

Standard Summary Project Fiche
Project Number LT 01.03.01
Twinning Number LT 2001/IB/TR/01

1. Basic Information

1.1. Désirée No.

1.2. Title Further Alignment with the Transport *Acquis* and Strengthening Administrative Capacity to Manage the Implementation of Transport Policy

1.3. Sector Transport

1.4. Location Ministry of Transport and Communications (MoTC), Gedimino av. 17, Vilnius 2679, Lithuania.

2. Objectives

2.1. Overall Objective

The overall objective of this **2.5 Million Euro** institution building and investment project, of which 0.075 Million Euro are provided from national co-financing, where the road transport component covers 1.2 Million Euro, the rail transport component - 0.8 Million Euro and the civil aviation component – 0.5 Million Euro, is

- meeting the transport *Acquis* requirements in the fields of fiscal harmonisation and social legislation in road transport, market access in railway transport and safety requirements in civil aviation.

2.2. Project Purpose

The purpose of the project is to assist the Ministry of Transport and Communications and related institutions in preparation of legislation in the field of road, rail transport and civil aviation and implementation of existing legislation by:

Road Transport

- Reorganisation of the system of vehicle taxes and road user charges in line with Council Directive 99/62, including the assistance in drafting and implementation of new legislation;
- Organisation and methods of control of rest-working periods with the aim of implementing Council Regulation 3821/85/EEC, including training of the State Road Transport Inspectorate staff and preparation of reporting system concerning control of rest-working time regime in Lithuania.

Railways

- Further institutional reorganisation of railways particularly with regard to strengthening of regulatory environment in the field of infrastructure management and access to the market. Implementation of the new EU legislation, including amendments and supplements to the national regulations and relevant training of personnel of management regulatory institutions;
- Enforcement of traffic safety legislation with the aim of preparing and implementing the Law of Railway Traffic Safety, the Law of Transportation of Dangerous Goods and relevant subordinate legislation. Training of personnel operating in the field of traffic safety control.

Civil Aviation

- Implementation of flight safety standards, including technical assistance in development of certification methods and training of staff of the Lithuanian Civil Aviation Administration, which is planned to be established in 2001.

2.3. Accession Partnership and NPAA Priorities

The 2000 Regular Report of the Commission on Lithuania's progress towards Accession commented that *"The regulatory efforts on land transport legislation will have to concentrate more and more on the transposition of the technical provisions of the EC Acquis and its implementation, with technical, safety and in particular fiscal harmonisation as key issues. The administrative capacity of existing institutions in the road sector should be improved by increasing the staff working in the area, in particular the State Road Transport Inspectorates. On railways, <...> reorganisation and strengthening of the railway administration should be ensured. On aviation <...> the envisaged implementation of the ECAA agreement should stimulate, already before accession, the transposition of a significant part of the EC Acquis."*

The Accession Partnership (December 1999) refers to the following medium-term priorities in transport sector: *"complete alignment in road transport (market access, road safety, rules for dangerous goods and taxation), railways, maritime transport (in particular safety standards) and aviation (in particular air safety and air traffic management)"*.

The new version of National Programme for the Adoption of the *Acquis* (EU Pre-accession Preparation Programme) is the basic document showing the goals and measures for the adoption and implementation of the *Acquis* in all sectors, including transport.

Since the main maritime safety issues are included in PHARE 2000 Project "Implementation of the *Acquis* in the Maritime Safety Sector – Development of a Port Information System", the current Project in principle complements the Accession Partnership in road transport, railways and civil aviation.

3. Description

3.1. Background and Justification

Up to 2004 Lithuania anticipates to adopt and implement the whole Transport *Acquis*, as well as to establish and reinforce the administrative structures and relevant mechanisms in order to implement all legal provisions of the EU (except the ones for which transitional periods might be negotiated). Lithuania on Chapter 9 "Transport Policy" anticipates to ask for three transitional periods. Two of these are in the field of road transport (on usage of recording equipment (tachographs) for the domestic road vehicles and on application of the financial standing requirements for licensing the domestic transportation activities) and one in civil aviation (on limitation of aircraft noise). The need for transitional periods is related to the need for considerable amount of funds for the adoption of the relevant technical and financial requirements.

The Transport *Acquis* is only partly implemented to date and work is still needed to reach full alignment. On the basis of the Updated Screening Report on Chapter 9 – Transport Policy - the following basic information is presented on Lithuania's progress in relation to this Project:

Road Transport

- Lithuania's legislation is not fully in line with Council Directive 93/89 on vehicle taxes, tolls and road user charges, which have been replaced by Council Directive 99/62. Currently vehicle taxes in Lithuania are lower than the minimum levels specified in the Directive. Lithuania is aware of these problems and is recently in the process of drafting new legislation (Law on the amendment of the Road Fund Law). The draft law will include new provisions as regards the Road Fund where revenues from charges and taxes will accrue. It will also implement the above-mentioned Council Directive 99/62 on the charging of heavy goods vehicles for the use of certain infrastructures. Preparation of the law is expected before 2002.
- Understanding the importance of the routine of driving and rest periods of the vehicle crews in road transport, the Republic of Lithuania has ratified the European Agreement concerning the Work of Crews of Vehicles Engaged in the International Road Transport (AETR). Consequently, according to the existing Lithuanian legislation, the usage of mechanical recording and control devices in Lithuania is compulsory for international transportation of goods and passengers. Regarding implementation of Council Regulation 3821/85 on application of recording equipment to domestic market vehicles, the expenditure on the fitting of the above-mentioned devices will amount to considerable expenditure (70 M€). Therefore Lithuania requests a transitional period up to the year 2008 for the fitting of tachographs to vehicles which have been made and/or registered in Lithuania before 1 January 1987.

Railways

- In the course of the restructuring of Lithuanian railways in accordance with the Council Directives 91/440, 95/18 and 95/19 the JSC "Lithuanian Railways" started to implement the concept of self-dependence of the company's business units. The separate cost/revenue balances of these business units have already been realized. Until the end of the year 2001 it is foreseen to implement a full financial separation of the main business units and to make their activities more transparent. The liberalisation of railway activities by introducing equal operational conditions for private as well as public operators is foreseen in the Programme of the new Government. The whole package of the legal documents regulating access to the railway infrastructure and separation of the infrastructure from the operational activity will be adopted and put into practice in the framework of necessary strengthening of the railway administration in the years 2001-2002.
- In the field of harmonisation of railway traffic safety *Acquis*, in 2002 it is planned to draft the Government Resolution on the Regulations for the Procedure of Issuing Certificates of Railway Traffic Safety, in line with the Council Directive 95/19/EC, as well as the Law on Railway Traffic Safety by the Council Directive 91/440/EEC.
- The administrative structures for the regulation of railway transport sector will be developed with the aim of executing all the administrative functions of the infrastructure undertakings and independent operators activities, thus ensuring the accessibility to the railway infrastructure, allocation of its capacities, realisation of traffic safety standards and other EU requirements. Strengthening the administrative capacities of railways, the State Railway Inspectorate to pursue the approximation of the Lithuanian legislation, concerning the system of managing

railway traffic safety according to the relevant EU provisions, will be reinforced in 2002.

Civil Aviation

- The new Lithuanian Civil Aviation Law has already been adopted. Under this law it is anticipated to establish a Civil Aviation Administration at the Ministry of Transport and Communications, that will undertake certain public administration functions of the Department of Civil Aviation of the MOTC and Civil Aviation Directorate. In the course of integrating into the civil aviation structures of the EU, priority is being given to issues of safety in civil aviation. The Joint Aviation Requirements (JAR codes) referred to in Council Regulation 3922/91 on the harmonisation of technical requirements and administrative procedures will be adopted until the end of 2003. Joint Aviation Requirements JAR-145 and JAR-FCL will be implemented by adoption of the provisions governing the registration of civil aircraft and the issue of registration and airworthiness certificates. The remaining rules will be established by adopting the relevant legislation laying down the requirements applicable to super light and large aeroplanes, engines, propellers and auxiliary power units, etc.

3.2. Linked Activities

- The PHARE project 9702.01.01.0003 “Measures to Improve Road Safety” (Contractor – Finnish National Road Administration, FINNRA) ended in October 2000. This project included assistance in the development of an efficient Traffic Safety Organisation within Lithuanian Road Administration capable of co-ordinating and monitoring all activities within the Road Safety sector in Lithuania; improvement of the capability of the Municipalities to identify and respond to traffic safety problems; establishment a safe traffic environment by reducing accident risk in rural and urban areas.
- The PHARE project 98-0044 “Transitional Management Support for Lithuanian Railways: Phase II” (Contractor – CIE Consult (Ireland)) was completed in April 2000. This project advised the MoTC and the railway management on the preparation and implementation of a Restructuring programme in Lithuanian railways. The specific objectives were to assist the JSC “Lithuanian Railways” to implement the organisational, technical and financial recommendations for the Restructuring, focussing most strongly on Financial/Accounting and Organisational matters.
- The PHARE project 9702.01.01.0002 “Institutional Development and Training for Lithuanian Civil Aviation” (Contractor – Air Consult International (Ireland)) was completed in February 2000. The focus of this project was to assist with the implementation of institutional reorganisation in the aviation sector. It was also to assist in *developing the capacity* of the MoTC and institutions under its responsibility to deal with integration issues as they affect the infrastructure of the aviation sector - airports, aviation safety and regulatory Institutions. The proposed change to a new Civil Aviation Administration reporting directly to the MoTC was the key driver of this project insofar as the change would affect decisions and activities in relation to aviation regulation.
- The PHARE project 98-0402 “Harmonisation of Transport Legislation. Phase II” (Contractor – NEA Transport Research and Training (Netherlands)) ended in October 2000. This project continued previous assistance from Phase I. Phase II involved two time frames: 1) preparing a strategy paper outlining objectives and

priorities, with assessment of actions needed in regard to the adoption of the *Acquis* and 2) legal reform which includes drafting of legislation, training of staff, translation of EU laws, formation of a data base. The project LI 9807.03 “Harmonisation of Transport Legislation. Phase III” (Contractor – Bureau of Economic Management and Legal Studies (France)), aims to continue the assessment of further actions and impact analysis of key components of the Accession Partnership; preparation of draft laws and regulations; and development of the capacity of the MoTC to implement most effectively integration requirements. The above-mentioned project at present is under implementation.

3.3. Results

The results of this Project will include:

- Road user charges and vehicles tax system introduced within the framework of the EU standards with regard to its legal basis and the collection of taxes;
- Legislation on the control system of rest-working time regime in road transport implemented;
- 30 persons of the State Road Transport Inspectorate trained;
- Computerised system of control on roads created and reporting system introduced;
- Specialised vehicles and equipment for checking of rest-driving regime on roads obtained;
- The rate of checks on roads of 1% of total drivers’ working days reached and recently existing disbalance of control of drivers’ working time rate abolished;
- The proper institutional framework of railway infrastructure management Established with regard to new initiatives of the EC to liberalise and revitalise railways;
- Recommendations on a development of the quality of the railway regulatory services prepared, staff of 20 persons trained;
- Railway traffic safety legislation enforced; a new railway traffic safety and control system created adopted to the liberalised railway transport operational market;
- Flight safety standards put into practice, civil aviation staff of 30 persons trained.

3.4. Activities

The following sectoral activities will be undertaken, via this Project:

Road Transport

- Lithuanian Road Administration is executing studies related to fiscal policy in the road sector with the aim of analysing methods of harmonisation of taxes according to EU requirements. The determination of tariffs according to road damages caused by vehicles is also analysed, and a schedule for the harmonisation of tariffs is proposed. The Lithuanian input needs to be supported by specialist expertise in the studies undertaken and, together with local experts, in the preparation of comprehensive proposals on introducing road user charges, especially with regard to its basis and the collection of taxes.

- Lithuania has already adopted a number of documents covering, inter alia, social legislation and road safety. Recently approved Rules on Usage of Tachographs by the Order of Minister of Transport and Communications and Minister of Public Administration Reforms and Local Authorities provide legal basis for usage of tachographs as laid down in requirements of Council Regulation 3820/85/EEC. The process of implementation of this Regulation is in progress, at present. Bearing in mind that the approximation of laws alone will not ensure the successful implementation of the requirements of above-mentioned instruments, technical and financial support is requested. This Project is designed to create the infrastructure, including institutional development, supply of equipment, training of personnel and other technical arrangements, necessary to give the full effect to above-mentioned directives and, most importantly, to facilitate its practical implementation. The Project is aimed also to reach this goal by allocating the resources necessary for a long-term training programme for state inspectors, employees of Road Transport Inspection (30 persons).

Railways

- Bearing in mind that the new EU “railway package” will be adopted rather soon, support is needed in the development of the legal and institutional framework in the railway sector. Clear and identifiable regulatory mechanisms have to be established with regard to railway infrastructure management; these should include infrastructure charging and financing, abolition of cross-subsidies, improvement of maintenance system, allocation of infrastructure capacities, etc. It is necessary to create a highly professional team, capable of carrying out a great number of new tasks, through a training programme for personnel of management regulatory institutions (20 persons).
- The important element for the successful implementation of this Project is to ensure traffic safety in railway transport. Support is needed to develop traffic safety, traffic control and liability legislation, and the mechanisms for its effective implementation. Expertise in the preparation of legal acts, co-operation in harmonising with the EU *Acquis*, development and implementation of training packages for the personnel involved in traffic safety control (20 persons) are the main requirements in carrying out of this task.

Civil Aviation

The responsibility of maintaining a regulatory framework of civil aviation safety oversight is directly related to the implementation of harmonised technical requirements for operation and maintenance of aircraft and harmonised requirements for persons and organisations involved. Although significant improvements have been made, there remains a considerable amount of work to be accomplished to ensure an effective management system to conduct safety oversight in Lithuania. The main concern with regard to implementation of this Project is technical assistance in ensuring adequate staff with appropriate internationally recognised qualifications; providing the necessary levels to effectively control flight safety environment. Support is needed in the development of training packages and practical delivery of training courses for the staff (30 persons), involved in licensing, certification, continued safety surveillance activities and other safety issues.

3.4.1. Twinning and Training Package

Three sectoral PAAs, providing institutional support to the MoTC and other administrative structures relating to the adoption of the Transport *Acquis* in road, railway transport and civil aviation and strengthening regulatory capacities, plus coordination of the inputs of the short-term experts and responsibility for management of the Project.

- A **2 year PAA for road transport** mode will be responsible for the completion of approximation of legislation in the fields of fiscal harmonisation in road transport, and for preparation of recommendations on reorganisation and introduction of vehicle taxes, tolls and road user charges system which is in line with Council Directive 99/62, including the assistance in implementation of new legislation. The PAA will co-ordinate training courses on implementation of control of rest-working periods and on-the-job training in this field. S/he will also assist with the assessment of needs for special equipment.

The expert will be located at the State Road Transport Inspectorate, which is responsible for the control and implementation of the above-mentioned issues (for additional information see chapter 4 “Institutional Framework”). S/he will be provided with the necessary office space for the project implementation and coordination. The State Road Transport Inspectorate will put at the disposal of the PAA the office equipment e.g. computer, telephone, fax, and copy machine.

- A **1,5 year PAA for railway transport** mode will be responsible for the strengthening of the national regulatory institutions and personnel capacities to promote restructuring of transport industry and liberalisation of markets and to control implementation of legislation and technical standards. The PAA will co-ordinate training courses on traffic safety control.

The expert will be located at the JSC “Lithuanian Railways”, which shares responsibility for restructuring and separation of railway transport activities with the MoTC (for additional information see chapter 4 “Institutional Framework”). S/he will be provided with the necessary office space for the project implementation and coordination. The JSC “Lithuanian Railways” will put at the disposal of the PAA the office equipment e.g. computer, telephone, fax, and copy machine.

- A **1 year PAA for civil aviation** will assist the Civil Aviation Administration to implement flight safety and environment standards, including the development of certification methods and the co-ordination of training of staff of the Lithuanian Civil Aviation Administration.

The expert will be located at the Lithuanian Civil Aviation Administration, which will be responsible for the implementation of the above-mentioned issues (for additional information see chapter 4 “Institutional Framework”). S/he will be provided with the necessary office space for the project implementation and coordination. The Lithuanian Civil Aviation Administration will put at the disposal of the PAA the office equipment e.g. computer, telephone, fax, and copy machine.

Short and medium term experts

A pool of short-term experts (approximately 25 man/months), supporting:

- Development/revision of a comprehensive, coherent strategy for adoption of the *Acquis* in associated sectors (road transport, railways and civil aviation);
- Strengthening institutional structures and procedures (legal and regulatory needs, financial planning, operational procedures, information/consultation procedures, strategy for development of organisational/technical capacities etc.), in particular focused on traffic safety control and infrastructure management issues;
- Development and delivery of extensive staff training programmes/materials in the field of safety control procedures, financial management and planning, co-ordination/ liaison with public/private sector, etc.;

Other services

Other services including interpretation and translation, study fellowships (conferences, seminars, fellowships in the Member States, etc.) as well as development of computer/information systems software (custom-built).

3.4.2. Investment Component

Investment component should cover the implementation of legislation in the field of control of rest – working time regime, e.g. creation of computerised control and reporting system. It will include:

Hardware and software for the creation and installation of the Information System “Working and rest time regime control”:

- Preparation of the terms of reference and job specifications – 0,03 Million Euro (on the basis of advice provided by the PAA).
- Creation of software (programming) – 0,065 Million Euro.
- Hardware – 0,02 Million Euro (15 sets).
- Testing equipment of speed limitation devices – 0,02 Million Euro (5 sets).
- Tachograph chart (record sheet) reading equipment – 0,035 Million Euro (5 sets).
- Other hardware, software and equipment – 0,075 Million Euro (15 sets).

Vehicles:

- Vehicles with special equipment for roadside checks – 0,055 Million Euro (5 units).

Note: the State Road Transport Inspectorate consists of 5 regional Inspectorates, which are in Vilnius, Kaunas, Šiauliai, Panevėžys and Klaipėda.

4. Institutional Framework

The Ministry of Transport and Communications is the key transport policy maker in the field of alignment with the Transport *Acquis* and strengthening administrative

capacity to manage its implementation. Local transport is the responsibility of municipalities, except for general policy or regulatory issues.

The main organisations responsible for sectoral regulations have been formed:

- Lithuanian State Road Administration is responsible for the maintenance and development of the Lithuanian road network, road pricing and administering of funds. The Lithuanian Road Administration has already completed all the institutional reforms necessary for the implementation of *the Acquis*. Nevertheless, the alignment of road user charging system with the provisions of the EU Directive 93/879/EEC will call for the reorganisation of the tax collection and administration machinery and with the aim to create a modern system, more specialists will have to join the staff who will need special training and adequate equipment.
- The State Road Transport Inspectorate has the remit to control road transport operations, to supervise motor-vehicle roadworthiness tests, to examine carriers and monitor training of drivers, to examine drivers carrying dangerous goods and grant licenses to them, to issue licenses and other transport documents, to conduct type-approval and identification procedures for vehicles and their constituents. Lately, in the course of harmonisation and progressive implementation of the EU road transport *Acquis*, the scope of the functions delegated to the State Road Transport Inspectorate under the Ministry of Transport and Communications was considerably expanded. To fulfil the requirements of EU law, Lithuania must tighten the road control system. 40 additional specialists have to be employed to exercise road control in line with the provisions of EU Directive 88/599/EEC.
- The State Railway Inspectorate has the remit to monitor technical maintenance of railway infrastructure, rolling-stock, containers and their compliance with the Regulations for the Technical Use of Railways, to control safe carriage of dangerous cargo by railway, and to inspect railway infrastructure. The capacities of the State Railway Inspectorate to pursue the approximation of the Lithuanian legislation concerning the system of managing railway traffic safety with the relevant EU provisions have to be reinforced.

EU Directives 95/18/EC and 95/19/EC establish the requirement to set up an institution for the monitoring of railway operations; this responsibility would be vested in the Railway Transport Department within the Ministry of Transport and Communications.

The reorganisation project of the JSC “Lithuanian Railways” and provisions of Directive 95/19/EC require to build up a Railway Administration which would have the remit to co-ordinate the development of the railway infrastructure upon completion of the reorganisation of the JSC “Lithuanian Railways”.

- The Civil Aviation Directorate is in charge of licensing aviation specialists, aviation companies, supervision of flight safety and co-ordination of contacts of civil aviation operators. To improve the management of civil aviation, the Civil Aviation Administration under the Ministry of Transport and Communications with 50 specialists will be established in 1st quarter of 2001.

5. Budget (in Million Euro)

Project Components	Investment Support	Institution Building	Total Phare (I + IB)	National Co-financing	IFI	TOTAL
Twinning and Training Package		2.2	2.2			2.2
Investment Component	0.225		0.225	0.075		0.3
TOTAL	0.225	2.2	2.425	0.075		2.5

The Phare amount is binding as a maximum amount available for the project. The ratio between the Phare and national co-finance amounts is also binding and has to be applied to the final contract price. The national co-financing commitment is a tax-excluded net amount.

6. Implementation Arrangements

6.1. Implementing Agency

PAO: Zilvinas Pajarskas, Director of the CFCU
Address: J. Tumo Vaizganto 8A/2 - 241 Telephone: + 370 2 22 66 21
2600 Vilnius Fax: + 370 2 22 53 35
Lithuania e-mail: Info@cfcu.lt

For the Twinning component

SPO: Ms. Rimante Briedyte, Head of European Integration Division
Address: Gedimino av.17, Telephone: (370 2) 393937
2679 Vilnius Fax: (370 2) 393810
Lithuania e-mail: rimante@transp.lt

For the Investment Component of the Project

SPO Mr. Algirdas Tugauskas, Head of Strategic Planning Division
Address: Gedimino av. 17 Telephone: (370 2) 393988
2679 Vilnius Fax: (370 2) 224335
Lithuania e-mail: talgirdas@transp.lt

6.2. Twinning

The beneficiary institution is the Ministry of Transport and Communications, Gedimino av. 17, LT-2679 Vilnius (for contact persons see sections 1.4 and 6.1).

6.3. Non-standard aspects

All tendering and twinning activities will follow standard Phare procedures. The PRAG and the Twinning Manual will be strictly followed.

6.4. Contracts

There will be two contracts in this project:

Value of Twinning Covenant is 2.2 Million Euro;

Value of procurement contract is 0.3 Million Euro.

7. Implementation Schedule

Component	Start of Tendering	Start of Project Activity	Project Completion
Twinning	4Q/01	2Q/02	1Q/04
Investment	2Q/02	4Q/02	2Q/03

8. Equal Opportunity

Equal opportunity principles and practices in ensuring equitable gender participation in the Project will be guaranteed.

9. Environment

The investment components of this Project all relate to Institution Building activities. The requirement of environmental impact assessment is not applicable, as the project has no direct links with environmental issues.

10. Rates of Return

The investment components of this Project all relate to Institution Building activities.

11. Investment Criteria

In the strict sense of the term investment criteria are not applicable to the project as it is not capital investment but rather focuses on building institutional capacity.

12. Conditionality and sequencing

Equipment procurement should be based on the Twinning adviser's needs assessment and can only start once the Twinning project has started. It is anticipated that Supplies contract will be launched within 6 months of the start of the Twinning project. Equipment should be delivered at the latest 10 months before the end of the Twinning project.

ANNEXES TO PROJECT FICHE

- 1. Logical framework matrix in standard format**
- 2. Detailed implementation chart**
- 3. Contracting and disbursement schedule**
- 4. Reference to feasibility /pre-feasibility studies**
- 5. All other annexes considered necessary**

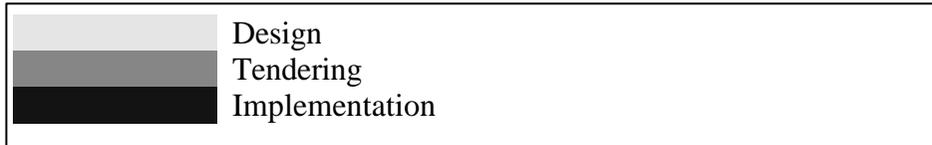
LOGFRAME PLANNING MATRIX FOR Project: Further Alignment with the Transport <i>Acquis</i> and Strengthening Administrative Capacity to Manage the Implementation of Transport Policy		Programme Name: PHARE AP 2001 Number: LT 01 03 01	
		Contracting Period Expires: 3Q/2003	Disbursement Period Expires: 3Q/2004
		Total Budget: 2.5 MEUR	Phare Budget: 2.425 MEUR road tr. comp. – 1.125 MEUR railway tr. comp. – 0.8 MEUR civil aviation comp. – 0.5 MEUR
Overall Objective Meeting of the transport <i>Acquis</i> requirements in the fields of fiscal harmonisation and social legislation in road transport, market access in railway transport and safety requirements in civil aviation.	Objectively Verifiable Indicators: Lacks in transport legislation eliminated; social legislation in road transport implemented; Obligations laid down in the Position Paper of LT on “Transport policy” implemented	Source of Verification Project evaluation report Regular Progress Report European Committee’s Reports on Lithuania’s Accession into the EU	

<p>Project Purpose: to assist the Ministry of Transport and Communications and related institutions in preparation of legislation in the field of road, rail transport and civil aviation and implementation of existing legislation by:</p> <p><u>Road Transport</u> Reorganisation of the system of vehicle taxes and road user charges in line with Council Directive 99/62, including the assistance in drafting and implementation of new legislation; Organisation and methods of control of rest-working periods with the aim of implementing Council Regulation 3821/85/EEC, including training of the State Road Transport Inspectorate staff and preparation of reporting system concerning control of rest-working time regime in Lithuania.</p> <p><u>Railways</u> Further institutional reorganisation of railways particularly with regard to strengthening of regulatory environment in the field of infrastructure management and access to the market. Implementation of the new EU legislation, including amendments and supplements to the national regulations and relevant training of personnel of management regulatory institutions;</p> <p>Enforcement of traffic safety legislation with the aim of preparing and implementing the Law of Railway Traffic Safety, the Law of Transportation of Dangerous Goods and relevant subordinate legislation. Training of personnel operating in the field of traffic safety control.</p> <p><u>Civil Aviation</u> Implementation of flight safety standards, including technical assistance in development of certification methods and training of staff of the Lithuanian Civil Aviation Administration, which is planned to be established in 2001.</p>	<p>Objectively Verifiable Indicators: Draft legal acts prepared</p> <p>Equipment for control of rest-working time regime on roads purchased</p> <p>Staff trained</p>	<p>Source of Verification Project progress reports Project evaluation reports Manuals and training programmes</p>	<p>Assumptions Political commitment to implement the strategy</p>
<p>Results Road user charges and vehicle tax system introduced in line with EU standards.</p> <p>Legislation on the control system of rest-working time regime in road transport developed and the competence of the personnel responsible for control of the rest-working time regime enhanced.</p> <p>The proper institutional framework for railway infrastructure management established with regard to new initiatives of the EC to liberalise and revitalise railways, and the quality of the railway regulatory services provided by the staff of administrative bodies developed.</p> <p>Administrative capacities of civil aviation to put flight safety standards into practice strengthened.</p>	<p>Objectively Verifiable Indicators: New road user charges and vehicle tax system operating effectively Secondary legislation to the Law on Road Fund prepared and adopted. Methodology of control on roads for driver's working-rest periods prepared 30 persons from the State Road Transport Inspectorate trained Tachographs' checking equipment purchased. The rate of 1% of checked total drivers' working days reached. Secondary legislation for the implementation of</p>	<p>Source of Verification: Project progress reports Project evaluation reports Manuals and training programmes</p>	<p>Assumptions Commitment by Lithuanian Government by making the necessary decisions and their implementation Availability of Lithuanian staff</p>

	<p>the Law on Railway Traffic Safety prepared and adopted 20 persons from the State Railway Inspectorate trained in the field of traffic safety control Recommendations on railways liberalisation prepared A new railway traffic safety and control system created. Technical standards in the field of civil aviation drafted Flight safety standards put into practise 30 persons from the Civil Aviation Administration trained according to the EU standards, training programmes prepared</p>		
<p>Activities Assistance to the Lithuanian Road Administration in undertaking studies related to fiscal policy in the road sector and determination of tariffs according to road damages caused by vehicles. Preparation of proposals on introducing road user charges. Creation of the infrastructure for the enforcement of legislation in the road sector, including institutional development, supply of equipment, training of personnel.</p> <p>Development of the legal and institutional framework in the railways sector. Establishment of clear regulatory mechanisms with regard to railway infrastructure management. Training of personnel of the regulatory management institutions. Development of railway traffic safety, control and liability legislation and the mechanisms for its implementation. Development and implementation of training packages for the personnel involved in traffic safety control.</p> <p>Assistance with the implementation of flight safety and environmental standards, including development of certification methods. Development and delivery of training for the staff involved in licencing, certification, continued safety surveillance activities and other safety issues.</p>	<p>Means: 1 PAA for road transport (24 m/m) 1 PAA for railway transport (18 m/m) 1 PAA for civil aviation (12 m/m) STEs (25 m/m)</p> <p>Other services and supplies: development of computer/information systems software, interpretation and translation, study fellowships (conferences, seminars, fellowships in the Member States, etc.)</p>	<p>Source of Verification: Project reports Manuals of training materials Internal development reports</p>	<p>Assumptions: Successful start and smooth implementation of the project</p>
	<p>Preconditions</p>		

Detailed Implementation Chart for the Project

Year	2001				2002								2003								2004													
Detailed Project Implementation	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J
Twinning																																		
Equipment Supply																																		



CUMULATIVE CONTRACTING AND DISBURSEMENT SCHEDULE (Phare Contribution only - €Million)

	Date												
	2001			2002			2003			2004			
	30/06	30/09	31/12	31/03	30/06	30/09	31/12	31/03	30/06	30/09	31/12	31/03	30/06
<i>Contracting</i>													
• Twinning					2.2								
• Equipment Supply							0.225						
Total contracting (cumulative)					2.2		2.425						
<i>Disbursement</i>													
• Twinning					0.54	0.77	1.0	1.23	1.46	1.69	1.92	2.15	2.2
• Equipment Supply							0.135	0.135	0.225				
Total disbursement (cumulative)					0.54	0.77	1.135	1.36	1.71	1.915	2.145	2.375	2.425

Reference to feasibility /pre-feasibility studies

Main laws regulating the activities of rail, road transport and civil aviation are as follows:

- Railway Transport Code
- Road Transport Code
- Road Traffic Law
- Law on Aviation
- Law on Use of Air Space

In order to align with EU requirements in the field of social legislation and traffic safety in road transport the following legislation was adopted:

- **the Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be Used (ATP)** was ratified by the Seimas on 17 February 2000;
- **the Technical Requirements for Road Transport Vehicles**, which comply with the directive 89/459/EEC, were adopted on 22 February 2000 by the Order of the Minister of Transport and Communications;
- **the Order** of the Minister of Transport and Communication and of the Minister of Public Administration Reforms and Local Authorities on the Regulations for the **Use of Tachographs was issued** (Council Regulation 3821/85/EEC) on 25 April 2000.
- **the Order** of the Minister of Transport and Communication on the **Use and Installation of Speed Limitation Devices was issued** on 16 August 2000

Seeking to align EU requirements, the following secondary legislation by Orders of the Minister of Transport and Communications in the field of civil aviation has been approved:

- **the Rules on Licensing of Specialists in Civil Aviation**, prepared according to the directive 91/670/EEC (on 9 September 1999);
- **the Rules on Registration and Marking of Civil Aircraft**, prepared according to the Regulation 3922/91/EEC (on 8 October 1999).