

## **TEM and TER Projects: Report of activities implemented in 2010-2011**

Transmitted by the United Nations Trans-European Motorway and Trans-European Railway  
Project Central Offices (PCOs)

**Dr Helmut Meelich**

**Project Manager**

### **I. Objectives of the TEM and TER Projects**

1. The Trans-European Motorway (TEM) and Trans-European Railway (TER) Projects represent specific platforms for cooperation of participating countries in the field of road and railway transport. The Projects support and enhance the introduction of new methodologies, increase the efficiency of international road, railway and combined transport and strengthen synergies with the Pan-European agreements on road and railway infrastructure. At the intergovernmental level, the TEM and TER Projects constitute the only regional platform dealing with the topics of common interest for road and railway transport and assist in achieving higher standards of road and railway networks in the participating countries.

2. Eighteen countries of Central, Eastern and South-Eastern Europe and the Caucasus (Armenia, Austria, Bosnia and Herzegovina, Bulgaria, Croatia, Czech Republic, Georgia, Greece, Hungary, Italy, Lithuania, Poland, Romania, Russian Federation, Serbia, Slovakia, Slovenia, Turkey) participate in the Projects. United Nations Economic Commission for Europe (UNECE) is their Executing Agency.

3. The road and railway networks of the TEM and TER Projects cover approximately 24,000 km each and form the backbones of the Pan-European road and rail corridors in the UNECE region. They represent valuable contributions to the strategic transport plans in Europe and to the extension of the Trans-European network (TEN-T) of the European Union (EU) to its neighbouring countries and regions.

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

(a) To ensure the coordinated upgrading of infrastructure of the TEM and TER networks to the European Agreement on Main International Traffic Arteries (AGR), European Agreement on Main International Railway Lines (AGC) and the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC) standards;

(b) To contribute to the modernization of railway rolling stock;

(c) To help participating governments to improve road and rail efficiency and adapt railway organizations to market oriented management;

(d) To develop a database on the road, railway and combined transport system in the region;

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

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

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

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

5. To achieve these objectives, in the last two decades, the Projects organized a number of meetings of decision-makers, TEM and TER National Coordinators, railway operators and experts with the aim to facilitate the exchange of experience and best practices. The TEM and TER Projects also work closely together with the Organization for Security and Co-operation in Europe (OSCE), the International Union of Railways (UIC) and the Organization of the Black Sea Economic Cooperation (BSEC).

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

6. In July 2009, the Executive Secretary of UNECE signed the TER host-country agreement with the Slovak Minister of Transport, Post and Communications. The signing of this Agreement secured stable and long-term functioning of the TER Project Central Office in Bratislava (Slovakia). It came at a very convenient moment, since the Trans-European Motorway (TEM) and Trans-European Railway (TER) Master Plan Revision process has just started. Signing of the Agreement not only facilitated the completion of the revision process, but also ensured efficient continuation of other activities and tasks of the TER Project. Moreover, it provided the framework which regulated the operational status and obligations of both signatories regarding the functioning of the PCO as well as its staff, kindly hosted by the Government of Slovakia. The TEM Project Central Office in Warsaw is kindly hosted by the Polish Government.

7. Another important event for the TER Project and especially for its smooth cooperation with the TEM Project, as well as for the successful completion of the Master Plan Revision was the appointment of Mr. Helmut Meelich as the TEM Project Manager for the period until 31 December 2011. This solution, proposed by Ms. Doris Bures, Minister of Transport, Innovations and Technology of Austria, was endorsed by the TEM Project Steering Committee and approved by the UNECE Executive Secretary. It resolved the difficult situation which emerged in 2009 when the assignment of the previous TEM Project Manager ended. The experience gained with this new arrangement has shown that Mr. Meelich's TER activities have not been negatively affected by his new task. In fact, this new arrangement actually contributed to closer co-operation between the TEM and TER Projects and led to budgetary savings due to the organization of joint activities and meetings. The intermodality thus reached in the management of both Projects facilitated considerably the works on the TER and TEM Master Plan Revision. At the same time, organization of common Experts Group Meetings as well as of joint sessions of the TEM and TER Steering Committees significantly contributed to the reduction of respective costs for TEM and TER budgets.

## **III. The TER and TEM Master Plan**

8. The Master Plan, prepared in 2004 and 2005 and published in 2006, outlined an investment plan which, if implemented, would contribute to economic growth of the countries concerned and to improving the well-being of their populations. Furthermore, the Plan had the potential to enhance integration and harmonization of road and rail transport in Europe and beyond. The Plan set out the priority infrastructure needs for 21 Central, Eastern and South-Eastern European countries. It identified the road and rail backbone networks in those countries and presented a realistic investment strategy to gradually develop them. As many as 491 projects with an estimated total cost of EUR 102 billion were evaluated and prioritized.

9. The TEM and TER Master Plan achieved its goal to present a consistent and realistic short, medium and long-term investment strategy for the road, rail and combined transport backbone networks in the wider TEM and TER region. With the preparation of the Master Plan, the

TEM and TER Projects offered a substantial contribution to the extension of the TEN-T network, the implementation of Pan-European transport corridors, the promotion of intermodal transport operations and stronger complementarities of transport modes to increase the efficiency of rail transport infrastructure.

10. It is evident that the TEM and TER process has been successful, but that further work in some areas was necessary and technical assistance was needed in order to monitor the progress of implementation.”

11. The UNECE Inland Transport Committee at its seventieth, seventy-first and seventy-second sessions reiterated its support to the TEM and TER activities and invited both Steering Committees of the TEM and TER Projects, in close cooperation with concerned Governments, to start the TEM and TER Master Plan Revision with the aim to complete this process in 2010.

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

12. Since the preparation of the TEM and TER Master Plan, new developments have taken place. These may be summarized as follows:

- (a) Completion of the work of the EU High-Level Group and the extension of the TEN-T to neighboring countries and regions;
- (b) Approval of the accession of Armenia and Slovenia to the TEM and TER Projects;
- (c) Separation of Serbia and Montenegro into two independent states;
- (d) Accession of Bulgaria and Romania to the EU;
- (e) Need for the inclusion of all South-Eastern European and Caucasus countries in the Master Plan (Albania, Armenia, Azerbaijan, Montenegro and Serbia);
- (f) Proposals for new priorities, projects and links by the TEM and TER member countries during the 2007–2009 Master Plan follow-up work;
- (g) Completion of the first phase of the UNECE-UNESCAP Euro-Asian linkages project and adoption of priority routes and projects;
- (h) New data received from several countries (Hungary, Poland, Russian Federation, Serbia);
- (i) Increased interest of countries in intermodal transport, including logistics centres, combined transport terminals, seaports and maritime hinterland connections with RO-RO, RO-PAX and RO-LA.

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

14. Based on inputs from participating countries, the TEM and TER PCOs, in close collaboration with UNECE and external consultants, prepared the Terms of Reference (TOR) for the Revision of the Master Plan, which were further discussed and approved by the Steering Committees of TEM and TER Projects.

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

- (a) Updated data related to traffic flows for TEM and TER networks;
- (b) Checked the conformity of new projects and regulations with the TEM and TER backbone networks and reviewed the original TEM and TER networks;

- (c) Reviewed border crossing issues;
- (d) Improved data collection procedures;
- (e) Updated information about TEM and TER funding;
- (f) Identified interrelationships of the TEM and TER Master Plan backbone networks with intermodal points and links; and
- (g) Drew up conclusions and recommendations.

16. Work on the revision of the Master Plan was carried out by the TEM and TER PCOs with the support of international consultants from participating countries. The intermediate results of the work were discussed at the meetings of the TER and TEM Expert Groups and supervised by the joint Master Plan Coordination Group.

17. The draft final report of the Revision of the TEM and TER Master Plan was submitted for discussion to the 54<sup>th</sup> session of the TEM and to the 29<sup>th</sup> session of the TER Steering Committees, which took place on 15, 16 and 19 November 2010 in Baden (Austria) and it is now being submitted for examination to this session of the UNECE Inland Transport Committee.

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

18. On 7 February 2010, the Project Manager took part in a meeting held in St. Anton (Austria), dedicated to the preparation of the sessions of the TEM and TER Steering Committees, meetings of the Master Plan Revision Coordination and Expert Groups and 2010 Annual Meeting of the TEM/HEEP Area V (Central and Eastern Europe), planned to be held in Salzburg and Innsbruck (Austria) in April 2010, at which also the safety and security aspects of the combined rail-road Arlberg tunnel system were dealt with.

19. From 22 to 26 February 2010 he participated in the seventy-second session of the Inland Transport Committee, at which he presented a report on activities of the TEM and TER Projects, including the status of the revision of their Master Plan. In the framework of this session, he also attended the roundtable on “Sustainable Transport Development – the case of inland water transport” organized by the UNECE in Geneva on 23 February 2010, where the role of inland water transport was evaluated and policies and actions to turn it into an efficient, safe and sustainable pan-European transport system were identified.

20. In his capacity of the TEM and TER Project Manager, he has been obliged to visit frequently Warsaw, where the TEM Project Central Office is located, to discuss with the Polish authorities the problems related with the management of that office, questions related to the co-operation of the TER and TEM Projects and of their Project Central Offices, progress of works on the TEM and TER Master Plan Revision as well as other topics of interest for both sides. The first such visit to Poland took place on 13 – 15 January 2010, followed by the next one on 17 – 19 February last year. In the course of his stay in Warsaw on 29 - 30 April 2010, he met with the State Secretary of the Polish Ministry of Transport and paid visit to the General Directorate of Polish State Railways, General Directorate of Public Roads and Motorways and to the Committee of the OSJD - International Organisation for Cooperation of Railways.

21. On 15 and 16 March 2010 he attended the Second Preparatory Conference of the eighteenth OSCE Economic and Environmental Forum in Minsk (Belarus), aimed at good governance at border crossings, improvements in the security of land transport and facilitation of international transport by road and rail in the OSCE region. He made a presentation there

that focused on the elimination of missing links on Euro-Asian transport corridors and on the revitalization of the international railway lines Bialystok (Poland) – Grodno (Belarus) – Vilnius (Lithuania), and Kars (Turkey) – Gyümri (Armenia).

22. On 15 and 16 April 2010, he chaired the TEM/HEEP Area 2010 Annual Meeting which took place in Salzburg, Austria, in which representatives of the HEEP (Highway Engineering Exchange Program) International from the USA as well as of 6 TEM member countries took part. In the framework of the HEEP Educator and Student Participation (ESP) Program, 3 technical university students presented the results of their research works. The international jury rated their presentations and selected as a winner Mr. G. Gschwandtner from the University of Leoben (Austria). At the closing session of the meeting, Mr. Meelich was elected the Area V Director and Ms. Judit Florian (Hungary) the Area V Secretary. In the course of the meeting, also a technical visit to the reconstructed bridge over Salzach river in Salzburg was organized.

23. From 18 to 24 April 2010, the Project Manager took part in a series of sessions of the 53rd TEM and 28th TER Steering Committees, the TEM and TER Master Plan Revision Expert Groups as well as the Coordination Group, held in Innsbruck (Austria). At the session of the TER Steering Committee, the Innsbruck Initiative for Safe, Secure, Prosperous and Environmentally Friendly Transport was approved. The initiative focused on development of transport infrastructure promoting safety and security, including clean and efficient public transport, intermodal connections and on environmentally friendly transport. The initiative also encouraged policies and measures conducive to secure and safe transport through proper design of transport infrastructure, supported interoperability between transport modes, intermodal connections and combined transport systems and promoted wide introduction and development of intelligent transport systems.

24. In the course of his visits to Warsaw on 19 – 21 May 2010 and on 12 to 14 July 2010, the Project Manager met the chief executive officials of Polish State Railways and of the Polish Ministry of Transport. He informed them about the results of the second preparatory conference held in Minsk for the eighteenth OSCE Economic and Environmental Forum and discussed with them possibilities of development and the future alignment of the high-speed railway network in Poland and its interconnections with that of Germany and the Czech Republic as well as the possibility of extending the standard gauge railway line from the Polish border to Grodno (Belarus) to establish a standard gauge railway connection to Lithuania.

25. On 23 – 26 May 2010, he attended the OSCE Economic and Environmental Forum held in Prague, the theme of which was promotion of good governance at border crossings, improving the security of land transportation and facilitating international transport by road and rail in the OSCE region. He also used this opportunity to establish additional contacts with representatives of the Economic Cooperation Organization (ECO).

26. On 17 – 19 June 2010, the Project Manager paid a visit to the UNECE in Geneva, where he attended informal meetings dealing with the process of the TEM and TER Master Plan Revision and discussed the timetable of its terminal activities aimed at elaboration of the final report and its submission to the TEM and TER Steering Committees and to the 73<sup>rd</sup> ITC session. In the course of this mission, he also visited the competent authorities of the Secretariat, Transport Division and of the Financial Department, discussing the topics related to contracts, budget, reporting and financial contributions of the member countries.

27. From 21 to 23 June 2010 he attended the TEMSTAT 2010 Data Collection and Mapping Meeting in Prague aimed at collection of recent data on transport infrastructure construction in the member countries for the purposes of elaboration of new transport network maps of the countries and of the TEM and TER Master Plan Revision. On this occasion, he also met the representatives of the Czech Ministry of Transport in Prague and informed them about the results of his discussions with Polish officials on the high speed line Wroclaw – Prague as well as about the possibilities for extension of this connection to Vienna via Brno.

28. He also took part in the 6th World Congress on Railway Security jointly organized by the International Union of Railways (UIC) and Turkish Railways (TCDD) held on 23 to 26 June 2010 in Istanbul, attended by more than 200 delegates from 30 countries of all parts of the world involved in rail and transport security issues i.e. railway security managers, representatives of international organisations, rail supply industry, universities and research bodies. They examined the benefits of strategic rail security issues from international benchmarking, exchange of best practices and institutional partnerships. The Congress highlighted the strategic importance of maintaining a high-level of security which takes into account the impact on railway operations, quality of service, company results and image of rail transport. In his presentation delivered there, the Project Manager informed the TCCD participants about the present and future TER activities aimed at railway security, including those included in the TEM and TER Master Plan Revision report. In this context, he also mentioned the related decisions of the recent sessions of the TER Steering Committee as well as the Innsbruck Initiative for Safe, Secure, Prosperous and Environmentally Friendly Transport, focusing inter alia on development of transport infrastructure promoting safety and security, approved at the 28<sup>th</sup> session of the TER Steering Committee in April 2010 and invited the Turkish colleagues to an additional meeting in Vienna.

29. On 30 June – 2 July 2010, the Project Manager chaired a meeting in Vienna, organized as a follow-up to the Innsbruck meeting of April 2010. The meeting focused on the Black Sea region, namely on Turkish and Georgian railway investments in the light of the revision of the TEM and TER Master Plan. Using this opportunity, the Project Manager also discussed with the UNECE and OSCE representatives preparations for the OSCE and UNECE TEM/TER Conference to be held in Vienna on 17 November 2010. He also paid a visit to the Austrian Federal Ministry for Transport, Innovation and Technology and to the OSCE headquarters in Vienna in order to discuss the means and ways of future close co-operation between them and the TEM and TER Projects and of their assistance in the elaboration of the Master Plan Revision final report.

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

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

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

33. He organized and attended the “*Conference on financing development of road and rail transport infrastructures*”, held by the United Nations Economic Commission for Europe, the Trans-European North-South Motorways (TEM) Project and the Trans-European Railway (TER) Project in collaboration with the Organization for Security and Co-operation in Europe (OSCE) on 17 November 2010 in the OSCE Conference Centre Hofburg in Vienna. The conference, opened by the UNECE Executive Secretary Mr. Kubis, in which also the Slovak and Austrian Minister of Transport, as well as the Deputy Directors General of Russian and Turkish Railways were invited has been organized on the occasion of launching of the revised TEM and TER Master Plan. Vice Ministers from Bulgaria and Poland and Representatives of International Financial Institutions, road and rail sectors met at the conference to evaluate the opportunities for financing the TEM and TER infrastructure priority projects specified in the revised Master Plan and to discuss the measures aimed at ensuring seamless connections throughout Europe, including cost-effective access to markets. They noted that the TEM and TER Master Plan Revision, which set out the priority infrastructure needs, the backbone networks and a realistic investment plan to develop them, represented a great contribution to these efforts, taking into account also the fact that the rail and road/motorway infrastructure projects, identified in the framework of this Revision, have to be achieved given the difficult financial environment of necessary budgetary savings and capital market restrictions. Therefore, also the projects developed within BSEC such as the Black Sea ring highway as well as the close collaboration with the major international organizations involved in rail and road transport, namely BSEC, OSCE, IRU and UIC would certainly be of great benefit for the development of transport in the region. The more detailed information on the programme and outcomes of the Conference could be found at [http://www.unece.org/trans/main/temterm/2010\\_conference.html](http://www.unece.org/trans/main/temterm/2010_conference.html)

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

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

36. The Project Manager represented the TEM and TER Projects Central Offices at the OSCE-UNECE Inter-regional Workshop on Developing Euro-Asian Transport Links, held in Turkmenbashi, Turkmenistan on 7 – 8 December 2010. He also proposed there to pay more

attention including the on-site visits to the railferries as key elements of the Euro-Asian Transport Links.

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

38. On 17 December 2010 he visited the Austrian Federal Ministries for Transport, Innovation and Technology and the Office of the Co-ordinator of the OSCE Economic and Environmental Activities in Vienna, closing there the final settlement of the Conference on financing development of road and rail transport infrastructures, held in Vienna on 17 November 2010.

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

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

41. On 25 January, he met in Warsaw the General Director of the Polish General Directorate of National Roads and Motorways (GDDKiA) and his collaborators and discussed with them the future involvement of the GDDKiA in the activities of the TEM Project, plans for extended usage of effects of these activities, possibilities of improved communication of TEM actions via website as well as plans regarding further functionality of the TEM Office in Warsaw.

42. From 9 to 10 February 2011, the Project Manager took part in a meeting in Prague and made a presentation on the results of the second preparatory conference held in Minsk . He also used this opportunity to establish additional contacts with representatives of the Czech Ministry of Transport in Prague and informed them about the results of his recent discussions with Polish officials on the high speed line Wroclaw – Prague, about the possibilities for extension of this connection to Vienna via Brno and to Zurich via Linz as well as about the proposals to introduce bus transport as provisional solution in border sections having low passenger traffic flows at present.

43. Finally, on 21 – 24 February 2011, he took part in the Club Feroviar Conference Policies and technologies for increasing mobility and in the technical-scientific colloquium on passenger transport rolling stock held in Brasov, Romania

## **VI. Present and future challenges for the TEM and TER Projects**

39. Major present and future challenges for the TER and TEM Projects can be summarized as follows:

(a) Extension of the TEM and TER Projects to observer countries (Belarus, Republic of Moldova, the Former Yugoslav Republic of Macedonia, Ukraine);

- (b) Extension of the TEM and TER Projects to the countries participating in the revision of the Master Plan, i.e. Albania, Azerbaijan and Montenegro;
- (c) Full integration of new member countries (Armenia and Serbia);
- (d) Elimination of missing links on Euro-Asian transport corridors and revitalization of the international railway lines Bialystok – Grodno - Vilnius, Baku – Tbilisi-Kars and Kars – Gyümri/ Akhalkalaki
- (e) Implementation of Constanta - Zonguldak / Samsun and Constanta - Poti / Batumi Railferries Projects;
- (f) Implementation of the revised TER und TEM Master Plan and its follow-up;
- (g) Financing the development of rail and road transport infrastructure, taking in account conclusions of the UNECE, OSCE, TER and TEM Conference held on 17 November 2010 in Vienna;
- (h) Focus on road and especially rail security issues, taking also into account that railway companies have to invest more energy, time and resources in security issues – alongside its traditional activities – to avoid that citizens, customers and staff face disruption of services, threats or even danger in the course of their daily business

## **VII. Conclusions**

40. All activities carried out during the reporting period have been in line with the programmes of work of the TEM and TER Projects as well as with the short-term strategy of both Projects as adopted by their Steering Committee sessions in 2007 and in 2009.

41. The TER and TEM Projects offer the advantage of bringing together representatives of Ministries of Transport, road directorates and railway companies from the member countries.

42. In the reporting period, the TEM and TER Projects strengthened co-operation with major international organizations dealing with transport issues and newly established closer relations with the ECO.

43. At the governmental level, TEM and TER represent the only forum in the region addressing the key transport issues pertaining to a more rapid integration of the road and rail network of their member countries into the Western European network. They also stimulate better harmonization of the legislation of Central and Eastern European countries with Western European standards in order to ensure higher quality of service along major corridors and higher profitability of the road and railway sector in post-transition economies.

44. The TEM and TER Projects are useful tools for implementing the AGR, AGC and AGTC minimum infrastructure and performance standards in the region, thus improving road, railway and combined transport services. The realization of the comprehensive programme of work with concrete outputs has led to a permanent increase in TEM and TER memberships.

45. The revision of the TER and TEM Master Plan, carried out in close cooperation with the UNECE Transport Division, terminated successfully in the reporting period, resulting in the submission of the draft final report to both the TEM and TER Steering Committee sessions in November 2010. Upon its approval by these sessions, it is being submitted for examination to the seventy-third session of the Inland Transport Committee. It is envisaged that the report will be made available in electronic and paper form in spring 2011. In the years to come, the TEM and TER Projects will focus on realization of the revised Master Plan and for that

purpose they intend to establish a permanent system of regular monitoring the progress reached in its implementation.