Riga, <u>27.11.2017</u> No <u>13-1/3643</u>

In reply to..... _____

European Commission
Directorate-General
for mobility and transport

Fourth report pursuant to
Directive No 2010/40/EU

Pursuant to the reporting obligation referred to in Article 17(3) and (4) of Directive 2010/40/EU of the European Parliament and of the Council of 7 July 2010 on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport, the Latvian authorities herewith provide the following information:

Current situation

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. To date, the national intelligent transport systems (ITS) sector has been developed without any coordination between sectors or long-term vision. Efforts have hitherto focused on the public sector, which guarantees basic ITS infrastructure, principally for specific and professional needs. Projects have been implemented to introduce roadside sensors and traffic light installations. Historically, these have been rolled out as part of road management and traffic control solutions.

In view of the above, the broad thrust of activity in Latvia is not towards development of the ITS sector; the main focus is on the basic needs of road users.

From 2015 to 2019,   a joint Latvian/Estonian *Smart* E67 project, is being implemented under the EU co-funded "Interreg Central Baltic 2014-2020" programme, involving the installation of roadside ITS equipment along the E67 transport corridor and upgrading of the traffic information centre run by VAS Latvijas Valsts ceļi [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 are being deployed, which also have great potential for transfer to most of the rest of Latvia's road network. This project provides for investments in traffic control centres with a view to the deployment of adaptive traffic management.

On 22 October 2015 amendments were made to the Law on electronic communications defining what eCall is and who implements State policy in the eCall field. Latvian mobile phone operators have ensured eCall identification on public mobile phone networks as of 1 January 2017, and the routing of eCalls to the 112 emergency number as from 1 March 2017. As from 1 October 2017 the State Fire and Rescue Service has ensured the reception and processing of eCalls. On 1 October 2017 the Ministry of the Interior launched publicity measures relating to the rollout of the eCall system. Certification of the conformity of the eCall system is scheduled to take place by 31 December 2018.

52 stationary photo radars have already been installed on Latvia's roads. A further eight stationary devices are scheduled to be installed by the end of 2017. In 2018, 40 new stationary photo radars will appear on the roads, which should greatly help with the monitoring of speeding offences.

A start has already been made on using stationary radars to check that the road user charge has been paid (i.e. that the vignette is present on the vehicle). This means that stationary radars will henceforth identify not just speeding offences and the validity of the certificates relating to compulsory civil liability insurance for owners of motor vehicles (OCTA) and roadworthiness, as hitherto, but also the existence of the vignette.

If a stationary radar records multiple infringements for the same vehicle, the penalty will only be applied for the more serious of the offences. For instance, if a vehicle is caught speeding but it is also found not to have a valid OCTA or roadworthiness certificate and the vignette has not been paid for, the fine will be applied for the more serious of these offences.

Study on the deployment of ITS in the field of road transport and their interfaces with other modes of transport ('the study'), and planned ITS measures

The Study on the deployment of ITS in the field of road transport and their interfaces with other modes of transport was completed on 17 September 2017. Its aim was to assess the current status of ITS development in Latvia and provide substantiated recommendations for the coordinated deployment of ITS services of national significance and their interface with other modes of transport, and to then identify which projects are needed to ensure the coordinated development of ITS in Latvia (establish a preferred national framework).

The first part of the study comprised a review of literature and online sources and interviews carried out with stakeholders. This study looked at the global ITS sector, the harmonised deployment of ITS in the EU, other countries' experiences in deploying ITS measures and trends in Latvia's ITS sector to date. The second part of the study included key aspects of deploying ITS services in Latvia, made recommendations for Latvia's ITS strategy, defining possible objectives for Latvia's ITS strategy and services to be rolled out as a priority, formulating proposals for a plan to deploy Latvia's ITS strategy and defining legal, organisational and technological measures for the deployment of ITS over a five-year period in the light of the formulations of the ITS Directive. The study makes recommendations on implementing various types of activities designated as priorities under the ITS Directive:

(a) the provision of EU-wide multimodal travel information services;

(b) the provision of EU-wide real-time traffic information services;

(c) data and procedures for the provision, where possible, of road-safety-related minimum universal traffic information free of charge to users;

(d) the provision of information services for safe and secure parking places for trucks and commercial vehicles.

The study made recommendations for the priority implementation of the following projects:

1. Development and deployment of technical ITS solutions:

1.1. Development and deployment of a national access point (NAP);

1.2. Development and deployment of information systems (IS) for the provision of ITS services;

1.2.1. Development and deployment of IS for the provision of law enforcement ITS services;

1.2.2. The creation of IS for public transport management and for the provision of ITS services relating to route planning;

1.2.3. The creation of IS for the provision of ITS services relating to infrastructure planning and management.

2. The development of the legal, methodological and organisational guidelines needed for effective interinstitutional cooperation:

2.1. Preparation of new legislation and amendment of existing legislation to define obligations, liability and the distribution of roles in the provision, management and monitoring of ITS services;

2.2. Preparation of the methodological framework for effective ITS management in Latvia (requirements for ITS services, data exchange standards, key performance indicators (KPIs) and the like);

2.3. The decision-making structures needed for effective interinstitutional cooperation.

3. Strengthening of institutional capacity for the development and delivery of ITS services:

3.1. Strengthening of institutional capacity for the development of ITS services, organisation of study visits and knowledge exchange measures (such as ITS conferences);

3.2.Improvement of the infrastructure, equipment and capabilities of the traffic information centre run by Latvijas Valsts ceļi, the State-owned public limited liability company responsible for managing State highway infrastructure.

To implement the recommendations made in the study, investments of EUR 25.7 million (indicative sum) are needed over the next five years. Implementing the proposals made in the study requires a total of EUR 46 million of funding over the next ten years to maintain infrastructure.

As things stand, implementing the recommendations made in the study calls for funding and political decisions at national level.

State Secretary
K.Ozoliņš
[Signature]

Ministry of Transport and Communications

Gogoļa iela 3, Riga, LV-1743, tel.. 67028210, fax 67217180, e-mail: satiksmes.ministrija@sam.gov.lv, www.sam.gov.lv

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In reply to..... _____

European Commission
Directorate-General
For mobility and transport

Re submission of information in connection with Regulation No 885/2013.

Pursuant to the requirements of Article 9 of 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, the Latvian authorities wish to provide the following information:

The job of assessing whether the requirements set out in Articles 4 to 7 of the Regulation are fulfilled by service providers, parking operators and road operators, as required by Article 8(1) of Regulation (EU) 885/2013, is the responsibility of the Ministry of Transport and Communications.

Cabinet Regulation No 249 of 20 May 2014 on the minimum security and service requirements at parking areas intended for goods vehicles, currently in force, provides for the commissioning of private registered traders to create, equip and maintain secure parking areas.

Since 31 August 2016 one certified parking area has existed in Latvia, owned by a private company complying with level 2 security and service requirements under Annex 1 to the Resolution of the Council of the European Union of 27 October 2010 on preventing and combating road freight crime and providing secure truck parking areas ('the Council Resolution').

Four State-owned parking areas exceeding 3 000 m^2 are available for lease to registered

traders for conversion into parking areas for goods vehicles in accordance with the Council Resolution, but as yet there have been no applicants. There are 243 parking areas situated alongside public roads which are publicly accessible to all road users. Of these,182 are managed by the State-owned company Latvijas Valsts ceļi, eight are managed by local authorities and 52 by enterprises.

Information on parking areas is periodically updated and can be accessed on line at http://lvceli.lv/. Information is available in the form of an interactive map and Excel table.

Please also note that 21 June 2017 saw completion of the study "on a scheme for the optimal siting of existing and prospective service facilities on the main public road network". The study carried out an assessment to select parking areas belonging to the State that could potentially be developed to ensure a more even spread over the country's principal road network (including the regions). In certain areas, where there are no dedicated parking areas for long stretches, it identifies where a parking area might be sited.

The study includes proposals on the type of installation (lighting, benches, etc.) depending on the envisaged category of parking area. The plan is retain other parking areas without developing them, transfer them to commercial operators (by sale or rent) or close them altogether.

17 September 2017 saw completion of the study 'on the deployment of ITS in the Latvian road transport sector and their interfaces with other modes of transport', which was also looked at the practical implementation of Regulation No 885/2013 in Latvia. With a view to the practical implementation of this Regulation, an action plan is currently being drawn up and potential funding sources are being sought.

State Secretary
K.Ozoliņš
[Signature]

Ļeonovs, 67028045
edgars.leonovs@sam.gov.lv