



- Development of united system to share and manage ITS related data.

On 1<sup>st</sup> of July, 2014, a road user charge was introduced in the territory of the Republic of Latvia. Carriers may pay the charge online by a payment card at the website <http://lvvignette.eu>, which provides detailed information on the charge rates, sections of main roads, regulations and payments options.

The Road Traffic Safety Directorate (CSDD) ensures that information from the website concerning the effectuated payments of the charge is added to the Register of Vehicles and Drivers in online mode. Proof of the payment of the charge is the entry in the Register of Vehicles and Drivers. Thus, there is no obligation for drivers to carry with them a proof of payment (e.g. in case of police inspection).

By now the first part of procurement of speed cameras is concluded. The procurement consists of two parts: the state is planning to buy 16 stationary speed cameras with a Doppler radar and four speed cameras with a laser scanner.

First speed camera has been deployed on roads already in December. It has been decided to deploy speed cameras in Riga, its outskirts and other cities of Latvia. Location of the speed cameras have been coordinated with CSDD, and will be set-up where there is a higher volume of traffic accidents, as well as on busier thoroughfares.

Four mobile speed cameras were bought in 2008. These speed cameras were left unused since December 2013. They were left unused because of the Constitutional Court's ruling regarding the right of car owners to challenge penalties issued by speed cameras and, due to technical reasons, speed cameras were unable to function under winter conditions.

The government has ordered the Interior Ministry and State Police to sign a special contract with CSDD regarding the procurement of speed cameras, their deployment and maintenance. CSDD is responsible for the procurement and maintenance of speed cameras in a gradual process (2013-2017).

### **ITS legal framework and strategy**

The main strategic issues of ITS are examined in the Road Traffic Safety Program 2014 – 2016 and the National Transport Strategy. Road Traffic Safety Program 2014-2016 has defined further steps on the implementation of ITS:

- to expand the functionality of existing ITS services;
- to introduce the accessibility of transport data on the internet and its decoding/encoding for universal use;
- to enhance the development by road maintainers of road and traffic monitoring system and public accessibility of data related to it;
- to introduce eCall;
- to set up variable message signs and improve the operation of traffic lights.

Implementation of EU-wide interoperable eCall service is of high national priority, because it'll provide a significant step forward in emergency response

for critical situations on roads (memorandum of understanding on eCall is signed by Latvia). Operation of unified emergency call number 112 on national level is performed by the State Fire and Rescue Service.

Amendments providing the introduction of eCall by 2017 are being prepared in the Electronic Communication Law. These amendments define obligations only for mobile operators to identify and route eCall signals. At this moment priority is technical and legal aspects.

The purpose of these amendments is to provide legal basis for mobile operators according to EU rules and deadlines. The proposal for amendments in the Electronic Communication Law envisages the introduction the definition of eCall; define obligation for electronic communication merchants, providing public mobile electronic communication network, to provide technical functionality of eCall and free of charge handling of eCalls using the 112 number. These requirements also determine provisions on how technical parameters should meet the standards laid down by Commission delegated Regulation No 305/2013 supplementing Directive 2010/40/EU of the European Parliament and of the Council with regard to the harmonised provision for an interoperable EU-wide eCall such as LVS EN 16062:2012 "Intelligent Transport Systems. E-Security. High level application requirements (HLAP) for handling eCall", and LVS EN 16072:2012 "Intelligent Transport Systems. E-Security. Functional requirements for handling Europe-wide eCall".

### **Planned ITS actions**

In order to develop the use of ITS service and define priority activities for introducing them in Latvia, the actual need of transport sector should be taken into account: distribution of traffic information on the internet, supervision of infrastructure use (automatic weighing of heavy goods vehicles in free-flow traffic); adaptive traffic management. To ensure ITS service principal functioning, it is necessary to define current and perspective needs, scope of responsibility of public departments and their cooperation principles as well as cooperation with the private sector should be determined.

Priorities which are developed by different authorities and can be launched in nearest five years in Latvia, are:

- Introduction of effective nationwide ITS data sharing platform (DatexII, cooperation procedures etc.);
- Implementation of eCall service;
- Rolling out speeding enforcement system;
- Development of nowcasting at RWIS;
- Enforcement system for overloaded transport on TEN routes (based on "weigh-in-motion" technology).

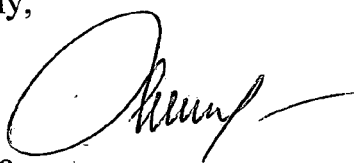
### **Implementation of ITS actions under the scope of Directive 2010/40/EU**

Latvia is considering the implementation of actions c (dissemination a minimum amount of traffic safety related data to road users free of charge) and d (eCall) and promote introduction of other actions of the Directive 2010/40/EU till 2017. Keeping in mind that services' specifications are rather functional, than technical, Latvia will decide on the scope for national implementation. For instance, we are mainly oriented on better use of existing data for interoperable ITS platform, instead of primarily looking on extraction of missing (incl., not available yet) data.

However, more concrete timeline for the process is not available and it will depend on several aspects. Currently, when the majority of corresponding Commissions' specifications have come into force, political decisions on the national level, concerning allocated resources, should be made in the nearest future.

Latvia is looking forward to a mutual cooperation in ITS field, as well. Now, a group of neighboring countries are working on E67 corridor ITS proposal for current CEF multi-annual program.

Yours sincerely,



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Deputy State Secretary  
on behalf of State Secretary