



**Economic and Social  
Council**

Distr.  
GENERAL

TRANS/WP.5/1997/4/Add.4  
14 July 1997

Original: ENGLISH

---

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Transport Trends and Economics  
(Tenth session, 23-25 September 1997,  
agenda item 4(a))

EVALUATION PROCESS FOR INLAND TRANSPORT INFRASTRUCTURE PROJECTS

Experience of Governments regarding the effects of regulatory measures on  
the needs for transport infrastructure

Addendum 4

Transmitted by the Government of Lithuania

Please note that the distribution of documentation for the Working Party on Transport Trends and Economics (WP.5) is no longer "restricted". Accordingly, the secretariat has adopted a new numbering system whereby all working documents other than Reports and Agendas will be numbered as follows: TRANS/WP.5/year/serial number. Reports, Agendas, resolutions and major publications will retain their previous numbering system (i.e. TRANS/WP.5/21).

**MAIN SUPPLEMENTS IN THE ROAD TRANSPORT SECTOR ARE AS FOLLOWS:**

**Licensing:**

At present new Rules of License Issuance for Road Transport Business are under preparation. They will correspond with the provisions of the Council Directive 96/26 issued on April 29, 1996 and the Council Directive issued on June 21, 1989.

**General legal regulation of road transport activities:**

On 19 November, 1996 the Parliament of the Republic of Lithuania approved the Road Transport Code that regulates the organisation and execution of passenger, luggage, goods and mail transport.

**Road user charges:**

Road user charges are regulated by the Law on Roads' Fund No I-766 of the Republic of Lithuania, introduced on 24 January, 1995 (appendix 5). Road user charges are as follows

1) deductions out of sales revenues

The following institutions are subject to deductions out of sales revenues which are transferred to the Road Fund:

- a) industrial, construction, maintenance, road transport enterprises - 0,5 percent out of the sales revenues;
- b) state, cooperative and private commercial enterprises and supply undertakings - 0,3 percent out of the sales revenues;
- c) state gas enterprises - 0,1 percent out of the sales revenues;
- d) banks - 1 percent out of the income received from the margin and other services;
- e) other enterprises- 0,5 percent out of the sales revenues.

2) Part of the excise received for sold petrol, diesel fuel and lubricants; currently, this part amounts to 15 percent of the excise.

3) Road user charges levied on road vehicles registered in the Republic of Lithuania:

Road vehicle	Annual tariff (Lt)
Freight road vehicles or road trains the total laden weight of which:	
up to 3,5 tons (inclusive)	100
from 3,5 tons to 10 tons (inclusive)	300
from 10 tons to 24 tons (inclusive)	500
more than 24 tons	1000
Commercial passenger road vehicles	200
Specialised vehicles	100

4) Road user charges for vehicles registered in other countries present on the territory of the Republic of Lithuania:

Road vehicle	Tariff (Lt)
Buses:	
up to 10 seats	60
from 11 to 30 seats	120
more than 30 seats	220
Commercial road vehicles with the laden weight of: up to 3,5 tons (inclusive)	80

from 3,5 to 10 tons (inclusive)	160
from 10 to 24 tons (inclusive)	240
more than 24 tons (inclusive)	400
Specialised road vehicles	120

These charges are not levied on vehicles from countries which have signed respective inter-state agreements or in cases when charity or humanitarian aid items are carried.

5) Road user charges levied for the usage of Lithuanian roads by road vehicles registered in the Republic of Lithuania and foreign countries, the dimensions of which with or without freight exceed authorized dimensions, the axle load or the total laden weight of the vehicle:

Reason for the charge to be levied	Tariff	
	single	annual
For every decimetre exceeding the authorised width	100	100
For every metre exceeding the authorised length	100	100
For every decimetre exceeding the authorised height	150	1500
For every ton exceeding the authorised 10 ton axle load	200	-
For road vehicle the total laden weight of which exceeds 40 tons	1000	-

The Law on the Road Fund stipulates that the road user charge system will be improved by gradually reducing deductions from the sales revenues and by increasing the share of excise on sold fuel. The implementation of this law was approved by Decree No.778 of the Government of the Republic of Lithuania "Regarding the Implementation of the Law on the Road Fund of the Republic of Lithuania"(appendix 6), on the basis of which the Ministry of Transport has approved "The Payment and Control Procedure of Charges to be Received by the Road Fund".

Part of the excise received for sold petrol, diesel fuel and lubricant in 1996 amounted to the 15 % of the excise. It is expected that it will amount to 25 % in 1997, 35 % in 1998, 45 % in 1999 and 50 % in 2000.

The Law on Road Fund stipulates that the road user charge system shall be improved by gradually reducing deductions from the sales revenues and by imposing tariffs for light vehicles and by increasing the share of excise on sold fuel, and the deductions from sales revenues shall be abolished on 1 January, 2000.

The Road Fund Law has determined tax rates for the road usage of vehicles the measurements of which with load or without it exceed the permitted measurements or when its weight exceeds the permitted 10 ton axle load or the permitted total 40 ton weight of the vehicle. However, 96/53/ EC specifies other permitted weights, as for example, 11.5 axle load for the driving axle with doubled wheels or other permitted volumes of the total weight depending on the number of axes as well as distance between axes. It is planned to refer to these discrepancies in preparing partial amendment and supplement of the Road Fund Law.

#### **IN RAILWAYS TRANSPORT SECTOR:**

##### **Restructuring of the railways system:**

Following the EU Directive No 91/440 Lithuanian Railways will be divided into the following 4 business sectors: passenger transportation, freight transportation, rolling stock property and infrastructure. In 1997 the property of each sector will be separated and a separate account for each sector for income and expenditure will be opened. In 1998 - 1999 the prices will be defined for all services (infrastructure fee, fee for the use of the rolling stock and other

different services).

**Access to the market:**

After acquiring a licence for passenger or freight transportation, the railway or any other company should conclude the contract with the infrastructure manager. All conditions and fees will be defined by the contract. The company will use the same railway network as the Joint Stock Company "Lithuanian Railways". It will be able to lease the rolling stock (locomotives, wagons etc.). The Code on Railway Transport which was approved by Parliament of The Republic of Lithuania on ..... provides equal conditions for all operating companies.

**Normalisation of accounts:**

Article 7 of the Railway Transport Code stipulates that for the purpose of rendering social services including passenger transportation, the Government of the Republic of Lithuania or any other authorized institution, on behalf of the State, will conclude an agreement containing obligations of the railway undertaking as well as investment and finance programmes. Draft agreement between the SSV and the State has been prepared already.

**IN THE INLAND WATERWAYS TRANSPORT SECTOR:**

**Access to the market:**

The Lithuanian inland waterway transport market is free, and carriers' activity is licensed (the following licences have been established: transport of passengers and cargo by ships on international routes; transport of passengers by ships on the territory of the Republic of Lithuania).

General legal background of inland waterways transport activities:

In September 24, 1996 The Inland Waterway Transport Code of the Republic of Lithuania was adopted. The Code does not stipulate any restrictions pertaining to the use of the infrastructure.

**IN THE COMBINED TRANSPORT SECTOR:**

**Promotion of combined transport:**

A new edition of the draft law on the Principles of Transport Activities is being developed. It describes combined transport as separate transportation mode and foresees its promotion.

-----