

CALCULATION OF ECONOMIC GROWTH ACTION PROGRAMME IMPLEMENTATION INDICATORS IN TRANSPORT SECTOR

Executive Summary Report

The Ministry of Transport and Communication of Republic of Lithuania (MoTC) is involved in the monitoring of Economic Growth Action Program (EGAP), approved by formal decision K(2007) 3740 of the European Commission's on 30 July 2007. MoTC is responsible for implementation of seven objectives within the two EGAP priorities for transport sector.

- Objectives for 4th priority of EGAP Essential Economic Infrastructure:
 - Objective 1: Implementation of Road Safety Engineering Measures (2 EGAP indicators for monitoring);
 - Objective 2: *Improvement of the Technical Parameters of Transport Infrastructure of State and Regional Significance* (3 EGAP indicators for monitoring);
 - Objective 3: *Development of Regional water transport infrastructure* (2 EGAP indicators for monitoring).
- Objectives for 5th priority of EGAP Development of Transeuropean Transport Network:
 - Objective 1: *Development of Missing Land Transport Infrastructure Links with other EU Member States and Third Countries; Upgrade of TEN-T Network for Growing Traffic Intensity* (3 EGAP indicators for monitoring);
 - Objective 2: *Increasing the Competitiveness and Better Utilization of Potential of Klaipeda Seaport – The Most Significant Transit Hub in the Country* (3 EGAP indicators for monitoring);
 - Objective 3: *Development of Infrastructure Capacity in International Airports* (2 EGAP indicators for monitoring);
 - Objective 4: *Reduction of Transport Accidents and Congestion in the TEN-T network* (2 EGAP indicators for monitoring);

The baseline values and expectations for 2015 for all objectives are selected in EGAP. However 4 baseline values are missing: for objectives 2 and 3 of Priority 4 and objective 4 of Priority 5.

The study includes:

- Methodologies for calculation of baseline values of EGAP.

- Calculation of baseline values (2006) of EGAP indicators based on methodologies. This section also carried out a pilot study of indicators values in 2008.
- Assessment of all the MoTC measures to achieve the planned EGAP indicators values up to 2015.

Methodology and Outcomes of Determination of Missing Values

Time savings for freight transportation by reconstructed railways (in Mio Ton Hours) is a result indicator of EGAP Priority 4, Objective 2. Data was not available for EGAP Baseline Value. Outcome of calculation is 5.01 Mio Ton Hours. EGAP values for 2015 was 4 Mio Ton Hours. Recommendation for 2015 value is to correct to 0.51 Mio Ton Hours.

The detailed electronic information on each railway section using operational data is in possession of Company "Lithuanian Railways". The initial information is available for the year 2006, and will be available until the year 2015.

Number of constructed and reconstructed jetties is a product indicator of EGAP Priority 4, Objective 3. Data was not available for EGAP Baseline Value. Outcome of calculation is 8 Jetties. EGAP values for 2015 is 2 new Jetties. The value doesn't need correction.

National Inland Waterways Inspection carries out an official register of inland jetties. Construction of two jetties is planned in accordance with EGAP: one for cargo in Marvele (Kaunas) and second for small entertainment vessels in the southern part of the port of Klaipeda. Assessing the implementation of the indicator, it is appropriate to evaluate only the two new jetties, when they will be built.

Annual number of served vessels is a result indicator of EGAP Priority 4, Objective 3. Data was not available for EGAP Baseline Value. Outcome of calculation is 732 served vessels. EGAP values for 2015 was 3000 Mio Ton Hours. Suggested correction – 384.

Time savings (in Mio Vehicle Hours) is a result indicator of EGAP Priority 5, Objective 4. Data was not available for EGAP Baseline Value. Outcome of calculation is 2.92 Mio Ton Hours. EGAP values for 2015 was 18.4 Mio Ton Hours. Recommendation for 2015 value is to correct to 1.5 Mio Ton Hours.

In order to determine the amount of time spent on a separate track or a separate section of road normally used for subsistence tracking method. The vehicles traffic and speed is usually evaluated. Automatic traffic calculations were not carried out in tracks related to the EGAP Priority 5 Objective 4. The appropriate method is to use the "Methodology of calculation of short-term average daily traffic". To carry out the real time calculation for 2006 is not possible anymore. However, for each project implemented in accordance

with EGAP a feasibility study is a requirement. The proposed approach is to assess the sum of time waste (in Mio. vehicle hours) in all road sections that would be reconstructed according to the EGAP Priority 5 Objective 4. The date of time waste in baseline is determined in the mentioned feasibility studies. The Studies were ordered by the Lithuanian Road Administration and Administration of Vilnius Municipality.

Evaluation of other indicators values planned to achieve in EGAP

Railways

Product indicator: *Renovated or newly built tracks* (outside TEN-T, in km). The full implementation of approved projects will be implemented in 93.7% of the target. It is recommended to supplement existing projects, with an additional 3.122 km renovated or newly built track.

Product indicator: *Renovated or newly built TEN-T tracks* (in km). The full implementation of approved projects will be executed 178.8% of the target.

Result indicator: *Freight volume increase in TEN-T* (in million tons). The freight volume increase of 11 million tonnes - is within reach. In 2008 reached 55.0 million in value tons, an increase of 5.7 million tonnes (52% of the target product value).

Sea port

Product indicator: *Length of constructed and reconstructed berths* (in meters). The full implementation of the projects expected outcome indicator value is 1694 meters, or 121% higher than the value EAVP planned in 2015.

Result indicator: *Increased freight volumes carried by Ro-Ro and Ro-PAX vessels* (in Mio tons). Current trends suggest recovery of Ro-Ro cargo handling, cargo volume in 2010 during January and February increased by 25% compared to the same 2009 period. Economic recovery in 2015 will be achieved and exceeded 4.5 million tonnes of Ro-Ro cargo handling and performance indicators - 1.5 million tonnes - will be implemented.

Result indicator: *Increased number of passengers carried by Ro-Ro and Ro-PAX vessels* (in thousands of passengers). In 2008 achieved 72.4% growth, even compared to the expected value. Current trends suggest recovery of passenger transport by sea - the number of passengers in 2010 during January and February increased by 18% compared to the same 2009 period. Economic recovery in 2015 will be reached and exceeded 249 thousand. The number of passengers and performance indicators - 83 thousand passengers - will be implemented.

Air transport

Product indicator: *Number of implemented projects*. Currently, the product rate is 66.7% achieved. Already is 4 out of 6 projects are implemented.

Result indicator: *Increase in number of passengers* (in Mio passengers). The 95.6% of indicator value is realized in 2008, when reached 1.11 million passenger growth compared to 2005. Beginning of the crisis, in 2009 this rate dropped compared to 2008. Economic recovery is expected and value will be re-achieved and probably exceeded by 2015. Indicator is closely linked with the country's macro-economic situation and labor migration. The recovery of the western economies prior to the Lithuanian economy will foster the emigration wave. The figure may reach the planned value in year 2012 - 2013.

Road transport

Product indicator: *Implemented measures in accident risk road sections and implemented environmental measures* (in units). The 35 measures is in approved list of projects. After implementation of these projects, the product is being met by the year 2015 to 100%.

Result indicator: *Number of reduced "black spots"*. 35 planned road safety and environmental measures would reduce the number of "black spots" if a "black spot" elimination efficiency is 72%. Foreign practice shows that the efficiency is usually exceeded.

Product indicator: *Build new and reconstruction of existing roads* (State roads, outside the TEN-T, in kilometres). Under this measure, planned to build new or to reconstruct roads of 1200.6 km. planned reconstruction of the road is longer than the year 2015 indicator value 350.6 km (29.2%).

Product indicator: *Build new and reconstruction of existing TEN-T roads* (in kilometres). Under this measure planned to build or reconstruct roads length within the mainlist of approved projects is more than 254.18 km, (more than 342.06 km including reserve list).

Product indicator: *An increase of cargo volume in the TEN-T road network* (in Mio tons). Growth trends of freight transport by road are related to the economy and GDP growth. Currently made very conservative estimates of GDP growth allows us to predict 3.5% growth of annual road freight in TEN-T roads. Here is proposed correction of quantified target of 12 million to 4 million tons.

Product indicator: *Build new and reconstruction of existing roads* (bypasses, increasing traffic safety, in kilometres). Under this measure planned to build new and reconstruct

existing roads length within the main list of the approved projects is 20.62 km (39.42 km including reserve list). Planned main list projects 3.38 kilometers (14.1%) doesn't reach the indicator value by 2015. If main list project taken together with the reserve list, than indicator value stand above 2015 rates 15.42 km (64.2%). In this respect, these indicators by the year 2015 will be achieved by the implementation of reserve projects.
