



LIETUVOS RESPUBLIKOS
SUSISIEKIMO MINISTERIJA

High priority transport infrastructure projects in EATL countries: the case of Lithuania

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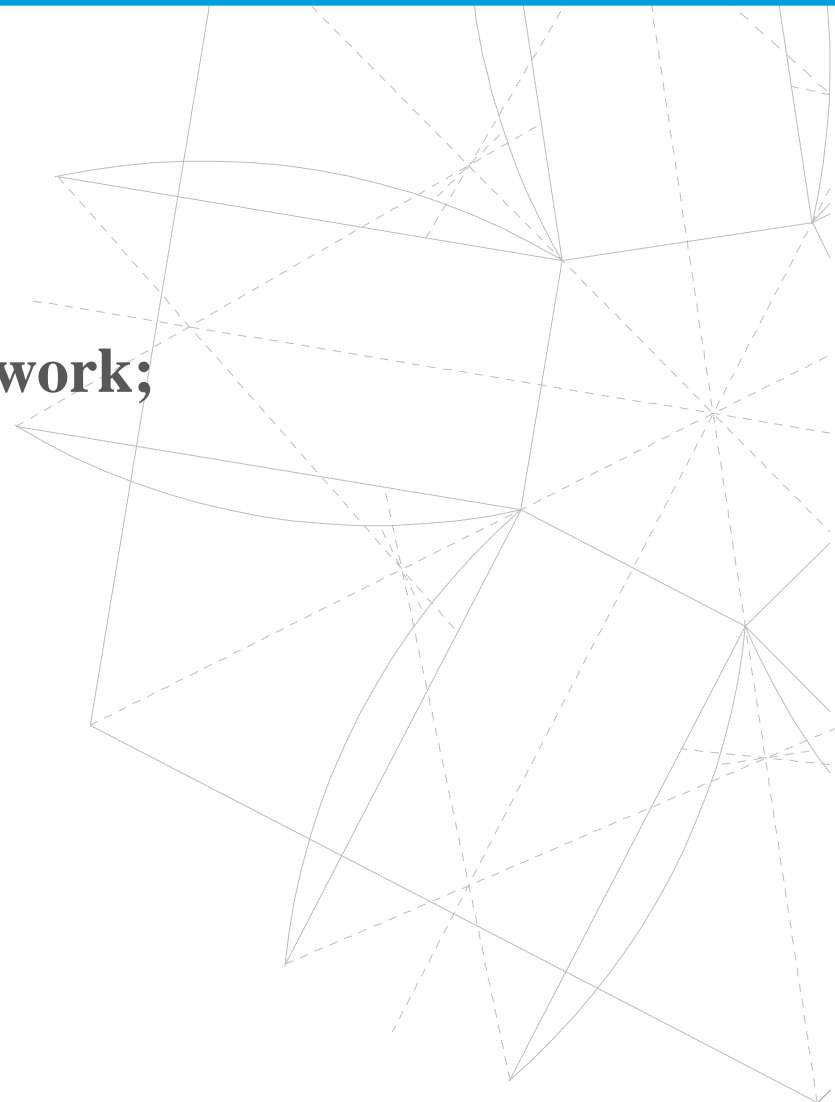
Lithuanian Presidency
of the Council of the
European Union 2013



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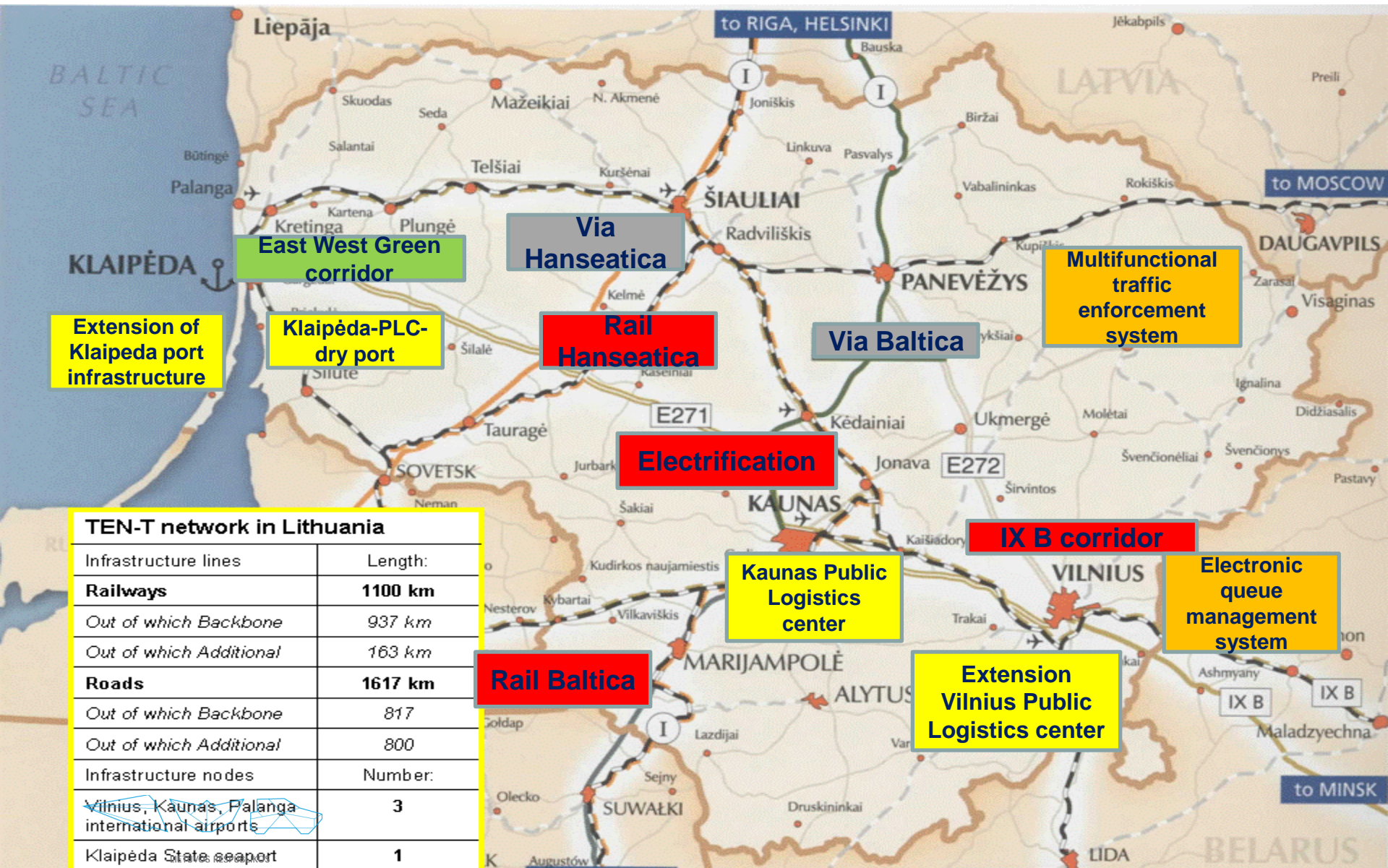
- **Lithuanian TEN-T transport network;**
- **PPP projects in the pipeline;**
- **Main projects:**
 - **Network of Public Logistics Centers (PLC);**
 - **EATL projects;**
 - **Railway projects;**
 - **Airport merger project;**
 - **ITS projects.**



Lithuanian transport system: **main elements**



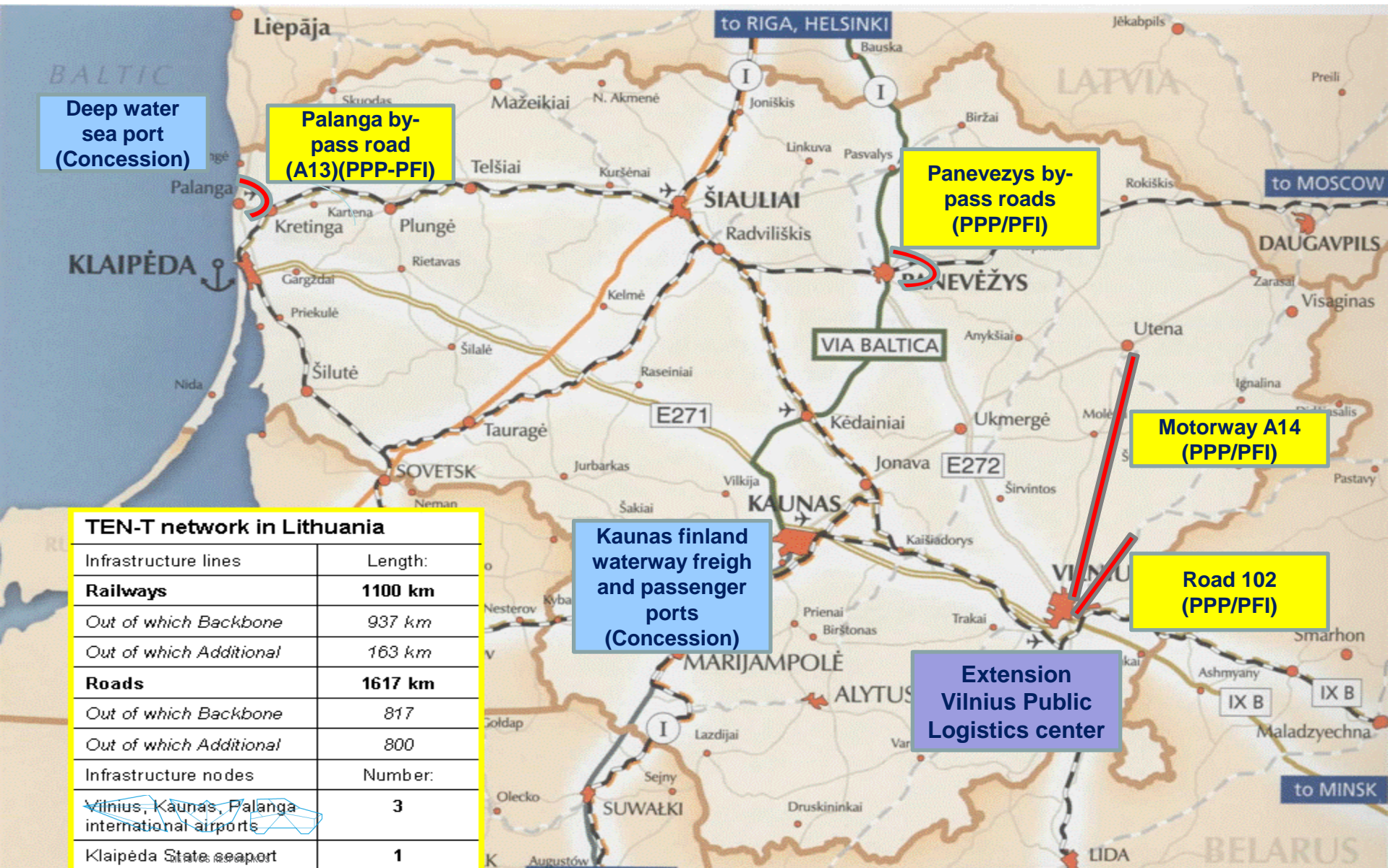
Lithuanian transport system: main high priority projects



TEN-T network in Lithuania

Infrastructure lines	Length:
Railways	1100 km
Out of which Backbone	937 km
Out of which Additional	163 km
Roads	1617 km
Out of which Backbone	817
Out of which Additional	800
Infrastructure nodes	Number:
Vilnius, Kaunas, Palanga international airports	3
Klaipėda State seaport	1

Lithuanian transport system: main PPP projects in the pipeline



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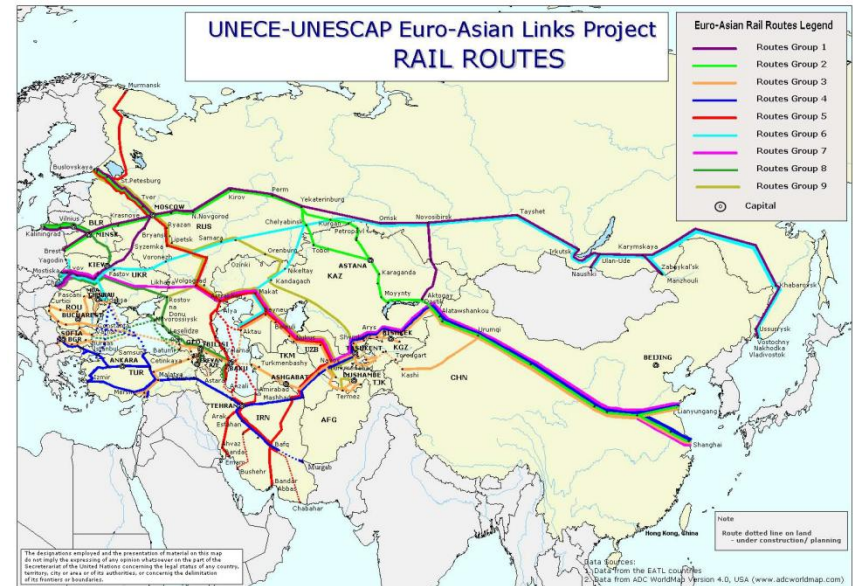
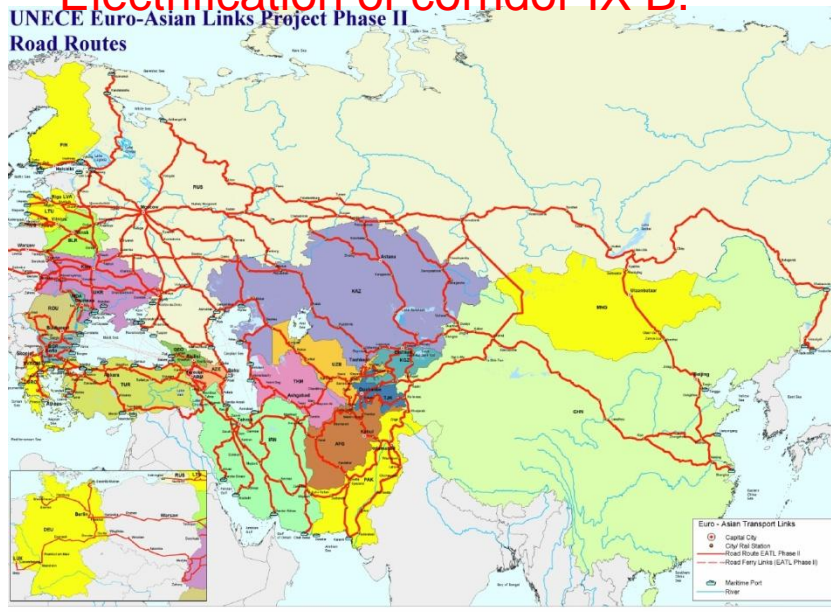
Network of Public Logistics Centers: **from transit to logistics**



Vilnius public logistic center – freight village	Kaunas public logistic centre – combi terminal	Public logistic center in Klaipėda – dry port
<ul style="list-style-type: none"> Storage – 1 500 TEU 	<ul style="list-style-type: none"> Storage – 550 TEU 	<ul style="list-style-type: none"> Storage – 1200 TEU
<ul style="list-style-type: none"> Loading area – 600 m (Ist stage) and 1000 m (IInd stage). 	<ul style="list-style-type: none"> Loading area – 4 x 442 m 	<ul style="list-style-type: none"> 4 railway tracks, 1000 meters length each
<ul style="list-style-type: none"> Loading capacity – more than 100.000 TEU per year 	<ul style="list-style-type: none"> Loading capacity – 50.000 TEU per year 	<ul style="list-style-type: none"> Loading capacity – 80.000 TEU per year
<ul style="list-style-type: none"> Close to one of a biggest rail marshalling yard of IX International Transport Corridor 	<ul style="list-style-type: none"> It is planned to start construction of intermodal terminal at the end of 2013 (and in 2014 we are planning to finish it) 	<ul style="list-style-type: none"> Construction is to be started in nearest future.

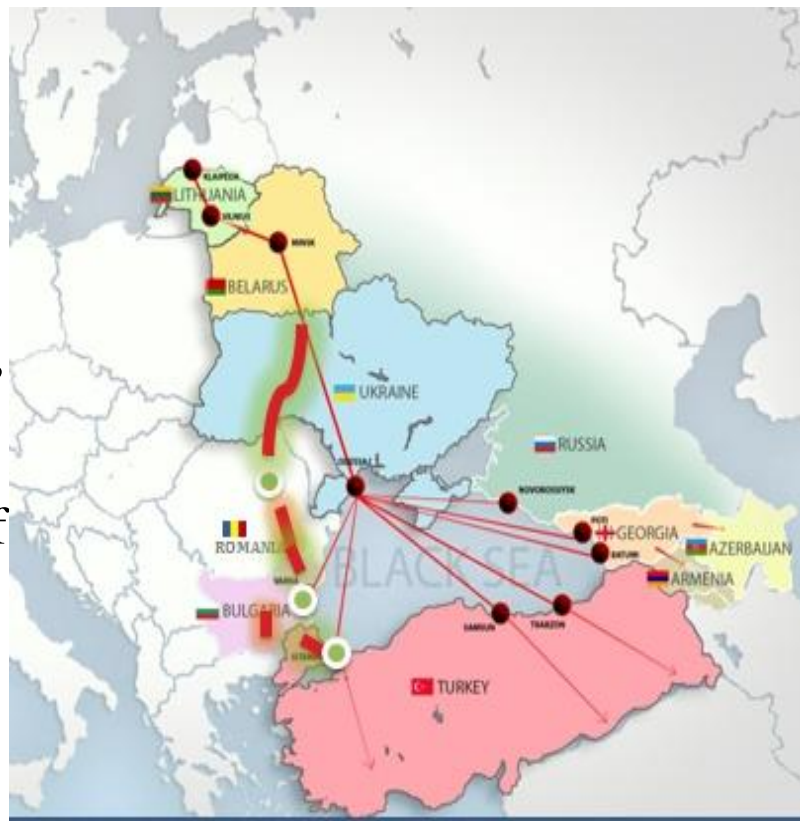
Ports, Roads, Logistics Centers and Railways: Integration into Euro-Asian links

- Integration of Lithuanian transport potential, especially, railway transport and logistics infrastructure into **EuroAsian landbridge connections**;
- **Shuttle trains for combined transportation** (Viking, Merkurij, Saule/Sun);
- **Cross border facilitation** (electronic queue management, streamlined procedures);
- **Electrification of corridor IX B.**



Railways: extension of Viking shuttle train LT-BY-UA route

- From **Klaipėda (LT)** to **Odessa /Ilyichovsk (UA)**– only in 54 hours
- **Belarusian-Lithuanian** State border-crossing procedures at Kena border-crossing point – only in 30 minutes;
- **Azerbaijan, Georgia and Moldova** are negotiating the accession to the “Viking train” project.
- In 2012 **Bulgaria** became an official partner of “Viking” project.
- In 2013 negotiations with **Turkey and Romania** have been started.
- Possibilities to connect **Middle East region with Western and Northern European countries.**



Aviation: Merging Lithuanian International Airports (2013-2014)

Independent airports

- Vilnius, Kaunas, Palanga – joint venture in 2014
- Riga
- Copenhagen
- Schiphol
- Pau, Lille (French regional airports)
- Brussels, Charleroi

Airport Systems

- ADP
- ADR
- DAA
- Ex BAA (London system)

Airport Networks

- Heathrow (ex BAA)
- Aena
- Finavia
- ANA Portugal
- Avinor
- Swedavia
- Tallinn

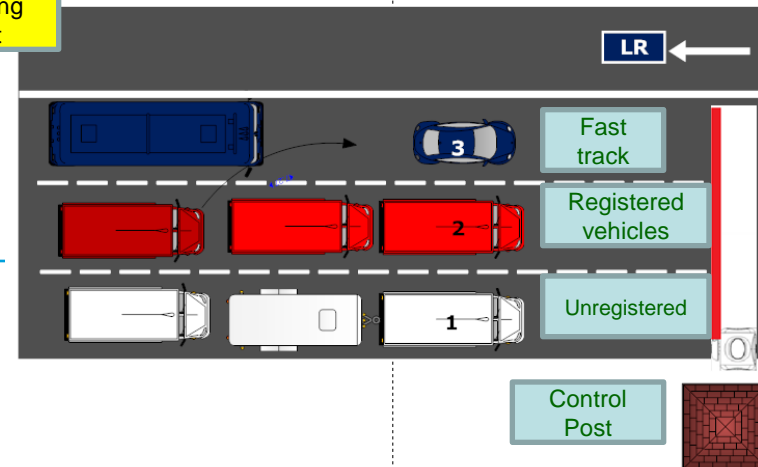
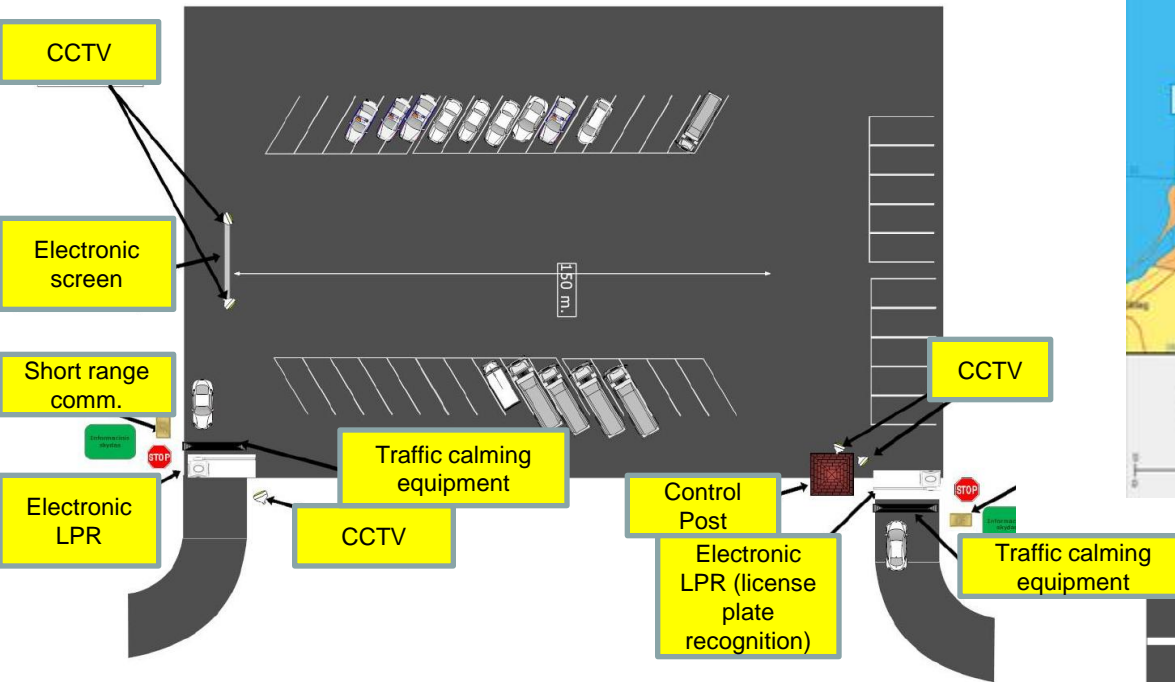


Benchmark criteria

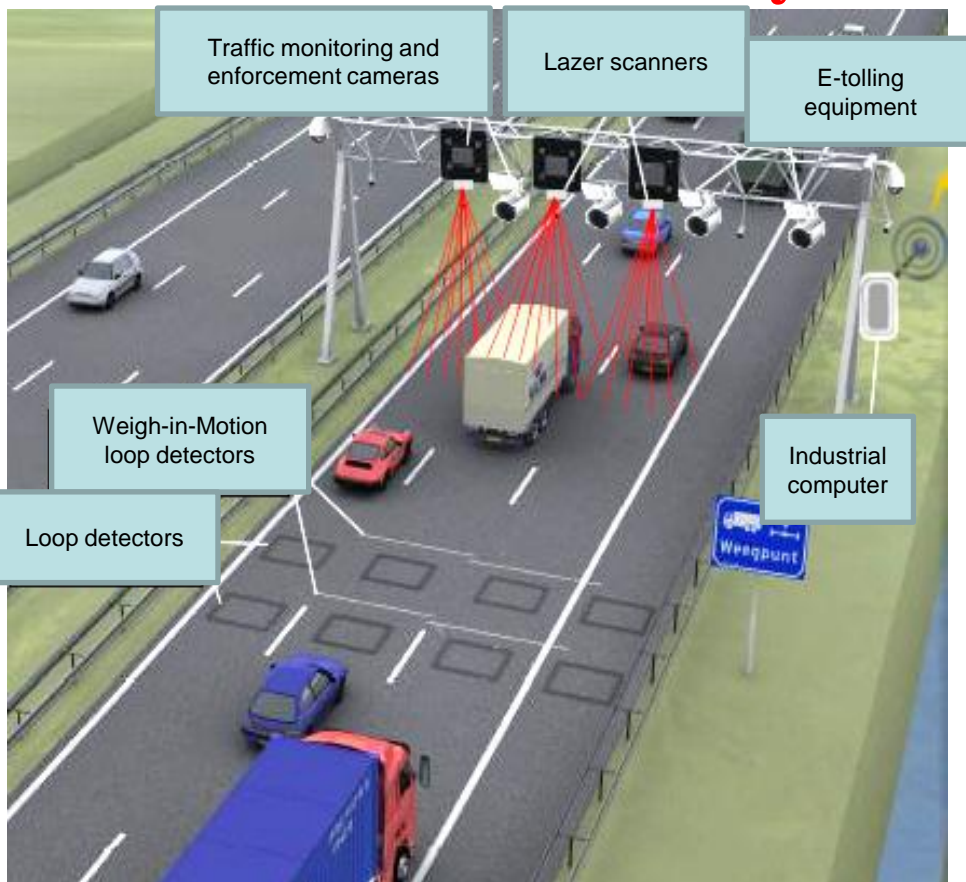
- Ownership
- Regulation
- Charges
- Funding

ITS: Electronic queue management system on border crossing points (2013-2014)

Waiting terminal



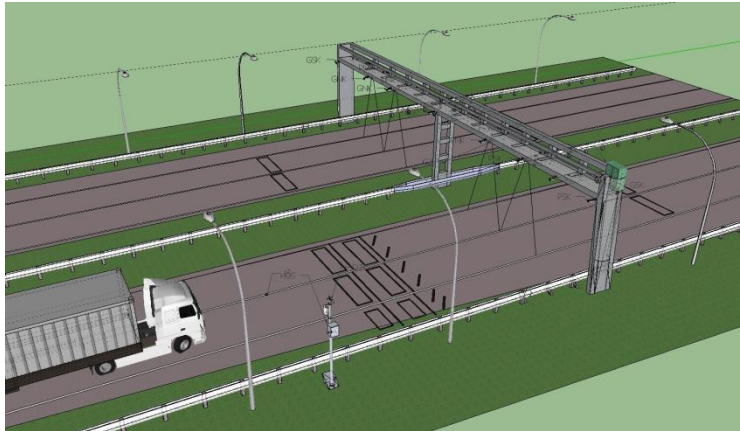
ITS: Multifunctional enforcement and traffic information system (2013-2017) (1)



Main functions:

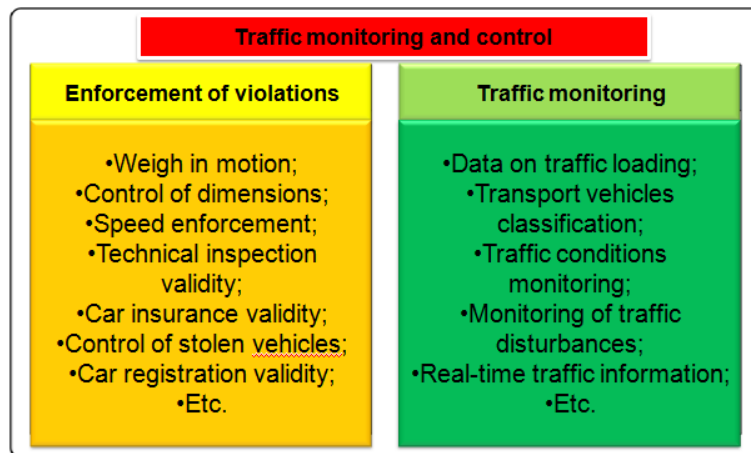
- automated sectorial speed control.
- weigh-in-motion detection;
- license plate recognition (technical inspection data, insurance validity, vehicle registration);
- E-tolling.

ITS: Multifunctional enforcement and traffic information system (2013-2017) (2)



Deployment plan:

- 2013-2014: **Pilot phase** (3 locations): metrology, tests, preventive use;
- 2015 - 2017: Complete network of **Weigh-in-Motion system** (over 50 locations);
- 2015 – 2017: Complete network of **multifunctional enforcement and traffic information system** (appr. 200 stations);
- since 2015: **e-tolling** (user pays-polluter pays principle) on the main roads.



Concluding remarks: trends in infrastructural projects in Lithuania

- Transition from purely “hard” infrastructural projects into ITS projects with a strong focus on traffic safety;
- New forms of **financing** (PPP/PFI and concessions) and aim at **user pays-polluter pays** principle deployment;
- Focus on **East-West** (IX B and D multimodal corridors, Klaipeda port, network of PLC) and **North-South** (Rail/Via Baltica and Hanseatica) axes capacity extension;
- **Mobility demand management** in urban areas.



Thank you for your attention!



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More information at: www.sumin.lt,
and on **Item 8 (c)** 12th Sept., 2013: Transport Trends and Challenges in a
UNECE member state: the case of Lithuania



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