

**Economic and Social Council**Distr.: General
29 June 2015

Original: English

Economic Commission for Europe**Inland Transport Committee****Working Party on Transport Trends and Economics****Twenty-eighth session**

Geneva, 7–9 September 2015

Item 5 (b) of the provisional agenda

Monitoring of the developments in pan-European transport networks:**Trans-European Motorway and Trans-European Railway projects****Information on the Trans-European North-South Motorway
(TEM) project development***

Submitted by the TEM Project Manager

I. Objectives of the Project

1. The aim of the Trans-European North-South Motorway (TEM) project is to provide assistance to the integration process of transport infrastructure systems in Europe, to improve national techniques and understanding of construction, management, operation and maintenance of motorways of the participating countries.
2. One of the main goals of TEM project is to facilitate co-operation between East-West road managers and experts. This cooperation can bring palpable results by indicating the gaps and potential solutions based on information provided by different countries. Taking into account the expectations of national governments regarding international activities, only effective actions of the TEM project will be accepted by participating countries. The biggest challenge is therefore an active participation and efficient dissemination of TEM findings by the end of 2015.

II. TEM development 2014–2015

3. During the sixty-first session of the TEM Steering Committee held on 17 December, 2013 in Geneva, Mr Andrzej Maciejewski, Deputy General Director of the Polish National

* The present document was not edited before being sent to the United Nations translation services.

Agency for Roads (GDDKiA), was elected TEM Project Manager for the period 2014–2015. He proposed a TEM programme of work 2014–15 which was accepted by the Steering Committee.

4. According to the main objectives of the project, listed above, in 2015 TEM activities should cover the following topics:

- (a) Diverse sources of financing for the road infrastructural projects– European Union (EU) funds, Public-Private Partnerships (PPPs), build–operate–transfer (BOT);
- (b) Road Safety Management, procedures, rules and strategies;
- (c) Operational strategy for TEM project for the next two years;
- (d) Realization of investments – contract rules, relations with contractors, structure of market;
- (e) Environmental protection and climate change.

5. The selected themes are the key priorities for all TEM participating countries. Therefore, TEM countries should exchange experiences, knowledge and know-how in order to eliminate common mistakes or probable obstacles in identified domains.

III. Activities 2015

6. On the basis of this Programme of Work, the following tasks were included in the TEM 2015 Work Plan:

(a) Strengthening capacities of the TEM participating countries by exchanges of knowledge and best practices in the following areas: road infrastructure investments and financing, road maintenance and asset management, environmental impact assessment and road infrastructure safety management.

(b) Increase attractiveness of TEM project, both for the TEM participating and neighbouring countries, through an improved Programme of Work and better communication on project outputs.

(c) Prepare high quality deliverables on topics related to the development of the TEM network with active participation of representatives of the TEM participating countries.

(d) Efficient involvement of TEM in the development of Euro-Asian Transport Linkages and cooperation with international and European transport organizations (Conference of European Directors of Roads (CEDR), World Road Association (PIARC), Intelligent Transport Systems and Services for Europe (ERTICO)).

(e) Efficient administrative backstopping of TEM project through improved Work Plan and result-oriented cost plan for 2015 and finalization of pending administrative issues.

7. There is a need for a further discussion on TEM data collection and dissemination. TEM Steering Committee will discuss necessary information, preparation of TEM maps and its web presentation.

8. Steering Committee decided that TEM Project Central Office should prepare ToR for engagement of the experts for preparation of three reports related to Road Safety, Financing and Strategy based on information collected from the seminars held this year. Draft reports should be completed in 2015.

9. The following activities already took place in 2015:

(a) The sixty-fourth session of the TEM Steering Committee was held on April 15, 2015 in Geneva. Mr. Andrzej Maciejewski, TEM Project Manager, presented the report and plan of action for 2015 that included the preparation of the three reports (Road Safety, Financing and Strategy);

(b) Based on the adopted work plan, a seminar on road safety management took place on April 14, 2015 in Geneva. More than 20 experts from TEM member countries and European Union shared their experiences and debated the best practices and strategies to increase the road infrastructure safety. Special attention was given to the road infrastructure safety management practices: road safety audit and inspection and national institutional set-up for implementation. Additionally, UNECE experts presented UN legal instruments related to road signs, signals and road marking and UN Decade of Action for Road Safety 2011–2020;

(c) The International Highways Engineers Exchange Programme (iHEEP) Area V is a forum for annual exchange of knowledge and know-how between Highway Engineers of North America and Europe. iHEEP is a US initiative and TEM Project is their European counterpart. Cooperation with iHEEP started in 1993, and this year the twenty-second TEM iHEEP Area V 2015 Annual Meeting was held in Gdansk, Poland on 14–17 of June. This year seminar was dedicated to one of the priority topics of the TEM Project – financing of the road infrastructure projects. Representatives of TEM participating countries and Department of Transport of four United States of America states shared their experiences and best practices on financing of road construction, rehabilitation and maintenance.

IV. Challenges 2015

10. TEM Project needs more visibility and recognition as well as tangible results. Promotion of TEM activities as one the main TEM PCO tasks will facilitate collaboration with other stakeholders and could bring new participating countries. At the same time it gives reliability to existing partners.

11. In 2015, TEM Project Manager will work on three reports, of which TEM strategy report will be the most important one regarding the future actions and shape of TEM activities.

12. Furthermore, resolving pending administrative issues related to the TEM Project Manager contract is needed to enable more efficient functioning of the TEM PCO.

V. Conclusions

13. All activities, carried out during the reporting period, were in line with the Programme of Work accepted by the Steering Committee in 2015.

14. According to the TEM Trust Fund Agreement, TEM Project address priority topics for participating countries which leads to a more rapid integration of the motorway networks between Eastern and Western European countries. At the same time, TEM Project stipulates a better harmonization of road legislation and creation of the common motorway standards in order to ensure a higher quality of service along major corridors in the participating counties (e.g. road safety, EIA, ITS and financing).