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MONITORING AND ANALYSIS OF NATIONAL POLICY MEASURES
TO PROMOTE INTERMODAL TRANSPORT

Addendum

Transmitted by the Government of Lithuania

**RESULTS OF THE QUESTIONNAIRE ON NATIONAL POLICY MEASURES
TO PROMOTE INTERMODAL TRANSPORT**

LITHUANIA

	OBJECTIVES AND ISSUES¹	EXPLANATIONS
1	Importance of intermodal transport in national transport policy	The development of an intermodal, environmentally friendly and efficient transport system is one of the main priorities of Lithuania's general transport policy. The long-term strategy for the development of the Lithuanian transport system foresees the creation of a modern and viable multimodal transport system by 2025, which is included into regional and global transport networks. Measures to achieve this goal include the improvement and construction of infrastructure, ensuring better interoperability of maritime and inland transport in the seaport of Klaipeda, the establishment of a network of public logistics centres, the abolishment of different administrative and technical obstacles and the application of intelligent transport systems. The development of combined transport is closely related to the highly advantageous geographical situation of Lithuania in terms of stimulating transit flows through the Lithuania's territory.
2	National and international bodies	
	2.1 Take measures to improve <u>national</u> policy coordination (environment, land use, transport)	Experts and officials of the Lithuanian Ministry of Transport and Communications are working closely with scholars as well as business representatives through a special meeting platform which aims at searching better policy coordination mechanisms and providing concrete proposals in terms of promoting the usage of intelligent technologies and solutions in the field of transport. On 5 October 2004, a Supervisory Committee on the Development and Activity of Public Logistics Centres was established by the Lithuanian Government. One of the main tasks of the Supervisory Committee is to make recommendations and supervise the establishment of logistics centres in Lithuania.

¹ For a detailed description of the issues and objectives stipulated in the ECMT Consolidated Resolution refer to ECMT document CEMT/CM(2002)3/FINAL. The objectives and issues contained in the Resolution have been consolidated by the secretariat (for example, the issues of "fair competition" and "transparent and competitive pricing" are mentioned in several indents in the ECMT Resolution).

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	2.2 Take measures to improve <u>international</u> policy coordination (environment, land use, transport)	<p>Lithuania is active in promoting an intermodal approach to transport. High-level multilateral cooperation comprises firstly the working groups of the European Commission as well as that of the International Transport Forum.</p> <p>Lithuanian representatives participate in the cooperation of 47 partners under the project of “East-West Transport Corridor” (EWTC), which is meant to be a “green corridor” and connects the Southern part of the Baltic Sea by combining sea and land transport. A proposal to create an association of EWTC partners is now underway. Also, Lithuania considers the preparation of the Baltic Sea Strategy an important initiative to provide better regional coordination for use of different transport modes, especially taking into the account effective interoperability between maritime and inland transport modes in ports. Issues related to the promotion of intermodal transport are constantly discussed in other fora of the Baltic Sea Region, such as NB8 and the Council of the Baltic Sea States.</p> <p>Another important field is the cooperation with EU neighbouring countries (mainly Belarus and Ukraine), based on efforts to provide better conditions for combined transport and to ensure effective connections between the EU and its neighbours. A combined shuttle train “Viking” is now connecting Lithuania, Belarus and the Ukraine and a recent agreement between these countries foresees further development of this transport corridor.</p>
3	Costs and prices	
	3.1 Establish fair competition between modes	Nothing to report.
	3.2 Develop cheaper and more efficient interfaces between modes of transport	A Lithuanian intermodal transport technology platform was established in 2007. This platform operates as a platform of specialists (researchers and entrepreneurs) for road, railway, waterborne as well as intermodal transport and logistics and provides for better research and training as well as conference services. Development of cheaper and more efficient interfaces between transport modes is one of the main tasks of the Lithuanian intermodal technology platform.
4	Networks, terminals and logistics centres	
	4.1 Implement international standards (e.g. AGTC Agreement and its Protocol on inland waterways)	Nothing to report.

	OBJECTIVES AND ISSUES¹	EXPLANATIONS
	4.2 Integrate terminal planning into national, regional or cross-border transport and land-use planning	The establishment of three public logistics centres in Lithuania should provide efficient and innovative solutions enabling the interaction of different transport modes along international transport corridors.
	4.3 Take administrative measures to improve terminal access	Nothing to report.
	4.4 Take administrative measures to improve terminal operations and facilities	Nothing to report.
5	Interoperability	
	5.1 Ensure compatibility of railway information and signalling systems	Lithuania is implementing ERTMS on the Lithuanian railway Network in order to ensure compatibility of railway information and signaling systems. The implementation plan contains three main parts: 1. Global System for Mobile Communications – Railway (GSM-R); 2. Specific Transmission Module (STM); 3. European Train Control System (ETCS): <ul style="list-style-type: none"> • Deployment of ETCS for infrastructure. • Deployment of ETCS for rolling stock.
	5.2 Introduce electronic information systems	Lithuania plans to introduce a new Information System on Traffic Safety Management Control in the railway sector. This system will help to create a favorable environment for a better assessment of any violation in railway transport safety as well as better control of measures to prevent traffic accidents and to simplify inspections.
	5.3 Other measures	Nothing to report.
	Financial and fiscal support measures	
	6.1 Financial support for investments (installations, rolling stock, systems, etc.)	Financial support for investment is provided in the form of State guarantees for loans from international financial institutions. The creation of three public logistics centres in Lithuania will be partly financed by “European Union Structural Assistance for 2007–2013” funds. Assistance for investments in new rolling stock and modernization of railway infrastructure is provided according to the “State Investment Programme for 2008-2010”.

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	6.2 Financial support for operations (specific, initial operations, etc.)	There is no financial support for operation.
	6.3 Fiscal support measures (vehicle tax, road user fee exemptions, etc.)	There is no fiscal incentive.
7	Regulatory support measures	
	7.1 Exemption from restrictions and traffic bans	The maximum permissible height of road vehicles carrying containers higher than 2,6 metres (9 foot and 6 inches) according ISO standards has been increased to 4,15 m.
	7.2 Liberalization of initial and terminal hauls	Nothing to report.
	7.3 Higher weight limits for road vehicles transporting intermodal loading units	For container transport in combined transport operations, the maximum permissible total weight of road vehicles with three axles and semi-trailers with two or three axes has been increased to 44 tonnes.
	7.4 Facilitation of documentary controls	Nothing to report.
	7.5 Bonus systems for using intermodal transport	Nothing to report.
	7.6 Strict enforcement of road haulage regulations	Transportation is allowed without permission if the vehicle height exceeds no more than 9 cm, width – 9 cm, length – 100 cm.
	7.7 Other regulatory support measures	Nothing to report.
8	Transport operations	
	8.1 Liberalize access to the rail networks	There is a free access to the rail network in Lithuania for all railway companies and carriers which are registered in the Republic of Lithuania or in other member States of the EU, with the exception of transit services which can only be provided by Lithuania's state owned railway companies or carriers.
	8.2 Liberalize access to inland water transport	Access to inland water transport is liberalized.

	OBJECTIVES AND ISSUES¹	EXPLANATIONS
9	Market monitoring	
	9.1 Ensure availability of coherent and reliable data	Nothing to report.
	9.2 Establish inventories of bottlenecks	Lithuania has established an inventory of bottlenecks and is constantly revising it.
	9.3 Establish short sea shipping information offices	A Lithuanian national short-sea shipping information centre has been established and started operations in 2004.
10	Foster innovations covering all components of the transport chain	Nothing to report.
11	Operators in intermodal transport chains	
	11.1 Promote cooperation and partnership agreements	On 12 May 2008, Lithuania, Belarus and Ukraine have signed an agreement linking the Baltic and the Black seas. The agreement foresees further development of the freight transport corridor between these countries, linking the port of Klaipėda (Lithuania) with the port of Ilychevsk (Ukraine). It is planned to intensify cooperation in the fields of tariff policy, border crossing procedures and in other areas. Other countries, such as Georgia and Turkey have already expressed their interest to participate in this initiative.
	11.2 Promote use of intermodal transport for the transport of dangerous goods	Nothing to report.
	11.3 Promote use of international pools of rail wagons	Nothing to report.
	11.4 Promote operation of rail block trains between terminals	Nothing to report.
	11.5 Promote use of effective and compatible EDI systems (e.g. tracking and tracing, etc.)	Nothing to report.
