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MASTER THESIS

The barriers and role of informal institutions in
 environmental policy integration. Study case –
 Infrastructure sector, Lithuania.

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Abstract

Environmental Policy Integration (EPI) is a policy measure that helps translating environmental interests into non-environmental policy sectors in order to facilitate sustainable development. The EPI integration processes are however complicated as the economic interests often prevail in sectoral policy-making. Accordingly, institutions are highly relevant for EPI, as it requires a sound formal establishment to compete with the economic interests of the sectoral policies. Thus, the current literature strongly focuses on formal institutions, thereby minimizing the attention towards the less clear, but as this thesis argue, as relevant - informal institutions. Based on the sustainable development literature to date, this thesis focuses on expanding the understanding on what is the role of informal institutions for EPI and highlights some of its key barriers. The study case of Lithuanian infrastructure sector was chosen to explore the informal institution's roles and barriers for EPI. The qualitative approach of the research methodology enabled to gather clear insights from the infrastructure and environmental experts from Lithuanian public sector. Based on the thesis analytical framework and the deductive coding approach to empirical data analysis, it was highlighted that informal institutions have a role in subduing the relevance of environmental policy integration in the infrastructure sector in Lithuania. The analysis showed that the infrastructure sector actors relate to policy inhibitor characteristics rather than to policy facilitator ones with regards to EPI. Furthermore, this study explores the importance of barriers that hinder the institutional innovation and learning that is highly important to facilitate EPI. Accordingly, a lack of political commitment and different beliefs of policy makers contribute towards the difficulties in environmental policy integration. The study recommends that institutions must work strongly on the capacity building; changing decision-makers perceptions on opportunities for sustainable development in infrastructure planning shall provide a good incentive for EPI initiatives to emerge in the future.

Key words: *Environmental Policy Integration, Normative Perspective, Informal Institutions, Institutional Barriers, Motivations, Sustainable Development, Case Study, Infrastructure Sector, Lithuania.*

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Acronyms

- EAP** – Environment Action Plan
- EBPO** – Education Business Partnership Organisation
- EIA** – Environment Impact Assessment
- EP** – Environmental Policy
- EPI** – Environmental Policy Integration
- EPIX** – Environment Performance Index
- EU** – European Union
- HEPI** – Horizontal Environmental Policy Integration
- LR** – Lithuanian Republic
- NSDS** – National Sustainable Development Strategy
- SD** – Sustainable Development
- SIA** – Strategic Impact Assessment
- UN** – United Nations
- UNICEF** – The United Nations Children's Fund
- VEPI** – Vertical Environmental Policy Integration

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CHAPTER 1

INTRODUCTION

The first global initiative to introduce sustainable development into policy domain was made by the World Commission on Environment and Development in 1987 (Wass et al. 2010) also known as Brundtland's report, which referred to sustainable development "...as development that meets the needs of the present without compromising the ability of future generations to meet their own needs" (Brundtland, 1985). In Brundtland's report, environmental policy integration (EPI) has been acknowledged as one of the central themes navigating the transition towards sustainability (Meijers and Stead, 2004; Jordan and Lenschow, 2010) as it focuses on the integration of environmental concerns into non-environmental policy-sectors (Stern and Common, 1996). A need for integration emerged as there was a recognition that different policy domains failed to acknowledge interdependencies between sectoral strategies, thus creating contradictory environmental and sectoral policies (Lele, 1991). The contradicting policies become impairing for sustainable development as the economic interests prevail in the traditional policy paradigm (Lafferty and Hovden, 2003). In addition, public institutions are designed to focus on sectoral strategies, visions and goals whilst somewhat neglecting the strategies of the other sectors (UN, 2015). Interdependencies in public management have to be acknowledged in order to deal with complex environmental issues that are arising to date. The EPI attempts to acknowledge these interdependencies in policy-making and focus on prioritizing environment protection alongside economic interests (Jacob and Volkery, 2004) in order to promote sustainable development.

However, since the global recognition in Rio (1992) Agenda 21, EPI has been surrounded by a degree of uncertainty since the Agenda 21 repeatedly addressed that countries will adapt their own mechanisms and methods to fit environmental concerns in their national contexts (Jordan and Lenschow, 2010). Accordingly, that has created a normative gap by giving the concept of EPI different meanings; allowing to diminish the environmental prioritization in a national context and enabling the prioritization for the other sets of priorities regarding sustainable development dimensions, for example economic or social priorities. The increasing gap of uncertainty of how EPI should be approached have resulted from the fact that, in its essence, it is forcing a revision in the traditional hierarchy of policy objectives (Lafferty and Hovden, 2003) by subduing, the so long prioritized, economic interests in a policy domain, giving the EPI a rather weak appeal in the international arena.

Nonetheless, the European Union (EU) has been one of the leading institutions working on the application of EPI; in 1992, Treaty on EU, also known as Maastricht Treaty, established a formal basis for EPI. The *Article 6* states that "*environmental protection requirements must be integrated into the definition and implementation of the Community policies and activities referred to in Article 3 in particular with a view to promoting sustainable development*" (Persson, 2004 p. 5). According to Lafferty (2002) the supranational leadership was essential as it has given EPI *democratic-political legitimacy*, placing environment and sustainable development in the core of attention in the international arena. Further, the EU Commission sees EPI as one of the key areas of focus and consequently one of the main mechanisms in terms of reducing the impacts facilitating climate change (EC, 2015). The European Commission has been particularly working on providing guidelines and blueprints for different development areas, also known as the White Papers, for the EU nations in order to promote and advance sustainable development. In addition, Lafferty and Hovden (2003) highlight that the EU Commission's Sustainable Development Strategy and Environment Action Plans are some of the EU efforts to place EPI in the centre of attention in the EU political agenda.

The EU, nonetheless is composed out of variety of countries with different cultures, interests, challenges and especially the ability to translate sustainable development objectives in their respective national contexts. Consequently, and perhaps unfortunately this brings a challenge in the EU arena, as the common EU effort to advance towards sustainability is dispersed rather unevenly when considering individual countries; some are doing significantly better, whilst others happen to advance slowly. In the existing EPI literature mostly the Netherlands, Germany, Sweden, Norway and the UK are mentioned with regards to successful or at least noticeable efforts to apply EPI instruments (Person, 2004; Jacob and Volkery, 2004; Jacob and Lenschow, 2010). According to Jacob and Volkery (2004) the majority of the OECD countries have applied political measures namely, Sectoral Strategies, National Sustainability Strategies, National Environmental Plans or Independent Institutions to place EPI in their political agendas, nonetheless they highlight that the countries are quite passive in regard to the integration of specific administrative instruments.

A variety of problems have been distinguished in the existing EPI literature in terms of applying EPI in practice (Laferty and Hovden 2003; Persson, 2004; Jacob and Volkery 2004; Briassoulis 2010; Jordan and Lenschow, 2010). Some of the problems, the scholars highlight, are related to the *environment* having a so-called *weak profile*, meaning that the existing governmental institutions do not see a beneficial outcome and economic return to grant environmental integration with a more prominent role. Some authors distinguish political difficulties and commitment to institutionalise EPI to make it a standard procedure. Nilsson and Persson (2003) highlight institutional capacity and more specifically learning, to be one of the major factors enabling public institutions to integrate new perspectives and progress policy integration. Consequently, institutional rules and norms can either enable or disable the progress towards the EPI. Institutions are constituted of formal and legally established practices which are highly important as these are binding for actors to carry out specific procedures (Kim, 2011). Nonetheless, informal institutional context, namely unwritten norms and practices are relevant and in some cases, can become dominant, especially when the formal rules need to be bent or when formal rules are ineffective in institutional practices (Hertin and Berkout, 2003). Accordingly, actors involved are bounded by their existing norms, culture and normative perception towards the role of an institution (Alexander, 2005). The UN (2015) therefore emphasize that governmental institutions and actors have created persistent problems in attempts to pursue EPI, nonetheless they also recognize that keys to solutions ultimately lies in the very same domain.

Persson (2004) and Lafferty and Hovden (2004) suggest that much of the literature is focused on the *prescriptive* understanding of EPI, by trying to deepen the knowledge in formal limitations with regard to effective integration, thus the authors stress the need to explore what is the role of *institutional culture* for EPI and sustainable development. The professionalism culture is responsible for shaping the informal institutions (Hertin and Berkhout, 2003), hence providing actors with certain perceptions and motivations with regards to their job roles and ambitions in those institutions. Accordingly, this research operationalises informal institutions in the form of actors' perceptions and motivations in order to explore the role of informal institutions for EPI in non-environmental sector. This research hopes to add to the existing debate on EPI by shifting the focus and acknowledging the limitations to the successful implementation of EPI and sustainable development into public governance from a new perspective. By looking to EPI through informal context it is possible to uncover whether the environmental perspective has been integrated with a political commitment and an overall institutional regard, or whether it took a form of dilution as described by Nilsson and Persson (2004). Further, based on the literature review the key institutional barriers for altering actors' motivations to engage in EPI are distinguished to help and uncover the most

relevant *informal barriers* that could have a significant role in impairing the integration of environmental concerns.

To study the key barriers and informal institutions for EPI the exploratory case study of Lithuanian Infrastructure sector was chosen as it offers an interesting planning context to research EPI. The field of environmental protection became prominent after Lithuanian independence in 1990 and especially gained more attention with the prospect of joining the EU in 2004 (LR, 2016). However, a difficult transition from the Soviet, top-down decision-making paradigm to a state of democracy brought its challenges. Tuskenyte and Volungevicius (2015) argue that, due to a rather late focus on the environmental perspective in Lithuania, institutions and organizational structures have been changing quite extensively, thus creating fractured perceptions and attention towards environmental issues in the governmental institutions. In addition, Lazdinis et al. (2007) suggested that environmental policy instruments and implementation were not effectively understood by those in charge of policy application. Lazdinis et al. (2007) argued that institutions are unable to apply environmental policy practically due to *path dependencies* embedded within the institutions. Path-dependency disables institutional change as the decision-making process in the past, which is deeply embedded into planning culture, steers the decision-making course in the future (Modell et al. 2007).

One of the greatest and most urgent planning problems in Lithuania to date is the significant dependency on cars, which has been highlighted by the EU and other international organizations such as EBPO (Education Business Partnership Organisation). According to the National Sustainable Development Strategy (NSDS, 2014) indicators, over 65% of all commuting and logistics are fossil fuel-based. The problems with air pollution, especially in the biggest cities, have become more urgent according to the Ministry of the Environment (Grynys, 2016). The Environment Performance Index (EPIX), which aims to rank countries in terms of human health and ecosystem protection, place Lithuania in 49th place out of 178 countries, which is a rather low score for the low population-density country (EPI, 2016). The EPIX explicitly distinguishes air pollution and exposure to particulate matter in Lithuania as one of the worst in the EU (EPI, 2016). Nonetheless, recently the Ministry of Infrastructure released a policy to increase the speed limit in one of the most commuted routes between the capital city Vilnius and Kaunas (Monkevicius, 2016). This policy can be recognised not only as a contributing factor to the persistent car-dependency in the country, but also to the increase in air pollution (Pieters, 2016). In addition, such policies are particularly harmful in Lithuanian context where the car-park is considered to be one of the most polluting and unsafe in the EU, raising social concerns on how such policy is beneficial and safe for the communities (Levickaite, 2015). This example illustrates that strong environmental concerns have very likely not yet been deeply rooted and integrated in Lithuanian infrastructure sector. Furthermore, one of the largest shares of the state's budget is contributed to the Infrastructure Ministry (LRV, 2015) in order to enhance socio-economic development and facilitate integration into the EU. Accordingly, integrating environmental perspective is essential in ensuring that sustainable development attains a greater role in infrastructure sector policies and assists in meeting the international obligations set by the EU and other organizations.

Making progress towards sustainability has become an international and global objective after the latest COP21 agreement in Paris (Climate Action, 2015) therefore it is imperative for each and every country to contribute and minimise the impacts escalating climate change. The EU community has to come together, but at the same time, individual and national efforts to build a sustainable foundation for future generations to depend upon will play a crucial role in the realisation of the global objective.

Primary question

What is the role of informal institutions in the integration of environmental policy in the Lithuanian Infrastructure sector?

Secondary questions

Theory

1. What is Environmental Policy Integration?
2. What are informal institutions? How do informal institutions relate to the normative perspective of EPI?
3. What are the key informal institution influences on EPI and what are the key barriers hindering the integration based on theory?
4. Who are the key actors for EPI according to theory? What are the key aspects of the policy inhibitors and facilitators?

Case study

5. What are informal institutional barriers identified by key actors when considering environmental policy integration in the Infrastructure sector in Lithuania?
6. What are the key influences adjusting actor's motivation whether to engage or not in environmental policy integration in the Infrastructure sector in Lithuania?
7. How do informal institutions affect the integration of environmental concerns in the Infrastructure sector in Lithuania?

Structure of the thesis

The following section consists of the theoretical background of the thesis and it aims to answer the secondary theory questions presented above. The methodology follows next which aims to present the study design and methods of the data collection and analysis. The result sections present the findings of the research and the discussion section aims to interpret the findings by reflecting on the results and the literature. The conclusion summarizes the main points of the thesis and critically reflects on the research gaps and possible suggestions for the further research.

CHAPTER 2

THEORY

Introduction

The theory section below elaborates on four key notions laid down in this research thesis namely; Environmental Policy Integration, informal institutions, barriers for EPI and actors.

2.1 Environmental Policy Integration

This theory chapter aims to answer the first sub question of the thesis; what is meant by environmental policy integration and how is it understood and defined from a normative perspective according to the literature? The chapter starts with a short reflection on the history of the environmental policy and goes further to describe the definition of EPI by breaking the concept into three core segments; *policy, integration and environmental concerns*. The theory section ends with a reflection on a normative perspective on EPI and sets the definition for EPI for this thesis.

Environmental Policy

Environmental policy arose in the industrial regions and became more prominent in the 1970s as there was recognition that the economic system had detrimental impacts on the environment, thereby affecting the human and ecosystem health (Turner, 2007). The release of 'Limits to Growth' by Meadows et al. (1972) had particularly raised concerns in scientific and political discourse about the limits to economic growth as the natural resources deplete in the course of time (Hey, 2005). In the overview of the history of EU environmental policy Hey (2005) highlighted that the first Environmental Action Plan (EAP) approved in 1973 already emphasized that economic development, environmental protection and prosperity are mutually interdependent. In addition, the EAP stressed the need for the assessments of environmental risks in other policy areas in order to reduce the environmental impacts. The first EAP presented some of the core sustainable development ideas in the beginning of the 1970s. Nevertheless, the environmental policies were still rather reactive, meaning that the focus was not centred on the prevention of the environmental impacts in the first place, but reacting to those impacts when they occur. Accordingly, there was a need to shift towards more proactive strategies to ensure the protection of the environment and society (Buysse and Verbeke, 2003). Proactive strategies according to Aragón-Correa and Sharma (2003) are distinct due to its particular focus on pollution prevention, when compared to reactive strategies which are focused on pollution control and simply meeting the environmental standards as opposed to improvement. Proactive strategies stretch beyond and try to eliminate or somewhat subdue a root-cause of a problem. The Brundtland's report on sustainable development published in 1987, emphasized that environment should become an overarching consideration in sectoral policies (i.e. Infrastructure, Energy, Agriculture) in order to pursue sustainable development (Persson, 2004). The need to integrate environmental concerns in different policy areas in essence has created a form of proactive strategy in order to address and prevent or at least minimize the environmental risks.

Lafferty and Hovden (2003) see EPI as a first order principle to operationalise sustainable development; by assessing environmental impacts and integrating environmental concerns into non-environmental policy-sectors as the environmental sector alone cannot compensate for the rest of the public-sector incompetence. However, what are the environmental concerns, and how are these formulated when trying to integrate the environmental perspective in public management are complex topics that need further discussion. To answer the first thesis sub-question, I disassemble the concept of *Environmental Policy*

Integration in three distinct parts namely, *policy*, *integration* and *environmental concerns* in order to discuss and deliver a clear elaboration on what is meant by environmental policy integration based on current literature.

Deconstructing EPI

Policy

Persson (2004) reflects on the term *policy* as having an “*imprecise definition with multiple uses*” (p. 10). The expressed ambiguity about the term has risen in her view as the term has multiple and rather broad meanings; it can be used as a label for a field of activity, as an expression of a purpose, as decision of government, as a programme, as a process, an output and as an outcome (Persson, 2004). As Briassoulis (2004) elaborates on the notion of public policy, he suggests that a policy is a specifically, intentionally and socially designed chain of actions and procedures that would consequently meet the targets that were once raised. He goes further in explaining that a policy comprises of its object (a problem and a theory about it), actors and their goals and interests, institutions and the selection of instruments in order to achieve the objectives. The researched EPI literature (Lafferty and Hovden, 2003; Nilsson and Person, 2003; Jacob and Volkery, 2004; Person, 2004; Jordan and Lenschow, 2010) emphasize three perspectives to understand policy - process, output and outcome. Amongst all, EPI as a *process* is of most interest to this thesis, since it highlights a complex communication between multiple actors, domains, levels and interests, hence raising multiple understandings, issues and conflicts (Jacob and Volkery, 2004).

As Briassoulis (2004) defines policy, he suggests that it is designed to achieve a goal. However, many would argue that sustainable development as such can ever be “achieved” and instead it should be viewed more as an ongoing and never-ending process (Kemp et al. 2007). This, lack of clarity of the term policy may have caused some of the conceptual issues with regards to EPI in policy-making. Consequently, EPI should be conceptualised as an ongoing institutional practice instead of viewing it as a singular objective for SD.

Integration

The notion of *integration* in EPI has, according to Persson (2004), two key meanings: first, “*to form, coordinate, or blend into a functioning or unified whole*” and second, “*to unite with something else; to incorporate into a larger unit*” (p. 10). Jacob and Volkery (2004, p.4) based on Underdahl’s work (1980), refer to policy integration as “*when the consequences for that policy are recognized as decision premises, aggregated into overall evaluation and incorporated at all policy levels and into all government agencies involved in its execution*” (p. 292). In addition, Jordan and Lenschow (2010) point out that achieving *coherence* is essential for effective integration, meaning that non-environmental sectors should recognize environmental impacts and adjust appropriately to not undermine sustainable development goals. In their reflection on various scholars Lafferty and Hovden (2003) defined that policy is integrated when a policy is *comprehensive, aggregated and consistent*. Firstly, *comprehensiveness* can be pursued in terms of time, by implementing long-term focus, in terms of space, by extending the geographical area within which the policy takes place, as well as in terms of actors and issues that are interdependent. Secondly, *aggregation* can be associated with the *precautionary principle* meaning that consequences of a policy should be evaluated. Lastly, *consistency* is aimed at insuring that all the policy components are in agreement (Persson, 2004).

The integration process of EPI in the literature (Lafferty and Hovden, 2003; Persson, 2004; Jacob and Janicke, 2006; Jordan and Lenschow, 2010) is categorized in two main forms: *horizontal* and *vertical*. This

literature review does not aim at analysing in detail these two strategies of integration however what may be relevant to mention is the key distinct qualities discussed in the literature about these two approaches to EPI integration. It is relevant to grasp the knowledge on how environmental policy is integrated in public management since it will later help to elaborate on what exactly is integrated; helping to gain a deeper understanding of EPI as a concept and answering the first thesis sub-question. According to Jacob and Janicke (2006, p. 242) the key distinction between the horizontal and vertical approaches is that the horizontal approach to EPI (HEPI) is when a central institution is creating a comprehensive, cross-sectoral strategy in order to co-ordinate overarching policy objectives (across sectors). On the other hand, the vertical approach to EPI (VEPI) allows the individual sectors to identify their own environmental impacts and set the objectives which gives them a sense of flexibility with regards to what and when should be prioritized within the sector (Lafferty and Hovden, 2003). Both approaches bring their pros and cons; horizontal approach potentially delivers more restrictions and develops rather conflict boosted relationships between the sectors that are managed. In the contrary, the vertical approach may not be forceful enough to push individual sectors to implement adequate measures in order to address environmental issues, thus yielding shallow results in the long run (Lafferty and Hovden, 2003; Persson, 2004; Jacob and Janicke, 2006 p. 244).

Environmental concerns

However, the question still remains unclear on, what exactly is integrated. What is meant by the environmental concerns? From a psychological point of view Schultz (2001) suggests that an '*environmental concern*' could be related to a one's anxiety/concern about the consequences of a development on one's environment. Schultz (2001) goes further and suggests that one's concerns are based on the consequences for one self, other people, and the biosphere. By his definition an environmental concern could be understood as a threat of an action to environment, an individual or a public. The definition matches well with the reflection on what is meant by 'integration' discussed above; emphasising the need to recognize policy consequences, in this case, the impacts on the environment, individual or a public at large. In addition, Lafferty and Hovden (2003) suggest that the environmental concerns will vary in different cases, nonetheless, environmental degradation should not become subsidiary; differentiating an '*environmental policy integration*' from a '*policy integration*'.

Furthermore, the United Nations (UN, 2016) recognize that environmental concerns can potentially be classified as disasters and conflicts, ecosystem management, environmental management, harmful substances, pollution, resource efficiency or climate change for instance. This brings another perspective on what environmental concerns might be. Collectively, these perspectives allow defining that environmental concerns are rather case specific. Although, each policy cannot include all the possible environmental concerns, the highest risks, impacts and consequences that may result from adopting a certain policy should be recognized. Accordingly, a consistent and comprehensive policy development is essential in order to guarantee that the impacts on an individual, public or biosphere at large are recognized.

The discussion above provides an understanding of what is considered as environmental concerns from a theoretical point of view. Nonetheless, to put it in operational terms, the integration of environmental concerns can be understood as administrative instruments or political strategies. Administrative instruments and political strategies have been observed by Jacob and Volkery (2004) in their review on the OECD countries in respect to horizontal or vertical approaches to integration of environmental concerns. Accordingly, the administrative instruments they distinguish include strategic environment assessment, appraisal for policy initiatives, green budgeting, green cabinets and interdepartmental working groups.

These instruments enable the discourse between actors; facilitating the assessment of environmental risks and the integration of environmental principles between the groups involved. In addition, political strategies include sustainability strategy, national environmental plan, constitutional provision, independent institutions for EPI and sectoral strategies. To include environment relevance in political strategies is of key importance as the political strategies put environment on the agenda, enabling the environmental perspective to 'grow' within institutions and ease the implementation of administrative instruments and discourse between actors.

So far, the discussion on environmental policy integration has led to a more detailed understanding of some of the key components of the EPI namely, policy, integration and environmental concerns. It is possible to identify some of the conceptual issues or complexities with each of the components, for example the ambiguity of the term *policy*, and the complexity with regards to *integration*. These factors led to some diverse views to emerge in terms of framing the problems with regards to EPI (Persson, 2004; Jordan and Lenschow, 2010) of which the normative meaning for EPI explored by Lafferty and others (2002; 2003; 2007) is relevant for this research.

The normative meaning and definition of EPI

According, to Lafferty and colleagues (2002; 2003; 2007) the normative implication of EPI is that it challenges the traditional hierarchy of policy objectives, hence becoming a rather unattractive concept in sectoral policy-making. They argue that the environmental or ecological domain is central to sustainable development, thus environment protection should receive a 'principled priority' when in need to balance or adjust for trade-offs in policy development (Jordan and Lenschow, 2010). Lafferty states that some of the sectoral and environmental objectives cannot be balanced therefore environmental preservation should receive a greater degree of attention, if a sectoral policy is threatening the health of the life-supporting systems (Persson, 2004 p.19). Given the fact that sectoral institutions have been developed to fulfil other public management duties, for instance, energy grid development or road and network infrastructure development, the institutions historically have little or no regard towards the environment (Meijers and Stead, 2004). Accordingly, that brings a list of challenges for policy-makers and sectoral institutions as the new, pro-environmental perspectives should be integrated in their sectoral policy agenda. As I argue in this research, the normative meaning of EPI and sectoral professionalism culture presents two distinct belief systems that are essentially in conflict. As Lafferty and Hovden (2003) suggest that with regards to VEPI, the sectoral departments can establish their own understanding of EPI, making environmental recognition rather 'non-specific' due to institutional and professionalism culture that drives the institutional practices. Consequently, the VEPI in a sectoral department may be established without a further commitment, support and attention, minimizing the relevance of the environmental policy within that department.

To conclude, this thesis, in connection to the theoretical understanding gained from literature review, sets the definition for EPI:

Environmental policy integration is an inclusive, comprehensive and aggregated process to non-environmental sector policy development which allows the actors involved to communicate their interests and knowledge in order to recognize and reduce policy consequences imposed on the environment. In addition, the safety of the environment should be prioritized in decision-making, ensuring that environmental costs do not become subsidiary to facilitate sustainable development. Lastly, EPI should be viewed as an ongoing institutional practice which has an established legitimacy through various political

strategies and instruments in order to maintain environment considerations relevant in public policy as a whole.

After the theoretical reflection on EPI it is important to understand how policy integration emerges and what is the role of institutions for planning practices such as policy-making. The relevance of structure (institutions) and agency (actors) in planning and policy development have been topical subjects for many authors (Giddens, 1979; Jacob and Volkery, 2004; Alexander, 2005; Gupta et al. 2010; Huitema and Majerink. 2010; Jackson, 2010; Jantarasami et al. 2010; Briassoulis, 2011; Huitema et al. 2011; Kim, 2011; Haasnoot et al. 2013) who highlight the need of gaining a greater understanding of how institutions and actors can influence change or, in contrary, prevent change from happening. Accordingly, the further sections of the theory chapter are dedicated to discussing institutionalism and key actors involved in EPI to further develop the conceptual model of this research.

2.2 Institutions and EPI

This theory section aims to create an understanding of institutionalism and why it is important to focus on institutions for the more successful processes of EPI. This theory section is developed to answer the second thesis sub-question; what are the informal institutions? How do they relate to the normative understanding of EPI? And why it is beneficial and important to focus on informal institutions for EPI and sustainability?

According to the UN (2015) public institutions are the key areas where EPI takes place, thus they can either disable or enable the integration of the environmental objectives/concerns. Institutional arrangements are one of the key areas of focus in political and social sciences, since institutions are socially and systematically constructed entities for the purpose of organizing public management in order to enhance socio-economic development (Dietz et al. 2003). The ways institutions change, evolve or adapt are one of the most important themes in political literature, as the knowledge about it can provide with insight of arising issues with regards to policy integration and what measures should be taken to solve them (Alexander, 2005).

Institutionalism is highly relevant to planners since the degree of knowledge of the system and culture they are planning to embark in can be fundamental for the success or failure of any intervention (Alexander, 2005). Institutions consist of formal and informal arrangements that essentially shape each other as well as present distinct barriers and opportunities for policy development (Gupta et al. 2010). The institutional arrangements are complex due to multi-actor involvement and interdependencies which are driven by multiple interests, thus generating disagreements which have to be resolved (Paavola, 2007). *Formal institutions* are rules (laws, constitution, regulations) that require or forbid specific actions (Jantarasami et al. 2010). On the other hand, Kim (2011) states that actors are not only bounded by formal rules, laws, constitution and administrative arrangements, but also by culture, norms and religious beliefs hence pointing out to the relevance of informal institution in planning and research. Informal institutions hold a degree of ambiguity due to rather spontaneous origin and unclear evolution through time, thus it is necessary to go further into defining and operationalising the informal institutions to enable a more solid focus for the data collection of this thesis.

Defining informal institutions

Informal institutions are the norms, unwritten 'rules of the game' that are "created, enforced and communicated outside the officially sanctioned channels" (Helmke and Levitsky, 2004, p.745). Informal institutions are the rules that alter (constrain or enable) the behaviour and interactions of actors (Helmke and Levitsky, 2004); however, these rules are not part of the legal framework, but rather known to an exclusive circle of actors therefore remain in the private realm according to Williamson (2009). Moreover,

Paavola (2007) refers to informal institutions as an overarching belief system that supports decision-making and guides action. In order to capture the diverse aspects of the informal institutions, but also stick with the research aims for this thesis, *informal institutions are defined as the overarching and unwritten norms and practices that alter or enforce actors' decision-making capabilities and therefore guide discourse and actions within institutions*. The definition reflects on the traditional understanding of informal institutions based on the literature review, hence indicates the first part of the definition.

According to Vatn (2005) institutional norms and practices are of significant importance to maintaining an institutional identity, he states that *"institutions are much more than constraints, they are also what constitute the individual and create meaning"* (p. 204). As institutions change slowly through time, they become rather conservative, thus norms and practices tend to change slowly, building up a degree of resistance to change (Gupta et al. 2010). Consequently, integrating the pro-environmental perspective into the policy development can become a rather complicated task if the collective support for such intervention is lacking even though formally, the perspective should be enforced. The EPI therefore can be seen as an intruding practice that challenges those existing practices and norms, hence receive a low degree of approval within the institution.

By exploring the informal institutional context, it is possible to gain a perspective towards planning processes and to provide a critical point of view when considering motivations of political actors with regards to EPI facilitation in a policy development (Helmke and Levitsky, 2004). UN (2015) suggests that non-environmental institutions in energy or infrastructure sectors have to be re-designed in order to accommodate environmentally related perspectives by creating formal arrangements and integrating the normative vision towards the perspective. However, formal institutions may be suppressed by the informal ones, thus weakening the formal and legal legitimacy of the environmental policy (Helmke and Levitsky, 2004; Williamson, 2009). Hence, the problem emerges that environmental policy integration may not be successful even though a degree of legal basis to support it is present. Thus, a normative aim with regards to EPI has to be established within a sectoral institution as the legal basis alone cannot guarantee the legitimacy of the environmental policy within that sector.

Hertin and Berkhout (2003) highlight that EPI triggers policy learning within sectoral departments', not necessarily in terms of new administrative arrangements, but in changing beliefs and values towards policy development over time. They argue that environmental measures are often considered obstacles to fulfilling sectoral interests; as the natural response is to protect these interests, the environmental values that EPI promote may be suppressed within a sector. Accordingly, this thesis highlighted the normative meaning of EPI above, by Lafferty and Hovden (2003) as this meaning highlights the pro-environmental norms with regards to policy development and societal objectives. As norms and values are of ambiguous nature they tend to take a longer time to accept change (Williamson, 2009), it is important to gain further knowledge and understanding of what role the informal institutions have when trying to integrate pro-environmental norms within the sectoral institutions. This knowledge can help us understand not only what the key pitfalls are placed for EPI, but also how these pitfalls could be managed and solved to facilitate EPI. However, in order to understand the role of informal institutions for EPI it is important to further deconstruct and operationalise the informal institutions.

As defined above, the informal institutions stand for overarching and unwritten norms and practices that alter one's actions and behaviour. Thus, the key question arises; how to access and analyse the overarching and unwritten norms and practices? The paper delivered by UNICEF and Mackie et al. (2015) extensively

explored the complex and obscure nature of social norms and how these could be measured. Accordingly, Mackie et al. (2015) suggest that social norms should not be confused with individual attitude as a group dynamics have a potential in altering the personal attitude towards a subject. Therefore, Tarkiainen and Sundqvist (2005) suggest focusing on the subjective norms. According to Mackie et al. (2015) the subjective norms are constructed by one's beliefs. Mackie et al. (2015) further elaborates that subjective beliefs are formed through one's experiences - direct perception and observation. In addition, Klöckner and Matthies (2004) highlight that subjective norms are externally and internally motivated, hence play an important role in decision making and altering one's behaviour to comply with rules, or engage in certain behaviour. Accordingly, in this research I further establish informal institutions as the *perception (of EPI and SD) and motivations (for EPI and SD)* of the infrastructure sector actors.

Combining the first, traditional definition for informal institutions and the core two elements – perceptions and motivations of the actors, the informal institutions in this thesis are *defined as the overarching and unwritten norms and practices, which are guided by perception of and motivation for EPI and SD, thus altering or enforcing actors' decision-making capabilities and therefore guiding discourse and actions within institutions.*

2.3 Operationalising perception and motivations

Relevance of perception in policy-making

An extensive discourse in the current literature with regards to obstacles related to environmental policy integration and sustainable development highlight the need to focus on different aspects of institutions. Scholars (Briassoulis, 2004; Hertin and Berkhout, 2004; Meijers and Stead, 2004; Persson, 2004) reflect strongly on issues related to institutional *path dependency*, political commitment, or resistance to change and associate these obstacles with informal institutions. The issues outlined actively result from the beliefs that decision-makers hold and nurture. As one's perception is highly responsible for constructing those beliefs, it is important to access those viewpoints in the complex planning environments in order to gain knowledge of distinct interests actors hold. This knowledge can result in enabling better communication and understanding to support policy development processes.

Pickens (2005) defines perception as *"the process by which organisms interpret and organize sensation to produce a meaningful experience of the world"* (p. 52) meaning that a person encountering a situation will interpret that situation into something meaningful based on the past experiences. Perceptions reflecting environmental values are important to facilitate environmental policy-making (O'Connor et al. 1999), hence becoming of interest for this study to determine the role of informal institutions for EPI. According to Pickens (2005) everyone has a distinct perception towards a subject, thus it is imperative to clarify and align perceptions for an effective communication. As EPI requires multi-actor and stakeholder involvement the abundance of multiple and different perceptions can become impairing to environmentally-friendly policy-making.

Some of the publications (Jantarasami et al. 2010; Klöckner and Matthies, 2004) suggest that people tend to have lower interest in engaging in the environmentally friendly behaviour when their perceived need or attention towards the issues are rather low. Moreover, Madden et al (1992) highlight that people have a tendency to predict the outcomes of their actions before they decide to engage in certain activity; hence perceiving that activity in a rather positive way if the outcomes related to that activity are to some degree motivating. Drawing from Cherian and Jacob (2012), I distinguish three characteristics of interest to identify the perceptions of the non-environmental actors towards environmental policy: (1) perceived

environmental responsibility, (2) perceived seriousness of environmental problems and (3) perception towards the relevance of environmental policy integration within the sectoral strategic and policy development.

Motivation importance for EPI

Motivation is another aspect of informal institutions and relevant variable that guides the decision-making as it provides incentives for policy makers to engage or not in certain policy processes (Helmke and Levitsky, 2004). The environment has a *weak profile* according to Busscher et al (2014) primarily, because environmental impacts such as air pollution, soil contamination, biodiversity decline are not well recognized and visible with a 'naked eye', as well as potential positive feedback and the return of investment in environment is often long-term and to a high degree not very graspable. Accordingly, one's motivation to engage or not engage into application of strong environmental focus in policy development can become of significant importance. Frank et al. (2011) defines motivation as "*the degree to which an individual wants and chooses to engage in certain specified behaviours*" (p. 67). As Dörnyei and Ottó (1998) argue, if an individual perceives an activity to be beneficial, it will significantly boost one's motivation to engage in that activity. Accordingly, one's perception is to some extent guiding one's motivation due to incentives associated with engaging in an activity, hence perceptions and motivations are linked variables. Further, I focus on identifying the aspects of motivation that all form a part of informal institutions and that this thesis will research empirically.

Sheldon et al. (2016) focus on self-determination theory which suggests that people tend to engage in particular behaviour due to *intrinsic motivation* that drives them to undertake actions or engage in a process. Intrinsic motivation is highly related to a personal value and belief system which enables a person to have an inner drive to engage in an activity. Motivation is a human behavioural aspect that can be accessed through various attitudinal and behavioural measures (Frank et al. 2011). Dörnyei (2003, p.19) distinguishes key influences that affect one's motivation to engage in certain behaviour:

- a) Goal properties (e.g., relevance of the issues, attractiveness of a subject, certainty, complexity)
- b) Values associated with the processes, outcomes and consequences of EPI, (e.g., whether the process can yield valuable outcomes, as well as consequences)
- c) Attitude towards the subject of Environmental Policy and Sustainable development, (e.g. whether one has a degree of positive and 'can-do' attitude towards the EPI and SD)
- d) Expectancy of success and perceived coping potential with regards to EPI, (e.g. a low degree of inter-, intra-departmental conflicts, the quality of the processes, a degree of resistance or support)
- e) One's beliefs and strategies with regards to EPI and Sustainable Development, (e.g. one's beliefs about the credibility, necessity or quality with regards to EPI and SD strategies)
- f) Environmental support or hindrance, (e.g. integrated motivation)

According to Dörnyei (2003), the criteria for one's motivation to engage in an activity is periodically altered due to changing environmental influences or incentives associated with that activity. Nonetheless, measuring the change is outside the scope of this research and therefore this research will use the basic elements that influence motivation as highlighted above in the data interpretation and analysis.

In addition, as this thesis focuses on the informal institutions it essentially means that there is an overarching belief system that will have potential to alter one's motivation (Alexander, 2005). Sheldon et al. (2016) therefore, distinguish it as an *integrated motivation*, meaning that the plurality of intrinsic values has been subdued by a higher belief system, thus one's behaviour will be adjusted as the *intrinsic motivation* will be restrained. I associate the *integrated motivation* with the criteria of *environmental*

support and hindrance highlighted by Dörnyei (2003) as both refer to external environmental influences that may enable or disable the processes linked to the subjects of EPI or SD. Accordingly, I use a list of informal influences that have a potential to enable or disable EPI in order to analyse the research data. The list has been developed according to the most current literature with regards to environmental policy integration and sustainable development facilitation within public institutions.

1) *Weak incentives* to engage in environmental policy can be seen as a variable altering motivation. There are a few forms of incentives and issues with regards to incentives for EPI processes (Geerling and Stead, 2003). However, as I am looking at the informal institutions I focus the attention towards the environment having a *weak profile* discussed by Busscher et al. (2014). As Hertin and Berkhout (2003) add, the environmental departments have weaker impact on the public policy as a whole and a policy that is unable to fit with the current affairs may provide neither economic incentive nor a political support that is needed to push that policy forward.

2) *Political Commitment* has been highlighted by many authors (Lenschow, 2002; Lafferty and Hovden, 2003; Nillson and Persson, 2003; Persson, 2004; Jacob and Janicke, 2004; Briassoulis, 2004) that it can be one of the key driving forces in the policy application or on the contrary one of the biggest obstacles. In addition, such theory about policy entrepreneurship (Mintrom and Norman, 2009) highlights the necessity of the political commitment to enhance policy change or the orientation. This is particularly an important factor which can be presented as the informal barrier which can be also attributed to the concept of shared expectations discussed above. If there is lack of political commitment or the status quo is highly guarded by different ideology, the political commitment can be one of the strongest barriers placed for full establishment of EPI in public policy-making.

3) Intra-departmental *power and authority* becomes an important informal barrier that may limit the adaptive capacity in the institutions, especially if it is exercised to maintain the status quo of a sector. The adaptive capacity has been highlighted by the UN (2015) as one of the key areas where institutions should be thriving to improve as this enables higher communication, spread of knowledge and ideas. In addition, regarding study case context, the 'top-down' decision making can negatively impact the way a policy is formulated and processed within an institution (Matland, 2010). The power in decision-making can often lead to missing political aspects or ignoring them, because an actor enforcing a policy may look at it as a purely administrative practice. Further, political power, for instance, not only reduces the institutional capacity to learning and innovation, but also strengthens the existing institutional culture therefore enhancing the path dependency.

4) *Inertia to change* as a concept has been highlighted in the research by Jantarasami et al. (2010). They particularly reflect on this concept as a difficulty in changing traditional ways within agencies and institutions. They refer to this phenomenon as one of the biggest informal institutional barriers limiting institutional capacity to respond to new, upcoming challenges. The concept is associated to the phenomenon of path dependency (Peters et al. 2005) and logic of appropriateness discussed by Buitelaar et al. (2011) since, all ideas relate to a lack of capacity to introduce new ideas and change the existing practices.

5) According to Adger et al (2007) and Jantarasami et al (2010) *one's perception of barriers* can be as critical and become a big constraint when trying to adapt new ideas. Even if the resources and knowledge is present, the actors may feel incapable of fulfilling the tasks, because of the scale or the opposition that may arise when trying to accomplish the goals. In addition, unrealistic expectations and not matching visions in

topics such as EPI or SD are quite common in the policy arena and therefore intrinsically becomes a barrier in a form of social constrain or shared expectations which were discussed by Helmke and Levitsky (2004).

6) Geerling and Stead (2003) emphasize that policy-makers may fail to look at overall goals of the organisation due to a *narrow perspective* towards the objectives and too prescriptive list of techniques and methods to tackle the issues that need to be solved. The narrow focus may be a consequence of the slow paradigm shift in public management; from technocratic to communicative rational (Haley, 1992). The isolated, object-subject and fact oriented view about the issues and the ways these should be solved may prevent actors to acknowledge increasing uncertainty and complexity that is arising in the more interconnected and network based environment. 'One size fits all' perspective in public administrations may still be relevant in some cases and should be considered as a relevant informal barrier limiting the integration of new approaches, and acknowledgement of complex and persistent problems (Sullivan-Taylor and Branicki, 2011).

7) *Inter-departmental tensions* resulting in uneven power relations between sectoral and environment departments are discussed by Hertin and Berkhout (2003) as well as Briassoulis (2004). This is an important factor as it builds a tension in inter-departmental relationship therefore diminishing EPI processes due to lack of cooperation or lack of interest in cooperation between the departments. According to Lenschow (2002) the environment departments have lower impact and influence in the overall public management, since often they are seen as restricting development and activity regulating bodies. In addition, Hertin and Berkhout (2003) state that imbalance in power relations and the environment relevance in the overall political structure, the environment department may be included in the later stages of the policy planning process in order to "minimize interference" (p. 43). As the environment actors come in the later stage of the policy formulation, the opportunities and ability to integrate environmental concerns diminish significantly, letting the sectoral departments to implement some 'end of pipe' measures allowing going forward with the contradicting policy objectives.

Overall, the barriers highlighted above will be used in the data analysis, providing evidence to answer the case study question no. 5 (see page 8).

2.4 Key actors for EPI and informal institutions

Policy processes and outputs do not arise from nowhere; there are specific administrative structures, institutional arrangements and actors to stimulate the processes and instrumental applications for EPI (Briassoulis, 2004). Accordingly, this theory section discusses and explain who the key actors for EPI are or should be. Who is responsible for the application and enforcement of the EPI instruments? These questions will be discussed below in order to set up the thesis for a further analyse and support the conceptual model. Important to note, as the scope of the research has been pre-determined (focusing on public sector/top-down policy development), this section does not take into consideration the multi-level perspective, meaning that the way policy gets diffused to the local level is not discussed throughout.

Who should undertake integration?

First of all, Lenschow (2002, p. 16) suggest that the environment policy-makers are often considered weak in the overall political structure and performance, thus the pursuit for EPI should be stimulated by the sectoral policy-makers. However, Nilsson and Eckerberg (2007, p. 35) note that in representative democracy, the main question is whether it should be the elected politicians, or public bureaucrats and civil servants who are responsible for the EPI. Alexander (2005) highlight that the actors on the meso-level, not only the elected officials, but their appointees – bureaucrats and experts, are of significant importance for

networking and policy development. In terms of communication between sectoral and environment departments, the integration principle can be understood as knowledge sharing between the two distinct agencies, therefore the professional responsibility and competence become rather important factors in addressing issues and the possible measures for solutions (Parson, 1995). Nonetheless, the goals and visions of those actors may differ; as one may get more aware of the issue discussed, other may want to deflect responsibility in addressing the conflicts, diminishing the opportunities for finding mutually beneficial resolutions. Since the focus of this research is on EPI in a public sector of Lithuania, I distinguish and bound the research around two actor/interest groups which are involved in EPI processes: Infrastructure and Environment sectors. The infrastructure sector actors can be viewed as the receivers of the environmental policy, since this is the department that should integrate environmental policy within their strategies and policy. On the other hand, environmental department is responsible for applying a certain degree of pressure, through laws and planning to pressure infrastructure sector actors for a greater environmental awareness and integration.

Facilitators and Inhibitors of EPI and the connection to informal institutions

Infrastructure and Environment sectors share significantly different interests and goals, thus there are some complications when integrating EP in the infrastructure sector agenda. The distinct nature of these two institutions leads to one actor group becoming the *facilitators* and the other actor group the *inhibitors* of the policy integration. Meijers and Stead (2004) highlight that there are some interpretative and contextual factors that determine the facilitators and inhibitors of policy integration. The interpretive factors relate to the behavioural aspects, namely values, perceptions, difficult personalities, professional defensiveness or divergent planning philosophies. On the other hand, the contextual factors relate to internal environmental conditions. These factors are further categorised by the authors in order to relate and distinguish how these factors relate to the inhibitors and facilitators of policy integration (see table 1).

Table 1 represents the distinct features of facilitators and inhibitors of environmental policy integration. The interpretative factors highlight rather cultural aspects, such as attitudes, values, and perceptions. On the other hand, contextual factors highlight internal environmental conditions.

<i>Facilitators of Policy Integration</i>	<i>Inhibitors of Policy Integration</i>
Interpretative factors (attitudes, values, perception)	
<ul style="list-style-type: none"> ▪ Perceived Need ▪ Positive Attitude ▪ Similar resources and goals ▪ Common commitment ▪ Common interest, ideologies and approaches ▪ Consensus between staff and administrators 	<ul style="list-style-type: none"> ▪ Perceived threat or competition ▪ Perceived loss of strategic position and program identity ▪ Different priorities and goals ▪ Lack of common interest ▪ Intra- or inter- professional differences
Contextual factors (internal environmental conditions)	
<ul style="list-style-type: none"> ▪ Need or benefit ▪ Professionalism ▪ Decentralization ▪ Standardisation ▪ Similarity of structures, supply capabilities or services 	<ul style="list-style-type: none"> ▪ Cost outweigh benefits ▪ Bureaucratization ▪ 'Professionalisation' ▪ Centralisation ▪ Specialisation ▪ Structural differences ▪ Inadequate communication

Source: Meijers and Stead (2004) p. 7

Other, secondary factors, such as administrative costs, benefits and time play a strong role in determining facilitators and inhibitors of policy integration. The interpretative factors strongly associate with the informal institutions discussed in this research, hence highlighting that the role of informal institutions play an important part with regards to legitimate environmental policy establishment within a sectoral

department policy-making. By exploring the informal institution (motivations and perceptions) role I hope to gain insight whether the sectoral actors resonate the facilitator or inhibitor characteristics with regards to environmental policy integration hence helping to determine the role of the informal institutions for EPI in sectoral policy-making. The links to the interpretative factors of the Meijers and Stead (2004) will be made during the analysis in order to stimulate the discussion and reflect on the role of the informal institutions towards for EPI.

2.5 Summary and conceptual model

The theory chapter explored EPI principles based on theory and some of the key barriers when considering EPI process in practice. The following chapter includes the conceptual research model in order to advance with the methodology and empirical evidence collection. The literature review thought the researcher of some of the problems and complexities with regards to EPI, SD and informal institutions. Accordingly, the review of the origins of EP and consequently EPI led to deepen the understanding of the current issues and problems with the concept in terms of integrating the concept in the sectoral policies. Further, the theory on informal institutions led to direct the focus on rather complex social interactions, by establishing the key variables that are driving the social norms – perceptions and motivations. The theory on informal institutions highlighted that a range of barriers can emerge due to professionalism relevance in the sectoral departments, thus creating obstacles and opportunities for new and innovative ideas. As I argue the institutions and actors are interdependent, thus have an ability to facilitate or hinder the policy integration.

Version 1 – Conceptual Model

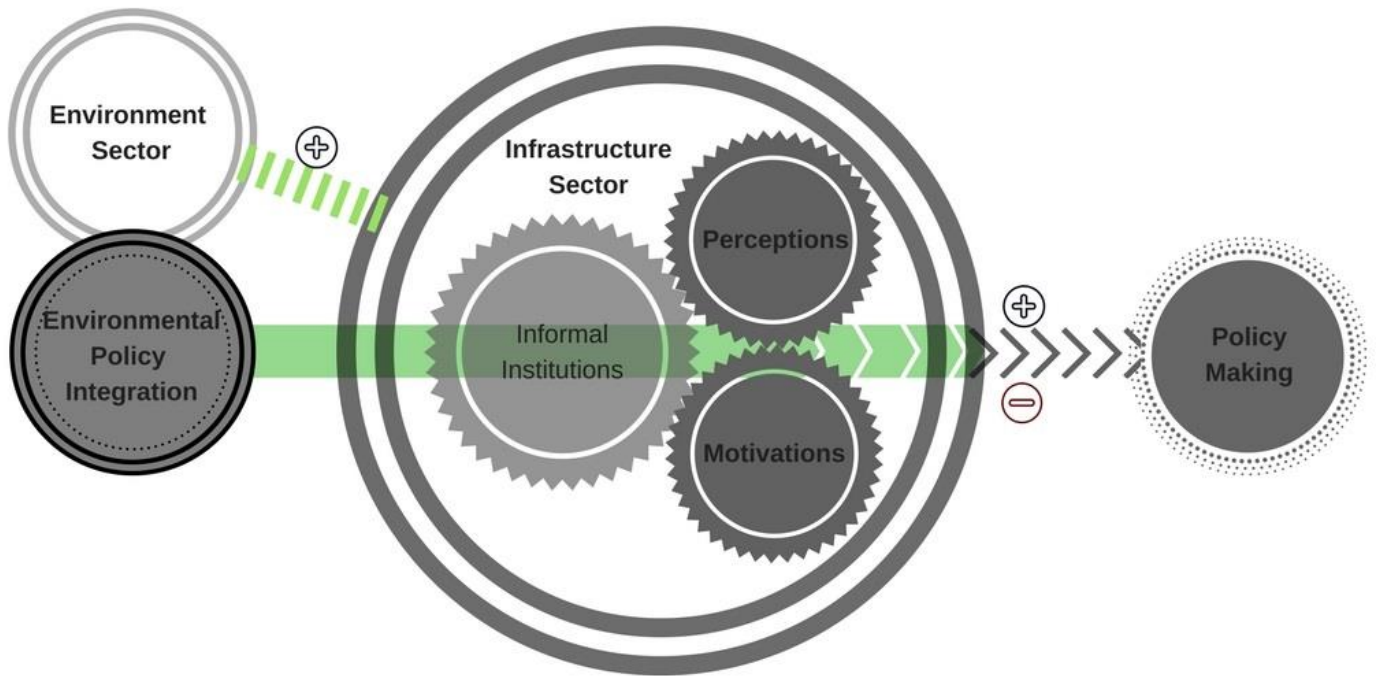


Figure 1 Research conceptual model represents the key elements and the thought process behind the research.

The conceptual model represents the key aspects discussed in the literature review. The conceptual model acts in order to visually express the logical connection between research variables. The conceptual model starts on the left hand side, indicating environmental policy integration in the infrastructure sector. On the top left, the environment sector indicates the facilitators role in assisting environmental policy integration, hence indicating positive sign. The middle circle represents the infrastructure sector, and the key focus of the research – informal institution role for EPI in policy-making. The informal institutions are explored and analyzed using perceptions and motivations of the infrastructure actors as variables. The green line stretching from EPI through the informal institutions of the infrastructure sector represents the integration processes. As the knowledge with regards to EPI and SD passes through the informal institutions (motivations and perceptions) informal institutions can either facilitate or inhibit the integration (according to Meijers and Stead (2003) framework), thus indicating the positive and negative signs. In addition, the green line translating into the arrow line, meeting the figure of Policy-Making represents that informal institutions have a power to translate EPI that fits their policy-making, hence fracturing the integration. The figure below shows (Figure 2) all the further and operational elements that the research is focused on.

Version 2 – Analytical Model

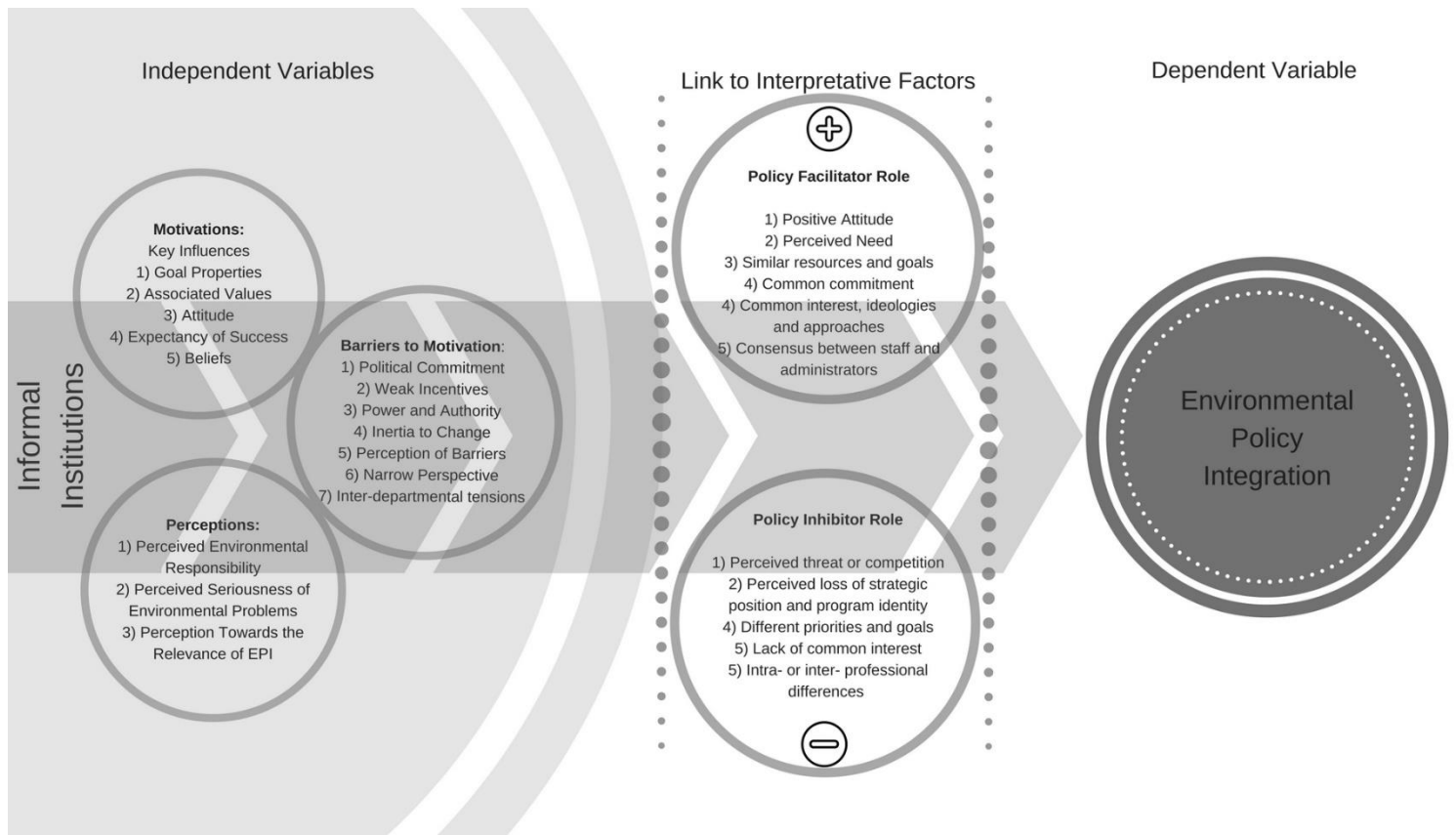


Figure 2 The research analytical model above represents the study independent and dependent variables. In addition, the figure includes all the operational elements that this thesis is focused upon and base the analysis

The conceptual model indicates the independent and dependent variables that are under the research in this Master thesis. Hereby, on the left-hand side, the informal institutions – motivations and perceptions of the key actors from infrastructure sector and barriers stands for the independent variables. On the right-hand side, environmental policy integration in infrastructure sector policy-making stands for the dependent variable. In the middle, the link to the interpretative factors highlighted by Meijers and Stead (2004) will be made in order to help and determine the role of informal institutions for environmental policy integration.

CHAPTER 3

METHODOLOGY

3.1 Research design

Yin (2003) emphasizes that a research design stands out as a 'backbone' of a research, meaning that it is supposed to act as a blueprint of how the research will be carried out and what variables will be studied. Research design enables a researcher to choose and determine the most appropriate tactics to achieve his/hers research goals. Accordingly this research design consists of the research questions, case study propositions, qualitative or quantitative methods to observe the case, and the logical connections between the research findings and the questions (Yin, 2003). The primary research question of this thesis is *what is the role of informal institutions in environmental policy integration within the Lithuanian Infrastructure sector?*. I further raise a hypothesis, that *the informal institutions have a role in positioning barriers that constrain actors to facilitate EPI within Infrastructure sector policy-making*. In order to explore this hypothesis and answer the primary research question I choose exploratory case study strategy. The case of the EPI in Infrastructure sector (Lithuania) has been selected by firstly, considering that the country is the EU member state, secondly, considering the access to information and language and thirdly, considering the planning context and current mobility and environmental issues in Lithuania. Moreover, with regards to research questions I choose the qualitative research methods, namely literature review, structured and unstructured interviews in order to recover empirical evidence and justify or neglect the hypothesis. I use the qualitative research data analysis tool, Atlas.ti, and a set of codes, based on the literature review, to analyse the interviews and so deliver the discussion and finalise the conclusion. Below, I explore and explain each step of the research strategy in order to reflect on particular choices made in the progress of this research.

3.2 Case study

A case study is the method used in this research in order to assess the perceptions and motivations of public sector actors on environmental policy integration as well as the barriers they face with regards to EPI. The case study research according to Yin (2003) is favoured as it allows answering questions such as *why* and *how*, and it allows understanding a particular phenomenon in a distinct context and a time frame. Even though, the research questions *what* are the informal institution role for EPI, the research intrinsically will provide evidence of *why* the current policy-making in Infrastructure sector shows little regard for EPI. In addition, Baxter and Jack (2008) state that a case study research should be chosen if there is a necessity to present a literature and contextual circumstances to gain insight towards the subject of interest and to connect these with the phenomenon that is being studied (p. 545). Evidently, the literature review provided with knowledge about the key concepts namely, EPI and informal institutions, which are dependent on certain contextual circumstances (time, geography, political system, culture, history and so forth). Yin (2003) points out three key forms of case studies - descriptive, explanatory and exploratory. This thesis is taking an exploratory approach to the case study. According to Zainal (2007) exploratory case studies refer to a study that tries to explain a phenomenon of interest, in this case, informal institution role in EPI. In addition, Baxter and Jack (2008) highlights that exploratory studies often try to explain a phenomenon from somewhat different angle than the previous studies, hence the study also provides the basis for further studies. Accordingly, this research focus on the role of informal institutions - motivations and perceptions for EPI, in order to explore yet not extensively covered subject in the literature. In addition, the case study

was selected as the research tries to investigate the characteristics of a single case and uses a rather small-*N* qualitative approach to research the informal institutions (Gerring, 2004). By the consideration of the research purposes and questions that need to be answered the case of EPI in public sector of Lithuania more specifically Infrastructure sector was chosen.

Bryman (1984) distinguishes two key research methodology traditions: quantitative and qualitative. Quantitative tradition can be highly associated with positivist paradigm and application of natural science rigidity in order to access a social phenomenon. Qualitative tradition, on the other hand, tries to interpret the social world from the actor's point of view and it is compared with a constructivist paradigm which claims that the reality is a product of one's interpretation of the circumstances (Baxter and Jack, 2008). The constructive paradigm is highly associated with social sciences, since the nature of complexity in this field asks for a debate in order to interpret and construct the truth that is agreed upon (Guba and Lincoln, 1994). According to Bryman (1984) one of the key distinctions between the quantitative and qualitative methods is the distance that is kept between the observer and the observed; in quantitative methods the observer tends to maintain his/her attention from the outside by using fixed measurements the researcher remains his distance from the object of study, qualitative methodology on the other hand, is based on close involvement with the object of study by aiming to see and understand the social world from the 'inside'.

Qualitative research methods have been chosen for data collection in this thesis in order to explore the informal institutions – motivations and perceptions of the key actors, within the context of Lithuanian public sector. Actors' views on EPI and motivations to engage in EPI are fundamentally complex subjects as they are bounded and guided by social interactions between multiple actors. Plurality delivers complexity and to deal with complexity it is important to create knowledge through language (de Roo and Porter, 2016). As the subject of informal institutions is intrinsically complex, it is important for the researcher to be able to extract knowledge from the actors not only by exploring their views with predetermined questions, but also having an opportunity to ask spontaneous questions and harvest 'on-site' knowledge to gain a further and in-depth perspective. In addition, the expected small-*N* of participants indicate the need for qualitative research methodology, as there would be too small of a sample size to quantify and draw significant conclusions if quantitative methodology is used. Qualitative method should provide a rich insight in context dependant environment and highlight the perceptions and motivations of actors, thus helping to draw a more valid understanding about the phenomenon under study compared to quantitative methods (Polit and Beck, 2010).

3.3 Determining the case and boundaries of analyses

In order to define a research case and units of analyses the guide to qualitative case study provided by Baxter and Jack (2008) was used. Determining the case is an essential step in order to structure and assist in the exploration of the initial thesis question as well as proposition (Rowley, 2002). Firstly, Baxter and Jack (2008) suggest that following questions could be used in order to determine what the researcher has planned to analyse: an individual, a group, a difference between the organizations, a process of a programme or an outcome of a programme. The thesis primary question is '*what is the role of informal institutions in the environmental policy integration within the Lithuanian Infrastructure sector?*' the question allows determining the case and the focus of the research. Firstly, the Lithuanian infrastructure sector policy-making stands for the case study of the research and the focus is concentrated on the key actors that engage in the processes of EPI.

In addition, Baxter and Jack (2008) suggest that placing boundaries is extremely important in order to decide what the case will not be, since often researchers try to answer questions that are too broad and lack theoretical and contextual focus. Boundaries are essential to determine the scope of the research and keep the questions intact with the research ambitions. They suggest placing some key boundaries; a) time and place; b) time and activity; c) by definition and context. Accordingly, key boundaries have been selected to narrow down the scope of the research. Firstly, regarding the *place*, the physical boundary can be placed in terms of a country – Lithuania (see Figure 3). Nonetheless, the *area* of focus is the public sector, as the core policy development body, more specifically Infrastructure sector as the key area of interest for this research. Moreover, by *definitions*; the theoretical scope is largely important in order to gain more insight into the existing literature and critically reflect on topic under study (Yin, 2003), therefore *environmental policy integration*, *informal institutions*, and *actors, motivations, sustainable development*, become the key terms, placing theoretical boundaries on the research. In addition, as the actors and institutions are constantly changing and evolving it is also important to determine the *time* of the research (Rowley, 2002). The research proposal started in 2015 December, and the research data collection has been particularly occurring in the 2016 September. The research continued during 2016-2017 period. Lastly, the key *activity* that this thesis is focusing on is the environmental policy processes within the infrastructure sector policy development.

3.4 Literature research

According to Baxter and Jack (2008) a literature research is one of the most relevant and key elements when conducting qualitative case research. It is important to build on existing literature since it provides a base for the discussion, helps operationalize the definitions and most importantly supports the theoretical framework (Webster and Watson, 2002). According to Webster and Watson (2002) the purpose of the literature review is not only to summarize the existing literature of the key concepts, but most importantly it should present a credible, comprehensive and unique insights in respect to the literature discussed.

First, the literature research started by exploring the articles on environmental policy integration and sustainable development. This knowledge has been particularly important to understand what EPI is, how it has been evolving and what the main issues surrounding the concept are. The literature review on EPI also assisted in answering the first thesis sub question. Secondly, institutions were discussed in order to deliver the information that helps to support thesis conceptual model and research methodology. The literature research was important in order to define informal institutions – motivations and perceptions, which further led to understand what the key influences for one's motivation are and need for a right perception towards the environmental policy to influence policy change. Lastly, the key actors for EPI were discussed; the important consideration towards the policy facilitator and inhibitor was provided in order to support the research analysis, and most importantly provide evidence and support for the discussion.

The literature research helped to answer the thesis questions which were centred on theoretical knowledge. Each paragraph in theoretical discussion led to gradually constructing the conceptual framework. In addition, the theory has been important as it helped framing the interview questions as well as analysing the interviews.

3.5 Interviews

There are a few common types of interview strategies currently discussed in the literature namely, structured, unstructured, semi-structured (Baxter and Jack, 2008; DiCicco-Bloom and Crabtree, 2006). For the purpose of the research methods of semi-structured interviews and unstructured interviews were

chosen in order to access the motivations and perceptions of the key actors from infrastructure sector as well as experiences and insights of the environment sector actors to uncover conflicts and barriers for EPI in terms of inter-departmental communication. These interviews were favoured amongst the other types of interviews as they allow a researcher to gain in-depth insight into the given situation, context, or a topic (DiCicco-Bloom and Crabtree, 2006). The interviews depend on the constructivist ideology and allow a researcher to gain knowledge which is created and negotiated (Legard et al. 2003). The interviews were recorded in order to transcript and analyse the data further. Researchers suggest (Baxter and Jack, 2008; Legard et al. 2003; Ritchie et al. 2003) that validity can be created not only through numerical fact collection, but also through the stories and experiences of people and their social world. Interviews will help to identify the role of informal institutions which are all rather self-organising in the social arena. The use of interviews can serve to indicate the role of informal institutions to much greater detail compared to any other quantitative method (Ritchie et al. 2003).

In reference to literature research above, two key groups of actors were noted for EPI processes: sectoral and environmental. Logically, the perspectives of the actors from sectoral and environmental departments are relevant since the data from both sides can provide a greater insight into the obstacles for EPI processes and thus enable the researcher to construct a greater quality data. In addition, the idea of interviewing both, sectoral and environmental departments is rationalized by the need to explore the barriers for EPI, for example, inter-departmental tensions, *weak profile*, or political commitment, since the barriers emerge when the interests and strategic goals are communicated between the departments. The interviews from both actor groups will help answering the research questions.

Interviewees

Table 2 presents the list of the actors and interviews taken during the research process. On the left side the interviewees are assigned with a distinct code presented in gaps in order to keep the confidentiality of the participants.

Infrastructure sector experts	Role of the actor	Date	Location
Interviewee 1 (IIS1) Male	Coordinator of Infrastructure Development and Innovation Department	13/09/2016	Ministry of Infrastructure
Interviewee 2 (IIS2) Male	Director's Assistant in Development and International Relations Department	15/09/2016	Phone call
Interviewee 3 (IIS3) Male	Director of the Road and Aviation Infrastructure Policy Department	16/09/2016	Ministry of Infrastructure
Interviewee 4 (IIS4) Male	Expert in Road Transport Department	22/09/2016	Ministry of Infrastructure
Environment sector experts	Role of the actor	Date	Place
Interviewee 1 (IES1) Male	Director of the Forestry Department	20/09/2016	Ministry of the Environment
Interviewee 2 (IES2) Female	Sustainable Development Commission Secretary and the Coordinator of Strategic Environmental Planning	20/09/2016	Ministry of the Environment

<i>Interviewee 3 (IES3) Female</i>	<i>Coordinator of the Environmental Impact Assessment Department</i>	<i>20/09/2016</i>	<i>City Centre</i>
<i>Interviewee 4 (IES4) Female</i>	<i>Coordinator of the Climate Change Department</i>	<i>21/09/2016</i>	<i>Phone call</i>
<i>Interviewee 5 (IES5) Male</i>	<i>Director of the Territory and Urban Planning Department</i>	<i>21/09/2016</i>	<i>Phone call</i>
<i>Interviewee 6 (IES6) Male</i>	<i>Coordinator of the Nature Protection Department</i>	<i>22/09/2016</i>	<i>Ministry of the Environment</i>
Academic expert interview (CZ1)	<i>Assistant Prof. University of Groningen, Spatial Sciences Dep.</i>	<i>10/02/2017</i>	<i>Spatial Science Dep., Zernike, Groningen</i>

Unstructured interviews – Environment actors

In total, n=6 environment sector experts were chosen in order to access their insights and reflection towards the processes of EPI, meaning the interdepartmental communication, specifically with the Infrastructure sector actors. The environment experts were chosen with regards to their job role and position in the sector. To ensure better quality of evidence, the actors with highest roles in their departments were favoured. The departments and actors were chosen based on the assumption that infrastructure development has influence on urban planning, nature protection and forest management. Further, the coordinator of EIA (IES3) was favoured for having a direct knowledge and communication with infrastructure sector. Also, the secretary of Sustainable Development Commission (IES2) was favoured to uncover SD and EPI role in the current public management, giving the fact that such commission, according to theory discussion, can be viewed as EPI instrument to facilitate SD. The interviews with the actors from the Environment Ministry [Aplinkos Ministerija] were taken in a form of open and unstructured interview (see Table 2). Corbin and Morse (2003) highlight that unstructured interviews can be of a great use if it is important for the research to capture sensitive stories and bridge the gap between the interviewee and the researcher. Considering the research aims (exploring the role of informal institutions for EPI) the researcher hoped to access the experiences of the environmental actors by having an ability to not be entirely tied to scripted questions, but by having an ability to stimulate conversation based on the interviewees' stories. Accordingly, this strategy of interviewing was favoured as the researcher was hoping to capture the actors' stories and views towards the current and past issues with regards to inter-departmental communication.

Nonetheless, as DiCicco-Bloom and Crabtree (2006) state, the unstructured interviews are not entirely unstructured as the researcher is always hoping to get the answers that he or she needs. In addition, Corbin and Morse (2003) highlight that the unstructured interviews essentially distinguish from other type of interviews (semi- or structured interviews) by the degree to which interviewee can direct the course of interview. As the researcher tried to gain insight into particular subject, the course of conversation was to some degree guided towards the research aims as the research asked the questions related to the inter-departmental communication, emerging conflicts, past conflicts, barriers and limitations for EPI and SD, thus helping to guide the interviews towards the aims of the study. Interviewees invited the researcher to conduct the interviews in the Ministry of the Environment and the city centre of Vilnius. In addition, there were a few respondents who were unable to carry out the interview in person, thus accepting the phone interview.

Semi-structured interviews – Infrastructure sector actors

In total, n=4 experts who are closely linked to environmental policy and sustainable development strategies provided interviews from the Ministry of Infrastructure [Susisiekimo Ministerija]. Even though, the researcher hoped to receive a larger number of participants for the interviews from the infrastructure sector, the infrastructure sector vice-minister provided with only a handful of actors who have a degree of knowledge and the relation towards the SD and EP development in infrastructure policy-making. The actors were met in the Ministry of Infrastructure and in the research centre of the Vilnius University.

The questions with regards to infrastructure sector actors were developed in order to research the key focus of the research; the motivations for EPI and perceptions towards EPI and SD. Accordingly, the questions are based on the research theory discussion above (see section 2.3). In order to identify perception towards the EPI and SD as well as, the motivations the actors were asked questions such as:

‘Do you see the environmental issues to be serious and urgent in the global and Lithuanian planning contexts?’,

‘Environmental policy integration is seen as one of the operational instruments for Sustainable Development, do you think this concept is relevant in Lithuanian context and most importantly Infrastructure sector planning?’,

‘What is your opinion on the need for the environmental policy in infrastructure policy-making?’,

‘What are the key motivation to integrate environmental perspective in Infrastructure policy-making?’

(see Appendices for full interview guide, p. 58).

Nonetheless, as the interviews are often unpredictable and take different turns (DiCicco-Bloom and Crabtree, 2006) the researcher tried to ask questions dependant on the answers that were given during the interviews in order to gain more in-depth understanding of the actors’ social world. Hence, not all the questions listed were asked, if the researcher identified the answers in a prior question given by the respondents.

The information from both, sectoral and environment department shall provide a better understanding of how the two sides perceive each other, what provides the motivation to engage in EPI as well as what is the informal institution role for the actors and EPI.

Semi-structured - academic expert interview

The academic expert interview was a rather late addition to the research, nonetheless a very valuable one. The expert interview was carried out with an Assistant Professor in Environmental Policy and Sustainable Development from the University of Groningen, Spatial Planning department. The expert helped to gain some further insights with respect to the literature review, namely the environmental policy integration and sustainable development. In addition, the role of informal institutions for EPI were discussed in order to help and gain understanding towards the planning culture implications for SD. In addition, some of the key barriers and conceptual issues on EPI and SD were unfolded (see Appendices, p.76). The interview mostly helped create a more in-depth view towards the informal institution implications towards the EPI and SD as well as it shall help to assist in the data interpretation and discussion.

3.6 Coding and Analysis

The objective of analysing qualitative data is to gain an understanding of the relationships and create assumptions of the respondent’s view of the world and a specific topic in particular (Basit, 2003). Data analysis is an essential step to recombine the knowledge through examining, tabulating and categorizing data in order to answer the research questions (Rabiee, 2004). Coding strategy has been used in order to

analyse interview data in this thesis. Codes can help to analyse raw qualitative data by creating categories and assigning specific labels to chunks of texts, words or phrases. The hierarchical code approach has been chosen and therefore codes have been developed regarding the theoretical background and what has been analysed.

Basit (2003) identifies two key approaches to qualitative data interpretation. First, the results can be presented in categories and code sequences. Second, the comprehensive and essentially selective data quotations can be presented in order to force a reader to experience a distinct world view or opinion on the specific issue given by the respondents. As Gibbs et al (2002) suggest coding is only a part as well as a form of analysis and that it is necessary to add your own interpretation, thus both coding and some relevant quotations have been used for the data interpretation. Content analysis has been carried out for the interview transcripts. The analysis has been based on predetermined categories, also called, deductive coding approach (see Table 3), which was predetermined according to the thesis theory discussion and research aims (Pope et al. 2000).

Deductive Coding

Table 3 indicates the deductive coding for the research analysis. The codes were assigned using Atlas.ti qualitative analysis software in order to identify the key motivations as well as highlight the perceptions towards sustainable development and environmental policy integration.

Perception	Coding
1. Perceived Environmental Responsibility	PER
2. Perception of Seriousness of Environmental Problems	PSE
3. Perception towards Relevance for EPI in policy development	PAE
Motivation	
<i>Intrinsic Motivation</i>	
Key Influences: 1. Goal Properties 2. Associated Values 3. Attitude towards SD and EPI 4. Expectancy of Success 5. Beliefs and Strategies towards EPI and SD	Msic-GP Msic-AV Msic-AT Msic-ES Msic-BS
<i>Integrated Motivation/Environmental Impacts</i>	
1. Weak incentives 2. Political Commitment 3. Power and Authority 4. Inertia to Change/Path Dependency 5. Perception of Barriers 6. Narrow Perspective 7. Inter-departmental Tensions 8. Lack of Competence	Mted-WI Mted-PC Mted-PA Mted-IC Mted-PB Mted-NP Mted-IT Mted-LC
Interpretative Factors	
<i>Facilitators of Policy Integration</i>	
1. Perceived need 2. Positive attitude 3. Similar resources and goals 4. Common commitment 5. Common interest, ideologies and approaches 6. Consensus between staff and administrators	IF-PN IF-PA IF-SR IF-CC IF-CI IF-CA
<i>Inhibitors of Policy Integration</i>	

1. Perceived threat or competition and program identity	II-PT
2. Intra- or inter- professional differences	II-ID
3. Perceived loss of strategic position	II-PL
4. Different priorities and goals	II-DP
5. Lack of common interest	II-LI

3.7 Introducing Lithuania

Lithuania is a country located in the northern Europe and it is one of the Baltic States. Although classified as the Northern Europe country by the UN from a cultural point of view Lithuania has a strong association to the Eastern Europe as of the Soviet regime over the country in the past century (Bershidsky, 2017). Lithuania was one of the first countries to gain back independence from Soviet regime in 1991 and establish government, currency and develop the public sector (Swarthmore, 2017). Lithuania joined the EU in 2004 with condition to meet obligations raised by the EU Commission of which environment protection has gained some of the major focus (Vilpišauskas, 2015).



Figure 3 shows the location of Lithuania distinguished by dark green color amongst other European Union countries on the continent. Copyrights Wikimedia Commons, (2017).

The EU funds were highly important to assist Lithuanian socio-economic development. According to the Ministry of Finance (2014) for the period of 2014-2020 almost 8.4 billion euros has been allocated to support socio-economic development in Lithuania. Of which, infrastructure development, sustainable development and environment protection shall receive the ‘lion’s share’ of close to 3 billion euros (LR, 2014). Even though, the financial support seems to be abundant for the SD and especially infrastructure development, the sustainable development indicators (SDI) have been rather stable (AM, 2014). For instance, the length of cycling paths or use of railway infrastructure has increased slightly, around 5 and 1 per cent respectively in the period of 2009-2013. In contrary, the lasting problem of majority using personal car on daily basis (Levickaite, 2015) has been steadily rising from around 57 to 67 per cent in the same period.

With regards to EPI, Lithuanian public management and policy-making would represent the vertical environmental policy integration approach discussed above, as there is no higher body established to coordinate the policy-making as well as some national planning document highlight that the powers to establish environmental objectives has been distributed to the individual sectors (AM, 2008; FM, 2015; LR, 2014). Moreover, the National Sustainable Development Commission and Strategy (NSDCS), an institution consisting of various sectoral officials, experts and non-governmental stakeholders, has been established in

2002 to track and assist the sustainable development and environmental policy integration in Lithuania (AM, 2017). However, the commission's activity has not been consistent, as the commission only have had a few official meetings since the establishment. In addition, the SDI's have not been released as regularly as planned; the 2013 data being the latest one released (AM, 2014). Hence, it seems although the focus towards the SD has been underlined in some of the planning papers with regards to infrastructure and country's planning as a whole, the degree of commitment towards the SD evidently has been rather low. In fact, according to Social Progress Index (2017), as an indicator for sustainable development in the EU regions, ranks Lithuania 205th out of 272 regions, as well as indicating that health and wellness and environmental quality are yet to be strongly improved in comparison to the rest of the EU.

The Ministry of Infrastructure

The infrastructure sector represents the public management domain which historically did not take environmental concerns into a consideration, thus making the intra-policy development rather goal focused with a so called "end of pipe" thinking (Jordan and Lenschow, 2000). Accordingly, growing interest in environmental policy after the Agenda 21 and European Union's focus on reducing environmental impacts forced the public management of individual countries to acknowledge the necessity and urgency of preventing and minimizing environmental risks. EEA (2016) suggests that 400 thousand premature deaths are associated with transport and infrastructure related pollution. Hence, infrastructure development particularly attracts the attention as one of the greatest domains that has been continuously developing for centuries in order to support trade and facilitate economic growth (World Bank, 2016). According to Financier Worldwide (2016) around 800bn worldwide is invested each year in infrastructure development, presenting a sense of scale and need to improve environmental integration within this domain has been expressed by EEA by creating the 'White Papers' in order to shift towards the sustainable transport and infrastructure (EC, 2017). The Infrastructure sector in Lithuania is no exception, as it receives much of the public budget as well, around 800 m EU funds according to the finance distribution, thus the infrastructure projects are prominent in Lithuanian context (FM, 2016).

In public management 'Infrastructure' can be understood from two points of view according to Snieska and Simkunaite (2009); (1) economic infrastructure (i.e. networks, roads, railways) and (2) social infrastructure (i.e. parks, hospitals, schools). Although, I recognize the synergy of socio-economic infrastructure, in this research I centre my focus on the infrastructure related to economic development and growth.

Infrastructure sector is constituted of multiple departments and actors who share different responsibilities and roles. In a traditional sense, the sectors are designed hierarchically, meaning that the minister and vice-ministers share the power and management duties whilst civil servants, experts and bureaucrats are entitled to follow the political leaders and their political agenda. As the departments share different areas of focus the professionalism culture stands out (Meijrs and Stead, 2004), meaning that not all of the actors involved in sectoral activities will be aware of environmental policy integration. Professionalism culture according to Gleeson and Knights (2006) emerge due to the duality of structure (institutions) and agency (actors); rules, constraints and agents with power defining the conditions and role of work (p. 2).

Accordingly, in this thesis I centre my attention towards the experts of the infrastructure ministry that are related with environmental policy integration, either through projects, or through policy development.

With regards to VEPI, the infrastructure sector employs one of the most common instruments to balance environmental and development objectives – the environmental impact assessment (EIA) to assess individual projects and the strategic environmental assessment (SEA) directed at wider strategic and policy assessments.

Some issues with the environmental policy in Lithuania

12 % of the country's surface is protected with 5 national and 30 regional parks, 254 nature reserves, one biosphere reserve and 400 heritage sites (VTD, 2016). Although, the numbers seem to present a strong foundation and focus for environmental protection scholars identify some urgent environmental and institutional issues when it comes to environmental management, protection and pollution prevention. For instance, Tuskenyte and Volungevicius (2015) highlight that the environmental protection establishment in Lithuania has been rather fragmented after the independence in 1991 as the governmental institutions and departments were continuously changing. In addition, the authors highlight the inconsistencies with regards to environmental monitoring as some of the policy and planning documents are missing the records or the records have not been made in the first place. These factors highlight that there has been rather difficult establishment of legitimate environmental institutions perhaps resulting in some of the difficulties to guarantee further attention towards the SD and EPI, due to lack of strong foundation of environmental protection in the first place. Furthermore, Lazdinis et al. (2007) suggest that 50-year Soviet regime have had impacts towards the environmental policy development since the transition towards new governance models led to increasing complexity – multi-actor, -domain involvement. The increasing complexity in the Lithuanian environmental policy development led to some fractured perceptions and attitudes between the actors' due to lack of coordination and cooperation.

Accordingly, Lithuania offers an interesting case related to past Soviet regime, entrée to the EU arena that led to constant changes in the planning system, however the planning culture may have not responded as fast as the formal arrangements. Further, according to Antanavicius (2016) the average age of the politician has decreased in recent years from 52 to 50 years on average. Nonetheless, the public concerns for a younger generation to gain political power has been a topical subject as the older members remain supporting conservative visions in the Lithuanian public management. In addition, as Lazdinis et al. (2005) highlight, although Lithuania presents a rich nature and cultural diversity, the intensifying economic development dependant on natural resources will put pressure on the conservation of the environment. Thus, it is important to discover the role of informal institution for environmental policy integration in infrastructure sector; by finding out the root cause it is possible to establish greater understanding and provide solutions in increasingly complex world.

CHAPTER 4

DATA ANALYSIS & DISCUSSION

4.1 Introduction

This chapter is devoted for a reflection on the empirical findings retrieved from the interviews, thus helping to compare the data with the literature review above and answer the research questions. The chapter follows a traditional, 3-step approach to data analysis by first presenting the description of the empirical data, followed by analysis and synthesis (Biggam, 2011). Hence, the chapter starts with an overall reflection on the empirical data by presenting some of the key findings based on the deductive coding on the independent research variables. Further, I contrast the environmental expert data with the infrastructure expert data based on the analytical framework to provide insights towards some of the embedded issues with regards to EPI and SD development in Lithuania. Finally, the discussion and synthesis to answer the case study questions is provided.

4.2 Reflection on the empirical findings

Independent variable 1 - Perceptions

Perception was operationalised as one of the elements of informal institutions, hence representing one of the key independent variables that has a role in affecting the EPI in infrastructure sector policy-making. The variable of perception was further defined by three aspects in order to fit with the research objectives, namely the actors' *perceived seriousness of environmental problems*, *perceived environmental responsibility* and *perceived relevance of environmental policy integration and sustainable development within a distinct planning context*. The analysis of the interviews using Atlas.ti software and deductive coding assisted in identifying those three aspects of actors' perception, thus constructing the findings (see Appendices for full transcripts, p.60).

The infrastructure sector actors had somewhat similar views amongst each other with regards to the perception towards the seriousness of environmental problems. In addition, the interviewees had a similar pattern of responding to the question by firstly suggesting that the discourse in the current international arena of policy-making and academic discourse is highly focused and centred around sustainable development due to intensive economic growth and climate change, quote (IIS2) *"...if the world is discussing the subject, of course it is a problem..."*. On the other hand, as the interviews advanced the actors were leaning towards discussing the Lithuanian planning and environmental context, leading to different views with regards to the seriousness of the environmental problems in the Lithuanian context, quote (IIS2) *"...if I consider the Lithuanian context, we have a country with low population density and low development; we are not that kind of country that has not got any clean air, we have space, therefore we are dealing with the mobility questions rather than the environmental protection questions."* Other interviewees, pointed out some of the persistent environmental problems in Lithuanian context quote (IIS3) *"...we must reduce car use in the country..."*, *"...car parking taking up children playgrounds...and parking is too easily accessible, enabling people to commute almost anywhere by car."*. Quote (IIS1) *"...people using cars too much, as we can see that traffic jams become more frequent, thus raising some concerns..."*.

By conducting the interviews and analysing the interview transcript the researcher gained a perspective

that with regards to the actors perceived seriousness of the environmental problems, the infrastructure sector actors had a capacity to approve some of the emerging problems, such as increasing air pollution or intensifying car use - factors that are relevant for the country's context. However, the infrastructure actors were projecting the views that these problems are rather small in comparison with the international context, thus frequently referring to the Dutch or German planning and environmental problems. Hence, suggesting that the problems in Lithuanian context are far from serious to concentrate more attention towards those issues.

Further, the element of actors' perception towards the environmental responsibility, was another variable for the analysis. As with the previous variable, the actors mostly responded in a similar fashion. The environmental responsibility by the infrastructure actors was mostly understood as taking responsibility in conducting *environmental impact assessment* (EIA), as well as *strategic impact assessment* (SIA) and overall meeting the regulations set by the regulators quote (IIS2) *"...of course we cannot simply get rid of these responsibilities and run away from this, after all we are a part of the overall planning and development system."* In addition, the actors argued that considering the natural resources and population density the overall environmental impacts with regards to infrastructure development are rather small, thus the instruments highlighted above would prove to be effective enough to ensure environmental stability and protection.

Lastly, the actors' perceived relevance of environmental policy integration and sustainable development in Lithuanian planning context, presented perhaps the most interesting findings. The actor IIS2 had a strong reflection on the subject: *"...we recognize that this environmental perspective, it does not simply arise unauthentically in the planning and policy development... we are not the country that has big problems with air pollution, we are very underdeveloped, and we still need to solve these mobility questions, that long ago have been solved in the west...in the west they are only integrating this [Environmental Policy] perspective, because they see it as the best opportunity to do this at this time..."*. In addition, the actor IIS3 responded by saying *"...we have completely different issues than in other countries, we have lots of space, natural resources and highly dispersed communities... people are walking their cows over the roads... and we have people coming from the Dutch organizations and teaching us how to do things well, but they simply have nothing to protect... everything has been destroyed by urbanization and economic growth, there are only roads and canals... and that is why they have discovered a bike... because they could not breathe, not because they wanted to cycle per se... so we are facing different challenges that we have to deal with."* The actor IIS3 expressed a degree of frustration and frequently gave examples with regards to different contextual circumstances, thus to some degree trying to justify or protect their position and views towards the subject of sustainable development and EPI when reflecting on Lithuanian context.

Independent variable 2 - Motivations

Motivations of the key actors were also explored using the Atlas.ti software and deductive coding system. Firstly, I will discuss the key influences that alter infrastructure actors' motivations to engage in EPI and SD. Secondly, the key external barriers impacting actors' motivations will be presented.

The key influences for one's motivation were distinguished by six categories: goal properties, values associated with the process, attitude towards the subject, expectancy of success and perceived coping potential, one's beliefs and strategies with regards to the subject and lastly, the environmental hindrance (barriers).

According to the interview analysis, the most common influence for the actors' motivation was noted to be the goal properties (attractiveness, complexity, relevance) associated with EPI or SD. Most importantly, perhaps the overall relevance of EPI or SD in Lithuanian context stands out the most, as IIS2 states *"I believe we need the infrastructure that has been long ago developed in the west, we need to build bridges and highways in my view... we have space and resource and our assumptions about how to develop infrastructure are simply different than in the western Europe..."*. In addition, IIS3 highlights that *"we do not have that many instruments integrated, but we also do not have those issues as in other countries"*.

Second, the values associated with the processes and outcomes stood out as well, for example IIS3 state that *"...we have to understand that we have to develop the infrastructure, and also, we have to make sure that we meet the environmental standards, but we also have to somehow make sure that environmental protection does not prevent the infrastructure development, therefore there must be a trade-off."* The quote highlights that the actors hold an assumption that a stronger establishment of EPI would yield constraining outcomes for infrastructure development, thus associating negative values towards the subject.

Third, the expectancy of success showed up as a relevant influence. The actors suggested that some of the EU expectations or guidelines in the 'White Papers' are unrealistic and utopian. In addition, the actors highlighted the subject of sustainability is often misunderstood or not well explained to the stakeholders leading to a degree of resistance from the stakeholders, politicians and civil society at large as actor IIS4 states: *"people do not have enough valuable information and so lack the understanding of what is being done and for what... they start thinking that all it is just some 'bureaucratic games' and it is all done for nothing..."*.

Even though, the infrastructure actors presented some of the reasons why there is lack of development in the areas of SD and EPI, the actors did not particularly express a negative attitude towards the subject, as IIS1 highlighted that he is rather fascinated about the innovation in the western countries associated with SD as well as actors IIS3 and IIS4 noted to believe that there should be more development associated with ecological transport and use of rather sustainable practices to solve mobility questions. Only the actor IIS2 had a rather strong view with regards to the need of particularly 'hard' infrastructure development and presented a view that it simply is too early to discuss the sustainable infrastructure development questions. Accordingly, the overall beliefs of the actors with regards to the EPI and SD relevance in infrastructure policy-making was somewhat similar, the actors highlighted the need for infrastructure development, thus stating that environmental questions are not yet prioritized.

Lastly, the environmental hindrances or the external barriers according to literature review will be discussed. According to the data analysis the actors most strongly reflected on the lack of political commitment towards EPI for example, actor IIS4 *"the hardest factor is to convince the politicians and make them believe that it is worth it..."*, actor IIS1 *"sometimes you work on the project and then it does not go through or part of it gets abolished"*. In addition, there was a strong reflection towards some links to the subjects of inertia to change and narrow perspective in policy development as IIS4 states: *"the majority of the authorities are rather older age and so they have completely different beliefs of what is important for society, and what is the wellbeing of society or a person... they see the amount of roads, bridges and cars as the indication of wellbeing... they only look at plain numbers and they do not calculate the environmental or health cost or benefit of introducing maybe even more beneficial and environmentally friendly practices"*. Further, the perception to barriers associated with stronger EPI establishment or SD development was

highly relevant. Three of the infrastructures experts reflected that politician power and interests reduces the likelihood of introducing new and innovative ideas. In addition, actor IIS4 stated that with regards to the criteria of EIA or SEA are often not too ambitious, quote *"...well, we know that criteria are sometimes not too ambitious, but we are trying to come up with something that we know we can fulfil, because, of course, we could suggest and make lots of things, however we know it will not be done, so there is no reason to do so..."*. Furthermore, the weak incentives associated with environment having a weak profile were noted by the interviewees, suggesting that there are no real and clear benefits in investing in the environmental concern integration. Lastly, power and authority affecting the policy development has been mentioned by a couple of actors suggesting that the decision makers are the *"trust leaders"* (ISS1) associated with their distinct political agenda interests and goals, thus impacting the outcomes of policy-making.

Environment sector actors – presenting deeper issues

The environment sector actors provided the researcher with a rich quality of data as the actors were quite openly sharing the stories and their experiences related to the topics of environmental policy integration and overall sustainable development in the country (see Appendices for full transcripts p. 70).

First, the environmental actors, especially IES2 (see Table 2) supported the initial assumption about low relevance of EPI in the overall public policy-making as the interviewee suggested that the Sustainable Development Commission has been basically inactive until recently. In addition, IES2 stated that national strategic planning documents do not explicitly define the environment as one of the dimensions of the sustainable development, thus reducing the will of the sectoral departments to integrate environmental dimension in their strategic agenda. When the expert was asked why this has been the case, the expert IES2 replied that, quote *"I don't know why this has happened, when the National Strategic Plan [Pažangos Strategija] was in making, no environmental expert was involved in the working group, so they simply eliminated us from this planning process, hence the environment was not appropriately included"*.

The environment sector actors had different perceptions when speaking about the environmental health and current environmental risks in Lithuanian context compared to infrastructure experts. Only the Director of the Forestry Department (IES1) had a rather satisfying opinion when reflecting on the forest protection and policy-making. However, other department actors, such as Coordinator of Impact Assessment Department (IES3) and the Coordinator of the Nature Protection Department (IES6) expressed major concerns about the lack of commitment from the infrastructure sector actors to ensure that developed infrastructure involve a variety of instruments to protect the animals and their migration routes, quote *"...well now we are cutting off some of these migration routes little by little, and we do not know everything, and what consequences we will face in a few years or a decade, we have to allow the infrastructure development, but the appropriate protection should also be ensured."*. Especially the emphasis was put on the need of 'Green Bridges' that are important for large herbivore mammal migration. The actor IES3 suggested that the construction of the 'Green Bridges' will only be available for the project of the 'Rail Baltic' which is financed by the EU.

Furthermore, the topic of car tax and highly increasing air pollution risks were emphasized by IES3 actor. The expert highlighted that there have been several conflicts in the past where they had to raise the questions of increasing air pollution and the need to reduce car transport in the country. However, as IES3 states, *"we try and explain to infrastructure ministry, that they need to integrate environmental awareness to some greater extent, however, they tend to rarely listen to us and often try to get rid of these"*

responsibilities... ..they say that “the environment is a narrow field”, but they have to understand that environment is everywhere and has to reflect inside the policy-making, not just aside of the policy-making”. The end of the quote highlights that infrastructure policy-making is still rather reactive, based on ‘end of pipe’ solutions. The actor expressed a degree of frustration when discussing the issues suggesting that the environment sector has a low recognition and lack of power to facilitate environmental concern integration within another sector policy-making.

The Director of the Territory and Urban Planning Department (IES5) suggested that current issues with regards to sustainable development have been consistent due to lack of central government commitment to push the individual sectors for integration, in other words low political commitment as well as lack of environmental sector power to force the change in other sector areas. Lastly, the Coordinator of the Climate Change Department (IES4) replied to be unable to work with individual projects, thus having rather low impact on the individual project or policy-making level. Further comments on what are the major constraints, were not provide by the actor. According to environmental actors, the coordination of politics is most often ensured through planning Acts and Regulatory measures. As well as, with regards to individual projects the institutional frameworks allow for inter-departmental communication if needed, however, as interviews show, the inter-departmental communication is not strongly practiced between the environment and infrastructure actors.

Summary of the key findings

To summarize the empirical findings, I provide the figures of an individual responses for each infrastructure sector actor in order to shortly reflect on the key themes that appeared using the deductive coding. The ‘smart art’ figures shall provide an overview as well as present some of the key patterns that appear between the actors.

IIS1 - Coordinator of Infrastructure Development and Innovation Department

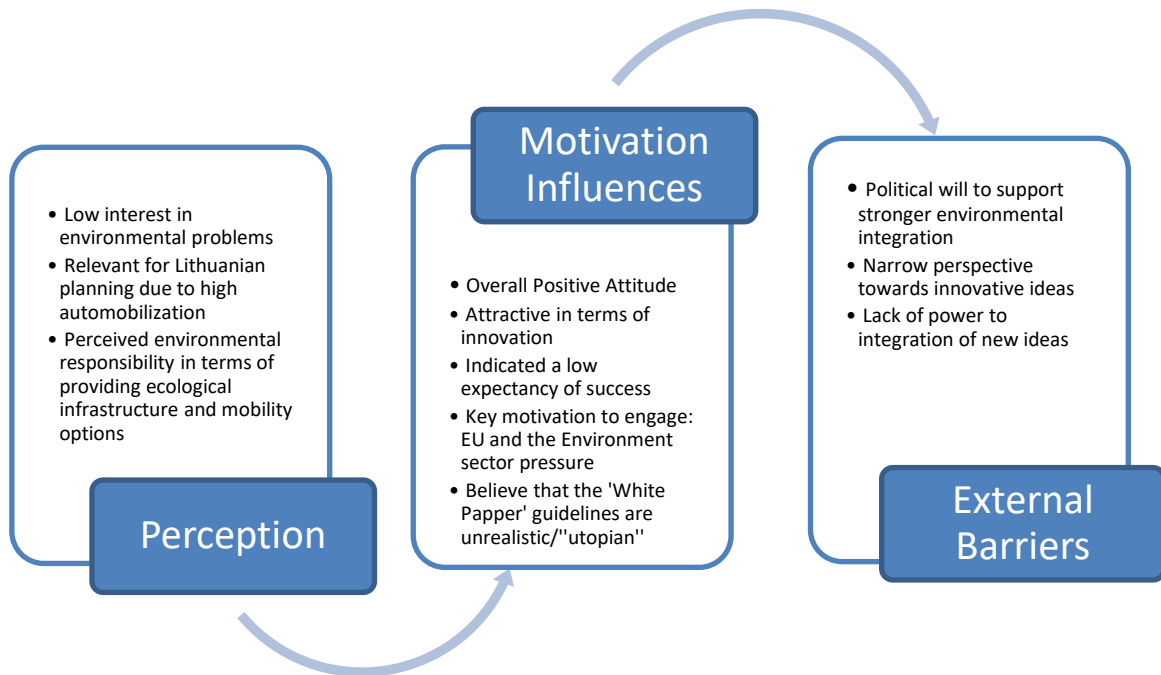


Figure 4 reflection on the perceptions, key motivation influences and external barrier

IIS2 - Director's Assistant in Development and International Relations Department

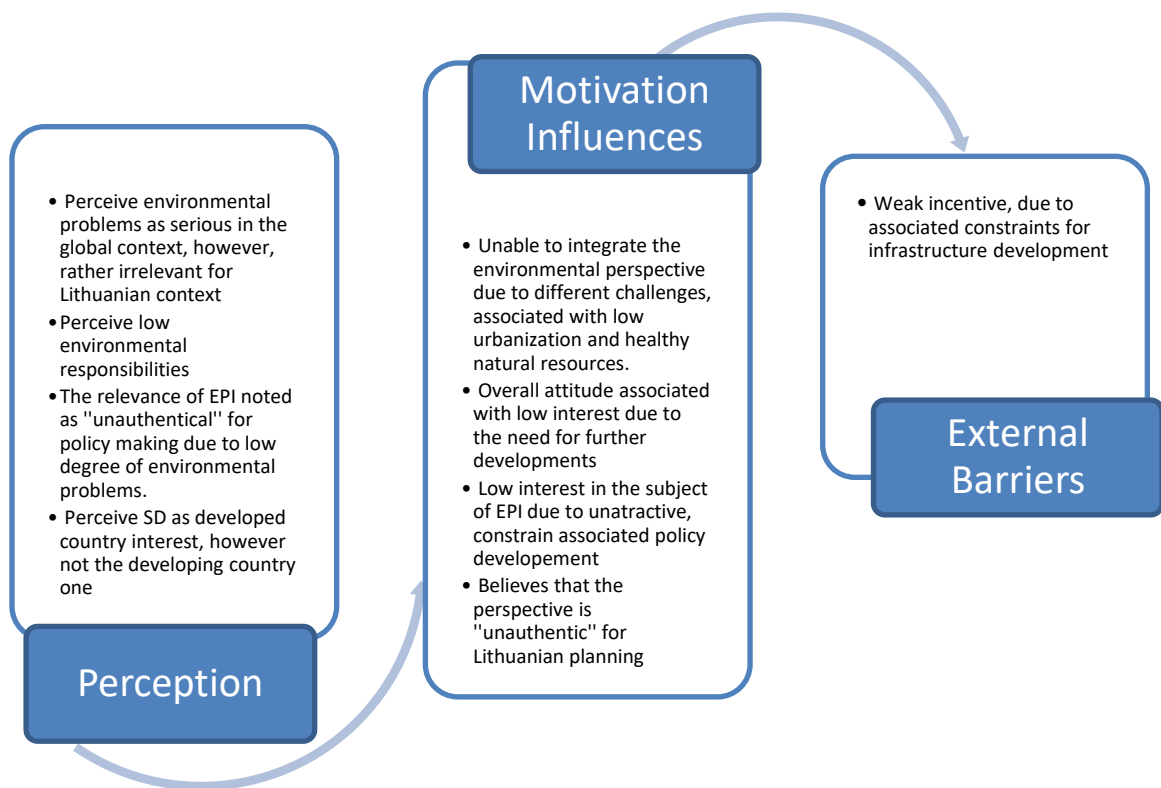


Figure 5 reflection on the perceptions, key motivation influences and external barriers.

IIS3 - Director of the Road and Aviation Infrastructure Policy Department

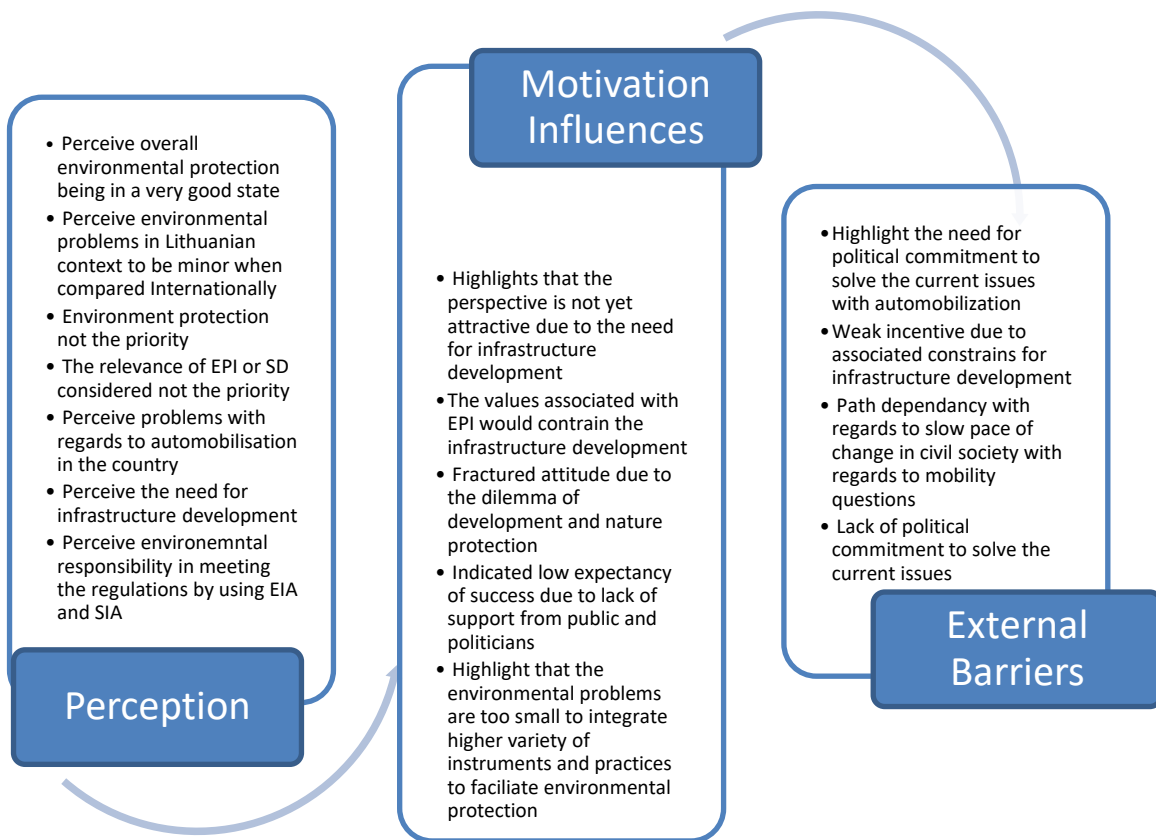


Figure 6 reflection on the perceptions, key motivation influences and external barriers.

IIS4 - Expert in Road Transport Department

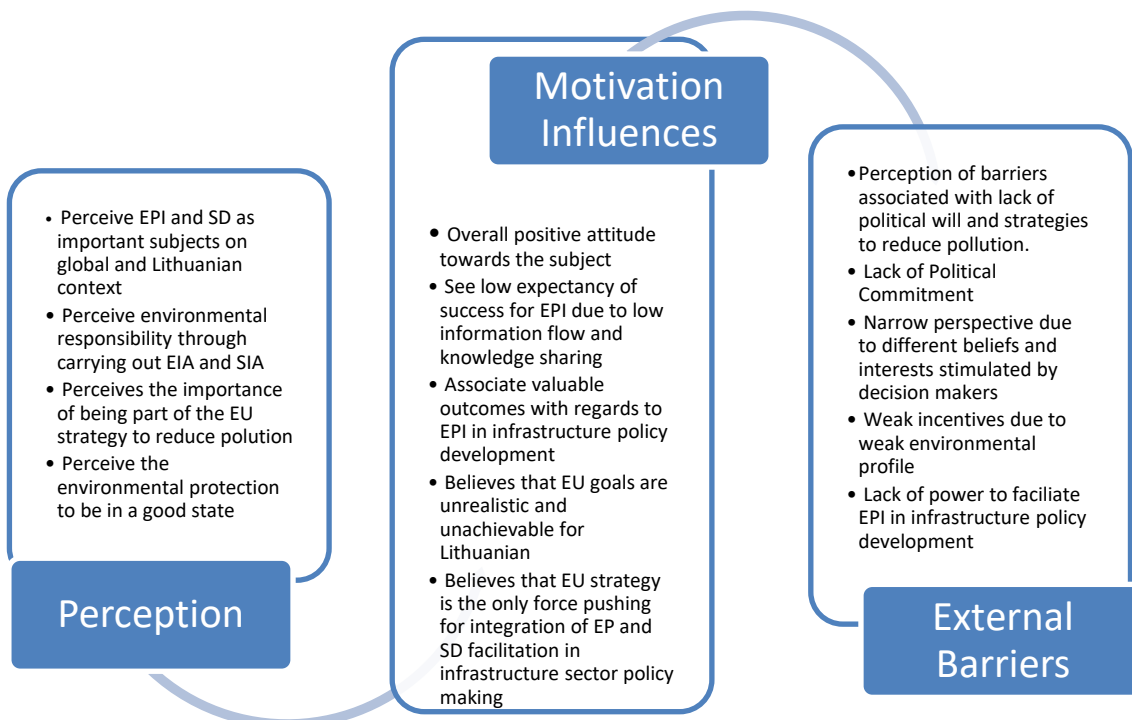


Figure 7 reflection on the perceptions, key motivation influences and external barriers.

4.3 Discussion

The discussion section starts with discovering the key motivations for infrastructure actors to engage in EPI, and facilitate SD in the policy-making. Further, I reflect on the interdependencies and the interdepartmental communication based on the environment and infrastructure sector actors' interview analysis. The section continues the discussion with regards to the key barriers for EPI in order to answer the secondary/case study question number 5 (see page 8). Lastly, I discuss the findings in order to reflect on the policy inhibitors and policy facilitators, based on Meijers and Stead's (2004) criteria to determine the role of informal institutions for EPI.

Key motivation – EU leadership

As the key influences for infrastructure actors' motivations to engage in EPI were uncovered, the most explicit reference was made towards the pressure of the EU to engage in sustainable development agenda. Heading back to introduction, Lafferty (2002) highlighted that the Maastricht Treaty 1992 was a cornerstone for EPI, due to it establishing a legal obligation for member states to integrate environmental concerns into the sectoral policies in order to facilitate SD. The interviews with the infrastructure sector experts revealed that the EU pressure and guidelines, delivered by the 'White Papers', are one of the most important aspects driving the infrastructure sector policies to innovate and integrate new instruments and opportunities for SD. As the actors' state *"...we cannot run away from these responsibilities, we are a part of the common politics and EU strategy, thus we have to try and keep up with these trends..."*, *"...it is good that EU now emphasize the sustainable development in the EU strategy, so we can see that in our government they try and discuss something about it, although some clear actions sometimes are lacking."*

However, the exerted EU pressure has some flaws according to the actors; the key guidelines and obligations highlighted in the 'White Papers' according to actors are rather *"utopian"* or as the other actor expressed, quote *"...looking at the current tendencies, it is really unrealistic that Lithuania can meet the numbers highlighted in the 'White Paper'..."*. In addition, an EIA expert from the environment ministry suggested that one of the key problems is that the EU strategy highlights the shift to ecological transport, however in Lithuanian the problem is that current modes of transport are simply too old and there is no strategy how to shift from old to new transport, since the gap between those is too big. Some of the reasons highlighted by both environment and infrastructure experts is that there is no concrete politics for sustainable development. In addition, the urban planning department and nature protection experts suggested that sustainability questions are always too vague in sectoral policies. Also, the interviewee IES3 suggested that even though there is a degree of environmental pressure which the EU exerts through the Directives and Regulations, there is little pressure put on other sectors, such as infrastructure, thus it is harder to establish further pressure due to power imbalances amongst the sectors. In an interview with academic expert (CZ1) (see Appendix p. 76), the topic of different forms of integration was touched upon, namely the vertical and horizontal. The expert highlighted that the need for central government to create an overarching strategy (horizontal integration) is essential to creating a vision and pushing individual departments to integrate the environmental concerns in the overall policy-making. In addition, as reflected by Lafferty and Hovden (2003) vertical integration has a few flaws as the sectors have a chance to establish their own understanding with regards to environmental policy integration, making environmental recognition rather 'non-specific' due to the professionalism culture in those departments. The infrastructure sector seems to highlight this phenomenon, since the environmental department actors emphasized the lack of overall clarity and overarching strategy for SD, the vertical integration in

infrastructure sector has become rather 'non-specific', allowing the decision makers to create priorities and dilute the environmental concern integration within the infrastructure policy-making.

The EU strategy to facilitate EPI and SD is most certainly a driving force that influences the decision making and discourse in the member states. Nonetheless, the political commitment for SD, in combination with a lack of strategic vision in Lithuanian public management, maybe some of the building blocks for the external barriers to emerge in the infrastructure sector policy-making.

The key barriers unfold

The theoretical reflection on the topic of EPI helped to highlight some of the key barriers that are mostly discussed in the academic literature with regards to EPI and SD. The empirical evidence suggested that infrastructure sector actors mostly highlighted political commitment as one of the key external barriers. Another relevant barrier was the perception of barriers, reflecting on low expectancy of success with regards to EPI facilitation in infrastructure policy-making. Actors' suggested that one of the biggest barriers is to convince decision makers when it comes to sustainability questions. Accordingly, other barriers unfold, such as inertia to change, associated with out-of-date practices and beliefs about society's wellbeing, as well as the narrow perspective towards the relevance or usefulness of EPI within Lithuanian context.

Political commitment nonetheless remains as one of the biggest barriers discussed not only in the literature (Briassoulis, 2011; Helmke and Levitsky, 2004; Lafferty and Hovden, 2003; Persson, 2004), but also resonating in this research. The infrastructure actors suggested that a range of barriers are somewhat associated with the interactions with key decision-makers or politicians. The expert interviewee CZ1 reflecting on the key barriers with regards to infrastructure sector in the Netherlands also emphasized political barriers as being some of the biggest issues with regards to EPI. CZ1 states, "*I think one of the barriers we have is the political barrier. Changes of political focus.*", CZ1 further highlighted that changing political focus shifts the plans that may have taken a few years to realise and sometimes even making conditions worse due to a new party's agenda directing the focus with regards to policy-making. An infrastructure sector expert (IIS1) stated, "*...it all depends which party is in the government, now we are having elections and if the party that was talking about the environmentally-friendly mobility gets the vote, we will build that transport, if not we will do something else...*". The interviews suggest that political commitment and perhaps more accurately the lack of consistency in terms of visionary, strategic policy-making is a major barrier associated with EPI.

Other barriers however do not fade away, as the environment having *a weak profile* in terms of associated costs and benefits has been emphasized by the infrastructure and environmental actors. Both parties suggested that investing in protecting nature is not simply reflected *on paper*, thus making the process of integrating environmental concerns in policy-making rather difficult or unattractive. As CZ1 suggests, if environmental interests cannot compete with other sectoral interests in terms of costs, benefits or added societal value, it is likely that it will create *a weak profile* and diminish the expectancy of success towards the integration of any environmental concern. The environment having a weak profile is not only strong in the Lithuanian context because of the unrecognized values and benefits of integrative practices by the decision makers, but also it is rather enforced by the actors' perceptions towards the environment. The empirical findings suggested (see Figures 4-7) that infrastructure experts perceived the Lithuanian environment to be in a very strong and healthy state, suggesting that abundance of resources, a healthy ecosystem state, low population density and low industrial pollution permits paying less attention to environmental risks with regards to infrastructure development. Thus, it is possible to argue that if

environmental interests are not competitive and there is little concern towards the environment, the urgency to address the environmental issues will become weaker.

Furthermore, the inertia to change and narrow perspectives was highlighted by the infrastructure sector actors. As Haley (1992) reflects this narrow perspective may be more relevant due to a slow paradigm shift in the public management. According to Tuskenyte and Volungevicius (2015) the changes in public management in terms of government state of control model to governance of state-market-civil society model, led to a range of issues in Lithuania. The decision-makers had to deal with an increasing complexity in terms of increasing range of actors, stakeholders and issues. That leads to the notion that perhaps the transition towards a more cooperative governance is still undergoing, leading to struggles when dealing with complex issues such as sustainable development. Accordingly, the inertia to change plays an important role in preventing the institutions to expand rather narrow perspective in policy-making and transform their policy agenda. As Sehring (2009) discuss, path-dependencies in post-Soviet countries are still highly prominent barrier for institutional change and resonates in Lithuanian Infrastructure sector as well. The path-dependency in infrastructure sector plays a role in policy development associated with the paradigm of thought that only the development of 'hard' infrastructure will solve the current issues with regards to increasing traffic and mobility. As the actor IIS4 suggested, the decision makers have strong and rather old-fashioned beliefs with regards to wellbeing, liveability, added value and so forth. This leads to a big generational clash and to a controversy of attitudes between the actors, eliciting conflict and increasing stronger perception of barriers when considering EPI and SD at large.

Accordingly, that is why the perception of barriers has been identified as another key obstacle for EPI in infrastructure sector of Lithuania. The experts suggested that further efforts to integrate more environmental ideas in policy-making could be done, however there is often little or no support for the integration. Interestingly, the lack of power and political support may form a higher degree of partition between experts and decision makers, thus reducing the institutional capacity for innovation. Because institutions must be updated and adaptive in order to appropriately integrate multiple perspectives that EPI promote (UN, 2016), the lack of encouragement for innovative ideas may have a detrimental impact on the institution's adaptive capacity (Gupta et al. 2010). Essentially, the strong perception of barriers by the infrastructure experts highlight not only the limitations in the policy development due to lack of support, but also that institutions may be more robust and path dependant, thus limiting the overall capacity to learning and innovation.

Overall, the barriers for EPI are somewhat interdependent and complimentary in the sense that one barrier may stimulate others to emerge. The lack of political commitment may be the cornerstone of those barriers that other barriers then accumulate upon. The links between the environment having a weak profile to address interests, narrow perspective with regards to integration and resistance to change may provoke a stronger perception towards those barriers, hence limiting the overall adaptation by institutions with regards to the multi-actor, -level involvement that is necessary for EPI processes.

Do infrastructure actors acknowledge environment in policy-making?

One of the key reasons why EPI has been operationalised for sustainable development, was the idea that the environmental sector alone cannot compensate for sectoral policy incompetence to acknowledge environmental impacts (Persson, 2004; Jordan and Lenschow, 2010). As was reflected in the theory, it is of paramount importance to create a link between the sectoral and environmental policies in order to facilitate EPI and reduce environmental impacts. The infrastructure sector actors suggested that the

environmental concerns are integrated to a very large standard, with regards to project or strategic planning. As actor IIS3 stated *"...our projects and strategy are all balanced with the environmental risks and regulations... we take the best practices from Sweden, and we work a lot to provide necessary protection for wildlife and protect the environment."* Nonetheless, with regards to their perception towards environmental responsibility, all the actors implied that their responsibility is to make sure that EIA and SIA are carried out and meet the environmental standards raised by the Ministry of the Environment. Although, EIA and SIA are noted to be a couple of the EPI instruments by Jacob and Volkery (2004) that stimulate discourse in terms of inter-departmental communication, the environmental actors were not entirely satisfied when reflecting on the communication with infrastructure experts, as different interests and conflicts dominate the discourse. The environment actors' perceptions towards the issues related to air pollution and wildlife protection seem to be different from the infrastructure actors, leading to a lack of agreement and common commitment in the strategic planning and policy development. Perhaps the issue of fractured perceptions in the public sector highlighted by Tuskenyte and Volungevicius (2015) are still some of the remaining problems that hinder the sectoral communications, hence affecting the EPI processes.

Furthermore, the environmental actors reflected on the fact that they have been excluded from the national strategic planning group therefore minimising the relevance of the environmental protection in overall sectoral policy development. In the theory section, the barriers with regards to interdepartmental tensions were discussed; one of the key themes was the power imbalances highlighted by Hertin and Berkhout (2003). According to Hertin and Berkhout (2003) the introduction of the environmental departments in policy or strategic planning can be delayed, which significantly reduces the chances of integrating the environmental considerations in those policy areas, thus leaving the environmental departments to compensate in other areas and policies. Essentially, this suggests that sectoral actors perceive environmental protection as a constraint rather than an opportunity to innovate. In fact, that has been rather acknowledged by the infrastructure actors, (IIS3) *"...we have to understand that we have to develop the infrastructure, and also, we have to make sure that we meet the environmental standards, but we also have to somehow make sure that environmental protection does not prevent the infrastructure development, therefore there must be a trade-off."* However, trade-offs may favour one side only, and perhaps, only if considering that environmental departments have a 'weaker say' in the overall policy debate. In addition, the EIA expert from environment sector firmly acknowledged the problem with regards to the visibility of and responsibility for environmental interests in the infrastructure sector, (IES3) *"...they tend to rarely listen to us and often try to get rid of these responsibilities... they say that "the environment is a narrow field", but they have to understand that environment is everywhere and has to reflect inside the policy-making, not just aside of the policy-making."* The words of the expert highlight the lack of acknowledgment of interdependencies as well as lack of perceived responsibility for the environment, essentially demonstrating that the infrastructure sector policy is highly 'self-centred'. As part of the EPI purpose is to acknowledge the sectoral interdependencies to reduce the environmental impacts to promote sustainability (Lafferty and Hovden, 2003; Persson, 2004) it is possible to say that Lithuanian infrastructure policy does not yet reflect the definition of EPI developed in this research.

Why it is a struggle for infrastructure actors to acknowledge environment in policy-making maybe associated to some of the motivation influences analysed in this thesis. The motivation influences and perceptions towards EPI are important to finalise and reflect on what is the role of the informal institutions for EPI.

What is the role of informal institutions for EPI?

The role of informal institutions for EPI in the infrastructure sector is one of the primary concerns of this research. In this section, first, I will link the Meijers and Stead (2004) framework of policy facilitators and inhibitors to the empirical findings. Second, I will further reflect and discuss the informal institutions based on the findings in order to draw conclusions with regards to the primary question of this thesis.

Meijers and Stead (2010) pointed out two groups of factors (see Table 1) that determine whether an institution is a facilitator or inhibitor of policy integration. The interpretative factors are centred around the values, attitudes, and perceptions, thus strongly associating with this thesis' focus on informal institutions roles in EPI. Based on the interpretative factors of Meijers and Stead's (2004) framework to analyse policy inhibitors and facilitators, the associations to the empirical data have been made in order to draw the assumptions whether the infrastructure sector actors relate more to inhibitors or facilitators of EPI (see Table 4). The associations have been made in order to present an outlook towards the empirical findings and reflect on the Meijers and Stead framework. Nonetheless, it is important to point out that even though the construction of the table is based on the empirical findings, the researcher only links the findings with the criteria. The associations were based on the qualitative analysis and coding that enabled to identify whether the infrastructure sector actors expressed degrees of low, moderate and strong associations towards the interpretative criteria.

Table 4 Based on the interpretative factors of Meijers and Stead (2004) framework to analyse policy inhibitors and facilitators, the table presents the links between the interpretative criteria and empirical data retrieved from the interviews.

Interpretative factors	
<i>Facilitator</i>	<i>Link</i>
Perceived Need	Low
Positive Attitude	Moderate
Similar resources and goals	Low
Common commitment	Low
Common interest, ideologies and approaches	Low
Consensus between staff and administrators	Low
<i>Inhibitor</i>	<i>Link</i>
Perceived threat or competition and program identity	Moderate
Intra- or inter- professional differences	Moderate
Perceived loss of strategic position	Moderate
Different priorities and goals	Strong
Lack of common interest	Strong

Scale for the criteria matching the interview data based on, Low: 0-2; Moderate: 3-4 and Strong: over 4 identifications.

To reflect on Table 4, the links allocated towards the interpretative criteria suggests that infrastructure sector relate strongly to the inhibitors of EPI, based on the Meijers and Stead (2004) framework. Based on the perceptions of the key infrastructure actors, I was able to identify that infrastructure actors perceived little or no need for further integration of the environmental policy within infrastructure policy-making, based on the analysis actors suggested that:

- a) environmental protection is strong;
- b) there is a need for a further infrastructure development;
- c) the infrastructure intervention is low;
- d) the concerns for pollution risks are low;

Furthermore, the perceived threat or competition with regards to further establishment of EPI has been

identified as actors reflected on the possibility that further environmental concerns and integration would lead to slower development, hence constraining the agenda of the sector. Nonetheless, actors presented different views towards EPI, suggesting that innovation and international practices related to environmental policy integration does have an impact on the mentality and attitude of the actors. However, the strong reflection on different priorities towards policy development, lack of common intra-departmental commitment and distinct interests and ideologies with regards to professionalism culture play an important role in constraining the integration of environmental concerns in the infrastructure sector policy-making. In addition, as Meijers and Stead (2004) state, the behavioural factors such as, strong personalities and divergent planning philosophies, in combination with political factors such as, political backing, ideologies and values, which both were distinguished during the empirical data analysis, can form a strong foundation to hinder integration.

Reflecting on the literature review it is possible to suggest that informal institutions have a degree of power to minimise the relevance of the legal basis towards the SD and EPI in the infrastructure sector policy-making (Helmke and Levitsky, 2004). Since the motivational influences suggested that actors perceive EPI as a rather unattractive concept, that does not fit the Lithuanian planning context and promotes constraining rather than enabling values with regards to infrastructure development. This suggests that informal institutions and the overarching beliefs in Lithuania are rather contradictory to those that EPI promotes, hence making the integration rather problematic in Lithuania. The normative interpretation by Lafferty and Hovden (2003) highlighted that EPI is challenging the professionalism culture of the sectoral institutions due to pro-environmental values that are infused in the concept and the execution of the concept. With regards to the Lithuanian infrastructure sector, the empirical findings indicate that the values behind EPI are not yet fitting with the current paradigm of thought and planning that is practiced in the country.

CONCLUSION

The conclusion chapter presents the summary of the key findings and reflects on the primary research question. The second part of the chapter is allocated to provide recommendations as well as reflect on the research contribution to overall academic literature. Lastly, self-reflection is provided in order to evaluate the process, output and outcomes with regards to the experience gained during this master thesis project.

5.1 Summary and conclusions

The role of informal institutions for EPI

The thesis started with the proposition that informal institutions have not received a significant attention in the current literature with regards to sustainable development and environmental policy integration. Accordingly, the research proposed an analytical model based on the literature review and used exploratory case study approach in order to research what is the role of informal institutions for environmental policy integration in infrastructure sector in Lithuania. The empirical data suggested that informal institutions play an important part in directing the course of policy-making, due to given perceptions and motivations by the infrastructure sector actors. Further, based on the interpretative criteria on policy inhibitors and facilitators by Meijers and Stead (2004) the research also finalises that

infrastructure sector highlights more of the policy inhibitor characteristics rather than policy facilitators, namely due to perceived competition for infrastructure development, lack of common commitment for environmental protection, different priorities, different resources and strong professionalism culture.

To reflect further on the informal institution role and answer the primary research question it is important to consider the normative meaning and the definition of EPI developed in the literature review. According to Persson (2004) the key themes for the normative meaning of EPI is based on the *principled priority* for environmental protection and changing political discourse in the supranational institutions due to increasing risks of climate change. Reflecting on the informal institutions, namely the perceptions of the key actors from infrastructure sector suggested that the environment cannot yet be prioritized since the environmental awareness in the current political discourse is “*unauthentic*” (interviewee IIS2) as the priorities are centred on a further infrastructure development. With regards to actors’ motivations, the infrastructure actors purely stated that EPI does not provide great incentives and outcomes that could help stimulating environmental integration in infrastructure sector policy-making. The perception towards the constraining outcomes to engage in further environmental integration poses a big threat to infrastructure development hence making it an unattractive concept. This can be rationalised with the notion that environmental integration is challenging the traditional hierarchy of policy objectives (Lafferty and Hovden, 2003), enabling the professionalism culture and inertia to change to maintain the traditional practices in infrastructure sector policy-making. Furthermore, although the discourse has shifted in the international community in terms of changing the approaches in sectoral policy-making to facilitate SD, the discourse has not yet shifted strongly in every member state of the EU. This potentially poses threats with regards to the EU’s ambition for sustainable future, since the gap between the member states in terms of SD will only get bigger, having further environmental, social and economic implications. Hereby, the key normative themes of EPI are weakly represented in Lithuanian infrastructure policy-making, meaning that ambitions for sustainable future are yet to be established in Lithuanian context.

Another key issue is based on sectoral policy-making and interests that reduce the relevance of environmental policy. As Lafferty and Hovden (2003) and Meijers and Stead (2004) suggested the vertical policy integration in combination with a strong professionalism culture will have strong implications for EPI, as the lack of central commitment and a sectoral agenda and interests will dominate the discourse and policy-making. The informal institutions studied in this research highly reflected on both of those points. Although VEPI seemed to be backed up by formal institutions, the attention is not yet centred on efforts to integrate environmental ideas in policy-making. Accordingly, the research succeeded in presenting the relevance of studying the informal institutions for EPI and SD since the formal institutions cannot entirely guarantee that environmental perspective will be considered when policies are developed. Moreover, the professionalism culture in infrastructure sector happens to be highly relevant. The ‘end-of-pipe’ policy-making seems to be still most prominent way of controlling the environmental risks in infrastructure sector, as EIA’s and SIA’s are the key tools to meeting regulations and enabling inter-departmental discourse.

The shortcomings in terms of cooperation between infrastructure and environment actors were evident in the research data. The environmental actors highlighted the strong resistance by infrastructure sector to acknowledging the environment as part of their professional interest and obligation. The inter-departmental conflicts therefore are relevant and remain important barrier for EPI in Lithuanian context as well. As Lenschow (2002) reflects, the weaker ‘voice’ by environmental departments will be a strong shortcoming when facilitating EPI in sectoral policy-making. Based on interview analysis, *minimizing interference* (Hertin and Berkhout, 2004) has shown to be relevant in Lithuanian public policy, developing a

further gap between environmental and sectoral policy agendas, as the environmental actors are excluded or introduced in strategic policy-making too late.

As long as there is lack of political commitment and power imbalances in the public policy-making the expectations to ensure strong sustainable development will not be realised (Lenschow, 2002; Lafferty and Hovden, 2003; Nilsson and Persson, 2003; Persson, 2004; Jacob and Janicke, 2004; Briassoulis, 2004). Changes of political focus and values are still the most prominent barrier in the literature and in the exploratory case of this research. The other barriers such as weak incentives, inertia to change or perception of barriers have been highly relevant in the research as well. However, as it was argued the barriers are not active on their own (in isolation), meaning one barrier may enforce the other, leading to a stronger resistance for EPI. As the study case highlighted the political commitment may be the first barrier that should be tackled as it could help and alter sectoral actors' motivations and perceptions to engage in environmental policy. Changes in values and perceptions are of paramount importance especially in Lithuanian context, due to generational difference and changing planning system. Hence, the focus on stimulating adaptive capacity in sectoral institutions as suggested by the UN (2015) maybe the key and most important area of focus especially for Lithuanian infrastructure sector.

Nonetheless, the integration of environmental concerns, as discussed by the expert CZ1, has to reflect in all the dimensions of the society, namely market, state and civil society. This research, focuses in particular on the state's effort of integrating the environmental concerns in public policies. However, if society and businesses do not support the integration the government may not have a great incentive to engage and facilitate the integration either. As Lafferty and Hovden (2003) argue, EPI cannot simply override other societal objectives in a democratic state therefore societal and business interests should, and hopefully will become a stronger force for shaping the political focus and public policies in the future in Lithuania and other EU states.

5.2 Final notes

Recommendations

The research findings illustrated that in Lithuanian context the opportunities and benefits for SD are yet to be recognized. Since the environmental perspective in term of development is not yet entirely recognized, EPI should be approached as CZ1 said, in a form of an instrument, rather than a form of a complex and restricting policy-making measure. In Lithuania EPI should be approached in the forms of various initiatives that are less complex, but can yield as valuable outcomes. In this way, the societal and business interests may be moved towards the attention for ecology and benefits of sustainable development, hence leading to a stronger political support for SD that is currently lacking in the country. In addition, reflecting on the CZ1 interview, the state has to ensure that certain incentives and motivations are created in order to facilitate EPI. As one of the examples could be the Sustainable Mobility Plans [Darnaus Judumo Planai], that the infrastructure actors suggested is the new instrument to facilitate EPI in infrastructure sector, nonetheless the plans are yet to be developed. The plans are supposed to engage municipalities, market and civil society to participate in sustainable mobility problem solving. Lastly, the policy learning and international experiences should be better researched and integrated in order to expand the perspectives of the key decision makers and expand the institutional capacity for learning, information flow and innovation.

Research contribution

The aim of this research was to explore the informal institutions' role and barriers that emerge with regards to EPI in the infrastructure sector in Lithuania. As I argue at the beginning of the thesis, the current research is highly focused towards the formal institution context as the main area of creating change in public policies and discovering limitations for policy development. Hence, the contribution of this research is twofold: First, the research contributes to planning in practice, as the research data presented some of the issues and barriers for EPI, I suggest a revision in the way EPI is formulated in policy-making and highlight the need for a stronger learning and information sharing to facilitate more effective communication between the sectoral and environment actors. Second, the thesis contributes to planning theory by exploring not yet strongly covered subject in EPI and SD with regards to informal institutions and how those are impairing for environmentally friendly policy development. Based on empirical evidence, the focus on actors' motivations and perceptions provided with a rich data, hence the research conceptual/analytical model, although could be improved, happen to provide a good base to further develop the research on informal institutions for sustainable development.

Certainly, a future research could be expanded by including more precise and prior assessment of the degree of formal institutions for EPI and SD in the public policy that could be contrasted with the informal institution analysis based on perceptions and motivations. This could help to draw more accurate conclusions towards the issues that planners are facing and help to enrich the literature for sustainable development. Further, the assessment of institutions adaptive capacity could be included that could help to increase the knowledge of the issues related to institutional learning and information flow that is highly important for SD. Finally, the multi-level perspective with regards to informal institutions could be explored, in order to examine how the policies made at the top are translated to the bottom.

Self-reflection

In reflection upon the limitations, I believe the research could be improved by involving a larger range of actors, as I was struggling to find actors to participate in this research project. Further, the qualitative analysis has been a challenging task and as a novice researcher I can take responsibility by saying that not everything went right, due to lack of prior experience related to carrying out qualitative research and perhaps due to a lack of preparation. Moreover, the complexity of EPI increased the difficulty of the research, with that being said, it requires a clear vision of the aims and objectives, that I certainly lacked and encountered to be a problem when trying to develop an appropriate research strategy and conceptual framework, resulting in the impact on the resources and the efficiency to carry out the thesis. Lastly, I believe that further elements of subjective norms could be better observed if a researcher had an opportunity to carry out the observation on-site, for example by an integrated internship to facilitate the research.

Finally, for an emotional element, carrying out the research has been an uphill battle and I am quite happy and excited to start a new phase of my life. Doing this thesis project perhaps was one of the most rewarding experiences of my life. I had to take some steps back and question my skills in various areas and challenge myself to improve in order to finish the project. I think I gained a new perspective towards the research and the academic community that helped me to understand the effort and sacrifices that must be made if one wants to contribute to academic literature. The challenge of carrying out a good literature review, finding problems and trying to reflect on those problems in a concise and structured way will be some of the qualities I hope to carry on further in my life.

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APPENDICES

University of Groningen

Spatial Sciences – MSc Environmental and Infrastructure Planning

Interview Transcripts

Note: the interviews were carried out in the native language – Lithuanian, hence the transcripts are in Lithuanian as well. The interviewees were met at the locations that they have indicated to meet prior the interviews. The interviewees were shortly informed on the research topic and aims, thus helping the interviewees to get ready for the interview. To consider ethics, the interviewee did not ask strictly personal questions and explained that the material acquired from the interviews will only be used for the research purposes. The consent to record the interviews have been given by all the responds, hence starting the interviews. The interview guide below presents the steps and questions asked in the interview process. To note, not all the questions were asked for the participants if the researcher considered that the participant made the remarks with regards to those questions.

Table presents the interview guide for the interviews with the infrastructure sectore actors. The questions are based on the theory based knowledge and centred to retrieve the information in order to answer the research questions.

<i>Interview Guide</i>	
<i>OPENING REMARKS</i>	<i>The researcher shortly introduces the university and the course programme that the researcher is a part of. The research interests and objectives are explained to the interviewee. The participants are explained that the purpose of the interview is to carry out the research for the master thesis and the data retrieved will only be used for that exact purpose. The consent to record the interview is received. Hence, starting the interview.</i>
<i>Variable 1 - PERCEPTIONS</i>	<p><i>-What is your opinion on the current international discourse with regards to the need to facilitate Sustainable Development? And how do you think that reflects in the Lithuanian context and in Infrastructure sector policy making?</i></p> <p><i>-Do you see the environmental issues to be serious and urgent in the global and Lithuanian planning contexts?</i></p> <p><i>-Environmental policy integration is seen as one of the operational instruments for Sustainable Development, do you think this concept is relevant in Lithuanian and most importantly Infrastructure sector planning?</i></p> <p><i>-What is your opinion on the need for the environmental policy in infrastructure policy making?</i></p>

	<p>- From a professional point of view what is your perceived responsibility for environmental problems with regards to Infrastructure development?</p>
Variable 2 - MOTIVATIONS	<p>-What are the key influences altering your motivation to engage in environmental policy integration?</p> <p>-What are the key motivation to integrate environmental perspective in Infrastructure policy making?</p> <p>-Do you see more benefits or shortcomings when it comes to environmental policy for Infrastructure sector?</p> <p>-With regards to the values and non-written practices in infrastructure institutions, do you see some influencing factors for SD and EPI, positive or negative?</p>
Variable 3 – BARRIERS	<p>-In the academic literature, barriers for EPI and SD are highly discussed. Political Commitment is one of the key barriers. Do you think this is also relevant in Infrastructure sector?</p> <p>-Would you say it is hard to stimulate innovative ideas in Infrastructure sector with regards to policy making?</p> <p>-Do you feel there is a strong resistance to change when it comes to discourse on sustainable development for example?</p> <p>-When it comes to inter-departmental communication, do you perceive some power imbalances and conflicts, between the infrastructure and environmental interests?</p> <p>-The need for generation change in public sector is highly debated subject in public and media, do you see the generational clash as being an issue in policy making?</p> <p>-What are other barriers you could reflect when discussing environmental policy integration and sustainable development?</p>
CLOSING REMARKS	<p>The researcher thanks for the interviewee for accepting the interview. Stops the recorder. And ensures the interviewee that confidentiality will be kept in the thesis final output. The researcher hands in a complimentary gift as a kind gesture for carrying out the interview and</p>

Interviewee 1 (IIS1) – *Coordinator of Infrastructure Development and Innovation*
Date - 13/09/2016

- Kokia jūsų nuomonė ir pažiūra apie aplinkos problemas ir ypatingai darbartinį politinį diskursą tarptautiniu lygiu apie aplinkosaugą ir vystymą? Jūs manote tai yra svarbūs elementai Lietuvos kontekste?

“Tai aš kadangi esu baigęs infrastruktūros planavimą, aš papasakosiu kaip mes tai suprantame savo srityje. Tai mes vadovaujamės žaliają ir baltąją knygomis: ten yra tam tikros priemonės, pagal kurias mažinti išmetamųjų dujų kiekį. Tai dabar mes turime planus, kad iki 2020 metų 10% būtų elektromobilių. Šiai dienai mes turime apie 300 automobilių, tai jei kalbėti apie 10% procentų, tai turėtų būti apie 20,000 automobilių. Tai viena iš pagrindinių priemonių dabar yra diegti automobilių infrastruktūra, mes saktinam, kad automagistralėse žmonės galėtų laisvai judėti automobiliu, nes šiuo metu tik miesto ribose žmonės gali laisvai judėti. Todėl dabar dvidešimt automobiliu elektros įkrovimų prieigų yra planuojama instaliuoti magistraliniuose keliuose, yra toks patvirtintas planas, kuriame yra patvirtinta. Lėšos yra skirtos savivaldybėms. Kad paskirstyti lėšas mes primėme kriterijų, pavyzdžiui, mieste turi būti ne mažiau kaip dvidešimt tūkstančių gyventojų, tai būtų didieji miestai, ir tuo pačiu kurortai. Tai mes manome, kad turėtų aplamai, apie 180 įkrovimų prieigų atsirasti per ateinančius kelerius metus. Tai mes šiuo būdu stengiamės mažinti teršiančių automobilių kiekį.

Kita, tai yra darnaus judumo planas. Ar girdėjai apie tai? Aš kalbu nuo infrastruktūros planavimo, nes manęs aplinka ar energetika būtent nedomina. Dabar kiekviena, savivaldybė, rajono, turi pasirengti darnaus judumo planą, tai čia bus strateginis dokumentas. Tai kiekviena savivaldybė turi pasirengti tą planą, kuris padėtų mažinti vietinę taršą. Tai kokios rūšys yra. Kadangi mes politiką formuojantys, mes siūlome miestams pasirengti dviračių infrastruktūra, elektromobilius, ypatingai Vilniuje, toliau jiegu esi girdėjas, ‘Park n Ride’ sistema. Tai kurie priemestėje gyvena, gali prisipraukti automobilius priemestėje, nemokėti už parkavimą, ir naudoti vietinį transportą miesto ribose. Mes šiomis pagrindinėmis kryptimis stengiamės mažinti taršą ir judėti darnaus vystymo linkme.”

-Žiūrint į darnaus vystymo rodiklius, labai mažas palyginus susitelkimas alternatyviom transporto priemonem mažinti. Ypatngai, mašinų srautai išliko ir tapo netgi daugiau naudojami. Kas nulemia šių problemų iškilimą, ir kodėl sunku yra sumažinti tai?

“Na taip aš manau, kad gali būti tie skaičiai tokie, kalbant apie Vilnių, tai kiekvienais metais susisiekimo paslaugos idiegė grietuosius maršrutus, A- juostas kuria, optimizavo tinklą, įdiegė elektromobiliams įkrovimo stoteles. Tai taip mes skatinam, kad viešuoju transportu naudotus žmonės, ir persėstu iš savo automobilių. Aš užduotu savo studentams daryti tyrimus palydžiui kiek žmonių važiuoja automobiliuose, skaičiuojant kamščiuose. Tai tas rodiklis svyruoja tarp 1.2 iki 1.8 berots, tai praktiškai žmonės po vieną važinėja. Tai man patinka Olandijos miestų sistemos, ‘Park n Ride’ sistema, kad jeigu ir daugiau žmonių važiuoja, gali parkuotis už vieną kainą, ir toliau judėti viešuoju transportu.”

-Kaip stengiates rengti planus, kad sukurti tam tikra įvairove, kalbant apie transporto pasiūlą?

„Vilnius, palydžiui, rengia bendruosius planus, ir ypatingai darnaus judumo planai, tai tokias kompleksines stovėjimo aikšteles kuria, kuriuose bus siūloma elektromobiliai, viešasis transportas, ar tai dviračių transportas, tai tie variantai bus tau pasiūlyti, ir tu galėsi ringtis palei savo poreikius.”

-Dviračių infrastruktūra, ar tai ne populiari tematika? Jei taip, tai kodėl?

„Kai buvo įdiegta dviračių „sharing“ sistema tai prieš jiems ateinant tai buvo 0.2% kelionių, dabar vasaros metu tai buvo apie 5% kelionių dviračiais. Ir tai yra ganėtinai pigus pasirinkimas, nes visam sezonui buvo apie 49 LT, ta prasme, tai jokių sulaužimų, kokybiški dviračiai ta prasme. Tas atėjas operatorius, stipriai išaugino ta naudojimą, bet jei kalbant apie pačių dviračių takų infrastruktūrą, tai čia yra savivaldybės reikalas, bet dabar savivaldybė, turi 300 m Eurų skylę, tai dėl to mažai orientacijos skirta šituo atžvilgiu. Dviračių takų kokybė yra prasta jei apamai, mano atžvilgiu dviračių takas yra išskirtas, kaip Olandijoje pavyzdžiui, ar tai spalva ne tik skiriamąją juosta. Mūsų dviračių takai tie tikrai eina per peščiųjų takus, ir dar į stulpą eina. Gal labiau pavadinti dviračių takų maršrutu, negu takų.

Infrastruktūros ministerija, mes rengiame politikos dokumentus, skiria EU lėšas, bet savivaldybės gauna lėšas ir jas skirstyti tam tikrais būdais. Jei pagal tam tikras priemones, yra darnaus judumo planai, o kita priemonė, jau skirs lėšas to transporto įgyvendinimui. Tai čia Vilniuj tai nori metro pastyti ar panašiai, bet kai ministerija kreipėsi į EU, jie pasakė, kad lėšos nebus paskirtos metro ar tramvajaus vystymui. Jie pasiūlė 'Park n Ride' aikšteles, ekologiškus autobusus, ir ten infrastruktūrą patvarkyt ten juostas paplatint ir pan.“

-Mano tyrimas yra susijęs su motyvacijomis ir barierais susijusiais su aplinkosaugos integravimu į šalies infrastruktūros vystymo politiką? Gal galite pabrėžti kokią rolę ne formalios kliūtys turi šioje veikloje?

„Ten žinok ten yra ministrai ir vice-ministrai, tai jie yra politinio pasitikėjimo atstovai, mes kaip darbuotojai tai rengiame projektus, ir vystome juos. Tai čia kas priima sprendimus, tai yra politikai, būna tokių atvejų kai darai kažkokį projektą, na žinoma jie visi viresnio amžiaus, nors ne visi, bet jie yra valdomi partijos, ir tas gaires jie yra išsidelioję ir jie stengiasi ta linkme dirbti. Va dabar, ateis partija, sakė norės statyt metro, jei jie ateis tada statysim metro. Kaip ir visame pasaulyje, tai čia normalu. Aišku yra tos idėjos, yra programos visokios, kuriuose minimalius reikalavimus reikia pasiekti, pavyzdžiui Baltojoj knygoj, yra nuostatai kuriuose nustatyti kiek įkrovimo punktų turi būti įdiegta ir pan... jei tie reikalavimai nėra įvygdyti tai ir mes tada galime gauti baudas ir žinoma tai nėra gerai, tai mes turime pasiekti tuos minimalius reikalavimus bent jau.“

-Tai susitelkimas kolkas apamai yra ganėtinai sutelktas į ekonomikos vystymą ir plėtrą?

„Na žinoma, kaip ir visame pasaulyje, žinoma mes minimalius reikalavimus turime įvygdyti. Reikia žinoma vadovautis baltosiomis knygomis, tačiau ten tokių utopijų prirašyta, kad ten kaip Lietuvai tai nėra šansu pasiekti tuos rodiklius. Aišku kokia Olandija tai gali, kogero pasiekti tuos reikalavimus, bet ir tai kogero interesai ar kas.“

Interviewee 2 (IIS2) Director's Assistant in Development and International Relations Department
Date - 15/09/2016

-Kokia jūsų nuomonė ir pažiūra apie aplinkos problemas ir ypatingai darbinį politinį diskursą tarptautiniu lygiu apie aplinkosaugą ir vystymą? Jūs manote tai yra svarbūs elementai Lietuvos kontekste?

„Na, kaip aš dabar galiu pakomentuoti tai, aišku jeigu pasaulis diskutuoja tai yra problema, bet jei paėmus Lietuvos transporto plėtros sistema. Kokie mes esame nepergrūsta ir nepervystyta šalis; nesame ta šalis kurioje nėra kuom kvepuoti ir pergrūsta šalis, mes turime erdvės, tai sprendžiame daugiau mobilumu kokybės klausimus, o ne aplinkosauginius klausimus. Ir mano atžvilgiu ta

aplinkos perspektyva nėra prioritetinga Lietuvos kontekste. Žinoma, klimato kaitos klausimai, Europos kontekste, mes turime pasiekti tam tikrus reguliavimus ir standartus, mes nuo to nepabėgsime. Bet mano atžvilgiu mes turime pasiekti tam tikrą standartą pirmoje vietoje paskuj žiūrėti kitur. Beabejo, ar tai akademinej diskusijoje ar tai politikos dokumentatuose, yra nustatyta, yra populiaru ta nuostat, kad reikia vystyti infrastuktūrą aplinkai tvariu būdu, kad viskas dera. Bet kaip ten be žiūrėsi, aplinkai tvariu būdu, kalba daugiausiai labiausiai išsivysčiusios šalys, kurioms atrodo, kad tai yra pats geriausias momentai tai vystiti dabar. Keista, pas mus palydžiui Vilniaus miestą, kuriame yra gruščių klausimas aktualus, tai jei dabar pradėt žmonėm kalbėt apie kažką kita, tvarumus spręsti, na mano supratimu, mum reikia dviejų aukštų estakadų, reikia tų kažkokių priemonių, kurios vakarų europoj senai padarytos, ir sako nu, kad kaip tik daugiau to automobilio transporto pasirodė visokiausio. Bet nu ką darysi, mum reikia pasiekti tą lygį, kuris jau senai vakarų europoje pasiektas. Tai manau labai su protu reikia kalbėti apie darnu vystimo ar ekologiško plėtojima, kuris vakaru europoje labai populiarus konseptas, j lietuvos susisiekimo ir mobilumo klausimus.“

-Kokia yra jūsų nuomonė apie ne formalias institucines kliūtis, kalbant apie aplinkosaugos integravimą į infrastruktūros plėtrą?

„Na tie interesai papuola, mes esame bendros politikos dalis, ir mes nuo to nepabėgsime. Ka aš norėjau pasakyti, kad struktūrinės prielaidos jos yra pas mus na kitokios, palyginti su kitose šalyse, tas diskursas, ta perspektyva yra paverčiame prioritetu numeris vienas. Ta prasme kad musu aplinkos ministerija, visos tos institucijos kurios turi ta perspektyva, propoguoja, turi ta politikos perpspektyva, mes matome, kad visa tai neautentiškai negimsta, neautentiškai struktūrinės prielaidos neatsiranda, tiesiog turime tai daryti nes esame bendros politikos dalis, bet autentiškai mes nesame užteršti, užtroške CO , mirštantys grustyse, musu gyventoju tankis ir plitimas yra visai kitoks, tai dėl to mūsų mobilumo iššūkiai yra visai kitokie. Ir dėl to mes negalime taip autentiškai persiimti tą perspektyvą, taip pat kaip Olandai pavyzdžiui, kuri yra tankiausia Europos šalis. Jie yra tankiausiai apgyvendinta šalis su mažu plotu, mes turime daugiau ploto bet ir žmones yra išsiskirstę, taigi tie iššūkiai yra visai kitokie. Tik aš noriu pabrėžti, kad na nėra taip, kad aplinkosaugos perpspektyva yra antraeile, tačiau mes turime autentiškai atrasti aplinkosaugos perspektyva ir integraciją į infrastruktūros mobilumo klausimus ir politiką.“

-Ar galite sakyti, kad vistiek transporto srytyje, bandote siekti savu tikslų daugiau mažiau, ir tai kažkiek priverčia atsiriboti nuo aplinkos interesų integracijos?

Na, žinome, mes turime dirbti tais nusibrėžtais tikslais, bet aišku ten ir energetikos ministerija ar aplinkos vistiek sąsajos yra. Transporto ministerija žinoma yra vienas iš didžiausių tų teršėjų ta beabėjo mes neatsikratome ir pan. Pavyzdžiui alternatyvaus kuro direktyvas buvo perkeltas į teisę, mes turime savo rolę ir mes taip vat bandome padėti tais darnumo klausimais.“

Interviewee 3 (IIS3) - Director of the Road and Aviation Infrastructure Policy Department
Date- 16/09/2016

- Koks jūsų požiūris ties aplinkosaugos discursa kuris ypatingai nukreiptas į darnų vystymą ir aplinkos tausojimą. Ar manote tai yra svarbus ir ypatingai aktualus topikas Lietuvos kontekste?

„Jeigu kalbėti apie transportą aplamai, tai aviacija yra vienas didžiausių teršėjų. Kokius būdus taikyti aviacijos teršalams mažinti, ar kvotas padidinti per kitas transporto rūšis, tai čia yra COP21 planas ir renkasi kaip įgyvendinti Paryžiaus nutarimo būdus. Kalbant apie Darnaus vystymo strategija, tai buvo patvirtinta nutarimu. Tai buvo tam tikras dokumentas, kuris nurodė tam tikras siekemybes: kiek turi būti degalu sektoriuje ar ten kitokie rodikliai kituose sektoriuose. Šiuo atveju nėra ‘environmental policy’ kaip tokia. Tai aš papasakosiu kaip mes tai suprantame savo sferoje,

nepaisant ten kitų strategijų ar sektorių. Jūsų paminėti įstatymai, aš nežinau apie tokius dalykus, Europos Sąjunga turi reglamentus ir direktyvas kurie yra privalomi. Tai vygdant bet koki projektą mes darome poveikio aplinkai vertinimą, ir išplėstinį aplinkai vertinimą, kuris gali būti derinamas ir su kitomis valstybėmis. Tai musu strategija, susisiekimo ministerijos, yra daromas poveikio aplinkai vertinimas, visu projektu, kuris yra derinamas tarptautinių atžvilgiu. Tai pavyzdžiui mes esame tai pasidare, todėl mūsų projektai yra suderinti su aplinkos rizikom ir panašiai. Kiekvienas projektas yra jiems daromas išplėstinis aplinkai vertinimas. Kaip pavyzdys, kaip tas nueina į žemesnį lygmenį, daromas gyvūnų praeigos, žvėriagyvių tvoros, įvairūs varliagyvūnų aptvarai, garso sugerimo sienos, horizontalios ir vertikalios aplinkos, kad saugoti visą antropogeninę aplinką. Ko anksčiau nebuvo, tai mes sekame pačią geriausią praktiką. Jūsų minimoj Olandijoje, kogero pats didžiausias gyvūnas yra kiškis. O tame esmė tai žiūrint kaip apsaugoti kanapinius žvėris, mes stipriai dirbame su Skandinaviškais teisės aktais, tai čia jau projektų lygmuo. Kalbant apie politiką, minkštasias priemones, mes esame labai už tai, mes neapsiribojam pigiom reklaminėm akcijom, ten sakykim elektromobiliai kaip ten visos ministerijos europos sąjungos šalyse mėgsta. Mes esame vienintelė ES šalis, kuri priėmė privaloma darnaus judumo mieste plano parengimą. Visiem miestam, kurie yra didesni negu 25,000 gyventojų. Jeigu, jie nori gauti lėšų darniam vystumui, jie privalo parengti tą planą, viešajam transportui, intelektinėm sistemom ir taip toliau. Ir pernai, aš pats vadovauju tai komisijai, mes prileidome 19 miestų, kuriems leidome darytis šiuos planus. Jie ateina iš Baltosios Knygos, tai yra transporto strategija pagal ES, tai yra patarimai ir jie nėra privalomi, bet mes tai padarėme vistiek. Iš jo mes padarėme dokumentą, nustatėme gaires darnaus judumo. Tai jei nepasidarys miestai tū planų, jie negalės gauti tų lėšų, tai mes būtent sukūrėme tokią strategiją, kaip priversti juos galvoti apie aplinką. Tai yra gairės, viešasis transportas, mobilizacija, keliu saugumas, intelektinės sistemos, judumo scenarijus, kaip žmonės turėtų judėti tai ir turėtų padėti miestams nuspręsti kaip mažinti automobilių srautus, nes Lietuva pagal automobilių kieki yra antra europoje po Liuxemburgo, tai esame labai priklausomi nuo automobilių. Taip pat, dviračių transporto dalis, žaliojo transporto ir elektromobilių plėtra ir alternative fuels directive įgyvendinimas. Tai per šitą mes einame į miestų lygmenį, ir i tarpmiestinį lygmenį mes einame per išplėstinį aplinkai vertinimą. Dėl to dabar paskymo, kad Lietuvo atsilikusi, tai čia mėgsta tie patys Olandai atvažiuoti ir mokinti, atvyksta iš Nyderlandų organizacijos, nes jie ale turi gerą išvystę sistemą, ir susitvarkę, bet reikia suprasti, kad pati Olandija, urbanistiška – tiltas, viadukai šešių aukštų, gamta sudarkyta, tai pažiuret ta pati Roterdamą, ten nėra ką saugoti, nėra žvėrių, nėra gyvūnų, nėra žaliosios gamtos, visur infrastruktūra ir kanalai. Ir dirbtinė antropologinė aplinka, pas mus yra natūrali, dėl to mes negalime imti jų už pavyzdį. Galų gale, net ir oro taršos rodikliai pas Olandus yra daug didesni negu pas mus Lietuvoje, atvažiuoja mus mokinti, kaip sumažinti oro taršą Lietuvoje, nors pas juos taršos rodikliai yra žymiai blogesni negu pas mus Lietuvoje. Mes esame tarp šalių kurios turi patį švaresnį ora Europos Sąjungoje. Tai klausimas ar mums verta imti Olandijos pavyzdį, šalis, kuri turi 15 milionų gyventojų, turinti dviguba automobilizacija ir dviratizacija, ir ‚kanalizacija‘ tai kanalų išplėtimą. Mes visada bandome save peikti, nes taip lietuviška yra daryti, tačiau mes turime švarų orą. Kai mes norėjome aplikuoti dėl oro taršos priemonių iš ES pasirengti, ten priemonių, tai mes tik dviejose miestose, tam tikruose sezonose buvo tarša didesne negu ES leistinuose normose. Mes neturime taršos. Mes neturime pramonės, mes neturime tokios pramonės kaip Vokietija ar Olandija, ar anglies kasyklų kaip Lenkai. Mes anglim nieko nekurename, ir mes neturime tos taršos. Ir aš suprantu, jūsų tema yra labai sunki, mes tu priemonių neturime, bet mes ir taršos neturime. Ir jūs lietuvoje gyvendamas turėsit daug švaresnį ora negu New York’ė, nors ir New York’as taikys šimtus priemonių kaip sumažinti tą taršą, vandnių ir taip toliau. Mes vandenį švaresnia europoje geriaame – natūralų, giluminių grežinių. Ten Olandijoje vanduo iš ežerų ir jūros pasemtu, tai mes lietuvoje sveikai galime gyventi. Jie – žiūri kaip jiems sveikai gyventi. Dėl to reikia pasiremti. Aišku mes stengiamės perimti kuo daugiau tos patirties, bet aišku reikia suprasti, mūsų infrastruktūra neišvystyta, reiškas ją mes turim vystyti. Ir mums iš vienos puses sprendžiam kaip aplinkosauginiai reikalavimai turi jos netrukdyti vystyti, ir iš kitos puses kaip jų nepažeisti. Labai yra sunkus dalykas, kaip sakoma turi būti toks ‚trade-off‘as‘, ką daryti, ka daryti. Žmonės gyvena žvirtkeliuose, jiems yra tarša, bet jeigu tu pradedi

industrializuoti tą dalyką, pastatai asfaltą, iškart susikuria gyvenvietės, iš karto ateina gamyklos, prekybos taškai. Gerai tai ar blogai? Aišku mes turime begalo daug draustinių, regioninius parkus, ten jeigu suskaičiuotum kiek parku ir draustinių yra Vilniaus regione kogero būtų daugiau negu visoje Olandijoje. Bet sakykim su aplinkosaugine teisėkūra, galime sakyti, kad yra gerai, su įgyvendinimu – ne visada, bet bendrai su aplinkos sistema mes turime gerą dalyką, ir mūsų sunkiausias uždavinys yra nesugadinti to ką turime, ir mūsų uždavinys yra ne atkurti tai kas sugandinta, bet kaip nesugadinti to ką turime. Nes turime labai gražią ir miškingą gamtą ir dėl to su visais projektais mes stengiames padaryti kuo mažesnę intruziją. Pavyzdžiui, mes turime paty plačiausia tinklą kaip apsaugoti žvėris, keliuose ir geležinkeliuose. Triukšmo prevencija labai daug dirbame, su sienomis ir garsiasienėmis. Aišku mes neturime automobilio mokeščio, neribojame kuro, išmetimo, ką gal būt galėtume daryti, bet aišku tam turi būti politinė valia, kad būtų įvesti taršos mokeščiai, seniem automobiliam. Bet kolkas mes ir neturime taršos problemų, didelių.“

-Ar manote, kad yra tam tikros išskylančios kliūtys susijusios su motyvacijom, interesais, ir institucine kultūrą plėtoti darnaus vystymo įdėjas, ir aplinkosaugos integraciją?

„Aš visada žiūriu į dvi dalis; man norėtusi, kad gyventojai būtų samoningi ir kad nereiktu apmokestinti automobilių ir kad žmonės jų taip dažnai nenaudotų. Aš pats esu studijaves Šveicarijoje, esu studijaves Švedijoje, visur važinėdavau dviračiu. Ir ta patį darau čia, aš i darbą važiuoju dviračiu, man yra keturi kilometrai ir aš į darba su automobiliu visai nevažinėju. Aš Švedijoje gyvenau 15km nuo universiteto, čia Lietuvoj, du kilometrai, turi gal netgi daug geresnes sąlygas negu Olandijoje važiuoti dviračiu, kur nors Panery, ten Olandijoj šviesaforas po šviesaforo, kur tu ten greitai nuvažiuosi, nu ir kas kad takas, šviesaforas. Man yra trys šviesaforai, daug greičiau negu tame Amsterdame, bet žmonės nevažiuoja, reiškia samoningumas mažas, priklausomumas nuo automobilių didelis. Aš studentam vedu paskaitas, mano studentai 700 ar ten 800 metrų iš Plytinės į Saulėtekį važiuoja automobiliu, tai aš klausiu jų, “kodėl jūs važiuojat automobiliu? Tai mes gal dar kur nors po paskaitų važiuosim. Reiškias samoningumas yra mažas, ir priklausomumas labai didelis – į parduotuve mašina, į paskaitas mašina, tai tas žmogus kurį tėvai vežiojo jis įprates važiuoti, jis tada studentu būdamas nusiperka kažkokį pigų laužą su juo važiuoja, jeigu nepraeina kažkokios techninės apžiūros kita perka, tai aš tikrai niekur nemaciau, kad tiek europoj studentu važinėtu automobiliais. Nes kampusai tu juose studijuoje, tu apie tai net nepagalvoji, nes nėra kur net to automobilio statyti tiesa pasakius. Tai priklausomumas yra tas didelis, ir manau, kad iš principo minkštosiom priemonėm mes galime pasiekti tam tikra lygi, įvesti car-sharing sistemas, bike-sharing sistemas vat ten mūsų labai paėmė, dviratizacija gali iki kokių 5% paimt dabar tik apie 1% važiuoja, viešasis transportas kažkiek gali, bet mes neturim rapid transit sistemų, na gal tie greiti autobusai pakeitė situacija šiek tiek, bet na ne ženkliai. Mes neturime greitojo tramvajaus, ar lengvojo transporto, aišku keliones pesčiom galime kelti, bet reikia labai tokiu kompleksinių priemoniu, kaip ir tikimės iš darnaus judumo plano, į tai atkreipt dėmesį. Netgi Europos Komisija siulo, būtų pažūrima į systeminga planavimą, kad gyvenamos vetos būtų vystomos su gydymo įstaigomis, mokomosiomis vietomis, paslaugomis ir taip toliau. Dabar visas Vilnius iškrypo į priemiesčius, o tai darbas Vilniaus centre, o darželis ten dar kitur, ir važinėja su mašinom, malasi, ir tas Vilnius būdamas mažas miestas Europos mastu, su visa švytuokline imigracija turi mašinų srauta, kuris prilygsta milijoniniu miestų mašinų srautui. Tai mes ir pastebėjome, kad piko metas paslinko laikui bėgant ir tampa kuo ilgesnis. Jeigu Maskvoj yra pikas, tik nakti nėra, tai ir pas mus jau matosi, kad visa diena išsitesia pikas. Tai tokį fenomeną, kaip mašinų srautus, minkštosios priemonės įveikti negali, nes tai yra labai priklausoma nuo kultūros, mentaliteto, įpročių ir panašiai. Nežinau, yra pakankamai dalykai kuriais gal naudojasi jaunas žmogus, europietiškas studentas, moksleivis, atviras ir išsilavines, bet jeigu žmogus tiesiog pripranta prie tos automobilizacijos įpročių, ir jis neturi vidinės kultūros pasikeisti, tai tada aišku yra automobilių apmokestinimas, stovėjimo vietų parkavimo mažinimas, ką padarė Berlynas. Bet tu dabar pasakyk, kad mažinsi parkavimo skaičių miegamosiose rajonuose, jiems galvoje vienintelė mintis, trūksta vietų, reikia didinti nes statosi, ant žaidimų aikštelės, reikia jiems kažkur vietą

padaryti. Tai aš sakyčiau, tai dar mažinkit, nes kuo daugiau padarysi - tuo daugiau pirks. Padarysi dar 100 vietų – nusipirks dar šimtą automobilių. Nu ir taip aišku, tai šiuo atveju manau reikalingas sistemingas reguliavimas, per finansus, per teritorijų planavimą, per STR, kad būtų mažesnės galimybės naudotis privačiu automobiliu. Tai turbūt tik reguliacinėm priemonėm galime, nes mes kitu atveju turėsime ta pačia padėti kurią Amsterdamas turėjo 60-taisiais, ten duso nuo automobilių ir tada, reikia kažką daryti, mokesčiai, parkavimo vietų mažinimas, ir tada žmonės atrado tą dviratį. To dviračio Olandai neatrado dėl to, kad jie buvo protingi, nes tiesiog nebebuvo įmanoma važiuoti automobiliu, ir dabar neįmanoma važiuoti automobiliu. Reiškias yra per brangu, yra dideli mokesčiai, nėra parkavimo vietų, tai dėl to dviratis paliko vienintelė alternatyva. Aišku, aš nenoriu, kad dviratis būtų vienintelė alternatyva, bet aš nenoriu, kad automobiliu būtų galima važiuoti visur, bet kur, kad jie trukdytu važiuoti viešuoju transportu, nes jie sudaro kamštį, kad juo galima būtų atvažiuoti prie kiekvienu durų, teršti, užiminėti vaikų žaidimu aikštes, žalias zonas ir taip toliau. Riboti automobilizacija tiesiog būtina.“

-Gal galėtumėt papasakoti apie politikos koordinavimą ir bendradarbiavimą su Aplinkos ministerija? Kaip bendradarbiavimas vyksta ir kokios kliūtis tam atsiranda?

„Aplinkos Ministerija yra skietinė organizacija. Tai aplinkos ministerijos turi teisės aktus, teritorijų planavimo planus ir taip toliau, kuriais mes turime vadovautis. Tai to tokio diskurso kaip derinti politika jau nebereikia iš esmės. Tai ta derinimo dalis nusėda per poveikio aplinkai vertinimo metodika, ten nežinau, infrastruktūros reikalavimus ir taip toliau. Todėl mes sakykim, savo infrastruktūra vystydami, kelius pavyzdžiui, mes turime KTR, kas yra kelių techninis reglamentas, taip pat STR ir APR, kurios nurodo priemones, tai yra įstatyminis lygmuo, kuris derinamas su Aplinkos Ministerija. Tai yra TAI sistema, kur visai visuomenei ir visos ministerijos, yra matoma ir galima dėti varneles ir derinti politika, visi gali sekti teisės aktus ir taip toliau. Pastabos gyventojų yra viešos. Aplinkos ministerijos koordinatoriai to TAI sistemos, taip pat aplinkos atstovai yra susiję su Darnaus Judumo planais ir yra dalis komisijos. Dėl Baltikos projekto, yra derinama su jomis bendraujam, su kiekvienu tarp instituciniu klausimu mes bendraujame. Kitaip ir negali būti, su betkoku tarpinstituciniu klausimu mes bendradarbiaujam. Tai transporto srityje mes galbūt turime lyderyste, nes kiekvieno klausimo vistiek nepadengsi, tačiau įstatyminiu lygmeniu, jie turi tą lyderyste, jie rūpinasi teritorijų planavimu, gamtos išsaugojimu ir as pažystu visus kolegas ten su kuom man reikia aš visada pasišneku ir pasiteirauju. Mes tikrai gerai sutariam ir tiek triukšmo klausimais, tiek urbanizacijos, teritorijų planavimo, poveikio aplinkai vertinimo, mes visada dirbam ir žinom kam paskambinti ir pakalbėti.“

-Ar manote, kad dėl aplinkybių, kad esame mažiau išsivystę, rizika yra mažesne intruzijai į natūralią gamtą ir aplinką?

“Na taip. Man visada ganėtina juokinga, kad Nyderlandai yra imami už pavyzdį. Nes manau, kad tai yra vienas iš blogiausių pavyzdžių Europoje, kai šalis yra sunaikinta per urbanizaciją, ir tada galvojama kaip išsaugoti kažką. Žinoma, Nyderlandai neturi ten ko saugoti, dėl to jie ir turi dvi ministerijas atsakingas už gamtą ir transportą, nes kitaip jie infrastruktūros vystyti negali. Neturi gamtos, gelytės ir kiškučiai, dėl to jie turi bendra ministerija. Aš nemanau, mūsų atveju, kad būtų poreikis kurti bendra aplinkos ir transporto ministerija, sujungti dvi kietasias ministerijas. Vėlgi, priklausomai nuo politikos, ir koks ateina ten, mes bendravom su kolegom iš Olandijos, ir vėlgi ar ateis ministras su aplinkosauginiu ar tai su transporto vadybos išsilavinimu, tai gali keisti visą situaciją.“

-Tais kaip minėjot reikia jūsų tikslas yra nesugadinti to ką turime?

„Nesugadinti ir mažinti automobilizacija. Vilniuje, Kaune ten yra negeros tendencijos ir siek tiek Klaipėdoje, daugiau Lietuvoje nėra kamščių. Aišku, čia Lietuvoj miestai.. bet iš principo grūsčių

tendencija Vilniuje yra blogėjanti. Ir ten bandėmė diegti visokias intelektines sistemas, bet tiesiog yra per daug automobilių ir lietuvoj automobilių.“

-Ar jūsų nuomone apie tai sutampa su dauguma, ar jūs esate mažuma, ties klausimais apie gamtos išsaugojimą, čia kalbant apie Transporto vystymą?

„Na sunku pasakyti, Lietuva neturi didelių infrastruktūrinių projektų. Žinot į jūsų klausimą atsakyti yra labai sunku, jeigu mes statytume tiek naujų kelių kiek Olandai, ar kokie Vokiečiai, tai tada aš galiu pasakyti kokia yra padėtis ir kaip politikai mato. Dabar, realiai, na mes užsiimame tik kelių platinimu. Ir sakykim, aš galiu iš patirties pasakyti, Via Baltikos projektas, vadinamas ‚mirties kelias‘ mėgsta čia iš mūsų pasijuokti, kad mes nesugebame susitvarkyti. Taip tai yra kelias be skiriamosios juostos, nera kaip išpirkti žemes, srautas yra labai didelis ir panašiai, bet. Aplinkosaugos prasme, srautas ten yra, yra tranzitinis eismas, galima ten gal būt tik geležinkeliu sumažinti ta srautą, šiuo atveju Rail Baltika, na yra ribojama ūkinė veikla, mes galime daryti triukšmasienes ir teršalų surinkimą. Ir sakyti, kad žmonės kelia tuos klausimus, na kiekvienas greitkelis Europoje yra vienodas – keikvienas teršia. Žmonės kai kurie sako, kad jiems nereikia tų keturių eismo juostų nes aš karvių nepervesiu, nes laukai per abi kelio puses ir taip toliau, čia tokios problemos kur kartais nėra suprantamos vakariečių. Pakankamai neurbanizuota valstybė, daug kaimų, mažų rajonų, daug augalinkystės, traktorių judėjimo, ir aiškus mes esame jautrūs ta aplinkosaugine prasme. Tas pats rail baltika, kuris bus naujas geležinkelis per Panevėžį, ir ten yra diskusija, kad ten yra jauriniai dirvožemiai, kurie yra patys derlingiausi, reiškiats, kaip jūs dabar galite vesti ten geležinkelį kai jūs galite vesti ekologinius ūkius. Sakau, kaip pavyzdį. Bet jei taip paėmus kad mes tik vieną geležinkelį pastatę, ne keletas naujų kelių. Tai mūsų plėtra yra tokia maža, kad intruzija į gamtą yra labai nedidelė. Netgi atvirkščiai, sakyčiau, greitesni procesai gamtos išsaugojimo, pavyzdžiui mišku atsodinimo. Regioniniai parkai, raustiniai, kiek išskertama, tiek atsodinama, Natura 2000, su visokiom reguliacinėm priemonėm. Ir Europoje labai mažai tokių vietvių, tik kalnų ir priekrančių gal regionai, tačiau Lietuva yra labai gerai susitvarkiusi šiais klausimais. Tai eina žymiai sparčiau, kalbant apie aplinkosauginius dalykus, šiukšlių rūšiavimas, teršalų prevencija ir panašiai. Keičiasi žmonių įpročiai taip pat, didėja flora ir fauna, tiek briedžių nėra buve kiek yra dabar, numušama ten šernu auto įvykiuose, va jezau... Nespėjam mes tvoras dėti, stirniukai žalgirio stadione gimsta. Tas momentas, kuri jums reikia užfiksuoti darbe tai yra kad Lietuvoje su maža populiacija, dideliais gamtos ištekiais, maža urbanizacija labai lengva įeiti į gamtos apsauga, aišku pažeidėju bus, ir pavienių ir grupinių, bet mastai gamtos apsaugos politikos sėkmės yra daug didesni negu nesėkmės. Tai tikrai sakyčiau, kad man kaip ekspertui pasakyti, kad mes ten sugadime šalį ar sugadiname aplinka, ne, infrastruktūra vystosi lėtai, mes neturime didelių projektu, neturime lėšų tam, mes nestatome giluminių uostų. Nežinau, ta pati oro tarša, ten daugiausia iš lėktuvų, kad ten kaip buvo nurodyta Paryžiaus konferencijoje, balansuoti su kitom transporto rūšymis. Tai čia mums nėra netu kur lygintis, kad šnekėti, kad yra taršos saturacija nes ten nusileidžia ten nežinau 10m Londone vienam oro uoste. Čia pas mus per visa šalį tiek nėra. Aišku ten Olandas jis nesupras, jei girsite lietuva savo darbe, na ten tokia urbanizacija.“

Interviewee 4 (IIS4) - Expert in Road Transport Department
Date - 22/09/2016

-Koks jūsų požiūris ties aplinkosaugos discursa kuris ypatingai nukreiptas į darnų vystymą ir aplinkos tausojimą. Ar manote tai yra svarbus ir ypatingai aktualus topicas Lietuvos kontekste?

„Aš kadangi vistiek dabar atstovausiu susisiekimo ministerija kalbėsiu labiau iš to ir ką mes veikiame. Musu didžiausias aplinkosauginis reikalas yra darnaus judumo planai. Ten kur rengsis savivaldybės. Tuos planus inicijuoja europos komisija, yra tos visos baltosios knygos, žaliosios knygos, kuriose minima visi tie planai kaip skatinti miestus naudotis viešuoju transportu ir mažinti taršą. Čia yra musu vienas iš pagrindinių tikslų, aplikosauginiu atžvilgiu. Mes jį stengiamės

įgyvendinti, nors ir tik pradėdame žingsnis po žingsnio mes ta ir darome. Kaip ir laikomes tosbendros europos strategijos judėti, ta mažiau taršia aplinka, atsisakyti to CO2 ir mažinti CO2, ir stengtis pristabdyti klimato kaitą.“

-Kokia jūsų nuomone apie Baltojojo knygoje minimus siekius?

“Nuomone apie baltąją knygą: Šiuo metu tai atrodo įtikiną, ten baltojoje knygoje yra nuostata kad, 50s metais padaryti, kad visas transportas būtų 0 CO2, tai žiūrint lietuvių kontekstu tai yra neįmanoma, žiūrint į elektromobilių infrastruktūrą, ji dar nėra išvystyta, nei mes turim kažkokios politikos, konkrečios savivaldybės interesų, kad būtų norima vystyti viešąjį transportą (ekologiska), visi vis dar žiūri į ‚fuel-based‘ transporto priemones, kurios yra nepriskiriamos ekologiniu, tai šiuo metu žiūrint į dabartines perspektyvas, tai tikrai pasiekti nuline tarša, mieste, atrodo kolkas neįgyvendinama. Tačiau jei pajudėtų reikalai su elektromobiliais, atsirastu kažkokios subsidijos, tada tas tikslas vis pasidarytu realus. Esu skaitęs pranešimą, kad Estijoje, šitas tikslas iki 50 metų bus pasiektas greičiau taigi, jiems tas tikslas yra neambicingas, tai čia kaip kur pažiūrėsi.“

-Ar sakytumėte, kad tam yra tam tikros institucinės kliūtys kurios lemia tai. Ypatingai neformalios kliūtys, kultūra, požiūris?

“Tai ištikrųjų yra vienas iš didžiųjų barjerų stengiantis įtikinti tuos politikus, kurie priima sprendimus, sakykim tvarkant miestą, jie visgi yra to senesnio mastymo, kad miesto gerove priklauso nuo atsvaltuotu kelių skaičiaus, nuo automobilių skaičiaus, plačių gatvių ir panašiai. Labai sunku mums juos įtikinti, kad vietoj šių priemonių galime įdiegti ekonomiškai naudingesnius, tuos pačius dviračių takus, tačiau jie tiesiog žiūri į skaičius, akivaizdžius skaičius, tačiau jie neskaičiuoja tų sveikatos apsaugos kaštų, aplinkosaugos kaštų, kas yra vertinama skaičiuojant ekonomini naudingumą plečiant dviračių takus, tai kol jie nesupras, kad ši dalis yra taip pat svarbi, juos bus labai sunku įkalbėti. Ir dabar daugumoj savivaldybių ir valstybinių institucijų, ar esantys žmonės, darbuotojai, ar specialistai vis dar galvoja taip pat, ir čia matyt reikalinga kartų kaita, kad viskas žymiai greičiau keistusi. Tai šiaip kas dabar yra ant bangos, tai tas darnumas, tai gal jis būna šiek tiek aktyvus metus, keleris, tačiau poto pasimiršta ir mažai būna interesų tas idėjas palaikyti.

Dabar yra gerai, kad ta Europos strategija labai akcentuoja tą darnią plėtrą įvairiose srytyse, tai matosi, kad tie valdžios organai bando apie tai šnekėti, bando derinti kažką, nors ir kartais tu veiksmu pritrūksta, tai vistiek, jau apie kažką tai yra kalbama, ir judama link kažko tai po biski nors ir, bet judama.“

-Kokia jūsų nuomone apie institucines kliūtis ir institucine kultūra? Ar tai daro didelę įtaką darnaus vystymo plėtojimui?

“Nu aš manau, kad čia matyt yra kad turi pasikeisti mastymas, ivairiu atstovu, vadovu ir specialistu, ir aplamai darbuotojų ir gyventojų, į aplinką ir tausojimą, tai pritarčiau Nerijui, tačiau projektų įgyvendinimas, tiesiog tai pagreitins, kažkas bus daroma ta linkme, ir greičiau bus įmanoma į tai prieiti. Tai priklausys kaip greitai išeis persiorientuot, ir suvokt tą aplinkos svarbą.“

-Jūs kolega minėjo išplėstinį aplinkai vertinimą kaip viena iš integruotu instrumentu aplinkosaugai vertinti susijus su infrastruktūros projektais. Kaip jus vertintumet šį instrumentą?

“Na tos kriterijus įvairius, stengiames, sugalvot realius, nors ir jie dažnai nėra ambicingi, bent jau šiuo momentu atrodo įgyvendinami. Aišku ten tikrai galėtume, kai savo projektus darome, naujinti viešinti transportą, kad visi autobusai būtų, ekologiški, ir pan. Tai tiesiog tu žinai, kad tai nebus įgyvendinama, tai tenka daryti ta kriterijū kažkiek logiškesni ir leidi atnaujinti, sakykim, ten dujiniu autobusai, kurie geresni nei dyzeliniai. Sakau, dar atsižvelgiam į tą situaciją, kad nenori visko

priverstinai daryti ir spaust tu zmoniu, tai nesinori spaust zmoniu per stipriai ir yra kažkoks pereinamasis etapas, tai esame kazkokioj tranzicijoj.“

-Ar manote kad aplinkosaugos igyvendinimas ir konfliktai yra retas phenomenas jūsu darbo praktikoje?

“Aš manau, kad yra geras sprendimu būdas, tai žiniasklaida, visuomenės informavimas, kurio aš tikrai pasigendu pas mus, del ko pakyla tie nesklandumai, nes nėra žinoma normali tai nauda ir nežinoma tiksliai dėl ko ir kas daroma, atrodo kad čia yra sugalvota tu biuriokratu, biurokratiniai žaidimai, kad cia tik daryt del nieko, del to tas nesutarimas vykta. O jeigu būtų švetėjiška ta veikla būtų žiniasklaidos tai būtų informuota visuomenė geriau ir visos kitos šalys tiesiog būtų labiau suinteresuotos tam. Nes dabar visi vis tiek orientuojasi į ta dauguma, į ta daugumos nuomonę, tai kai visiem reikia, tai kai niekas nešneka apie aplinkosaugą, tai niekas ir nenori apie tai šnekėt ar ten trauktis kažkur.“

“Nu čia matyt žiurint kokie tie sektoriai, labai daug investicijų skiriama keliams, bet negali tu pinigų neskirti tai infrastrukturai, tai vistiek, jie reikalingi ir logistikai, ir žmonems ir pan. Čia nuo to labai daug priklausau šalies ekonomika, tačiau ir tie pinigai yra skirti ir ekologiškai infrastrukturai, ir kitose valstybinėse institucijose, stengiasi atrasti tu lesu pletoti ta ekologiskuma, ir ta elektroniniu automobilių strategiją, ir panašiai. Tai po truputi po truputi. Nereikia atmesti ir tu projektu, tokius nelabai aplinkosauginius, tokie kaip aplinkeliai, arba tarkim juru uostu plėtra, kur tikrai yra didelė tarša, tačiau ta plėtra lemia šalies ekonomiką ir tada pasveri kas yra geriau, tada vieno projekto vietoj gali kompensuoti kitu projektu, kogero.

Tai teisės aktai yra paremti aplinkosaugos, ir infrastruktūros plėtra, tai manau šie aspektai yra ganetinau suderinti. Vistiek kai vyksta kažkoks projektas, tai jisai buna derinamas su keliomis institucijomis, atliekamas vertinimas ir tada buna pritarimas. Aišku ta teisine baze tai tikrai manau yra gera, tačiau, o tiktai kartais įgyvendinimas buna ne visada pagal planą, žinai kaip buna, atrodo turi padaryt vienaip bet praktikoj buna visaip, su visokiom išlygom ir panašiai. Interesu skirtumai, tai kai kažkas interesu turi, tai labai dažnai pasikuria tada kitaip.“

-Jūs ir kiti kolego minėjęt darnaus judumo planą, ar yra tam tikros kliūtys kurias galėtumete įvardinti šiuo metu?

“Bent jau dabar kokias kliūtys įžiuriu, tai nes kai kuriuose miestuose tie planai jau yra pradėti rengti, matau vis dar trūksta tų pačių savivaldybių intereso ir įsitraukimo į to plano igyvendinimą ir ivygdymą. Kaip miestas turetų vystitis, tai ta informacija. Tačiau jie nori atsikratyti darbo, pasikliauna rangovais, o jeigu tu tarkim esi rengejas is klaipedos, tačiau rengi plana vilniuj, tai negali suprasti to miesto problemų, ir parengti adekvatų plana. Savivaldybių isitraukimas, ir gal visiškai nesupratimas to plano supratimas. Tai yra pabrėžta ką reikia rengti tačiau kaip skatinti tuom naudotis yra mažai pabrėžta tame plane. Tokios problemos kolkas matos. Gal bus ir daugiau techniniu kliučių vėliau. Esam numate stebėjimo grupes, viena nacionalinę stebėjimo grupę, įvairiu asociacijų, ir pačios savivaldybės, turi savo komitetus, vietos dviratininkai ir atlieka stebėseną, rengiant plana. Tačiau, konkretaus organo kolkas tai nėra.“

Interviewee 1 (IES1) - Director of the Forestry Department

Date – 20/09/2016

-Kokia jūsų nuomone apie Lietuvos aplinkos būseną? Kaip vertinate kitų sektorių pastangas integruoti aplinkos perspektyva į politikos vystymą?

Vertinant Europos kontekste, tai situacija yra tikrai gera, aš kaip miškininkas žiūrėsiu, tai situacija yra ganėtinai gera. Bet aišku tai yra tokių sąlygotų veiksnių kaip gyventojų tankis nėra didelis, miškai yra šiuo atveju nebuvo taip sunaikinti dėl industrijos progreso, tai tokia ta vertinčiau tą teigiamai. O dabar tai žiūrint į besiplėtojančią infrastruktūrą, po nepriklausomybės atkūrimo, tai vėlgi, nesakyčiau, kad čia kažkokia yra didelė intervencija, aš tai vertinu pagal toki mūsų rodiklį (miško žemės pavertimu kitom naudmenom) reiškia mišku sunaikinimas, vardan kažkokių tikslų, susisiekimo, komunikacijos, statybos, pramonės ir panašiai. Tai tas balansas lietuvoj yra teigiamas miškų naudai (mes paverčiame miškų daugiau negu ju yra paverčiama kitomis naudmenomis). Tai daug kuriose šalyse jie tokio balanso neturi, nes poreikis yra daug didesnis tos žemės infrastruktūrai. Tai lietuvoj mes šitoj vietoj gan gerai tas vertinimas.

Čia gal du keliai, politiniu lygmeniu, bet ir procedūrinio lygmeniu, gan viskas, gana neblogai sureglamentuota, yra tas bendradarbiavimas per teritorijų planavimą. Yra intereso derinimas, yra bendradarbiavimas, jis eina dvejais keliais, procedūrinio tokiu lygmeniu, buriokratinio sakykim, ir tuo pačiu kaip projektai yra derinami tarpusavyje, ir yra politiniu lygmeniu, projektų svarba Lietuvai, „Rail Baltica“, ar koks kitoks projektas. Tai politiniu lygmeniu tai būna sprendžiama, ar tai gamta nukentės ar ne. Tai mano supratimu, tas bendradarbiavimas yra neblogas abiemis tai lygmenim.

-Kaip jūs atžvilgiu, kokios yra pagrindinės kliūtys bendradarbiavimo prasme su Susisiekimo ministerija, ir kas stringa sistemoje?

Matot aš nelabai galiu komentuoti, to sakykim kontraliuojamosios aplinkosaugos įgyvendinimo, nes tai nėra tiesiogiai mano sritis. Na sakykim, tas kas su miškais, mano supratimu, daugiau asmenine, mes turime per daug tiek valstybinio reguliavimo, tiek kontrolės, per daug. Bendrai valstybinis reguliavimas, ūkinės veiklos. Nu jo, tai to aš negaliu to pakomentuoti, tai per mišku prizmę, man asmeniškai atrodo, kad pas mus yra per daug to valstybinio reguliavimo, ir tokio ūkinės veiklos reguliavimas. Net neabejoju, bet pas mus problema tame, kad pas mus su tom reguliavimo problemom nueinama į tam tikrą smulkmenų reguliavimą, sakykim, kurios neturi, esminio poveikio ekosistemai, ar miško ar tai ne miško ekosistemai. Tai ta prasme kai kur mes perkraunam, ir prikuriam regulaicinių smulkmenų, tiems veiksmai reguliuoti, kaip sakau, net jeigu nebūtų reguliuojami ar kontroliuojami, bet koku atveju neturėtų tos tokios žalos tai ekosistemai.

Tai pas mus tas polinkis nueiti į smulkmenų reguliavimą, tai gaunas peilis paskui, nes gaunasi taip, kad ir kontrolės ištekliai neefektyviai naudojami, nes mes kontroliuojam smulkmenas, bet tas esmės neturi, ir paskui gali taip nutikti, kad ištekliai naudojami, tačiau nebelieka išteklių esminiams dalykams sukontroliuoti. Arba nuėjus į tas smulkmenas galima sąmoningai arba ne sąmoningai pražiūrėti rimtesnį atvejį, veiklą ar atvejį. Tai aš tikrai pastebiu.

-Tai galima sakyti, čia susiję su buriokratijos ir senų kažkokių prielaidų būvimas, kuris nebuvo peržiūrėtas ir vis dar daro įtakos šiais laikais?

Tas reguliavimas nueinant į smulkmenas ir bandymas to įgyvendinti, tai tvarkoj, duoda kažkokį rezultatą, ta prasme, kad visi turi darbo, tie kurie veiklą vykdo gauna baudų daug, pritaikomos sankcijų, ten daug visko įvyksta, visi užsiėmę, imonių nubaustų nemažai, gyvenimų sugadintų irgi nemažai. Kada realiai įvertini tą poveikį ekosistemai nėra didelė arba jos net nėra. Pas mus yra bėda su aplinkosauginėm, kad kai mes skaičiuojam žąla gamtai, aplinkai tai kai kur yra perdėta ta žąla. Ji neturi tos įtakos, yra atitrūkus nuo realybės. Tas pats gali būti padaroma teisėtai, tačiau

kadangi jau teisėtai tos žalos jau nebėra lyg ir. Perspausta. Kai mes skaičiuojam aplinkai žala už medžių nukirtimą. Mes vienu atveju kertam Lietuvoj 7 milijonus m³ tačiau jei medis yra nukirstas neteisėtai, tai kūbinis metras gali būti įvertinamas labai daug. Man atrodo situacijos vietoj yra perlangta ta lazda. Per didelė įtaka biurokratijos, yra nueita į smulkmenas, eikvojami ištekuliai, ir tai nėra efektyvu, čia bendrai ne tik apie miškus. Čia kai mes kalbam apie aplinkosauga ir aplinkosauginį regulavimą.

-Ar tai yra posovietinis, besikeičiančios sistemos problemos?

Ar posovietinis, nežinau. Tai ne tik sovietinis, tai yra miškas. Tai mišku atveju, čia toks gaunasi, mes lyg tai nenorime atsakyti to kas buvo, tada privalojame papildomai ant viršaus ir pasidaro perdėtas reguliavimas.

-Kokie yra pagrindiniai konfliktai kuriais teko susidurti?

Bendrai ne, tik tarp ministerijų ar verslo plėtra. Sprendimu įvairių būna. Aš įsivaizduoju neveltui ta prasme, teisės aktai, teisės normos keičiasi labai dažnai, ir tas keitimasis jis irgi ne retu atveju buna sprendžiant konfliktines situacijas. Tai buna aktai pakeisti, kad būtų rastas nutarimas. Žinoma, tai nėra gerai, kad tie teisės aktai keičiasi ten po daug kartu per metus, netgi tie tokie svarbesnieji, kaip įstatymai, kurie neturėtų taip dažnai keistis. Bet kai kada tie pakeitimai jie buna dėl kažkokių konfliktinių situacijų sprendimų.

Interviewee 2 (IES2) - Sustainable Development Commission Secretary and the Coordinator of Strategic Environmental Planning

Date – 20/09/2016

-Jūs esate, Nacionalinės Komisijos Sekretore, ar galite šiek tiek apibūdinti komisijos veiklą ir pasiekimus? Ar manote, kad komisija turi įtakos ir naudos sektoriu politikos vystymui, liečiant darnų vystymą ir aplinkos interesų integravimą?

Nu šiaip komisija visiškai neaktyvi, tačiau mes pabandėme iš savo pusės tą veiklą suaktyvinti, Rugsėjo 31 dieną buvo posėdis, buvo apsvaistyti Jungtinių Tautų darnaus vystymo tikslai, kurie priimti 2015 metų pabaigoje. Tai priimti tam tikri sprendimai, pritarė komisijos posėdyje, keturiem išskirtiems prioritetams, Lietuvos lygmeniu, socialine atskirtis (skurdo mažinimas), sveikatos apsauga, darnus vartojimas ir gamyba, ir energetinis efektyvumas ir klimato kaita. Komisijos buvo supažindintos su procesu, kad yra nustatyti, darnaus vystymosi vertinimo rodikliai, tai visos šalys turės atsiskaityti ir pristatyti tuos rodiklius Jungtinėms Tautoms. Tai toks išsamus pateikimas bus daromas kas ketverius metus, ir tada dar gal kas du ar net kas metus bus daromas kažkoks rodiklių pateikimas. Ir šalys turi pasirinkti kokiu metu atsiskaityti. Lietuva galėtų atsiskaityti 2018 metais. Posėdžio metu buvo pasiūlyta pakeisti komisijos funkcijas, nes visgi, sakykim situacija pasaulyje keičiasi, dėl to būtina pakeisti komisijos funkcijas, tame posėdyje buvo pritari. Keisti ka reiskia ta komisija, tai jeigu prieš tai komisijos funkcija buvo parengti dvimetės ataskaitas tai dabar tai yra pasiūlyta, kad komisija vis gi turetų pirmiausia, nustatyti darnaus vystymo prioritetus, tada vertinti pažanga atskirose srytyse, ir priimti sprendimus dėl tiekimo dėl atsiskaitymo Jungtinėms Tautom. O tas ataskaita bus parengta, ne tik pagal Aplinkos Ministerija, tačiau pagal kitas ministerijas taip pat, nes Aplinkos Ministerija vis gi mano, kad tai nėra tik Aplinkos ministerijos darbas nes darnus vystymas įtraukia dauguma sričių. Pakeisti galiojanti nutarimą, nustatyti naujas funkcijas ir nustatyti naujas funkcijas. Iki šiol komisija buvo ne pakankamai efektyvi, tačiau įvertinus tarptautinį kontekstą vis gi komisija negali nieko nedaryti tai ir buvo dedamos pastangos suaktyvinti šią veiklą, nes tai buvo patvirtinta Jungtinių Tautų. Šiomet jau buvo pirminis atsiskaitymas tautu, ka jos padarė ir kaip jos juda ta linkme. Direktorė dalyvavo ir stebėjo kaip kitos šalys pristatinėjo.

-Tai yra tam tikri konfliktai tarp ministerijų? Kodėl taip nutiko?

Net negaliu pasakyti kodėl barjerų. Buvo patvirtinta, nežinau kodėl, nes iš mūsų pusės lyg ir buvo tos iniciatyvos, gal kažkiek iš kancaliarinės pusės, tačiau nesu tikra. Dėjom nemažai pastangų suaktyvinti šią veiklą nesenai, nes ji buvo visiškai neaktyvi ši komisija.

EPI klausimas barjerai integruoti siuos klausimus.

-Kokie būtų pagrindiniai sprendimai šitų kliūčių?

Mes ištikrųjų per tą posėdį, mūsų ministerijos pasiūlymas, pradėti nuo pagrindinio dokumento ir vis gi integruoti šiuos klausimus į Valstybės Pažangos Strategiją. Nes šiame pagrindiniame planavimo dokumente aplinkos realiai kol kas nėra. Tai yra šiek tiek prie ekonomikos sektoriaus paminėta tačiau aplamai tai nėra konkrečiai išskirta, ir palyginus tarptautinį kontekstą, šalys tikrai pripažįsta, kad yra trys komponentai ir vienas iš jų - aplinka, tačiau mūsų planavimo dokumentuose, kol kas aplinka atskiras elementas, nėra išskirtas. Taigi, pasiūlymas, buvo peržiūrėti, kažkada, ši skietinį dokumentą (pažangos strategija) ir ten integruoti aplinkos sektorių. Taigi yra priimti sprendimai, kad tokį darbą reikia kažkada atlikti ir peržiūrėti ir atnaujinti šią pažangos strategiją. Čia buvo ministerija atliko parengiamąjį darbą, ir buvo vertinama, kaip šiuo metu yra integruoti aplinkos principai į kitų ministerijų veiklas, taigi, kai kurios ministerijos pasakė, kad pakankamai, kai kurios pateikė, kad trūksta to integravimo. Reikia pradėti nuo galvos, nuo pagrindinio skietinio dokumento ir tada toliau judėti žemyn. Mūsų nuomone pagrindiniame dokumente darnaus vystymo nėra, yra darnus žmogus, darni ekonomika, tie elementai, kurie yra dalis darnaus vystymo principų, tačiau darnios aplinkos idėjos realiai nėra.

-Kokie yra pagrindiniai barjerai? Ar tai politinis nenoras, ar autoritetų interesai?

Auteritetu idėjos. Politiniai niuansai įtakos neturės, tačiau šių dokumentu paruošimas užtrunka ganėtinai ilgai, tačiau daug ir burokratiniu kliūčių, turi atlikti reikalavimus, praktikoje yra labai imlus laikui ir sąnaudų. Reikia nemažai pastangų. Dėl interesu trūkumo nemanau, kad bus didelės įtakos.

-Nuo ko pradėti?

Jeigu tai būtų pagrindiniame dokumente, tai yra paskata integruoti į žemesnius lygmenius. Nuo galvos pradėti. Tada gali būti ir tolimesnių prielaidų ir planavimo numatymai. Aišku kai buvo rengiama, kai buvo rengiama Valstybės pažangos strategija, aplinkos ministerija net nebuvo įtraukta į darbo grupę, tai mus tiesiog ir eliminavo iš darbo rengimo ir taip gavos, kad aplinka tiesiog ten nepakliuvo.

Interviewee 3 (IES3) – Coordinator of the Environmental Impact Assessment Department
Date - 20/09/2016

-Kokia jūsų nuomone apie Lietuvos aplinkos būseną? Kaip vertinate kitų sektorių pastangas integruoti aplinkos perspektyvą į politikos vystymą?

Ką mūsų skyrius daro. Poveikio aplinkai vertinimas tai yra tam tikra procedūra. Tai yra pramoniniai infrastruktūriniai projektai, būtų „Rail Baltika“, „Via Baltica“, tai juose yra atliekamas aplinkai vertinimas ir mes reglamentuojame teisės aktus kaip tai atlikti. Iš tikrųjų pačių projektų nagrinėjama minimaliai, kas tai yra susiję su tarp valstybiniu poveikiu aplinkai vertinimu, ir tarp valstybiniu poveikiu ministerijų konsultuojasi su kitų šalių atsakingomis institucijomis. Kitas dalykas, yra planai ir programos, kurios numato vystymą. Tarkim ar tai būtų, teritorijų planavimo dokumentai, tai būna atliekamas strateginis aplinkai vertinimas. Per mūsų skyriu eina strategijos, bendro pobūdžio dokumentas. Tai susisiekimo ministerijos strategijai buvo atliekamas pasekmių aplinkai vertinimas. Globaliau, susisiekimo prizme, su miesto oro kokybės valdymo, ir kokybės valdymo sistema, tai mes vis dar vienintelė šalis Europos Sąjungoje vis dar neturinti mokesčio už automobilių taršą, nėra apmokestintas transportas. Tai buvo pastebėta Europos Komisijos. Norime įstoti į Ekonomine Bendradarbiavimo Organizacija, tai jie nori matyti šį žingsnį. Kita būtų susiję su dideliu infrastruktūrinis projektu rizika biologinei įvairovei, kaip mes užtikriname žvėrių migracija, ypatingai stambųjų žaliaėdžių, jei sakykim, ten pralaidos yra sukurtos mažiems varliagyviams ir mažiems gyvūnams, tačiau mes neturime žaliųjų tiltų, ir dabar jei tie bus, „Rail Baltika“, pirmasis infrastruktūrinis projektas susisiekimo srytyje, kuris numatyti, žaliųjų tiltų nutiesimą, kur yra didžiausia žvėrių migracija. Nes ta prasme prasideda jei migracija nėra užtikrinama, ekologinė sistema gali būti ypatingai paveikta.

-Kokie tarp instituciniai konfliktai ar barjerai šiuo metu yra patys įtakingiausi?

Tai mes vat būtent per šitas problemas kėlėm, ne kartą, ir klausimus apie apmokestinimą transporto, tačiau finansu ministerija pasakė, kad tam dar ne laikas ir šie klausimai buvo nusodinami. Šiuo atveju, tai kas yra priema Seimas, ir jie vadovaujasi idėjomis apie socialinę gerovę, ir ta socialinė gerovė jiems atsiliepią per tiesiog paprasto žmogaus finansine turimą naudą. Tai automobilio apmokestinimas reikštų, kad mes pakeliame mokesčius, tai iš kitos pusės, gal dėl to, kad viešasis transportas nėra pakankamai išvystitas, tarkim pakankamai yra nelabai išvystitas, alternatyvos automobiliui gal ir nėra, tačiau kita vertus apmokestinimas, gal drastiškiau vestų ties viešojo transporto vystymo. Kita paėmus klausimą, ką kalbėjom jau apie žaliuosius tiltus pavyzdžiui, tai kai ėjo nacionaline susisiekimo ministerija, mes kaip aplinkos ministerija, kėlėm klausimą dėl poveikį mažinančių priemonių, bet ir net tik prie geležinkelių, bet ir automagistralės ir panašiai. Tačiau šis klausimas atsiriamė į finansus, nors ir aplinkos ministerija mus finansiška palaikytu tačiau, jie nukirto, kad ta priemonė yra tiesiog per brangi, tai vienintelis projektas, kuriame tai gali buti įgyvendinta tai yra „Rail Baltiko“ projektas. Tai yra Europos parama vystomas projektas dėl to gamta kur yra Natura 2000 būtų, taip pat ir Latvija ir Estija planuoja šiuos žaliuosius tiltus.

-Institucinės kliūtys, ar politinis nenoras ar tai senų politikų pažiūros lemia veiklą ir politiką?

Tenka pasigalinėti institucinės kliūtys. Dar turbut yra tas, kad kiekviena ministerija, ir susisiekimo ministerija, aiškiai mums parodė, kai mes rengiam tuos pozicinius dokumentus, dėl Plėtros ir Bendradarbiavimo Organizacija, tas vat klausimas; kaip aplinkos klausimai integruoti į transporto politika? Tai susisiekimo ministerija bandė atsakyti tiesiog, kad šitas klausimas yra mūsų, bet mes sakom, kad mes planuojam aplinkos politika, ir ta aplinkos politika, dauguma atveju, nusileidžia iš Europos Sąjungos reikalavimų, tai mes perleidžiame direktyvus, taikome reglamentus ir visa kita. Europos Sąjunga tačiau mažiau reguliuoja tas kitas srytis, ten planavime su Energetika, ar ta pačia

susisiekimą, bet susisiekimo ministerija pati planuoja tą politiką, inai turėtų įvertinti, tai kas išplaukia ir iš aplinkosauginių reikalavimų, ir mes jai tai siūlome ir aiškiname ir panašiai. Tačiau ne visada į mūsų šiuos siūlymus ji kreipia dėmesį, bet kartais jie net norėtų, kad šiais klausimais jie nedirbtų, tai tiesiog tai yra neatsikiriama dalykai. Tai jie sako, „o aplinkosauga, tai yra labai siaura sritis“, bet tai yra labai plati sritis, bet ji turi atspindėti visur ir tai turi būti supratime visų, kurie planuoja tos ministerijos politiką, kad aplinkosauga nėra kažkur šalia, bet ji yra viduje. Kol sutampa rodikliai tol viskas gerai, nėra rizikos plėtoti nes mes turime daug vietos. Na taip. Mes pavojaus varpais ten oro ir aplinkos oro tarša, mes ir kitos institucijos, jau senai skambina. Žinoma, tai transportas yra vienas iš tų sektorių, kurie paveikia oro taršą, tačiau ganėtinai reikšmingai. Ir šioje srityje, jei iš Europos Sąjungos ateina reikalavimai naujiems automobilių, tai mes neturime jokio Europinio reikalavimo, kuris keltų standartus seniems automobiliams ir tos kažkokios tai politikos, kaip mes turėtume pereiti prie to naujo transporto iš seno nėra, nes tiesiog, išmetimai ne tik dėl CO2, kietųjų dalelių, NOx, tai mums vienas iš tų tikrai svarbių klausimų, kaip atnaujinti tą transporto parką Lietuvos ir kokiomis priemonėmis. Tai manome, kad yra svarbus automobilio apmokestinimas, būtent taršos prasme.

-Jei atsižvelgiant į projektus, ar yra buvę konfliktinių situacijų? Ir kaip Susisiekimo Ministerija į tai sureagavo?

Jūrinis transportas. Esam gerom padėty, tačiau prieš keletą metų išsiskyrė Aplinkos ir Susisiekimo Ministerijų tikslai ir siekiai. Nes Baltijos Jūra yra paskelbta sustiprinto tokios kaip sustiprinta apsaugos zona dėl laivų išmetamos sieros produktų. Ir pas mus yra griežčiausi normatyvai jūrų apsaugos mastu, ir Lietuva turėjo prisiimti tuos normatyvus, nes yra Tarptautinė Jūrų Organizacijos narė. Ir kai rengiami tie teisės aktai šalims irgi, šitam, reikalavimą ratifikavo, tačiau kai šitas klausimasėjo jau Europos Sąjungos mastu, per aplinkos direktorato parengta direktyva, dėl sieros kiekio kure, tai Susisiekimo ministerija mums užspaudė būti nebeaplinkosaugininkais, ir prašė leisti ir suteikti kuo maksimalesnių nuolaidų nepaisant to, kad jau valstybinių lygmeniu jau buvom įsipareigojimų griežtesniems reikalavimams. Visi supranta, kad ta jūra ar oras brangus, tačiau sektoriaus našumas, ir kuo mažesni finansinei kaštai, sakykim susisiekimo ministerijos srityje, yra pagrindinis prioritetas.

Interviewee 4 (IES4) - Coordinator of the Climate Change Department
Date - 21/09/2016

-Ar tenka dirbti su klimato klaitos klausimais ir bendradarbiauti su Susisiekimo Ministerija?

Nesu susipažinusi su šiuo projektu, kogeru yra padarytas poveikio aplinkai vertinimas, turi būti išsamiai parašyta kiek jis atitinka šiuo metu esamą politiką, ir įgyvendinimo, ir kiek jis derinasi su klimato ir su oro tarša ir su vandens tarša ir atliekų tvarkymu. Ir ten jūs rasite, kiek jis atitinka ten tas aplinkos politikas. Mes neturime galimybiu su konkrečiais projektais dirbti. Politikos derinimas yra užtikrinamas per strateginį poveikio aplinkai vertinimą, ir per poveikio aplinkai vertinimą. Visa procedūra yra nustatyta, ir jei tie rodikliai atitinka tai reiškia jis atitinka.

Interviewee 5 (IES6) – Department Director of the Territory and Urban Planning
Date – 21/09/2016

-Kokia jūsų nuomone apie Lietuvos aplinkos būseną? Kaip vertinate kitų sektorių pastangas integruoti aplinkos perspektyvą į politikos vystymą? Ir koks jūsų ir Susisiekimo Ministerijos bendradarbiavimas?

Mes esam susiję, žinoma yra daugiau susiję su teisės aktais, tačiau mes ir turime tokių bendrų teisės aktų, teritorijų planavimas, elektroninių ryšių taisyklės, susisiekimo infrastruktūros taisyklėmis. Tai bendraujam ir patirtimi ir teisės aktais. Tam tikro synergijos yra, jeigu kalbame apie bendrą plėtrą.

-Kodėl darnaus vystymo klausimai yra blankei pateikti? Ar tai stabdo šios sryties integravimą?

Aš manau, kad visose ministerijose, tie darnaus vystymo klausimai yra ganėtinai blankūs ir nėra labai koncentruoti, nes tai yra labai plati tema. Tiek pasaulio, daug sferų susije, bendrumo ir pan. Dalyku.. realiai trukumas yra didelis. Aš manau pasauliniu mastu vertinant manau viskas yra normaliai, išskyrus vieną dalyką, visas pasaulis turi darnaus vystymosi ministerija, mes turime irgi tų minčių, kad aplinkos ministerija galėtų būti ta darnaus vystymosi ir plėtros ministerija. Tai ne tik reiškia kažkokį pavadinimo pakeitimą, tačiau tam tikru funkciju konsolidavimą susijusiais su tais procesais. Manau regionines politikos formavimas turėtų priklausyti darniai plėtrai, gal žemės tarnybos funkcijos susijusios su teritorijų planavimu turėtų būti susijusios su darniu vystymu. Ir tada būtų daug paprasčiau koordinuoti tą bendrą tikslą. Yra ta darnaus vystymo strategija ir pateiktos funkcijos ministerijoms, ir aš manau tai gali būti labiau susiję su kažkokiais žmogiškaisiais ištekliais, ir kompetenciju klausimu. Nėra dideliu kliūčių, yra objektyvios kliūtys, yra ištekliai, mes tiesiog neturime tiek resursu, per dvidešimt metų visko nepadarysi, mes beprotiškai daug lesu skiriame infrastrukturai, vieni iš pirmaujančiu pasaulyje šiuo atžvilgiu. Tas pats Vilnius yra tokioj padety, sunku išvystyti dviračių transporta, nes sakykim topografija to nevisiškai leidžia. Reiškias ir šiaip rengiant naujus teisės aktus, mes daug ka keičiam, tiek darniam vystymuisi tiek dėl klimato kaitos. Tai turėsiu ne už ilgo pasitarimą dėl parkavimo normatyvo pakeitimo, kurio pakitimas yra viena iš tų reguliuoti, automobiliu srautą, kad nebutu senamiestis tiek pergrūstas automobiliais, kad parkavimo skaičių kompensuotu elektromobilių stotelėmis ir dviračių takais, ir neįrenginėti parakvimo vietų. Kiek parkavimo vietu padarysi tiek automobiliu ir bus. Tai derinti visada reikia, reikia suprast, kad mes kalbame apie politikos formavimo, ir savivaldybe grįžta prie išteklių klausimu. Aš manau, kad tai nėra komisijos siekis, reikia kad kažkas aukštame levelyje koordinuotu tą politika, ir manau, kad tai yra reikalinga. Mes turime labai daug iššukių, kai mes turime tik viena auganti kaima ir viena auganti miesta (Naisiai ir Vilnius). Tai reiškias, mes turime plėtros problemų, turime kitus miestus, kurie plečiasi ir mieste skaičius mažėja. Ekonomine pletra ir.. ,

Interviewee 6 (IES6) - Coordinator of the Nature Protection Department

Date – 22/09/2016

-Kokia jūsų nuomone apie Lietuvos aplinkos būseną? Kaip vertinate kitu sektorių pastangas integruoti aplinkos perspektyva į politikos vystymą?

Na aš vertinčiau vidutiniškai. Ji nėra tokia gera, ir siektume geresnės tos būklės, ir dėl intensyvėjančios augalininkystės, daugėja maistmedžiagų - azoto, fosforu. Kas susiję su transportu, tai pažanaga yra padaryta, kas susiję su pralaidom pavyzdžiui, per pagrindinius kelius, arba per geležinkelį, kur greitis geležinkelis. Pažanga yra, tačiau vertinčiau vidutiniškai tačiau. Ginču aišku visada būna, nes tai susiję ir su interesais ir su lėšom ir beabėjo būna visokių kliūčių. Spręst vienaip ar kitaip randam sprendimus; stumbryna numatoma perkelt dėl genetiniiais mainais. Tai buvo ginčas dėl kelio neleido mums jo paremontuot. Tačiau dabar ten yra tiesiamas naujas

kelias, tai ir randama būna tos alternatyvos, bet kartais ir nerandama, ir dalis projekto žlunga. Tačiau jos surandamos, ypatingai jei naudojami ES fondai, ir tos ministerijos bendradarbiauja gana geranoriškai.

-Kaip manote ar Infrastruktūros plėtra turi tam tikros įtakos aplinkos saugojimui, ar ta intervencija nėra didelė?

Na nemanyčiau, kad esam kažkoks įdaras, ir nesakyčiau, kad čia turim tiek, kad galėtume nesaugoti. Kaip sakau, kas met infrastruktūros plėtojimas didėja ir ta prieš priešą didėja. Sakykim ekologijos ir pramonės vystymas. Reikia leisti ta infrastruktūra turi būt ir uztikrintos sąlygos. Ten sakykim tos pralaidos gyvūnams, tai mes atkertam tuos migracijos kelius gyvūnams, ir sunku prognozuoti kuom tai baigsis, nes mes toj gamtoj ne viską žinom, tai negali žinoti kaip kas gali įvykti. Tai pavyzdžiui Nemuno kaskadavimą laivybai buvo pasiūlyta, tačiau visai nereikalinga. Tai čia susisiekiama ministerija stūmė, tačiau mes tam kategoriškai nepritarėm. Jie siūlė kaskaduoti Nemuna šliūzų sistema ir pritaikyti laivybai, tačiau jau ir dabar galima tuo nemunu gabenti tiek kiek ir Sovietmečiu, tačiau, kad nėra ko gabenti, nėra prasmės. Būtu užtvankos ir privačių interesų pildymas. Statyti ir užtvankas, statyti ir elektrinę, bet mes jas dotuojam, nes rinkos sąlygomis jos neatsiperka, ir jie užsidarytu tą pačią dieną.

Su įgyvendinimu yra problemų, ir pačia teisėkūra yra problemų. Ir politinės kliūtys, įtakingo politiko asmeninis požiūris ar interesai. Žinoma, aplinkosauga kainuoja ir ji neduoda tokio realaus pelno, na ka mes čia dabar gaunam už tai, kad investuojam į tą aplinką, sunku pamatuoti. Tai vėl gi, būna sunku įtikinti žmones, ir paaiškinti, kad to mums reikia.

Tai vėl gi, erdvės yra reikia daug ko atsakyti, be reikalo daug būna taisykliu. Tai mes dabar tikrai nežinome kur jas dėti tai mes tas nuostatas braukiame, kai žinosime kam ir koks tikslas tų taisyklių ir žinosime, kad mes tai galime naudoti. Jeigu ten yra iš senų laikų atėjęs reikalavimas, ką jis duoda? Administracinė našta yra didelė ir reikia tai keisti. Ir nieko neatsitiktų, nei tas darbas nukentėtų nei kokybė. Ir sumažintume ir sau ir kitiems to vargo.

-Ar darnaus vystymo komisija turi įtakos, pozityvios ar negatyvios, "ekologiskos" politikos plėtojimui?

Komisijos darbo grupės būna nelabai efektyvios, nors ir konkrečiam darbui gal ir būna naudos tačiau buvo nemažai tų darbo grupių ir jos dirba intensyviai, tačiau galiausiai pateikus rezultatus vyriausybėj būna šnibštas, taip ir niekur neatgulia. Jie pateikia siūlymus, tačiau jie niekur nenuėina, nei į teisės aktą, nei kažkur. Gal galima ir kitu formatu susitikti. Gal politinis nenoras gal ir rezultatas, kurio visai nesitikėjo. Būna daug tų darbo grupių, tačiau jos toli nenuėina. Nu sakykim buvo viena nesena, tačiau iš to viso gavo šnibštas, nieko gero nepešė. Pasiūlymu buvo daug, tačiau tie pasiūlymai buvo nelabai vykę, tačiau rinkose vėl aplinkosaugos, to darbo daug tačiau baigiasi niekuo. Nieko tokio gal tas žodis ir ta kažkokia diskusija lieka ir gal lieka žmonių galvoje, bet gali realizuotis vėliau. Tuo metu neatrodo, kad kažkas pasiekta, bet gal vėliau kažkas ir išsivysto.

Academic Expert Interview (CZ1) – University of Groningen, Assistant Prof. Spatial Science
Department
Date – 10/02/2017

Question 1: The Environmental Policy Integration has attracted big scientific and political attention due to the need of ensuring sustainable future growth. Accordingly, the EPI is viewed as an operational form of Sustainable Development. However, SD is an idea of balancing economic development, environment and social development, so to what degree you think EPI is representative to sustainable development?

Answer Transcript:

-I think, it is a stupid answer, but it depends. Because, the same goes for sustainable development as it goes for EPI and it depends on how much you prioritize your things when you integrate them. If you take an example of Environmental Policy Integration, where you for example say, okay, whatever happens, when we have a car, it should not pollute so much fine particles into the air, so we need to have a filter. That means in the economic policies and more specifically, the car industries, there will be an environmental element integrated into the policies. So, basically you have some type of policy integration, because in other policy fields an environmental policy regulation is being integrated into the whole chain of operation. But then that not only depends how strict that regulation is, whether or not a car is polluting, but you also have to ask yourself a question, the car still pollutes, it just pollutes less. So is that sustainable development, or it is just a development that is less unsustainable. So, if you really think about what would be sustainable development, then in my opinion, also in the course I talk about that, it is obvious that we have to integrate economic and social with that, because otherwise we will not be able to do it. Because without the money flow, without the social commitment, without a decent sense of welfare, how a world can be sustainable? Probably not. I mean then you come up with scenarios, that one of the sustainable solutions would be that all people would be gone. So that's not going to work. But I think the dominant core of sustainable has to be the ecological environmental dimension, because all the economic and social activities, within this context of what the environment can offer, because if you don't, you kill the environment, and if you kill the environment you kill yourself. For me it means, that it is all about, how far do you put it. If it is really strict and this policy integration goes far, then you are on the right path to make it sustainable, however if it is weak, then it is just business as usual, you basically polish the stuff a little bit, so that it looks a bit better, but it is still bad. You ask if this is an operational part, and I also believe that, this is how you try to translate something like SD into the policies, how do you do that? Well it is not easy, so EPI is a very logical thing to do by trying and integrating SD throughout your policies. But I always think that sustainable development is necessarily a direction, we haven't figured out yet how we can have wealthy, attractive, liveable and vibrant human society that functions within the limits of the environment. We are trying to figure that out, so there is new technology, new ways of living together, behavioural patterns are changing; your generation drives a lot less cars than mine in the Netherlands, so there are changes going on and we are on the direction. But we haven't figured that out yet. So, EPI is part of what you have to do to get there, but I think that that alone will never get you there, it has to be complimented with some future oriented thing, so it is a part of it, but it depends how ambitious it is and how far does it push towards the SD.

Question 2: In your lecture, Reinventing Environmental Planning, you have discussed that environment has a *weak profile*; to what degree you think this status has implications on the integration of the environment concerns in non-environment sectors?

Answer Transcript: *It's crucial. I think that is one of the core things in that course. EPI essentially means, that either you have an overarching vision for Sustainable future, and that vision that translates through the policies of each department (so the horizontal integration). You can also say*

that we don't have this overarching vision but we want to take environmental concerns on board (the vertical integration) and in both cases if you think about it, in those policy sectors, not the environment, you are operating on certain interests, so economic affairs department is interested in ensuring that there is an economic growth, and they should. The infrastructure department is interested in making sure that mobility is functioning well, that there is enough infrastructure to support the economic and social activities and that is what they are meant for and these are the core interests. And if you then add the environmental aspect to it, where you say, are we going to build a new highway for cars, or are we going to build a new railway or a subway system to take all these people around? That choice has important environmental implications, which one is cheaper, which are more expensive, which actors benefit from it, do people prefer cars, or subways, those values and interests all matter. Just as much with regards to environmental interests, and if this story is not represented strong, will it be able to compete? I mean if you have an individual person that has to make a choice to drive a car that is very cheap, or very expensive car that is all electric and good for the environment, most often people will go for the cheap option. Not because they do not care about the environment, but because at that given moment the short-term interest outweighs the environmental interest. "It will save me 100 euros a month and it still get me from a – b and the other one is going be quite expensive, it will have benefits, but these benefits are very dispersed... why I have to take responsibility... climate change is a long-term thing, so may contribution will be unnoticed." So automatically, when you confront these interests the weak profile comes in, so if you want to correct for this weak profile, I don't think that you can do that without having a part of society and we usually trust the government to do that, by putting pressure, with regulations, by providing subsidies, and if you don't do that, there is a good chance it is not going to happen and this interest will be pushed aside.

Question 3: Some researchers describe EPI as a concept that challenges traditional paradigm of public management associated with economic centred focus. To what degree you think the perspective on EPI can be clashing with actors' views on their job role and position from non-environmental sectors (Infrastructure)(bureaucrats, servants, or politicians)? And so how do you define and see EPI?

Answer Transcript:

-Well, again, it depends. For me, you have this logic of working, and it is more or less the logic of working we also discussed in Reinventing the Environmental Planning course, that in the beginning what you are intending to do, is okay, we see the environmental problems – we have to act. So, we react to the problems we see, and we develop policies, and these policies all respond to the sectors and they originate from the environmental policy sector or department of the environment. That is only a step one. Environmental policy integration already wants to go a step further. Because environmental policy integration says, in a more modest sense, all other policy sectors have to take environmental interests on board, it has to be part of it. So, when we talk about economic growth, we always have to think about, the economy of what? I mean, is it about the growth in the sense of we are mining something from the soil and we are selling it to other countries and we are making money, but while you do that you lose economic resources that you have sold, you probably create pollution that also going to cost money, in your health care system and cleaning up your drinking water and in having a loss in biodiversity, so it also costs money. Or the air is more polluted, so it all cost money. But that money is usually not allocated to someone, who pays for air pollution? Probably maybe a little bit through the health insurance, we all are paying a little bit through the health insurance. But if you price everything correctly, then it might well be that, if the environment sector price everything correctly, and you also have to ask yourself a question can everything be priced? And the answer quite logically, is well, no. But if hypothetically you assume that everything could be priced, then the economic sector would definitely be able to take lot of these environmental aspects on board. But at this moment, that is not happening yet, so what you

see is that economic sector is starting to take some of these interests on board, but if it fully embrace all those environmental interests, by understanding that clean water, clean air, clean climate are worth money, meaning that it will not create costs in the future, that are now being created through pollution then I do think that environmental policy integration is a lot more proactive than would be this reactive environmental sector. And if you take even one step further, you start to think about, if we have this overarching vision of what sustainable future, country or region should look like, so the horizontal scenario that should inspire all these policy sectors, than you might even take a step further; there are a couple of countries that are not working anymore with GDP as measurement for growth, they working with human development index, and even in the Netherlands now we have two - we have GDP and also the liveability standards, and they are both part of the government budget procedure. I have distinct impression that GDP is still more important than the other one, but you see that in order to realise, maybe we have to think in terms of growth, not only in terms of money, but also in terms of happiness, quality of life, clean environment and these things. We starting to appreciate that. Now, if you go that far, then it is not anymore of market taking and pricing all those things, and also have to ask yourself a question, I don't always care about the price anymore, it is about the value and sometimes value can be put in price and sometimes it cannot. But it's about which values do we create, then environmental policy integration would really put you on track of what sustainability is. So in my opinion, environmental policy integration, does provide a push to take a reactive approach further, becoming more proactive, taking more and more environmental elements and putting those on board, and more deeply, and especially if you have a horizontal and vertical, it might even become a more prominent challenge, but the question is then again, how ambitious are those policies? If it is modest, those environmental policies, it is only an operational thing to do business as usual. If you really use it, to push the kind of stuff I am talking about, then it becomes a lot more, really becomes a challenge for the existing paradigm in the way. But it all depends how you use it and the values you put underneath it.

External Question. Do you think this maybe some sort of a literature (academia) and practice gap in especially this field maybe? That it perhaps is not translating correctly in policy development.

-I think the difficult thing in these things is that always, if you talk about something like environmental policy integration and what it literally says is, it is important to integrate environmental policies and values in other domains, either through overarching vision or through cutting through all the sectors. Even if, the food sector say "we will only have coffee that has been transported with ships that only use clean fuels, instead of crude oil", that would be already a step forward right. So that can be put already under the banner of environmental policy integration. But that is not the same as saying, "that whatever happens, our coffee has to be delivered from sustainably grown sources, transported with clean fuel, and have low overall carbon footprint", well that is a bit further right. But you can also put that on the banner of environmental policy integration. So for me the environmental policy integration is a label you use for a set of operational logics and these operational logics are about the integration of the environmental interests in our sectors and etc. but it doesn't even say much more than that, it is an operational logic, so it is a tool – it is a way of working. It is not necessarily saying how good, how bad, how far or how not far you go, because that depends on what kind of values you put underneath it. It is a tool that you can use and it is the same as a car, but how you use it, one drives it slow, one fast, one drives it every day, other once every month. So, it is about how you use it.

Question 4: In the EPI literature, most of the papers discuss the relevance of the formal institutional context (or planning system) as one of the key areas of focus in order to place EPI in the core of the national agenda, nonetheless, my research argues that informal context may be as relevant and perhaps even more important factor positioning barriers for EPI. Can you please reflect how informal institutions (attitudes and values) can become impairing for EPI? Power

relations, resistance to change, inter-departmental tensions and perception to barriers can be viewed as some of the outputs of the informal institutions, how can we more effectively focus on addressing and tackling these problems?

Answer Transcript:

-The answer is Yes. Let's start over there. I think the informal institution play a crucial role. But, it's not always easy to fully separate formal from informal institutions. If you look at the practices, how companies or government function, a lot is based on; we have somewhere throughout the years developed routine of working, this is how we do things. And we are used to that so we keep on that path. And those paths are usually created because in the past formal rules or regulations indicating certain things. Just to give an example, if in Groningen in the city the road has to be renewed, so we through a new asphalt, the same as 20 years ago, the department is responsible, so probably traffic and spatial planning departments, because they provide permits and indicate what needs to be done. So there also land posts that have to be there, and standard formats, like where all the civil engineering stuff is written down, the contractor stuff is written down, and those things are formal and their legal documents, they have been out there for 50-60 years and they have not changed much. So, what happens is this department know how it works, so the person who does it probably have done it always the same way. So, what do you do, you click on some kind of boxes send it to the company, the company always receives similar forms, and there has to be a land post, so they call a company to get that land post, but essentially it is going to be a standard land post. But maybe it could be that that land post could have some sensors integrated so it doesn't shine so much and that maybe it has solar battery or something, or it contains Wi-Fi. Technology is there, but we don't do it, because the benefits that exist are simply not part of the routine in the company or institution that provides with installation of the posts. So, the routine is almost the "informalised" way of doing things. You just don't think outside the box because why would you. Box is clear and it works. So, there is no need to do anything different. You not going to discuss if it is going to be green or red lights, we know that the traffic lights are green and red. So, this is the same type of thing, so you are not going to question it. So, it is more or less because at some point in the past those formal regulation and routines made it that way. How do you change that? You have to change the formal regulations. For example, "whatever you do you have to improve, the situation as before by at least 50%", so then you have to think through, how we can have the energy profile way lower, can we have different street lighting and is this possible. Will call around, and before you know, they will find it and it will be implemented. You can do it in such a formal way, but if the entire discourse in the whole city would change, and Groningen is an example where you can see those changes. Last ten years, they worked on trying to be carbon neutral in the future. Means that energy starts to become an important theme, for instance, 10 years ago, when they were building houses, they would still have natural gas pipe connection to it, which is crazy, because we have earthquakes and the gas is almost extracted. And we know that we have to shift from fossil fuels anyways. So why would you still build houses with the gas pipe. But we did it because it was a routine. Now we are at the point that building a house with natural gas connection, is absurd. Is that a formal policy rule, or is it a slowly emerging understanding and discourse, narrative that is now in the departments. So usually you see that some formal rules change, and then the discussion changes. So, I think they always go somewhat next together. So, I think it is an illusion to think that it is only formal, because you can make rules, and if people do not appreciate those rules, and it is not in their mind set, they may try to circumvent them. And if it is only informal they tend to run into the formal rules, so that they cannot do, the formal rules do not allow that to happen. So, it usually a play between the two.

Question 5: There is scarcity of literature reflecting on who should be the actors facilitating the integration of EP. In my research, I centre the focus around the limits of motivation in non-environment departments (such as Infrastructure) to facilitate the integration. What is your opinion on lack of intrinsic (individual) or integrated (overarching) motivation to facilitate integration from these departments? And do you think the informal institutions have a strong role

in preventing to acquire the motivation needed?

Answer Transcript:

-I think what you see here is what you will see in the overall discussion on the government and the rest of the society relationship. If you put this logic of environmental policy integration in the context of 1960s Europe, you would have said that the government should do all of this. I still believe that government should play the key role, because like I said, with this weak profile it is questionable whether without some collective and organised body that pushes it, it is going to be difficult, so the government has to play a dominant role. But let's be honest, it is also the car manufacturers that put these carbon filters in, it is also the citizen that decides whether or not he or she is going to drive electric vehicle. And it is also our vote through democracy that determines whether or not our coal mines and power plants will be closed in the future. So, in that sense, for environmental policy integration, you have to ask yourself a question, if we are living in a time where policy might not really reflect how governance in society function, like company has a certain policy, people have a certain policy, or university has a policy, government has a policy. Because in the past we always assumed that policy is always a government policy, but it is not anymore. So, environmental policy integration, would also mean that the values should be part of the policies of university, should be part of the policies for a company, should be part of the policies of individuals with regards to the choices they make in their daily lives and decisions they take. For instance, Google, are one of the companies, that is why they coming to Groningen, because there will be a big windfarm, so they want that all the energy feeding their data service would be carbon free. So, this is an example of the company policy. And there is a number of these companies that have these types of policies. I take this on board, I don't want to have this ecological footprint. So, people as well, start saying that they for instance will stop eating meat, or eat way less meat, because it has such ecological footprint, and they don't want that anymore. So, everyone has to integrate environment in their own policy of how they want to live their lives. I do still believe that without the government you not going to reach everyone. I mean it is going to be a proactive citizen, it is going to be a proactive business, it is going to be a group of people. So, you see examples, but to really put it in everything, I still believe, the fueling mechanism that has to get it started are likely to be the government. But we cannot ignore that environmental policy integration some literature you still see a big dominance centred on the government, but I think if you really think it through what it means, the environmental policy integration also addresses companies, also addresses citizens and society overall.

Question 6: There have been some noticeable efforts by some countries (UK, the Netherlands, Sweden, Norway or Germany) to engage in EPI. However, these countries are highly advanced in terms of their economic state, compared to the Northern European countries, such as Lithuania. How the countries that need development and economic growth should approach EPI in the first place?

Answer Transcript:

Difficult. Two answers. First of all, relate to EPI as a logic of an instrument as I already said before. I think in that sense, the difference between a country like Lithuania and the Netherlands doesn't have to be great. You still have same kind of things, like departments, governments, democracy and so forth. So, implementing procedures, you can do, so in such a formal way I wouldn't see much difference. There has to be some National Policy plan, and it has to reflect on each sector, and each sector have to have a statement or paragraph on policy plan with regards to the environment. But I think what the more important answer is, is to see how you balance priorities, so it is about the values again. And if you are in the context such as Lithuania, it becomes more challenging to encourage people to drive the electric cars if the electric cars are still a lot more expensive. Slowly changing, but this moment still are. So, you start asking question, who is going to pay for all these loading points for the electric cars. Or, you know you can say that this company

has to reduce the emission and fine particles into the atmosphere, but then you lose 400 jobs, because at this point it is still too expensive. So, these kinds of balancing acts are different in Lithuania than they are in the Netherlands. Simply because, the economic situation is different, also because political situation is different, people vote differently because their interests are different. I think what you then have to appreciate is you have to think through how to also try to enter the discourse how the environment is worth money. Because it is. So, can we start see that there are some interesting technological opportunities, are started to show potential without it costing money. Because, there are some rising companies with the whole renewable industry debate, are those any interesting for Lithuania. Or should we still invest the big money in improving public transport if we know that electric car is coming. So, you kind of have to recognize what opportunities Lithuania has with regards to environmental policy and changing economies and values. Because those are the things you might start working on, and these are the mechanisms you might be able to integrate environmental values and priorities in other policy domains. If you spoke with transport or economic departments, I am quite sure they are interested what will be the impact of electric car and how that can reduce the costs of public transport. Because that might actually start some sort of debate between different departments and that may develop integrative infrastructure that in the future you may use for other things. Also, in the country that maybe harder to spend money for the environment, you have to look how you can create some money by doing it.

Question 7: What are the key issues you can identify for the application of EPI, especially with regards to Infrastructure sector? Perhaps you can reflect on the Dutch related experience.

Answer Transcript:

-I think there are different barriers. I think one of the barriers we have is the political barrier. Changes of political focus. The main interactions in the past 15 years that we had with regards to infrastructure has been air pollution, and in the certain moment, somewhere 10 years ago was this big plan made, the national scheme and improve air quality and there was one key national measure, which is the road pricing. So for the places where the pollution was the worst you would have to pay more money to enter that road. So that could have worked. But then there was a change of the government and they banned it. And even worse, 2 years later, they said we gonna raise the maximum speed on highways from 120 to 130 km per hour. So, when you do those things, you do not use the most prominent tool that can help make the problem less and then you propose the measure to make the problem worse. Now, the reason why they did that because the people who voted for these parties wanted to drive their car and they wanted to drive it fast. Not considerate of the air pollution. The weak profile. Even though, these are the important things to take on board with regards to infrastructure and traffic management, but they simply did not take it on board because simply that is not what people voted for. On the other hand, we may not have a lot of nature, green bidges, or small tunnels under roads, and that is sometimes surprising that I see those things more often here than in the Netherlands. We may have the least nature but we see that more than in other countries. So we see that in the discourse that has been picked up, but how and why exactly, I dont know. But that also has changed in the last years due to the changes in the governmnet, we gonna ban the whole story of having ecological structure in the Netherlands, because all this integration is simply too expensive. And these things, are politics, the votes of people, and that is definitely one of the biggest barrier. Let's be honest, there is so many poeple, there is so much logistics, airport, ports, there are highways everywhere, and you know, you will not do much about it, because, that runs the economy, it keeps people busy.