

Directive 2010/40/EU Progress Report 2020 *Latvia*

23.11.2020.

1 Introduction

1.1 General overview of the national activities and projects

As mentioned in Latvia's previous reports, the main priority in the road sector in Latvia is the reconstruction and upgrading of its worn road network. But taking in account the absence of NAPs and Latvia's desire to start deploying ITS applications and services, currently major focus is on the deployment of the NAP.

1.2 General progress since 2017

At the moment there is very active work ongoing for the deployment of NAP within one project for the following Delegated Regulations:

1. Commission Delegated Regulation (EU) 2017/1926 of 31 May 2017 supplementing Directive 2010/40/EU of the European Parliament and of the Council with regard to the provision of EU-wide multimodal travel information services (hereafter – Delegated Regulation No 2017/1926);
2. Commission Delegated Regulation (EU) 2015/962 of 18 December 2014 with regard to the provision of EU-wide real-time traffic information services (hereafter – Delegated Regulation No 2015/962);
3. Commission Delegated Regulation (EU) No 886/2013 of 15 May 2013 with regard to data and procedures for the provision, where possible, of road safety-related minimum universal traffic information free of charge to users (hereafter – Delegated Regulation No 886/2014);
4. Commission Delegated Regulation (EU) No 885/2013 of 15 May 2013 supplementing ITS Directive 2010/40/EU of the European Parliament and of the Council with regard to the provision of information services for safe and secure parking places for trucks and commercial vehicles (hereafter – Delegated Regulation No 885/2013).

The funding necessary for the deployment of NAP is allocated by amendment to the Operational programme "Growth and Employment" approved by the European Commission on April 28, 2020.

On June 30th of 2020 the government of Latvia has approved the conceptual report "About deployment of Intelligent Transport Systems in the field of road transport in Latvia and for interfaces with other modes of transport" from which several followings have been approved for action.

At the moment Latvia is working on the needed amendments of legislation for a successful implementation of the NAP and on the project application for the EU funding for NAP implementation. As of today, the plan is that NAP deployment will start on 2021 and it will become operational in late 2023.

1.3 Contact information

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2 Projects, activities and initiatives

2.1 Priority area I. *Optimal use of road, traffic and travel data*

2.1.1 Description of the national activities and projects

Description of the relevant initiatives, their objective, timescale, milestones, resources, lead stakeholder(s) and status:

No relevant initiatives are currently being taken in this area.

2.1.2 Progress since 2017

Description of the progress in the area since 2017:

N/A

2.1.3 Delegated Regulation (EU) 2017/1926 on the provision of EU-wide multimodal travel information services (priority action a)

Measures undertaken, if any, to set up a national access point and on the modalities of its functioning: (including information on the weblink to the NAP and discovery services available to users)

Latvia does not provide multimodal travel information services, therefore NAP has not yet been implemented in Latvia, it will be implemented for four Delegated Regulations (No 2017/1926, No 2015/962, No 886/2013, No 885/2013) within one project (see p.1.2.).

Information on the progress made since 1 December 2019:

NAP has not yet been implemented in Latvia, it will be implemented for four Delegated Regulations (No 2017/1926, No 2015/962, No 886/2013, No 885/2013) within one project. Progress made in NAP deployment see p.1.2.

Additional information (e.g. which data types are being provided? Have metadata catalogues been implemented? Are quality requirements being checked?):

N/A

2.1.4 Reporting obligation under Delegated Regulation (EU) 2015/962 on the provision of EU-wide real-time traffic information services (priority action b)

(see guidance provided in Member States experts follow up meetings)

Measures undertaken, if any, to set up a national access point and on the modalities of its functioning:

NAP has not yet been implemented in Latvia (see p.1.2.).

Where relevant, the list of motorways not included in the comprehensive trans-European road network and identified priority zones:

Data expected to be available not only about comprehensive trans-European road network, but also about main roads and regional roads.

Additional information (e.g. which data types are being provided? Have metadata catalogues been implemented? Are quality requirements being checked?):

N/A

2.1.5 Reporting obligation under Delegated Regulation (EU) No 886/2013 on data and procedures for the provision, where possible, of road safety-related minimum universal traffic information free of charge to users (priority action c)

(see guidance provided in Member States experts follow up meetings)

Progress made in implementing the information service, including the criteria used to define its level of quality and the means used to monitor its quality:

Taking in account that Latvia currently does not have data categories in machine-readable format referred in Article 3 of Delegated Regulation No 886/2013, Latvia have not deployed ITS applications or services, including road safety-related minimum universal traffic information services.

Results of the assessment of compliance with the requirements set out in Articles 3 to 8 of Delegated Regulation (EU) No 886/2013:

There is currently nothing to assess in the absence of data categories.

Where relevant, a description of changes to the national access point:

NAP has not yet been implemented in Latvia, it will be implemented for four Delegated Regulations (No 2017/1926, No 2015/962, No 886/2013, No 885/2013) within one project (see p.1.2.).

Additional information (e.g. sources of data used for the provision of safety related traffic information):

N/A

2.2 Priority area II. *Continuity of traffic and freight management ITS services*

2.2.1 Description of the national activities and projects

Description of the relevant initiatives, their objective, timescale, milestones, resources, lead stakeholder(s) and status:

No relevant initiatives are currently being taken in this area.

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2.2.2 Progress since 2017

Description of the progress in the area since 2017:

N/A

2.3 Priority area III. *ITS road safety and security applications*

2.3.1 Description of the national activities and projects

Description of the relevant initiatives, their objective, timescale, milestones, resources, lead stakeholder(s) and status:

No relevant initiatives are currently being taken in this area.

2.3.2 Progress since 2017

Description of the progress in the area since 2017:

N/A

2.3.3 112 eCall (priority action d)

Information on any changes regarding the national eCall PSAPs Infrastructure and the authorities that are competent for assessing the conformity of the operations of the eCall PSAPs:

There are no changes regarding the national eCall PSAPs Infrastructure and the competent authorities in relation to the information provided in report of 2017, which was submitted to the European Commission by the Permanent Representation of the Republic of Latvia to the European Union on 12 December, 2017 letter No.EU-32760.

Currently, the numbering of the global numbering range assigned to eCall (+883 130 xxx xxx xxx, +882 39x xxx xxx xxx, +882 37x xxx xxx xxx) has been performed routing to the corresponding eCall processing PSAP, as well as the testing of the “callback” function. Callback connection cost tariffs have been clarified, which in Latvia is 0.0847EUR per call minute.

Currently, the eCall infrastructure in Latvia is operating stably and no problems have been observed in eCall processing. eCall infrastructure certification has not been performed, as the European Regional Development Fund project “Single Contact Center Platform for Operational Services Support and Public Service Delivery” is currently being implemented in Latvia, within which it is planned to integrate eCall solution into 112 call processing platform and then decide on eCall infrastructure certification.

Additional information:

N/A

2.3.4 Reporting obligation under Delegated Regulation (EU) No 885/2013 on the provision of information services for safe and secure parking places for trucks and commercial vehicles (priority action e)

Number of different parking places and parking spaces on their territory:

There are total 345 parking places by state motor roads publicly available to all road users, of which 175 parking places manages valsts akciju sabiedrība "Latvijas Valsts ceļi" [State joint stock company Latvian State Roads], 17 parking places manages local governments and 153 parking places manages entrepreneurs.

Percentage of parking places registered in the information service:

0%

Percentage of parking places providing dynamic information on the availability of parking spaces and the priority zones:

0%

Additional information: (e.g. has a national access point been set up to provide truck parking data? Does it include dynamic data? What is the source of data (public / private)? Is data published on the European Access Point for Truck Parking hosted by DG MOVE? If not, is there any intention to do it in the future?)

Taking in account that Latvia currently does not have data categories in machine-readable format referred in Article 4 of Delegated Regulation No 885/2013, Latvia have not deployed ITS applications or services, including does not provide information services for safe and secure parking places for trucks and commercial vehicle. NAP will be implemented for four Delegated Regulations (No 2017/1926, No 2015/962, No 886/2013, No 885/2013) within one project (see p.1.2.).

2.4 Priority area IV. Linking the vehicle with the transport infrastructure

2.4.1 Description of the national activities and projects

Description of the relevant initiatives, their objective, timescale, milestones, resources, lead stakeholder(s) and status: in particular, provide information on the C-ITS deployment initiatives and their technical specifications.

On 28 September 2018, a memorandum of understanding and intentions was signed between the Baltic countries (Latvia, Estonia and Lithuania) regarding the development of Via Baltica digital corridor for the purpose of connected and automated driving and development of 5G technologies. Parties agree to seek for gradual deployment of the 4G+, 4G ++ and finally 5G network along the VIA Baltica (E67) Tallin (EE) – Riga (LV) – Kaunas (LT) – Lithuanian/Polish border to improve interoperable driving for autonomous vehicles. All parties agree to aim at reaching this objective as soon as possible taking into account the multiannual financial framework from 2021 to 2027.

On 14 September 2020, a memorandum of intent was signed between Latvia, Poland, Estonia and Lithuania regarding the cooperation in developing 5G connectivity and connected automated mobility in the North Sea-Baltic corridor, in which countries agreed:

- to welcome the activity of the intergovernmental Task Force, launched by the three ministries on 7 th March 2019 in Riga, with confirmed determination and task to engage in a structured dialogue making continuous and timely progress towards achieving the goal of deploying 5G/ (CAM) in the North Sea–Baltic corridor capitalizing on the European Union’s Multiannual Financial Framework 2021-2027,
- to endorse the Roadmap of Via Baltica 5G/ Cross-border corridors for Connected and Automated Mobility (CAM), agreed upon by the intergovernmental Task Force on 28 November 2019;
- to support further development of Via Baltica 5G/Cross-border corridors for Connected and Automated Mobility (CAM) Roadmap by the intergovernmental Task Force seeking a consent between the Baltic States and Poland on a time framework for the specific commitments and efforts as foreseen in this document.

2.4.2 Progress since 2017

Description of the progress in the area since 2017:

There were no other initiatives in the field of C-ITS before memorandum of understanding and intentions of 28 September of 2018.

2.5 Other initiatives / highlights

2.5.1 Description of other national initiatives / highlights and projects not covered in priority areas 1-4:

Description of the relevant initiatives, their objective, timescale, milestones, resources, lead stakeholder(s) and status:

From 2020 to 2022, a joint Latvian/Estonian Smart corridor Tallinn-Tartu-Luhamaa-Riga E263/E77 project, is being implemented under the “Interreg Central Baltic 2014-2020” programme. Project will implement smart dynamic traffic management solutions to increase traffic safety and save travel time in E263/E77 in close cooperation between Estonian and Latvian national road operators sharing knowledge and developing new joint approaches. Cooperation with national traffic management centres will enable pro-active cross-border traffic management. In Latvia on E77 (A2) Riga-Pihkva 2+2 motor road section from state motor road A4 junction to state motor road A3 junction (30 km section) will be equipped with dynamic speed management (up to 110 km/h). E77 section between state motor road A3 junction to EE border will be equipped with warning VMS signs to assure in-site critical road information.

Total budget of the project is 2 597 242,75 €. Estonian Road Administration is acting as lead partner with the budget of 1 338 242,75 € and Ministry of Transport of the Republic Latvia/ State joint stock company Latvian State Roads as partner with the budget of 1 259 000,00 €.

2.5.2 Progress since 2017

Description of the progress in the area since 2017:

In 2018, the stationary camera installation project, which was started in 2016, was completed. Within the framework of this project, 100 stationary photo radars were installed.

In 2019, a joint Latvian/Estonian “Smart E67” project (which started in 2015) under the EU co-funded “Interreg Central Baltic 2014-2020” programme was completed. Project involved installation of roadside ITS equipment along the E67 transport corridor and upgrading of the traffic information

centre run by State joint stock company Latvian State Roads with a view to reducing journey time along the route. As part of this project, and for the first time in the region, technologies such as variable-message signs and multifunctional live video surveillance were deployed.

3 Key Performance Indicators (KPIs)

Note: The EC document on "ITS KPIs for the EU" is to be used for comprehensive definitions of the KPIs and further guidance. The EU EIP Activity 5 report on "ITS Deployment and Benefit KPIs definitions" is a complementary document providing in particular estimation methods.

KPI will be reported separately by type of road network / priority zone / transport network and nodes (when appropriate).

3.1 Deployment KPIs

3.1.1 Information gathering infrastructures / equipment (road KPI)

Figures to be provided by type of network / zone.

Figures to distinguish fixed and mobile equipment.

KPI to be calculated by type of network / zone (when relevant).

- Length of road network type / road sections (in km) equipped with information gathering infrastructures & Total length of this same road network type (in km):
850km of TEN-T network
- KPI = (kilometres of road network type equipped with information gathering infrastructures / total kilometres of same road network type) x 100
KPI = 50%

3.1.2 Incident detection (road KPI)

Figures to be provided by type of network / zone.

KPI to be calculated by type of network / zone (when relevant).

- Length of road network type / road sections (in km) equipped with ITS to detect incident & Total length of this same road network type (in km):
30km of TEN-T network
- KPI = (kilometres of road network type equipped with ITS to detect incident / total kilometres of same road network type) x 100
KPI=2%

3.1.3 Traffic management and traffic control measures (road KPI)

Figures to be provided by type of network / zone.

KPI to be calculated by type of network / zone (when relevant).

- Length of road network type / road sections (in km) covered by traffic management and traffic control measures & Total length of this same road network type (in km):
50km of TEN-T network
- KPI = (kilometres of road network type covered by traffic management and traffic control measures / total kilometres of same road network type) x 100
KPI=3%

3.1.4 Cooperative-ITS services and applications (road KPI)

Figures to be provided by type of network / zone.

KPI to be calculated by type of network / zone (when relevant).

- Length of road network type / road sections (in km) covered by C-ITS services or applications & Total length of this same road network type (in km):
0km
- KPI = (kilometres of road network type covered by C-ITS services or applications / total kilometres of same road network type) x 100
KPI=0%

3.1.5 Real-time traffic information (road KPI)

Figures to be provided by type of network / zone / node.

KPI to be calculated by type of network / zone / node (when relevant), and if relevant indicate the proportion of services accessible to passengers with reduced mobility, orientation and/or communication.

- Length of road network type / road sections (in km) with provision of real-time traffic information services & Total length of this same road network type (in km):
0 km
- KPI = (kilometres of road network type with provision of real-time traffic information services / total kilometres of same road network type) x 100
KPI=0%

3.1.6 Dynamic travel information (multimodal KPI)

Figures to be provided by type of network / zone / node.

KPI to be calculated by type of network / zone / node (when relevant), and if relevant indicate the proportion of services accessible to passengers with reduced mobility, orientation and/or communication.

- Length of transport network type (in km) with provision of dynamic travel information services & Total length of this same transport network type (in km):
0 km
- Number of transport nodes (e.g. rail or bus stations) covered by dynamic travel information services & Total number of the same transport nodes:

0

- $KPI = (\text{kilometres of transport network type with provision of dynamic travel information services} / \text{total kilometres of same transport network type}) \times 100$
KPI = 0 %
- $KPI = (\text{number of transport nodes with provision of dynamic travel information services} / \text{total number of same transport nodes}) \times 100$
KPI=0 %

3.1.7 Freight information (multimodal if possible or road KPI)

Figures to be provided by type of network / zone / node.

KPI to be calculated by type of network / zone / node (when relevant), and if relevant indicate the proportion of services accessible to passengers with reduced mobility, orientation and/or communication.

- Length of road network type / road sections (in km) with provision of freight information services & Total length of this same road network type (in km):
0 km
- Number of freight nodes (e.g. ports, logistics platforms) covered by freight information services & Total number of the same freight nodes:
0
- $KPI = (\text{kilometres of road network type with provision of freight information services} / \text{total kilometres of same road network type}) \times 100$
KPI=0%
- $KPI = (\text{number of freight nodes with provision of freight information services} / \text{total number of same freight nodes}) \times 100$
KPI=0%

3.1.8 112 eCalls (road KPI)

N.a. – will be provided through the COCOM 112 questionnaire

3.2 Benefits KPIs

3.2.1 Change in travel time (road KPI)

Figures to be provided also include vehicle.km for the route / area considered

$KPI = ((\text{travel time before ITS implementation or improvement} - \text{travel time after ITS implementation or improvement}) / \text{travel time before ITS implementation or improvement}) \times 100$

KPI=0,747% of Smart E67 project

3.2.2 Change in road accident resulting in death or injuries numbers (road KPI)

Results shall be provided / aggregated at national level to be representative enough. If possible, distinction can be made between accidents resulting in deaths, serious injuries or slight injuries.

Figures to be provided also include vehicle.km for the route / area considered.

- ITS implementation and improvements carried out on a very small part of the road network, therefore it is not possible to evaluate its influence on road accidents. Number of road accident resulting in death or injuries before ITS implementation or improvement:
N/A
- Number of road accident resulting in death or injuries after ITS implementation or improvement:
N/A

3.2.3 Change in traffic-CO2 emissions (road KPI)

Routes / areas where ITS has been implemented or improved should be specified. Length along / area within which the change in CO2 emissions is calculated should be long / wide enough to be representative.

KPI = ((traffic CO2 emissions before ITS implementation or improvement – traffic CO2 emissions after implementation or improvement) / traffic CO2 emissions before ITS implementation or improvement) x 100

KPI= 2,5% of Smart E67 project

3.3 Financial KPIs

ITS includes any types of systems and services altogether.

Annual investment in road ITS (as a % of total transport infrastructure investments):

1,9% (2,35 mil. EURO)

Annual operating & maintenance costs of road ITS (in euros per kilometre of network covered):

780Eur/km