

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.



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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.lrv.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.lrv.lt/ 2. http://am.lrv.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.

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 (until 2020). National Development Programme for Transport and Communications 2014-2022 (adopted by Government resolution in dec. 2013).

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:*

National Sustainable Development Strategy (until 2020). National Development Programme for Transport and Communications 2014-2022. 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	1. Renewal of public transport fleet (national level. MoEn and MoTC coordinate funding

Target group	programmes)
<input type="text" value="public sector"/>	

Level	Description
<input type="text" value="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. Ministry of Environment made building norms to include bicycle parking places as a requirement for new dwellings, defined basic requirements for bicycle infrastructure. Some cities prepared special plans for bicycle infrastructure.
Target group	
<input type="text" value="public sector"/>	

Level	Description
<input type="text" value="national"/>	3. Implementation of the Sustainable Urban Mobility Plans (SUMP) in Lithuania. Guidelines for SUMP are prepared and adopted in March, 2015.
Target group	
<input type="text" value="public sector"/>	

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

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

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

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?**

Please, specify:

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. MoTC has opened funds for Park and Ride facilities in major cities. Renewal of public transport fleet in 2014-2020. Paying subsidies for interregional public transport.

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.

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.

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 SUMP, 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 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 Spit. 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?**

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 of the Republic of Lithuania 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) and in which sectors is spatial/urban planning regulated?**

	national	sub-national	local / municipal
Transport	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Energy	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Housing	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Environment / landscape	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Tourism	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Sport	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Other, specify:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

indicator 5.5 **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)

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 Kaunas, 2014](#)

[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

Partnership on Paris Goal 5

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:

- 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.**

The international workshop held in Lithuania, Kaunas in 2014 „Sustainable Mobility for Better Health and Environment. Move to Improve“ gave better impulse to prepare national guidelines for sustainable urban mobility plans, helped in raising awareness of non-motorized ways to commute.
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).
Coordination group of the THE PEP implementation was updated by the order of three ministers (transport and communications, health and environment) in 2015 and is mentioned in 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.

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?