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## **Economic Commission for Europe**

### **Inland Transport Committee**

#### **Working Party on Transport Trends and Economics**

##### **Twenty-fourth session**

Geneva, 6–7 September 2011

Item 2 (b) of the provisional agenda

##### **Monitoring of the developments relevant to pan-European transport networks: Trans-European Motorway and Trans-European Railway projects**

### **Trans-European North-South Motorway (TEM) and Trans-European Railway (TER) Projects**

#### **Report on activities implemented in the reporting period 2010/2011**

#### **A. Objectives of the Projects**

1. The TEM and TER Projects, of which the Executing Agency is the UNECE, represent specific platforms for cooperation of participating countries in the field of road/motorway and railway transport. The Projects support and enhance introduction of new methodologies aimed at increasing the efficiency of international road/motorway, railway and combined transport and strengthening the synergy with the Pan-European agreements on road and railway infrastructure. At the intergovernmental level, the TEM and TER Projects constitute the only regional platforms, dealing with topics of common interest for road and railway transport and assisting in achieving higher standard of the road, motorway and railway network in the participating countries. 18 countries of the Central, Eastern and South-Eastern Europe and of Caucasus, namely Armenia, Austria, Bosnia and Herzegovina, Bulgaria, Croatia, Czech Republic, Georgia, Greece, Hungary, Italy, Lithuania, Poland, Romania, Russian Federation, Serbia, Slovakia, Slovenia and Turkey participate in the Projects. The Projects' networks of roads/motorways and railways extend to about 24 000 km and form the backbones of the Pan-European road and rail corridors in the CEE region (the TEN-T in the EU member countries), providing valuable contributions to the strategic transport plans in Europe and the extension of the TEN-T to the neighboring countries and regions.

2. The TEM and TER Cooperation Trust Fund Agreements, established by the UNECE in 1990, made the Projects self-sustaining, financed by direct contributions of the member countries and ensuring the implementation of their main objectives, namely:

(a) To ensure the coordinated upgrading of infrastructure of the TEM and TER networks to the AGR, AGC and AGTC standards;

(b) To coordinate the improvement of operational parameters and improve the situation at border crossings with a view to eliminate bottlenecks in international road and rail transport;

(c) To develop cooperation among member countries in the preparation of technical studies;

(d) To promote cooperation among member countries in the field of combined transport;

(e) To promote training activities for experts of member countries.

3. To achieve these objectives, the Projects organized in the last two decades a number of meetings of decision-makers, TEM and TER National Coordinators, road and railway operators and experts with the aim to facilitate the exchange of experience and best practices. The TEM and TER Projects also work closely together with the OSCE, UIC, IRU and BSEC organizations.

## **B. Development of the management and operation of the Projects**

4. On 27 July 2009, the Executive Secretary of the UNECE signed the TER host-country agreement with the Slovak Minister of Transport, Post and Communications. The signing of this Agreement secured a stable and long-term functioning of the TER Project Central Office in Bratislava, Slovakia. The signing of the Agreement ensured efficient continuation of all the activities and tasks of the TER Project.

5. An important event for the TEM Project and especially for its smooth co-operation with the TER Project, as well as for the successful completion of Master Plan Revision was the appointment of Mr. Helmut Meelich as the TEM Project Manager for the period until 31 December 2011. The experience gained so far with this arrangement in the reporting period shows that Mr. Meelich's TER Project activities were not negatively affected by his new task and that this solution actually contributed to the closer co-operation between TEM and TER Projects as well as to budgetary savings due to the organization of joint activities and meetings of working groups and representatives of both projects.

## **C. TER and TEM Master Plan Revision**

6. The Master Plan, published in 2006 outlined an investment plan which, through its implementation, certainly contributed to the economic growth of the countries concerned and to the improvement of the well-being of their population. Furthermore, the Plan had great potential to enhance the integration and harmonization of road and rail transport within Europe and beyond. The Plan set out the priority infrastructure needs of 21 Central, Eastern and South-Eastern European countries. It also identified the backbone road and rail networks in those countries and presented a realistic investment strategy to gradually develop them. As many as 491 projects with an estimated total cost of EUR 102 billion were evaluated and prioritized.

7. The TEM and TER Master Plan elaboration achieved its goal which was to present a consistent and realistic short, medium and long-term investment strategy for the road, rail and combined transport backbone networks in the wider TEM and TER region. With the elaboration of the Master Plan, TEM and TER Projects offered a substantial contribution to the extension of TEN-T network, the practical implementation of Pan-European Transport

Corridors, promotion of intermodal transport operations and stronger complementarity of transport modes towards the higher efficiency of road and rail transport infrastructure.

8. The TEM and TER Master Plan process was successful, but the further work in some areas was necessary and technical assistance was needed in order to monitor the progress in implementation.

## **D. Revision of the TER and TEM Master Plan**

9. Since the elaboration of the TEM and TER Master Plan, a number of new developments have taken place. These may be summarized as follows:

- (f) Completion of the work of the EU High Level Group and the extension of the Trans-European network (TEN-T) to neighboring countries and regions;
- (g) Approval of the accession of Armenia and Slovenia to the TEM and TER projects;
- (h) Separation of Serbia and Montenegro in two independent states;
- (i) Accession of Bulgaria and Romania to the European Union;
- (j) Need for the inclusion of all SEE and Caucasus countries in the Master Plan exercise (Albania, Armenia, Azerbaijan, Serbia and Montenegro),
- (k) Proposals of new priorities, projects and links by the TEM & TER member countries in the course of the 2007 - 2009 follow-up work;
- (l) Completion of the first phase of the UNECE – UNESCAP Euro Asian Linkages project and adoption of the priority routes and projects identified by it;
- (m) New data received from several countries (Hungary, Poland, Serbia and the Russian Federation);
- (n) Increased interest of countries in intermodal transport, including logistics centres, combined transport terminals, seaports and maritime hinterland connections with RO-RO, RO-PAX and RO-LA.

10. Based on the decisions of the seventieth, seventy-first and seventy-second sessions of the UNECE Inland Transport Committee and on inputs from participating countries, the TEM and TER Project Central Offices, in close collaboration with the UNECE and external consultants, prepared the Terms of Reference (TOR) for the Revision of the original Master Plan, which were further discussed and approved by the Steering Committees of TEM and TER Projects.

11. In accordance with these TOR, the Revision of the Master Plan reviewed the latest developments in the TEM and TER projects, and in particular;

- Updated data related to traffic flows for TEM and TER networks,
- Checked the conformity of new projects and regulations with the TEM and TER backbone networks and review the original TEM and TER networks,
- Reviewed border crossing issues,
- Improved data collection procedures,
- Updated information about TEM and TER funding,
- Identified interrelationships of the TEM and TER Master Plan backbone networks with intermodal points and links and
- Drew up conclusions and recommendations.

12. The following 25 countries were involved in the Revision of TEM and TER Master Plan: Albania, Armenia, Austria, Azerbaijan, Belarus, Bosnia and Herzegovina, Bulgaria, Croatia, Czech Republic, Georgia, Greece, Hungary, Italy, Lithuania, Republic of Moldova, Montenegro, Poland, Romania, Russian Federation, Serbia, Slovakia, Slovenia, the Former Yugoslav Republic of Macedonia, Turkey and Ukraine.

13. The work on the Master Plan Revision was carried out by the TEM and TER Project Central Offices with the support of international consultants from the participating countries. The intermediate results of the work were discussed at the meetings of the TER and TEM Expert Groups and supervised by the joint Master Plan Coordination Group. The final report of the Master Plan Revision was submitted for examination to the 73<sup>rd</sup> session of the UNECE Inland Transport Committee in February 2011. Its printed version is now being prepared at the UNECE in Geneva and will be available in October 2011.

## **E. TEM and TER activities carried out in the reporting period**

14. On 8 September 2010, the Project Manager attended the 4th session of the Group of Experts on Euro-Asian Transport Links as well as the workshop "Climate Change Impacts on International Transport Networks", organized jointly by the UNECE and the United Nations Conference on Trade and Development (UNCTAD) as part of the twenty-third session of the UNECE Working Party on Transport Trends and Economics.

15. On 20 September, 5 October, 21 October and 10 November 2010, he took part in the series of meetings at the OSCE Hofburg Congress Centre, Austrian Federal Ministries of Transport, Innovation and Technology and of Foreign Affairs and at the Municipality of Baden, at which he together with the Austrian TEM and TER National Coordinators discussed and approved the preparatory steps and organizational measures for the TEM/TER Conference on financing development of road and rail transport infrastructures and for other TEM and TER meetings to be held in Vienna on 14 – 19 November 2010.

16. The Project Manager attended the 13<sup>th</sup> session of the Steering Committee of the VIth Pan-European Transport Corridor Gdansk – Katowice –Brno/Zilina – Vienna held in Ostrava, the Czech Republic on 8 November 2010, in which also the TEM and TER National Coordinators of the respective countries took part. He met there with the chief executive officials of the Polish State Railways and the Ministry of Transport in Warsaw and discussed possibilities and the future alignment of the high-speed railway network in Poland with those of Germany and the Czech Republic. He also used this opportunity to continue the discussion on the alternative routes of the future high speed line Warsaw – Prague in the section Wrocław – Lichkov - Usti nad Orlici, which commenced in Prague in June 2010.

17. He organized and attended the “*Conference on financing development of road and rail transport infrastructures*”, held by the United Nations Economic Commission for Europe, the Trans-European North-South Motorways (TEM) Project and the Trans-European Railway (TER) Project in collaboration with the Organization for Security and Co-operation in Europe (OSCE) on 17 November 2010 in the OSCE Conference Centre Hofburg in Vienna. The conference, opened by the UNECE Executive Secretary Mr. Kubis, in which the Austrian Vice Minister of Transport, Innovation and Technology Mr. Weissenburger as well as the Directors of Russian and Turkish Railways also participated, has been organized on the occasion of launching of the revised TEM and TER Master Plan. Representatives of Governments and International Financial Institutions, road and rail sectors met at the conference to evaluate the opportunities for financing the TEM and TER infrastructure priority projects specified in the revised Master Plan and to discuss the measures aimed at ensuring seamless connections throughout Europe, including cost-effective access to markets. They noted that the TEM and TER Master Plan Revision, which set out the priority infrastructure needs, the backbone networks and a realistic

investment plan to develop them, represented a great contribution to these efforts, taking into account also the fact that the rail and road/motorway infrastructure projects, identified in the framework of this Revision, have to be achieved given the difficult financial environment of necessary budgetary savings and capital market restrictions. Therefore, also the projects developed within BSEC such as the Motorways of the Sea (Railferries) as well as the close collaboration with the major international organizations involved in rail and road transport, namely BSEC, OSCE, IRU and UIC would certainly be of great benefit for the development of transport in the region.

18. Following his offer made at the sixty-third session of the SC.2 to hold the next Working Party meeting jointly with the TER Project and OSCE in Vienna, the Project Manager organized and participated in the 64th session of the UNECE Working Party on Rail Transport (SC.2) held on 18 November 2010 in the same Conference Centre in Vienna, which inter alia represented the opportunity to TER countries to become involved, again as a group, in EATL and BSEC activities.

19. On 15, 16 and 19 November 2010, he took part in the 54th session of the TEM Steering Committee, 29<sup>th</sup> session of the TER Steering Committee and in the 5<sup>th</sup> Joint Meeting of the TEM and TER Master Plan Revision Expert Groups, all of them held in Baden, Austria.

20. The Project Manager represented the TEM and TER Projects Central Offices at the OSCE-UNECE Inter-regional Workshop on Developing Euro-Asian Transport Links, held in Turkmenbashi, Turkmenistan on 7 – 8 December 2010. He also proposed there to pay more attention including the on-site visits to the rail ferries as key elements of the Euro-Asian Transport Links.

21. On 17 December 2010 he visited the Austrian Federal Ministry for Transport, Innovation and Technology and the Office of the Co-ordinator of the OSCE Economic and Environmental Activities in Vienna, closing there the final settlement of the Conference on financing development of road and rail transport infrastructures held in Vienna on 17 November 2010. He also paid the visit to Austrian Ministry of Foreign Affairs in order to extend his thanks for its support of this event.

22. He paid a visit to the UNECE Transport Division in Geneva on 19 – 20 January 2011 to discuss the draft final report of the TEM and TER Master Plan Revision and the arrangements related to its submission to the seventy-third session of the Inland Transport Committee.

23. On 24 - 27 January 2011, the Project Manager visited the Polish Ministry of Transport in Warsaw and discussed with its representatives the future involvement of the Ministry in the activities of the TEM and TER Projects, plans for extended usage of effects of these activities, ways of improved communication of TEM and TER actions via website as well as the possibilities of Czech – Polish border crossing rail improvements.

24. On 31 January – 1 February 2011 he attended the Inland Transport Security Discussion Forum “UNECE-TAPA Driver, Vehicle and Cargo Security” in Geneva, building upon the work of the Multidisciplinary Expert Group on Inland Transport Security and upon the 2009 Inland Transport Security Seminar, in which he also took part.

25. From 9 to 10 February 2011, the Project Manager took part in a meeting in Prague and made a presentation on the results of the second preparatory conference held in Minsk for the eighteenth OSCE Economic and Environmental Forum in Prague. He also used this opportunity to establish additional contacts with representatives of the Czech Ministry of Transport in Prague and informed them about the results of his recent discussions with Polish officials on the high speed line Wroclaw – Prague, about the possibilities for extension of this connection to Vienna via Brno and to Zurich via Linz as well as about the

proposals to introduce bus transport as provisional solution in border sections having low passenger traffic flows at present.

26. On 21 – 25 February 2011, he took part in the Club Feroviar Conference on Policies and Technologies for Increasing Mobility and in the technical-scientific colloquium on passenger transport rolling stock held in Brasov, Romania on a special invitation of Romanian Railways.

27. On 1 – 3 March 2011, the Project Manager attended the 73rd session of the UNECE Inland Transport Committee at Geneva, at which he inter alia presented the final version of the TEM and TER Master Plan Revision.

28. On 8 – 10 March 2011, he visited the Polish Ministry of Transport and the General Directorate for National Roads and Motorways (GDDKiA) in Warsaw, discussing with their representatives their comments to the TEM Master Plan Revision and the future position and tasks of the TEM Project Central Office in Warsaw.

29. On 6 – 9 April 2011, the Project Manager chaired the TEMSTAT Data Collection and Mapping Meeting held in Warsaw, Poland, dealing with the progress reached in construction of the TEM motorway infrastructure and to the communication of the 2010 TEM status and TEMSTAT 1 and 2 data on the country-by-country basis.

30. On 4 and 7 April 2011, he used the opportunity of his participation in the TEMSTAT Data Collection and Mapping Meeting held in Warsaw, Poland to pay the visit to the Polish Ministry of Transport and to the General Directorate of Polish State Railways and inform their policy makers about the successful finalization of the TEM and TER Master Plan Revision. With their assistance and support, he organized a visit to the Warsaw Central Railway Station under reconstruction and got acquainted with its park and ride system, discussing at the same time with its chief executive officers the intermodal aspects and further co-operation between the road and rail systems in the city.

31. On 13 April 2011, the Project Manager participated in the panel discussion on “The new shape of TEN-T: Will Europe bet on rail?” organized by the CER together with the Hungarian Presidency and the European Parliament’s EPP, ALDE and Greens/EFA Groups in Brussels. He was personally invited to attend because of his long experience in the Hungarian rail sector. He reported there on conclusions of the Conference in Brasov, Romania held in February 2011 regarding technologies for increasing mobility and passenger transport rolling stock as well as on the planned high speed line Budapest – Bucharest – Constanta (Black Sea).

32. On 28 April 2011, accompanied by the officials of the Austrian Ministry of Transport, he took part in the first meeting with the representatives of the Embassy of the Republic of Azerbaijan in Vienna on the co-operation between the TER Project and Azerbaijan and on the future TER Steering Committee session to be held in Baku, Azerbaijan.

33. On 3 May 2011, the one-day meeting aimed at final proofreading and editing of the TEM and TER Master Plan Revision was held in Geneva, in which Mr. Pospisil, the UNECE Consultant took part on Project Manager’s behalf.

34. The TER Project Manager visited on 17 May 2011 the regional office of the JASPERS – Joint Assistance to Support Projects in European Regions, an initiative established in 2006 by the European Commission and the EIB and EBRD, which helped the EU Member States in Central and Eastern Europe to develop high quality projects that will receive support from the EU's Structural and Cohesion Funds. With its representative, Mr.Horhager, he worked jointly on preparation of the overview of railway investment in the countries neighboring Austria.

35. The Project Manager visited on 18 – 20 May 2011 the Czech Ministry for Transport and the General Directorate of Czech Railways in Prague to discuss the coordination of timing of the reconstruction of the second main Czech – Austrian railway corridor Prague – Ceske Budejovice – Linz as well as the possibilities and the future alignment of the high-speed railway network connections between these countries.

36. On 30 May 2011, the Project Manager participated in the ITS conference in Vienna, organized by the Austrian Federal Railways (OBB), discussing its research work on road and rail combined transport.

37. On 1 – 2 June 2011, he paid a visit to the Polish Ministry of Transport and to the TEM Project Central Office in Warsaw. During the course of his stay at the TEM Project Central Office, he informed its staff about the results of his discussions at the Ministry and about its future tasks.

38. On 14 and 15 June 2011, the Project Manager chaired the HEEP (Highway Engineering Exchange Program) Area V (Central and Eastern Europe) 2011 Annual Meeting held in Gura Humorului, Suceava county, Romania. On 16 and 17 June 2011, he took part in the Fifty-fifth session of the TEM Steering Committee, which took place in the same venue in Gura Humorului.

39. In the framework of the Fifty-fifth session of the TEM Steering Committee, he organized the joint meeting of Romanian, Polish and Ukrainian road experts on 17 June at the Romanian/Ukrainian border crossing control station at Siret, dealing with the rehabilitation of the road corridor Bucharest – Chernivtsi – Lviv – Warsaw, in which also the President of County Council of Suceava (Romania) and the Governor of Chernivtsi region (Ukraine) participated.

40. On 12, 13, 18 and 19 June 2011, he took part in the series of meetings with the representatives of the Romanian Ministry of Transport and Romanian State Railways dealing with the preparations of the UNECE TER Conference on Development of Special Rail Transport Infrastructure – Rail Ferries/Seaports to be organized jointly with the Ministry of Transport of Azerbaijan in Baku in September 2011, focused especially on the Black Sea wider area, hinterland connections to the seaports and development of the Pan-European railway Corridor IV.

41. On 28 June 2011, the Project Manager held discussions with the respective authorities of the Upper Austria Province in Wels, aimed at preparations of the TEM and TER Steering Committees' sessions to be held in Salzburg, Austria in October 2011 and at the further development of the intermodal transport between this province and neighboring German state of Bavaria.

42. Finally, on 5 – 8 July 2011, he undertook a series of meetings at the Ministry of Transport of the Republic of Azerbaijan, "Azerbaijan Railways", TRACECA Office in Baku, Austrian Embassy in Azerbaijan, Ministry of Finance of the Republic of Azerbaijan and the Azerbaijan office of the Asian Development Bank, focused on preparations of the 30<sup>th</sup> session of the TER Steering Committee to take place in Baku in September 2011.

## **F. Major TEM and TER present and future challenges**

43. The present and future challenges concerning the TEM and TER Projects can be summarized as follows:

- Extension of the TEM and TER Projects to observer countries (Belarus, Ukraine, Moldova, Former Yugoslav Republic of Macedonia);
- Extension of the TEM and TER Projects to the countries participating in the Revision of the Master Plan, i.e. Albania, Azerbaijan and Montenegro;

- Full integration of new member countries (Armenia and Serbia);
- Publishing the TER und TEM Master Plan Revision final report, promotion and dissemination of its results and outputs;
- Monitoring the implementation of TER und TEM Master Plan Revision;
- Financing the development of the motorway, road and rail transport infrastructure;
- Focus on road and rail security issues.

## G. Conclusions

- All activities carried out in the reporting period were in line with the Programmes of Work as well as with the Short-Term Strategies of the TEM and TER, adopted by the respective TEM and TER Steering Committees' sessions;
  - The TEM and TER Project offer the advantages of bringing together representatives of the Ministries of Transport, road administrations and railway companies from the member countries;
  - In the reporting period, the TEM and TER Projects strengthened the co-operation with major international organizations dealing with transport issues and established closer relations with the Economic Cooperation Organization (ECO);
  - At the governmental level, TEM and TER are the only fora in the region addressing the key road and rail transport issues pertaining to a more rapid integration and at higher standards of the transport infrastructure networks of the member countries into the Western European network. They also stimulate better harmonization of the legislation of Central and Eastern European countries with Western European standards in order to ensure a higher quality of service along major corridors in post-transition economies;
  - The TEM and TER Projects are useful tools for implementing the AGR, AGC and AGTC standards in the region and improving the motorway/road, railway and combined transport services. The realization of the comprehensive programmes of work with concrete outputs has led to a permanent increase in the TEM and TER memberships;
  - The TER and TEM Master Plan Revision, carried out in close co-operation with the UNECE Transport Division in Geneva, terminated successfully in the reporting period and it is expected that the printed version of its final report will be available in October 2011.
  - The promotion of the results of the TER and TEM Master Plan Revision and monitoring of its implementation represent two of the most important tasks of both the Projects in the years to come.
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