



**Economic and Social
Council**

Distr.
GENERAL

TRANS/SC.1/2002/7
2 August 2002

Original: ENGLISH

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Road Transport
(Ninety-sixth session, 7-10 October 2002
agenda item 4 (b))

ROAD TRANSPORT INFRASTRUCTURE

Trans-European North-South Motorway (TEM) Project – Progress Report

Note by the Project Manager

1. The Trans-European North-South Motorway (TEM) is an international motorway and expressway network connecting the Baltic, Adriatic, Aegean and Black Seas.
2. Thirteen Central Eastern and Southern Eastern European countries participate in the Project (Austria, Bosnia and Herzegovina, Bulgaria, Croatia, Czech Republic, Georgia, Hungary, Italy, Lithuania, Poland, Romania, Slovakia and Turkey). Three countries – Sweden, Ukraine and Yugoslavia – have observer status.
3. Its high-capacity, double and grade-separated carriageways, each with a minimum of two traffic lanes will ensure an adequate quality of services for modern traffic by providing for safety, speed and comfort in accordance with commonly adopted standards, thus contributing to the economic and social development of the whole European continent.
4. The United Nations Economic Commission for Europe is its Executing Agency, responsible for technical and administrative backstopping of the Project and the coordination of its activities.

5. The total planned length of the TEM network as of 1 January 2002 was 23,858 km, of which 7467 km were in operation and 975 km under construction (Annex 1).
6. Taking into account the corresponding comparative indicators (last three columns of Annex 1), Turkey had the highest percentage of the TEM network length (29.0%), Slovakia had the fastest construction pace (7.1% of its national TEM network under construction) and Italy had the highest degree of completion of its TEM network (99.7%). In total, 30.2% of the whole TEM network was in operation and 3.9% of its length was under construction.
7. Pending total completion, nevertheless, TEM is already an operational reality because of the TEM Corridor, which consists of upgraded national roads linking already constructed motorway sections.
8. The main objectives set for the Project are:
 - (a) To assist the participating countries in accelerating the construction of the TEM network through the identification of investment needs and priorities, investigation of the financial resources needed for its construction and determination of appropriate payback systems for use on the TEM motorway.
 - (b) To assist in designing, building, maintaining, operating and administering the TEM motorway network on the territories of participating countries as part of an integrated European transport infrastructure, thus filling the gaps in the existing motorway network in the region.
 - (c) To pay special attention, in view of present economic constraints, to the upgrading of existing roads and to envisage the staged construction of motorways.
 - (d) To promote and improve cooperation in all matters concerning road transport between TEM countries having different levels of development.
 - (e) To continue to disseminate the knowledge, expertise and know-how developed so far in the TEM region to other regions of the world.
9. In the period of 25 years during which the TEM Project has been underway, an efficient cooperation and understanding has been established between the respective motorway and/or highway authorities of the participating countries, together with the Project's institutional framework and organizational structure.
10. The highest decision-making body of the TEM Project is the Steering Committee, which meets twice a year, determines the policy of the Project as well as the general measures to be taken concerning TEM activities, and takes decisions for common action.
11. The TEM Steering Committee held its last (thirty-seventh) session on 5-7 June 2002 in Geneva. The next (thirty-eighth) session of the Committee will be held on 20-22 November this year in Warsaw, Poland.

12. The Project has a Project Central Office (PCO) set up to coordinate all the activities carried out under the terms of the programme of work. It operates under the direction of the Steering Committee and under guidance from the Economic Commission for Europe. The PCO is located in Warsaw and the Polish Government covers office expenses.

13. The Project Central Office is headed by the Project Manager. The past TEM Project Managers were made available by the Governments of Greece, Turkey, Romania, former Czechoslovakia, Slovakia and the Czech Republic, respectively. The present Project Manager, Mr. M. Hantak, has been provided by the Government of Slovakia, with an assignment until 31 December 2003. At its thirty-seventh session, the TEM Steering Committee requested the UNECE as the Executing Agency of the Project to request the Slovak Government to consider the extension of the contract of Mr. M. Hantak as the TEM Project Manager for an additional 2 years, i.e. until the end of 2005.

14. The TEM has a National Coordinator in each participating country appointed by the respective Government, responsible for the coordination of all Project activities within the country.

15. The funding of all Project activities in-kind as well as in cash is provided exclusively by the participating countries. In this respect, the TEM Cooperation Trust Fund has been established, based on the Trust Fund Agreement signed in Geneva in December 1991. According to this Agreement, each participating country contributes USD 7,500 annually to the Project in addition to its in-kind contribution. Under the terms of the Agreement, the UNECE is responsible for the management of the funds contributed in cash. As a result of this, the Project has a well established and permanent arrangement for the continuous administration and coordination of its technical, managerial and economic activities.

16. According to the financial report for 2001, approved by the thirty-seventh session of the TEM Steering Committee, the total funds available in the year 2001 amounted to USD 158,262 with total expenditures (including UNECE programme support costs) representing USD 117,639, resulting in a total unencumbered positive balance as at 31 December 2001 amounting to USD 40,623.

17. The TEM budget and Programme of Work for 2002, based on the provisions of the Trust Fund Agreement and approved by the thirty-sixth session of the TEM Steering Committee (4-6 December 2001, Geneva) are attached to this report as Annexes 2 and 3.

18. Also at the thirty-sixth session of the TEM Steering Committee, the Short-term Strategy for Further Integration of TEM into the New European Transport Environment (document TEM/WP.203), prepared by the UNECE in close collaboration with TEM member countries and the Project Central Office in Warsaw, was approved for inclusion in the TEM Programmes of Work for 2002 and 2003.

19. Besides the cooperation and assistance activities of the Project regarding the acceleration of construction of the TEM network itself, the TEM Project performs a piloting function in private sector funding of motorway and road construction and maintenance, focusing on the legal framework for building motorways with foreign credits and concession systems, evaluation of

payback systems, including conditions for the application of motorway tolls, investigation and/or development of issues for assessing BOT concessionaire arrangements and technical assistance in the areas of private financing of motorways.

20. In the recent period, the scope of technology and know-how transfer in the framework of TEM has also widened, going from motorway design, construction and operation to the broader field of common motorway and road issues, such as pavement and bridge management, environmental impact assessment, standardization, harmonization of signing, introduction of intelligent transport systems, etc. The forms, tools and techniques used in technology transfer within TEM vary according to the aim and type of activities. They include seminars, workshops and round tables usually organized by one member country jointly with the TEM Project Central Office in accordance with the annual programme of work, often in collaboration with one or more non-TEM institutions or consultants.

21. These transfer and technical assistance activities have also included valuable inputs from OECD countries, especially from the countries of the European Union and the United States of America. Within the multitude of technology transfer programmes now directed at Central and Eastern European countries, TEM is unique in that it deals not only with the transfer from the more developed Western countries to the region, but also with technology transfer, coordination and exchange of experience and know-how between the participating countries of the region themselves. The technical potential amassed, in terms of experts trained, also constitutes a substantial resource for the TEM Project, which can be capitalized on in other regions.

22. The TEM Project collaborates with international organizations dealing with transport issues, especially with the relevant Directorates General of the Commission of the European Union, European Conference of Ministers of Transport, OECD Transport Division, CEI (Central European Initiative), WERD (Western European Road Directors), US-based HEEP (Highway Engineering Exchange Program, UN/TER Project Central Office in Budapest, International Road Transport Union (IRU), International Road Federation (IRF) and the Association of European Motorways, Bridges and Tunnels with Tolls (ASECAP).

23. At its thirty-fifth session (30 May-1 June 2001, Trieste, Italy), the TEM Steering Committee asked the UNECE to formulate a strategy of collaboration with the European Commission aimed at the development of Pan-European Transport Corridors and Areas, making use of the potential and experience accumulated and in accordance with the TEM Cooperation Trust Fund Agreement. In line with this request, a Preliminary Draft Proposal for Monitoring of Pan-European Transport Corridors and Areas was elaborated by the UNECE Transport Division and sent to the EC Directorate General for Transport and Energy in June 2001 for consideration. To discuss this proposal, a meeting of Mr. J. Capel Ferrer (UNECE) with Mr. Gonzales Finat (EC DG TREN) was held on 18 April 2002, followed by the meeting of the Corridors and Area Coordinators' Group on 19 April 2002 in Brussels. From these discussions it became evident that there is a need to have a uniform and standardised system of data collection and presentation of traffic flows, the actual situation of the Corridors' planned, new or implemented projects, etc. Therefore, it was decided that the UNECE should propose such a system of data collection and presentation, and assist some Corridors in data collection and presentation using the TEM and TER Project Central Offices. For the implementation of work, the UNECE Transport Division will set up a team in Geneva in which the TEM and TER project personnel will participate

actively, with the understanding that the TEM Project will deal with the road and motorway sector. This approach and decision was confirmed by Mr. Gonzales Finat in his letter of 2 July 2002 addressed to Mr. Capel Ferrer.

24. Following the discussion on possible cooperation with the WERD (Western European Road Directors) at previous sessions of the TEM Steering Committee, the second joint meeting of TEM representatives and members of the WERD sub-groups on TERN (Trans-European Road Network) and on Road Data was held in Bratislava, Slovakia on 29-30 April 2002. At the meeting, both parties exchanged information about their activities and about the present state and expected development of the TEM and TERN networks. Future cooperation, which was considered mutually beneficial, should aim at the involvement of the TEM countries in the development of performance indicators for the road sector, at the harmonization of data collection and the TEM and TERN reference systems and at the analysis of the TERN/TINA/TEM/E-road networks to serve inter alia as one of the inputs to the European Commission's future TERN revision report. It was also recommended to hold joint TEM/WERD meetings at least once a year and to exchange annual work programmes and/or annual lists of meetings regularly.

25. The TEMSTAT database represents the basic input to the TEM ArcView mapping programme, consisting of infrastructure status regional and country maps, traffic flow maps and TEM Master Plan maps presenting the envisaged network development until the year 2020.

26. In November 1993, with financial and technical support from the United States Federal Highway Administration (FHWA) and the Highway Engineering Exchange Programme (HEEP), the TEM/HEEP Area V (Central Eastern Europe) was inaugurated as the first in Europe. The HEEP is a non-profit association in charge of promoting free exchange of computer programmes, systems and concepts between its members in the fields of civil engineering, transportation and management with the aim of increasing the effectiveness of computer usage. The establishment of the HEEP Area V provided TEM participating countries and their software experts with free access to the latest developments in highway electronic engineering.

27. The TEM/HEEP Area V 2002 Annual Meeting was held in Trieste, Italy on 6-8 May 2002. In the framework of the HEEP Educator and Student Participation Program, two students from the Technical University of Trieste were granted scholarship to present a report on their research achievements at the 2002 HEEP Annual International Conference to be held in St. Louis, Missouri, USA in September 2002.

28. In the reporting period, the already very close cooperation of the TEM Project Central Office with the UNECE further intensified. The Project Manager participated in the 64th session of the UNECE Inland Transport Committee held on 18-21 February 2002 and in the 38th session of its Working Party on Road Traffic Safety (WP.1) which took place on 19-22 March this year in Geneva. Moreover, the Project Central Office took part in preparing the terms of reference for the elaboration of the TEM Master Plan and the Integrated Promotion of the Freight Villages Concept launched by UNECE. The TEM Deputy Project Manager, as a member of the UNECE Ad hoc Multidisciplinary Group of Experts on Safety in Tunnels, took part in the session of this Group in Geneva on 17-18 January 2002.

29. In accordance with a decision of the 36th session of the Steering Committee and with the Project's Programme of Work for the year 2002, the meeting of the Group of Former TEM Project Managers took place at the premises of the Project Central Office in Warsaw on 28 February – 1 March 2002.

30. On 8-9 April 2002, the TEMSTAT Data Collection and Mapping Meeting was held in Budapest, Hungary, in which representatives of 10 TEM member countries participated. At the meeting, the updatings of the TEMSTAT 1 and 2 databases, of the TEM status data and of the TEMSTAT 2002 country maps, prepared by the TEM PCO, were materialized. The report of the meeting bears the document number TEM/CO/OP/16 and contains also the TEM 2002 status table and diagram.

31. At the invitation of the Academy of Sciences and Arts of Bosnia and Herzegovina, the Project Manager attended the International Scientific Symposium "Transportation Infrastructure in the South-East European Countries" held in Sarajevo on 11-12 April 2002 and delivered a presentation on the role of the TEM Project in the development of Baltic-Adriatic Motorway Connections with special respect to Pan-European Transport Corridor No. V.

32. At the invitation of the European Conference of Ministers of Transport, the Project Manager took part in a meeting held on 14-15 February 2002 in Paris to examine the terms of reference of a study on "Transport and Energy Infrastructure in South East Europe" to be elaborated by Louis Berger S.A. The final report on the study should be available in May 2003.

33. At the initiative of the Government of Italy, the TEM Permanent Table for the Development and Coordination of Motorway Construction and Operation in the TEM South-Western region was established in Trieste, Italy. The third meeting of this Permanent Table was held on 9-10 May 2002 with representatives of 4 TEM countries, Slovenia as well as the Central European Initiative and the TEM PCO participating.

34. In accordance with the TEM Programme of Work for 2002, the Meeting of TEM Road Directors Responsible for Infrastructure took place in Geneva on 3-4 June 2002. The meeting provided a platform for informing the Directors about the ongoing activities and achievements of the TEM Project and for discussing future steps to be taken especially with regard to the development of the TEMSTAT database, implementation of the Project's Short-term Strategy, elaboration of the TEM Master Plan, the Project's involvement in the monitoring of Pan-European Transport Corridors, cooperation with the WERD and expected TEM geographic scope extensions also in the light of the forthcoming accession on some of its member countries to the European Union.

35. In the reporting period, collaboration with the TER Project Central Office in Budapest, established in 1991, continued. The collaboration concentrated mostly on the administration of both Projects and on the possibilities for cooperation with the European Commission in activities with multimodal scope.

Annex 1 (English only)

STATUS OF TEM NETWORK (as of 1.01.2002)

COUNTRY	Total length km	PROGRAMMED (in study, preliminary design and design phases)			UNDER CONSTRUCTION		IN OPERATION		COMPARATIVE INDICATORS		
		one carriageway	both carriageways	one carriageway	both carriageways	one carriageway	both carriageways	% of total TEM length	CONSTRUCTION PROGRESS (% of length under construction)	DEGREE OF COMPLETION (% of length in operation)	
Column No.	1	2	3	4	5	6	7	8	9	10	
AUSTRIA	485	35	36	-	-	35	414	2.0	-	89.1	
BOSNIA and HERZEGOVINA	792	-	792	-	-	-	-	3.3	-	-	
BULGARIA	925	-	617	-	15	19	274	3.9	1.6	30.7	
CROATIA	1627	317	833	61	33	127	396	6.8	3.9	28.3	
CZECH REPUBLIC	972	-	429	-	16	-	527	4.1	1.6	54.2	
GEORGIA	1053	-	1045	-	-	-	8	4.4	-	0.8	
HUNGARY	1624	65	1012	-	98	65	449	6.8	6.0	29.7	
ITALY	1519	-	4	-	-	-	1515	6.4	-	99.7	
LITHUANIA	733	186	11	13	-	253	456	3.1	1.0	79.5	
POLAND	3373	893	1750	24	188	36	482	14.1	5.9	14.8	
ROMANIA	2937	-	2696	-	134	-	107	12.3	4.6	3.6	
SLOVAKIA	897	-	486	17	55	8	331	3.8	7.1	37.3	
TURKEY	6921	4131	504	-	321	-	1965	29.0	4.6	28.4	
TOTAL	23858	5627	10215	115	860	543	6924	100.00	3.9	30.2	

Annex 2 (English only)
TEM PROJECT BUDGET FOR THE YEAR 2002

BUDGET LINE	MONTH												TOTAL 2001
	January	February	March	April	May	June	July	August	September	October	November	December	
PROJECT PERSONNEL													
11.01 Project Manager	-	-	-	-	-	-	-	1212	1212	1212	1212	1212	1212
11.03 Consultants	-	-	-	-	-	-	-	-	-	-	-	1200	1200
13.00 Admin. Support	497	431	387	-	-	-	-	-	365	360	360	-	2400
15.00 Official Travel	2544	2550	4874	123	8926	3078	-	-	2000	900	3000	1005	29000
16.00 Mission Costs	-	-43	-	-	-	-	-	-	-	-	1543	-	1500
19.00 Component Total	3041	2938	5261	123	8926	3078	-	1212	3577	2472	6115	3417	40160
SUB-CONTRACT													
21.00 Sub-contract	-	-	-	-	-	-	-	-	-	-	-	-	-
29.00 Component Total	-	-	-	-	-	-	-	-	-	-	-	-	-
TRAINING													
31.00 Fellowships	-	-	-	-	-	-	-	-	-	-	-	-	-
32.00 Group Training	-	919	4517	10281	2920	1253	-	-	-	-	5500	-	25390
39.00 Component Total	-	919	4517	10281	2920	1253	-	-	-	-	5500	-	25390
EQUIPMENT													
42.00 Non-expendable	-	-	-	-	-	-	-	-	1000	-	-	-	1000
49.00 Component Total	-	-	-	-	-	-	-	-	1000	-	-	-	1000
MISCELLANEOUS													
51.00 Maintenance& Oper.	-	-	-	-	-	-	-	1000	-	-	500	-	1500
53. Sundry	1907	1568	1176	3333	234	1868	1000	2000	1300	1300	1300	1264	18250
59.00 Component Total	1907	1568	1176	3333	234	1868	1000	3000	1300	1300	1800	1264	19750
PROGRAMME SUPPORT													
900	900	900	900	900	1000	900	1000	900	1000	900	1000	900	11200
PROJECT TOTAL	5848	6325	11854	14637	13080	7099	2000	5112	6877	4672	14415	5581	97500

Annex 3
(English only)

TRANS-EUROPEAN NORTH-SOUTH MOTORWAY (TEM) PROJECT PROGRAMME OF WORK FOR THE YEAR 2002

No.	Objective Description	No. Priority	Activity Description	Action	Implemented by	2002			
						I	II	III	IV
1.	Updating of TEM network, acceleration of its construction and review of TEM priorities	1.1. I.	Elaboration of new TEM Master Plan aiming at covering the identified priority needs	1.1.1. Attaining maximum compatibility between TEM network, Pan-European Transport Corridors and TINA network	PCO Governments	*	*	*	*
				1.1.2. Preparation of new map of TEM network, extensions, alignments and dynamism towards neighbouring regions, incorporating intermodality and multimodal transfer points	PCO		*	*	

Objective		Activity		Action	Implemented by	2002			
No.	Description	No. Priority	Description			I	II	III	IV
				1.1.3. Review of bottlenecks, missing links and other priority transport infrastructure needs on main TEM road corridors in participating countries	PCO Governments ECE	*	*	*	*
				1.1.4. Investigation of alternative links within the TEM region incorporating intermodal approach and formulating proposals for their possible implementation	PCO Governments				*
				1.1.5 Assistance to TEM countries in harmonizing legislative/administrative procedures for TEM network operation in order to remove obstacles using appropriate modern technologies	PCO	*	*	*	*

No.	Objective Description	No. Priority	Activity Description	Action	Implemented by	2002			
						I	II	III	IV
				1.1.6 Action aimed at facilitation of border crossing (to be formulated by the Advisory Group of Former Project Managers)	ECE PCO Governments				*
				1.1.7. Submission of the draft new TEM Master Plan to S.C.	PCO				*
				1.1.8. Selection of actions and supporting their implementation with involvement of TEM in finding financial means	PCO Governments	*	*	*	*
		1.2. 1.	TEM construction	1.2.1. Organisation of the meeting on motorway stage construction	PCO Governments				*

No.	Objective Description	No. Priority	Activity Description	Action	Implemented by	2002			
						I	II	III	IV
2.	Promotion of TEM	2.1.	Development of new contacts and relationships with neighbouring countries aiming at their joining the Project	2.1.1. Contacts of ECE and PCO representatives to countries in line with the TEM Trust Fund Agreement to discuss the possibilities and conditions of their joining TEM	ECE PCO	*	*	*	*
				2.1.2. Bilateral and multilateral contacts between neighbouring countries encouraged and supported by PCO	PCO Governments	*	*	*	*
		2.2	Providing information on TEM: information brochure, international events, mass media information, etc.	2.2.1. Elaboration of an European Transport Press List and regular dispatching of press releases on Project's actions	ECE PCO	*	*	*	*

No.	Objective Description	No. Priority	Activity Description	Action	Implemented by	2002			
						I	II	III	IV
				2.2.2. Permanent updating of TEM Project webpage within the UNECE website	ECE PCO	*	*	*	*
				2.2.3. Printing and distribution of TEM 2002 brochure	PCO	*			
				2.2.4. Feedback members with TEM news	PCO	*	*	*	*
				2.2.5. Presence in European Transport fora	PCO Governments	*	*	*	*
				2.2.6. Organisation/participation in regional and national events to present the Project	PCO Governments	*	*	*	*
				2.2.7. Strengthening TEM PCO by securing more financial and human resources	ECE Governments	*	*	*	*

No.	Objective Description	No. Priority	Activity Description	Action	Implemented by	2002			
						I	II	III	IV
3.	Ensuring safe, sustainable and homogeneous driving conditions on TEM by assisting in TEM design, maintenance, operation and management	3.1. II.	Harmonisation of motorway signing	3.1.1. Bringing the relevant TEM document to the attention of the ECE Working Party on Road Traffic Safety (WP.1) and participation in its work, aimed at motorway/expressway signing	ECE PCO	*	*	*	*
		3.2	TEM information systems	3.2.1. Performing HEEP Area V regular activities	PCO Italy		*		
				3.2.2. Data processing of TEMSTAT databases	PCO	*		*	
				3.2.3. Training of TEMSTAT contact persons	PCO Governments		*		
		3.3. II.	TEM traffic forecast	3.3.1 Organisation of the Workshop on traffic censuses and forecasting	PCO ECE Governments			*	

No.	Objective Description	Activity		Action	Implemented by	2002			
		No. Priority	Description			I	II	III	IV
		3.4	TEM Permanent Table on Development and Coordination of Motorway Construction and Operation in the TEM South-western region	3.4.1. Regular meeting of the Permanent Table 3.4.2. Meeting of the Working Group of the Permanent Table	PCO Austria Bosnia and Herzegovina Croatia Hungary Italy PCO Governments involved		*		*
4.	TEM integration into Pan European transport environment	4.1. I.	Co-operation with respective EC bodies and other EU states' organisations and institutions	4.1.1. Establishment of regular dialogue and institutional co-operation with EC DG TREN, REGIO, ENLARGEMENT	ECE PCO	*	*	*	*

No.	Objective Description	No. Priority	Activity Description	Action	Implemented by	2002			
						I	II	III	IV
				4.1.2. Incorporation of selected TEM activities into EU-ISPA overriding interest	ECE PCO	*	*	*	*
				4.1.3. Strengthening TEM as monitoring and management instrument of Pan-European Corridors development	ECE PCO Governments	*	*	*	*
				4.1.4. Involvement of TEM in EU Research and Development Programs framework and the OECD RTR programme	ECE PCO	*	*	*	*
				4.1.5. Promotion of the TEM Project at national level	Governments	*	*	*	*

No.	Objective Description	No. Priority	Activity Description	Action	Implemented by	2002			
						I	II	III	IV
				4.1.6. Contribution of TEM to the development of the Freight Villages concept in the region	ECE PCO Governments	*	*	*	*
				4.1.7. Establishment of regular dialogue and co-operation with non-Governmental Organisations (Europlatforms, UNICE, WERD, Eurochambres, IRU), Universities and Research Institutions	ECE PCO	*	*	*	*
				4.1.8 Promotion of TEM Standards and Recommended Practice		*	*	*	*

No.	Objective Description	No. Priority	Activity Description	Action	Implemented by	2002			
						I	II	III	IV
		4.2. I.	Co-operation with other countries and fora	4.2.1. Development of close co-operation with other related initiatives and projects (CEI, TINA Successors, BSEC, OECD, ECMT, etc.)	ECE PCO			*	*
				4.2.2. Development of contacts aiming at investigating possibilities of co-operation with other European NGOs (CLECAT, FEPI, EIA, ESPO, ECOSA)	ECE PCO			*	*
				4.2.3. Connection of TEM plans to other components of the network (rail, sea ports, inland ports, airports, SSS connections)	ECE PCO Governments			*	*

Objective		Activity		Action	Implemented by	2002			
No.	Description	No. Priority	Description			I	II	III	IV
				4.2.4. Identification of connections of TEM network to the transport networks of neighbouring regions	ECE PCO			*	*
				4.2.5. Involvement of TEM in application of new technologies & techniques (ITS, telematics, informatics, etc.)	ECE PCO Governments			*	*
5.	Project management enhancement	5.1.	Steering Committee activities	5.1.1. Regular sessions	ECE PCO Governments	*		*	
		5.2.	Co-operation with UNECE	5.2.1. Continuation and further strengthening of co-operation with UNECE TTC and its subsidiary bodies	ECE PCO Governments	*	*	*	*

No.	Objective Description	No. Priority	Activity Description	Action	Implemented by	2002			
						I	II	III	IV
		5.3.	Co-operation among TEM countries in all matters concerning road transport	5.3.1. Contacting the Governments with respect to their needs	PCO Governments	*	*	*	*
				5.3.2. Meeting of the Group of Former Project Managers	PCO	*			
				5.3.3. Meeting of Directors of Roads Responsible for Infrastructure			*		
