

TRANSPORT SITUATION IN LITHUANIA IN 2009

1. Traffic trends.

Lithuanian transport development indicators and forecasts are provided in the table below:

Data	Units	2007	2008	2009*	2010*	2011*	2012*
Freight transport	mill.t	122,4	120,7	95,37	89,3	92,4	96,45
Railway transport	mill.t	53,5	55	41,5	40	41	43,0
Road transport	mill.t	62,2	59,4	43,4	42,5	44	45,5
Maritime transport	mill.t	5,8	5,3	6,6	6,0	6,5	7,0
Inland waterways transport	mill.t	0,96	0,99	0,92	0,8	0,9	0,95
<i>of which in Klaipėda State Seaport</i>	<i>mill.t</i>	27,4	29,9	27,3	28,0	28,5	29,5
<i>of which in the Klaipėda State Seaport and Butinge Sea Terminal)</i>	<i>mil.t</i>	31,9	38,9	35,8	37,0	37,5	39,0
Passenger transport	mill. pass.	471,7	476,7	399,8	402,1	407,5	415,3
Railway transport	mill. pass.	5,2	5,1	4,5	4,2	4,5	5,0
Road transport (buses+trolleybuses)	mill. pass	463,3	468,3	392,3	395,0	400	407,0
Inland waterways transport	mill. pass.	2,33	2,37	2,0	1,95	2,0	2,3
Maritime transport	thous. pass.	223	226	220	200	210	220,0
Air transport	thous. pass.	755	1161	720	740	755	800,0
<i>Passenger traffic at Lithuanian airports</i>	<i>thous. pass.</i>	2197	2553,2	1930	2000	2100	2250

*Estimation/Forecast

Contribution of transport and warehousing sector to the total Lithuanian GDP is estimated at 10 per cent in 2009. 6,3 percent of total number of persons employed has been employed in this sector in 2009.

Freight transport

According to preliminary forecast, cargo volumes (by all modes of transport, not including pipelines) will decrease by 21 per cent in 2009 comparing with 2008.

Only volumes of goods handled in the Klaipėda State Seaport have decreased by 8,6 percent in 2009 comparing with 2008. A significant decrease is seen in container handling: 243 thous. TEUs will be handled in 2009, it is by 35 percent less if compared with the last year. Klaipėda State Seaport and Butinge Terminal will handle over 35,8 mill. t. of cargo in 2009.

Similar trends of decreasing cargo transportation will remain in 2010. Recovery of cargo volumes will most likely start in 2011. Railway transport compare to roads will increase its share of cargo, thus even more contributing to good intermodal breakdown – almost 47 per cent of all cargo transported.

Volumes of **passengers transportation** by all modes of transport in 2009 decreased by 16,2 per cent compare to 2008. Nevertheless, forecasts show trends of slight increase already in 2010.

First time after steadily growing traffic of passengers at international airports (Vilnius, Kaunas and Palanga), 2009 were off-year for aviation sector: the number of passengers in the international airports decreased by 24,4 per cent.

2. Obstacles to transport development

Main problems that have hindered the development of transport in Lithuania during 2009 are:

Lack of public logistic centres hinders an effective interaction among modes of transport in the development of multimodal transportation services.

Underdevelopment of infrastructure connections with the EU Member States and third countries do not allow full utilisation of transit opportunities and development of multimodal and intermodal transport.

Insufficiently developed network of access connections (road and railways) to the Port of Klaipeda.

Insufficiently developed inland waterways transport sector (old fleet, which is of average age more than 30 years; differences of depth in the separate parts of the main inland waterway of international importance Kaunas–Klaipeda (E41); the lack of appropriate cargo and passengers ports and ports' infrastructure).

Inadequate railway infrastructure for freight transportation in the North – South direction (Rail Baltica line of Corridor I in the direction of Poland). Inadequate railway infrastructure for passenger transportation, limited trains speed, passengers transport services are loss-making.

Border crossing is still a problem. Lithuania has external EU borders with Russia and Belarus and there is a lack of proper non-EU countries infrastructure which determines longer and more complicated border crossing procedures. Lithuania strives for harmonising the border control procedures, some good practice examples are already put in practice (the streamlined border crossing procedure for shuttle combined transport train "Viking" – line Klaipeda-Vilnius-Minsk-Odessa-Ilytschiovsk).

3. Best practices in transport and infrastructure regulation.

During 2009 good results were achieved in traffic safety domain. Previous constantly growing accident rate was stopped in 2008. In the period of 11 months of 2009 these results were achieved:

- reduction of number of killed in the roads by 28 per cent comparing the 11 months of 2009 with the same period of 2008.
- Reduction of number of injured people during traffic accidents by 24 per cent.
- less by 901 traffic accidents during 11 months period in 2009 comparing with 2008.
- less by 1 275 injured people in the accidents during 11 months period in 2009 comparing with 2008.

This was achieved mainly by implementing the traffic safety policy objectives and measures foreseen in State Programme for Road Safety for 2005–2010 and Law on Safe Traffic in Roads. Those measures helped to increase the rate of using safety belts, to reduce the number of drivers intoxicated with alcohol and narcotic and psychotropic substances, and to make speed control stricter. Further measures are foreseen to improve driver training and examination, pedestrian and cyclists' safety, traffic culture, education of traffic participants, and work of traffic control, medical aid and rescue

services. Deployment of automatic speed control radars (stationery and mobile) on the E-category roads.

4. Transport infrastructure investment

1,74 per cent of GDP was allocated for modernisation of transport infrastructure in 2009.

5. Relevant transport policy initiatives

The first Asia-Europe (ASEM) transport ministers' meeting was initiated by Lithuania and took place in Vilnius on 19-20 of October 2009.

Noting with appreciation, among others, the positive contribution of the UNECE and UNESCAP to the development of transport in Asia and Europe, Ministers adopted the Vilnius Declaration, which decided to develop a strategic plan on the Development of Asia and Europe Transport to provide Policy directions for the future development of trans-Asia-Europe transport corridors, as well as to outline an ASEM Action Plan by formulating Transport Policy Guidelines, sharing good practices as well as statistical data and identifying areas of co-operation in the field of transport. Also the Declaration encouraged international financial organizations to enhance funding for transport infrastructure construction in Asia and Europe, taking into account the routes of the Euro-Asia Transport Links recommended by the UNECE and UNESCAP, with a view to completing expeditiously the priority rail and road linkages connecting Europe and Asia. Also it was agreed to hold the ASEM Transport Ministers' Meeting every two years alternatively in Europe and Asia, and in this regard establish the Senior Officials Meeting (SOM), which will prepare the Action Plan for presentation at the second ASEM TMM.

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