

Questionnaire for reporting on progress made since 2009 on the attainment of the Amsterdam Goals

In preparation for the Fourth High-level Meeting on Transport, Health and Environment (4HLM) in Paris on 14-16 April 2014, THE PEP was conducting its yearly surveying of Member States on the developments in achieving the goals of the Amsterdam Declaration from 2009. These replies were used to write an assessment report of progress made in Member States to be launched at the 4HLM. As such, this survey provided an opportunity for Member States to highlight and showcase their achievements in implementing THE PEP since 2009.

The answers below were submitted by the listed THE PEP focal point(s) to THE PEP secretariat in fall 2013 and are provided here in an unedited version.

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

Country	Lithuania	Date	13 September 2013
Name of officer (national focal point) responsible for submitting the report	Olita Rusickaite		
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. Laurynas Buzys, Chief Specialist, Environment Protection and Emergency Prevention Division		
Institutions	1.Ministry of Transport and Communications 2.Ministry of Environment		

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, Ministry of the Economy, State Tourism Department under the Ministry of Economy, Lithuanian Road Administration under the Ministry of Transport and Communications, Municipal Public Health Bureaus Association

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. Amendments in strategic planning methodology requires careful and clear allocation of finances and 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.
Additionally – draft of the National communication system development programme. Currently strategic environmental assessment of the Programme is being carried. This Programme includes general purposes and objectives of the White Paper „Roadmap to a Single European Transport Area - Towards a competitive and resource efficient transport system“ such as:
1) Growing transport and supporting mobility while reaching the 60% emission reduction target;
2) Improving the energy efficiency performance of vehicles across all transport modes;
3) Using transport and infrastructure more efficiently through the use of improved traffic management and information systems (e.g. ITS) and et al.

Clean and efficient intermodal connections. *Please specify:*

Lithuanian Government has approved the Long term (until 2025) Development Strategy of the Lithuanian Transport System in 2005 (Resolution No 692). Implementation of the freight village network in Lithuania was foreseen in it. These freight villages should be established in Kaunas, Klaipėda, Vilnius and, by necessity in other regions (Panevėžys and Šiauliai) as well, and they should be integrated into the network of transport logistic centres of the Baltic Sea region.
The new generation logistic centres (“freight villages”) may integrate all transport sectors: road, railway, air, and water transport. Integration of different transport modes enables creation of new possibilities to increase freight mobility, to make a more effective use of transport means, to improve the quality of carriage of freight and customs services. Besides, such centres facilitate a more efficient cooperation among companies engaged in different types of business (not necessarily only transport and logistics). According to foreign experience, insurance companies, bank branches, IT centres, transport research, consulting and training companies successfully find their niches in the “freight villages” alongside transport companies and inspecting bodies. Usually, with the help of modern IT systems such “freight villages” are connected to international networks, which makes them more competitive in the international transport service market. The efficiency of “freight villages” does not raise any doubts in Denmark, Italy, Germany and other EU States that have long experience in this field, as modern logistic centres and intermodal technologies enable reduction of the costs of carriage of freight by up to 20-30%.
There is a plan to start real implementation works of these projects in a few next years, that these freight villages could be operational in the end of 2014. The first one freight village of Vilnius was opened in August, 2013.

Safety measures in road transport. *Please specify:*

The State Road Safety Development Programme 2011 - 2017 and its Intersectorial Implementation Plan for 2012 - 2014; National Programme for Maintenance and Development of Roads; The gravel roads paving program.

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). Development of electric vehicle charging stations system.

Eco-Tourism. *Please specify:*

Eco - tourism promoted by development of EuroVelo routes in Lithuanian territory.

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
national	Under the measure „Complex Ecological Public Transport Development“ partly financed from the European Funds, the below - mentioned activities contributing directly to the energy consumption efficiency and mitigation of emissions rise in the transport sector, are
Target group	

public sector ▼

supported:

- 1) Purchase of eco-friendly vehicles (trolley and buses, using gas, electric and hybrid engines);
 - 2) New trolley overhead line construction;
 - 3) The part of the street allocated to public transport traffic, reconstruction („A“ line, entrance in stops, stops pavilion, areas marking and road signs installation);
 - 4) Modernization and development of bicycle infrastructure in cities (Bike - sharing installation, headstock, hangar, protector, ground, path installation and reconstruction, bicycle purchase);
 - 5) „Park&Ride“ and „Bike&Ride“ construction;
 - 6) Measures to fit the rail and road passengers public transport to carry bikes;
- For these measures approximately 22 million EUR EU were allocated.

Level local/municipal	Description
Target group communities	Special territorial planning for cycling infrastructure development in several municipalities. Requirements for the Development of Cycling infrastructure (Special territorial planning) are under the preparation. Bicycle rental system Cyclocity Vilnius launched on July 2013.

Level national	Description
Target group communities	Implementation of the Sustainable Urban Mobility Plans (SUMP) in Lithuania. Requirements for SUMP are under preparation and this foresees to be accomplished in December, 2013.

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:

The Ministry of Transport and Communications has carried out the integrated electromobility transport development possibility study and organized working group for question related to promotion of electromobility; Ministry of environment coordinates activities of the municipalities related to the European Mobility Week and Day without my car; National and local public health institutions have started activities on promotion of the European Mobility Week; through the preparation of comprehensive national, regional, local territorial plans and detailed plans which include transport infrastructure. 2013 municipality of Vilnius city performed changes in public transport system and provided more „A lines“ and fast buses for peak hours.

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.**

Directive 2009/33/EC of the European Parliament and of the Council of 23 April 2009 on the promotion of clean and energy-efficient road transport vehicles related provisions to the Law on the public procurement of the Republic of Lithuania. According to this Law the contracting authority, purchasing goods, in contract documents shall establish energy efficiency and environmental protection requirements and (or) criteria. According to this the Order No 3-343 of 4 July, 2011, of the Minister of Transport and Communications of the Republic of Lithuania on the adoption of the energy efficiency and environmental protection requirements for the purchasing of road vehicles and setting the cases when the ones are mandatory has been enacted.

- Mandatory blending of biofuel into the conventional fuels (petrol and diesel). Bio part in the traditional fuels constantly growing, for this day it is 7%.
- Initial training course of drivers in Lithuania contains the issues on the basics of eco – driving.

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.

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

Yes

Specify

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.
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; Long term Strategy for Transport System Development in Lithuania (until 2025).

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**

1. The Ministry of Transport and Communications carried out the study development of intelligent transport system (ITS) in Lithuania, which make recommendations and suggestions which ITS applications and services to develop in transport and logistics sector. ITS measures allows to significantly increase energy consumption efficiency in the transport sector - by optimizing companies fleet management, reducing the numbers of empty runs, reduce travel and cargo hang line time, more efficient use of existing infrastructure and reduce congestions in the cities. In prepared opportunity study the installation situation in Lithuania is evaluated the transport and logistics sector problems are examined, which are proposed to deal ITS and discuss potential new projects. Also the national ITS vision – potential ITS sector coordination mechanism are presented.

2. The demonstration bicycle paths in Elektrėnai and Jonava.

3. European week of mobilities.

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;
Currently the guidelines intended to improve mobility of disabled people is being drawn up;
The Ministry of Transport and Communication prepared and adopted mobility improvement of disabled people guide;

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 Moscow, 2012](#)
[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?**

No ▼

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, Local Authorities, Public Health

indicator 6.2 **Is integration of the three sectors reflected in any other national policy document(s)?**

Yes ▼

Please list main documents:

The Law on Noise Management (2004); the National Strategic Noise Mapping programme (2006–2012); the National Noise Prevention Action Programme (2007–2013); the National Sustainable Development Strategy (up to 2020)

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:

Procedure for Public Information on Environment in Republic of Lithuania; Procedure for Impact Assessment of Decisions on Spatial Planning. The National Strategic Noise Mapping Programme and its implementation Plan (2008-2012). The National Noise Prevention Programme and its Implementation Plan (2007-2013). Long-term 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 economical 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 Communications Development Program till 2030.

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?**

Be visible during international events/activities related to transport sector; further strengthen clearing house functions; by developing tools such as HEAT; by clear accountability of transport developments in terms of specific health and environment criteria (indicators).