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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. In the Project, thirteen Central Eastern and Southern Eastern European countries (Austria, Bosnia and Herzegovina, Bulgaria, Croatia, Czech Republic, Georgia, Hungary, Italy, Lithuania, Poland, Romania, Slovakia and Turkey) participate and with it three more countries – Sweden, Ukraine and Serbia and Montenegro – have an 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 2003 was 23,705 km, of which 9763 km were in operation and 1031 km under construction (Annex 1). The schematic map of TEM Network 2003 is attached to this report as Annex 4.
6. Taking into account the corresponding comparative indicators (last three columns of Annex 1), Turkey had the highest percentage of the TEM network length (29.2%), Croatia had the fastest construction pace (18.8% of its national TEM network under construction) and Italy had the highest degree of completion of its TEM network (99.7%). In total, 41.2% of the whole TEM network was in operation and 4.3% 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 stage 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 whole period of 26 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-ninth) session on 26-28 May 2003 in Geneva. The next fortieth) session of the Committee will be held on 12-14 November this year in Trieste, Italy.

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 has been provided by the Government of Slovakia, with an assignment until 31 December 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 2002, approved by the thirty-ninth session of the TEM Steering Committee, the total funds available in the year 2002 amounted to USD 132,081 with total expenditures (including UNECE programme support costs) representing USD 108,529, resulting in a total unencumbered positive balance as at 31 December 2002 amounting to USD 12,534.

17. The TEM Programme of Work and budget for 2003, based on the provisions of the Trust Fund Agreement and approved by the thirty-eighth session of the TEM Steering Committee (20-22 November 2002, Warsaw) are attached to this report as Annexes 2 and 3.

18. Besides the cooperation and assistance activities of the Project regarding the acceleration of TEM construction 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.

19. 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.

20. 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.

21. 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 Companies with Concessions for Motorway, Bridge and Tunnel Tolls (ASECAP).

22. As a result of the fruitful cooperation between the UNECE and interested international organizations and based on the draft documents elaborated under the UNECE auspices by the TEM Project Central Office, Memoranda of Understanding were signed between the UNECE, the International Road Transport Union (IRU) and the European Association of Companies with Concessions for Motorway, Bridge and Tunnel Tolls (ASECAP) in February and March 2003, laying down the bases for closer co-operation in the framework of the TEM Project.

23. In the reporting period, also the involvement of the TEM PCO in the monitoring of development of Pan-European Transport Corridors went on and was manifested inter alia by the presence of the TEM Project Manager in the meeting of the Steering Committee of Corridor III in Dresden, Germany on 27-28 March and the TEM Deputy Project Manager in the meeting of the Steering Committee of Corridor VI held in Gdansk, Poland on 7-8 April this year. Moreover, on the request of the Chairman of the Corridor VI Steering Committee, the TEM PCO expressed its readiness to undertake the responsibility of the Corridor VI Secretariat. This idea was endorsed by the Polish Government and approved by the Director of the Transport Division of UNECE in July this year.

24. Following the discussion on cooperation with the WERD (Western European Road Directors) at the previous sessions of the TEM Steering Committee, the third joint meeting of the TEM representatives and the members of the WERD Subgroup on TERN (Trans-European Road Network) was held in Budapest, Hungary on 19 May 2003. This meeting focused on the progress of the study on Functional Evaluation of the Relevance of the European Trunk Roads for TERN, taking into account the accession countries of Eastern Europe, too. The cooperation, considered mutually beneficial, should aim at the involvement of the TEM countries in the development of performance indicators for the road sector, at the possibilities of harmonisation of data collection and the TEM and TERN reference systems and at the analysis of the TERN/TINA/TEM/E-roads

networks. Regarding this cooperation, the Project Manager participated in the Joint Workshop of the WERD Sub-groups on TERN and Road Data, which took place in Bonn, Germany on 25 March this year and in the WERD Subgroup on Road Data meeting held in Budapest on 24 June 2003, in which also representatives of several TEM member States took part.

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 FHWA's and HEEP's financial and technical support, the TEM/HEEP Area V (Central Eastern Europe) was inaugurated as the first one 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 2003 Annual Meeting was held in Kastel Stari, Croatia on 7-9 April 2003. In the framework of the HEEP Educator and Student Participation Programme, two students from the Technical University of Split and Rijeka were granted a scholarship to present a report on their research achievements at the 2003 HEEP Annual International Conference to be held in Cheyenne, Wyoming, USA in September 2003.

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 65th session of the UNECE Inland Transport Committee held on 18-20 February 2003 and in the Ad hoc Meeting on the Implementation of the European Agreement on Main International Traffic Arteries (AGR) which took place on 6-7 May 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.. 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 21-22 January 2003.

29. Following the invitation of the European Commission through RAND Europe, the Project Manager took part in the First Open Conference on the ETIS Link Thematic Network held on 13-14 February 2003 in Brussels, where ETIS was introduced to policymakers from the EU member and accession countries to initiate a dialogue among the community of potential users and data providers and the ETIS development team.

30. The meeting of the Working Group of the TEM Permanent Table on Development and Coordination of Motorway Construction and Operation in the South-Western Region was held in Trieste on 27-28 February 2003, in which the delegates of 5 countries as well as the UNECE, Central European Initiative and the TEM PCO participated.

31. On 20-21 May 2003, the TEMSTAT Data Collection and Mapping Meeting was held in Budapest, Hungary, in which the representatives of 12 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 on the meeting bears the document number TEM/CO/OP/20.

32. At the thirty-ninth session of the TEM Steering Committee, the revised TEM Master Plan Terms of Reference, representing one of the most important outcomes of the TEM Short-term Strategy were approved. The Master Plan aims at the elaboration of a strategic plan of actions for the implementation of TEM Project objectives in terms of updated and prioritized road transport infrastructure needs of the TEM member countries i.e. (1) identification of investment priorities, (2) establishment of a timetable for their realization, (3) assessment of costs involved and of appropriate financing arrangements. In order to secure the necessary continuity of the TEM network to the neighbouring countries, it was proposed that the TEM Master Plan should cover also 8 non-TEM countries (Belarus, F.Y.R.O.M., Greece, Republic of Moldova, Russian Federation, Serbia and Montenegro, Slovenia, Ukraine).

33. 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, on the possibilities of cooperation with the European Commission in activities having multimodal scope and on the coordinated revision of the TORs for elaboration of the TEM and TER Master Plans.

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Annex 1

STATUS OF TEM NETWORK (as of 1 January 2003)

COUNTRY	Total length	PROGRAMMED (in study, preliminary design and design phases)		UNDER CONSTRUCTION		IN OPERATION		COMPARATIVE INDICATORS		
	km	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	2.1	-	89.0
BOSNIA and HERZEGOVINA	792	-	792	-	-	-	-	3.3	-	-
BULGARIA	925	-	617	-	15	19	274	3.9	1.6	30.7
CROATIA	1465	311	564	36	257	101	420	6.2	18.8	32.1
CZECH REPUBLIC	972	8	405	8	32	-	527	4.1	3.7	54.2
GEORGIA	1053	-	1045	-	-	-	8	4.4	-	0.8
HUNGARY	1624	40	1037	-	-	40	547	6.9	-	34.9
ITALY	1519	-	4	-	-	-	1515	6.4	-	99.7
LITHUANIA	733	205	11	10	-	266	456	3.1	0.7	80.3
POLAND	3297	425	2247	9	152	86	464	13.9	4.7	15.4
ROMANIA	2983	-	2735	-	134	-	114	12.6	4.5	3.8
SLOVAKIA	936	-	487	23	77	588	348	3.9	9.5	68.6
TURKEY	6921	-	378	-	321	4227	1995	29.2	4.6	59.4
TOTAL	23705	1024	10358	86	988	5362	7082	100.00	4.3	41.2

Annex 2

TRANS-EUROPEAN NORTH-SOUTH MOTORWAY (TEM) PROJECT PROGRAMME OF WORK FOR THE YEAR 2003

Objective		Activity		Action	Implemented by	2003			
No.	Description	No. Priority	Description			I	II	III	IV
1.	Updating of TEM network, acceleration of its construction and review of TEM priorities	1.1. I.	Elaboration of the 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 updated maps of TEM network and traffic, alignments and dynamism towards neighbouring regions, incorporating intermodality and multimodal transfer points	PCO		*	*	*
				1.1.3. Review of bottlenecks, missing links and other priority transport infrastructure needs on main TEM road corridors in the framework of the TEM Master Plan	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	*	*	*	*
				1.1.6. Submission of the draft TEM Master Plan to S.C.	PCO				*

Objective		Activity		Action	Implemented by	2003			
No.	Description	No. Priority	Description			I	II	III	IV
				1.1.7. Selection of actions and supporting their implementation with involvement of TEM in finding financial means	PCO Governments	*	*	*	*
		1.2. I.	TEM Integration in the new European Transport Environment	1.2.1. Strengthening TEM as monitoring and management instrument of Pan-European Corridors development	ECE PCO Governments	*	*	*	*
		1.3. I.	TEM construction	1.3.1. Follow-up of the meeting on motorway stage construction	PCO Governments	*	*	*	*
2.	Promotion of TEM	2.1. I.	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. I.	Providing information on TEM: information brochure, international events, mass media information, etc.	2.2.1. Regular dispatching of press releases on Project's actions	ECE PCO	*	*	*	*
				2.2.2. Permanent updating of TEM Project webpage within the UNECE website	ECE PCO	*	*	*	*
				2.2.3. Printing and distribution of TEM 2003 brochure	PCO	*			
				2.2.4. Distribution of TEM brochure and TEM Standards and Recommended Practice	ECE PCO	*			

Objective		Activity		Action	Implemented by	2003			
No.	Description	No. Priority	Description			I	II	III	IV
				at 65 th session of the UNECE Inland Transport Committee					
				2.2.5. Feedback members with TEM news	PCO	*	*	*	*
				2.2.6. Presence in European Transport fora	PCO Governments	*	*	*	*
				2.2.7. Organisation/participation in regional and national events to present the Project	PCO Governments	*	*	*	*
				2.2.8 Strengthening TEM PCO by securing more financial and human resources	ECE Governments	*	*	*	*
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. Participation in the work of the ECE Working Party on Road Traffic Safety (WP.1) aimed at motorway/expressway signing	ECE PCO	*	*	*	*
		3.2. I.	TEM information systems	3.2.1. Performing HEEP Area V regular activities	PCO Croatia		*		
				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				*

Objective		Activity		Action	Implemented by	2003			
No.	Description	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	PCO Austria Bosnia and Herzegovina Croatia Hungary Italy Slovakia				*
				3.4.2. Meeting of the Working Group of the Permanent Table	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. Institutional co-operation with EC DG TREN, REGIO, ENLARGEMENT	ECE PCO	*	*	*	*
				4.1.2. Joint meeting of WERD and TEM Directors General	PCO Governments WERD			*	
				4.1.3. Participation in the activities of respective WERD Sub-groups	PCO Governments WERD	*	*	*	*
				4.1.4. Involvement of TEM in EU Research and Development Programs framework and the OECD RTR programme	ECE PCO	*	*	*	*
				4.1.5. Participation in the activities of respective WERD sub-groups	PCO Governments WERD	*	*	*	*
				4.1.6. Establishment of regular dialogue and co-operation with non-Governmental Organisations (WERD, Europlatforms, ASECAP, Eurochambres, IRU), Universities and Research Institutions	ECE PCO	*	*	*	*

Objective		Activity		Action	Implemented by	2003			
No.	Description	No. Priority	Description			I	II	III	IV
				4.1.7 Promotion of TEM Standards and Recommended Practice	ECE PCO Governments	*	*	*	*
		4.2. I.	Co-operation with other countries and fora	4.2.1. Development of close co-operation with other related initiatives and projects (CEL, TINA Successors, BSEC, OECD, ECMT, etc.)	ECE PCO	*	*	*	*
				4.2.2. Development of contacts aiming at investigating possibilities of co-operation with European NGOs	ECE PCO			*	*
				4.2.3. Connection of TEM plans to other components of the network (rail, sea ports, inland ports, airports)	ECE PCO Governments			*	*
				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 ITC and its subsidiary bodies	ECE PCO Governments	*	*	*	*
		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	*	*	*	*

Annex 3

TEM PROJECT BUDGET FOR THE YEAR 2003

BUDGET LINE	MONTH												TOTAL 2003
	Jan.	Feb.	March	April	May	June	July	August	Sept.	Oct.	Nov.	Dec.	
PROJECT PERSONNEL													
11.01 Project Manager	505	505	505	505	505	505	505	505	505	505	505	505	6060
11.03 Consultants	-	-	-	-	540	-	-	-	-	-	-	-	540
13.00 Admin. Support	200	200	200	200	200	200	200	200	200	200	200	200	2400
15.00 Official Travel	-	1500	1500	3000	4000	3000	-	-	2300	2300	3000	1500	22100
16.00 Mission Costs	-	-	-	-	2000	-	-	-	-	-	-	-	2000
19.00 Component Total	705	2205	2205	3705	7245	3705	705	705	3005	3005	3705	2205	33100
SUB-CONTRACT													
21.00 Sub-contract	-	-	-	-	-	-	-	-	-	-	-	-	-
29.00 Component Total	-	-	-	-	-	-	-	-	-	-	-	-	-
TRAINING													
31.00 Fellowships	-	-	-	-	-	-	-	-	-	-	-	-	-
32.00 Group Training	-	-	-	10000	7000	-	-	-	6000	6000	5000	-	34000
39.00 Component Total	-	-	-	10000	7000	-	-	-	6000	6000	5000	-	34000
EQUIPMENT													
42.00 Non-expendable	-	-	-	3000	-	-	-	-	-	-	-	-	3000
49.00 Component Total	-	-	-	3000	-	-	-	-	-	-	-	-	3000
MISCELLANEOUS													
51.00 Maintenance & Operations	100	100	100	100	100	100	100	100	100	100	100	100	1200
53. Sundry	1250	1250	1250	1250	1250	1250	1250	1250	1250	1250	1250	1250	15000
59.00 Component Total	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	16200
PROGRAMME SUPPORT													
	900	900	900	900	1000	900	1000	900	1000	900	1000	900	11200
PROJECT TOTAL	2955	4455	4455	18955	16595	5955	3055	2955	11355	11255	11055	4455	97500

