Moving in Lithuania

DATA AND CIVIC RECOMMENDATIONS

This document is one of the activities promoted by the European project "Mobility, a paradigm of European citizenship", which involved citizens from 8 countries (Bulgaria, Italy, Lithuania, Portugal, Romania, Serbia, Slovakia and Spain) on the challenges that the mobility of people sets for the future of Europe: transport accessibility, environmental sustainability and rights of citizens/ passengers.

The issue of mobility is a daily interest for many European citizens and is a paradigm of European citizenship since it relates to many of its aspects (the common identity thanks to transnational mobility, the rights of European citizens/passengers, etc). For further information: http://www.activecitizenship.net/consumers-rights/projects/85-mobility-a-paradigm-of-european-citizenship.html

With the support of the Europe for Citizens Programme of the European Union

Europe for Citizens

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Mobility and transport in Lithuania: the point of view of citizens

Civic consultation of passengers, travellers and commuters on the different challenges represented by the Mobility of people for the future of the EU: transport accessibility, environmental sustainability and passengers' rights

Introduction

This National Report is part of the activities promoted by the European project called "Mobility, a paradigm of European citizenship" The project, started in January 2013, it consists in consulting citizens in 8 Member States on the different challenges represented by the Mobility of people for the future of the EU: transport accessibility, environmental sustainability and citizens/passengers' rights.

Rationale

Mobility is a daily concern for most European citizens and is a paradigm of European citizenship, inasmuch as it embraces many of its aspects (common identity thanks to trans-national mobility, European citizens/passengers' rights, etc.). Lastly, the policy on transports and mobility is essential for the development of a sustainable economy.

The project comes from the idea to collect citizens' opinions on Mobility in the EU as a key theme for the future of European citizens and the implementation of the Europe 2020 Strategy.

Citizens are given the opportunity to participate in decision-making and seek possible solutions regarding an issue definitely important for their daily life and the implementation of a sustainable development.

They will be able to formulate recommendations and present them to the EU institutions.

Background

Transnational Mobility is the concrete application of one of the main rights (Free movement of people) guaranteed by the Treaties to EU citizens' since the beginning of the European construction. It is one of the factors which have contributed to the building of a common European identity.

Over the years, the EU has developed a strong policy in this area, which aims at "fostering clean, safe and efficient travel throughout Europe, underpinning the internal market of goods and the right of citizens to travel freely throughout the EU" (see website of DG for Mobility and Transport).

Mobility is a major challenge for the development of a sustainable economy, which is one of the 3 primary objectives of the Europe 2020 Strategy. Reducing greenhouse gas emissions by 20% does actually entail the development of a new mobility strategy, promoting transport modalities with a low impact on the environment.

Finally, public transports are a key question for many European citizens, who use them daily to reach their workplace and/or to carry out their other activities. They are thus interested in the development of accessible and efficient public transports, respectful of passengers' and users' rights. This is the reason why civic activism is especially developed in this field through informal groups (such as commuters groups) or more structured and permanent organisations (e.g. Public transport users associations, Consumer associations, etc.).

To sum up, the European consultation proposed in the present project focuses on Mobility because it is:

- a common concern for most European citizens;
- a field in which the EU has a large competence and influence capacity;
- a policy which has to evolve to contribute more and more to the development of a sustainable economy;
- A paradigm of European citizenship, inasmuch as it embraces many of its aspects (common identity, European citizens' rights, etc.).

Objectives
The main objectives of the project are thus the following:
informing citizens and raising their awareness on the EU policies and initiatives on Mobility; contributing to bridge the gap between EU citizens and Institutions, providing the European Parliament and the Commission with information on the actual expectations of citizens in this area; giving the opportunity to 2.560 citizens from 8 countries to concretely participate in the EU policy making, promoting direct dialogue between them and European Institutions;
enhancing citizens' interest in civic participation and their capacity to analyse critical situations, identify solutions and formulate policy recommendations.

Consultations:
The consultations will be structured in two phases: first level consultation of at least 2.000 common citizens travelling on public transports, selected in a random way, in 8 countries and a second level consultation of 640 people (citizens, members or volunteers of local associations,...):
during the first phase, every partner organisation will draft a questionnaire which will be used to interview people travelling on public transports (on trains, buses, plane, etc.), - which means an average of 320 per country.
During the second phase, based on the results of the first phase, the partners will organize four 1-day consultation meetings for 20 people each in every participating country, focused on the main problems and recommendations which emerged from the first-step consultations. This will structure and diversify the consultation target, involve local citizenship organizations as well as ensure the dissemination of the project.

The final recommendations will be presented to competent authorities in each country and to the EU institutions in occasion of the final event in Brussels.
Partnership:
The project is coordinated by Cittadinanzattiva onlus-Active Citizenship Network (Italy - IT) and takes advantage of the collaboration of the following Partners:

- A.N.P.C.P.P.S.România / National Association for Consumers' Protection and Promotion of programs and strategies (Romania - RO)
- Vartotojų teisių gynimo centras / Association Consumer Rights Protection Center (Lithuania - LT)
- Index Foundation (Bulgaria - BG)
- Associação In Loco / In Loco Association (Portugal - PT)
- Spoločnosť ochrany spotrebiteľov S.O.S. / Society of Consumer Protection (Slovakia - SK)
- Centra potrošača Srbije / Consumer's Center of Serbia - CEPS (Serbia - SRB)
- Fundación Ciudadanía / Citizenship Foundation (Spain – ES)

Funding programme: Europe for Citizens Programme. Action 1 – Active Citizens for Europe – Measure 2.1 – Citizens' projects
Call: http://eacea.ec.europa.eu/citizenship/funding/2012/index_en.php
Project duration: from January to December 2013

The association Consumer Rights Protection Center was established in 2000. The Center is a non-governmental organization protecting consumers throughout Lithuania. The Center represents consumer interests at the standing commission of the State Consumer Rights Protection Authority (under the Ministry of Justice of the Republic of Lithuania). The Center

submits proposals on draft legislation regulating consumer rights and duties of sellers and service providers, and provides information to consumers as the weaker contract party by telephone, on TV, radio and press. The Center is contacted by consumers looking for assistance. For six years by now the Center implements projects financed by the Republic of Lithuania. 2011 the Center has won financing to implement a project related to transport services.
www.vartotojucentras.lt

In particular, refer to:

- **The "Civic Information" Approach**: This report has no statistical value but provides a picture in the field of mobility and transport through data collected by citizens and civic organizations at National level. The methodology is inspired by the method of civic information, defined as the capacity for organized citizens to produce and use information to promote their own policies and participate in public policymaking, in the phase of definition and implementation as well as that of evaluation. According to this method, when citizens, despite their presumed lack of competence in the public sphere, organize themselves and take action together regarding public policies, they are able to produce and use information deriving from experts and other sources, as well as from their own direct experience with the issue being addressed. In this project, such a method is implemented by involving civic organizations in the collection of information through interviews with citizens, passengers and commuters, which gives the possibility to put into practice the right to participate in the evaluation of services and policies. This could be an innovative aspect of this work, despite difficulties and obstacles that may be encountered such as: possible criticism towards the output since it will not be a statistically representative research; an official dialogue with institutions and professionals is not always easy.

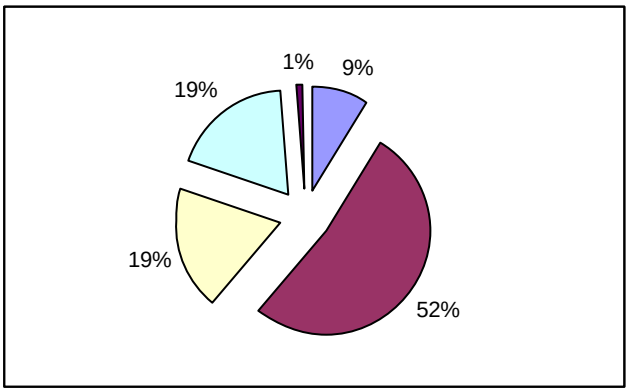
- **Technical Instruments:** According to the methodology, it was necessary to produce the same questionnaire for citizens, passengers and commuters divided into two sections: a common section (the same for all the Country involved in the project) and a specific one (different for each Country involved in the Project). The structure of the "common section" of the questionnaire is divided into 7 sections, each dedicated to a specific field: registry and preliminary information, travel and daily routine, long-distance travel in your own country and abroad, problems and inefficiency in your travels, perhaps not everyone knows that ... , proposals and more.

  Since the questionnaire is already comprehensive, there is no specific section for Lithuania

- **The sources of information:** According the information gathered by the "Section A" of the questionnaire "PRELIMINARY DATA AND INFORMATION", please to draft information related:

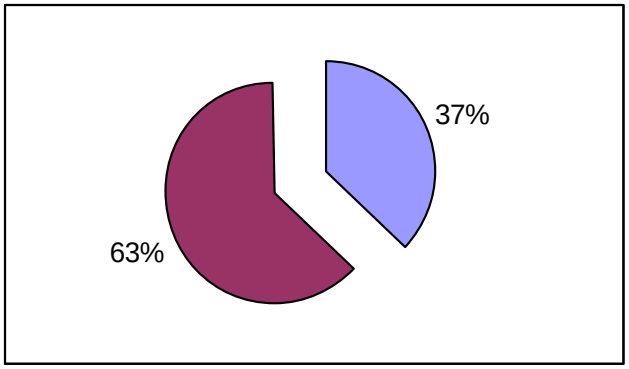
N = 500

- Age



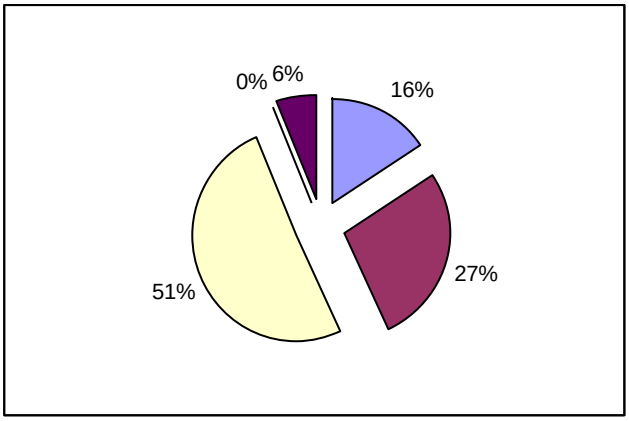
<18	45	9%
18-30	260	
30-50	95	19%
50-70	95	19%
>70	5	1%

- Gender



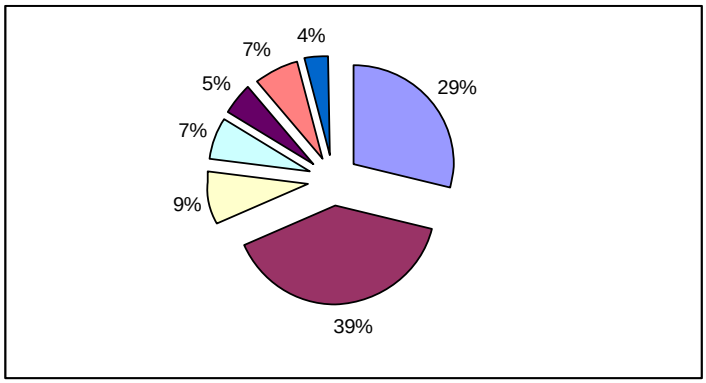
M	185	37%
F	315	63%

- Qualification



University degree	80	16%
Post-Grad; Master; Phd and post Doc	135	27%
Secondary education	255	51%
2nd and 3rd cycles		0%
Elementary school	30	6%

- Occupation



Employed	145	29%
Student	195	39%
Self-employed	45	9%
Unemployed	35	7%
Freelancer	25	5%
Retired	35	7%
Household occupation	20	4%

Chapter 2 - Dissemination Strategy and geographical impact

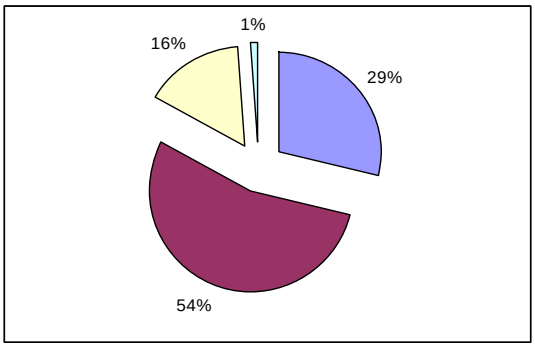
In particular:

- indicate if you have involved the local offices of your association, other associations, if have been signed agreements. If so, indicate the name and number of associations, number and city of your local branches, number of agreements signed, number and locations of local meetings of awareness and training.
- indicate how widespread was the questionnaire: with trained personnel (by the project, several people were trained in each Country), electronically with newsletter, online database, website and social media, media partnerships, etc.

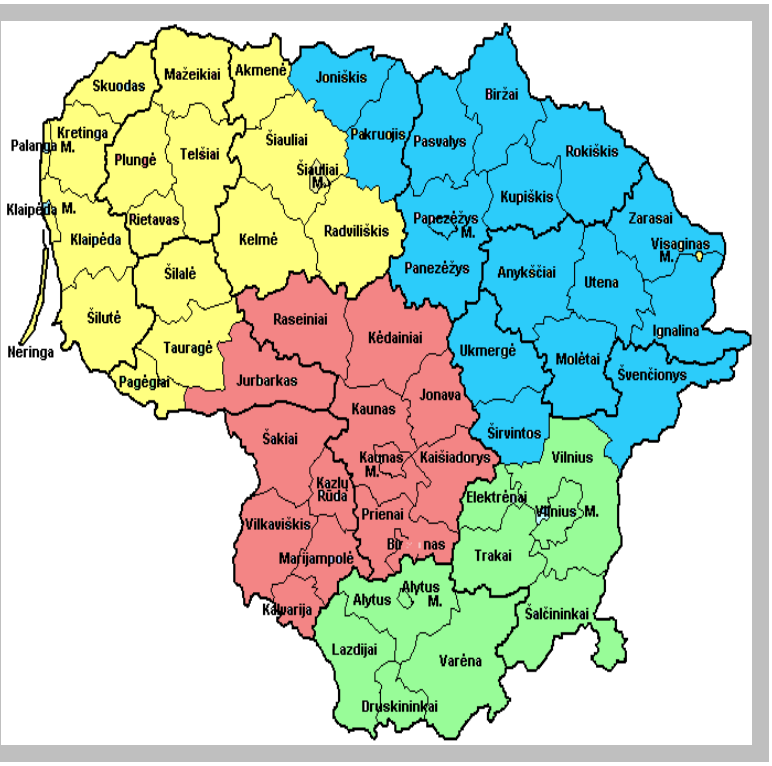
- Brief project version has been distributed among largest Lithuanian Municipalities: Vilnius, Kaunas, Klaipeda, Panevezys and Siauliai. Questionnaire has been sent to public transport companies of those municipalities. Questionnaire also have been disseminated through the allied consumer organization sites, in the most popular internet portals such as Delfi.lt, alfa.lt, 15min.lt.
  Together with project introduction it was published and indicated in the national website, including whole information concerning Mobility project. Information was available in Lithuanian language. The Questionnaire was available to copy, being filled and submitted to us. In order to make collecting process fast and geographically wide the Questionnaire was accessible until the end of August 2013. The 150 answers were received electronically, others over 350 have been collected in Vilnius bus station, Vilnius train station and Vilnius airport (VNO). Before performing this questioning - permission was obtained of high rank station managers.

- **Geographical impact**: According the information gathered by the "Section A" of the questionnaire "PRELIMINARY DATA AND INFORMATION", please to draft information related:
    - Area in which interviews live (North/ Centre/ South/ Islands) and where the interviews live: City - Town center/ Near the city center/ In the periphery of the city/ Outside of the urban area - rural area;

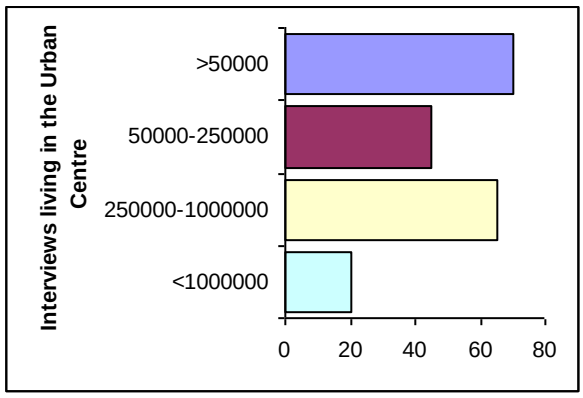
Interviews



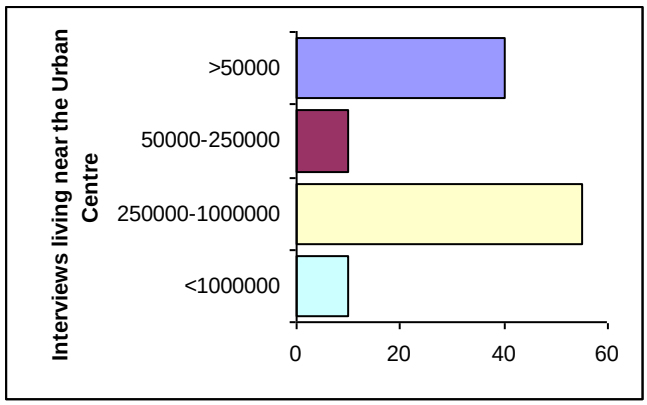
North	145	29%
Center	270	54%
South	80	16%
Islands	5	1%
Inland		0%
Seaside		0%



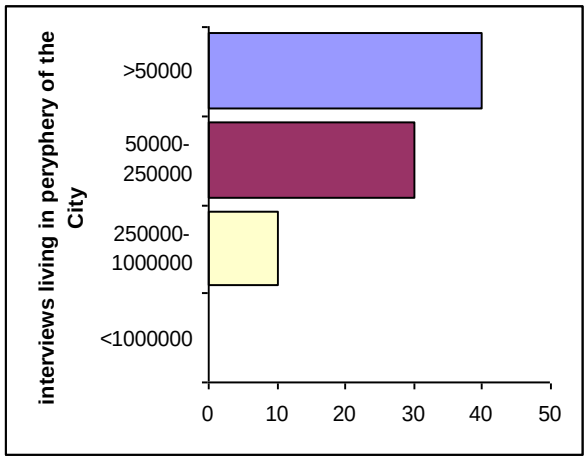
- Size of City (Small/ Medium/ Large/ Metropolis)



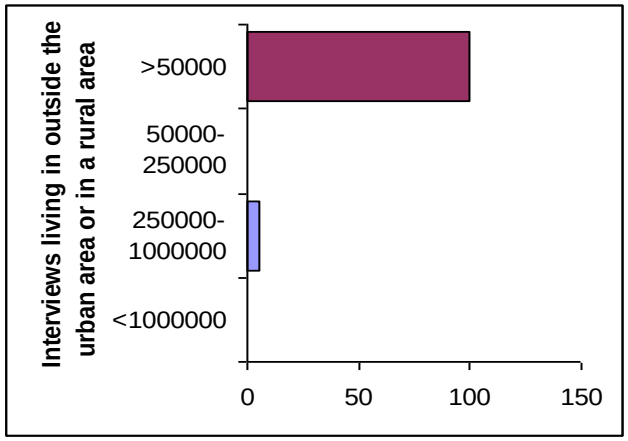
Interviews living in the Urban Centre



Interviews living near the Urban Centre



Interviews living in periphery of the City



Interviews living in outside the urban area or in a rural area

Small (less than 50,000 inhabitants)	Medium (between 50,000 and 250,000 inhabitants)	Large (between 250,000 and 1,000,000 inhabitants)	Metropolis (over 1,000,000 population)

Name of Lithuania Cities

Alytus 57452
Plungė 19556
Kretinga 19050
Klaipėda 158891
Anykščiai 10220
Radviliškis 16762
Kuršėnai 11593
Kėdainiai 26080

Biržai 11946
Raseiniai 11070
Lentvaris 10776
Vilnius 527930
Druskininkai 14172
Rokiškis 13879
Marijampolė 39656

Visaginas 21110
Elektrėnai 11735
Šiauliai 106847
Mažeikiai 36421
Vilkaviškis 11204
Gargždai 14989
Šilutė 17272

Palanga 15395
Utena 28088
Garliava 10866
Tauragė 23838
Panevėžys 97589

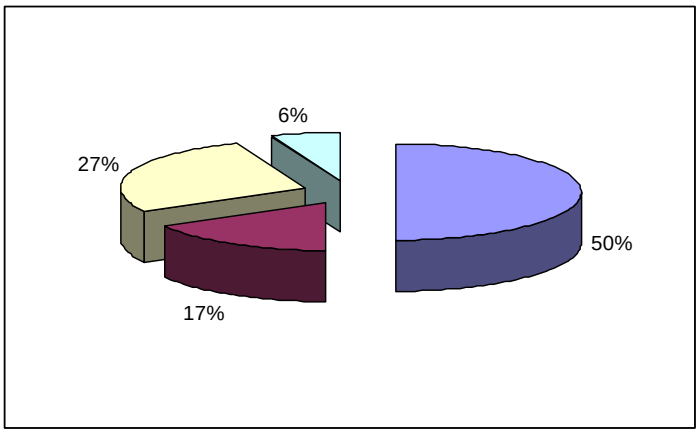
Grigiškės 10506
Telšiai 24881
Kaunas 307498
Jonava 29761
Ukmergė 23007
Jurbarkas 10963

(less than 50,000 inhabitants) 50 %

between 50,000 and 250,000 inhabitants 17 %

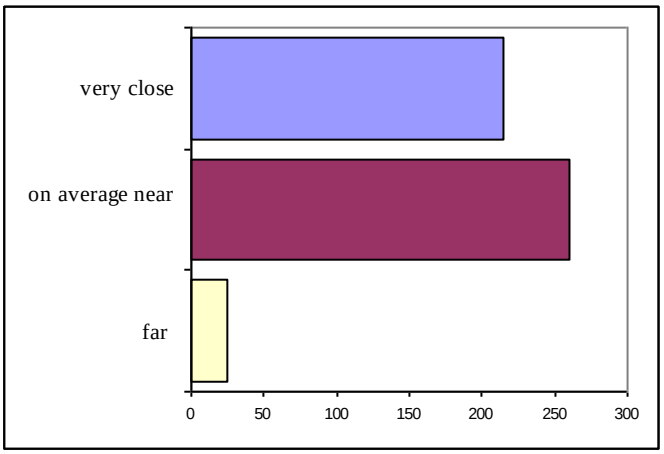
(between 250,000 and 1,000,000 inhabitants) 27 %

(over 1,000,000 population) 6 %



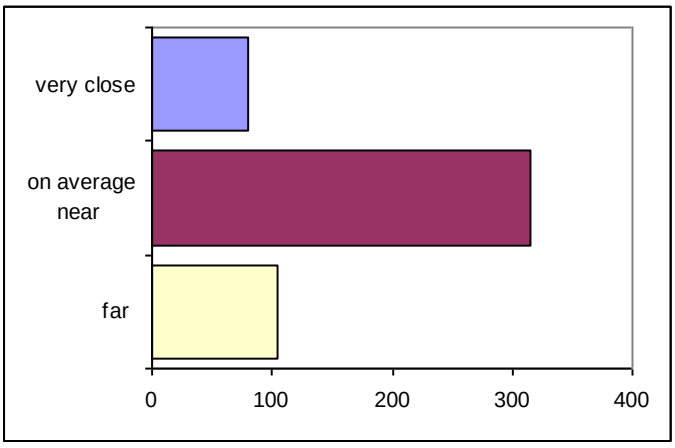
Chapter 3 - Data collected

- By means of graphs / tables, report data regarding others element of context (Section A):
    - **"A.7** How is connected the area you live through public transportation?"



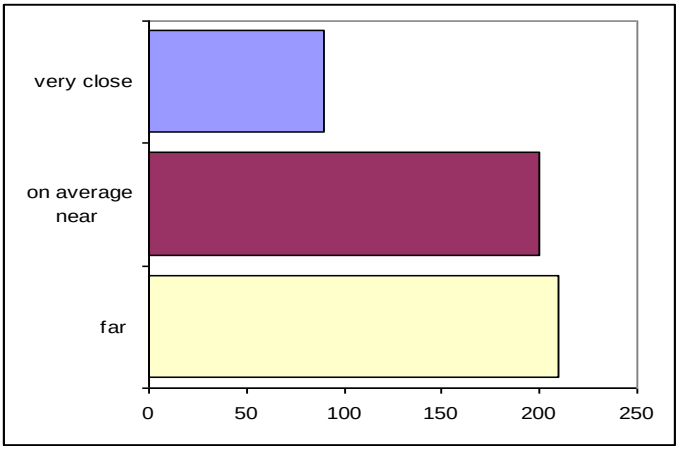
The first bus / tram / metro stop is:

very close	215	43%
on average near	260	52%
far	25	5%



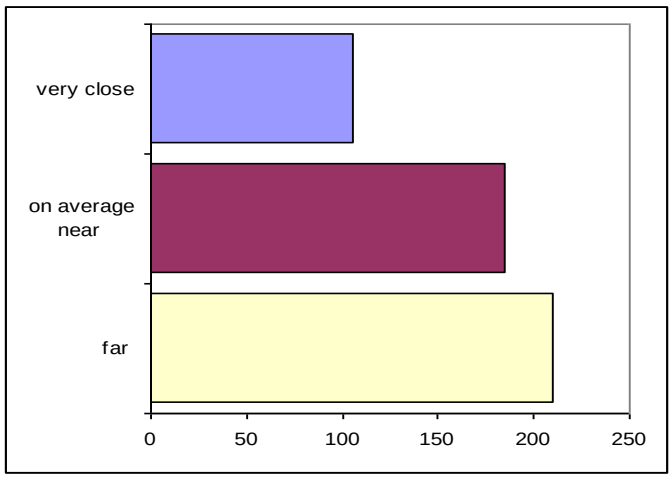
The suburban bus station is:

very close	80	16%
on average near	315	63%
far	105	21%



The railway station is:

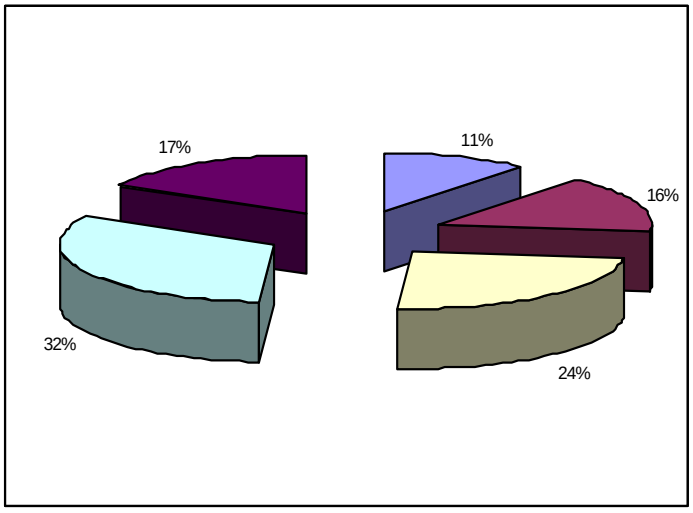
very close	90	18%
on average near	200	40%
far	210	42%



The taxi rank is:

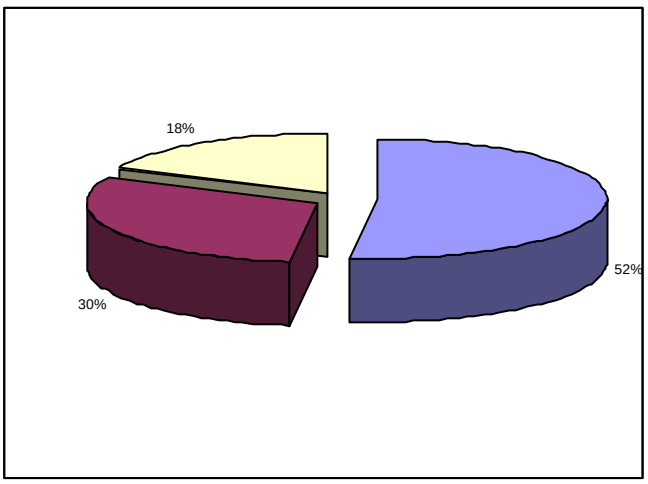
very close	105	21%
on average near	185	37%
far	210	42%

- "A.8 In your city, are being used vehicles of public transport with alternative power supply (eg electricity, natural gas, etc ...) compared to traditional fuels?"



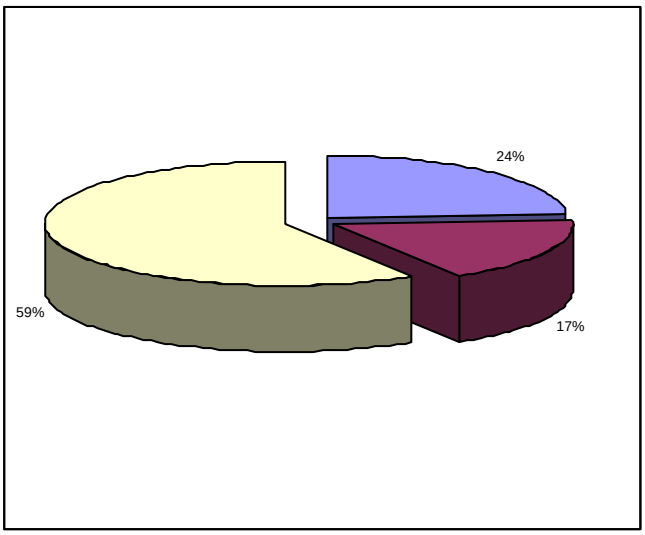
Yes	55	11%
Yes, the most of them	80	16%
Yes, some of them	120	24%
No	160	32%
Don't know	85	17%

- "A.9 In your town is there a mobile information system available to the citizens (eg poles, electronic information boards, app for tablets and smartphones)?"



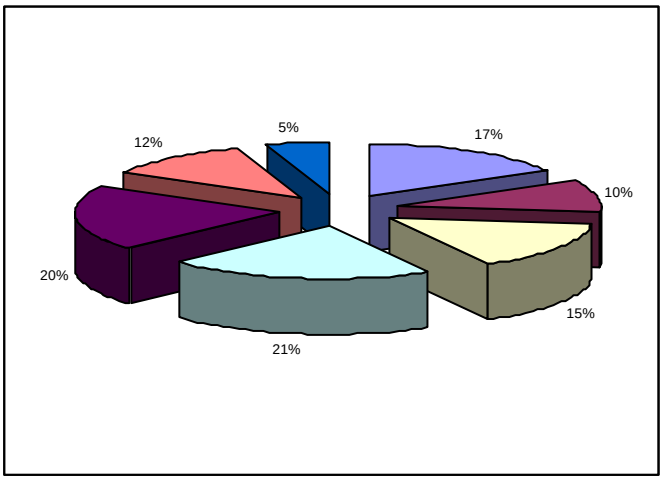
Yes, all	260	52%
Yes, for all the transports and all stops	150	30%
Yes, for some transports and some stops	90	18%

- "A.10 Does your city has an Urban Mobility Plan?"



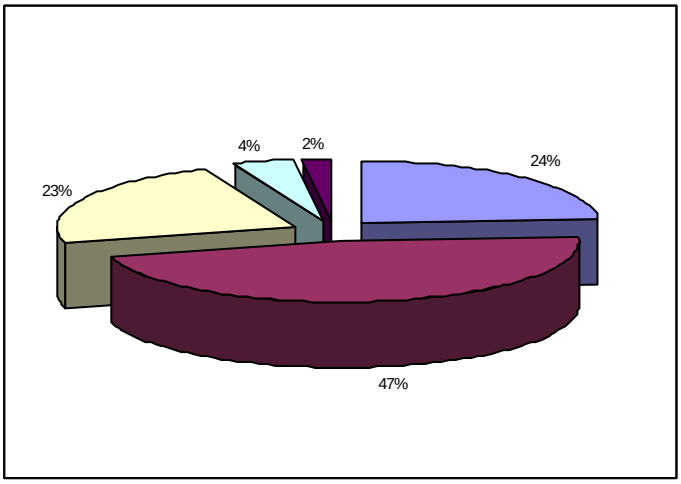
Yes	120	24%
No	85	17%
Don't know	295	59%

- By means of graphs / tables, report data regarding REGULAR AND DAILY MOVEMENTS (Section B):
    - "B.1 For your travel routine, how many Km you totally walk (A / R) during the day?"



<1Km	85	17%
1-2Km	50	10%
2-5km	75	15%
5-10Km	105	21%
10-20Km	100	20%
20-50km	60	12%
>50Km	25	5%

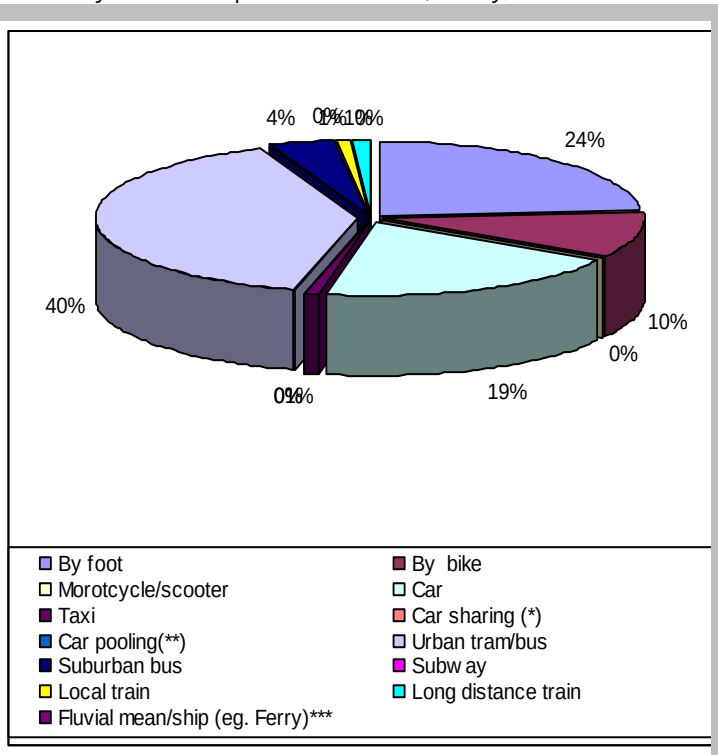
    - "B.1.1 For your regular trips how long it takes overall in average each day?"



< 30 Min	115	23%
30-60 Min	225	45%
1-2 Hr	110	22%
2-3 Hr	20	8%
>3 Hr	10	2%

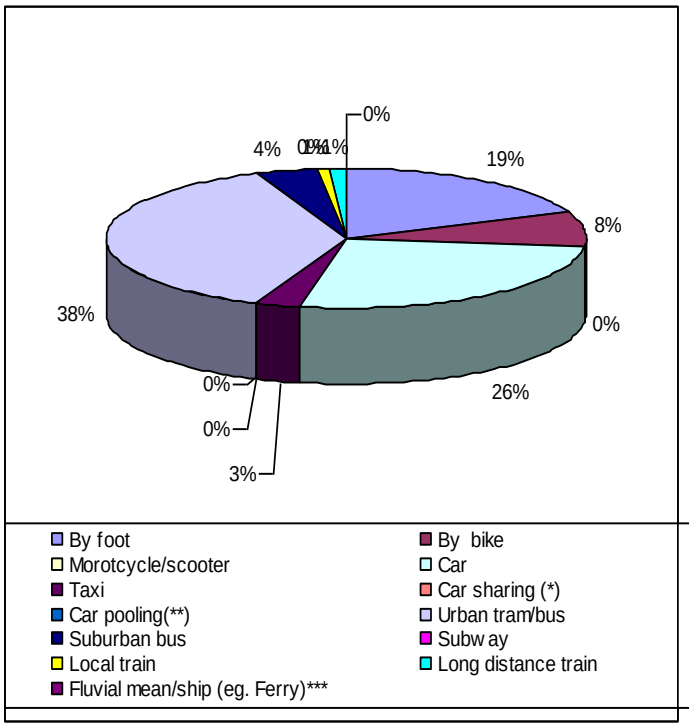
- "B.2 Which vehicle you use for your regular / daily trips?"

B.2.1. Systematic trips (home - work / study)



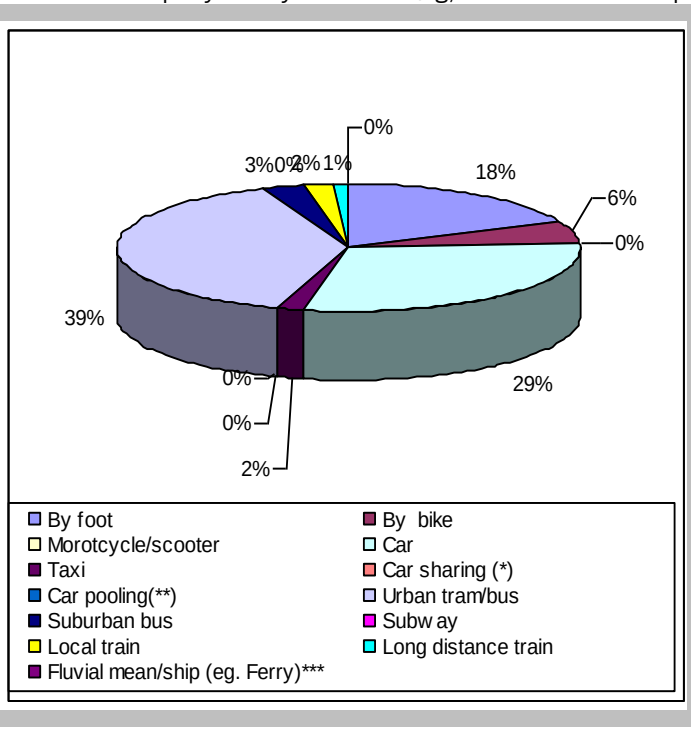
By foot	120	24%
By bike	50	10%
Motorcycle/scooter	0	0%
Car	95	19%
Taxi	5	1%
Car sharing (*)	0	0%
Car pooling(**)	0	0%
Urban tram/bus	200	40%
Suburban bus	20	4%
Subway	0	0%
Local train	5	1%
Long distance train	5	1%
Fluvial mean/ship (eg. Ferry)***	0	0%

B.2.2. Fees / charges / family commitments



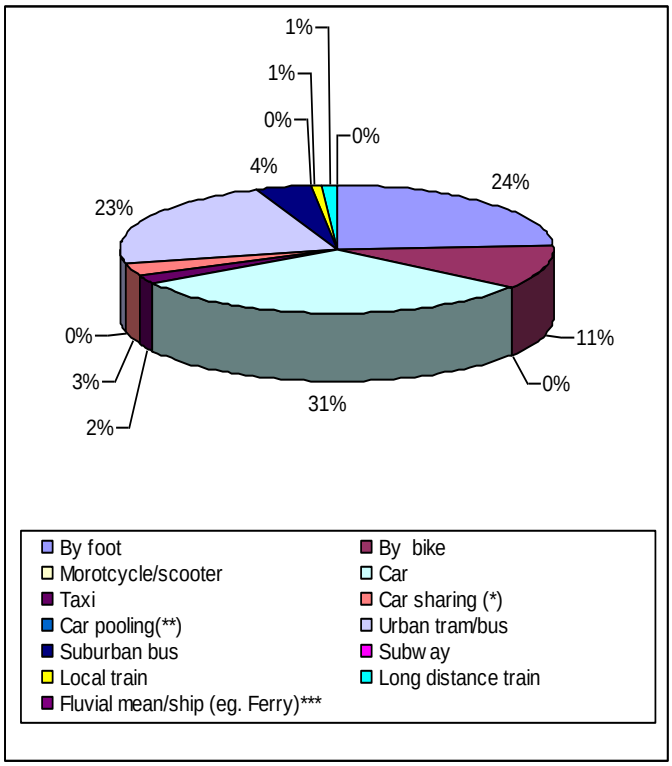
By foot	95	19%
By bike	40	8%
Motorcycle/scooter	0	0%
Car	130	26%
Taxi	15	3%
Car sharing (*)	0	0%
Car pooling(**)	0	0%
Urban tram/bus	190	38%
Suburban bus	20	4%
Subway	0	0%
Local train	5	1%
Long distance train	5	1%
Fluvial mean/ship (eg. Ferry)***	0	0%

B.2.3. Accompany family members (eg, children to school parents to ambulatory care, etc.).



By foot	90	18%
By bike	30	6%
Motorcycle/scooter	0	0%
Car	145	29%
Taxi	10	2%
Car sharing (*)	0	0%
Car pooling(**)	0	0%
Urban tram/bus	195	39%
Suburban bus	15	3%
Subway	0	0%
Local train	10	2%
Long distance train	5	1%
Fluvial mean/ship (eg. Ferry)***	0	0%

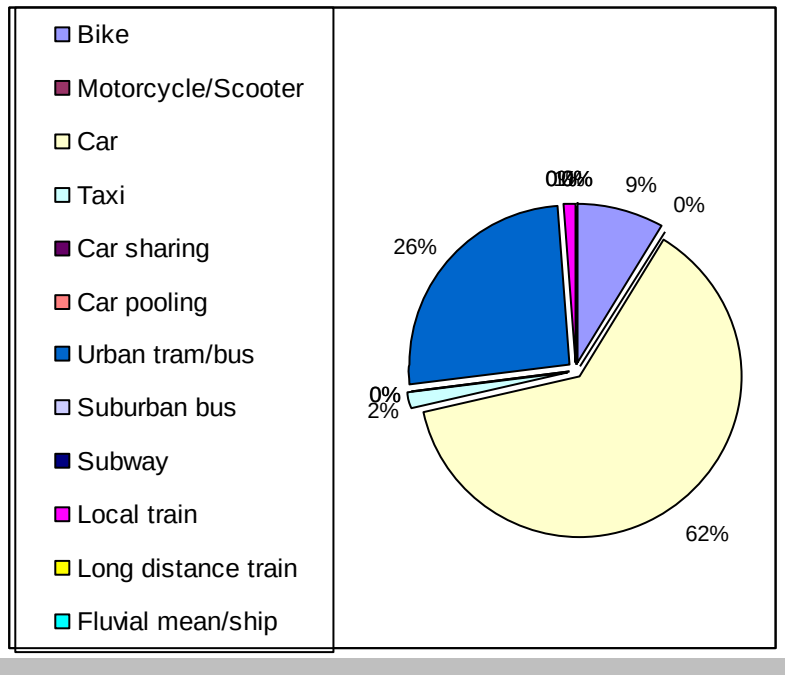
B.2.3. Entertainment / spare time (eg, cinema, sport, etc.).



By foot	120	24%
By bike	55	11%
Motorcycle/scooter	0	0%
Car	155	31%
Taxi	10	2%
Car sharing (*)	15	3%
Car pooling(**)	0	0%
Urban tram/bus	115	23%
Suburban bus	20	4%
Subway	0	0%
Local train	5	1%
Long distance train	5	1%
Fluvial mean/ship (eg. Ferry)***	0	0%

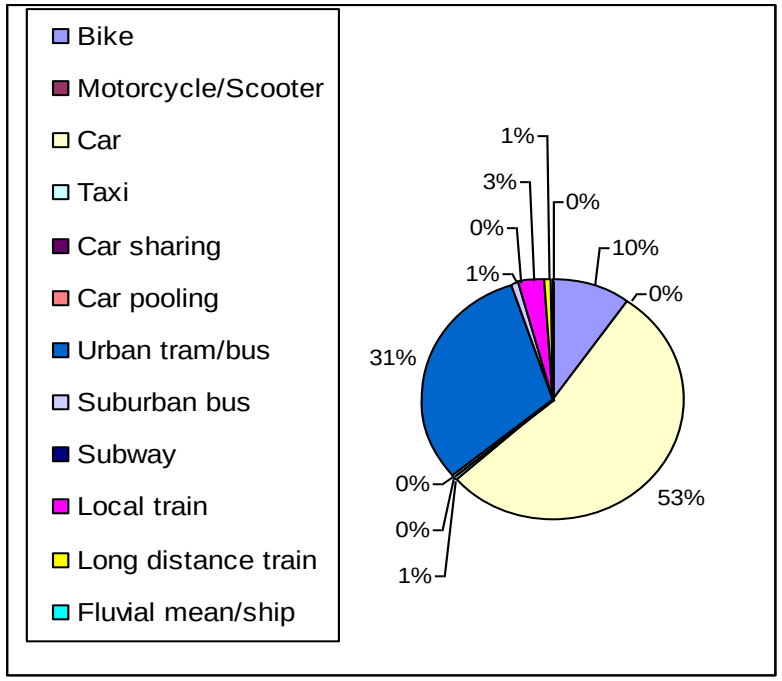
- "B.3 Why you use these vehicles?"

B.3.1. It is more comfortable



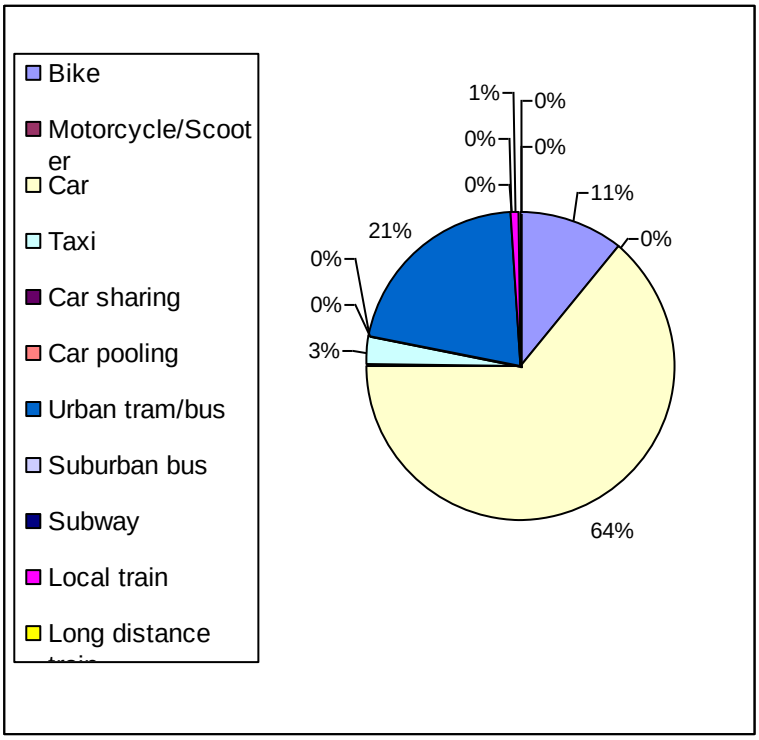
Bike	9
Motorcycle/Scooter	0
Car	62
Taxi	2
Car sharing	0
Car pooling	0
Urban tram/bus	26
Suburban bus	0
Subway	0
Local train	1
Long distance train	0
Fluvial mean/ship	0

B.3.2. It is cheaper



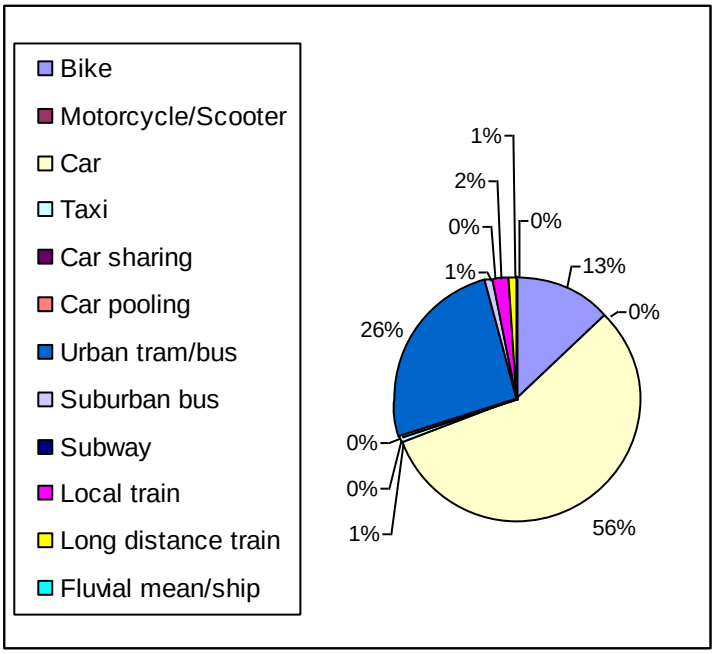
Bike	10
Motorcycle/Scooter	0
Car	53
Taxi	1
Car sharing	0
Car pooling	0
Urban tram/bus	31
Suburban bus	1
Subway	0
Local train	3
Long distance train	1
Fluvial mean/ship	0

B.3.3. It is faster



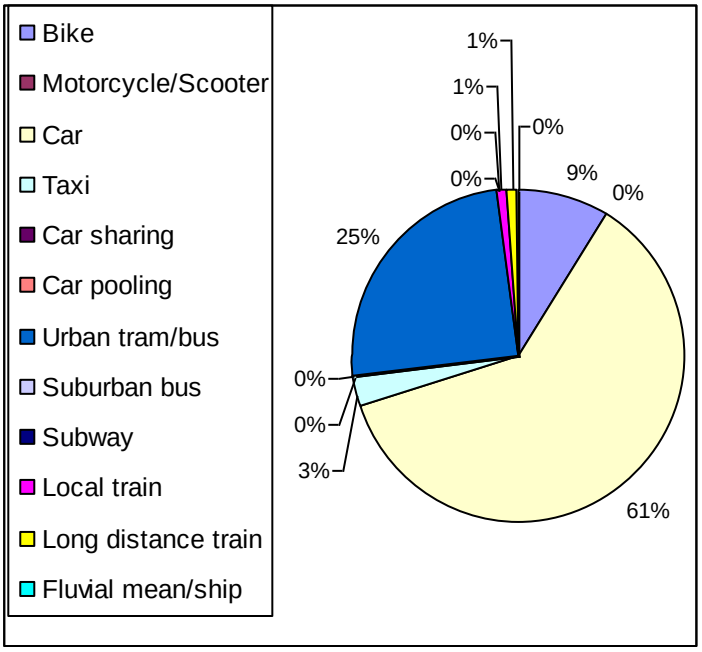
Bike	11
Motorcycle/Scooter	0
Car	64
Taxi	3
Car sharing	0
Car pooling	0
Urban tram/bus	21
Suburban bus	0
Subway	0
Local train	1
Long distance train	0
Fluvial mean/ship	0

B.3.4. It is more environmentally friendly



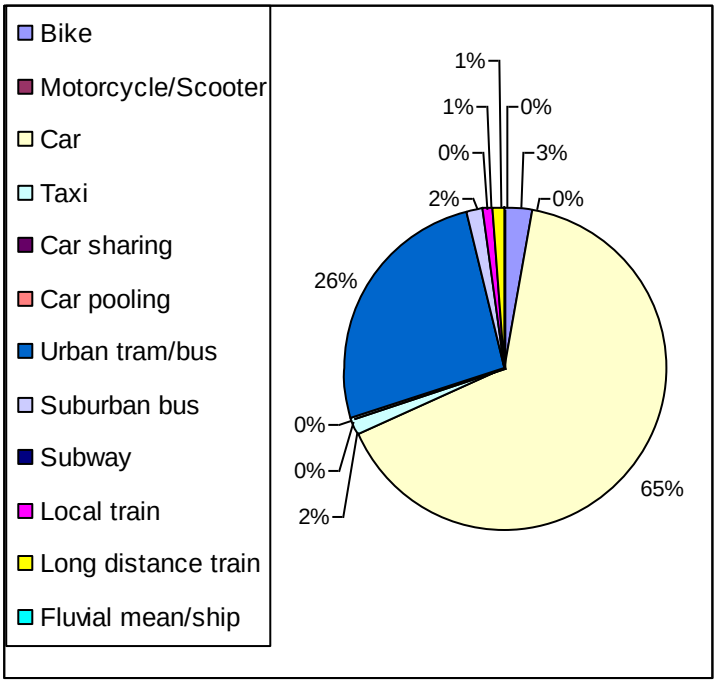
Bike	13
Motorcycle/Scooter	0
Car	56
Taxi	1
Car sharing	0
Car pooling	0
Urban tram/bus	26
Suburban bus	1
Subway	0
Local train	2
Long distance train	1
Fluvial mean/ship	0

B.3.5. It is safer (no risk of bag snatching or assaults)



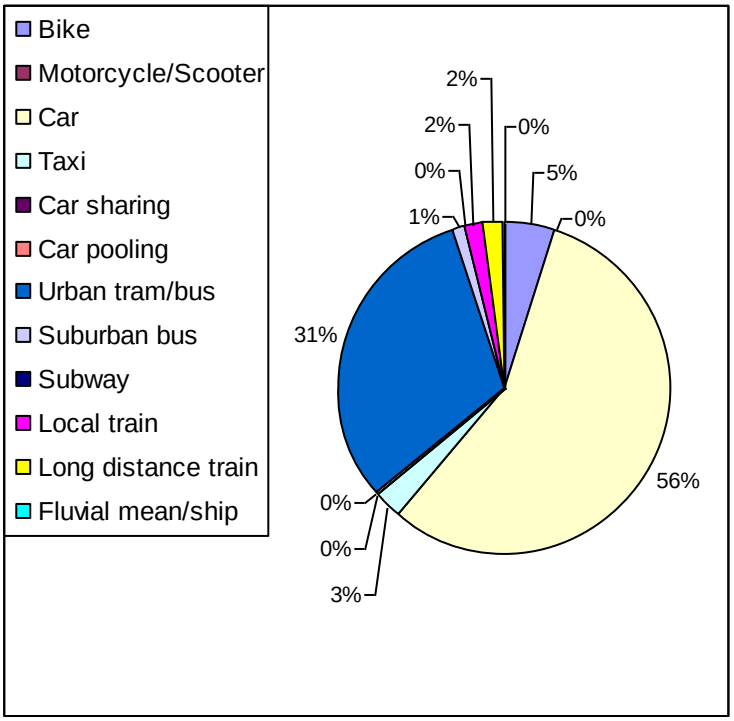
Bike	9
Motorcycle/Scooter	0
Car	61
Taxi	3
Car sharing	0
Car pooling	0
Urban tram/bus	25
Suburban bus	0
Subway	0
Local train	1
Long distance train	1
Fluvial mean/ship	0

B.3.6. I can carry things or people at my discretion



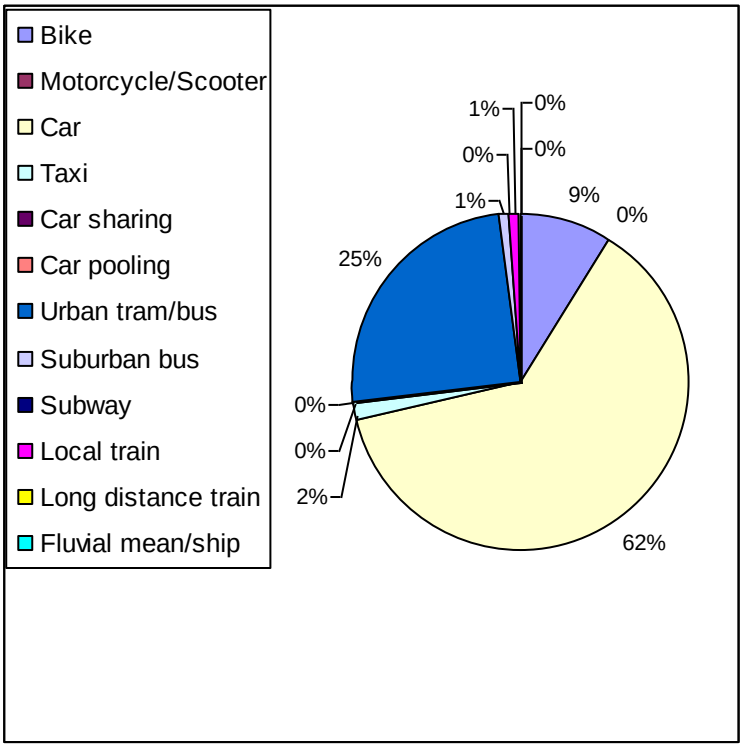
Bike	3
Motorcycle/Scooter	0
Car	65
Taxi	2
Car sharing	0
Car pooling	0
Urban tram/bus	26
Suburban bus	2
Subway	0
Local train	1
Long distance train	1
Fluvial mean/ship	0

B.3.7. I can do anything else during the trip (eg, reading)



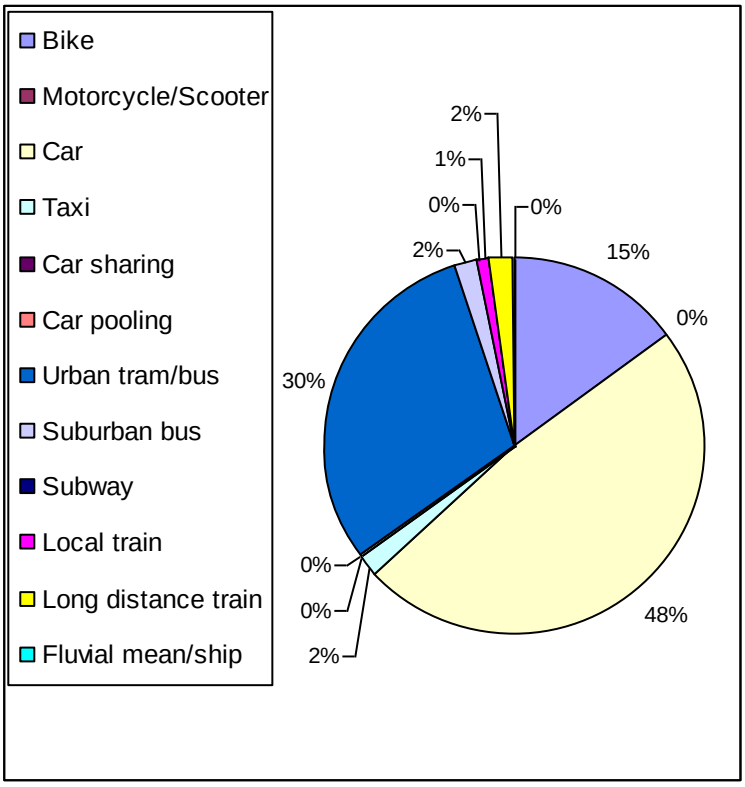
Bike	5
Motorcycle/Scooter	0
Car	56
Taxi	3
Car sharing	0
Car pooling	0
Urban tram/bus	31
Suburban bus	1
Subway	0
Local train	2
Long distance train	2
Fluvial mean/ship	0

B.3.8. Exonerated from time constraints



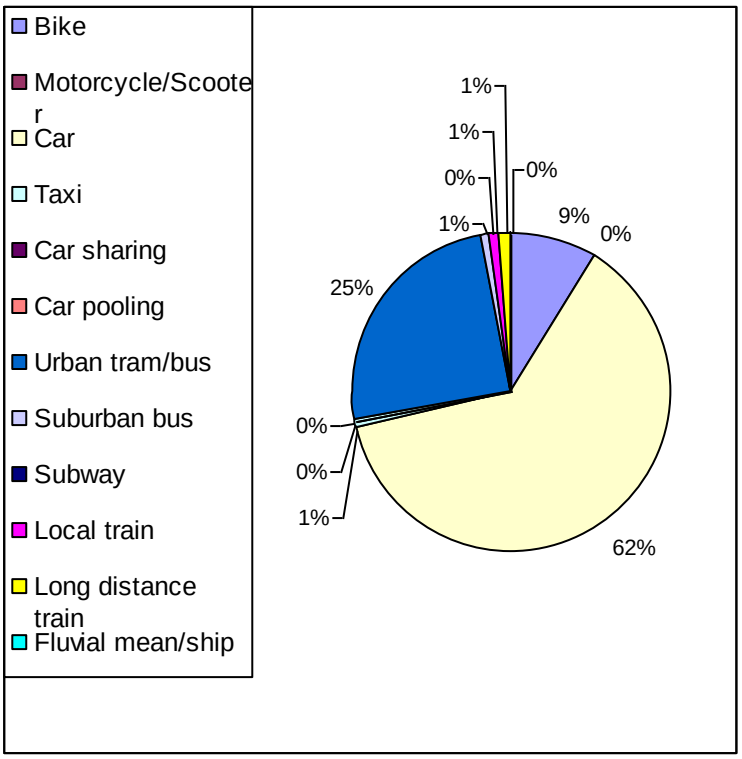
Bike	9
Motorcycle/Scooter	0
Car	62
Taxi	2
Car sharing	0
Car pooling	0
Urban tram/bus	25
Suburban bus	1
Subway	0
Local train	1
Long distance train	0
Fluvial mean/ship	0

B.3.9. It is not affected by traffic



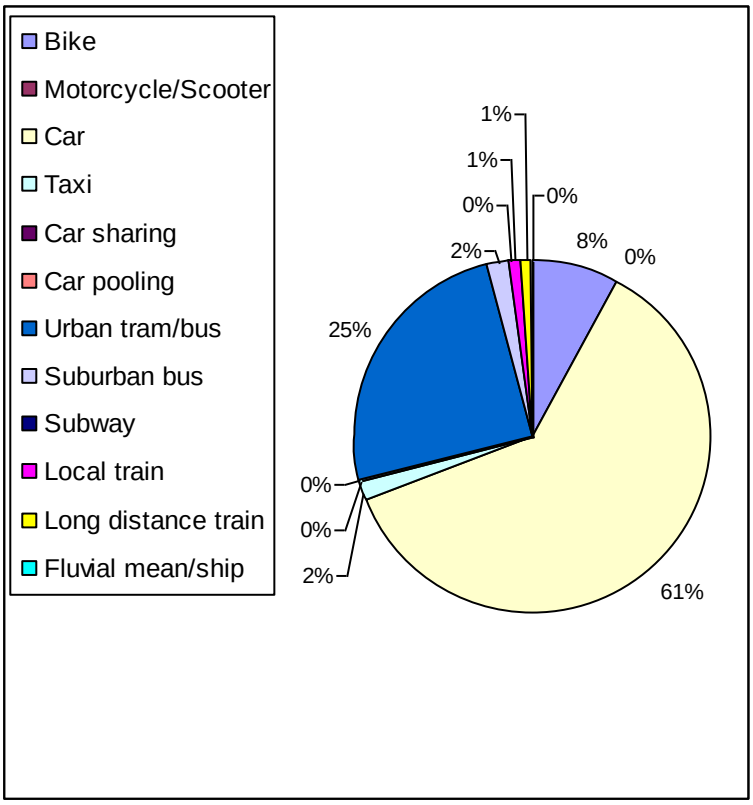
Bike	15
Motorcycle/Scooter	0
Car	48
Taxi	2
Car sharing	0
Car pooling	0
Urban tram/bus	30
Suburban bus	2
Subway	0
Local train	1
Long distance train	2
Fluvial mean/ship	0

B.3.10. I have no options



Bike	9
Motorcycle/Scooter	0
Car	62
Taxi	1
Car sharing	0
Car pooling	0
Urban tram/bus	25
Suburban bus	1
Subway	0
Local train	1
Long distance train	1
Fluvial mean/ship	0

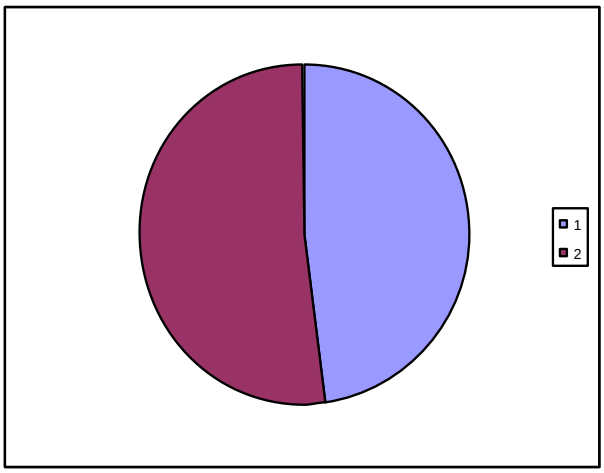
B.3.11. Habit / laziness (eg I do less road walking)



Bike	8
Motorcycle/Scooter	0
Car	61
Taxi	2
Car sharing	0
Car pooling	0
Urban tram/bus	25
Suburban bus	2
Subway	0
Local train	1
Long distance train	1
Fluvial mean/ship	0

- By means of graphs / tables, report data regarding LONG DISTANCE JOURNEYS IN YOUR COUNTRY AND ABROAD (Section C):

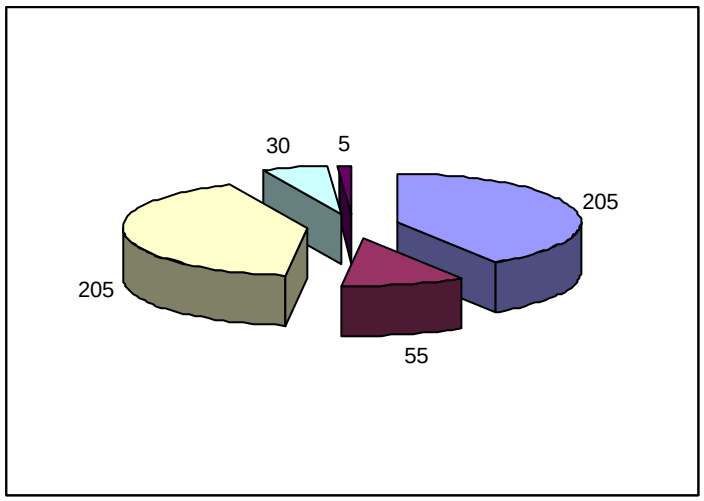
    - "C.1 Throughout the year do you usually move within your country for long distances (> 250 km)?"



Yes	240	48%
No	260	52%

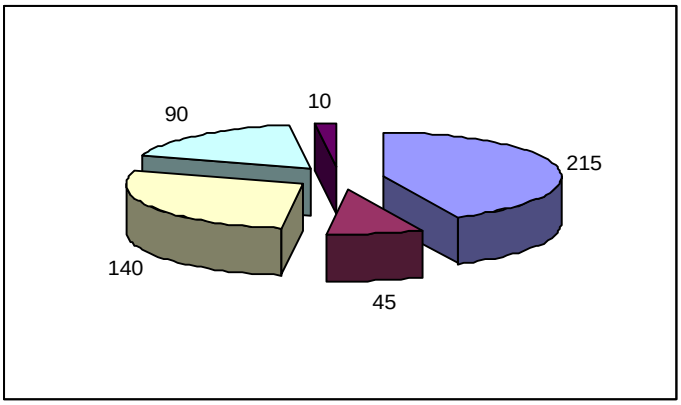
    - "C.1.1 If so, why and by what vehicle?"

C.1.1. Work / study



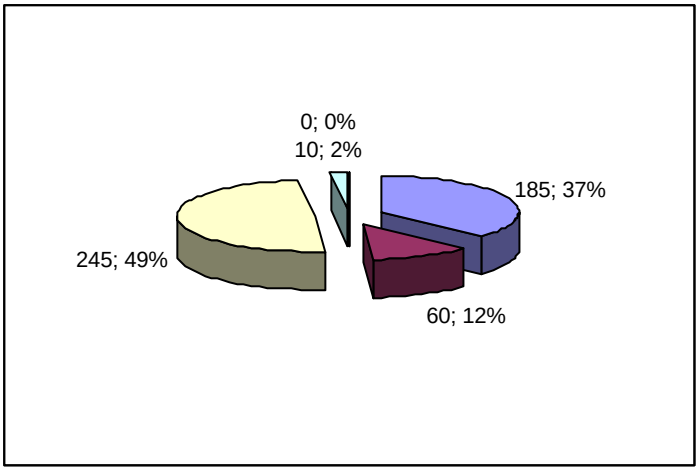
Car	205	41%
Train	55	11%
Bus	205	41%
Airplane	30	6%
Fluvial vehicle/Ship	5	1%

C.1.2. Holiday / spare time



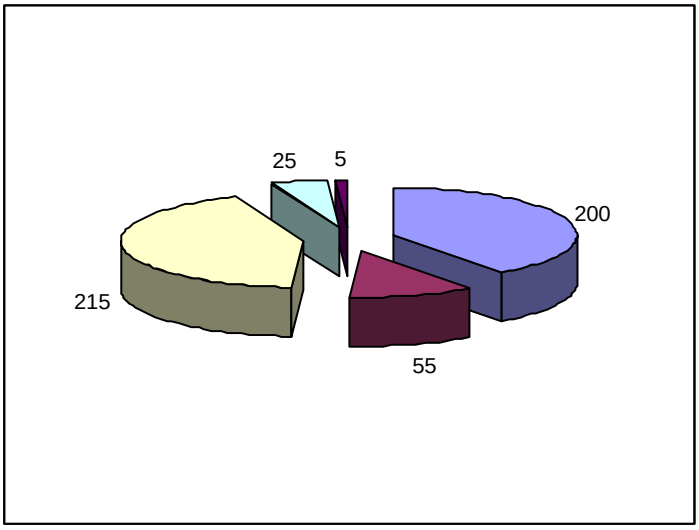
Car	215	43%
Train	45	9%
Bus	140	28%
Airplane	90	18%
Fluvial vehicle/Ship	10	2%

C.1.3. health



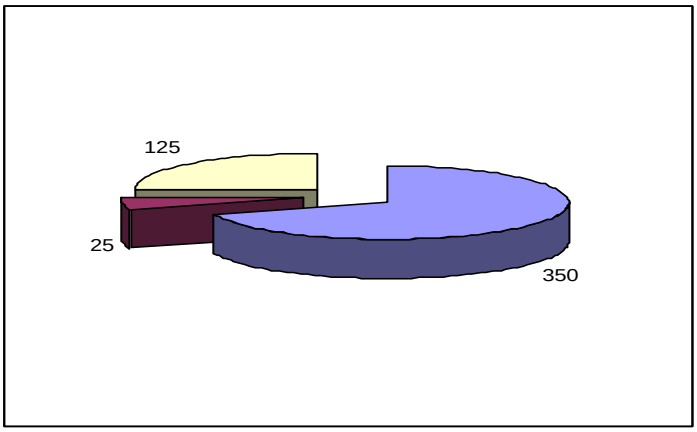
Car	185	37%
Train	60	12%
Bus	245	
Airplane	10	2%
Fluvial vehicle/Ship	0	0%

C.1.4. Other, please specify ...



Car	200	40%
Train	55	11%
Bus	215	
Airplane	25	5%
Fluvial vehicle/Ship	5	1%

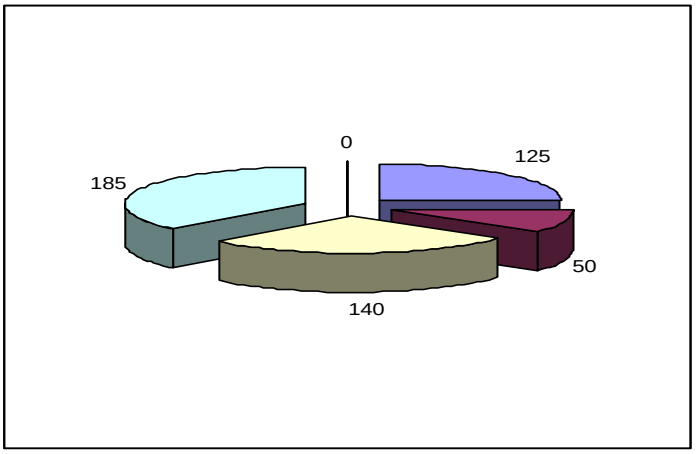
- "C.2 During the past two years did you made at least "one trip abroad?"



Yes, in a European Country	350	70%
Yes, in another continent	25	5%
No	125	25%

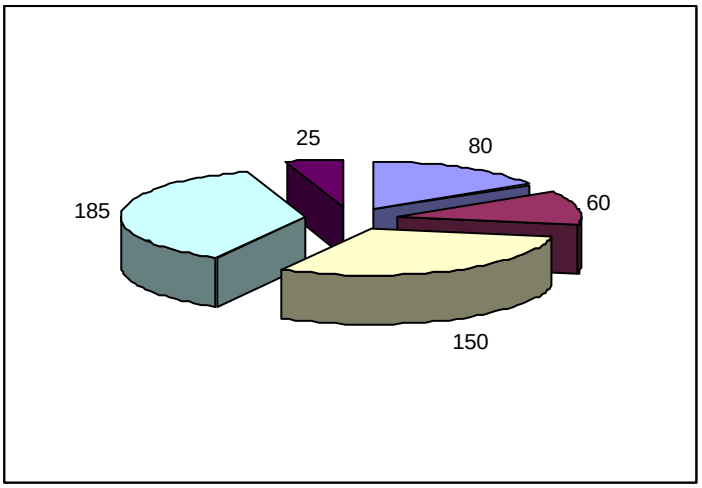
- "C.2.1 If so, why and by what vehicle?"

C.2.1.1 Work / study Journeys



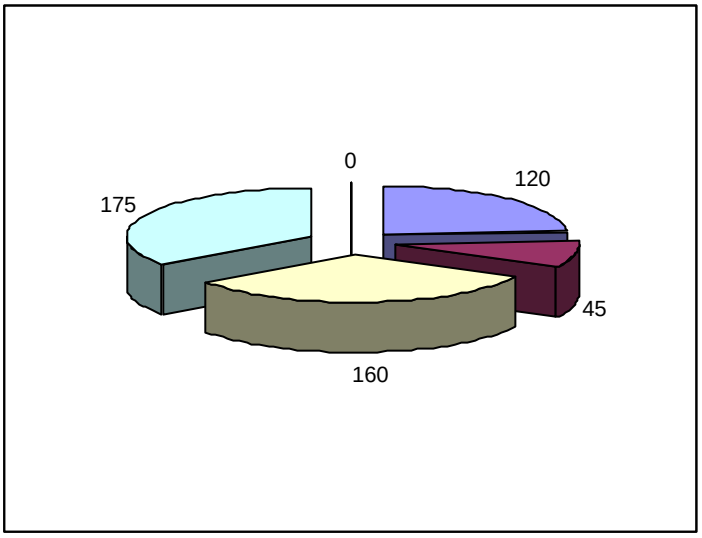
Car	125	25%
Train	50	10%
Bus	140	28%
Plane	185	37%
Boat	0	0%

C.2.1.2. Holiday / spare time Journeys

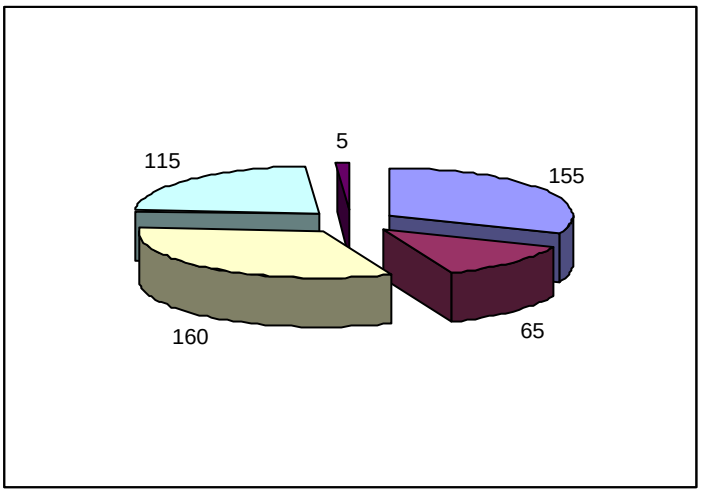


Car	80	16%
Train	60	12%
Bus	150	30%
Plane	185	37%
Boat	25	5%

C.2.1.3. health Journeys



Car	120	24%
Train	45	9%
Bus	160	32%
Plane	175	35%
Boat	0	0%

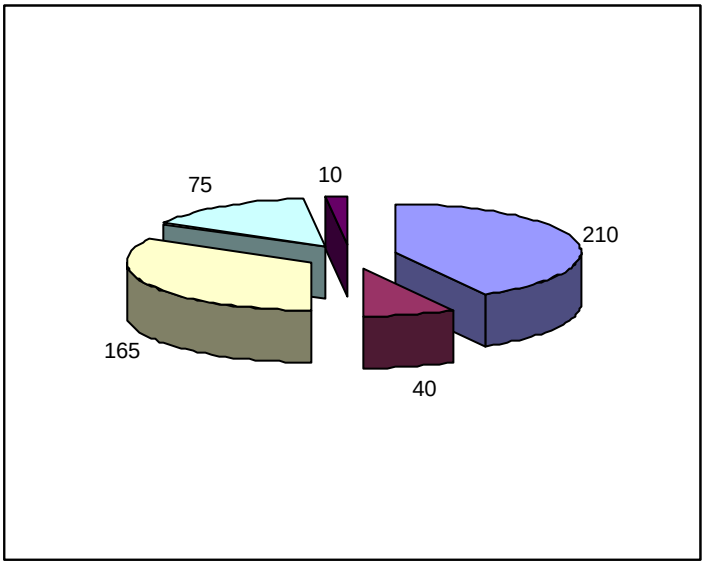


Other, please specify ...

Car	155	31%
Train	65	13%
Bus	160	32%
Plane	115	23%
Boat	5	1%

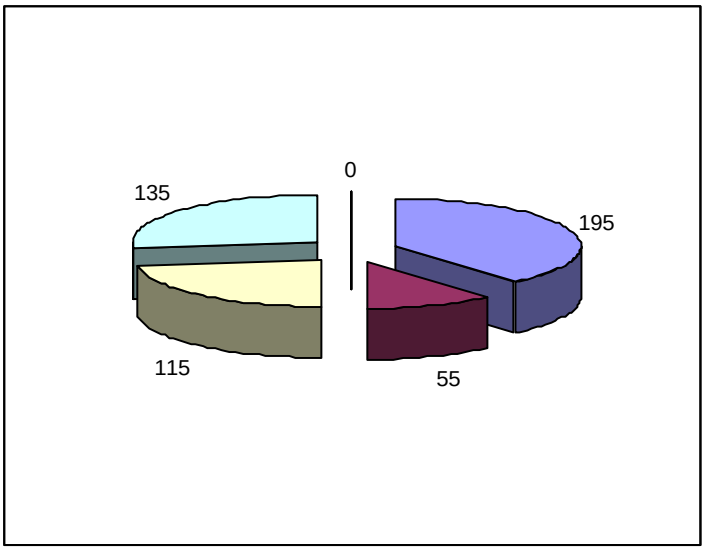
- "C.3 To travel within your own country or abroad, why did you prefer the vehicle that you indicated?"

C.3.1. It is more comfortable



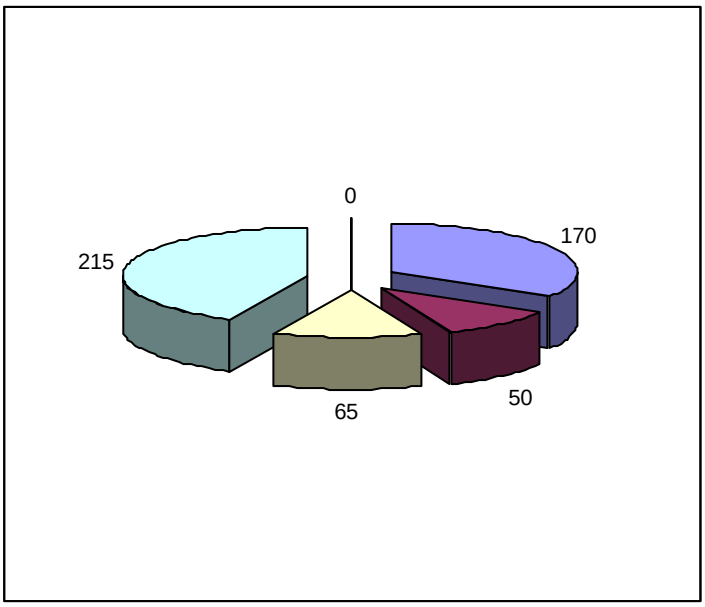
Car	210	42%
Train	40	8%
Bus	165	33%
Airplane	75	15%
Fluvial vehicle/Ship	10	2%

C.3.2. It is cheaper



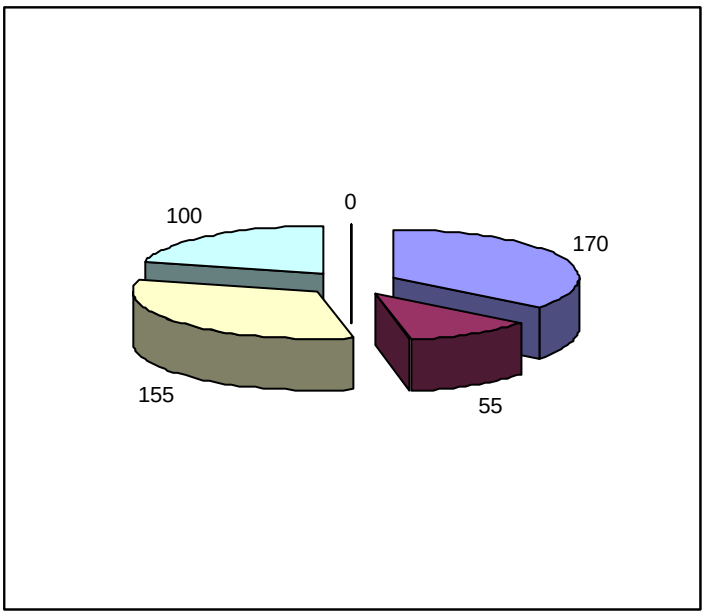
Car	195	39%
Train	55	11%
Bus	115	23%
Airplane	135	27%
Fluvial vehicle/Ship	0	0%

C.3.3. It is faster



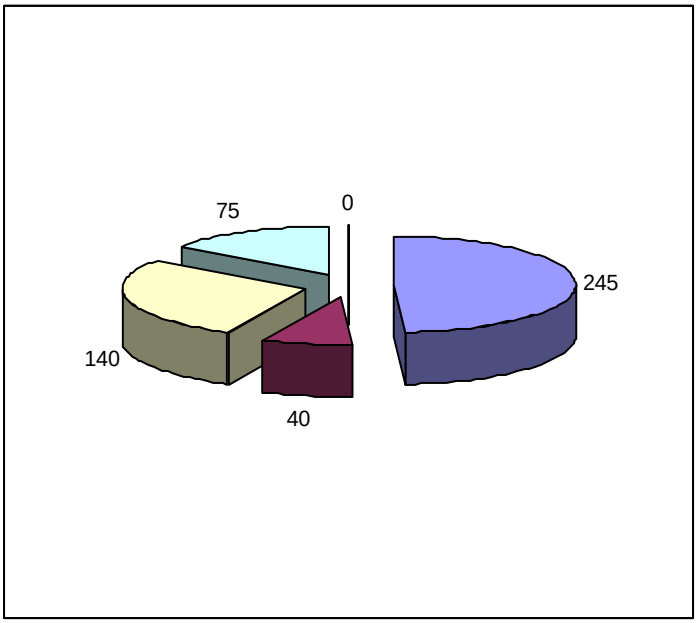
Car	170	34%
Train	50	10%
Bus	65	13%
Airplane	215	43%
Fluvial vehicle/Ship	0	0%

C.3.4. It is more environmentally friendly



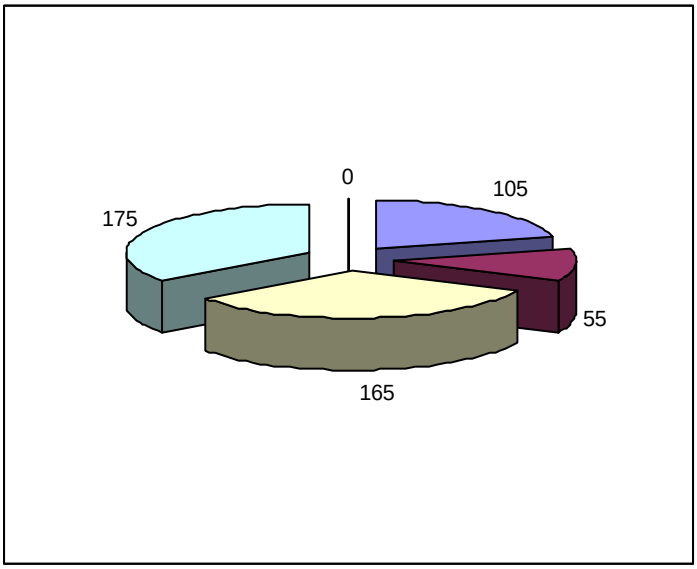
Car	170	34%
Train	55	11%
Bus	155	31%
Airplane	100	20%
Fluvial vehicle/Ship	0	4%

C.3.5. I can carry things or people at my discretion



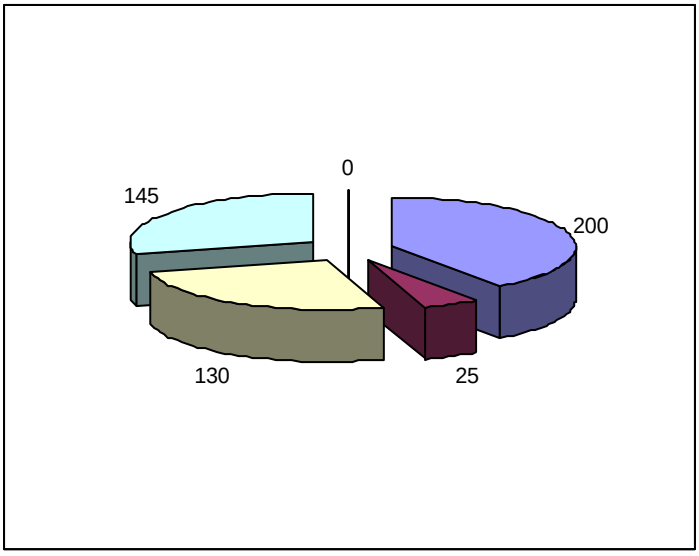
Car	245	49%
Train	40	8%
Bus	140	28%
Airplane	75	15%
Fluvial vehicle/Ship	0	0%

C.3.6. I can do anything else during the trip (eg, reading)



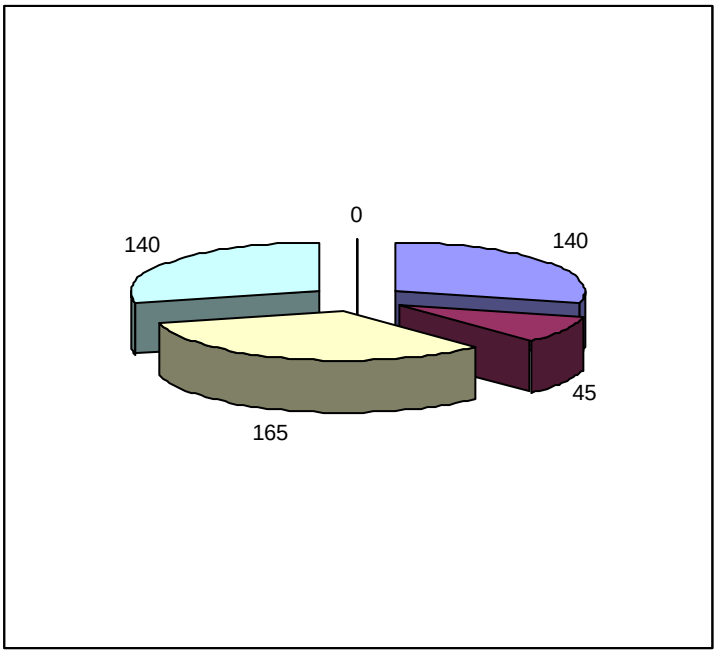
Car	105	21%
Train	55	11%
Bus	165	33%
Airplane	175	35%
Fluvial vehicle/Ship	0	0%

C.3.7. Exonerated from time constraints



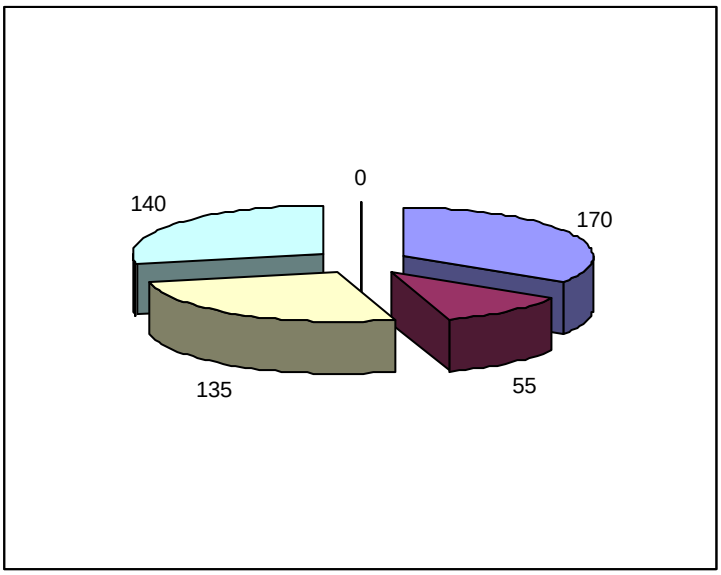
Car	200	40%
Train	25	5%
Bus	130	26%
Airplane	145	29%
Fluvial vehicle/Ship	0	0%

C.3.8. It is not affected by traffic



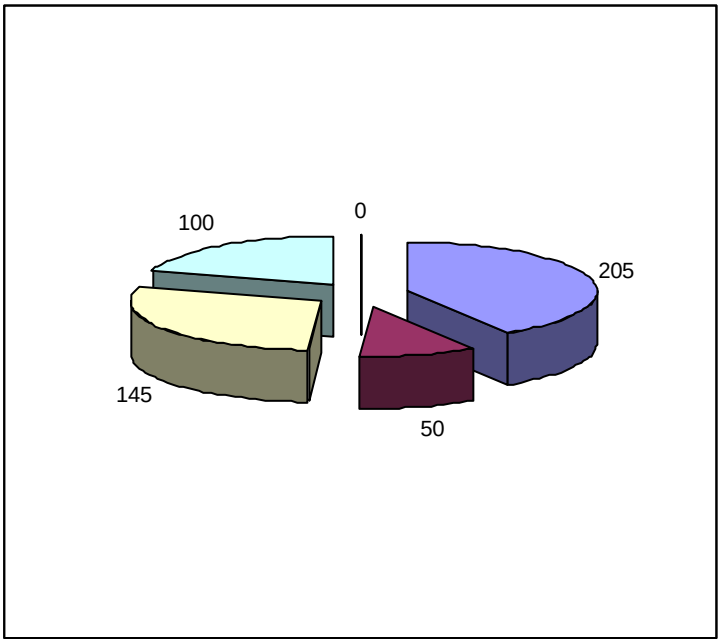
Car	140	28%
Train	45	9%
Bus	165	35%
Airplane	140	28%
Fluvial vehicle/Ship	0	0%

C.3.9. I have no options



Car	170	34%
Train	55	11%
Bus	135	27%
Airplane	140	28%
Fluvial vehicle/Ship	0	0%

C.3.10. Habit / laziness (eg I do less road walking)



Car	205	41%
Train	50	10%
Bus	145	29%
Airplane	100	20%
Fluvial vehicle/Ship	0	0%

- By means of graphs / tables, report data regarding “comment on specific questions in the questionnaire”, if so (Section G-other)

Note: Please, if you can, cross the data collected in the questionnaires to report the following additional information:

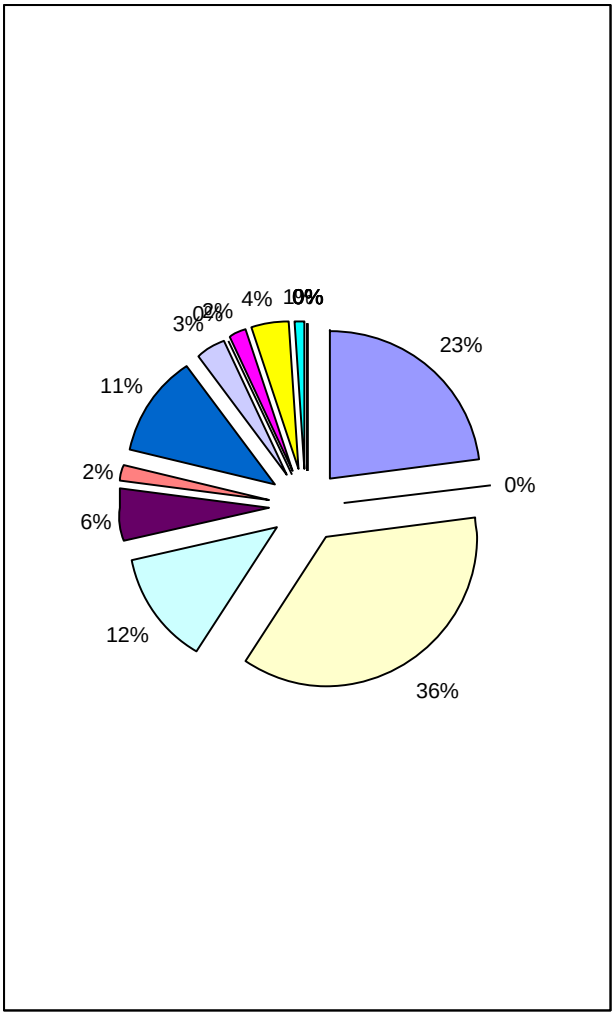
Chapter 4 - Passenger Rights in EU and main violations in Lithuania

- By means of graphs / tables, report data regarding PROBLEMS AND INEFFICIENCY IN YOUR JOURNEYS (Section D):

    - What problems you experienced in the use of public transportation for daily trips (both regular and occasional in and out of your country)?

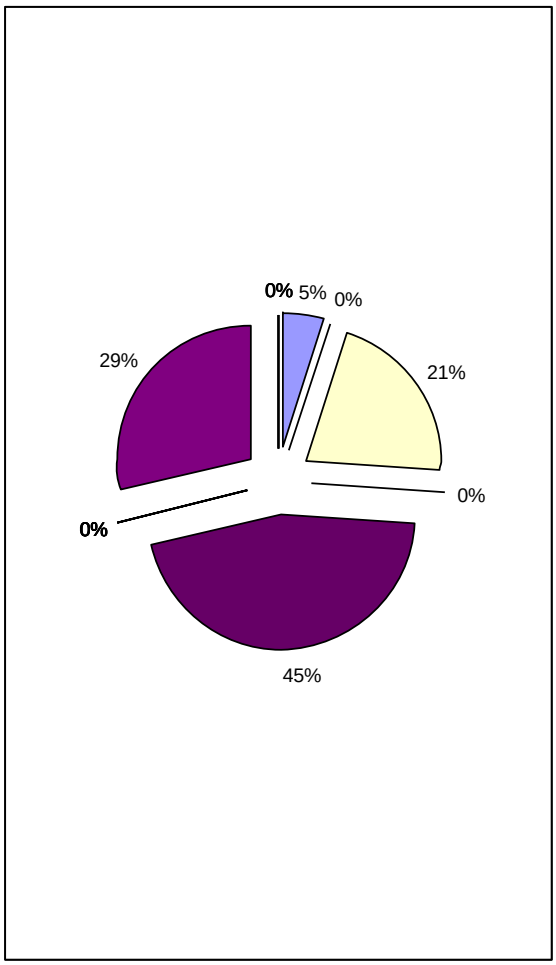
25% of total 500 citizens interviewed did not respond to the D section questions.

D.1.1. Taxi



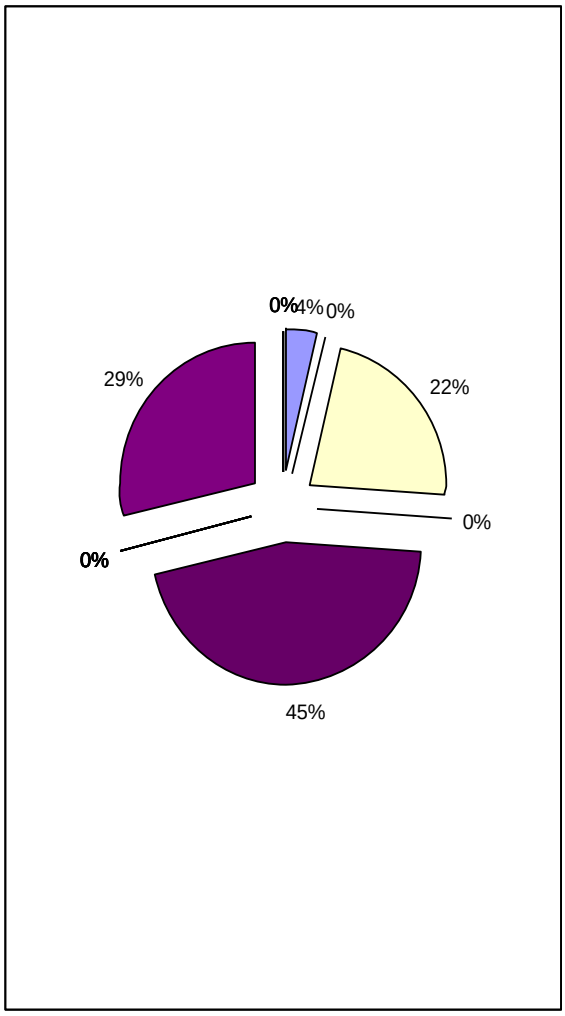
Traffic congestion	23%
Recurring strikes	0%
Delays	36%
Rude staff on board	12%
Lack of service	6%
Inadequate infrastructure	2%
Increase in rate / high cost	11%
Poor hygienic conditions	3%
Presence of architectural barriers	0%
Lack of assistance for passengers with reduced mobility	2%
Unsatisfactory handling of complaints	4%
Inadequate reimbursement in cases of a malfunction	1%
Sudden cancellation of rides / flight	0%
Lost of luggage	0%
Overcrowding / overbooking for airplanes	0%
Poor information about the different options of transport and travel times	0%
Difficulty / impossibility of booking / payment service online /	0%

D.1.2. Car Sharing



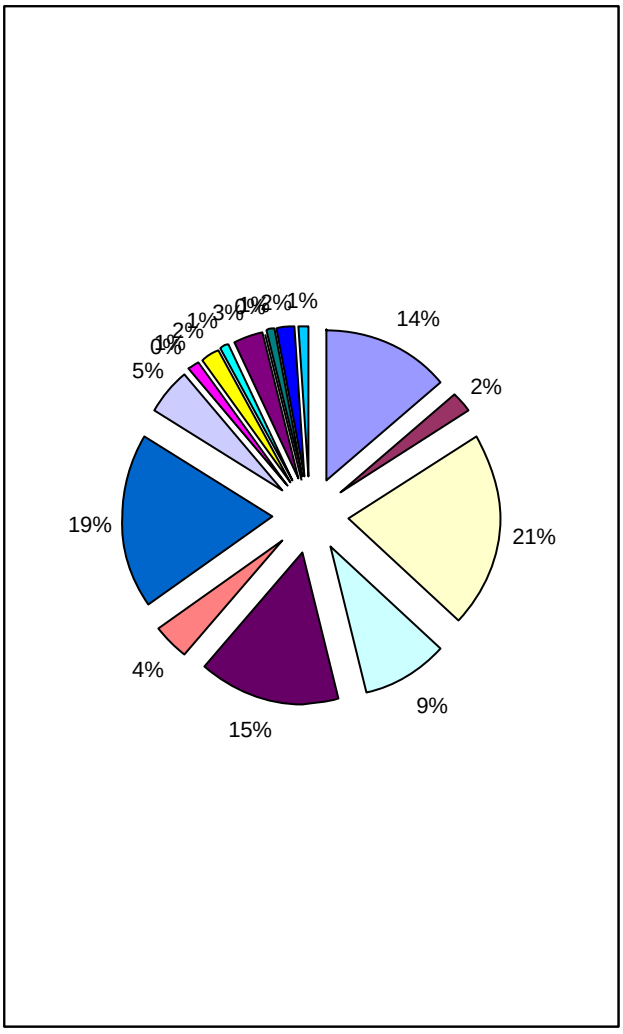
Traffic congestion	5%
Recurring strikes	0%
Delays	21%
Rude staff on board	0%
Lack of service	45%
Inadequate infrastructure	0%
Increase in rate / high cost	0%
Poor hygienic conditions	0%
Presence of architectural barriers	0%
Lack of assistance for passengers with reduced mobility	0%
Unsatisfactory handling of complaints	0%
Inadequate reimbursement in cases of a malfunction	0%
Sudden cancellation of rides / flight	29%
Lost of luggage	0%
Overcrowding / overbooking for airplanes	0%
Poor information about the different options of transport and travel times	0%
Difficulty / impossibility of booking / payment service online	0%

D.1.3. Car Pooling



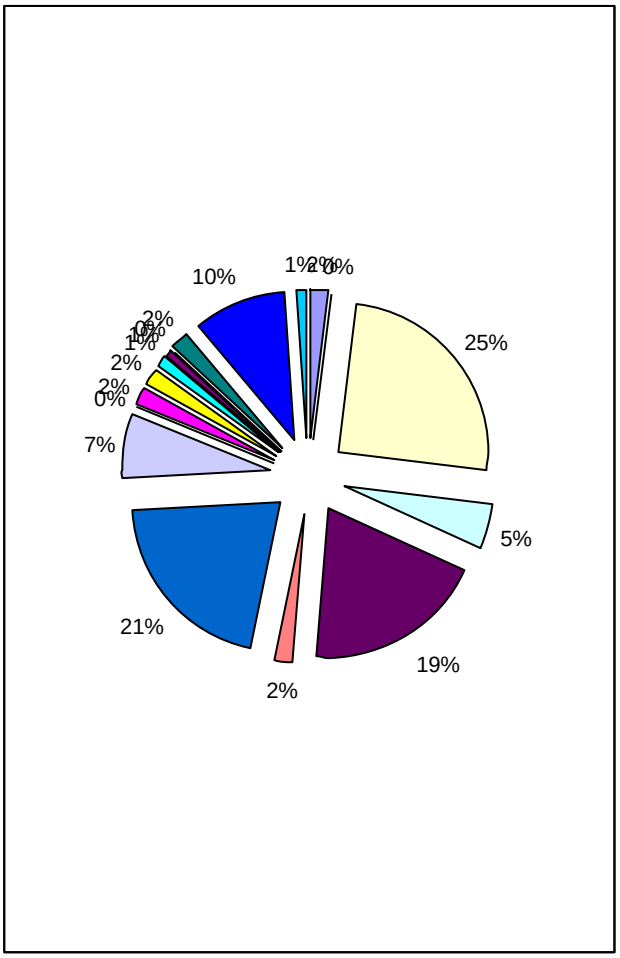
Traffic congestion	4%
Recurring strikes	0%
Delays	22%
Rude staff on board	0%
Lack of service	45%
Inadequate infrastructure	0%
Increase in rate / high cost	0%
Poor hygienic conditions	0%
Presence of architectural barriers	0%
Lack of assistance for passengers with reduced mobility	0%
Unsatisfactory handling of complaints	0%
Inadequate reimbursement in cases of a malfunction	0%
Sudden cancellation of rides / flight	29%
Lost of luggage	0%
Overcrowding / overbooking for airplanes	0%
Poor information about the different options of transport and travel times	0%
Difficulty / impossibility of booking / payment service online	0%

D.1.4. Urban tram/bus



Traffic congestion	14%
Recurring strikes	2%
Delays	19%
Rude staff on board	9%
Lack of service	15%
Inadequate infrastructure	4%
Increase in rate / high cost	21%
Poor hygienic conditions	5%
Presence of architectural barriers	0%
Lack of assistance for passengers with reduced mobility / disabled	1%
Unsatisfactory handling of complaints	2%
Inadequate reimbursement in cases of a malfunction	1%
Sudden cancellation of rides / flight /	3%
Lost of luggage	0%
Overcrowding / overbooking for airplanes /	1%
Poor information about the different options of transport and travel times /	2%
Difficulty / impossibility of booking / payment service online	1%

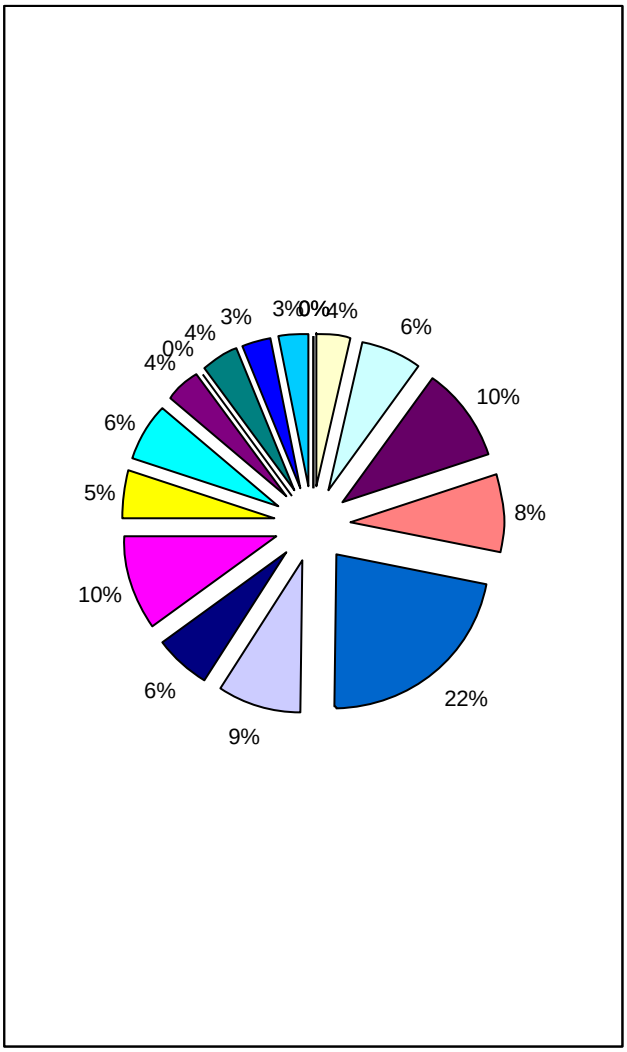
D.1.5. Suburban bus



Traffic congestion	2%
Recurring strikes	0%
Delays	25%
Rude staff on board	5%
Lack of service	19%
Inadequate infrastructure	2%
Increase in rate / high cost	21%
Poor hygienic conditions	7%
Presence of architectural barriers	0%
Lack of assistance for passengers with reduced mobility / disabled	2%
Unsatisfactory handling of complaints	2%
Inadequate reimbursement in cases of a malfunction	1%
Sudden cancellation of rides / flight	1%
Lost of luggage	0%
Overcrowding / overbooking for airplanes	2%
Poor information about the different options of transport and travel times	10%
Difficulty / impossibility of booking / payment service online	1%

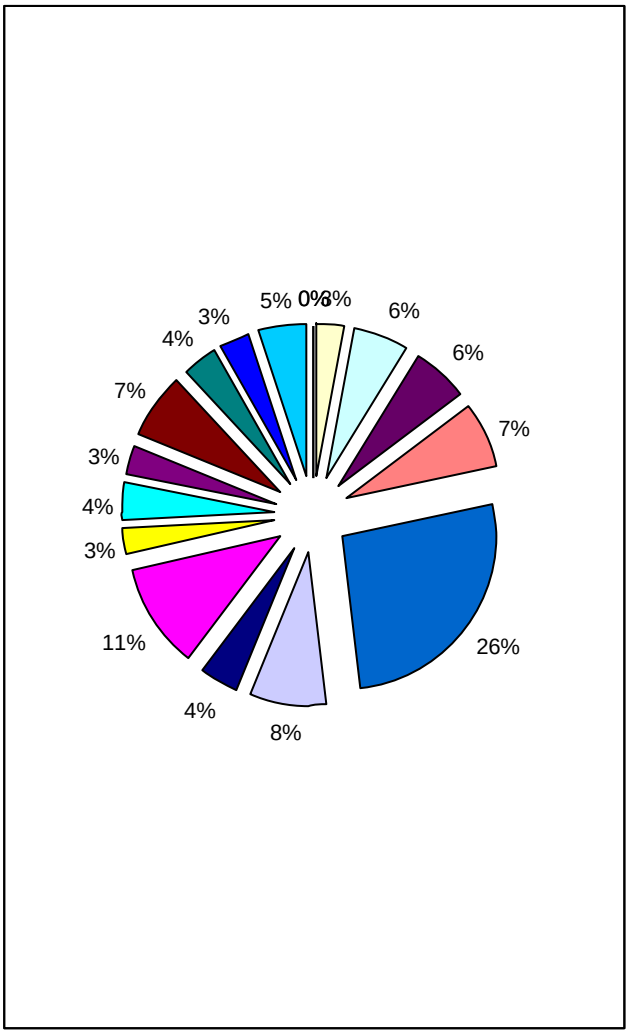
D.1.6. Subway / *Lithuanian metro does not exist at all*

D.1.7. Local Train



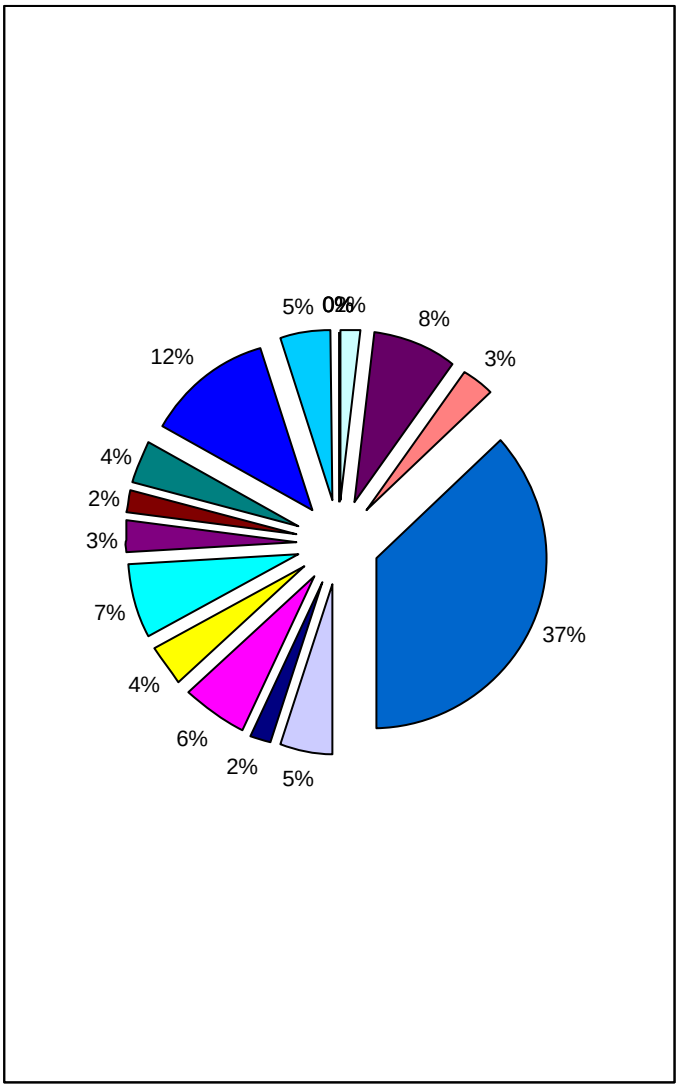
Traffic congestion	0%
Recurring strikes	0%
Delays	4%
Rude staff on board	6%
Lack of service	10%
Inadequate infrastructure	8%
Increase in rate / high cost	22%
Poor hygienic conditions	9%
Presence of architectural barriers	6%
Lack of assistance for passengers with reduced mobility / disabled	10%
Unsatisfactory handling of complaints	5%
Inadequate reimbursement in cases of a malfunction	6%
Sudden cancellation of rides / flight	4%
Lost of luggage	0%
Overcrowding / overbooking for airplanes	4%
Poor information about the different options of transport and travel times	3%
Difficulty / impossibility of booking / payment service online	3%

D.1.8. Long distance train



Traffic congestion	0%
Recurring strikes	0%
Delays	3%
Rude staff on board	6%
Lack of service	6%
Inadequate infrastructure	7%
Increase in rate / high cost	26%
Poor hygienic conditions	8%
Presence of architectural barriers	4%
Lack of assistance for passengers with reduced mobility / disabled	11%
Unsatisfactory handling of complaints	3%
Inadequate reimbursement in cases of a malfunction	4%
Sudden cancellation of rides / flight	3%
Lost of luggage	7%
Overcrowding / overbooking for airplanes	4%
Poor information about the different options of transport and travel times	3%
Difficulty / impossibility of booking / payment service online	5%

D.1.9. Fluvial mean - ship



Traffic congestion	0%
Recurring strikes	0%
Delays	0%
Rude staff on board	2%
Lack of service	8%
Inadequate infrastructure	3%
Increase in rate / high cost	37%
Poor hygienic conditions	5%
Presence of architectural barriers	2%
Lack of assistance for passengers with reduced mobility / disabled	6%
Unsatisfactory handling of complaints	4%
Inadequate reimbursement in cases of a malfunction	7%
Sudden cancellation of rides / flight	3%
Lost of luggage / *Perda de bagagem*	2%
Overcrowding / overbooking for airplanes	4%
Poor information about the different options of transport and travel times	12%
Difficulty / impossibility of booking / payment service online	5%

- According to the data obtained from the questionnaires, try to list which of the following 10 rights are the most violated in your Country. This data could be very useful to draft the Civic Recommendations and very interesting for the media in terms of communication of the main results of this work.
  According EU Communcation "*A European vision for Passengers: Communication on Passenger Rights in all transport modes*" (COM(2011) 898 final)[1], passenger rights are based on three cornerstones: non-discrimination; accurate, timely and accessible information; immediate and proportionate assistance.
  The following ten rights that stem from these principles form the core of EU passenger rights:
  (1) Right to non-discrimination in access to transport
  (2) Right to mobility: accessibility and assistance at no additional cost for disabled passengers and passengers with reduced mobility (PRM)
  (3) Right to information before purchase and at the various stages of travel, notably in case of disruption
  (4) Right to renounce travelling (reimbursement of the full cost of the ticket) when the trip is not carried out as planned
  (5) Right to the fulfilment of the transport contract in case of disruption (rerouting and rebooking)
  (6) Right to get assistance in case of long delay at departure or at connecting points
  (7) Right to compensation under certain circumstances
  (8) Right to carrier liability towards passengers and their baggage
  (9) Right to a quick and accessible system of complaint handling
  (10) Right to full application and effective enforcement of EU law

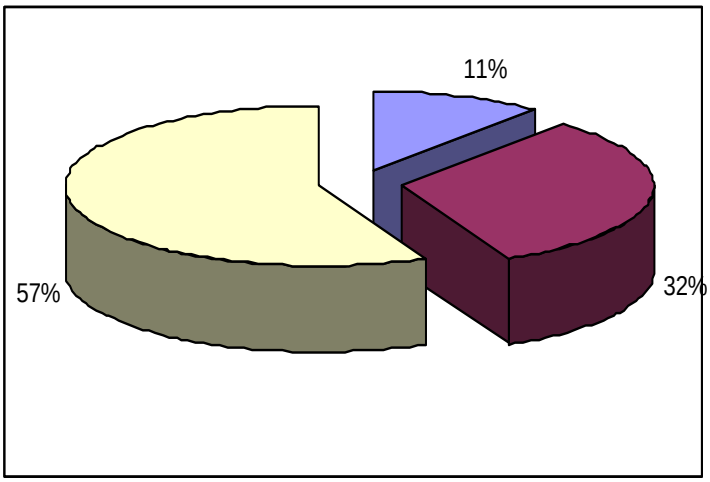
[1] http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=COM:2011:0898:FIN:EN:PDF

- In the last paragraph of this chapter, by means of graphs / tables, report data regarding DID YOU KNOW THAT ... (Section E):

    - Passenger rights & airplane

35% of total 500 citizens interviewed did not respond to the E section questions.

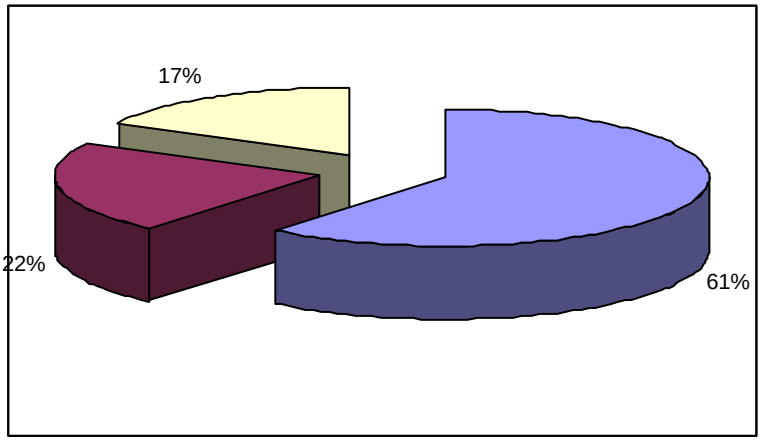
In case of denied boarding, the airline:



Can arbitrarily choose who to let on land	11%
Must do first appeal to people who voluntarily renounce their reservations	32%
The company identifies who to leave to the ground on the basis of the order of booking	57%

- Passenger rights & train

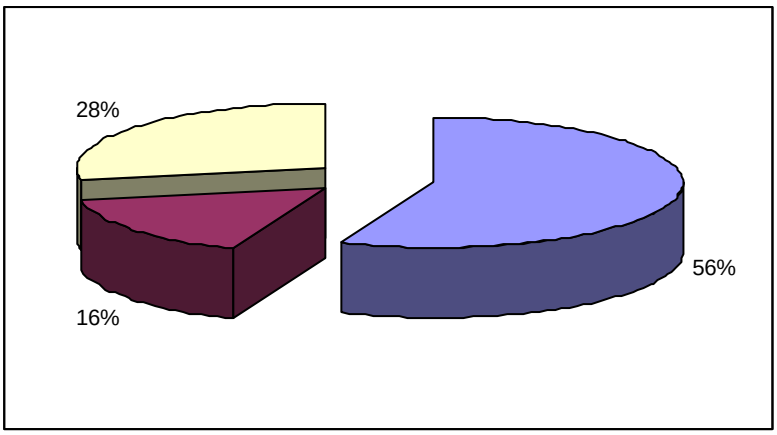
The passenger can choose to get a full refund of the ticket if his train has a delay of more than:



60 minutes	61%
90 minutes	22%
120 minutes	17%

- Passenger rights & long distance bus

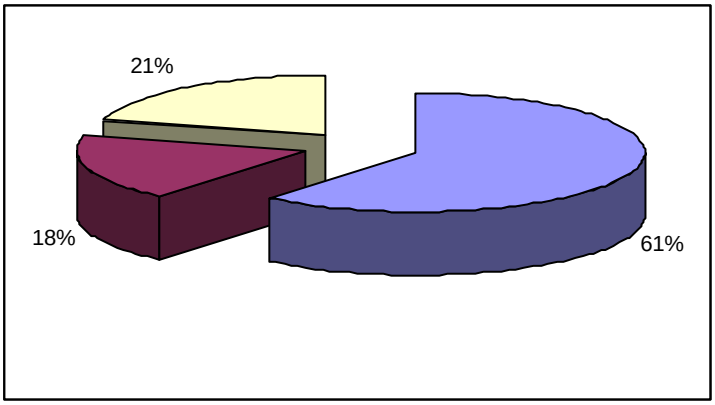
I have the right to a refund of the ticket in the event that the race has changed with respect to the scheduled starting:



60 minutes 56%
90 minutes 16%
120 minutes 28%

- Passenger rights & ship

I have the right to a refund of the ticket in case my embarkation has changed with respect to the scheduled starting:



60 minutes 61%
90 minutes 18%
120 minutes 21%

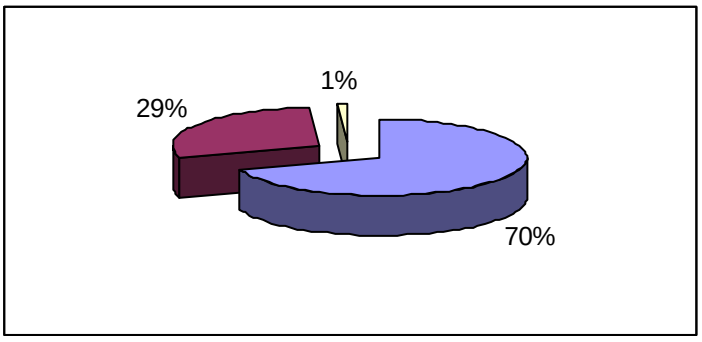
These data, in particular, can be very useful in suggest Civic Recommendations they have a purpose of better informing citizens.

Chapter 6 - The voice of citizens and proposal

30% of total 500 citizens interviewed did not respond to the F section questions.

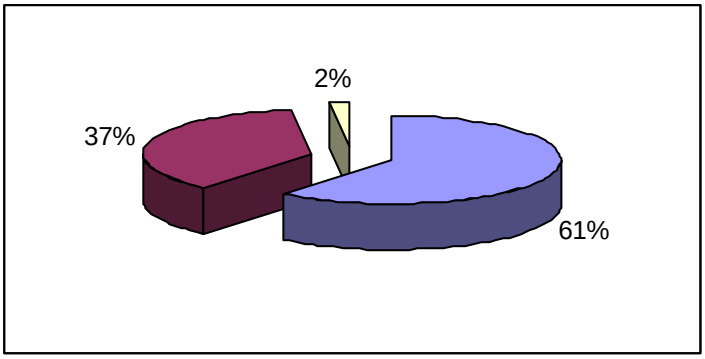
- By means of graphs / tables, report data regarding PROPOSALS (Section F):
    - What action would you propose to the institutions to improve mobility?
    - Interventions to encourage the use of bicycles

1. Increase the infrastructural facilities in the city (eg more bike paths, etc.).



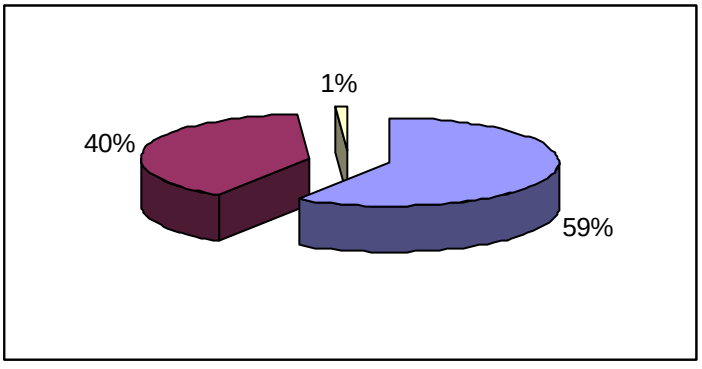
High	70%
Medium	29%
Low	1%

2. Raise awareness among citizens through dedicated initiatives (eg ecological days, etc.).



High	61%
Medium	37%
Low	2%

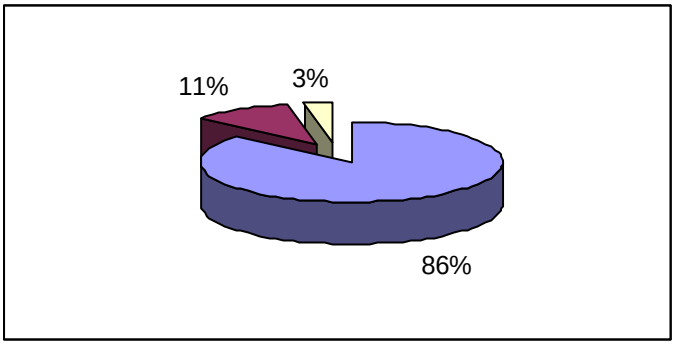
3. Make it easier the use of bicycles in combination with other vehicles (eg parking for bikes in the vicinity of railway stations, metro, etc.).



High	59%
Medium	40%
Low	1%

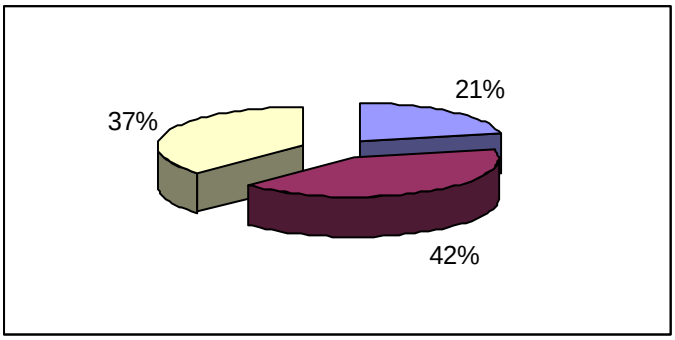
- Interventions to promote the use of local public transport / long distance

4. Introduce / increase discounts and tax breaks for tickets for public transport (eg deductibility of the cost of)



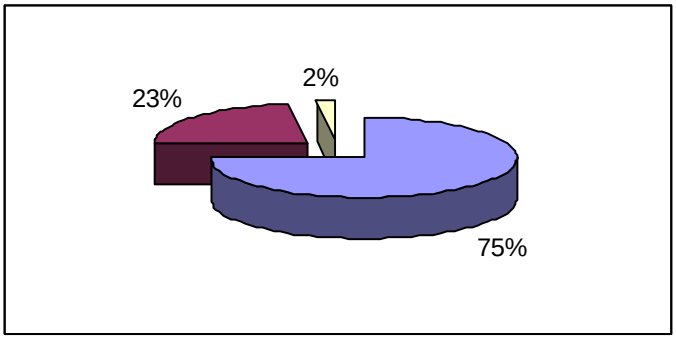
High	86%
Medium	11%
Low	3%

5. Toughen penalties for those who are not provided with a valid travel document



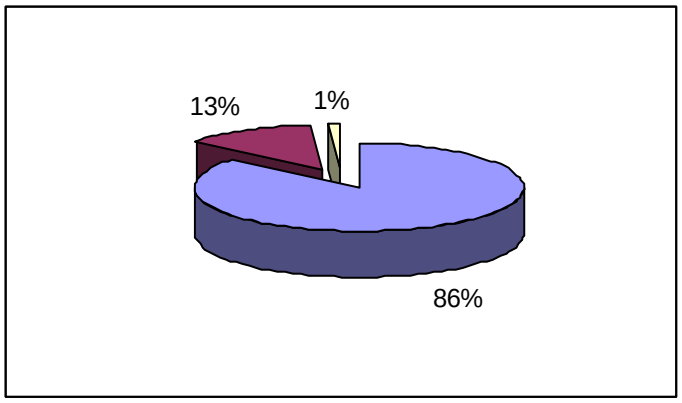
High	21%
Medium	42%
Low	37%

6. More facilities for vulnerable segments of the population (eg, students, seniors, unemployed, etc.).



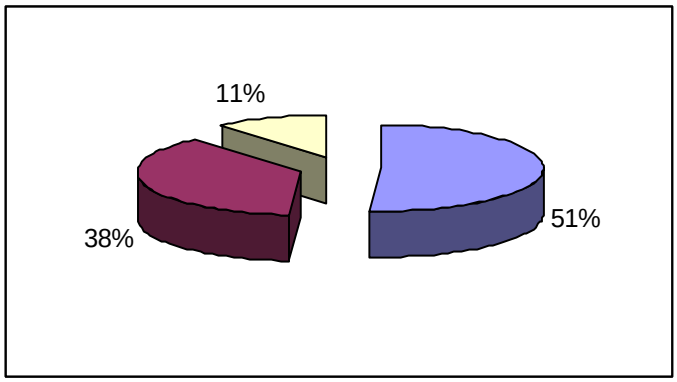
High	75%
Medium	23%
Low	2%

7. Introducing / increasing the integration tariff for the use of more vehicles (eg. same ticket for the use of multiple means, including different; increase the time of validity of the traveling, etc.).



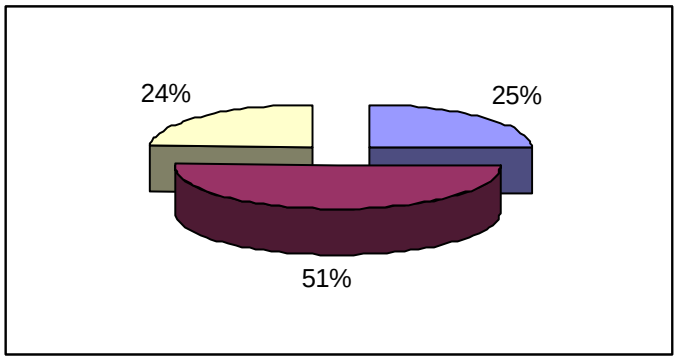
High	86%
Medium	13%
Low	1%

8. Increase the lanes and preferential pathways for the benefit of public transport and car pooling



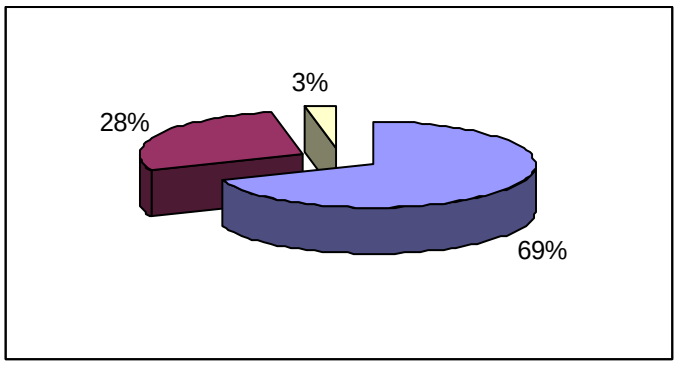
High	51%
Medium	38%
Low	11%

9. Introduce / increase the on-call service



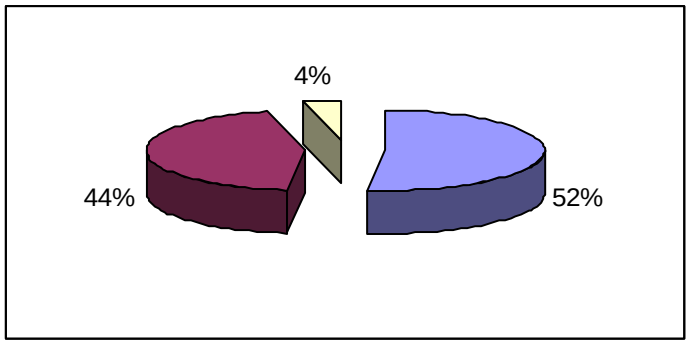
High	25%
Medium	51%
Low	24%

10. Increase the frequency of strokes / territorial coverage of the service



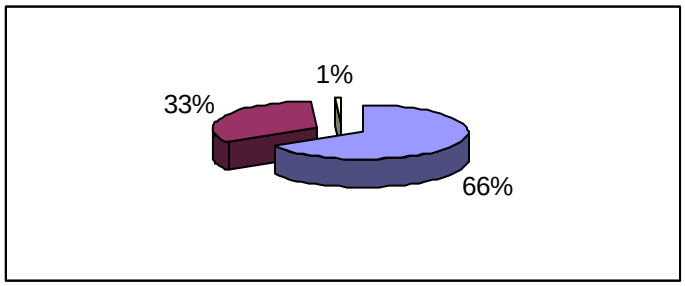
High	69%
Medium	28%
Low	3%

11. Cleaning ability in vehicles



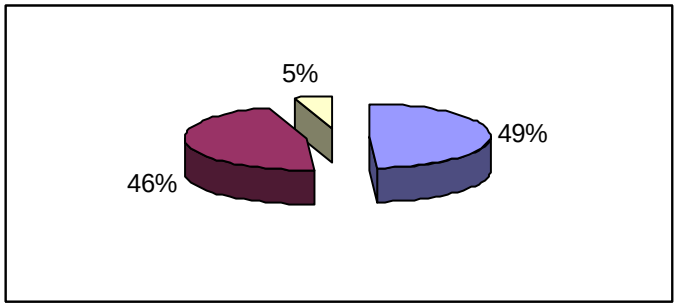
High	52%
Medium	44%
Low	4%

12. Ensure greater safety in vehicles (eg use of video surveillance systems)



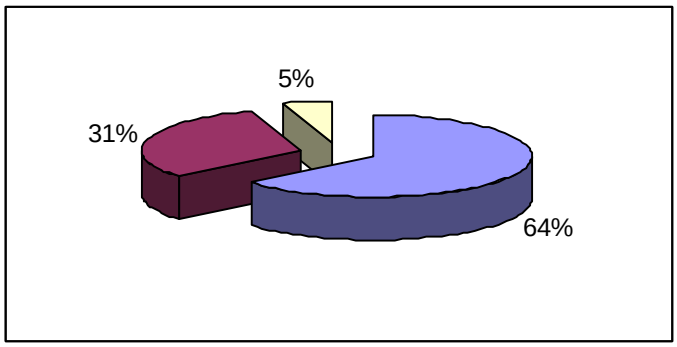
High	66%
Medium	33%
Low	1%

13. Invest in the newest and most comfortable vehicles



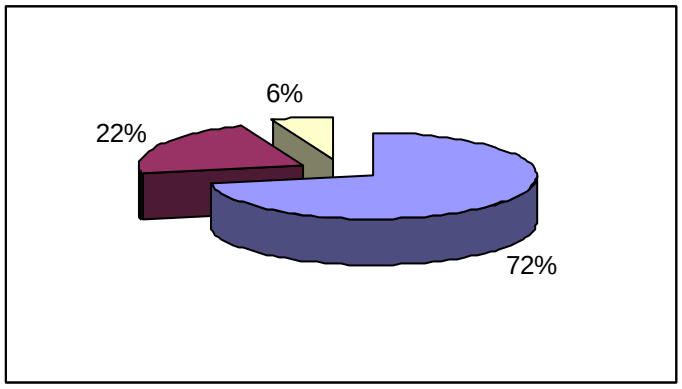
High	49%
Medium	46%
Low	5%

14. Possibility to buy a ticket on board at no extra cost



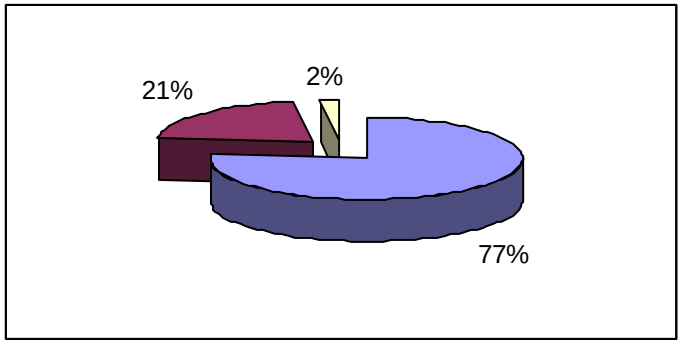
High	64%
Medium	31%
Low	5%

15. Increase the number of parking spaces for the exchange where you can leave the car



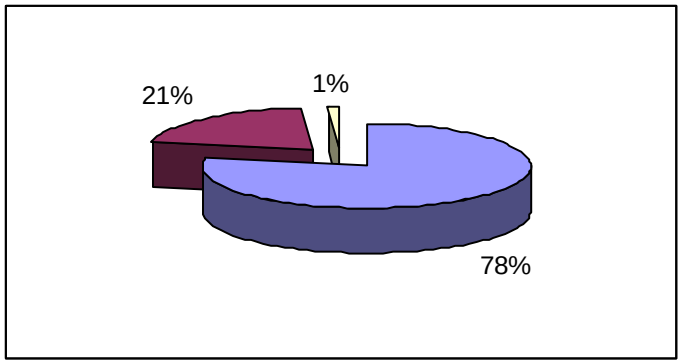
High	72%
Medium	22%
Low	6%

16. Improve the connection of the stations of arrival / departure with other transportation options for onward travel



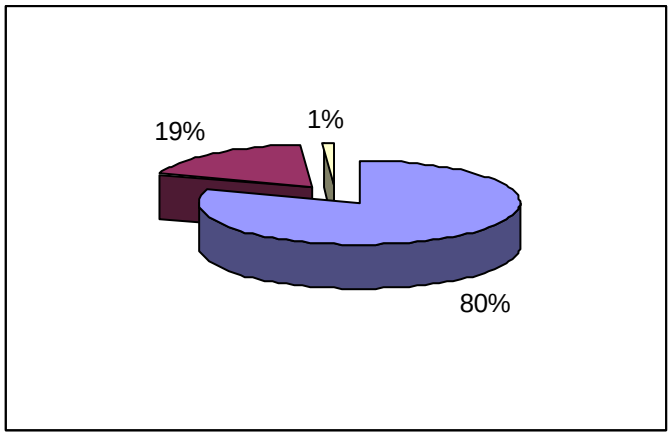
High	77%
Medium	21%
Low	2%

17. Break down the barriers that prevent accessibility to passengers with reduced mobility / disabled



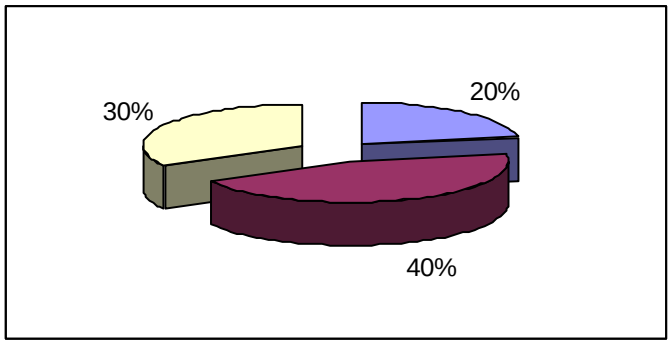
High	78%	
Medium	21%	
Low		1%

18. Offer extra comfort (eg, wi-fi, tv, newspapers, etc.).



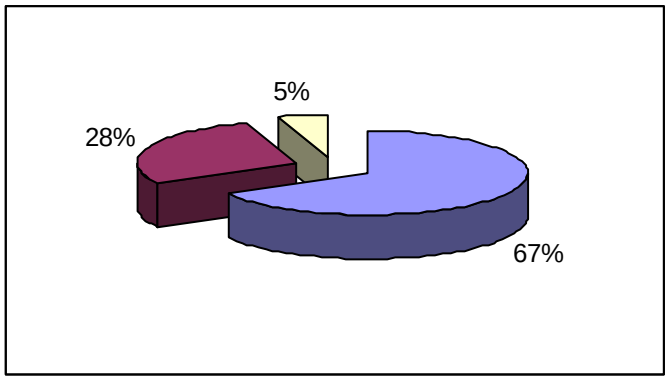
High	80%	
Medium	19%	
Low		1%

19. Provide seats for subscribers (eg for commuters)



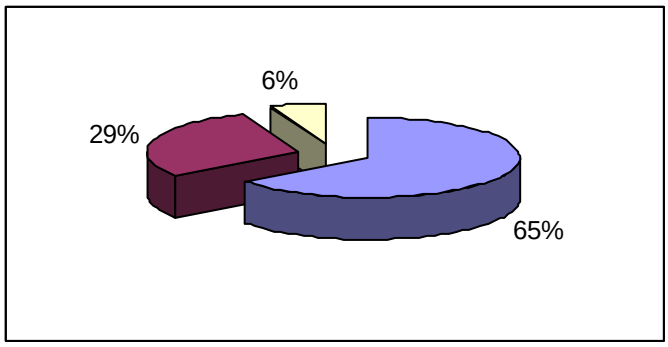
High	20%	
Medium	40%	
Low		30%

20. Introduce / enhance tools to solve quickly and free small disputes



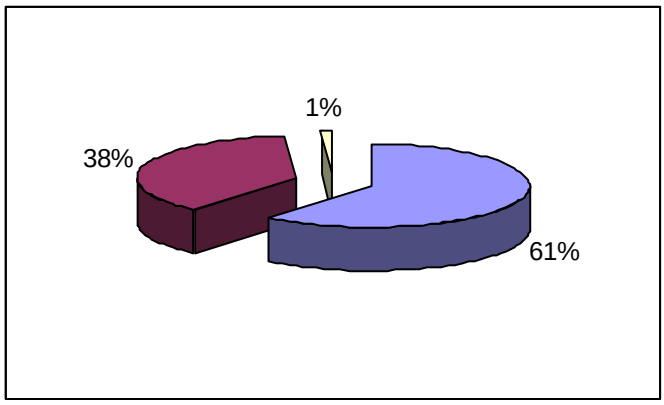
High	67%
Medium	28%
Low	5%

21. Introduce / increase automatic compensation for those affected by inefficiency



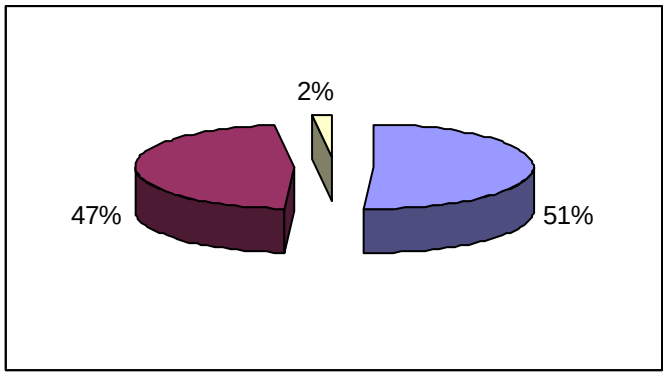
High	65%
Medium	29%
Low	6%

22. Promote the use of technologies for intelligent traffic control and the improvement of road safety



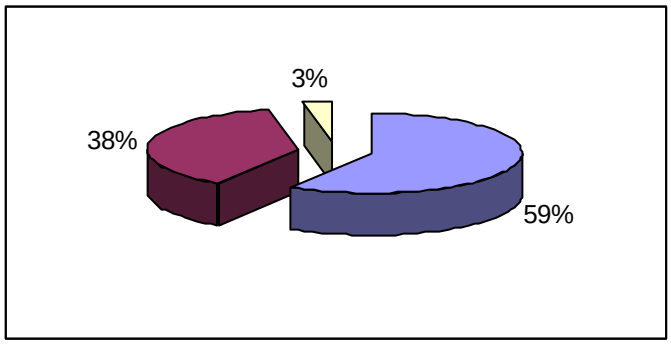
High	61%
Medium	38%
Low	1%

23. Promote the use of technology to introduce smart ticketing you can book / buy tickets h24



High	51%	
Medium	47%	
Low		2%

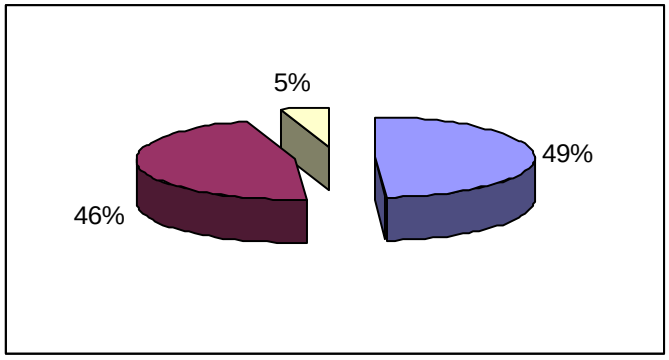
24. Promote the use of technologies to provide more information to users on the service, on travel options and connections and real-time traffic (eg app for mobile, wi-fi, etc.).



High	59%	
Medium	38%	
Low		3%

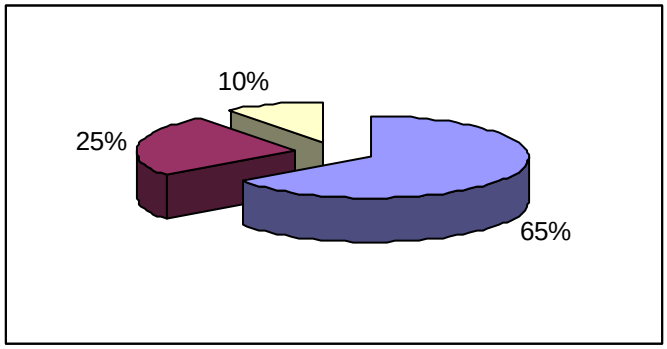
- Interventions to encourage car sharing

25. Making more accessible information on the service and availability



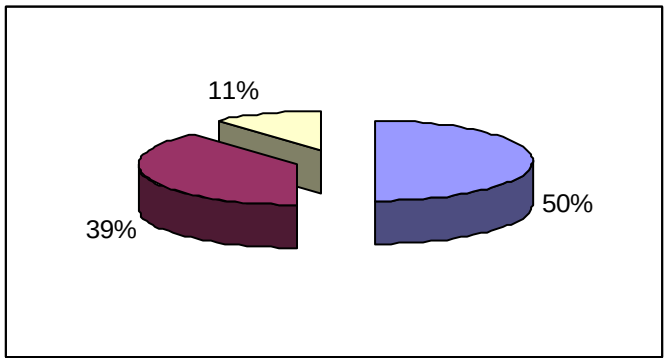
High	49%
Medium	46%
Low	5%

26. Provide integration, also in terms of costs, with the use of local public transport



High	65%
Medium	25%
Low	10%

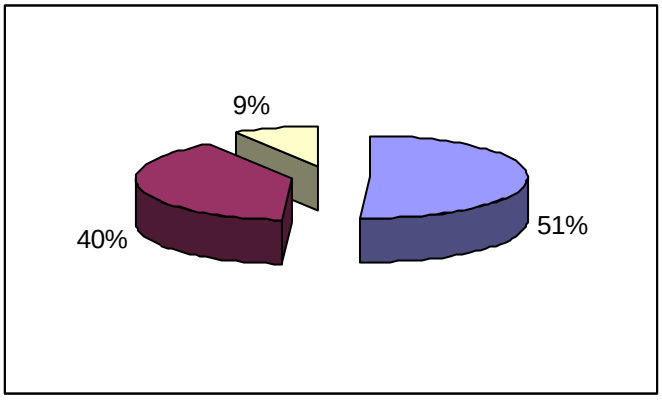
27. Predicting exchange points more and better connected



High	50%
Medium	39%
Low	11%

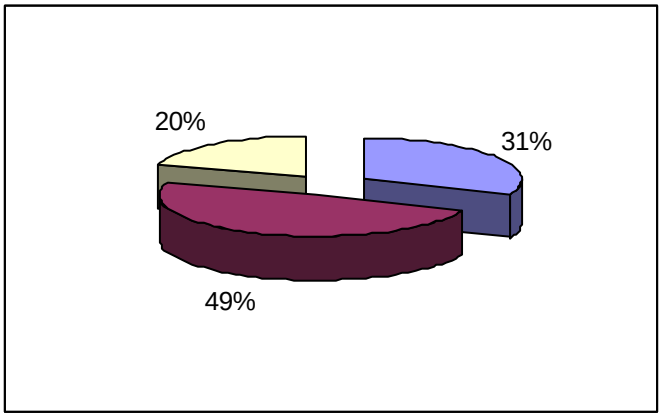
- Interventions to reduce the environmental impact of private vehicles

28. Introduce / increase the penalties for non-periodic monitoring of the exhaust gas of his own car



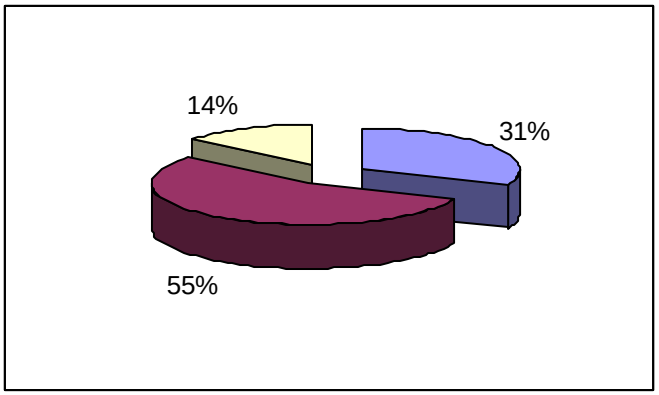
High	51%
Medium	40%
Low	9%

29. Introduce / increase the traffic ban for a few days (eg ecological days)



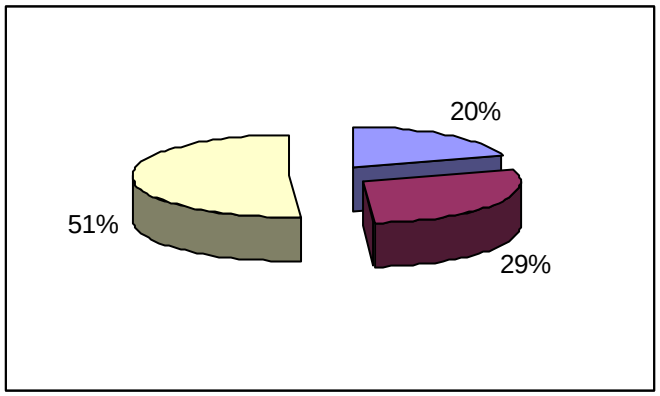
High	31%
Medium	49%
Low	20%

30. Restrict the movement for the most polluting vehicles (eg toll schedules, for zones, etc.).



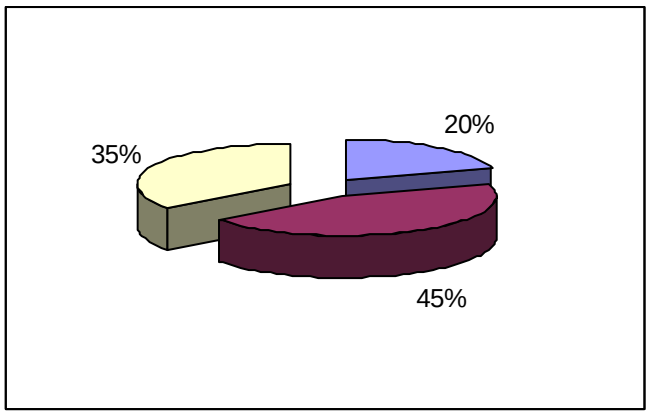
High	31%
Medium	55%
Low	14%

31. Introduce / increase circulation number plate



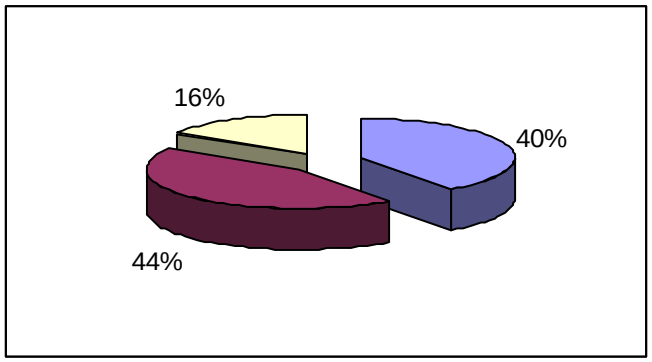
High	20%
Medium	29%
Low	51%

32. Introduce / increase a tariff policy on differentiated parking (eg distinction between residents and non-residents, including most polluting cars and less polluting, etc.).



High	20%
Medium	45%
Low	35%

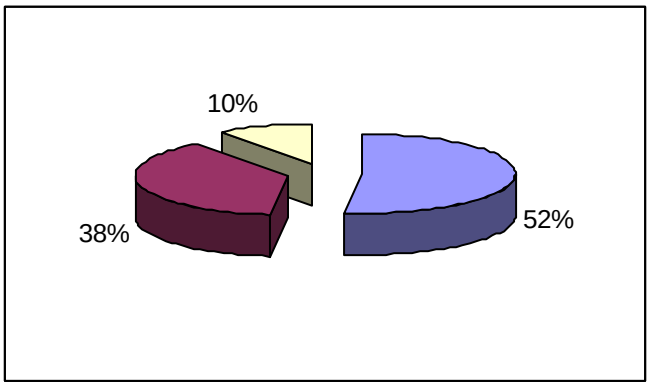
33. Promote educational programs to driving style safe and environmentally friendly in order to reduce road accidents as well as reducing noise and environmental pollution



High	40%
Medium	44%
Low	16%

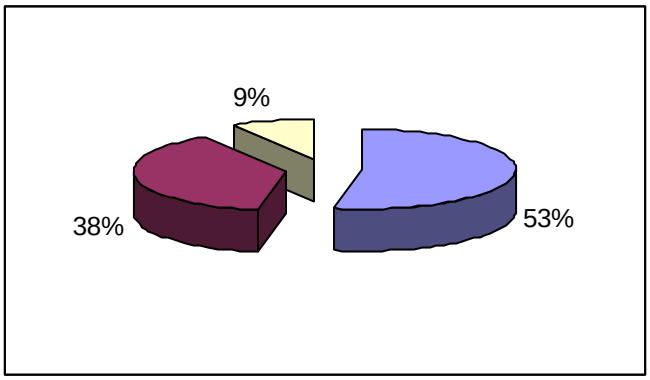
- Interventions to promote the use / purchase of environmentally friendly cars

34. Introduce tax relief for producers in order to reduce the selling price to the price list



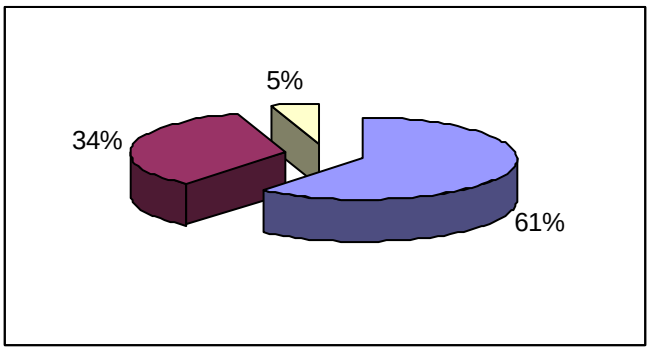
High	52%	
Medium	38%	
Low		10%

35. Introduce tax breaks for those who purchase



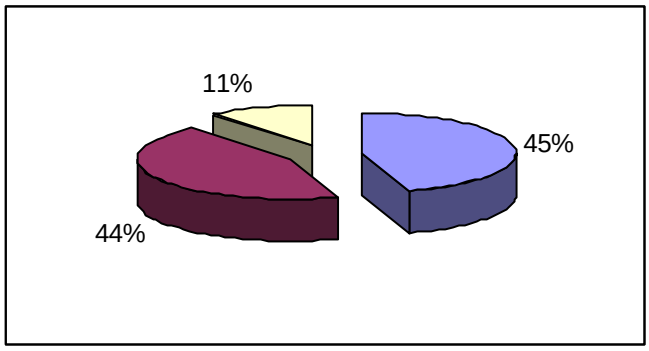
High	53%	
Medium	38%	
Low		9%

36. Expect more numerous dedicated infrastructure (charging stations for electric cars, dedicated parking spaces for cars LPG, etc.).



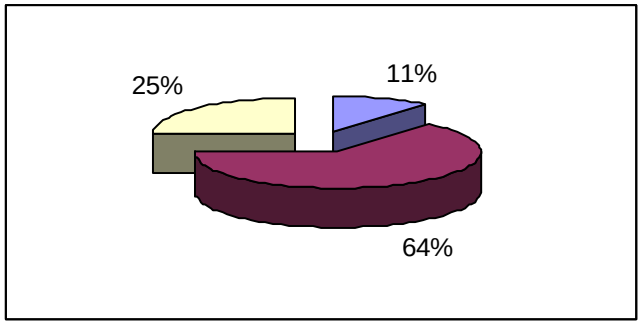
High	61%	
Medium	34%	
Low		5%

37. Provide reserved parking / free for eco-friendly cars



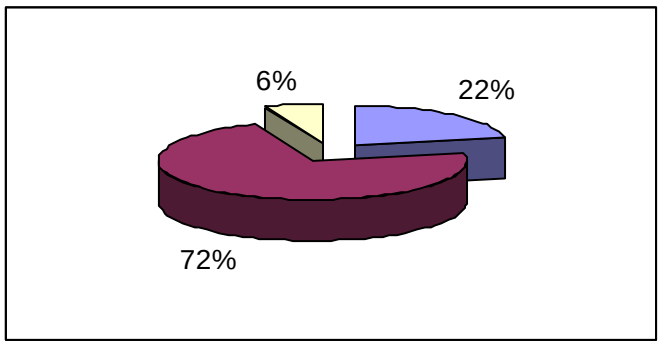
High	45%	
Medium	44%	
Low		11%

38. Apply discounts in highway tolls



High	11%	
Medium	64%	
Low		25%

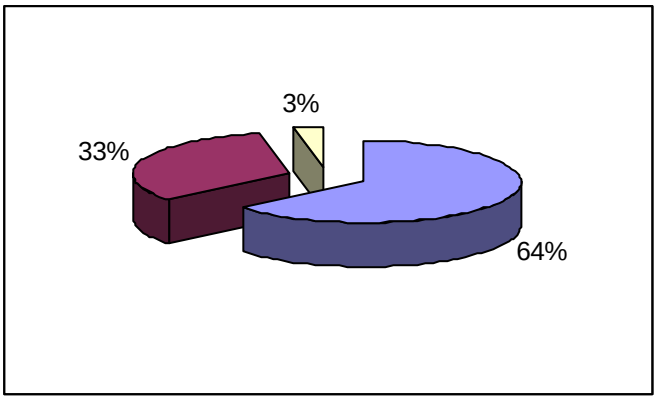
39. Apply discounts on additional costs (eg Rc car, car tax, etc.).



High	22%	
Medium	72%	
Low		6%

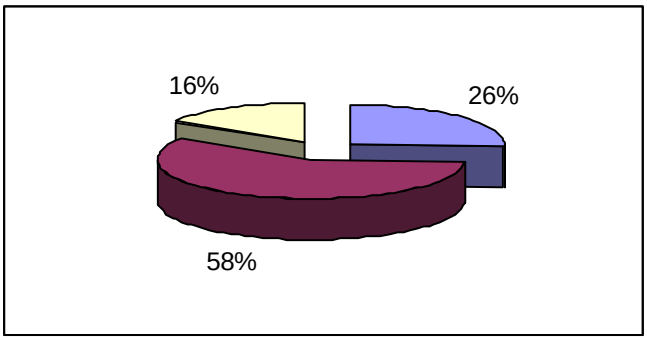
- General interventions

40. Change the opening / closing of public offices, schools, etc..



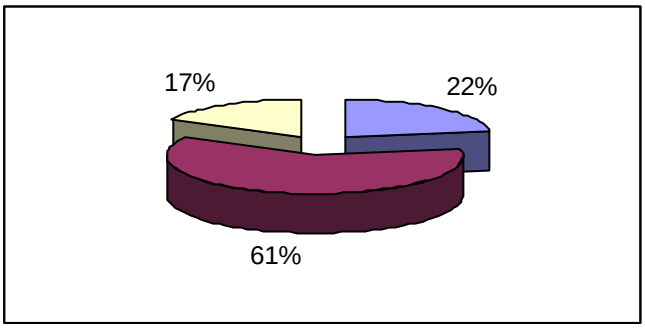
High	64%
Medium	33%
Low	3%

41. Encourage a change schedules of opening / closing of the private offices, shops, etc.. sites in some particular areas of the city (eg the old town, crowded areas, etc.).



High	26%
Medium	58%
Low	16%

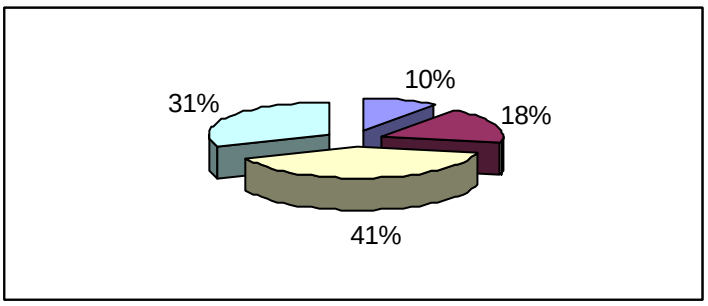
42. Encourage competition between transport operators (rail, air, road, marine)



High	22%
Medium	61%
Low	17%

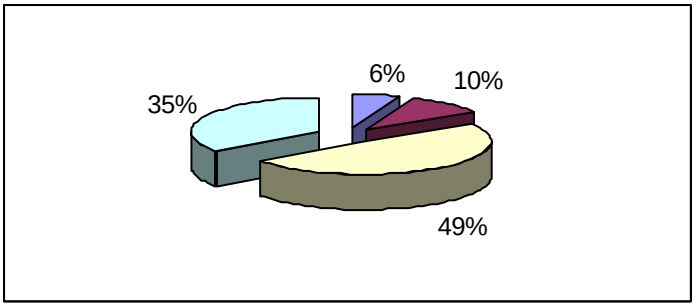
- In the second paragraph of this chapter, By means of graphs / tables, report data regarding the responses to the question "F.2. DO YOU AGREE WITH THE FOLLOWING STATEMENTS? (Maximum 1 = disagree, 4 = maximum agreement) "

F.2.1. The adoption of models of sustainable mobility depends mainly on civic pride of citizens



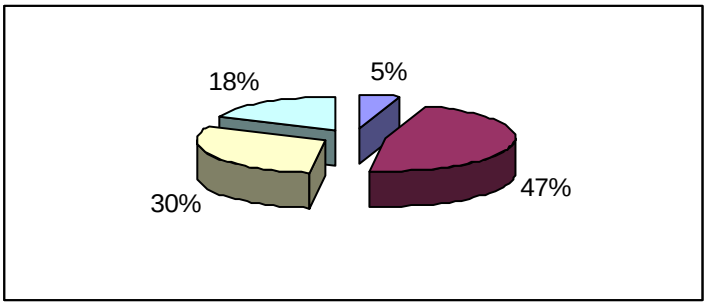
1	10%
2	18%
3	41%
4	31%

F.2.2. The adoption of models of sustainable mobility depends mainly on the good governance of public administrations



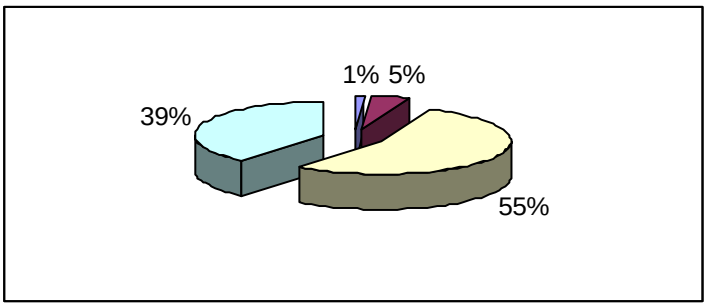
1	6%
2	10%
3	49%
4	35%

F.2.3. The adoption of models of sustainable mobility mainly depends on the social responsibility of the manufacturers of the means of transport



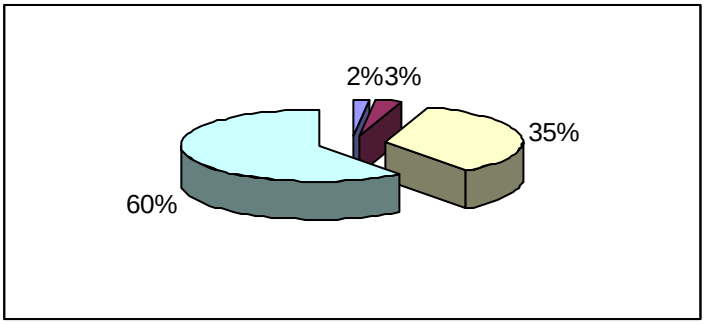
1	5%
2	47%
3	30%
4	18%

F.2.4. Information campaigns and awareness play an important role to change the habits of mobility



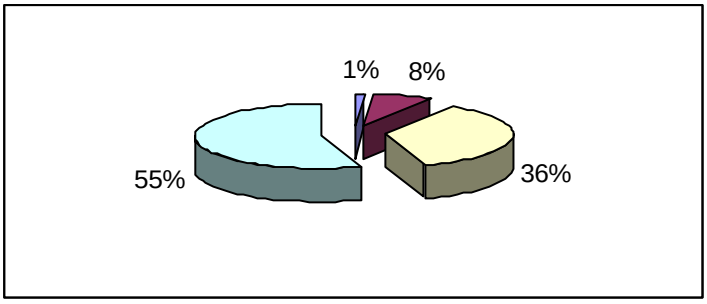
1	1%
2	5%
3	55%
4	39%

F.2.5. In terms of mobility, public administrations should consult citizens more in defining and evaluating the plans of urban mobility



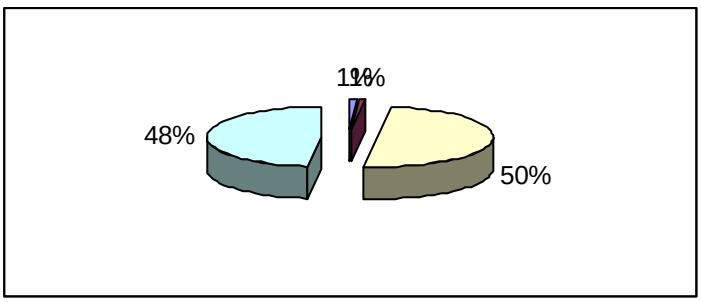
1	2%
2	3%
3	35%
4	60%

F.2.6. The public transport companies should involve citizens in monitoring the quality of services



1	1%
2	8%
3	36%
4	55%

F.2.7. Citizens should increase their knowledge about the standards of quality of public transport services and how to safeguard the rights of travelers



1	1%
2	1%
3	50%
4	48%

- In the last paragraph of this chapter, report all the information gathered into the last section (Section G -Other) of the questionnaire, bound to the free compilation. Its function is to collect any further information or consideration that interviews wanted to tell us (eg, suggestions or problems not mentioned in the questionnaire). In order to be brief, in fact, some themes, although significant when speaking of mobility, have not been treated. One of them is related to the logistics of goods, both by road and rail, of which it is possible to guess the impact on the daily mobility of each of us.

Lithuanian passengers wrote:

I travel frequently using city bus as well - long distance transport between cities. I noticed that long distance coach toilet is ever closed. It is discomfort. I think, once toilet exists as main part of the vehicle, it must serve for passengers. Being out of oder - that means technical defect of vehicle. It is necessary to exclude exploatation of bus which has spoiled toilet – ban to carry passengers.

Another man noticed – there are only few routes in suburbs. Many city residents are busy in outskirts. They have problems to return home.

Down with high transport tariffs!

Do not eliminate suburban bus routes, though they have few passengers

I reside in Varena town, but I study in Kaunas. I am frequent traveller on this route. My bus Varena- Kaunas stops in every station. I can not to purchase my own car so I am enforced to travel on bus. I think passengers of other towns meet the same problem. Express bus would be on route one time a week at least.

More frequent bus routes in rural regions

It is enormal and shame on us before the guests when information concerning arrival-departure of buses toward such cities as Cologne, Riga, Berlin are anounced only in Lithuanian language. While when there is no arrival of bus from Moscow loudspeakers recommend in Russian language to bring your tickets to cash desk for compensation. Even Russian tourists in such a case feel themselves as in Tambov province. Whether is it impossible to to find any announcer in Vilnius who can inform us about international routes in English or other?

More frequent circulation of public buses. Too long waiting.

The big problem is the travel in the evening or night – there is no any transport.

If traveller bought a ticket beforehand and accidentally missed the train (eg.) he would be allowed to take back his money or to travel on another train. Very seldom vagons are occupied in full, never all seats are reserved, always free seats are disposed. When one is too late to train or bus (more than 150 km) he loses his money – what he had not enough.

I travel by illegal transport less expending. I have no another choice. Such illegal transport has no any suitable conditions, no safety garantee. The traveller risks his health and life seeking something to save.

Travelling by the long distance train I miss discount for young people. My suggestion – discounts for students untill 25 years old, who are studying by correspondence, also recommend to establish loyalty cards for permanent public transport users in order to fix frequency of their travel and provide them a certain percentage of discount.

More hygienic cleaner and more comfortable public transport .

It is necessary to take into account the wishes of the people.

Public transport tariffs have risen so high that the car is more worthwhile to travel.

Vilnius city Municipality provided information on Vilnius municipal policies and strategies of public transport issues.
Currently implementing of Vilnius‘ public transport optimization plan is on its way, it is prepared according to Vilnius City Council 24th November 2010 Decision No.1-1778, for the Vilnius city 2010-2020 Strategic plan execution and monitoring system approval, which includes next tasks of public transport optimization. „Integrating into common public transport system shuttle taxi and shuttle buses; implementing high speed routes for existing transport network using existing and newly formed transport lanes; equiping streets‘ intersections with traffic priorities; correction of public transport routes and shedules according 2012 passengers‘ flows investigation - taking in account newly formed high speed public transport network“.

Strategic urban plan 2010 -2020 of Vilnius

Sustainable development of urban areas and infrastructure

Sustainable development of urban areas and infrastructure is the base for ensuring the city's economic development and quality of citizens life . However, a current situation do not respond to requirements given by experts, also does not satisfy Vilnius‘ residents. Our passengers have troubles concerning road transport system (road surface, congestions, public transport). In order to ensure a sustainable urban transport system development , the main attention is paid to population mobility, public and motorless transport. This range includes not only improvement of service qulity (single electronic ticket system, route network expansion and modernization, traffic rules priority applications in the streets, etc)and implementation of high speed transport, friendly traffic conditions for bicyclists, pdestrians and disable ones. More over, high level Lithuanian and EU environment regulations led to greater attention toward electric driven and other kinds of less poluting vehicles, promotion and encourragement to obtain more economical cars, education on environment issues.

Taking in account large domestic and international transport flow, which leds to the car and passengers downtime, low speed movement in the city, negative effects on environment and society, it is planned to develop and modernize existing transport infrastructure network to ensure links of main transport networks and their density, solve parking place shortages, also enlarge traffic safety measures.

Beside the transport system improvement, strategic plan focuses on urban areas harmonious development. River Neris waley and embankments will give better image of city center. Conversion of uneffective industrial sites and rehabilitation degradated urban areas, their renewal is planned. Also, taking in account city general plan details, in oder to meet needs for urban recreation areas, plan provides a broad range of natural "green zones" being applied for rest and leisure, water and coastlines will be kept in order. These mesures are aimed to improve people mobility possibilities.

Engineering Vilnius network has plenty of groundwater and domestic water supplies, sufficient energy supplying network and removal of rain water system, which is to be essentially renovated and extended. Renovation of underground water, heating, sewage pipes, electricity cable systems will simultaneously enlarge traffic lanes on the streets surface for the sake of mobility.

Accordingly opinion of Vilnius residents and experts, Vilnius will create safe and effective waste material collecting, distributing and technological utilisation system, which will make air cleaner, reduce waste collecting transport noise and traffic congestion – positive measures for people's mobility.

The Urban Strategic Plan has the following goals and objectives:

3.1 PURPOSE . Balanced and sustainable development of urban areas

3.1.1. GOAL . To plan priority urban areas development under the General Plan directives,

3.1.2. GOAL . Protect and develop the city of natural values , green space and public spaces system.

3.2 PURPOSE . The modern and suitable city engineering supply system

3.2.1. GOAL . Modernization and development of water supply, sewage systems

3.2.2. GOAL . Modernization and development of energy systems

3.3 3.3.PURPOSE . Sustainable urban transport system development

3.3.1. GOAL . Increasing population mobility in public and motorless transport ,

3.3.2. GOAL . Developing transport infrastructure network,

3.3.3. GOAL . To reduce the negative effects of traffic on the environment.

3.4 PURPOSE . Protecting the environment and effective waste management

3.4.1. GOAL . Improving atmospheric air and water quality and reducing noise,

3.4.2. GOAL . Ensure clean urban natural environment,

3.4.3. GOAL . To ensure the efficient and safe management of waste materials.

	3.3.3 GOAL . To reduce the negative effects of traffic on the environment (Municipal Department)				
3.3.3.1	3.3.3.1 Prepare and implement sustainable urban transport plans	Prepare and implement sustainable urban transport plans in order to improve the quality of life and facilities for all social groups, especially people with limited mobility (in terms of safety and security, access to goods and services, air pollution, noise, greenhouse gas emissions and energy consumption, land use, including passenger and freight transportation and all kinds of transport) .	2011–2020	Administrative Director	Urban development department, Municipal department
3.3.3.2	Reduce the number of "Black spots" in Vilnius city areas	a)Carry out an annual audit of traffic accidents, evaluating the efficiency of measures ; b) To approve the Vilnius city traffic safety program and to comply with the road safety measures, with special emphasis on pedestrian crossings and PT Stations ; d) To seek to change existing road classification , according to which all the streets are classified as local roads category, apply original street design standards; e) To organize safety campaigns and projects, " Protect Me ", " Car Free Day ", " Mobility Week " and so on.	2010–2020	Municipal department	
3.3.3.3	Improve and expand automated management control system	a) To develop a coordinated traffic zones in order to connect problematic street and pedestrian crossings to the current system; b) Prepare the Vilnius city	2011–2020	Municipal department	" Municipal enterprise "Public transport "

		traffic organization project, the traffic shaping database changes in traffic modeling, intersections technical parameters and the improvement of the information system ; c) To encrease number of speed control points in the streets of highest accident rate; d)Restrict heavy transit traffic in the city center and residential areas , directing it to newly build detoures; e) Create an oversized freight permitting system database for carriers and integrate it into the state database.			
3.3.3.4	Increase the number of parking spaces;	a)to design and equip the missing number of parking spaces in city residential areas; b) Expansion of paid parking places in the central part of the city and its approaches (except for the Old Town area), increase of their turnover; c) Install a PT terminal rings the city parking lots for P & R (Park & Ride) system to realize; d) Include a facility study " Car parking spaces increasing in the number of residential districts of Vilnius“ recommendations and proposed solutions into the current upcoming project documentation.	2011–2020	Municipal departmen t and Transport departme nt	Municip al enterpris e “Public transport ”
3.3.3.5	To reduce air pollution and noise caused by the traffic impact	a)Apply a flexible traffic restrictions in the most polluted areas of the city according the air pollution maps;	2011–2020	Municipal departme nt	

		b) Apply technical means to reduce the aceeded permissible noise limits in this territory according city noise maps; c) To inform the public about the level polution of the Vilnius city areas; d) Initiate a decision on a new airport runway construction, and find out the need to reduce pollution over urban areas.			

During last few years, thanks to EU funds contribution, reconstruction of Vilnius airport was performed. Vilnius, Kaunas and Palanga airports become attractive to Russian, Belorus and Latvian pasengers. The special buses between airports are at passengers disposial. Vilnius airport announced fixed taxi tariff to and from in oder to protect passengers from illegal carriers “robbery” .

Lithuania has special railway line to Russian enclave Kaliningrad. Some improvement were done for convenience of such non EU transit passengers. Also there are special 50 km zones on both sides of LT and Belorus boder to travel without visa having long lasting permission. The highway called “Via Baltica” is partly built. The railway from Poland to Kaunas, having European track width 1475 mm to replace soviet 1524 mm, is on its way to be layd parallel on the same or additional sleepers.

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SPOLOČNOSŤ OCHRANY SPOTREBITEĽOV

The project is coordinated by Active Citizenship Network (ACN), the European interface of the Italian civic organization Cittadinanzattiva.
Active Citizenship Network is associated partner of the European Mobility Week (www.mobilityweek.eu)

EUROPEAN MOBILITY WEEK

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