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Item 8(c) of the provisional agenda

**Review of the transport situation,
transport trends and economics in ECE region –
Transport Trends and Challenges in a UNECE member State:
the case of Lithuania**

Transport Trends and Challenges in a UNECE member State: the case of Lithuania

**Submitted by the Ministry of Transport and Communications of
Lithuania**



LIETUVOS RESPUBLIKOS
SUSISIEKIMO MINISTERIJA

Transport Trends and Challenges in a UNECE member State: the case of Lithuania

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6th Session of UNECE Working Party on Transport Trends and Economics
10 Sept., 2013
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CONTENTS

- **Country's profile and transport sector: facts and figures;**
- **Priorities of international transport policy;**
- **Priorities of Lithuanian presidency for EU Council:**
- **Case studies.**



Country profile: facts and figures

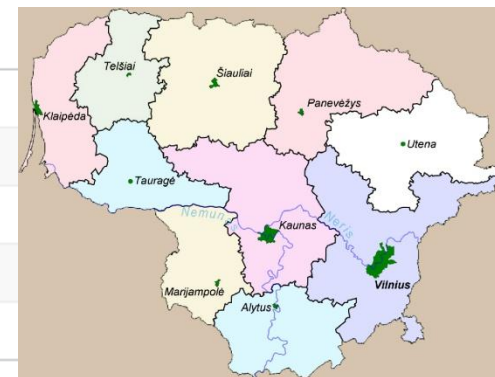
| | |
|--------------------|--|
| Government | Parliamentary Republic |
| President | Dalia Grybauskaitė |
| Population | 3,5 mill. |
| Area | 65 300 km ² |
| Official language | Lithuanian (IndoEuropean, Baltic Language group) |
| Ethnic composition | Lithuanians 83%, Poles 7%, Russians 6%, Belorussians 1%, others – 3 %. |
| Religion | Roman catholic (79%). |
| Largest cities | Vilnius (capital, 0.6 mill), Kaunas (0.4 mill.), Klaipėda (main seaport, 0.2 mill) |
| Coast line | 99 km |
| Membership | EU (2004), NATO (2004), WTO. |



- According to the Mercer Cost of Living Index 2012, Lithuania is among **Top 10 least expensive European countries to live in**;
- In the International Living 2012 Quality of Life Index, Lithuania was ranked among **Top 40** countries of 221 countries in the **World for the quality of life**;
- According to International Herald Tribune magazine survey, the capital of Lithuania Vilnius is **10th in the World in Smart City Rankings**

Lithuanian Economy at a Glance

| | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 (forecast) |
|----------------------------------|------|------|------|-------|------|------|------|-----------------|
| GDP at current prices, € billion | 24.1 | 28.7 | 32.4 | 26.7 | 27.6 | 30.8 | 32.9 | 34.1 |
| GDP growth (annual), % | 7.8 | 9.8 | 2.9 | -14.8 | 1.5 | 5.9 | 3.7 | 3.1 |
| Annual inflation, % | 3.8 | 5.8 | 11.1 | 4.2 | 1.2 | 4.1 | 3.2 | 2.4 |
| Cummulative FDI, € billion | 8.4 | 10.3 | 9.2 | 9.2 | 10.0 | 11.0 | 11.9 | - |
| Unemployment, % | 5.6 | 4.3 | 5.8 | 13.7 | 17.8 | 15.3 | 13.2 | 11.5 |



Lithuania: progressive and dynamically developing country



Kaunas Airport was acknowledged by “The Euro Annie” awards as the most rapidly growing European airport in 2010 (in the yearly category from 100 thousand to 1 million passengers)

International **Vilnius Airport** (IVA) in October 2011 took the I position among 170 European airports rated by the Airports Council International Europe (ACI Europe) regarding the growth of passenger rates



European Transport Safety Council awarded Lithuania with the “**2011 Road Safety PIN**” for being among the leading EU member states in reduction of fatalities on roads

In 2011 the maneuvering locomotive TEM TMH of the company AB „Lietuvos geležinkeliai“ (JSC *Lithuanian Railways*) in the contest "**Lithuanian Product of the Year 2011**" was recognized the best product exported to other countries (in the group of machinery and equipment industry)



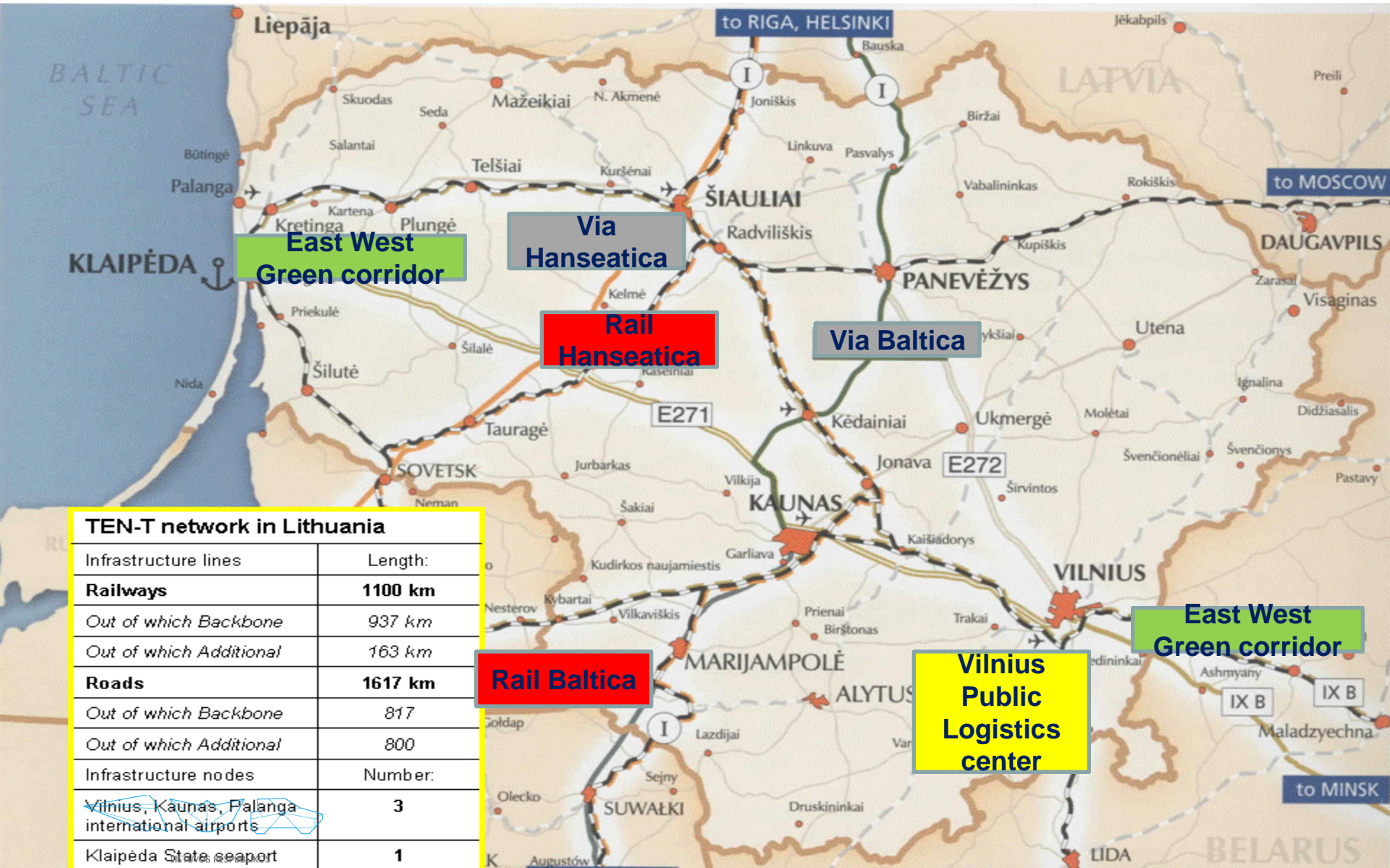
Lietuvos eksporto prizas



For the most significant amounts of export, in 2004 and 2012, **Klaipėda Seaport** was awarded the Lithuanian Export Prize (by the Association of Commerce, Industry and Crafts of Lithuania)



Lithuanian transport system: **main international elements**

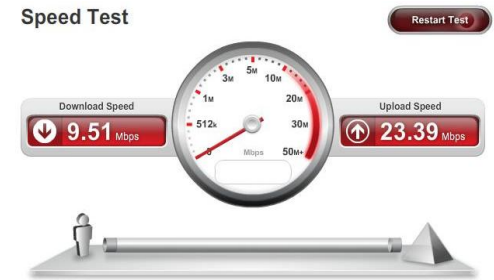


TEN-T network in Lithuania

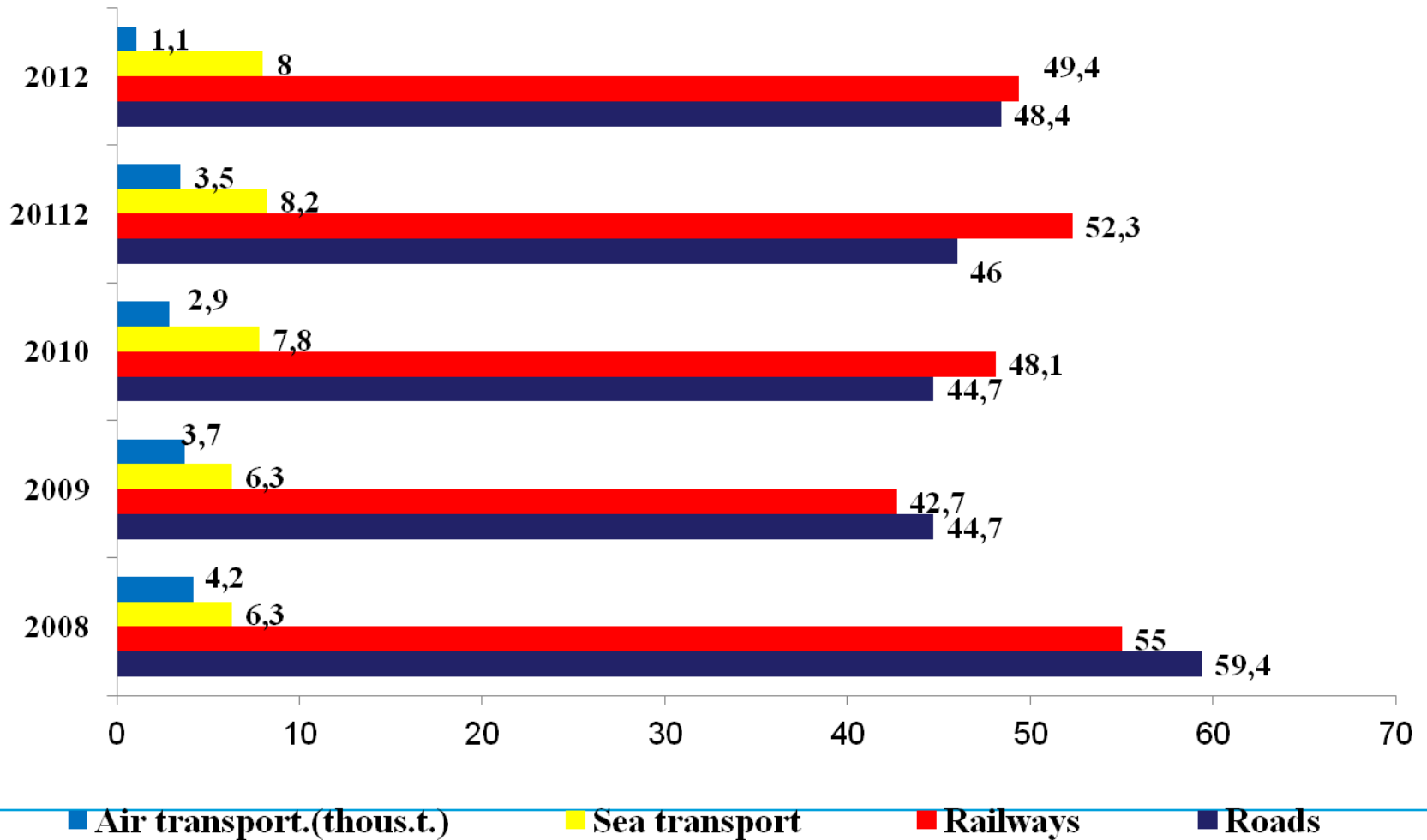
| | |
|---|----------------|
| Infrastructure lines | Length: |
| Railways | 1100 km |
| Out of which Backbone | 937 km |
| Out of which Additional | 163 km |
| Roads | 1617 km |
| Out of which Backbone | 817 |
| Out of which Additional | 800 |
| Infrastructure nodes | Number: |
| Vilnius, Kaunas, Palanga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

Preconditions for Intelligent Transport Systems development: on a fast-track for worldwide leadership

- Lithuania is a leading country in the world regarding the **internet communication speed** and the second country in the world regarding the Internet Connection data download speed;
- The **densest network of public wireless internet access points** in Europe;
- Leading position in the field of **mobile electronic signature**;
- The first position in Europe and sixth in the world regarding the **penetration of broadband optical fibre network**;
- **National traffic safety and traffic information management centre** (open in 2011), **Automated traffic management center in Vilnius** (open in 2009) also other **intelligent transport systems** and services are under intense development.



Transportation of goods in Lithuania (mill. t): modal split



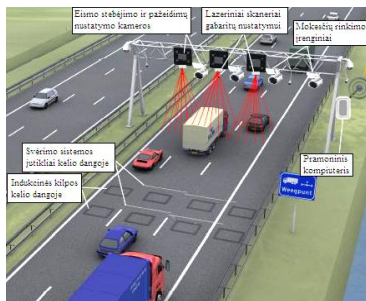
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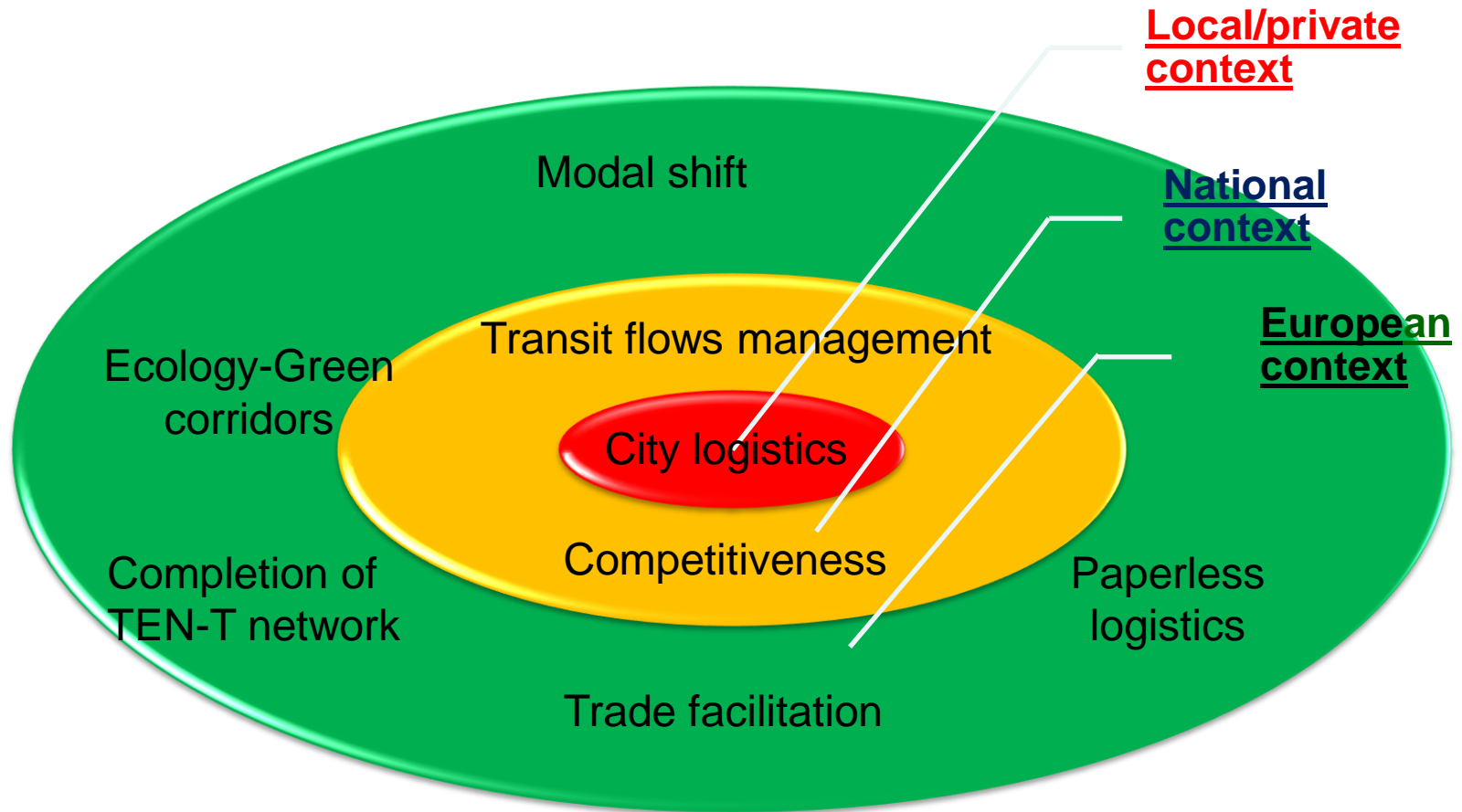


Long term priorities of transport and communication policy in Lithuania

- Development of **TEN-T Network** and its connections;
- Promotion of multimodal and intermodal transport, development of **public logistics centers**' infrastructure;
- Improvement of energy consumption efficiency in transport sector, promotion of sustainable (urban) mobility;
- Improvement of **traffic safety** and security;
- Deployment of **intelligent transport systems (ITS)** and services.



Priorities of Lithuanian logistics policy: European, national and municipal context



Priorities of development of urban/city logistics systems: **cooperation between national and local authorities**



Urban traffic management

- Regulatory basis (restrictions for HDV, weight, use, etc.)
- Traffic flows management (efficient land use planning for logistics services)



Transit flows management

- By-pass roads (connecting motorways and highways)
- Freight logistics villages outside the city (3 PLC – Vilnius, kaunas, Klaipeda);
- Consolidation and distribution rather than point-to-point by HDV.



Commercial (urban) fleet management

- Promotion of low emission vehicles for city logistics;
- Promotional traffic flow corridors vehicles (buses, taxi, electric vehicles,), e.g. “green waves”, dedicated lanes, 4+lanes, etc...



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Priorities of Lithuanian Presidency Of the EU Council: **background and priorities**

- Lithuania presides EU Council from July 1 to December 31, 2013 (**second semester of the year 2013**) and belongs to the 2013-2014/ 1 semester Presidency Trio/Troika (**Ireland, Lithuania, Greece**).
- During the EU Presidency in 2013 Lithuania will continue to seek economic growth and competitiveness in the EU.



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Above all, the Lithuanian Presidency will focus on the three goals: **credible**, **growing** and **open** Europe.





Priorities of Lithuanian Presidency in Transport



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In the field of transport the overall goal is to strengthen of internal market. Priority is given for the following 4 dossiers:

- **4th Rail package: Interoperability and Safety for Railways** (During the Lithuanian Presidency Lithuania seeks to ensure continuity of the Irish Presidency while supporting the main objectives of the 4th Railway package, namely improving EU railway transport efficiency and role in markets of the passenger and freight transportation. Presidency will aim for the General Approach on the Safety directive in the Council);
- **Air Passenger Rights** (Ensuring passenger rights, travelling by all modes of transport, is of great importance to the EU citizens. Therefore Lithuania expects that the revision of EU legislation related to air passengers will better protect air passenger rights and enhance legal certainty for air carriers. Lithuanian Presidency will aim at General Approach in the Council);
- **TEN-T guidelines/CEF regulation** (Final agreement with the European Parliament on these dossiers in order to start implementation of projects of common interest in the fields of transport according to the Trans-European Networks policy in due time) (achieved).
- **Clean Power for Transport.** (This initiative will accelerate the development of an EU-wide harmonised alternative fuel infrastructure as precondition for a broader market uptake of alternative fuels and vehicles. Lithuania expects to reach General approach on the draft Directive by the end of its Presidency at the TTE in December 2013).



Main events during Lithuanian Presidency

- Informal meeting of Transport Ministers on Single European Sky (SES)
 - 16 September 2013, Vilnius.
- IRU EU conference on Road transport
 - 16 September 2013, Vilnius.
- ICT 2013 conference and exhibition:
 - 6-8 November 2013, Vilnius.
- EU and Eastern Partnership Transport Ministers Meeting
 - 9 October 2013, Luxembourg.
- High-level meeting on EU Integrated Maritime Policy
 - 12 November 2013. Vilnius.



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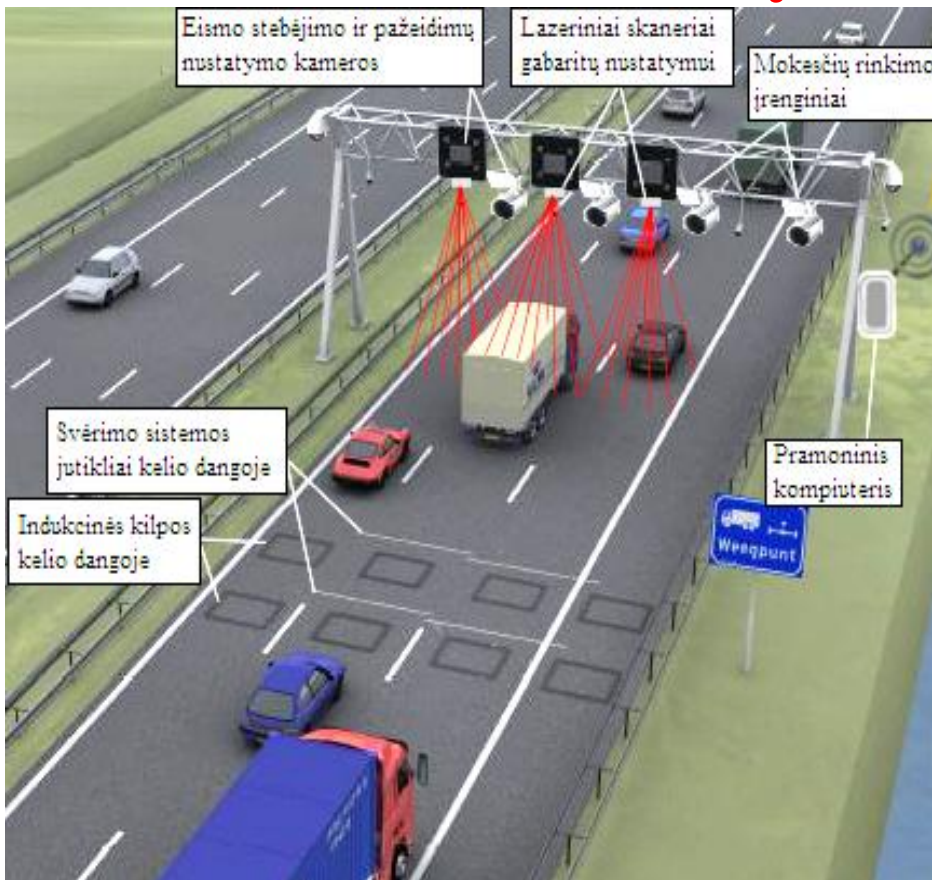
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Case study: Multifunctional enforcement and traffic information system (2013-2017) (1)

IT

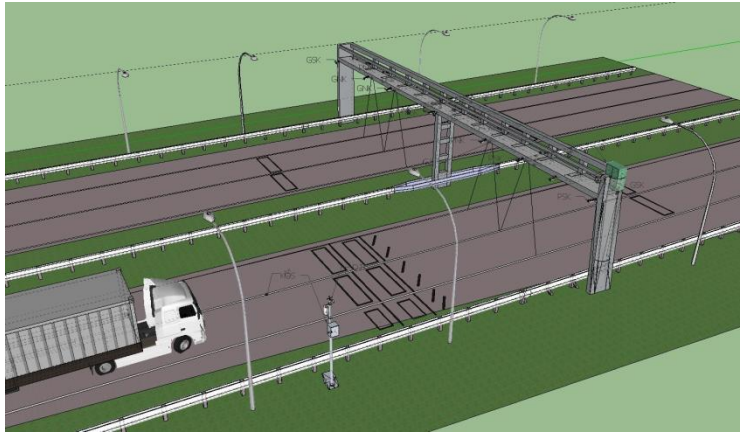


Main functions:

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

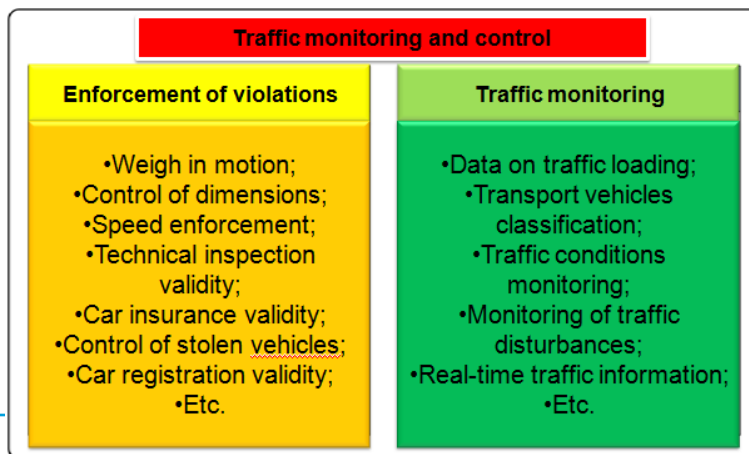


Case study: Multifunctional enforcement and traffic information system (2013-2017) (2)



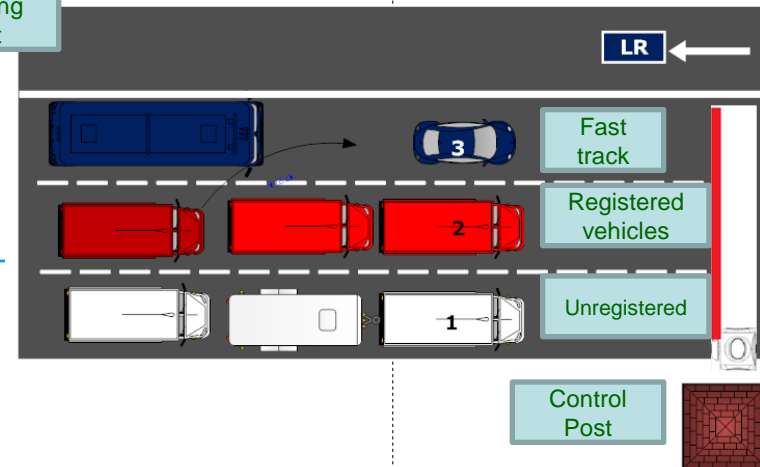
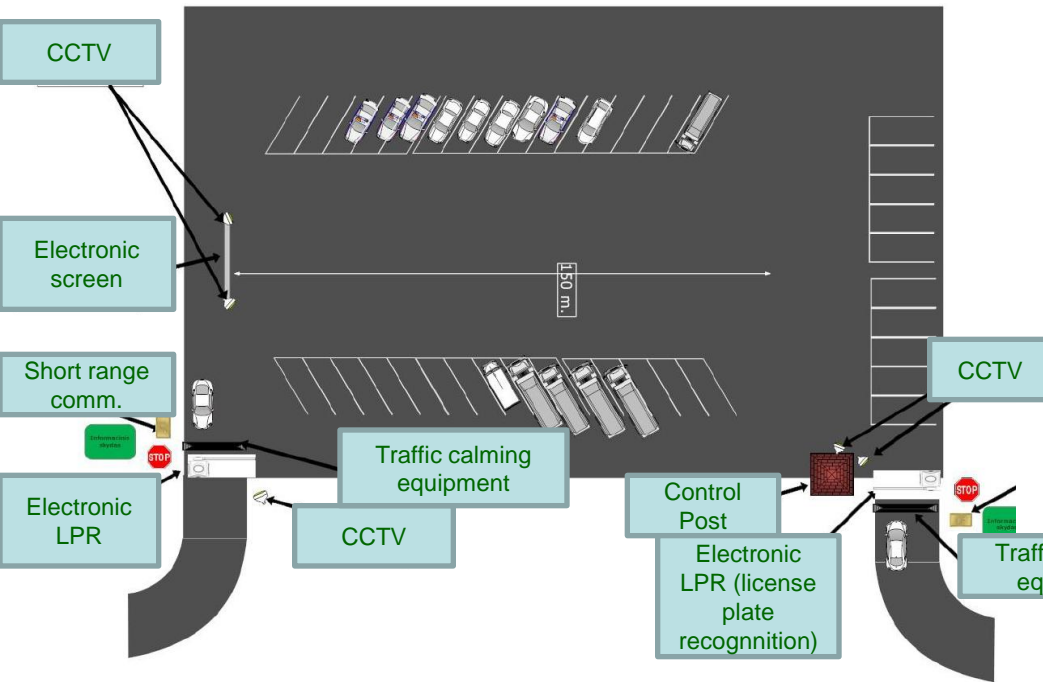
Deployment plan:

- 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.



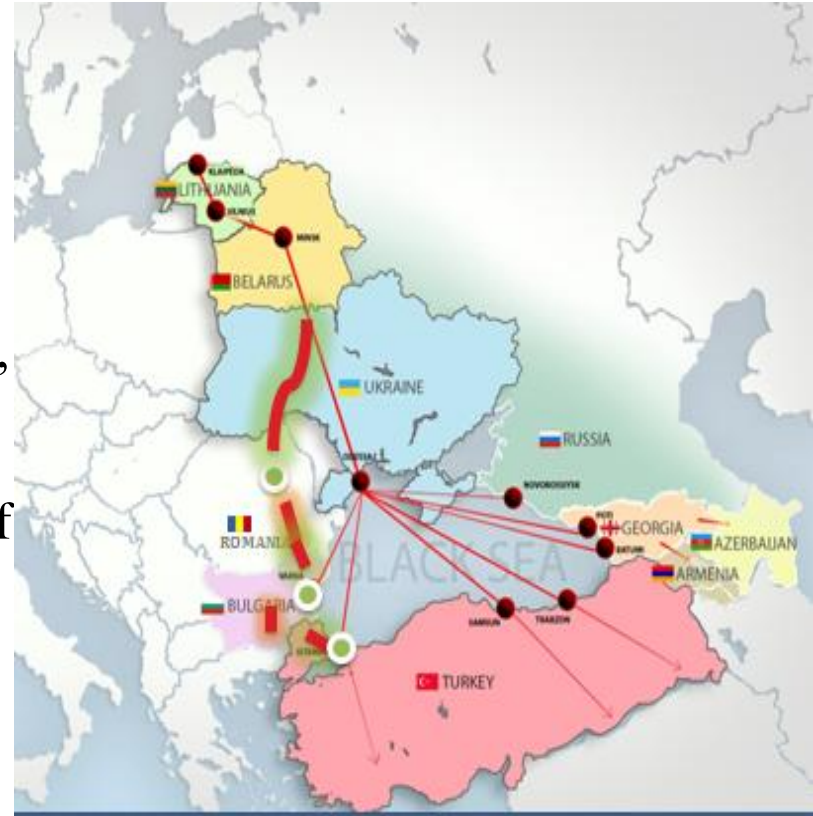
Case study: Electronic queue management system on border crossing points (2013-2014)

Waiting terminal



Case study: Viking shuttle train LT-BY-UA

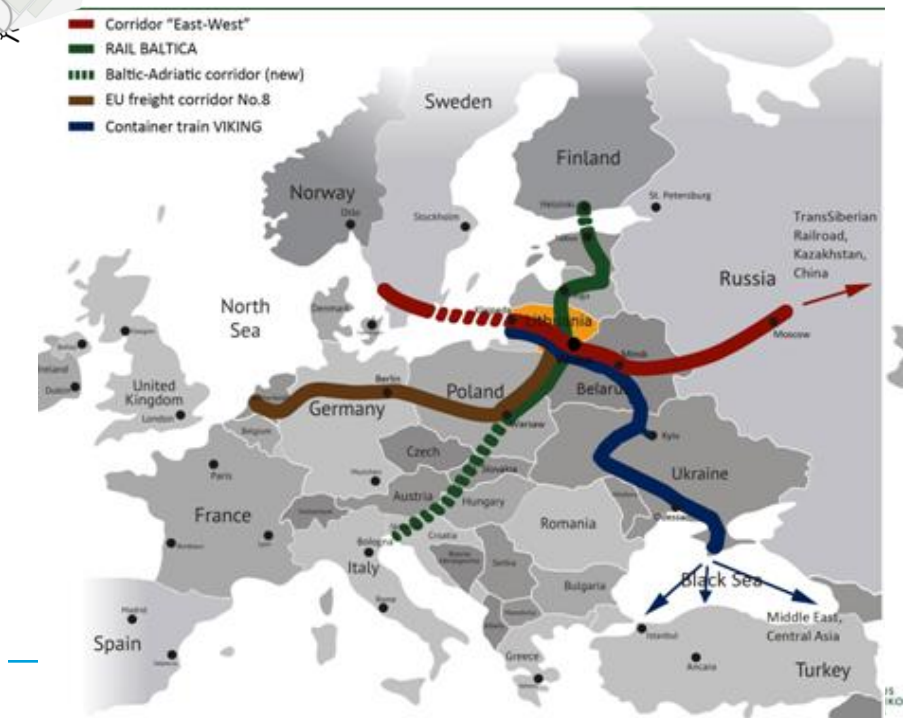
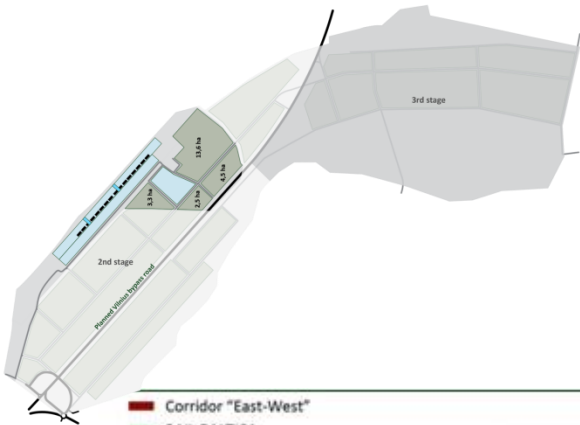
- From **Klaipėda (LT)** to **Odessa /Ilyichovsk (UA)**– only in 54 hours
- **Belarusian-Lithuanian** State border-crossing procedures at Kena border-crossing point – only in 30 minutes;
- **Azerbaijan, Georgia and Moldova** are negotiating the accession to the “Viking train” project.
- In 2012 **Bulgaria** 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.**



Case study: **Vilnius Public Logistics center**

•For the 1st stage of the development 4 land plots, totaling into 23.4 hectares, are offered. At the end of the development, the logistics park will occupy approximately 460 hectares.

- 4 railway tracks for reloading (approximately 1.050 m long);
- 2 gantry cranes with a maximum lifting capacity of 40 t each;
- Fully developed terminal with the capacity of 960 TEU with a possibility to increase it by another 180 TEU.



Case study: Network of Public Logistics Centers



| 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 (IIInd 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. |

Case study:

Merging Lithuanian International Airports (2013-2014)

Independent airports

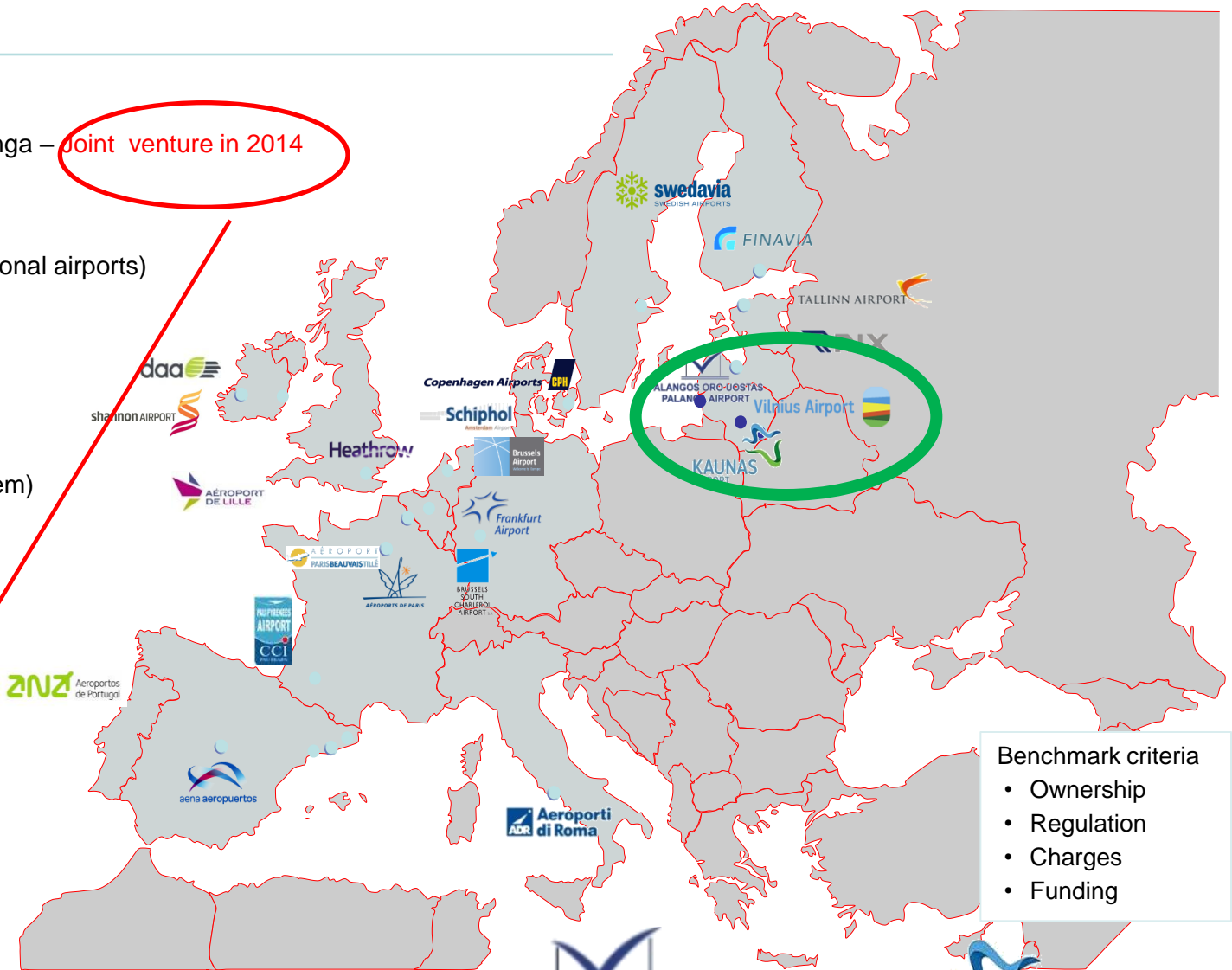
- Vilnius, Kaunas, Palanga – joint venture in 2014
- Riga
- Copenhagen
- Schiphol
- Pau, Lille (French regional airports)
- Brussels, Charleroi

Airport Systems

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

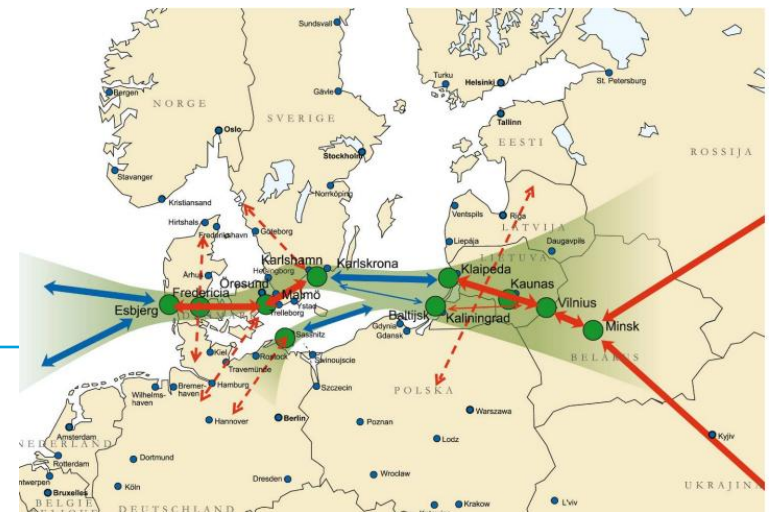
Airport Networks

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



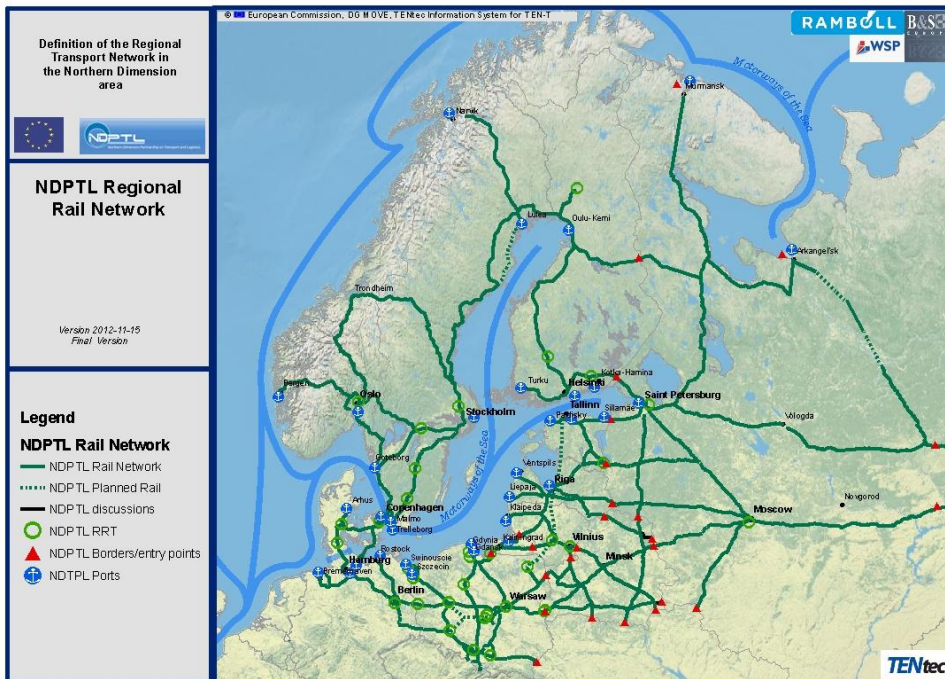
Case study: **Baltic Sea Region Strategy and the Green Corridor**

- Approved in 2009 ;
- 8 participating countries: Sweden, Finland, Estonia, Latvia, Lithuania, Poland, Germany, Denmark;
- **Strategic three objectives:** Save the Sea, **Connect the Region** and Increase prosperity;
- Action Plan comprises **17 Priority Areas:** Agri, Energy, Safe, Secure, Ship Tourism...and **Transport** among them;
- Lithuanian MoTC performs **the role of the Transport Priority Area Coordinator;**
- Flagship projects: **Via Baltica, Rail Baltica, Development of the East-West Transport Corridor – the Green Corridor, the Bothnian Corridor, etc.**



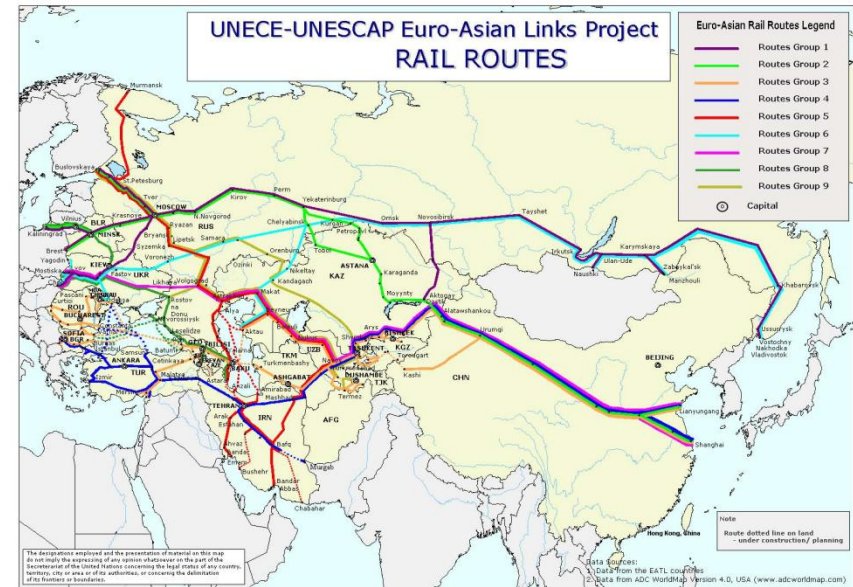
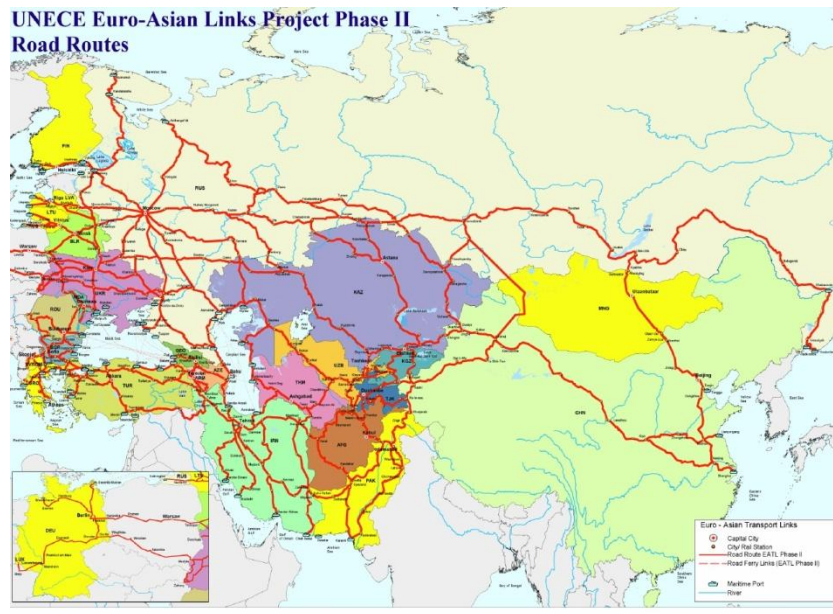
Case study: Northern Dimension and Eastern partnership

- Cross border facilitation;
- Synchronisation of TEN-T and Pan European networks development with neighbouring countries;
- Innovative projects of common interest (electronic queue management system, etc.).

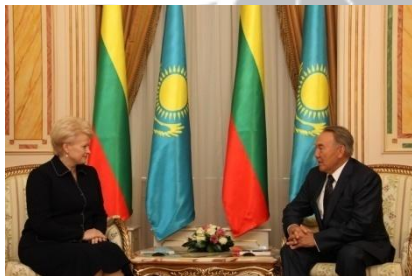
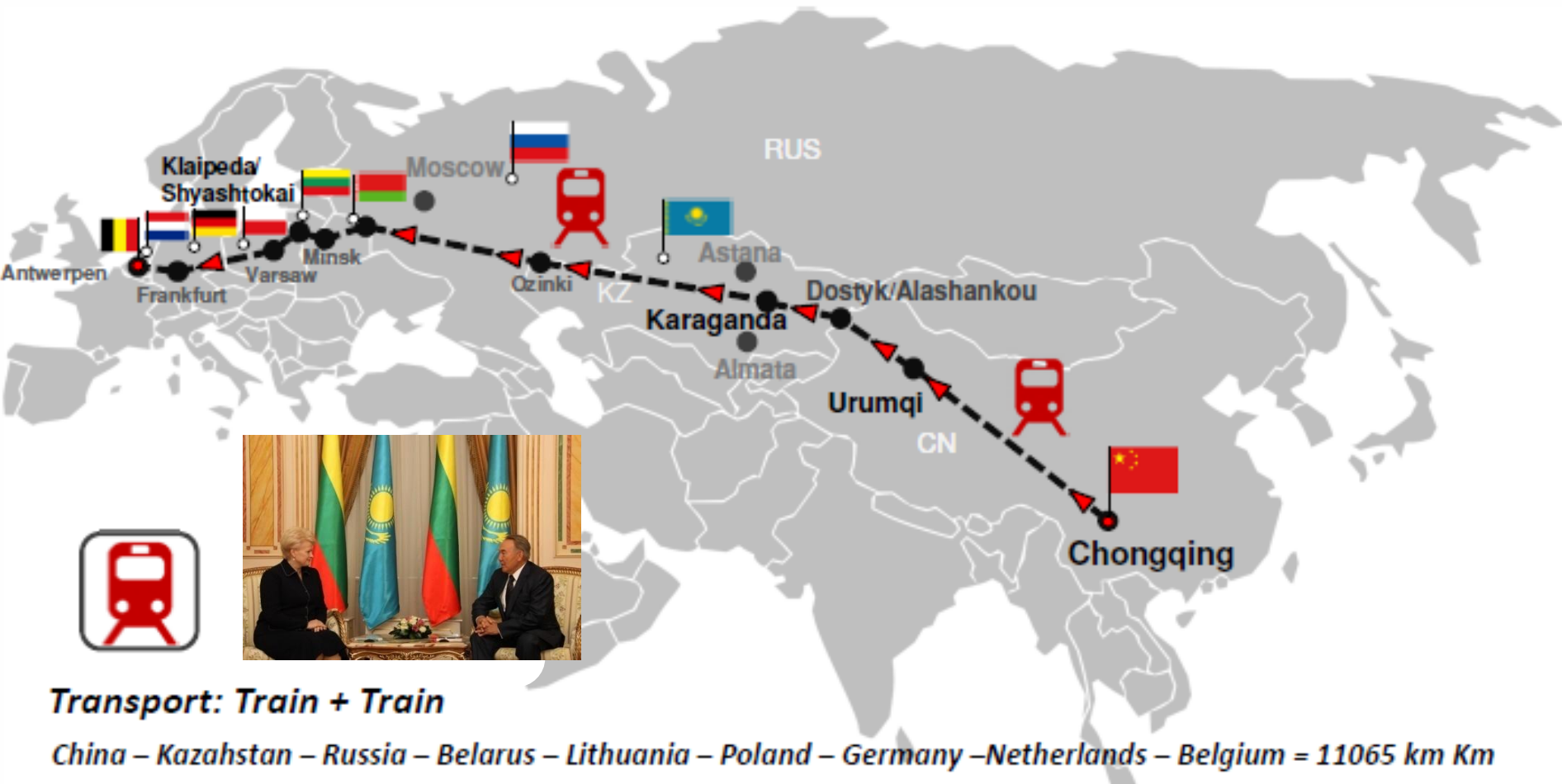


Case study: integration into Euro-Asian links

- 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.**



Case study: container train “Saulė” (*The Sun*)



Thank you for your attention!



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