

Questionnaire for reporting on progress made on the attainment of the Paris Goals

Following the Fourth High-level Meeting on Transport, Health and Environment (4HLM) in Paris on 14-16 April 2014, THE PEP continued to conduct its yearly surveying of Member States on the developments in achieving the goals of the Paris Declaration since 2014. These replies were used for a regional overview on progress made at the 12th Session of the Steering Committee of THE PEP in November 2014.

The answers below were submitted by the listed THE PEP focal point(s) to THE PEP secretariat in fall 2014 and are provided here in an unedited version.

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

Country	<input type="text" value="Lithuania"/>	Date	<input type="text" value="30 October 2014"/>
Name of officer (national focal point) responsible for submitting the report	<input type="text" value="Olita Rusickaite"/>		
Institution	<input type="text" value="Centre for Health Education and Disease Prevention"/>		
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Names of the officers (national focal points) from the other two sectors that participated in the preparation of the report

1. Gintare Zorskaite, Chief Specialist, Road Transport Division, Road Transport and Civil Aviation Policy Department
2. Eugenijus Leonavicius, Chief Specialist of Environmental Air Division, Pollution Prevention Department; Gintare Dubickaite; Chief Specialist, Urbanism and Architecture Division, Territory Planning, Urbanism and Architecture Department

Institutions	<input type="text" value="1.Ministry of Transport and Communications"/> <input type="text" value="2.Ministry of Environment"/> <input type="text" value="3.Ministry of Environment"/>
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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:

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.

Please continue with Section B.

Referring to THE PEP Priority Goals of the Paris Declaration adopted by the Fourth High-level Meeting on Transport, Environment and Health in 2014, please describe briefly the most significant national-level (and/or local-level) progress achieved in attaining these goals.

If the actions described are carried out in cooperation with other Member States or with international or regional organizations (such as the European Union), please indicate this.

Section B: Implementation of the Paris 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. National Development Programme for Transport and Communications (adopted by Government resolution in december 2013).

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). National Development Programme for Transport and Communications. Three public logistics centers are foreseen in the strategy (Vilnius, Kaunas and Klaipeda). The first two are operational since 2014. Logistic centers 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. According international experience 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 Intersectoral Implementation Plan for 2012 - 2014; National Programme for Maintenance and Development of Roads; The gravel roads paving program 2007-2013. 737 km of gravel roads were paved.

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

National Sustainable Development Strategy; National Development Programme for Transport and Communications; Development of electric vehicle charging stations system.

Eco-Tourism. *Please specify:*

National Tourism Development Programme. 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	Renewal of public transport fleet. Ministry of Environment and Ministry of Transport and Communications coordinate funding programmes
Target group	

public sector

Level	Description
local/municipal	2. Cycling infrastructure promotion (national and local levels). EU funds are used for measures in cities. National road maintenance and development fund is used for suburban cycling paths or sections separated from the national roads.
Target group public sector	

Level	Description
national	3. Implementation of the Sustainable Urban Mobility Plans (SUMP) in Lithuania. Guidelines for SUMP are under preparation and to be adopted in December, 2014.
Target group public sector	

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:

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 organizes 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. Vilnius city municipality has drafted Special Plan for introduction of new transport modes in Vilnius (two lines of BRT and two lines of LRT). 2013 municipality of Vilnius city performed changes in public transport system and provided more „A lines“ and fast buses. Ministry of Transport and Communications has opened funds for Park and Ride facilities in major cities. Renewal of public transport fleet is foreseen in the perspective of 2014-2020.

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); The National Programme on the Development of Transport and Communications for 2014–2022.
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. National development programme for transport and communications was drafted to reflect the provisions of the White Paper 2011 (transport and mobility). Concrete measures for halving number of killed in the roads (in a decade), for increasing number of cyclist and reducing dependence on car use, deployment of SUMP, and etc. are foreseen. 2. European Mobility Week

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;
The National Programme on the Development of Transport and Communications for 2014–2022; Ministry of
Transport and Communications approved guidelines of the best communication infrastructure practice for people with reduce mobility;

Priority Goal 5: to integrate transport, health and environmental objectives into urban and spatial planning policies

indicator 5.1 **In your country, at what administrative level(s) is spatial/urban planning regulated?**

national

sub-national

local / municipal

Specify authorities:

Regulated - Ministry of Environmental, performed - Municipalities

indicator 5.2 **Is spatial planning coordinated between the authorities indicated above in indicator 5.1?**

Yes

indicator 5.3 **Describe any policies or legal measures that require integrated urban and spatial/urban planning in order to reduce the impact of transport on health, the environment and land use, increase energy efficiency and support green and healthy mobility and transport as well as sustainable livelihoods. Please also indicate at which administrative level they exist.**

Strategic Environmental Assessment (European SEA Directive 2001/42/EC) and Environmental Impact Assessment (European EIA Directive 85/337/EEC). Exist at all levels: national, regional and local.

indicator 5.4 **Are there national capacity building initiatives on integrating transport, health and environmental objectives into urban and spatial planning policies?**

Yes

If YES, please indicate how they are done?

academic education

training for professionals

other, please specify: Yes, especially during introduction of national legislation on those issues.

Please continue with Section C.

Section C: Implementation of THE PEP

6. THE PEP Implementation mechanisms (please see the Amsterdam Declaration para 6-8 and Paris Declaration para 9)

NATIONAL TRANSPORT, HEALTH AND ENVIRONMENT ACTION PLANS (NTHEAPs)

More information:

indicator 6.1 **Does your country have a NTHEAP or similar tool?**

[Manual on developing NTHEAPs](#)

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

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

indicator 6.2 **What is the current status of your country's NTHEAP?**

indicator 6.3 **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:

indicator 6.4 **Has your country contributed to THE PEP relay race workshops?**

[Workshop in Almaty, 2013](#)
[Workshop in Moscow, 2012](#)
[Workshop in Kyiv, 2011](#)
[Workshop in Batumi, 2010](#)
[Workshop in Skopje, 2010](#)
[Workshop in Pruhonice, 2009](#)

If YES, how?

- technical contribution (in kind)
- financial contribution

THE PEP PARTNERSHIP

More information:

indicator 6.5 **Does your country contribute to THE PEP Partnership?**

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

If YES, which ones and how does your country contribute?

- Partnership on jobs in green and healthy transport
- Partnership on cycling promotion
- Partnership on eco-driving
- Partnership on health economic assessment of walking and cycling
- Partnership on signs and signals for pedestrians and cyclists
- Partnership on TRANSDANUBE and ACCESS2MOUNTAIN

indicator 6.6 **Are there any formal networks/platforms of professionals who are involved in THE PEP issues in your country?**

Please specify:

indicator 6.7 **Are these networks/platforms supported by the government?**

If YES, please indicate how:

- direct funding
- in kind
- political

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

indicator 7.1 **Do you have a coordinating body and/or a formal structure for implementation of THE PEP within your government?**

Yes

Represented sectors:

- | | |
|---|---|
| <input checked="" type="checkbox"/> Transport | <input type="checkbox"/> Education |
| <input checked="" type="checkbox"/> Environment | <input type="checkbox"/> Spatial/urban planning |
| <input checked="" type="checkbox"/> Health | <input type="checkbox"/> Agriculture |
| <input type="checkbox"/> Finance | <input type="checkbox"/> Others, please specify: <input type="text"/> |
| <input type="checkbox"/> Academia | |

indicator 7.2 **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); National Sustainable Development Strategy (up to 2020)

indicator 7.3 **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. Long-term Strategy for Transport System Development in Lithuania (up to 2025).

indicator 7.4 **Are public budgets and/or economic incentives available specifically to support integration of the three sectors?**

No

Please specify:

indicator 7.5 **Are there any national policies or legal measures that require public consultation and stakeholder involvement in decision making processes in the field of transport, health and environment?**

Yes

indicator 7.6 **Does your country have a national action plan for the promotion of cycling?**

No

8. Future of THE PEP

Indicator 8.1 **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 National Transport and Communications Development Program till 2030.

Indicator 8.2 **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.**