

## TRANSPORT SITUATION IN LITHUANIA IN 2008

### 1. Traffic trends

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

Data	Units	2006	2007	2008*	2009*	2010*	2011*
<b>Freight transport</b>	mill.t	<b>113,1</b>	<b>122,4</b>	<b>123</b>	<b>108,6</b>	<b>110</b>	<b>112</b>
Railway transport	mill.t	50,2	53,5	55	50,2	51	51
Road transport	mill.t	56,0	62,2	61	52	53	54
Maritime transport	mill.t	5,9	5,8	6	5,6	5,7	6
Inland waterways transport	mill.t	0,87	0,96	0,98	0,8	0,7	0,8
<i>of which in Klaipėda State Seaport</i>	<i>mill.t</i>	<b>23,6</b>	<b>27,4</b>	<b>30</b>	<b>26,55</b>	<b>27</b>	<b>28</b>
<b>Passenger transport</b>	mill. pax	<b>454,9</b>	<b>471,7</b>	<b>476,7</b>	<b>452,72</b>	<b>455</b>	<b>464</b>
Railway transport	mill. pax	6,2	5,2	5,0	5,3	5,6	5,8
Road transport (buses+trolleybuses)	mill. pax	445,5	463,3	468	444	446	455
Inland waterways transport	mill. pax	2,25	2,33	2,37	2,2	2,2	2,3
Maritime transport	thous. pax.	198	223	232	220	210	220
Air transport	thous. pax.	730	755	1100	970	990	1010
<i>Passenger traffic at Lithuanian airports</i>	<i>thous. pax.</i>	<b>1800</b>	<b>2197</b>	<b>2580</b>	<b>2470</b>	<b>2650</b>	<b>2880</b>

\*Estimation/Forecast

Contribution of transport and warehousing sector to the total Lithuanian GDP is estimated at 10 per cent in 2008. 5,8 percent of total number of persons employed has been employed in this sector in 2008.

### **Freight transport**

According to preliminary forecast, cargo volumes (by all modes of transport, not including pipelines) will increase by 0.5 per cent in 2008 comparing with 2007.

Volumes of goods handled in the Klaipėda State Seaport has increased by 9,6 percent in 2008 comparing with 2007. A significant growth is seen in container handling: 378,3 thous. TEUs will be handled in 2008, it is 18 per cent more compared with the last year. Klaipėda State Seaport and Butinge Terminal will handle over 39 mill. t. of cargo in 2008.

Volumes of **freight transportation** by all modes of transport in 2008 will virtually remain the same. The reason – decreased volumes of cargo transportation in IV-th quarter of 2008 due to economic crisis.

Railway transport has kept growth tendencies while road transport suffered a slight decrease in 2008.

For the coming years the previous increase of cargo transportation is estimated at slowdown (railways) or decrease (road transport).

Volumes of **passengers transportation** by all modes of transport in 2008 increased by only 1,1 per cent in comparison with 2007. Trends in 2009 are quite pessimistic; decrease of 5 per cent is estimated for the year 2009.

The number of passengers in the international airports increased by 17,4 per cent (2, 58 mill. pax.). Railway transport sector encountered with declining number of passengers over the period of these latter years. A number of passengers who travelled by the rail in 2008 is by 4 percent lower than in 2007.

Estimation for traffic loading in state roads network foresees a growth of 9-10 per cent during 2009.

## **2. Obstacles to transport development**

Main problems that have hindered the development of transport in Lithuania during 2008 are:

The intensity of traffic, in particular heavy transport, is still increasing (especially on interstate roads), therefore, asphalt-concrete covering of roads not fit for heavy traffic flows is degrading.

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.

Increase in number of cars and traffic loading, resulted in higher congestion (in particular urban) rates. Having in mind a significant number of old and polluting vehicle fleet, this had a strong negative impact on environment.

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 Klaipėda-Vilnius-Minsk-Odessa-Ilytschiovsk).

### **3. Best practices in transport and infrastructure regulation**

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

- reduction of killed in the roads by 31,1 per cent comparing the 11 months of 2008 with the same period of 2007, i.e. 206 saved lives more than in 2007.
- less by 1 388 traffic accidents during 11 months period in 2008 comparing with 2007.
- less by 1 954 injured people in the accidents during 11 months period in 2008 comparing with 2007.

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-roads (to increase number of radars from 2 units (in 2007) to 150 units (until 2009) has already resulted in lesser number of speeding and car accidents.

On October 2 a new railway route was launched between Vilnius Railway Station and Vilnius International Airport. The travel time by this distance of 4 km length will last 7 minutes. Vilnius International Airport has become the first airport of the Baltic States, which can be reached from the city by a direct railway line.



Fig. New shuttle train "Vilnius railway station-Airport".

The railway station at the airport is equipped with a platform, an elevator for passengers, lighting system; also demands of people with reduced mobility or disabled people have been also observed. There is functioning a modern information system for passengers. The station is joined with the Airport terminal by a covered and lit gallery. For the security of passengers video cameras are installed at the station and in the neighbouring territory. The interior and the exterior of the train are surveyed by the system of video cameras as well. Automotrisse, a one-carriage train newly purchased by JSC "Lithuanian Railways", will be shuttling in short intervals on the new route. The automotrisse is intended for short-distance transportation of passengers.

1,76 per cent of GDP was allocated for modernisation of transport infrastructure in 2008.