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

<table>
<thead>
<tr>
<th>Country</th>
<th>Lithuania</th>
</tr>
</thead>
<tbody>
<tr>
<td>Date</td>
<td>07 November 2011</td>
</tr>
<tr>
<td>Name of officer (national focal point) responsible for submitting the report</td>
<td>Ingrida Žurlytė</td>
</tr>
<tr>
<td>Institution</td>
<td>Centre for Health Education and Disease Prevention</td>
</tr>
</tbody>
</table>

**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:


Infrastructure for active and environmentally friendly transport. Please specify:


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

<table>
<thead>
<tr>
<th>Level</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>local/municipal</td>
<td>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</td>
</tr>
<tr>
<td>public sector</td>
<td></td>
</tr>
<tr>
<td>communities</td>
<td></td>
</tr>
</tbody>
</table>

indicator 2.2  Does the government raise awareness of mobility choices?

Yes
Please, specify:

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 electromobile 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?

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)

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? ▼

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 (Staffette)

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

If YES, how?
- technical contribution (in kind)
- financial contribution

More information:
- Workshop in Kyiv, 2011
- Workshop in Batumi, 2010
- Workshop in Skopje, 2010
- Workshop in Prahonice, 2009

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

No

Planned

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

No

technical contribution (in kind)
financial contribution
indicator 6.2  Is integration of the three sectors reflected in any other national policy document(s)?

Yes ▼


indicator 6.3  Is public awareness in relation to the integration of the three sectors addressed in relevant national document(s)?

Yes ▼


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.