

## Reporting on progress made since 2009 on the attainment of the Amsterdam Goals

Following the Third High-level Meeting on Transport, Health and Environment in January 2009, the Steering Committee and its Bureau underlined the importance of monitoring the implementation of THE PEP programme and of progress made by Member States toward the attainment of the four Amsterdam Goals. These reports will facilitate the assessment of progress made and provide valuable information about the achievements and obstacles encountered by Member States and other stakeholders in attaining the Amsterdam Goals and in implementing THE PEP.

The answers below were submitted by the listed THE PEP focal point(s) to THE PEP secretariat in fall 2011 and are provided here in an unedited version.

### Section A: Information about the preparation of the replies to the questionnaire

Country	Lithuania	Date	07 November 2011
Name of officer (national focal point) responsible for submitting the report	Ingrida Zurlytė		
Institution	Centre for Health Education and Disease Prevention		
Names of the officers (national focal points) from the other two sectors that participated in the preparation of the report	1. Miglė Masaitytė, Head of Environmental Impact Assessment Division, Pollution prevention Department 2. Vilija Šatienė, Chief Specialist, Prevention of Emergency Situations and Environmental Protection Division		
Institutions	1. Ministry of Environment 2. Ministry of Transport and Communications		

Please provide brief information on the process through which this report has been prepared, including information on which types of authorities were consulted or contributed to its preparation.

- Ministry in charge of health
- Ministry in charge of environment
- Ministry in charge of transport
- Regional authorities
- Local authorities
- Academia
- Private business
- Non-governmental organizations
- Others, please specify:

Ministry of the Interior, State Public Health Service under the Ministry of Health

Please report any particular circumstances that have a major impact on the context for the implementation of THE PEP in your country. For example, whether the decision-making structure is federal and/or decentralized and whether financial constraints are a significant obstacle to implementation.

Centralized decision-making structure on national level with responsibilities for implementation on local (municipal) level. Financial constraints had impact on limitation of activities; after substantial restructuring and re-organization on national level as well as on sub-national (county) level (county administrations were cancelled) in 2009-2010 (on-going), time was needed to adapt activities to new/re-organised structures. Amendments in strategic planning methodology requires careful and clear allocation of finances and clear identification of sources.

## Section B: Implementation of the Amsterdam Goals

### Priority Goal 1: to contribute to sustainable economic development and stimulate job creation through investment in environment- and health-friendly transport

indicator 1.1 **Please describe any policies or programmes in your country that support investment in the following:**

Development of transport infrastructure that promotes safety, environment and health and has a job creation potential, including rail and light rail. *Please specify:*

National Sustainable Development Strategy

Clean and efficient intermodal connections. *Please specify:*

Safety measures in road transport. *Please specify:*

The State Road Safety Development Programme 2011 - 2017 and its Intersectoral Implementation Plan for 2012 - 2014; National Programme for Maintenance and Development of Roads.

Infrastructure for active and environmentally friendly transport. *Please specify:*

National Sustainable Development Strategy; Programme for Reduction of Social and Economic Disparities (years 2007–2010; 2011-2013): includes urban infrastructure development measures for regional centres (medium cities), problem territories, small towns and villages (251,7 MEUR allocated).

Eco-Tourism. *Please specify:*

### Priority Goal 2: to manage sustainable mobility and promote a more efficient transport system

indicator 2.1 **Describe the 3 main policies or programmes in your country that support mobility management and modal shift away from the private car toward more environmentally-friendly modes (public transport, walking and cycling, etc.) and indicate the level (i.e. national, sub-national, local/municipal) and target groups**

Level	Description
local/municipal ▼	Special territorial planning in Vilnius municipality for development of ecological public transport, for development of electric underground and ground public transport, for development of quick buses
Target group public sector ▼	

Level	Description
local/municipal ▼	Special territorial planning for cycling infrastructure development in several municipalities.
Target group communities ▼	

Level	Description
▼	
Target group ▼	

indicator 2.2 **Does the government raise awareness of mobility choices?**

Yes ▼

indicator 2.3 **Does the government promote the use of information technology to increase the efficiency of the transport system?**

Yes ▼

indicator 2.4 **Are there mechanisms in place in your country to improve the coordination between land use and transport planning?**

Yes ▼

indicator 2.5 **Does your country take any measures to promote high-quality integrated public transport and reducing the need for, and the volume of, car traffic?**

Yes ▼

Please, specify:

2.2. Ministry of Environment coordinates activities of the municipalities related to European Mobility Week. 2.4. Through the preparation of general national, regional and local territorial plans, which include transport infrastructure. 2.5. Feasibility study on the development of electromobile transport.

### Priority Goal 3: to reduce emissions of transport-related greenhouse gases, air pollutants and noise

indicator 3.1 **Describe any strategies, policies or measures to support a shift in the vehicle fleet towards zero- or low-emission vehicles and fuels based on renewable energy, clean transport modes and fostering electric mobility as well as eco-driving.**

Implementation Plan (2009 - 2013) for the National Noise Prevention Action Programme (2007 - 2013) (adopted by the Government Decision in 2009); Special Climate Change program adopted by the Law on Financial Instruments for Climate Change Management finances projects related to the clean public transport and infrastructure development; Ministry of Transport and Communication initiated the preparation of the feasibility study on the development of electro mobile transport, based on the results of the study, the changes in the national legislation will be proposed.

indicator 3.2 **Does your Government take any measures to support a reduction in noise emissions from transport activities?**

▼

Specify

### Priority Goal 4: to promote policies and actions conducive to healthy and safe modes of transport

indicator 4.1 **Describe any strategies, policies and measures in your country for the promotion of healthy and safe modes of transport, including infrastructure and safety measures for safe walking and cycling, policies to support cycling and walking, in particular in urban areas and links with efficient and accessible public transport**

The general (comprehensive) territorial plans of counties and municipalities foresee the development of cycling infrastructure. Moreover, several municipalities have adopted special territorial plans for the development of cycling infrastructure, which provide solutions for the development of cycling routes within the municipality and help to form connections of cycling routes with other municipalities. Program for the Reduction of Social and Economic Disparities and target programs for the target areas - 7 regional centres and 14 problem territories are the main instruments of national regional policy. "Urba" type projects under these programs are implemented by municipalities, most of them include such activities as implementing transport safety measures, creation of pedestrian and cycling routes network, lighting, improving existing pedestrian infrastructure in public spaces, as part of complex urban development.

indicator 4.2 **Do transport policies and actions in your country focus on vulnerable groups such as children and persons with reduced mobility?**

Yes ▼

Specify:

The State Road Safety Programme; Long-term (up to 2025) Strategy for Development of Transport System in Lithuania

## Section C: Implementation of THE PEP

### 5. THE PEP Implementation mechanisms (please see the Amsterdam Declaration para 6-8)

#### NATIONAL TRANSPORT, HEALTH AND ENVIRONMENT ACTION PLANS (NTHEAPs)

#### More information:

[Draft manual on developing NTHEAPs](#)

indicator 5.1 Does your country have a NTHEAP or similar tool? No ▼

Was THE PEP helpful in the development of your country's NTHEAP? ▼

If available, please provide a web link to your country's NTHEAP:

http://

indicator 5.2 What is the current status of your country's NTHEAP? Planned ▼

indicator 5.3 What is/will be the scope and format of your country's NTHEAP?

- national
- sub-national
- stand-alone document
- part of a national environment and health action plan (NEHAP)
- environment and health components in a national transport action plan

#### RELAY RACE (Staffete)

#### More information:

[Workshop in Kyiv, 2011](#)  
[Workshop in Batumi, 2010](#)  
[Workshop in Skopje, 2010](#)  
[Workshop in Pruhonice, 2009](#)

indicator 5.4 Has your country contributed to THE PEP relay race workshops? No ▼

If YES, how?

- technical contribution (in kind)
- financial contribution

#### THE PEP PARTNERSHIP

#### More information:

[Terms of reference of THE PEP Partnership](#)

indicator 5.5 Does your country contribute to THE PEP Partnership? No ▼

If YES, how?

- technical expertise (in kind)
- direct financial contribution

indicator 5.6 Are there any formal networks/platforms of professionals who are involved in THE PEP issues in your country?

▼

Please specify:

indicator 5.7 Are these networks/platforms supported by the government?

▼

If YES, please indicate how:

- direct funding
- in kind
- political

### 6. Policy, regulatory and operational frameworks that support the promotion of THE PEP

indicator 6.1 Do you have a coordinating body and/or a formal structure for implementation of THE PEP within your government?

Yes ▼

Represented sectors:

- Transport
- Environment
- Health
- Finance
- Academia
- Education
- Urban planning
- Agriculture
- Others, please specify: Interior, Public Health

indicator 6.2

**Is integration of the three sectors reflected in any other national policy document(s)?**

Yes ▼

Please list main documents:

Law on Noise Management (2004); National Strategic Noise Mapping Programme; National Noise Prevention Action Programme for 2007-2013; The National Sustainable Development Strategy

indicator 6.3

**Is public awareness in relation to the integration of the three sectors addressed in relevant national document(s)?**

Yes ▼

Please list main documents:

National Strategic Noise Mapping Programme and its Implementation Plan (2008-2012); National Noise Prevention Programme and its Implementation Plan (2007-2013); Procedure for Public Information on Environment in Republic of Lithuania; Procedure for Impact Assessment of Decisions on Spatial Planning; Longterm Strategy for Transport System Development in Lithuania (up to 2025)

indicator 6.4

**Are public budgets and/or economic incentives available specifically to support integration of the three sectors?**

No ▼

Please specify:

## 7. Future of THE PEP

Indicator 7.1

**What have been the main successes of THE PEP in stimulating national action in the priority areas of THE PEP in your country? Please give concrete examples and a short explanation of your assessment.**

Development of THE PEP Clearing House, ToolBox and HEAT - useful information sources and concrete tool (HEAT) to assess possible impact on health (including economic dimension). The Charter on Transport, environment and health was adopted by the order of three ministers (Transport and Communications, Environment and Health) in 2005 and is mentioned as guiding document in the draft of the new National Transport and Communication Development Program till 2030 under development.

Indicator 7.2

**What have been the main weaknesses of THE PEP in stimulating national action in the priority areas in your country? Please give concrete examples and a short explanation of your assessment.**

THE PEP is a 'soft' mechanism. Priority in the country is given to the EU driven processes.

Indicator 7.3

**How could THE PEP better support national efforts to integrate transport, environment and health policies and achieve sustainable transport?**

By developing tools as HEAT; further strengthen clearing house functions; be visible during international events/activities related to transport sector.