



eSafety in Latvia

Review of the situation

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The activities of the eSafety initiatives in Latvia

- ⊖ **On May 10, 2008 the President of Cabinet of Ministers issued an order of establishing the working group for developing action programme of implementation of eCall;**
- ⊖ **The Road Traffic Safety Council on March 5, 2008 decided to work out „The conception of implementation of eSafety in Latvia“.**

The action plan of implementation of eCall

- ⊖ **The action plan must contain:**
 - ❖ versions of technical projects of infrastructure;
 - ❖ the timetable of introducing eCall system;
 - ❖ the possible costs and sources of financing;
 - ❖ the necessary legislation projects;

- ⊖ **The conception must be finished on November 1, 2008;**

- ⊖ **Up to now there is finished the implementation of alarm phone number "112" and is created unified radio-net "Motorolla-SmartZone ASTRO".**

The conception of implementation of eSafety in Latvia - measures taken

- ⊖ Riga Technical University in collaboration with “Road Traffic Research”, Ltd. worked out the draft version of conception;**
- ⊖ At the moment the conception is distributed among the members of Latvian Road Traffic Safety Council;**
- ⊖ The presentation and discussions of conception in Road Traffic Safety Council are scheduled at the end of October, 2008.**

The conception of implementation of eSafety in Latvia - contents

The conception describes and analyses following issues:

- ③ eSafety systems, their place in road safety, the possible positive impacts on road safety, mobility and environment;
- ③ Progress of 28 eSafety Recommendations in EU, achievements and identified problems;
- ③ Current situation of eSafety elements and systems in Latvia;
- ③ The conception shows the possible ways and measures of implementation of eSafety systems in Latvia.

The vehicle-based systems

Current situation

There is no vehicle production in Latvia, therefore Latvia can not take part in developing of vehicle-based systems. The decision makers may only promote the use the safer and cleaner vehicles.

Measures of implementation

- ⊖ The information campaigns about benefits and advantages of eSafety systems must be worked out;**
- ⊖ The programme for drivers training “Benefits and advantages of eSafety systems” must be worked out;**
- ⊖ The package of stimulated and supported measures for fleet owners to buy vehicles equipped with eSafety systems must be worked out.**

The Infrastructure-related systems - current situation on State roads

Latvian state roads

- ⊖ Since 2006 the Traffic information centre is operating;
- ⊖ The website contains information about weather and road conditions on state roads - at the moment 46 metrology stations are installed on Latvian state roads, information is updated every hour in summer and every 30 minutes in winter;
- ⊖ The website contains information about road construction work as well as the map of road construction work;
- ⊖ There are 24 traffic counting systems operating, from which 6 are mobile. There are 109 counting points on main roads and 20 on 1st class roads, from which 17 are with mobile data transmission.

The Infrastructure-related systems - current situation in Riga

Riga municipality

- ⊖ Traffic control centre is operating;
- ⊖ There are installed traffic counting systems on the bridges of Riga and information via GSM modem is sent to Traffic control centre;
- ⊖ Several radio channels give actual information about the traffic problems (traffic jams, road condition etc.)
- ⊖ To improve the traffic flow in Riga, there is worked out the project of modernisation of Traffic control centre. This project prescribes introduction of Intelligent traffic control centre in Riga, which will ensure effective traffic control according to the changes of traffic flow.

The infrastructure-related systems – measures of implementation

- ③ Traffic control systems both for state roads and cities must be worked out on the bases of existing traffic control centres;**
- ③ The strategy of implementation of elements of Intelligent Transport Systems (intelligent traffic lights, electronic traffic signs etc.) must be worked out;**
- ③ The work on entering actual information into the national road database must be intensified, the road maps must be worked out;**
- ③ Unified system for collection of information which defines set of necessary data volume for the infrastructure-related systems must be worked out.**

Conclusions

- ⊖ **The information about eSafety initiatives is poor in Latvia;**
- ⊖ **The measurements of parameters of traffic (speed, traffic volume, weather condition, etc.) are carried out by different organisations, but the amount of them is insufficient and they are not collected in databases;**
- ⊖ **There are several Traffic control centres but they do not comply with demands of eSafety systems;**
- ⊖ **At the moment Electronic traffic signs are not in use in Latvia;**
- ⊖ **There is not a decision taken which organization would be responsible for eSafety;**
- ⊖ **At the moment Latvian stakeholders need information support from EU.**



Thank you for attention!