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ASSISTANCE TO COUNTRIES WITH ECONOMIES IN TRANSITION

Note by the secretariat

This note is an update of the document TRANS/WP.5/2002/11 and it summarizes all UNECE operational activities in the transport sector conducted during the period June 2001 to June 2002.

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ASSISTANCE TO COUNTRIES WITH ECONOMIES IN TRANSITION

OPERATIONAL ACTIVITIES

June 2001 – June 2002

I. Activities in specific countries and/or groups of countries

1. *Bilateral Missions*

At the invitation of the Czech Ministry of Transport and Communications, and on the occasion of the Czech Republic having joined SECI, the Regional Adviser briefed and advised the Ministry officials on transport activities concerning, *inter alia*, SECI, SPECA, BSEC, and Black Sea PETrA and on the development of Euro-Asian Transport Links including the St. Petersburg Conference held in September 2000 (July 2001).

The Regional Adviser, as part of a high level advisory mission to the Federal Republic of Yugoslavia (FRY), headed by the UNECE Executive Secretary, addressed, *inter alia*, the coordination of transport activities between UNECE and FRY and, in consultation with the latter, formulated the basis of a work programme on transport initiatives for FRY (June 2001).

At the invitation of the Serbian Republic, the Regional Adviser undertook two missions to Belgrade. He briefed the Ministry and exchanged views on a number of transport topics including SECI, SPECA, BSEC and Danube navigation. He also provided advice on the formulation of transport projects and their implementation/financing (September and November 2001).

In December 2001, at the invitation of the Russian Ministry of Transport, the Director of the UNECE Transport Division and a Regional Advisor undertook an official visit to Moscow. The delegation met with the Russian Transport Minister and officers involved in the work of the Inland Transport Committee (ITC) and its subsidiary bodies. The Russian officials underlined the importance that the Russian Federation attaches to the UNECE transport work and conveyed to the UNECE secretariat delegation their views on priority transport issues. The main topics discussed were: Euro-Asian transport links; Blue Corridor Project; Transport, Environment and Health; Transport of Perishable Foodstuffs; Visas for professional drivers; Border Crossing and the TEM Project.

2. *The Trans-European North-South Motorway (TEM) and the Trans-European Railway (TER) Projects*

The UNECE TEM and TER Projects are sub-regional cooperation frameworks established in 1977 and 1990 - respectively - by the Governments of the Central, Eastern and South Eastern European Countries under the aegis of UNECE for the development of coherent road, rail and combined transport infrastructure networks in the region and the facilitation of international

traffic in Europe. 16 countries are now members of TER¹ and 13 countries are members of TEM.²

The Projects are self-sustainable supported by direct contributions from member countries to a Trust Fund established under UNECE for each Project. The members contribute also in kind by hosting the Project Central Offices,³ covering costs of the Project personnel, hosting events, offering the services of national experts, etc. They have so far been instrumental in the development and upgrading of international road and rail links in the participating countries, contributed to the interoperability of the European transport systems, elaborated studies, created continuously updated TEM and TER Data Banks, published a large number of technical documents, guidelines and recommendations and are working for the harmonization of management, maintenance and operational procedures of motorways and railways in the region and their integration in the Pan-European context.

The approval by the TEM and TER Projects Steering Committees of a new short-term strategy, aiming at the further integration of the Projects in the new European transport context, is among the most important events of the Projects in the year 2002. This new strategy, which was initiated by UNECE Transport Division after a thorough survey and review of the Projects in close cooperation with the member countries and Project Central offices, includes: (a) a set of actions aiming at the review of priority infrastructure needs, elaboration of an updated inventory of these needs and of a realistic plan for implementation (TEM and TER Projects Master Plan), (b) tasks aiming at the integration of TEM and TER into the Pan-European transport context and guidance on the most important directions the Projects should focus on in this respect, (c) cooperation of TEM and TER with other fora and related initiatives aiming at the creation of the necessary synergy that will assist in the attainment of their objectives, and (d) practical actions that will increase TEM and TER Project visibility in the European transport reality.

The UNECE, as the Executing Agency of the Projects, is offering technical and administrative backstopping. As part of this effort, assistance was provided to the TEM and TER countries through the organization and holding of meetings, preparation of documents, contacts with other Governments and institutions to work with or support the project and report on project developments to the UNECE bodies, as well as holding meetings with Governments or entities who could potentially participate in or be members to the Projects.

The support of the implementation of the new short-term strategy plan for the next two years is among the first priorities of the UNECE Transport Division in relation to the TEM and TER Projects. The first actions foreseen in the respective plans have already started. Among

¹ **TER member countries:** Austria, Bosnia and Herzegovina, Bulgaria, Croatia, Czech Republic, Georgia, Greece, Hungary, Italy, Lithuania, Poland, Romania, Russian Federation, Slovakia, Slovenia and Turkey. In addition: Belarus, Latvia, Republic of Moldova, the F.Y.R. of Macedonia, Ukraine and recently the Federal Republic of Yugoslavia, are participating in the activities of the Project as observer countries.

² **TEM member countries:** Austria, Bosnia and Herzegovina, Bulgaria, Croatia, the Czech Republic, Georgia, Hungary, Italy, Lithuania, Poland, Romania, Slovakia and Turkey. Sweden, Ukraine and recently the Federal Republic of Yugoslavia, are observers.

³ TEM Project Central Office (PCO) is in Warsaw at premises offered by the Government of Poland. TER PCO is in Budapest at premises offered by the Government of Hungary.

these actions, is the preparation of the Terms of Reference for the TEM and TER Master Plan, in the elaboration of which the UNECE Transport Division has asked for the cooperation of EC DG TREN and DG REGIO - ISPA.

A list of the major activities of the projects during the period concerned is annexed to this document.

3. Pan-European Transport Corridors and Areas

At the invitation of the Director of the EC DG TREN, the Director of the UNECE Transport Division and a Regional Adviser took part at the 4th Meeting of the Pan-European Transport Corridors and Areas Coordination Group (Brussels, 19 April, 2002).

During the meeting and the preceding discussions between the UNECE and the EC, the perspectives of an improved collaboration between UNECE and the European Commission and of a more active involvement of UNECE in the process of monitoring the development of the Pan-European Transport Corridors were discussed. From the discussions, it became evident that there is a need for the introduction of a rather uniform and standardized system of data collection and presentation on traffic flows, actual situation of the Corridors, new projects planned or implemented, etc. To this end, it was specifically agreed that UNECE, with the support of the TEM and TER Projects, would provide a draft proposal to create a standardized and uniform system of data collection and presentation for the status of each Corridor. Once the proposal is agreed and finalized, UNECE is expected to undertake, in collaboration with the Commission, the monitoring of the process and to assist some corridors upon their request. The proposal is under preparation and will be presented very soon.

Furthermore, at the invitation of the Chairpersons of the respective Steering Committees of Corridors X, VII, the Regional Advisers had an active participation at the Annual sessions of the Steering Committees, in Grevena – Greece on 24-28 April 2002 for the Corridor X and in Odessa – Ukraine on 14-16 June 2002 for the Corridor VII.

At the invitation of the UIC, a Regional Adviser had an active participation at the UIC Seminar of the Pan-European Corridors held in Paris, 13-14 June, 2002, where the Moderators of the UIC Railway Working Groups on Pan-European Corridors presented their work and discussed existing problems and perspectives in the implementation process of the attended

4. Black Sea Pan-European Transport Area (BS-PETrA)

The UNECE secretariat, through its Regional Adviser, continued to be active in the implementation of the work programme of the Black Sea Pan-European Transport Area (PETrA) with particular reference to the following activities.

- (a) It has played a major role in the formulation of the report of the BS-PETrA Working Group on transport infrastructure, chaired by Turkey, *Transport Infrastructure Related to Ports and Hinterland Connections to Corridors*, which has subsequently been approved by the Steering Committee chaired by Romania (Bucharest, 2-3 April 2001).
- (b) It has contributed to the drafting of the document *Protocol on Harmonization of Institutional Aspects of Transport and Customs Procedures of its Working Group*

(Thessaloniki, 7 November 2000) which has subsequently been approved by the Steering Committee chaired by Romania (Bucharest, 2-3 April 2001).

- (c) It has contributed to a document, *Proposal on an enhanced coordination of co-operation between Corridor IX-Southern Section, the Black Sea PETrA and TRACECA and the role of a support office*, which was tabled by EC at the Steering Committee meeting (Bucharest, 2-3 April 2001).

At the request of the BS-PETrA Steering Committee (Bucharest, 2-3 April 2001), it has drafted and submitted a report *Comparative analysis of the Action Plans/Programmes of the Black Sea PETrA and BSEC* (15 May 2001). The report was tabled and adopted at the subsequent BS-PETrA Steering Committee (Bucharest, 27 February 2002).

II. Cooperation with sub-regional organizations

1. Black Sea Economic Cooperation Organization (BSEC)

BSEC was established in 1992 with the aim of developing the Black Sea region into a zone of peace, stability and prosperity. Economic cooperation is adopted as the main route to it. Its member States of BSEC include Albania, Armenia, Azerbaijan, Bulgaria, Georgia, Greece, Republic of Moldova, Romania, Russian Federation, Turkey and Ukraine.

The UNECE Regional Adviser on Transport, as the UNECE focal point on BSEC, has promoted the accession to UNECE legal instruments by BSEC member states on a number of occasions. He represented UNECE at the BSEC council of Ministers of Foreign Affairs (Antalya, October 2001). He has held a number of meetings with the Management of BSEC on ECE/BSEC cooperation and assisted in the drafting of the *ECE-BSEC Cooperation Agreement*. The latter document was approved by the BSEC Council of Ministers (Moscow, May 2001) and was subsequently signed by the UNECE Executive Secretary and the BSEC General Secretary at a ceremony in Istanbul (July 2001).

He contributed to the formulation of the *Transport Action Plan* and of the *Joint Statement of the Ministers of Transport* approved at their meeting in Sochi (30 March 2001). He also co-chaired the *1st International Transport Forum* (Antalya, October 2001). At the request of the Chair (Turkey), he contributed to the drafting of documents for the meetings of the BSEC Working Group on Transport (Istanbul, June and September 2001) before and during the meetings.

At the Second International Black Sea Transport Conference (Kyiv, Ukraine, 5-6 March 2002), he contributed to the finalization of the *Ministerial MoU on the Facilitation of Road Transport of Goods in the BSEC Region* and to the formulation of the *Conference Declaration*; he advised on the coordination of transport activities in the Black Sea region among various organizations and initiatives (BSEC, EC (Traceca, PETrAs and PETrCs), UNECE and SECI); and he presented the paper *Improved Transport in the Black Sea region and the role of UNECE*.

III. Activities under regional and sub regional programmes

1. Interregional cooperation

In pursuance of a decision taken at the Meeting of the Executive Secretaries of the five Regional Commissions in September 1999, for the submission of a joint proposal on **Capacity Building in Developing Interregional Land and Land-cum-Sea Transport Linkages** followed by the Meetings of the Directors responsible for Transport of the five Regional Commissions in Cairo in 1999 and Beirut in 2001, the Director of UNECE Transport Division and a Regional Adviser participated at the 3rd such Meeting held in Bangkok – Thailand, on 13-15 March 2002.

During this meeting the Directors of the five UN Regional Commissions reviewed the project elements in order to better address the development needs of Euro-Asian transport linkages and agreed upon the final action plans and revised budget for the implementation of the project. ESCWA, which was designated as the coordinator of the Project, has almost prepared the necessary documentation for final approval by the UN Headquarters in New York.

The objective of the project is to assist Member States of the five UN Regional Commissions in strengthening their national capacities for developing land and land-cum-sea transport linkages and to promote interregional cooperation to facilitate interregional trade and tourism. The project was approved by the General Assembly in December 2001. Among the project activities is envisaged: Elaboration of studies; preparation of country reports; organization of workshops; provision of advisory services; establishment of a website. The project will be implemented in a period of five years, starting from September 2002.

2. *Southeast European Cooperative Initiative (SECI) and other initiatives in Southeast Europe*

SECI is an initiative to encourage cooperation among its member States and to facilitate their integration into European structures. The SECI participating States include: Albania, Bosnia-Herzegovina, Bulgaria, Croatia, Greece, Hungary, Republic of Moldova, Romania, Slovenia, The former Yugoslav Republic of Macedonia and Turkey. The UNECE Transport Division staff have assumed a principal role in a number of SECI initiatives including the following:

2.1 SECI Project Group on Border Crossing Facilitation

The work of this Group resulted in a *Memorandum of Understanding*, which was signed by the Ministers of Transport of the SECI participating States in Athens on 28 April 1999 and which had been drafted initially by the UNECE secretariat. The MoU establishes specific and concrete measures to be implemented by the end of the year 2002 with a view to facilitating international road transport of goods in the region. It foresees, in particular, progressive liberalization and sustainability of international road transport and, as a short-term measure, the establishment of a quota-free regime for "green" and "greener and safer" lorries. It also provides, *inter alia*, for the application of an international vehicle weight certificate which will do away with repetitive weighing procedures at the borders. In accordance with the provisions of the MoU, a Regional Road Transport Committee (RRTC) has been established to ensure adequate

coordination and monitoring of the implementation of the provisions of the MoU and prepare eventually the elaboration of a multilateral framework agreement on road transport. The UNECE Transport Division provides all relevant secretariat services for the Committee, including preparation of agendas, reports and most documentation and administers, using the UNECE server, the mandated Regional Road Transport Information system for the participating countries (http://www.unece.org/trans/new_tir/seci/intro.htm). A representative of the Division also co-chairs, together with a representative of the host country, the two regular annual sessions of the Committee. In 1999 and 2000, the sessions of the Committee were hosted by Greece. Since 2001 Turkey is host of the Committee.

Progress highlights include the following: *E-Road sections* in the SECI region have been identified on which lorries in international transport are allowed *without requiring payment of charges for excess weight and dimensions*; an *international vehicle weight certificate (IVWC)* has been finalized, approved in principle and is expected to be tested in the SECI region as of 1 January 2002; a *Joint Statement* on the implementation of a quota-free regime for “green” and “greener and safe” lorries has been adopted and is being implemented; and work is focusing on quick and unbureaucratic delivery of the *visa for professional drivers* without jeopardizing internal security and administrative control.

As of 18 September 2001 all SECI participating States, including Yugoslavia, are members of the Committee as they have signed the MoU.

The fifth session of the Committee and the first session of the Group of Experts on Charging Policies, were held in Antalya from 9 to 12 October 2001. RRTC representatives reviewed progress made in the implementation of the provisions of the MoU. The Committee received a new questionnaire compiled by the UNECE secretariat in accordance with Article 6, paragraph 1 of the MoU to monitor Parties' efforts to determine and upgrade sections of their E-Road network in order to allow for lorries, complying with European Community (EC) regulations on maximum permissible weights and dimensions, to circulate without being charged for excessive weight or dimensions. The Committee noted that the International Goods Road Vehicle Weight Certificate is expected to be formally adopted in May 2002 and to enter into force in the second half of 2002. Based on a document prepared by the UNECE secretariat in cooperation with the Ministry of Transport of Turkey, the Committee initiated work with regard to the preparation of a draft Multilateral Framework Agreement on road transport (including transport of passengers) as provided for in the MoU. The Committee also started work towards rationalization and gradual convergence of charging policies in the region. The Group of Experts on Charging Policies examined issues of harmonization of road transport charging policies in the light of the provisions of the MoU and the respective Joint Statement, and in accordance with the “*acquis communautaire*” and ECMT recommendations. The Group developed a matrix table to be filled in by the participating experts following the session in order to obtain a complete picture on the compatibility of the existing road transport charges with the requirements of the MoU and the “*acquis communautaire*”.

With a view to finalizing some of the technical provisions of the International Goods Road Vehicle Weight Certificate, the Committee convened an expert group which met in Istanbul on 4 and 5 December 2002. The experts finalized most of the technical elements of the Certificate and requested the UNECE secretariat to prepare, together with the International Organization for Legal Metrology (OIML), a Code of Practice facilitating the application of the Certificate.

On 6 and 7 December 2001, a second session of the expert group on charging policies was convened by the Committee to consider methodologies to calculate road user costs and to identify concrete steps towards harmonization of road user charges in the region in line with the “*acquis communautaire*” of the European Union .

2.2 *SECI Project Group IV on Transport Infrastructure Development along Main International Routes, chaired by Bulgaria*

The UNECE Transport Division provides secretariat services for this Group, which is hosted by Bulgaria, and it has been instrumental in the development of this initiative. During the period 1999-2000 the Group has formulated lists of investment projects (*Lists "A" and "B" of Priority Transport Projects*) and submitted them to the Stability Pact for its follow-up. The Group has also offered to cooperate with the Stability Pact in its implementation of the transport projects. Presently, the Group is addressing the reduction of border stopping time of shuttle trains as follows.

Ad hoc Working Group on the reduction of border stopping time of shuttle trains

The ad hoc Working Group developed a list of proposals with a view to improving the organization of shuttle train movements and to increasing the volume of passengers and goods transported in international rail traffic. It has focused, *inter alia*, on (i) data to be transmitted in advance of the train arrivals at the border stations, (ii) the technical equipment to be used for the transmission of data between border stations of neighbouring countries (iii) on the establishment of three bilateral committees of Police, Customs and Railways on each of the border stations for addressing and resolving border issues, (iv) joint controls of veterinary and phyto-sanitary authorities, (v) establishment of a web site to provide forwarders with information on required documents, (vi) the development of new bilateral border crossing agreements, (vii) the streamlining of border crossing procedures, (viii) the reduction of documentation, (ix) the quality check of wagons, (x) the improvement of time tables, (xi) the optimization of locomotive depot reserves, (xii) the establishment of performance indicators for assessing border procedures.

At its 7th, 8th and 9th meetings (Dobrinishte, 9-10 November 2000; Békéscsabe, 17-18 May 2001; and Edrine, 4-6 December 2001), the Working Group reviewed numerous border procedures related to the transport axis Sopron-Bucharest-Sofia-Thessaloniki/Istanbul. In this connection, the procedures at the border crossings of Promachon/Kualata, Lököshaza/Curtichi and Kapikule/Svilengrad were examined *in situ*. At its 10th meeting (2-4 July 2002), the Working Group held a hearing of forwarding companies which are involved in international rail transport and (i) outlined in this connection the difficulties forwarders are facing, (ii) identified the responsibilities of the customers, the railways and the forwarding companies, and (iii) agreed on a list of recommendations addressed to Ministries of Transport and railways of SECI countries to enhance the quality of international rail transport. In addition, the Group examined a number of items concerning the organization of a demonstration run of a block train on the itinerary Sopron-Bucharest-Sofia-Thessaloniki/Istanbul.

The UNECE secretariat provides the necessary secretariat services and has assisted the *ad hoc* Group in the formulation and implementation of its initiatives.

2.3 *SECI Agenda Committee*

The UNECE secretariat briefed the SECI Agenda Committee Meetings on the SECI transport activities and commented on future actions and strategies (Sarajevo, 25 May 2001; Geneva, 10 December 2001).

2.4 *Project Working Group on Transport on the Danube*

A new *Project Working Group on Transport on the Danube* was established during the meeting with Yugoslavia being the host country. The UNECE secretariat contributed to all meetings of the Group (Belgrade; July and November 2001 and April 2002).

3. ***Special Programme For The Economies Of Central Asia (SPECA)***

Kazakhstan is the lead State for the *SPECA Project Working Group on the Development of Transport Infrastructure and Border Crossing Facilitation Project*. The sixth meeting of the Group was held in Almaty, Kazakhstan (April 2001). The meetings included representatives of Kazakhstan, Kyrgyzstan, Tajikistan, UNECE, ESCAP, the office of the UN resident representative, and a number of IFIs and international organizations. Uzbekistan and Turkmenistan have not as yet participated in any of the SPECA Transport meetings.

The meetings with the assistance of the UNECE and ESCAP secretariats decided, *inter alia*, (i) to complete the list of priority investment projects for the region and (ii) to agree on the draft document *SPECA MoU on the facilitation of international road transport in the region*. An informal paper of the latter MoU, drafted by the UNECE secretariat, was submitted to the Group and discussed at its sixth meeting.

Due to the critical developments in the region connected with the war in Afghanistan, the 7th meeting of the Group, originally scheduled to be held in October 2001, has been postponed.

4. ***Other***

The UNECE secretariat contributed, *inter alia*, through seminars and submission of papers to a number of international activities and fora, towards the development of Euro-Asian Transport Links and the accession and implementation of UN transport legal instruments in transport, including the following: *International Conference: Eurasian Transit - Perspectives of the III Millennium* (Astana, Kazakhstan; 6-7 June 2002); *International Conference: The Black Sea area transport network formation* (Odessa, Ukraine; 13-15 June 2002); *6th Meeting of the Steering*

Committee of PET Corridor VII (Odessa, Ukraine; 14 June 2002); *UNDP/ESCAP Workshop On Transport And Transit "Silk Road A Way For Integration"* (Astana, Kazakhstan; 6-7 June 2002).

IV. **Fund raising relating to operational activities for transport activities**

The Trust Fund for Assistance to Countries in Transition (TFACT) has failed to raise funds for operational activities since its budget was depleted in 1996. However, the UNECE secretariat assisted in raising funds for the implementation of three projects through the TACIS Programme: *Transport of dangerous goods training for Russia* (1998), Euro 1 million; *Legal framework for surface transport for Russia* (1999), Euro 2 million; *Training for the transport of hazardous and dangerous goods for Belarus, Moldova and Ukraine* (2000), Euro 1 million.

V. List of workshops and seminars of operational nature

National seminar on the application of the TIR Convention for the Uzbek Customs, Tashkent, 24-27 April 2001.

National seminar on the application of the TIR Convention for the Federal Customs Administration of Yugoslavia, Belgrade, 25-26 July 2001.

Regional TIR Seminar for the countries of the Central Asia, Transcaucasus and the Black Sea region, Baku (Azerbaijan), 2 and 3 October 2001.

VII. Problems

1. *Problem areas*

1.1 *Inadequate Funding*

Accession and implementation of UNECE legal instruments in transport by countries with economies in transition is a major function of the work of the Regional Advisers on Transport.

Accession to legal instruments requires direct and frequent contacts with countries in transition for the Regional Advisers in order to advise the countries concerned on priority instruments. Such contacts require financing for missions to countries in transition. Lack of funding can result in reduced missions/activities with detrimental affects for accession to legal instruments. The UNECE should ensure that such funding continues to be adequate.

Implementation of legal instruments requires focused attention to institutional capacity building (training through workshops and seminars) in the countries concerned. In the past, funding for such activities was made available through TFACT. However, TFACT at present is depleted of funds, thus compromising the capacity of UNECE to offer such services.

In connection with the above, the Regional Adviser on Transport has paid a catalytic role by assisting a number of countries in raising funds through third parties, without such funds flowing through the UNECE. This was done in order to conform to the administrative requirements of other international funding institutions, such as EU/TACIS, and also to save in transaction costs. This indirect way of raising funds by the Regional Adviser should be recognized by the UNECE as legitimate and appropriate and should be encouraged by the Commission.

1.2 *Deficiencies in human resources in Government institutions*

An essential ingredient to effective policy development, implementation and delivery of Government policies is the presence of well-trained and motivated staff. However, there are indications that a number of Governments of countries with economies in transition do not adequately promote the *sustainability of human resources* in their respective institutions, thus compromising their effectiveness.

In a number of countries *high staff turnover* in Government institutions results in lack of continuity and is counterproductive to capacity building efforts. This may seriously compromise the ability of Governments to effectively implement policies and may result in adverse effects

for economic development, international trade and integration into the world economies and markets.

Further, effective development and delivery of Government policies and services require well-motivated and dedicated staff. However, *lack of job stability and security*, as well as lack of adequate remuneration, may often lead to job dissatisfaction, inattention and disinterest on the part of staff in serving effectively their respective institutions and their peoples.

Another problem can be a situation whereby Government staff, having received training or participated in Conferences and meetings, fail to transfer the information, knowledge and expertise gained to other officials with functions in the areas concerned. *Lack of adequate transfer of knowledge and follow-up* can be detrimental to the effective implementation of national objectives and policies.

Concerted efforts are required by Governments to address the effective implementation of human resource policies by their respective institutions in order to ensure sustainable economic development.

Annex

Major activities of the TEM and TER Projects during the period June 2001-June 2002.

TEM Project:

- 35th session of the TEM Steering Committee 30 May – 1 June 2001 in Trieste;
- Election of a new Project Manager (Slovakia) for the period 2002-2003;
- Appointment of the TEM Deputy Project Manager (Czech Republic) for 2002 and 2003;
- Group of Experts on TEM Standards 20-22 June 2001 in Bratislava;
- Workshop on Human Aspects of Road Safety, 30 August 2001, Budapest;
- Visit of the Czech Transport Minister at the TEM PCO Warsaw, 30 November 2001;
- 36th session of the TEM Steering Committee 4 –6 December 2001 in Geneva;
- Elaboration and approval of the revision of TEM STANDARDS AND RECOMMENDED PRACTICE incorporating up-to-date requirements of motorway users, latest experience, research and development achievements in the field of motorway design, construction and operation as well as newly required safety measures in motorways tunnels;
- Preparation of TOR for the TEM and TER Projects Master Plan;
- Elaboration and approval of TEMSTAT maps of all member countries and map of the region;
- FR of Yugoslavia becomes an Observer to the TEM Project;
- TEM 37th session of the Steering Committee and Meeting of Directors responsible for roads in the TEM Member Countries, June 2002 Geneva;
- Celebration of the 25th Anniversary of TEM Project, June 2002 Geneva;
- Start dialogue for closer cooperation between TEM and the IRU and ASECAP.

TER Project

- Organization jointly with EC DG Enlargement, of a Seminar on Harmonization of Railway Legislation in CEEC in accordance with the EU Directives, Brussels 18-19 June 2001;
- Signature of the new letter of agreement between UNECE and the Hungarian Government on the conditions that the Project Central Office will be further hosted in Budapest;
- 15th session of the TER Steering Committee 15 – 16 October 2001 in Geneva;
- Appointment of Project Manager (Romania) for the years 2001-2002;
- Election of a new Deputy Project Manager (Austria) for the year 2002 who will then continue as the new TER Project Manager for the years 2003 – 2004;

- Election of Assistant Project Manager (Romania) responsible for the database and GIS mapping activities for the years 2002-2003;
- Organization of Seminar on the “Extension of Trans-European Freight Freeways” in Salzburg, Austria 28 and 29 November 2001;
- Organization of Seminar on “Facilitation of border crossing procedures” in Karlovy Vary, Czech Republic 10-12 December 2001;
- Preparation of TOR for the TEM and TER Projects Master Plan;
- Signature of MoU between UNECE and UIC on TER – UIC cooperation;
- FR of Yugoslavia becomes an Observer to the TER Project;
- Organization of Workshop on Railway Reforms in the CEEC together with the World Bank, in Helsinki and Warsaw, 5-8 March 2002;
- Session of TER WP1 on infrastructure development and technical operation, Brioni – Croatia, 15-16 May 2002;
- TER Steering Committee session and WP.2 meeting on economic, operational and technical issues , Istanbul – Turkey, 17-21 June 2002;
- TER, UIRR, Kombiverkehr Workshop on FVs and CT Operators, Munich Germany, 17-19 July 2002.
