipality, help to use the potential of new technologies for economic growth and allow entrepreneurs to place their prototypes in the urban environment easier and faster.

**Neighborhood organizations**

In Riga City Council, the City Development Department developed a project for Riga neighborhoods in 2008. The aim of the project is to create preconditions for the implementation of a balanced socio-economic and spatial policy in the administrative territory of the city of Riga by determining the neighborhoods. In turn, an interactive portal has been created – Apkaimes.lv (*Neighborhoods.lv*), where useful and interesting statistical information about the city is available and also on cut of neighbourhoods, as well as information on current events in the neighbourhoods. The neighbourhood project has significantly contributed to the formation of neighbourhood identities and civic activity.

Modern and open city management has been identified as a priority of the municipality in the Riga Development Program for 2021-2027. The city aims to ensure that Riga municipality has a transparent, fair, citizen-oriented administration, provided by responsible, enterprising employees focused on continuous growth. To provide convenient, accessible services that eliminate red tape. Base municipal decisions on data and discuss with target groups. To ensure that in 2027 70% of the population is satisfied with the work of the municipality as a whole.

The municipality intends to implement many different activities, both to improve the motivation and professionalism of employees and to improve and expand public involvement and participation measures, including through the use of digital tools.

There have been 34 neighbourhoods NGO’s established out of 58 neighbourhoods in the City of Riga in total, in June 2021. A large proportion of these communities have joined the Riga Neighbourhood Alliance, which unites the city's neighbourhood associations. Neighbourhood associations are a permanent strategic partner of the municipality, a partner in planning and implementing a participatory budget, as well as direct contact for cooperation with the wider public.

## 2.6 Analysis of how the policy instrument addresses the objectives of the Action Plan for the Circular Economy

In a resource-limited world, cities must not only become more resource efficient and reduce their carbon emissions, but they also need to close the loop of urban cycles by applying innovative technologies and forms of organization, harvesting urban resources, and developing links with their surroundings and integrated urban planning (Agudelo-Vera et al., 2012).

The circular approach

Many industrial processes, in which wastes and byproducts become inputs for new processes, have already been transformed from linear systems to closed-loop systems. The same rationale can be applied at the city territory level as part of good urban management. The territory's material and energy flows can be optimized by integrating all urban activities (industry, utilities, commercial, housing, urban and peri-urban agriculture), by involving all the actors (including investors and city residents) and by working with municipalities beyond the city limits. For a firm, recycling and reusing is a way of optimizing the production process by reducing waste, costs and inputs of raw materials. As the prices of raw materials increase, reusing waste and by-products is increasingly becoming a significant commercial opportunity. Companies can either reuse or recycle their residues (steam, by-products, exhaust gases, wastewater, waste, etc.) themselves or transfer them to local authorities (EnergyCities, 2013a). The analysis of flows highlights potential synergies between different players.'

Knowing that the waste management hierarchy concerns: 1. Prevention 2. Preparing for re-use 3. Recycling 4. Other recovering (ex. Energy recovery) 5. Disposal (ex. Landfill).

According to Latvia report "Implementation of the Sustainable Development Goals" to the United Nations High Level Political Forum on Sustainable Development 2018, states that National planning documents such as Sustainable Development Strategy of Latvia until 2030 (Latvia 2030) and National Development Plan 2020 (NDP2020) do not support conceptual framework for the circular economy to be implemented.

Although sectoral planning documents, such as Environmental policy guidelines 2014-2020 brace environmental quality and sustainable use of natural resources.

For the moment, main key element to support step by step transition to sustainable production and resource consumption is by implementing Green public Procurement (GPP), which gives back-up for environmental impact reduction trough procurement processes. GPP is mandated by the NDP2020, the Green Procurement Promotion Plan 2015-2017, Public Procurement Law and Cabinet of Ministers regulation No. 353 "Requirements for green public procurement and procedures for their application" (in force since 01.07.2017).

Latvia, at this moment is assessing how to integrate the circular economy as a system in which the value of goods and materials are circulated within a production if possible, meanwhile reducing amount of waste production and use of primary resources.[24]

### 2.6.1 Regional Circular Economy strategies (if applicable)

1. Main documents on circular economy at national level:

a. NDP2020 – strategic objective "Sustainable Management of Natural and Cultural Capital" stands for sustainable use of land, forests, waters and natural resources, an increased volume of ecosystem services, the diversification of production and the raising of productivity, while developing to an equal extent both intense production and "green" production –as well as "green" consumption. It also seeks to preserve the natural capital and prevent its depletion, creating and maintaining the image of Latvia as a "green" country.

[2] Strategic objective "Energy Efficiency and Energy Production" states that energy must be used efficiently, therefore, this provides measures to improve energy efficiency, which is an important tool in promoting competitiveness. The improvement of energy efficiency is of primary importance in the manufacturing sector.

b. Public Procurement Law – determines for the contracting authority to include into procurement offer green public procurement principles and defines

[24] Latvia – Review on SDG Implementation UN 2018. See: https://www.pkc.gov.lv/lv/LV-zinojums-ANO

public authorities to integrate green public procurement as one of the tender evaluation criteria.

2. Governance and context:

Main responsible administration/s:
a. NDP2020 – The Parliament of the Republic of Latvia
b. Public Procurement Law – The Parliament of the Republic of Latvia

3. Main partners/stakeholders involved:
a. NDP2020 – State administration, local governments, businesses, non-governmental organisations and society.
b. Public Procurement Law – State administration, local governments, businesses and non-governmental organizations.

### 2.6.2 Inclusion of circular economy objectives in policy instruments

In order to measure 'improvements' in terms of circular economy policies, we should also set objectives and indicators. It might be a too wide level of analysis for EURE Project scope.

Therefore, it is proposed to start matching EURE policy instruments actions and activities included in the EC Circular Economy Action Plan with the help of the **Annex 2.** Once collected that information, we can assess if / how further analysis can be put in place.

Having in mind that the aim is:

-Seek if specific actions within the policy instruments are matching with some of the 50+ priorities of the EC Action Plan for Circular Economy.

-A second useful information to seek for is the amount of funding those specific actions received. Keep in mind that some of the priorities of the EC Action Plan are not designed for local administrations, so you might be flexible while identifying local actions fitting in those categories.

EURE
Interreg Europe

European Union
European Regional
Development Fund

# 3. Good Practices

## 3.1 In the field of urban resource-efficiency

| Examples of good practices in the valorization of urban resource-efficiency | | | | |
|---|---|---|---|---|
| **Topic /Project / Action** | **Number of partners** | **Total cost of the project (Euros)** | **Impact results[25]** | **Territory concerned** |
| **1. Skanstes neighbourhood revitalization** (2014-2020 programming period, ERDF specific objective 5.6.2. "Revitalization of areas through regeneration of degraded areas in accordance with the integrated development programmes of municipalities")<br><br>Skanstes neighborhood revitalization project (ITI) at this stage is in the progress. The overall goal of the project is to revitalize Skanstes neighborhood degraded area, promoting environmentally friendly and sustainable growth of the area's economic potential and creation of new jobs. The specific goal of the project is to build new streets with engineering communications under them, creating a well-connected neighborhood with other parts of the city with a regional / national sports, entertainment, conference and cultural event center, complemented by balanced business buildings with high-quality offices and high-quality jobs, maintaining a pleasant, diverse and balanced environment. | N/A | 19 930 606 | The following Project results are planned:<br><br>1) The internal street network between Skanstes Street and Ganibu Dam with a total length of 1,951 km will be built and reconstructed, a network of utilities will be established and the territory improved, as well as a rainwater collection and drainage system will be built to receive rainwater from the new J.Krūmiņa, J.Daliņa, J.Dikmaņa streets and Lapeņu streets, as well as from the newly built A.Laimes, O.Stroka, M.Tāla, G.Kluča and J.Hirša streets of merchants, and the adjacent squares and parking lots in the vicinity of Skanstes.<br><br>2) At least 130 new jobs created;<br><br>3) brownfields of at least 19 ha revitalized;<br><br>4) private investments, at least EUR 10,261,699.00 attracted. It should be noted that the result indicator - attracted private investments have already been reached (in 2016 and 2017, investments in the amount of EUR 10,261,699.00 were made in the assisted area). | Riga City, Skanstes neighbourhood |

[25] Impact results = Results expected and those really verified at the end.

| | | | | |
|---|---|---|---|---|
| **2. Revitalization of the degraded territory between Maskavas, Krasta and Turgeņeva streets** (2007-2013 programming period, ERDF activity 3.6.1.2. "Sustainable development of the city of Rīga")<br><br>The aim of the project "Revitalization of the degraded territory between Maskavas, Krasta and Turgeņeva streets" was to turn the street block into a publicly accessible, cultural, and educational quarter, of interest to both locals and tourists. The territory is attractive for both locals and tourists as the warehouse block located in the historical centre, which is included on the Unesco World Cultural Heritage list. This project triggered the local government and businesses wish to promote the revitalization of the surrounding areas, i.e. Riga Central market, and its surrounding area as a modern public space. | N/A | 7 705 115.51 | 3 buildings and 43 used garages were demolished, 6.5 kilometres of power cables and more than a kilometre of water piping were replaced, 94 lampposts and 75 benches were installed, and a children's playground was built. | Central area of the Riga City, part of the UNESCO world heritage centre protection territory |
| **3. Development of Deglava Street's landfill re-cultivation** (2007-2013 programming period, Cohesion fund sub-activity 3.5.1.2.1 "Remediation of with legislation non-complying dumpsites")<br><br>Re-cultivation of the landfill began in October 2014. The territory was cleared of trees and bushes to carry waste from the territory more easily. This waste was compressed and made into the 36-m-tall mountain. Due to re-cultivation local neighborhood is being actively developed, i.e. new multifunctional | N/A | 8452874.48 | More than 800,000 m3 of waste was transported from the landfill. | Riga City, Pļavnieki neighborhood |

| | | | | |
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| sports complex and three children's playgrounds have been built. | | | | |
| **4. VEF Cultural Palace reconstruction** (2014-2020 programming period, ERDF specific objective 5.6.2. "Revitalization of areas through regeneration of degraded areas in accordance with the integrated development programmes of municipalities")<br><br>The aim of the project was to reconstruct the VEF Culture Palace, an architectural monument and cultural center of national significance, in order to ensure the availability of high-quality cultural infrastructure for the residents of Riga and its surrounding areas and to promote the involvement of residents in cultural activities, attract private investment and increase business activity.<br><br>The development of the project and the surrounding city area was essential, considering that several Latvian technology companies together with real estate developers and cultural center have joined forces to create an innovative environment in the vicinity of VEF - a place to work, live, relax and create, people who are fascinated by possibilities of technologies and innovations. This territory is planned as a model of Latvia's smart country, where the involved partners will form and in the urban environment try the latest digital technologies while giving the name of Latvia in the world, for example, introducing machining solutions and 5G capabilities for improving the urban environment. | N/A | 5 258 534.4 | 1) Reconstructed and restored VEF Cultural Palace (including improved energy efficiency, renovating the heating system, and changing the ventilation system) of the existing building and surrounding area.<br><br>2) VEF Culture Palace renovation project is included as a successful example in the EU Cities Forum 2020 in Porto. | Riga City, VEF/Teika neighborhood |

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| **5. Complex energy efficiency measures for reduction of greenhouse gas emissions in Riga City Municipality`s pre-school educational institutions (32 projects)** (2014-2020 programming period, ERDF specific objective 4.2.2. "To promote increase in energy efficiency in municipal buildings in accordance with the integrated development programmes of municipalities")<br><br>The aim of the project is to reduce greenhouse gas, increase the energy efficiency, and reduce the primary energy consumption of 32 Riga City Municipality pre-school educational institutions. Within the framework of the project, the external enclosing structures of the buildings were insulated. Thus, the expenses of the Riga City Municipality for the heat supply of this objects are decreasing. As a result of the project implementation, the visual appearance of the buildings are also improved providing a comfortable environment for the kindergarteners and staff of the Riga pre-school educational institutions and creating an aesthetically attractive urban environment for the residents of the neighborhood. | N/A | 8 518 775.36 | Energy efficiency increased in 32 Riga City Municipality pre-school educational institutions (Reduction of annual primary energy consumption, (kWh/year), Greenhouse gas reduction:(t CO2/year) | Riga City |

## 3.2 In the field of <u>environmental management performance</u>

| Examples of good practices in the valorization of environmental management performance | | | | |
|---|---|---|---|---|
| **Topic / Project / Action** | **Number of partners** | **Total cost of the project (€)** | **Impact results[26]** | **Territory concerned** |
| **1. Integrated Stormwater management (iWater)** (2014-2020 programming period, Interreg Central Baltic programme)<br><br>Integrated Stormwater Management (iWater) project improves the urban planning in the cities of the Baltic Sea region through development of comprehensive stormwater management system which is integrated into the urban development processes of the city at all levels. The iWater project implemented by City of Riga as the Lead Partner has an EU Strategy for the Baltic Sea Region Flagship status for Horizontal Action Climate. | 9 | 2 351 259.93 | 1) Designed stormwater planning tools and approaches;<br><br>2) Developed Integrated Stormwater Management concept that supports sustainable urban planning and create higher quality and more resilient urban environments in the Baltic Sea region. | Riga and partner cities and municipalities – Jelgava, Tartu, Turku, Söderhamn, Gävle, Helsinki |
| **2. Infrastructure construction and reconstruction to reduce anthropogenic load in the nature park "Piejūra" (Natura 2000 site)** (2014-2020 programming period, specific objective 5.4.1. "To preserve and restore biodiversity and to protect ecosystems")<br><br>The aim of the project was to reduce the anthropogenic load on the protected habitats of the European Union in the territory of the nature park "Piejūra" (Natura 2000 site), ensuring the preservation of biological diversity for future generations, at the same time creating high-quality tourism and nature research infrastructure. The implementation of the project is | N/A | 923 787,86 | 1) 48 Parking lot for cars, 8 bicycle sheds;<br><br>2) 3 public toilets (one adapted for people with disabilities);<br><br>3) 6 new footbridges;<br><br>4) Health trail with outdoor exercises and other elements;<br><br>5) Wooden recreation platform on the beach with various exercise / recreation elements and outdoor exercise equipment;<br><br>6) Wooden support wall in Daugavgrīvas beach; | Nature park "Piejūra" |

[26] Impact results = Results expected and those really verified at the end.

| | | | | |
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| complementary to the investment within project "LIFE CoHaBit - Coastal Habitat Conservation in Nature Park 'Piejura'". | | | 7) 29 wooden benches, 20 rubbish bins, 12 barriers, 43 signs;<br>8) 7 information stands, where visitors can get the information about available facilities, park residents and existing plants in the park area. | |
| **3. LIFE CoHaBit - Coastal Habitat Conservation in Nature Park 'Piejura'** (2014-2020 programming period, LIFE programme)<br><br>The overall objectives of LIFE CoHaBit Project are to mitigate heavy anthropogenic pressures and to restore vulnerable coastal habitats of Piejūra Nature Park, Natura 2000 network site. Conservation and restoration actions will be implemented, and sustainable management introduced for 13 coastal . The implementation of the project is complementary to the investment within project "Infrastructure construction and reconstruction to reduce anthropogenic load in the nature park "Piejūra" (Natura 2000 site)'". | 4 | 970 067,00 | 1) Developed Nature Management Plan;<br>2) Evaluating practices and delivered multiple benefits by habitats conservation measures;<br>3) Elaboration of Initial EIA and detail designs for certaim nabitats conservation measures;<br>4) Protecting the coastal dunes against erosion in Mangali;<br>5) Monitoring of project's actions impact on the conservation status and the ecosystem functions; 6) Monitoring of project's socio-economic impact on the local economy and population. | Nature park "Piejūra" |

## 3.3 In the field of green growth and eco-innovation

| Examples of good practices in the valorization of green growth and eco-innovation | | | | |
|---|---|---|---|---|
| **Topic / Project / Action** | **Number of partners** | **Total cost of the project (€)** | **Impact results[27]** | **Territory concerned** |
| **1. Heat source at 31A Miera Street, Salaspils, transition to the use of renewable energy resources** (2014-2020 programming period, specific objective 4.3.1. "To promote energy efficiency and use of local RES in district heat supply")<br>The aim of the project is to improve the efficiency of the Salaspils district heating system by ensuring the transition from purchased heat and heat produced with fossil energy resources to a heat source that uses renewable energy resources for heat production. The project envisages both a significant reduction in the amount of heat energy, how fossil energy resources are used for production, a significant reduction in self-produced heat energy with natural gas, and the cessation of purchased heat energy, which is still produced with natural gas.<br>In September 2019, the first large-scale solar collector field in the Baltics and Eastern Europe was officially opened. Ltd. "Salaspils siltums" is the first company in Latvia who have created a district heating system that uses solar energy. | N/A | 8 621 655,21 | 1) Increase the use of renewable energy in district heating (1,720 solar collectors with an area of 6.5 ha were installed);<br>2) Produced 12,000 MWh of heat per year ( 20% of the total amount of heat transferred by the company);<br>3) With the establishment of such a system, it is forecasted that heat tariffs for the residents of Salaspils region will decrease by at least 5% (starting from the 2020). | Municipality of Salaspils |

[27] Impact results = Results expected and those really verified at the end.

## 3.4 In the field of circular economy

| Examples of good practices in the valorization of circular economy | | | | |
|---|---|---|---|---|
| **Topic / Project / Action** | **Number of partners** | **Total cost of the project (€)** | **Impact results[28]** | **Territory concerned** |
| **1. Establishment of a biodegradable waste processing plant at the Getliņi landfill** (2014-2020 programming period, specific objective 5.2.1. "To increase the amount of use, recycling and recovery of various sorts of waste")<br><br>The aim of the project is to develop biodegradable waste to promote the reuse of waste in the Pieriga waste management region. The implementation of the goal will ensure the fulfillment of the requirements of binding regulatory enactments in the field of waste management, reduce the amount of landfilled waste, increase the share of waste recycling, as well as ensure the return of waste resources to the economy. | N/A | 48 291 342,00 | Biodegradable waste processing facilities with a processing capacity of 100,000 t / year will be established in the landfill "Getliņi" and additional equipment necessary for the operation of the equipment will be purchased. | Pieriga region |

[28] Impact results = Results expected and those really verified at the end.

## 3.5 In the field of <u>management of the Policy Instrument</u>

| Examples of good practices in the valorization of management of policy instrument | | | | |
|---|---|---|---|---|
| **Topic / Project / Action** | **Number of partners** | **Total cost of the project (€)** | **Impact results[29]** | **Territory concerned** |
| **1. Integrated Planning and Partnership Model for Brownfield Development (Baltic Urban Lab)** (2014-2020 programming period, Interreg Central Baltic programme)<br><br>The Baltic Urban Lab project improves urban planning by developing and testing new integrated planning and Public-Private-People partnership models for the regeneration of four brownfield sites in Norrköping, Tallinn, Turku, and Riga. The project identifies and promotes already existing good practices on brownfield regeneration and facilitates learning and exchange of experiences between planners and experts in the Central Baltic region. Results are actively integrated into the development process of other projects. | N/A | 2 200 177,75 | 1) Implemented Local City Pilots;<br><br>2) Developed Integrated Plan and Development Strategies for the selected brownfield sites;<br><br>3) Implemented Public-Private-People partnership models in the planning of Pilot sites;<br><br>4) Analysed planning systems and principal legislation and policies related to brownfield redevelopment in Sweden, Finland, Estonia and Latvia;<br><br>5) Tested and developed traditional and novel participatory methods utilizing advanced digital technologies (Mobile apps, 3D visualization tool etc.);<br><br>6) Identified and promoted good practices and knowledge on brownfield regeneration and co-creative urban planning approaches;<br><br>7) Developed Guide: Towards integrated and partnership-based planning of brownfield areas (e-book) as a step-by-step tool for Central Baltic cities. | Riga and partner cities -Norrköping, Tallinn, Turku |

[29] Impact results = Results expected and those really verified at the end.

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| **2. Sustainable urban mobility and commuting in Baltic cities (SUMBA)** (2014-2020 programming period, Interreg Baltic Sea Region programme)<br><br>Within SUMBA project the innovative tools that help urban and transport planners to assess, plan, and integrate intermodal mobility solutions into transport plans and policies of their cities and municipalities are being developed and tested in pilot regions of Hamburg (Germany); Tallinn city and Harju county (Estonia); Tartu (Estonia); Riga (Latvia); Växjö (Sweden); Šiauliai (Lithuania); Olsztyn (Poland); Associated cities Gdynia, Warsaw suburban region, Słupsk municipality (Poland), and Helsinki (Finland). | 12 | 3 325 000,00 | Planned results of the project:<br>1) Guidelines for data collection and traffic flow modeling;<br>2) Common benchmarking scheme/ evaluation tool;<br>3) common methodology and templates for the preparation of a draft mobility master plan in each partner city;<br>4) Policies implemented in all partner cities and reports on the results developed. | Riga and partner cities and municipalities - Hamburg, Tallinn, Harju, Tartu, Växjö, Šiauliai, Olsztyn, Gdynia, Warsaw, Słupsk, Helsinki |
| **3. The role and future perspectives of Cohesion Policy in the planning of Metropolitan Areas and Cities (ESPON METRO)**<br>(2014-2020 programming period, ESPON programme)<br><br>ESPON METRO aims at providing evidence on how Metropolitan Areas can contribute to achieve specific objectives of Cohesion Policy through their policies, giving advice on how Cohesion Policy should take them into account. ESPON METRO Targeted Analysis will support stakeholders to link their strategic and thematic planning process to Cohesion Policy, including | 9 | 240 000,00 | Using qualitative and quantitative research methods, a comparative study will be carried out, analyzing the experience of project partners' metropolitan territories and cities in implementing the principles and instruments of integrated territorial development within the framework of Cohesion Policy in the European Union 2014-2020 programming period. | Riga and partner metropolitan areas and cities – Turin, Barcelona, Lisbon, Brno, Gdańsk-Gdynia-Sopot, Florence, Lyon, Brussels |

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| implementation, roadmaps, and evaluation of results by providing a realistic list of recommendations and support mechanisms in each stakeholder territory. The main expected outcome will be a realistic list of evidence-based policy recommendations on how to achieve socio-economic and integrated territorial development objectives in Metropolitan Areas and Cities of each stakeholder actors involved in METRO, highlighting their connection with Cohesion Policy. | | | | |

## 4. Other relevant information

Links to the development planning documents:

**Sustainable Development Strategy of SAEIMA OF THE REPUBLIC OF LATVIA Latvia until 2030;** *https://www.pkc.gov.lv/sites/default/files/inline-files/LIAS_2030_en_1.pdf* Accessed: 25.02.2021

**National Development Plan of Latvia for 2021-2027;** *https://www.pkc.gov.lv/sites/default/files/inline-files/NAP2027__ENG_2.pdf* Accessed: 7.03.2021

**Riga Planning region Sustainable Development Strategy 2030 (Summary);** *http://rpr.gov.lv/wp-content/uploads/2019/01/RPR-Strategy-2030_edit.pdf* Accessed: 14.05.2021

**Action plan for the development of the Riga Metropolitan area** (English version); *http://rpr.gov.lv/wp-content/uploads/2021/01/Action-Plan-for-the-Development-of-the-RMA_Web-1.pdf* Accessed: 19.04.2021

**Sustainable Development Strategy of Riga until 2030 and Development Program of Riga for 2014-2020 (summary);** *https://www.rdpad.lv/wp-content/uploads/2014/11/ENG_STRATEGIJA.pdf* Accessed: 14.05.2021