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

Background and purpose of this questionnaire:

Following the Fourth High-level Meeting on Transport, Health and Environment (4HLM) in Paris on 14-16 April 2014, THE PEP is continuing to conduct its yearly surveying of Member States on the developments in achieving the goals of the Amsterdam Declaration from 2009 and the Paris Declaration since 2014. These replies were used for a regional overview on progress made at the 13th Session of the Steering Committee of THE PEP in November 2015.

The answers below were submitted by the listed THE PEP focal point(s) to THE PEP secretariat in fall 2015 and are provided here in an unedited version.
Section A: Information about the preparation of the replies to the questionnaire

Country: Lithuania
Date: September 2015

Name of officer (national focal point) responsible for submitting the report: Olita Rusickaite
Institution: Centre for Health Education and Disease Prevention
Website: http://www.smlpc.lt; http://sam.inv.lt/

Names of the officers (national focal points) from the other two sectors that participated in the preparation of the report:
1. Jonas Damidavicius, Chief Specialist, Road Transport Division
2. Aleksandras Gordevicius, Algimante Treiniene, Territorial planning, Urban development and Architecture Department. Lina Ceicyte, Pollution Prevention Department.

Institutions:
1. Ministry of Transport and Communications
2. Ministry of Environment

Websites:
1. http://sumin.inv.lt/
2. http://am.inv.lt/

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, Municipal Public Health Bureaus Association, Association of Local Authorities in Lithuania, Association „Lithuanian Cyclists' Community”

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 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:


Clean and efficient intermodal connections. Please specify:

- National Development Programme for Transport and Communications 2014-2022. 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 Inter-sectorial Implementation Plan for 2014 - 2016; National Programme for Maintenance and Development of Roads; In 2014 the Road Traffic Regulations were updated including requirements for cyclists.

Infrastructure for active and environmentally friendly transport. Please specify:


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

<table>
<thead>
<tr>
<th>Level</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>national</td>
<td>1. Renewal of public transport fleet (national level. MoEn and MoTC coordinate funding)</td>
</tr>
</tbody>
</table>
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 and Day Without My Car; this year on September 29th Kaunas Region together with government leaders, members of nongovernmental organizations and representatives from the WHO European Region celebrated World Heart Day through bicycle event bringing to the light physical activity’s benefits to health and environment.
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.

The Ministry of Environment administrates Climate Change Special Programme which aims to finance climate change related projects, including environmentally-friendly public transport. In 2011 the Ministry of Environment has given support for 9 municipalities across the country to acquire 90 environmentally-friendly public buses (LNG buses and hybrid buses).

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

Yes Specify 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. 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). The National Environmental Strategy (approved by the Seimas of the Republic of Lithuania on 16 April 2015) were measurements to reduce number of people exposed to the noise including through sustainable urban development are foreseen. Lithuanian Health Programme 2014-2025 were noise, as a harmful factor, reduction is included.

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

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 SUMPs, and etc. are foreseen.

Both legal basis (the Law on Territorial planning of the Republic of Lithuania and secondary legal acts) guiding territorial planning as well as territorial planning documents have positions on including transport issues into complex planning. Accordingly territorial planning documents relevant solutions are in all obligatory comprehensive plans.

- the network of EUROVELO on Lithuanian territory is included into the territorial planning documents solutions subsequently at national, regional and local level. Urban plans comprise among other solutions - the network of bicycle roads within a city. There are planned links to the wider net on the adjacent territories;
- railway network is planned to be extended. This is treated as positive contribution to the goal of safeguarding the healthy environment;
- waterways (ranged from European up to national, regional and local ones) constitute a part of entire transport network of the state.

The Rules on preparation of special plans for communication (adopted by the Order No. 3-291/D1-340 of the Min. of Transport and Communications (TCM) and Ministry of Environment (MoE) as of 23 April, 2012) – require to decrease an adverse impact of transport on environment.

Regulation on Public information, consultation and participation in decision making on territorial planning. (Government 18 Dec., 2013 Decree No. 1267 (in power since 1 Jan., 2014) ensures, that public interests are considered in decision making on projects of territorial planning documents.

Special plans for the bicycle roads are created both at national and local levels. Protected territories management plans encompass also the bicycle and pedestrian roads meant for cognitive and recreational purposes.

Particular initiatives for walking paths intended for health purposes are developed especially in the towns-health resorts. One of well nationally known examples of paths of this kind is in Druskininkai, Birštonas, Palanga, Couronian Spīt. Particular attention for both kinds bicycle roads and pedestrian paths is lent in the protected areas of Lithuania. They are constructed following the special plans for management of protected areas.

Ministry of Communications nominates one „Bicycle city” every year.
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; The National Programme on the Development of Transport and Communications for 2014–2022; Ministry of transport and Communications of the Republic of Lithuania approved guidelines of the best communication infrastructure practice for people with reduce mobility;

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

<table>
<thead>
<tr>
<th>Sector</th>
<th>National</th>
<th>Sub-national</th>
<th>Local / Municipal</th>
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<tbody>
<tr>
<td>Transport</td>
<td>☑️</td>
<td>☑️</td>
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<tr>
<td>Energy</td>
<td>☑️</td>
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<tr>
<td>Housing</td>
<td>☑️</td>
<td>☑️</td>
<td>☑️</td>
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<tr>
<td>Environment / landscape</td>
<td>☑️</td>
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<td>Tourism</td>
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<tr>
<td>Sport</td>
<td>☑️</td>
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<td>☑️</td>
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<tr>
<td>Other, specify:</td>
<td>☑️</td>
<td>☑️</td>
<td>☑️</td>
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</tbody>
</table>

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.

The National Programme on the Development of Transport and Communications for 2014–2022; Guidelines for Sustainable Urban mobility plans. Municipality has started to develop sustainable urban mobility plans. Territorial planning is regulated by the Law on Territorial Planning. The purpose of the law is to ensure conditions for sustainable and balanced spatial development, spatial planning, land usage and building, which would take into consideration the needs and interests of as many members of the society, as possible. The Law on Territorial Planning stipulates that solutions of higher level territorial plans are obligatory to follow for the lower level plans. The procedures of consideration of the plans, before they are approved and enter into force, ensure the safeguarding the consequence of the planning solutions on all levels down. At the same time each level of planning has not only common goals to fulfil, but also its own goals, based on the level of planning and on peculiarities of location and relevant other conditions. Thus all levels of planning are to follow consequence of spatial and urban planning solutions, as well as ensure the environmental and health, incl reduction of transport impact on both, concerns are safeguarded as well as energy efficient decisions are taken (with regard to difference of planning level and detail to correspond the planning level). The most important here would be municipal and local levels, as directly linked to implementation "in situ".

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:

Overall main achievement since September 2014
Describe your country’s most important development (only one) in achieving the Paris Declaration Goals that took place since September 2014. A selection of the submitted achievements will be considered for presentation at the next session of the Steering Committee.

In order to achieve transport, health and environmental objectives integration into urban and spatial planning, MoTC prepared and adopted Guidelines for Sustainable Urban Mobility Plans in March, 2015. National Environmental Protection Strategy approved by the Seimas of the Republic of Lithuania on 16 April 2015. The objective in the field of the urban environment shall be to achieve a good quality of urban environment and at the same time to ensure sustainable development of the areas in the country as well as favourable conditions for the socio-economic development of urban areas.
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)**

<table>
<thead>
<tr>
<th>Indicator 6.1</th>
<th>Does your country have a NTHEAP or similar tool?</th>
<th>No</th>
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<tbody>
<tr>
<td></td>
<td>Was THE PEP helpful in the development of your country’s NTHEAP?</td>
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<td></td>
<td>If available, please provide a web link to your country’s NTHEAP:</td>
<td>http://</td>
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</table>

| Indicator 6.2 | What is the current status of your country’s NTHEAP? | Not planned |

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<thead>
<tr>
<th>Indicator 6.3</th>
<th>What is/will be the scope and format of your country’s NTHEAP?</th>
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<tbody>
<tr>
<td></td>
<td>national</td>
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<td>sub-national</td>
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<td></td>
<td>stand-alone document</td>
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<td>part of a national environment and health action plan (NEHAP)</td>
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<td>environment and health components in a national transport action plan</td>
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**RELAY RACE (Staffete)**

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<tr>
<th>Indicator 6.4</th>
<th>Has your country contributed to THE PEP relay race workshops?</th>
<th>Yes</th>
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<td>If YES, how?</td>
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<td></td>
<td>technical contribution (in kind) ✓</td>
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<td></td>
<td>financial contribution</td>
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<tr>
<th>Indicator 6.5</th>
<th>Does your country contribute to THE PEP Partnership?</th>
<th>No</th>
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<tbody>
<tr>
<td></td>
<td>If YES, which ones and how does your country contribute?</td>
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<tr>
<td></td>
<td>Partnership on jobs in green and healthy transport</td>
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<td>Partnership on cycling promotion</td>
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<td>Partnership on eco-driving</td>
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<td></td>
<td>Partnership on health economic assessment of walking and cycling</td>
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<td></td>
<td>Partnership on signs and signals for pedestrians and cyclists</td>
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<td></td>
<td>Partnership on TRANSADUNEBE and ACCESS2MOUNTAIN</td>
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<td>Partnership on Paris Goal 5</td>
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**THE PEP PARTNERSHIP**

<table>
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<tr>
<th>Indicator 6.6</th>
<th>Are there any formal networks/platforms of professionals who are involved in THE PEP issues in your country?</th>
<th>No</th>
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<td>Please specify:</td>
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<tr>
<th>Indicator 6.7</th>
<th>Are these networks/platforms supported by the government?</th>
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<td></td>
<td>If YES, please indicate how:</td>
<td></td>
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</table>
### 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:
- Transport
- Environment
- Health
- Finance
- Academia
- Education
- Spatial/urban planning
- Agriculture
- Others, please specify: Ministry of the Interior, Municipal Public Health Bureaus Association, Association of Local Authorities in Lithuania, Association „Lithuanian Cyclists’ Community”

**indicator 7.2** Is integration of the three sectors reflected in any other national policy document(s)?

Yes ▼

Please list main documents:
- National Sustainable Development Strategy (until 2020).
- Strategy Lithuania-2030.
- The Inter-institutional action plan of National Progress Program’s horizontal priority "Health for all" 2014-2020.
- The Inter-institutional action plan of National Progress Program's horizontal priority "Regional development" 2014-2020.
- Noise Prevention Council Composition and Regulations (2014).

**indicator 7.3** Is public awareness in relation to the integration of the three sectors addressed in relevant national document(s)?

No ▼

Please list main documents:

**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.
## 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.**

- Weak involvement of municipalities for national programmes/plans.
- Strengthening communication and collaboration is still necessary.

## Indicator 8.3

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