

Evaluation of the implementation of investments in progress measures and progress indicators of the transport development program of the Ministry of Transport and Communications of the Republic of Lithuania, the administrator of the 2022–2030 development program

Final report presentation

February 25, 2026



SUSISIEKIMO MINISTERIJA



Finansuoja
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Presentation agenda

Topic	Evaluation of the implementation of investments in progress measures and progress indicators of the transport development program of the Ministry of Transport and Communications of the Republic of Lithuania, the administrator of the 2022–2030 development program
Goal	Evaluate how investments and progress measures are being implemented in Lithuania's Transport Development Program (2022–2030)
Target audience	Representatives of institutions responsible for the EU funds investment program. Also, representatives of institutions responsible for planning, administration, and utilization, socio-economic partners, and other interested institutions or individuals.

Agenda

- 13:00-13:10** Greeting from the Chancellor of the Ministry of Transport and Communications of the Republic of Lithuania
- 13:10-14:10** Presentation of the results of the evaluation report
- 14:10-14:40** Questions and answers section (Q&A)
- 14:40-15:00** Coffee break
- 15:00-15:20** Presentation
- 15:20-16:00** Panel discussion

Content

- 1 Evaluation basis and methodology
- 2 Eligibility evaluation
- 3 Compatibility evaluation
- 4 Performance evaluation
- 5 Effectiveness evaluation
- 6 Priority transport areas and investment allocation model for the future funding period
- 7 Conclusions and recommendations

Evaluation objectives, tasks, and deadlines

The Smart Continent Management Institute, in accordance with the agreement of 28 March 2025, is preparing an assessment of the implementation of investments in progress measures and the progress of indicators for the 2022–2030 development program managed by the Ministry of Transport and Communications of the Republic of Lithuania (hereinafter: Evaluation).

Evaluation goal

Evaluate the NPP 5 strategic objective "Improve internal and external transport, energy, and digital connectivity," Strategic objective 6: Ensure good environmental quality and sustainable use of natural resources, protect biodiversity, mitigate Lithuania's impact on climate change and increase resilience to its effects, and Strategic objective 10: Strengthen national security Progress in implementing the tasks, progress measures, and indicators within the remit of the Ministry of Transport and Communications, with a view to determining the suitability of the planned progress measures and the adequacy of investments for achieving the strategic objectives.

Evaluation objectives

1. Analyze the suitability of progress measures.
2. Assess the compatibility of progress measures.
3. Determine the effectiveness of progress measures.
4. Assess the efficiency of progress measure implementation.
5. Identify priority transport areas for the next funding period and present an investment allocation model to ensure that the transport system functions as a coherent and integrated mechanism.
6. Present conclusions and recommendations that would improve the use of investments in the future.

Evaluated progress measures

1. No. 10-001-05-03-01 "Improving road transport connections"
2. No. 10-001-05-03-02 "Improving rail transport connections"
3. No. 10-001-05-03-03 "Improving air transport connections"
4. No. 10-001-05-03-04 "Improving water transport connections"
5. No. 10-001-05-03-05 "Developing and modernizing border control points"
6. No. 10-001-05-03-06 "Improving traffic safety"
7. No. 10-001-05-03-07 (RE) "Improving traffic safety on local roads and streets"
8. No. 10-001-05-04-01 "Increasing the value created by the transport system and the efficiency of infrastructure use"
9. No. 10-001-05-04-02 "Promoting the development of advanced electronic communications technologies and next-generation communications networks (including 5G)"
10. No. 10-001-06-01-01 "Promoting the use of alternative fuels in the transport sector"
11. No. 10-001-06-01-02 "Promoting sustainable mobility"
12. No. 10-001-06-01-03 (RE) "Promoting sustainable mobility in cities"
13. No. 10-001-10-02-01 "Adapting the TEN-T network for international military mobility"

Summarised work plan



During the Evaluation, 21 interview, a focused group discussion, a survey, and case studies were conducted. Not all data was available at the time of the evaluation, so the evaluation was based on signed contracts rather than actual results.

Methods implemented (adapted)

Interview

21 interviews were conducted with:

- managing and administering institutions;
- socio-economic partners;
- applicants and project implementers..

Focused group discussion

11 participants took part in the discussion, representing:

- different transport sectors;
- associations uniting sectors;
- the managing authority.

Survey of project implementers and applicants

Case study

Two case studies were conducted:

- promotion of the purchase of clean public transport;
- rail transport sector.

Limitations of the evaluation

1

The Evaluation is based on documents approved by July 1, 2025: NPP, Program, and PM descriptions.

2

The data used for the Evaluation covers the period up to July 1, 2025. This means that projects for which contracts were concluded before the specified date are included in the scope of the assessment.

3

At the time of Evaluation, the actual results of the projects are not known, so the evaluation is based on the data in the signed contracts, i.e., the indicators and funding amounts specified in the contracts.

4

During the Evaluation, it was found that not all projects had set indicators (e.g., EINI), so if the project contract has been signed, it is assumed that the project will achieve the indicators set out in the PM description.

According to the strategic planning methodology, each PM activity, impact, and/or project must specify the result indicators set by the PM and, if possible, break down their target values. After assessing the suitability of the PM, it was found that there are activities and impacts for which no result indicators have been set.

PM activities and impacts without defined indicators

Progress measures identified during the Evaluation, their activities and impacts do not have a defined result indicator, or no indicator has been defined.

Progress measure

No. 10-001-05-04-01 "Increasing the value created by the transport system and the efficiency of infrastructure use" has no defined result indicator

Activities

Activities without a defined result indicator:

- Asphaltting of gravel roads;
- Projects financed by EINI funds for 2021–2027;
- Preparation of a business plan for a flight promotion model that best meets Lithuania's air transport needs in strategic directions;
- Reconstruction of intersections;
- Opportunities created to promote transport innovations.

Activities without any defined indicator:

- Evaluation of the socio-economic impact of promoting innovation in transport;
- Study of opportunities for diversifying freight markets

During the Evaluation, it was noted that some of the result indicators, based on their wording, measure product achievement rather than progress or change.

PM result indicators that do not have assigned activities

During the Evaluation, it was found that the documents contain indicators that are not assigned to any activities or impacts, and the link is not clearly indicated in the document.

Indicator with no correlation

Entry into force of the legal framework for financing transport innovation

A study on the possibilities for diversifying freight markets has been prepared

Activities that can be associated with

Evaluation of the socio-economic impact of promoting innovation in transport

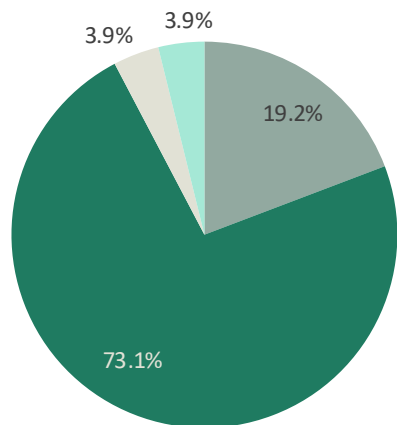
Study on the possibilities for diversifying freight markets

An analysis of the Program, PM descriptions, funding guidelines, and PM activities revealed that not all indicators specified in the Program have been transferred to the PM descriptions, and that some PM indicators are not directly targeted through planned activities or impacts

Progress measure	Result indicator	Program	PM description / funding guidelines
No. 10-001-05-03-02 "Improving rail transport connections"	Railway sections with long-term speed restrictions due to poor track condition, %		
	Rail transport risks to the public, number of fatalities and serious injuries / train kilometers traveled		
No. 10-001-05-03-07 (RE) "Improving traffic safety on local roads and streets"	Impact indicator: 5.3.6. Number of road deaths per 1 million inhabitants		
	Impact indicator: 5.3.7. Change in the number of seriously injured road users compared to the initial situation, %.		
	Number of black spots or accident-prone areas on local roads (streets) eliminated		
No. 10-001-05-04-01 "Increasing the value created by the transport system and the efficiency of infrastructure use"	Annual volume of freight transport by various modes of transport, tonnes		
	Share of freight transport by combined transport, %.		
	Percentage of digital freight documents compared to paper documents.		
	Number of additional new jobs created by implementing communications infrastructure		
No. 10-001-05-04-02 "Promoting the development of advanced electronic communications technologies and next-generation communications networks (including 5G)"	A special plan for the development of electronic communications infrastructure throughout the territory of the Republic of Lithuania has been prepared and approved		
	Share of rail freight transported using electric traction, %.		
No. 10-001-06-01-01 "Promoting the use of alternative fuels in the transport sector"	Alternative fuel infrastructure (refueling points or charging points), number		
	Number of alternative fuel infrastructure, including charging points		
	Number of alternative fuel infrastructure, including refueling points		
	Number of alternative fuel infrastructure, including refueling points, including hydrogen refueling points		
	Number of companies receiving support		
	Number of companies receiving support, including small and micro-enterprises		
	Number of companies receiving support, including medium-sized companies		
	Number of companies receiving support, including large companies		
No. 10-001-06-01-02 "Promoting sustainable mobility"	Estimated greenhouse gas emissions, tons of CO2 equivalent per year		
	Number of passengers transported by rail, million passengers		
No. 10-001-06-01-03 (RE) "Promoting sustainable mobility in cities"	Impact indicator: 6.1.1. Change in greenhouse gas (GHG) emissions from the transport sector compared to 2005 levels		
	Number of users of new or modernized public transport per year		
	Number of users of bicycle infrastructure per year		
	Estimated greenhouse gas emissions, tons of CO2 equivalent per year		

Although the identification of target groups and their inclusion in the planning process went smoothly, it was found that not all the target groups' needs were met. On the other hand, not all needs could be met due to technical, regulatory, and funding constraints, so alternative sources of funding could be sought for needs that were not met due to funding constraints.

Alignment of progress measures with the needs of target groups, based on survey results



Only individuals who were eligible to submit applications participated in the survey, so the results do not necessarily reflect how the needs of all target groups were met.

Key needs that were not met, based on interview data

Content and scope of progress measures

Not all relevant issues in the thematic area that are particularly important to the target groups are included, for example, there are no interventions aimed at improving the condition of local roads.

Technical requirements set out in the funding guidelines

The technical requirements set out in the funding guidelines do not correspond to actual needs and are a major limiting factor, for example, limiting the variety of non-polluting fuel types and restricting the type of PT.

Terms and conditions of financing

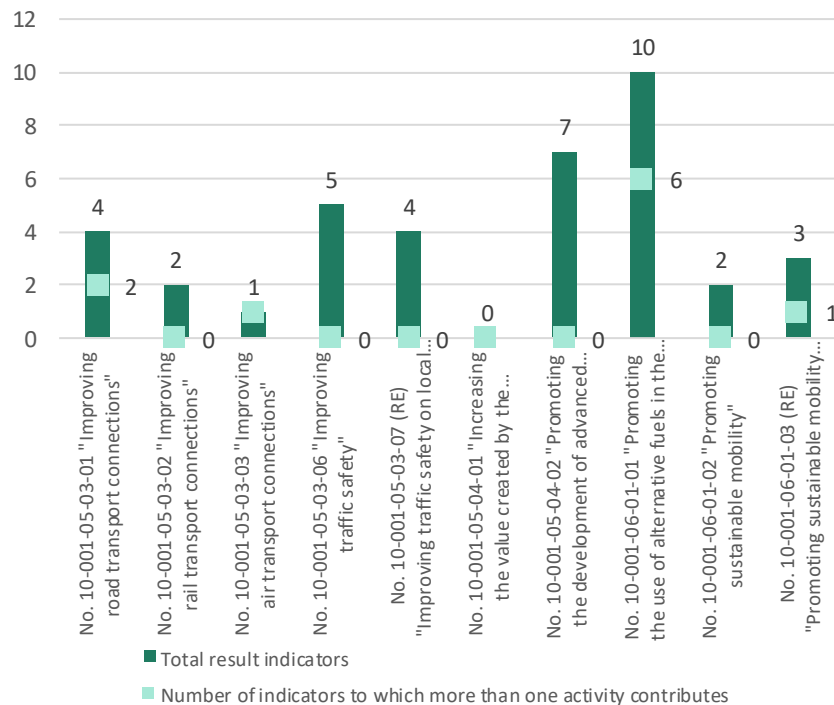
The funding conditions are unattractive to applicants because the funding intensity is too low to cover the costs of implementing the project.

Adapting infrastructure to target groups

There are cases where newly installed infrastructure is not adapted to the needs of people with disabilities.

After checking the internal consistency of each PM, four PMs were identified where more than one activity contributes to the result indicators, and the activities within each PM are consistent with each other

Link between result indicators and activities



Consistency of activities contributing to the same result indicator

No. 10-001-05-03-01 "Improving road transport connections"

More than one activity contributes to 2 of the 4 result indicators. Activities contributing to the same indicator are **compatible with each other**, as they relate to improving and designing the TEN-T network and designing and constructing other roads.

No. 10-001-05-03-03 "Improving air transport connections"

One result indicator has been set, to which two activities contribute, but it is considered that **both activities are compatible with each other** and aim to achieve the same result.

No. 10-001-06-01-01 "Promoting the use of alternative fuels in the transport sector"

There are 10 result indicators in total, 6 of which are targeted by more than one activity. All activities contributing to recurring indicators are related to the purchase of non-polluting vehicles or the installation of charging or refueling infrastructure, **so it is considered that the activities are related, compatible, and do not contradict each other.**

No. 10-001-06-01-03 (RE) "Promoting sustainable mobility in cities"

There is one indicator to which all activities contribute (the indicator is targeted at the level of the Investment Program task rather than the project), but all PM activities aim to promote sustainable mobility, which contributes to GHG reduction, therefore it is considered that **PM activities are mutually consistent.**

After assessing the external compatibility of all PMs, three recurring result indicators were identified, to which different PMs and their activities contribute. Nevertheless, no inconsistencies were identified during the assessment, i.e., the activities are compatible with each other and can achieve the same indicators

Indicator	Progress measure	Activity	Compatibility evaluation
Projected greenhouse gas emissions	No. 10-001-05-03-02 "Improving rail transport connections"	Modernization of the trans-European transport network (electrification)	The activities contributing to the indicator are consistent with each other, as they aim to achieve a common result – a reduction in greenhouse gas emissions.
	No. 10-001-06-01-01 "Promoting the use of alternative fuels in the transport sector"	Installation and expansion of publicly accessible electric vehicle charging infrastructure in municipalities that have developed sustainable mobility plans	
	No. 10-001-06-01-03 (RE) "Promoting sustainable mobility in cities"	<i>Indicator not linked to PM activities</i>	
Percentage of black spots removed (%)	No. 10-001-05-03-06 "Improving traffic safety"	Introduction of safety measures that reduce or eliminate the risk of black spots	Activities contributing to the achievement of the indicator are aimed at eliminating black spots, therefore it is considered that they are compatible with each other.
	No. 10-001-05-03-07 (RE) "Improving traffic safety on local roads and streets"	Implementation of traffic safety engineering or other engineering solutions proposed in the black spot passport to ensure the elimination of engineering road or street infrastructure safety deficiencies identified in the black spot.	
Black spots or accident-prone areas on local roads (streets) have been eliminated			
Number of users of bicycle infrastructure	No. 10-001-06-01-02 "Promoting sustainable mobility"	Development of bicycle and pedestrian infrastructure	Activities are focused on the development and expansion of bicycle and pedestrian infrastructure and are therefore compatible with each other.
	No. 10-001-06-01-03 (RE) "Promoting sustainable mobility in cities"	Development of bicycle and pedestrian infrastructure in cities	

MoT shares the same indicators with other ministries, but the interventions implemented do not overlap—they are aimed at different areas of activity and therefore complement each other.

Estimated GHG emissions		Annual number of users of bicycle infrastructure; Bicycle infrastructure that has received support		Companies receiving support (including all indicators by company size)	
Ministry	Scope of interventions and activities	Minsistry	Scope of interventions and activities	Ministry	Scope of interventions and activities
MoT	Interventions focused on electrification, promoting sustainable mobility, and developing clean transport	MoT	Bicycle paths are being built in cities and along national roads. In cities, this infrastructure is intended to encourage daily travel, while along national roads it is intended to improve connections between cities and residential areas.	MEn	Despite the same target indicator, all activities contribute to the achievement of the overall indicator at the national level but are in no way interrelated.
MEI	Promoting energy efficiency and the introduction of alternative fuels in the industrial sector				
MEn	Interventions focused on building renovation, promoting the use of RES, purchasing less polluting transport, and other climate change mitigation measures.				
ME	Develops the use of RES, modernizes centralized heating and cooling systems, and increases energy efficiency.				
		MI	Bicycle path infrastructure is being developed to eliminate transportation deficiencies in industrial areas and adapt public tourism infrastructure for visits.		

Vertinama, kad SM ir kitų ministerijų vykdomos intervencijos nesidubliuoja, o papildo viena kitą – jos orientuotos į skirtingas veiklos sritis, tačiau visos nukreiptos į ŠESD mažinimą

Vertinama, kad SM ir VRM veiklos dviračių takų infrastruktūros srityje yra tarpusavyje suderintos ir papildo viena kitą, kadangi jos orientuotos į skirtingus tikslus ir įgyvendinamos skirtingose teritorijose

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The PM indicator "TEN-T road network section complying with EU requirements for TEN-T network roads" has only been implemented by 27% of the final value, although the product indicator has already been achieved by 100%.

10-001-05-03-01 "Improving road transport connections"

	Indicator	Starting value	Final value	Desired change	Achieved value	Result achieved, %	Comment
Result	Part of the TEN-T road network that meets EU requirements for TEN-T roads, %	63,39	80,5	+17,11	+4,70	27%	The achieved value is calculated based on the planned change – 17,11 percentage points.
	Percentage of national roads meeting the target value of the cumulative road surface condition index (DBI)	60,31	83,0	+22,69	n.d.	—	The value is calculated at the level of the entire PM.
	Number of users of newly built, reconstructed, renovated, or modernized roads per year, million km per year	428,16	450,63	+22,47	+17,25	76,7%	The achieved value is calculated based on the planned change – 22,47 million passenger kilometers per year.
	Time saved due to improved road infrastructure, working days per year	0,00	119 104,00	+119 104,00	84 881,00	71,3%	—
Product	Length of reconstructed or upgraded roads – TEN-T, km	0,00	72,09	+72,09	+71,99	99,9%	—
	Length of reconstructed or upgraded roads – non-TEN-T, km	0,00	82,16	+82,16	0,00	—	Activities contributing to the indicator according to the PM description have not yet begun, but the contribution of gravel road asphaltting activities should be included in the assessment of the indicator.
	Paved gravel roads, km	0,00	110,34	+110,34	0,00	—	It is not known how much money was spent on asphaltting gravel roads. According to Via Lietuva data, 253 km were asphalted during the period.

The interim target for the result indicator for PM 10-001-05-03-03 "Improving air transport connections" has not been achieved on time, and according to trends, the indicator will only reach 8,9 million passengers in 2030, Therefore, it is likely that the planned target of 11 million will not be achieved, as natural growth without additional investment is currently lagging

10-001-05-03-02 "Improving rail transport connections"

	Indicator	Starting value	Final value	Desired change	Achieved value	Result achieved, %	Comment
Result	Percentage of residents living and working in noise prevention zones where railway noise has been reduced, %.	100,00	69,00		69,00	100%	–
	Estimated greenhouse gas emissions, t CO2 eq. per year	19 000,00	0,00	-19 000,00	-19 000,00	100%	–

10-001-05-03-03 "Improving air transport connections"

	Indicator	Starting value	Final value	Desired change	Achieved value	Result achieved, %	Comment
Result	Number of passengers served at Lithuanian airports, million passengers	6,50	11,00	+4,5	n.d.	–	The result of the interventions (+2.3 million) cannot be assessed; the natural change in passenger numbers is not related to PP activities.

10-001-05-03-07 (RE) "Improving traffic safety on local roads and streets"

	Indicator	Starting value	Final value	Desired change	Achieved value	Result achieved, %	Comment
Result	Black spots or accident-prone areas on local roads (streets) have been eliminated.	–	14,00	+14,00	9,00	64,3%	–

PP activities have been launched, but their scope is not large: under the contracts concluded, there is an obligation to install 1 out of 30 weather monitoring stations and reconstruct 1 out of 14 intersections, so it is doubtful whether the current activities will allow the planned result indicator to be achieved.

10-001-05-03-06 “Improving traffic safety”

	Indicator	Starting value	Final value	Desired change	Achieved value	Result achieved, %	Comment
Result	Percentage of black spots removed, %.	60,00	100,00	+40,00	n.d.	—	Incorrect (constantly changing) reference point, and the result will depend not only on the intervention, but also on the overall traffic situation.
	Number of fatalities and injuries at railroad crossings, per year	1,00	0,00	-1,0	n.d.	—	Only the actual result at the end of the period can be measured.
	Percentage of technically sound vehicles participating in traffic, %.	53,00	85,00	+32,00	—	—	Indicator not confirmed
	Percentage of recommendations implemented by the Lithuanian Transport Safety Administration and TKA regarding the improvement of traffic safety.	50,00	95,00	+45,00	—	—	Indicator not confirmed
	Number of fatalities on TEN-T roads, per year	54,00	26,00	+26,00	n.d.	—	Only the actual result at the end of the period can be measured.

The activities initiated by PM under the signed agreements have already been implemented, and the indicators have been achieved 100%

10-001-05-04-02 "Promoting the development of advanced electronic communications technologies and next-generation communications networks (including 5G)"

	Indicator	Starting value	Final value	Desired change	Achieved value	Result achieved, %	Comment
Result	Homes with broadband access to a very high-capacity network subscription, homes	0,00	13 419,00	+13 419,00	13 419,00	100%	The indicator formulation is not suitable for assessing progress
	Companies with broadband access to a very high-capacity network subscription, companies	0,00	1 213,00	+1 213,00	1 213,00	100%	The indicator formulation is not suitable for assessing progress
	Percentage of measures completed as set out in the 2020–2025 5G development implementation plan.	37,00	100,00	+63,00	0,00	0%	–
	Gigabit connectivity is provided to private and public companies, non-governmental and governmental organizations, and local government institutions	0,00	5 000,00	+5 000,00	5 000,00	100%	–
	5G communication services have been launched in urban areas, on other major highways, on national railway lines, at airports and seaports, %	0,00	95,00	+95,00	0,00	0%	–
	Highways (Via Baltica and Rail Baltica) covered by high-quality, uninterrupted 5G connectivity, %.	0,00	100,00	+100,00	100,00	100%	–
	A special plan for the development of electronic communications infrastructure throughout the territory of the Republic of Lithuania has been prepared and approved	0,00	1	+1	0,00	0%	–

There has been growth in terms of the first PM result indicator, but it is estimated that the interim target will not be achieved, and there are also doubts about the achievement of the final target

10-001-06-01-01 "Promoting the use of alternative fuels in the transport sector"

	Indicator	Starting value	Final value	Desired change	Achieved value	Result achieved, %	Comment
Result	Share of electric vehicles and other zero-emission passenger cars in the passenger car fleet, %.	0,30	20,00	+19,7	1,92	9,6%	As of January 1, 2025, there are 35,539 electric or hydrogen-powered passenger cars (out of a total fleet of 1,85 million).
	Estimated GHG emissions	1 626 900	0	-1 626 900	n.d.	—	The indicator cannot be assessed at the PM level.
	Alternative fuel infrastructure (refueling points or charging points), number	—	1 700,00*	+1700,00	5 946,00	349,8%	The report proposes not to calculate progress against the indicator, as no target values have been set for the PM.
	Alternative fuel infrastructure, including charging points, number	—	1 700,00*	+1700,00	5 945,00	349,8%	The report proposes not to calculate progress against the indicator, as no target values have been set for the PM.
	Alternative fuel infrastructure, including refueling points, number	—	—	—	2,00	—	Cannot be assessed because target values have not been set
	Alternative fuel infrastructure, including refueling points, including hydrogen refueling points, number	—	—	—	1,00	—	Cannot be assessed because target values have not been set
	Supported enterprises (all sizes), number	—	—	—	47,00	—	Cannot be assessed because target values have not been set
Product	Number of clean vehicles purchased and registered in Lithuania	0	14 250,00	+14 250,00	10 269	72,1%	—

Progress in terms of the PM indicator related to the number of bicycle path users significantly exceeds the targets set, but the calculation of the indicator is not appropriate, and the actual value of the indicator should be recorded at the end of the period

10-001-06-01-02 "Promoting sustainable mobility"

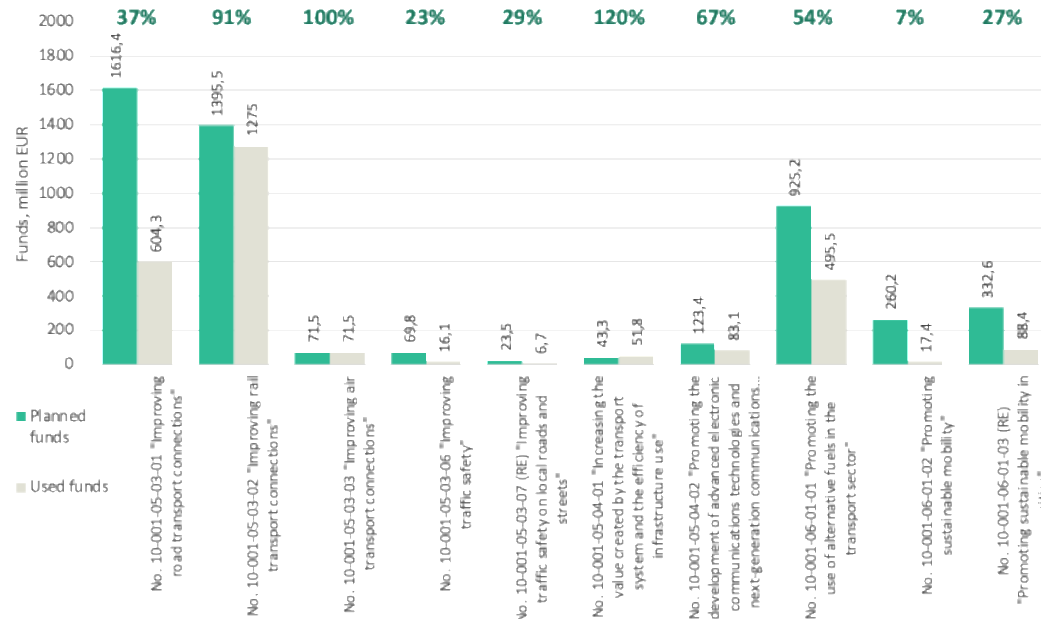
	Indicator	Starting value	Final value	Desired change	Achieved value	Result achieved, %	Comment
Result	Annual number of users of bicycle infrastructure, users per year	0,00	23 788,00	+23 788,00	65 799,00	1117,4%	Only three sections are included: Smiltynė–Nida (19,7 km); Šiauliai–Palanga (4 km); Vilnius–Priėnai–Marijampolė (4,2 km), which do not overlap.
	Percentage of public transport fleet adapted to the needs of individuals with disabilities	32,00	55,00	+23,00	41	74,5%	The overall change was not only due to interventions

10-001-06-01-03 (RE) "Promoting sustainable mobility in cities"

	Indicator	Starting value	Final value	Desired change	Achieved value	Result achieved, %	Comment
Result	Number of users of new or modernized public transport per year, users per year	–	13 342 446,00	+13 342 446,00	0,00	0%	–
	Estimated greenhouse gas emissions, t CO ₂ eq. per year	–	530 227,00	+530 227,00	0,00	0%	The indicators are not targeted at the project level, but at the level of the entire Investment Program task / other progress measures. 2024 data
	Number of users of bicycle infrastructure per year	–	214 122,00	+214 122,00	302 562,00	141,3%	Total number of users of all bicycle path sections, regardless of possible overlap. The actual value at the end of the period must be recorded.

The total volume of all PMs amounts to €4 856.3 million. According to data from July 1, 2025, €2 709.6 million, or 55,8% of the total planned budget, has been used undersigned contracts. The ratio of planned and actual funds used for individual progress measures ranges from 7% to 120%

Ratio of planned and utilized funds



The proportion of funds used by PM varies:

- 1 PM** Exceeded the planned budget
- 1 PM** Used the entire planned budget
- 1 PM** Exceeded the planned budget
- 2 PM** Used more than half of the planned budget
- 1 PM** Used a little more than a third
- 4 PM** Not even a third of the planned budget was used

When assessing the ratio of funds used to the indicator of results achieved, it was found that in most cases the funds used correspond to or exceed the indicator achieved

Ratio of indicator to funds used

Title of the progress measure	Average level of achievement of PM result indicators from the target final value*	Funds used as a percentage of planned funds.	Ratio
No. 10-001-05-03-01 "Improving road transport connections"	58,3%	37,4%	1,56
No. 10-001-05-03-02 "Improving rail transport connections"	100,0%	91,4%	1,09
No. 10-001-05-03-03 "Improving air transport connections"	2,7% ¹	100,0%	0,03
No. 10-001-05-03-06 "Improving traffic safety"	–	23,1%	–
No. 10-001-05-03-07 (RE) "Improving traffic safety on local roads and streets"	64,3%	28,5%	2,25
No. 10-001-05-04-01 "Increasing the value created by the transport system and the efficiency of infrastructure use" ²	157,1%	119,6%	1,31
No. 10-001-05-04-02 "Promoting the development of advanced electronic communications technologies and next-generation communications networks (including 5G)"	57,1%	70,2%	0,81
No. 10-001-06-01-01 "Promoting the use of alternative fuels in the transport sector"	233,2%	53,6%	4,35
No. 10-001-06-01-02 "Promoting sustainable mobility" ³	1117,4%	6,7%	167,09
No. 10-001-06-01-03 (RE) "Promoting sustainable mobility in cities"	35,3%	26,6%	1,33

¹ The indicator does not include the results of interventions, as the impact of interventions is not known at the time of the assessment.

² Product indicators are assessed.

³ The indicator "Share of public transport fleet adapted to the needs of individuals" is not included, as funds are allocated through other PMs.

* The arithmetic mean of all PM result indicators was used to calculate the average level of achievement of result indicators.

No. 10-001-05-03-03 "Improving air transport connections"

According to data from 2024, progress on the result indicator is only 2,7%, even though the entire budget for interventions has already been used up under the signed contracts. On the other hand, it is not possible to accurately determine the progress made by the interventions implemented during the evaluation, as their actual results will only be visible in 2030.

No. 10-001-05-04-02 "Promoting the development of advanced electronic communications technologies and next-generation communications networks (including 5G)"

The average level of achievement of the result indicators is 57,1%, while the level of funds used is 67,3%.

During the focus group discussion, it was determined that no single area of transport should be singled out, and that for the transport system to function as a unified and integrated mechanism, new financing methods must be sought

Evaluation of priority areas for future transport

Transport sector	Why is it a priority?	Key measures
Road transport	Key link in domestic and international freight and passenger transport, regional accessibility	Road modernization, TEN-T upgrade, gravel road paving, traffic safety, military mobility
Rail transport	Sustainable long-distance transport, reduces CO ₂ emissions, connects with EU markets	Rail Baltica, electrification, noise reduction, shifting freight from roads
Alternative fuel	Energy independence, climate goals	Electric vehicle charging network, hydrogen stations
Digital transport systems	Traffic safety, efficiency, innovation	5G, DIS systems, transport data platforms
International mobility	Economic integration, security	Modernization of TEN-T

During the focused group discussion on future transport areas, participants noted that **no single transport area should be prioritized, but that the development of each area must ensure:**

- safety;
- digitization;
- network connectivity for convenient transportation;
- coordination and integration of different modes of transport.

Investment allocation model

Sustainable financing requires:

- give infrastructure managers the right to generate revenue;
- employ infrastructure and return funds to the state through dividends;
- create a tax policy that encourages the use of low-emission transport;
- implement compensatory measures to cover the costs of green transport;
- accelerate the activities of the Road Fund.

Future transport priorities in Lithuania are linked to EU policy directions and national documents, which focus on:

- modernization and safety of road infrastructure;
- electrification of railways;
- promotion of alternative fuels;
- promotion of sustainable mobility.

After the assessment, hypotheses were confirmed and rejected, and conclusions were drawn

Vertinimo uždavinys	Vertinimo klausimas	Pasitvirtinusi hipotezė	Pirminė išvada
10.1. Analyze the suitability of progress measures	10.1.1. Have appropriate progress measures and guidelines been selected for activities/impacts and their implementation methods to achieve the indicators? If not, which activities/impacts should be improved or changed to achieve the goal?	H _A : some activities/impacts that do not contribute (or contribute only marginally) to the achievement of the indicators should be improved.	No result indicators have been set for some activities, there are discrepancies between strategic documents and a weak link between indicators and activities, which reduces the clarity and validity of the assessment of the progress of interventions.
	10.1.2. How do the planned measures correspond to national strategic goals and objectives?	H ₀ : all planned PMs are coordinated and do not conflict with national and strategic objectives and tasks	All assessed PMs are consistent with national and strategic objectives and do not conflict with their implementation.
	10.1.3. How do the planned measures meet the needs of the target groups?	H _A : the needs of some target groups are not addressed within the scope of the planned PM	Target groups were identified and included in the planning process, but the needs of some groups were not met due to various constraints (e.g., funding conditions).
10.2. Assess the compatibility of progress measures	10.2.1. Are the activities specified in the planning documents coordinated with each other (including assessment of compatibility with the activities/impacts of progress measures implemented by other ministries)? Assess the investments allocated by other ministries and the activities/impacts planned to achieve the same indicators.	H ₀ : MoT PP activities are consistent with each other and with the PM activities of other ministries.	PM activities are consistent with each other and do not overlap with the interventions of other ministries.
	10.2.2. Are the investments compatible with each other, how much do they depend on each other, what are the risks?	H ₀ : activities are compatible with each other and do not pose a risk to the timely implementation of other activities	PM activities are compatible with each other despite the interdependencies that may arise between them.
	10.2.3. How do the interventions fit in with the progress measures implemented by other ministries, whose activities contribute to the achievement of the same indicators as those targeted by the interventions? Do they complement other interventions, or do they duplicate them?	H ₀ : PM (including other ministries) aiming for the same result indicator complement each other but do not duplicate each other	There are indicators that the MoT PM pursues with other ministries, but their interventions complement each other, do not overlap, and are focused on different areas.

After the assessment, hypotheses were confirmed and rejected, and conclusions were drawn

Vertinimo uždavinys	Vertinimo klausimas	Pasitvirtinusi hipotezė	Pirminė išvada
10.3. Determine the effectiveness of progress measures	10.3.1. What is the level of achievement of the objectives and results specified in the planning documents and the values of the indicators? What determined the degree of their achievement (success factors and problem areas)?	H_A : the level of achievement of some PM indicators is insufficient to achieve the final objectives (or does not reach the set interim value)	The level of achievement of some PM result indicators at the time of the Evaluation is insufficient to achieve the interim or final objectives. As the interim values of some indicators are delayed or activities have not yet started, it is considered that progress may not be achieved within the set time frame.
	10.3.2. Are the investments compatible with each other, how much do they depend on each other, what are the risks?	H_0 : there are no planned PM activities that do not contribute (or contribute only marginally) to the achievement of the result indicators	All activities implemented contribute significantly to the result indicator.
	10.3.3. How do the interventions fit in with the progress measures implemented by other ministries, whose activities contribute to the achievement of the same indicators as those targeted by the interventions? Do they complement other interventions, or do they duplicate them?	H_A : some of the objectives will not be achieved within the set time frame, or will be achieved only partially	There are objectives that may not be achieved or will be achieved only partially, as there are indicators that do not reach the interim value at the time of the Evaluation, and their implementation is delayed.
10.4. Assess the efficiency of progress implementation	10.4.1. Are the measures chosen and the funds allocated for their implementation sufficient to achieve the objectives set, fulfill the tasks, and reach the indicators?	H_A : the level of achievement of some PM indicators is insufficient to achieve the final objectives (or does not reach the set interim value)	The achievement of some PM result indicators at the time of the Evaluation is insufficient to achieve the interim or final objectives. As the interim values of some indicators are delayed or activities have not yet started, it is considered that progress may not be achieved within the set time frame.
	10.4.2. Were the results achieved during the period under review in an economically efficient manner?	H_0 : there are no planned PM activities that do not contribute (or contribute only marginally) to the achievement of the result indicators	All activities implemented contribute significantly to the result indicator.
	10.4.3. Are the resources used proportional to the results achieved, and at what level? Could better results have been achieved at the same (or lower) cost?	H_A : some of the objectives will not be achieved within the set time frame, or will be achieved only partially	There are objectives that may not be achieved or will be achieved only partially, as there are indicators that do not reach the interim value at the time of the Evaluation, and their implementation is delayed.

After the assessment, hypotheses were confirmed and rejected, and conclusions were drawn

Vertinimo uždavinys	Vertinimo klausimas	Pasitvirtinusi hipotezė	Pirminė išvada
10.5. Identify priority transport areas for the next funding period and present an investment allocation model to ensure that the transport system functions as a coherent and integrated mechanism	10.5.1. What are the priority areas for future transport?	<i>No hypotheses were proposed</i>	It has been established that no single transport sector should be prioritized, but the development of each of them must ensure safety; digitization; network connectivity and the coordination and integration of different modes of transport.
	10.5.2. What investment allocation model would help the transport system function as a coherent, integrated mechanism?	<i>No hypotheses were proposed</i>	For the transport system to function as a unified and integrated mechanism, it is necessary to: grant infrastructure managers the right to generate revenue; employ infrastructure and return funds to the state through dividends; create a tax policy that encourages the use of low-emission transport; implement compensatory measures to cover the costs of green transport; accelerate the activities of the Road Fund.
10.6. Present conclusions and recommendations that would improve the use of investments in the future	10.6.1. What conclusions and recommendations can be made to improve the use of investments in the future?	<i>No hypotheses were proposed</i>	Conclusions are presented for each evaluation task and question. Recommendations will be presented with the draft final evaluation report.
	10.6.2. What financial and human resources are needed to sustain the results of the interventions?	<i>No hypotheses were proposed</i>	To coordinate the PM and ensure that results are achieved and maintained, the recommendations propose assigning coordinators, which may require additional human resources (depending on the possibilities for redistributing work functions) – no more than one additional position.

Following the assessment, "do it" and "know it" recommendations are formulated for the MoT

Risk or problem	Recommendation and proposed measures	Recommendation type	Implementation deadline
Inconsistent coordination of the implementation process	Assign coordinators to the PM who would continuously monitor the implementation process and the results achieved.	Do it	2026
There are discrepancies between strategic documents: NPP, Program, and PM	Update the Program, approve all PMs provided for in the Program, or remove them from the Program	Do it	2026
Some activities do not have result indicators, while some result indicators are, by their nature, more akin to product indicators	Assess and, where necessary, refine or establish new performance indicators for all PM activities, formulating them in such a way as to enable progress to be monitored.	Do it	2026
Not all PMs contribute to the implementation of NPP tasks and their indicators (after the NPP amendments, the links disappeared)	It is proposed to ensure the logic of intervention between the tasks of the PM and the NPP, ensuring that all PMs correspond to the tasks of the NPP.	Do it	2026
The program is focused on the implementation of EU requirements and the topics they propose, therefore it does not meet the needs of all relevant target groups (e.g., issues of internal connectivity – roads of local importance, inland waterways)	The PM should not be limited to EU-funded measures; in certain cases, ongoing funds may also be used for the development of the transport system (e.g., the asphaltting of gravel roads financed from the RMDP funds contributes to the DBI). In such cases, the PM measure should be linked to measures financed from other sources of funding, and the contribution to the result indicator should be assessed in those measures accordingly.	Know it	Not determined
The technical requirements set out in the funding guidelines do not always meet the needs of the target groups and limit their options (e.g., only electric or hydrogen-powered PT vehicles can be purchased, only low-floor buses are allowed)	When changing or preparing new financing guidelines (conditions) in the future, provide opportunities to finance measures that have alternative technical parameters, if they meet the general requirements and contribute to the achievement of the result indicator (e.g. biofuel-powered PT, non-ground-based, but ensuring the needs of PNS PT)	Know it	2028–2034

Following the assessment, "do it" and "know it" recommendations are formulated for the MoT

Risk or problem	Recommendation and proposed measures	Recommendation type	Implementation deadline
<p>Insufficient electrification of public transport; moreover, even if all public transport were replaced with zero-emission buses, they would still account for a very small proportion of the total vehicle fleet (greater progress would be achieved by increasing the total number of public transport passengers). The ADI provision – zero-emission public transport by 2029 – will not be achieved</p>	<p>In addition to subsidies (or instead of subsidies for certain groups), offer alternative financial mechanisms, e.g. Pay compensation to municipalities for trips made by non-polluting public transport (passenger kilometers) – instead of subsidizing unprofitable routes, municipalities could contribute to the renewal of the public transport fleet and infrastructure, and passengers would receive a more affordable service in terms of price.</p>	<p>Know it</p>	<p>2028–2034</p>
<p>The implementation of mobility measures contributes to GHG changes, but there are no objective criteria for measuring progress (the GHG indicator is calculated at the investment program level)</p>	<p>Preparation of a methodology for determining modal distribution, which would allow for the assessment of GHG savings and real changes (progress) in the distribution of travel modes</p>	<p>Do this</p>	<p>2027</p>
<p>The result indicator specified in the sustainable mobility measures is the annual number of users of bicycle infrastructure, which will be assessed after the project is implemented, but without measuring the actual results, it will not be possible to determine the real change</p>	<p>It is advisable to provide separate funding for measures (or to include this requirement in the guidelines for preparing the NAP) that enable active monitoring of mobility (e.g., measuring all traffic flows) and ensure not only that results are recorded immediately after project implementation, but also the current situation and continuous change</p>	<p>Know it</p>	<p>Not determined</p>

Following the assessment, "do it" and "know it" recommendations are formulated for the MoT

Risk or problem	Recommendation and proposed measures	Recommendation type	Implementation deadline
<p>Traffic safety improvement measures are limited to the elimination of black spots (separate PM), but do not include preventive traffic safety measures, which are an integral part of the SMP.</p>	<p>When updating or preparing the PP for the new financial period in the context of sustainable mobility, engineering traffic safety measures (reconstruction of intersections, crossings, traffic lights, traffic calming measures) that do not directly contribute to GHG reduction should also be financed. (set other result indicators)</p>	<p>Know it</p>	<p>2028–2034</p>
<p>The electrification of the vehicle fleet is insufficient; although the share of electric vehicles in the fleet is increasing, the overall growth in car ownership is still driving up the use of fossil fuels. The target for the share of electric vehicles and other zero-emission light vehicles in the light vehicle fleet (final value 20%, achieved value 1,92%) will not be achieved</p>	<p>Incentives for non-polluting cars are not enough; deterrents are also needed, such as taxation of polluting cars (an annual tax based on the car's CO2 emissions). It should be noted that, according to the ADI, plug-in hybrids are classified as electric vehicles, but they are not zero-emission vehicles and should therefore not be included in the overall result indicator.</p>	<p>Know it</p>	<p>Not determined</p>
<p>Railway electrification requires significant investment, but railways account for a very small share of GHG emissions in the overall land transport structure</p>	<p>It is not enough to simply electrify railways; it is necessary to promote modal shift in freight and passenger transport—the development of the internal rail network (to ensure competitiveness, travel by rail cannot be slower than by car)</p>	<p>Know it</p>	<p>Not determined</p>

Changes in indicators and their results after July 1, 2025

On January 23, 2026, the EC adopted a decision setting new target values for the following indicators

Number of eco-friendly vehicles delivered and registered in Lithuania

270 units (2026 Q2)

Construction or renovation of bicycle paths, bicycle streets or bicycle lanes, or pedestrian-bicycle paths

119,23 km (2026 Q2)

Modernized buses to meet zero emission requirements

7 units (2026 Q2)

Electric or hydrogen buses (M2 and M3) presented

218 units (2026 Q2)

Public (800) and private (18,910) electric vehicle charging points installed

19 710 units (2026 Q2)

Public hydrogen refueling station installed

1 unit (2026 Q2)

Result indicators with an interim implementation target set for 2025

Result indicator	Starting value	Intermediate value	Achieved value	Result achieved, %
Number of passengers served at Lithuanian airports, million passengers	6,5	7,5	7,16	66%
Share of electric vehicles and other zero-emission passenger cars in the passenger car fleet, %	0,3	2,7	2,37	86%



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