

SUMP AND NSSP POLICY IN LITHUANIA

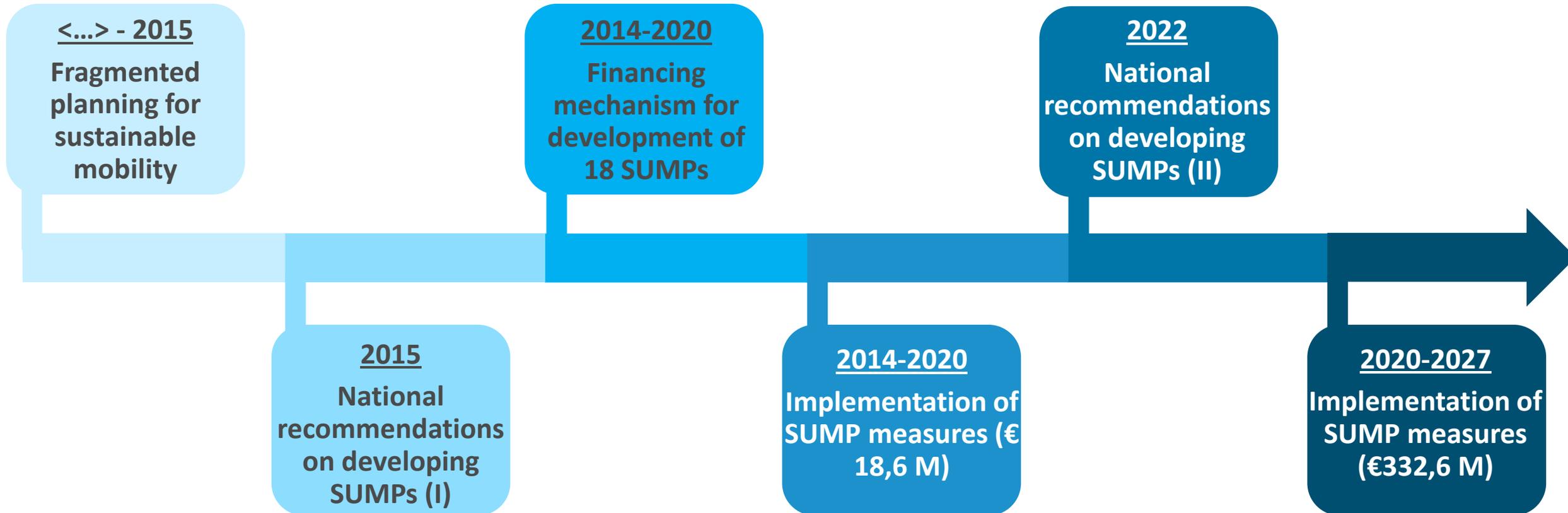


Kęstutis Vanagas, 2024 December 11



LIETUVOS RESPUBLIKOS
SUSISIEKIMO MINISTERIJA

HOW SUMP POLICY STARTED IN LITHUANIA?



WHERE LITHUANIA IS NOW? (SUMP AND NSSP)

(I)



Lithuania currently has 23 SUMP

18 were financed in the 2014-2020 period; there is no national funding instrument at the moment; TEN-T is covered (5 cities)



The Ministry of Transport and Communications (MoTC) is responsible for SUMP policy (the only law)

Also responsible for bicycle and micro-mobility, E-mobility and other sustainable mobility policies implementation and financial schemes



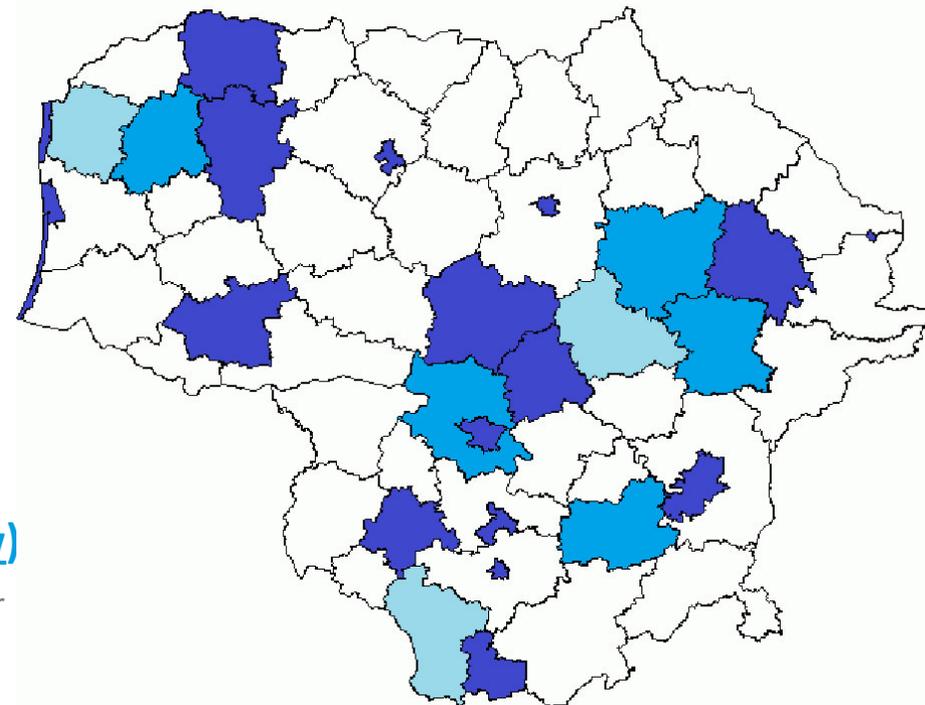
On 2022, the MoTC released updated 'National guideline on the development of SUMP'

Recommendations has been updated on the basis of The New EU Urban Mobility Framework (2021)



During the 2014-2020, €18.6 M was allocated to cities with SUMP; during the 2022-2027 – €332.6 M

It is allocated for measures such as cycling, active mobility, public transport, E-mobility, and other sustainable mobility measures



- 18 SUMP (2014-2020 period) (1.56 M pop.)
- 5 SUMP (2014-2024 period) (184 K pop.)
- 3 SUMP (Under preparation) (90 K pop.)
- 34 municipalities has no SUMP (1.04 M pop.)

*Total population of LT (2023) – 2.87 M

WHERE LITHUANIA IS NOW? (SUMP AND NSSP) (II)



In last two years, conferences on cycling and sustainable mobility have been organised

JASPERS Online SUMP training took place in November 2024



Lithuania has an Expert Commission on SUMP

This commission is responsible for evaluating and approving the SUMP



Data Platform project underway (planned by end 2025)

The aim is to collect, process, analyse, visualise and make available to the public data on sustainable mobility.



Cycling, E-mobility and Data are main priorities

The Social Climate Fund in Lithuania will also focus on measures in the following areas



SUMP PROCESS IN LITHUANIA



'National guideline on the development of SUMPs' is the main document in Lithuania

Recommendations detailing how the SUMP should be developed and implemented in Lithuania



Approval and validation of the SUMP is carried out by MoTC and the SUMP Expert Commission

The Commission is currently made up of 20 experts from 14 different institutions



Data Platform project to be implemented by the end of 2025

The aim is to collect, process, analyse, visualise and present sustainable mobility data to the public



No dedicated platform for dissemination of information or joint communication between cities

Internal systems are used to share information and Ministry's website

HOW **SUMP** LOOK LIKE IN LITHUANIA?

CONTENT

Definition of the plan area

(Geographical area of application of the measures)

Vision for the Plan

(Key objectives and results to be achieved)

Analysis of the current mobility situation

(Statistics, SWOT, various existing indicators)

Analysis of thematic parts

(10 thematic parts of the plan)

Options for the Mobility Plan area

(2 options with action plans using cost-benefit analysis)

Action Plan

(Final measures and actions)

1. Public transport
2. Active mobility and cycling
3. Promoting sustainable mobility (soft measures)
4. Traffic and public safety
5. Traffic organisation and mobility management
6. Logistics of the plan area (Sustainable Logistics Plan)
7. Mobility for people with disabilities
8. Alternative fuel vehicles and infrastructure development
9. Intelligent transport systems, digitisation, innovation and new mobility services
10. Development of TEN-T transport infrastructure



HOW WAS IT BEFORE?



2015 (I edition National Guideline)

SUMPs for cities only

(For cities with more than 25,000 inhabitants and resorts)

9 thematic topics on sustainable mobility

(ITS, traffic safety, traffic planning, Public transport, etc.)

No centralised monitoring of SUMPs data

(SUMP monitoring is local, without special tool)

No dedicated process for updating and renewing plans

(The I edition guideline do not provide such process)

HOW IS IT NOW?



2022 (II edition National Guideline)

SUMPs not just for cities only

(Plans for urban areas, municipal areas, regions or other functional areas)

10 updated and new thematic topics on sustainable mobility

(Promoting Sustainable Mobility, TEN-T, digitisation, SULP, etc.)

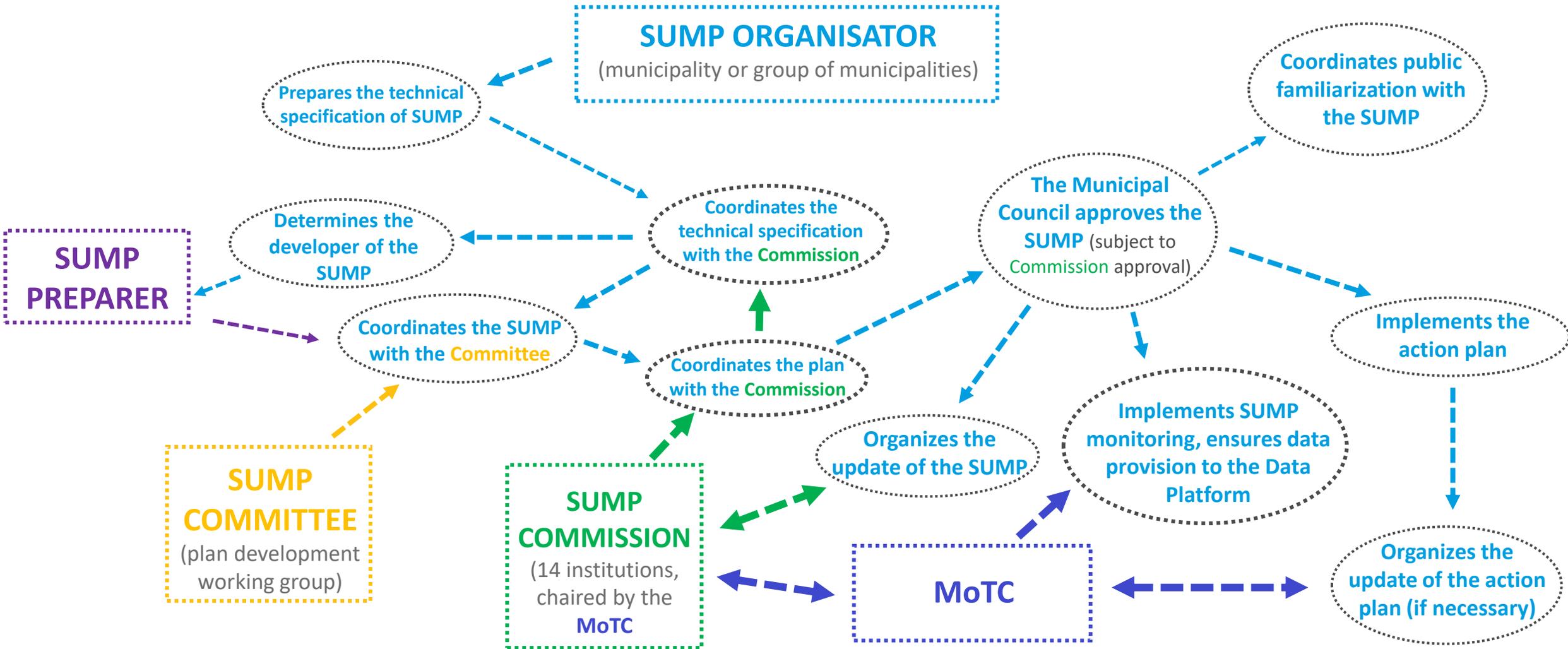
Centralised monitoring of the SMP to be implemented (Data Platform project)

(Data Platform: data on implementation of measures, other transport indicators)

Dedicated process for updating and renewing plans

(Revised procedure for coordination, approval of SUMPs)

SUMP FROM THE BEGINNING TO IMPLEMENTATION



SUMP FUNDING IN LITHUANIA (2020-2027)

(I)



MoTC coordinates Regional Progress Measure "Promoting Sustainable Mobility in Cities"

Getting the money through regional planning (10 regions in LT)



€332.6 M will be allocated for 18 SUMPs in Lithuania during 2020-2027

During the 2014-2020, €18.6 M was allocated to cities with SUMP



Four main funding directions are foreseen

Cycling infrastructure, E-mobility, public transport and all other measures

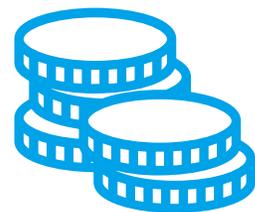


The remaining 42 municipalities can receive money from the RRF to implement sustainable mobility measures

Around €280.6 M will be allocated for 42 municipalities in Lithuania during 2021-2026 (funding from NextGenerationEU)



SUMP FUNDING IN LITHUANIA (2020-2027) (II)



Renewal of the public transport fleet (€ 160 M)



Development of public alternative fuel charging infrastructure (€ 16 M)



Developing cycling and walking infrastructure in cities (€ 100 M)



Implementation of measures in the Urban Mobility Plans that contribute to reducing greenhouse gas emissions (€ 57 M)



DATA PLATFORM PROJECT



The aim is to collect, process, analyse, visualise and present sustainable mobility data to the public

Some information will be publicly available and some will be by request only

Desired results:

- Identification of regional differences
- Quality legislation and effective decision-making
- Open data. Data availability to the private sector and the public



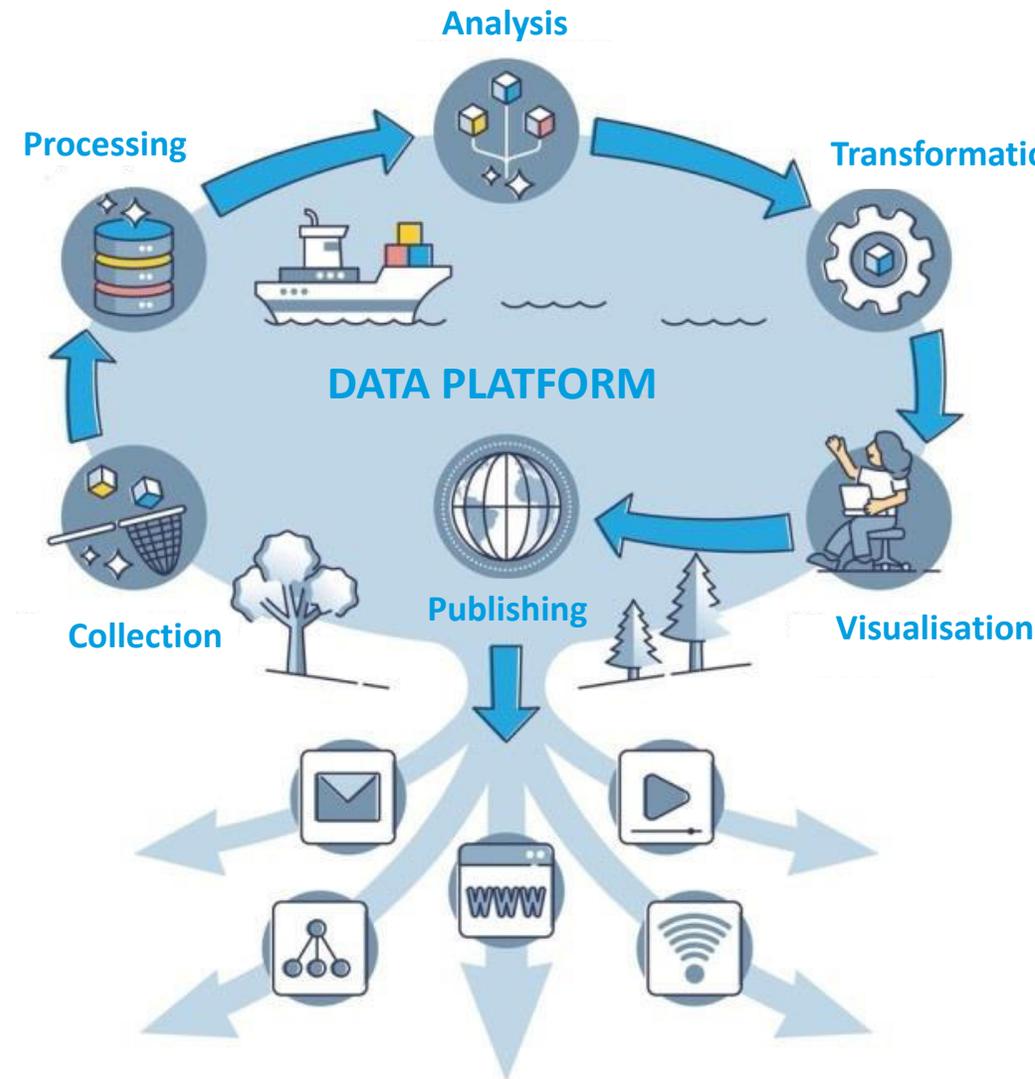
Modal split and data on implementation of SUMP action plans

Public transport

E-Mobility

Cycling and micromobility

Traffic safety and logistics



SUMP POLICY CHALLENGES AND ISSUES IN LITHUANIA

1. The quality of SUMP's vary widely
2. There is not much data on sustainable mobility and a tool to measure it
3. The SUMP Expert Commission uses old-school and not innovative evaluation method
4. Money is the issue
5. Lack of communication with the public in the preparation of the SUMP's leads to little or no support.
6. A lot of politicisation in the whole process
7. Some financing instruments are extremely unattractive



RECOMMENDATIONS TO OTHER MEMBER STATES

1. Ways must be found to finance sustainable mobility measures, but not forgetting cities that are not preparing SUMP
2. The best way to spend money is not on the preparation of plans themselves, but on measures.
3. Developing a methodology for the evaluation of the plans
4. Guidance is an essential document that can help manage the overall order of plans
5. Remember that plans are not just made by cities or ministries, but by citizen. **COMMUNICATION IS A KEY!**



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