



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

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Item 3 (b) of the provisional agenda

Monitoring of the developments in pan-European transport networks:**Trans-European Motorway and Trans-European Railway projects****Trans-European North-South Motorway (TEM) and
Trans-European Railway (TER) projects****Report on activities implemented in the reporting period
2011–2012****Submitted by the TEM and TER Project Manager*****I. Objectives of the Projects**

1. The Trans-European Railway (TER) Project and the Trans-European North-South Motorway (TEM) Project represent specific platforms for cooperation of participating countries in the fields of road and rail transport. At the intergovernmental level, the TER and TEM Projects constitute the only regional platforms dealing with the topics of common interest for road and rail transport and assisting in achieving higher standards of road, motorway and rail 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 TER Project and fifteen of them also in the TEM Project. The United Nations Economic Commission for Europe (UNECE) is their

* The Working Party at its twenty-fourth session was updated on the TEM and TER Projects activities and invited the Projects' manager to provide an update on relevant developments in the TEM and TER projects at its twenty-fifth session in 2012, over the reporting period 2011–2012, including the state of revision of the TEM and TER Project Master Plan. (ECE/TRANS/WP.5/50, para.10).

Executing Agency. The TEM and TER Cooperation Trust Fund Agreements, established in 1991 by the UNECE, made the Projects self-sustained, financed by direct contributions from the member countries and ensuring 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 Arteries (AGR), the 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 coordinate the improvement of operational parameters and improve the situation at border crossings with a view to eliminate bottlenecks in international road and rail transport;

(c) To develop cooperation among member countries in preparing technical studies;

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

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

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

4. The TEM Project Central Office (PCO) is hosted by the Polish Government in Warsaw and the TER PCO is hosted by the Slovak Government in Bratislava.

II. TEM and TER Master Plan Revision and its Follow-up Activities

5. The work of both Projects focused in the reporting period on finalizing and publishing the TEM and TER Master Plan Revision. The original Master Plan, of 2006 outlined an investment plan which set out the priority road and railway infrastructure needs for 21 Central, Eastern and South-Eastern European countries. It was evident that the Master Plan process was successful, but that further work in some areas was necessary. Since the elaboration of the TEM and TER Master Plan, a number of new developments have taken place. These may be summarized as follows:

- Completion of the work of the European Union (EU) High Level Group and the extension of the Trans-European network (TEN-T) to neighboring countries and regions;
- Approval of the accession of Armenia and Slovenia to the TEM and TER projects;
- Separation of Serbia and Montenegro in two independent states;
- Accession of Bulgaria and Romania to the European Union;
- Need for the inclusion of all Southeast European (SEE) and Caucasus countries in the Master Plan exercise (Albania, Armenia, Azerbaijan, Montenegro and Serbia);

- Proposals of new priorities, projects and links by the TEM and TER member countries in the course of the 2007–2009 follow-up work;
- Completion of the first phase of the UNECE – UNESCAP Euro Asian Linkages project and adoption of the priority routes and projects identified by it;
- New data received from several countries (Hungary, Poland, the Russian Federation and Serbia);
- Increased interest of countries in intermodal transport, including logistics centres, combined transport terminals, seaports and maritime hinterland connections with RO-RO, RO-PAX and ROLA.

6. Therefore, the UNECE Inland Transport Committee invited the TEM and TER Steering Committees, in close cooperation with concerned Governments, to start the Master Plan Revision with the aim to complete this process in 2011.

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

8. The draft final report of the Revision of the TEM and TER Master Plan was examined by the seventy-third session of the UNECE Inland Transport Committee and the Master Plan Final report, Volumes I (Main text) and II (Annexes) were distributed at the thirty-first session of the TER Steering Committee and at the fifty-sixth session of the TEM Steering Committee (Salzburg, Austria, 25–29 November 2011).

9. With the elaboration of the Master Plan Revision and launching of its final report, the TEM and TER Projects offered a substantial contribution to the extension of TEN-T and to the practical implementation of the Pan-European Transport Corridors. The task has not been completed, however. It requires further close cooperation between the TEM and TER member countries and their immediate neighbours as well as the continued involvement of the UNECE and both Project Central Offices. This particularly relates to missing information about individual country plans, priorities and to missing data in general, as well as to monitoring the progress of development of the identified road and rail backbone networks on the basis of commonly accepted technical and operational standards.

10. For these purposes, the TEM and TER Master Plan Revision monitoring mechanisms were set up, which form an inseparable part of the TEM and TER Master Plan Revision Follow-up Action Plan. The monitoring activities will concentrate in particular on the progress reached in implementing the Master Plan Revision infrastructure projects, updating of the Revision traffic data and traffic forecasts, developing the backbone networks, as well as assessing their current status. The proposed mechanisms will be based on the templates which will be submitted filled-in to the TEM and TER Project Central Offices once a year. The TEM and TER PCOs would process the data obtained and prepare an annual summary report on the results of the Master Plan Revision monitoring for submission to the TEM and TER Steering Committees for examination.

11. Monitoring of the progress in bringing the TEM and TER Master Plan revised backbone networks up to the UNECE AGR, AGC and AGTC Standards will represent the permanent task of the TEM and TER Projects in the future to be reflected in their annual programmes of work. That is why the thirty-first session of the TER Steering Committee

and fifty-sixth session of the TEM Steering Committee (Salzburg, Austria, 24–29 October 2011), decided to establish the Joint TEM and TER Master Plan Revision Follow-up Expert Group. This Group will meet 1–2 times a year to elaborate the specific tasks assigned to it according to the TEM and TER programmes of work and will consist of the representative of the UNECE Transport Division, TEM and TER Project Manager, external consultant, National Coordinators/Country experts and experts from invited bodies and international financial institutions (IFIs).

12. At its first two meetings held on 26 October 2011 in Salzburg, Austria and on 29 March 2012 in Ankara, Turkey, this Follow-up Expert Group *inter alia* elaborated its Master Plan Revision Follow-up Action Plan to be submitted to the TEM and TER Steering Committees for approval.

III. TEM and TER activities carried out in the reporting period

13. On invitation of the Czech Ministry for Transport and the General Directorate of Czech Railways, the Project Manager took part in the meeting with the representatives of the Austrian Federal Ministry for Transport, Innovation and Technology and the Austrian Federal Railways on 8–9 September 2011 in Cesky Krumlov (Czech Republic) on coordination of parameters and timing of the reconstruction of the Czech – Austrian railway corridor Prague – Ceske Budejovice – Linz as well as on the possibilities and the future alignment of the highspeed railway network connections between these countries.

14. On invitation of the Government of the Republic of Azerbaijan, the thirtieth session of the TER Steering Committee was held on 19–22 September 2011 in Baku, Republic of Azerbaijan. At the session, *inter alia* the TER Project financial report for the year 2010 was approved, the draft final report of the TEM and TER Master Plan Revision was distributed and the proposal on establishing the TEM and TER Joint Rail and Road/Motorway Follow-up Expert Group was examined.

15. As an integral part of the session, the Conference on Development of Special Rail Transport Infrastructures – Rail ferries/Seaports was held in the Conference Centre of the Azerbaijani Ministry of Transport on 20 September 2011, in which apart from the members of the TER Steering Committee, representatives of the UNECE, EU DG Move/Corridor VII, OSCE, Asian Development Bank, Ministry of Transport of Azerbaijan, Black and Caspian Seas shipping companies, railway companies and major seaports participated.

16. On 4 and 5 October 2011, the TEM and TER Project Manager attended the Wider Black Sea Area Summit held in the framework of the “Railway Days” Conference, which took place in Bucharest, Romania and was aimed at analysing all stages of the railway freight transport process from East to West through the area in question and at identifying the most efficient concepts for boosting the volumes of freight carried on rails.

17. On 18 and 19 October 2011, the Project Manager took part in the series of meetings at the Austrian Federal Ministries of Transport, Innovation and Technology and of Foreign Affairs and at the Government of the Province of Salzburg, at which he together with the Austrian TEM and TER National Coordinators discussed and approved the preparatory steps and organizational measures for the thirty-first session of the TER Steering Committee and the fifty-sixth session of the TEM Steering Committee to be held in Salzburg, Austria.

18. The thirty-first session of the TER Steering Committee and the fifty-sixth session of the TEM Steering Committee took place on 24–29 October 2011 in Salzburg, Austria. At these sessions, the 2012 budgets as well as 2012 programmes of work of both Projects were

approved and Mr. H. Meelich was elected as the TEM and TER Project Manager for the period 2012–2013.

19. The first Meeting of the TEM and TER Joint Rail and Road/Motorway Master Plan Revision Follow-up Expert Group was held on 26 October 2011 in Salzburg, Austria, at which meeting the programme of work of the Group for 2012 as well as the respective monitoring mechanisms for both Projects were approved.

20. On 4 November 2011, the Project Manager took part in the South East Transport Axis (SETA) project workshop in Sopron (Hungary), to discuss the accessibility and logistic work flows in the South East Europe region, in which project eleven partners from six countries between Vienna/Bratislava and the northern Adriatic ports of Rijeka, Koper and Monfalcone participate and which is funded by the European Fund for Regional Development (ERDF).

21. On 10–12 November 2011, he took part in the panel discussion at the SETA national project workshop in Rijeka, Croatia, dealing with the development strategy of the transportation infrastructure in the Republic of Croatia. Using this opportunity, he informed the participants about the TER project activities and successful finalization of the TEM and TER Master Plan Revision.

22. The Follow-up Meeting of the sessions of the TEM and TER Steering Committees took place in Vienna, Austria on 12–14 December 2011. Representatives of the Turkish Ministry of Transport, Maritime Affairs and Communications, Austrian Ministry of Transport, Innovation and Technology, Turkish State Railways, Turkish General Directorate of Highways, and the TEM and TER Project Manager took part in this meeting.

23. On 8–12 January 2012, the Project Manager visited Ankara, Turkey to discuss with the Turkish authorities organizational measures and preparations for the Workshop on Research and Development, Intelligent Transport Systems, Road/Rail Intermodal Innovations and Road Safety, to be organized jointly by UNECE, TEM and TER (27–31 March 2012, Ankara, Turkey).

24. On 26 January 2012, he participated in the SETA first national project workshop which took place in Vienna and was organized by the City of Vienna. Altogether 40 representatives of the SETA target groups took part in the event, which was held together with the national workshop of the project Sonora. The most important message provided in the workshop was that SETA will strengthen the missing link between the most important European railway corridors (“core network”).

25. On 16–14 February 2012, the TEM and TER Project Manager visited the Ministries Rail and Road competent officials and the National Coordinators in Zagreb, Port of Koper, Port of Rijeka.

26. He also participated in the SETA conference which took place in Sopron and Budapest (Hungary) on 20–21 February 2012, dealing with overcoming existing infrastructural and organizational bottlenecks along the existing railway connections in the region, improving the competitiveness of rail transport as a precondition for the necessary modal shift from road to rail. At the Conference, the improvement of organizational framework conditions along the corridor, which is crossing three national borders, was discussed. In order to highlight the benefits of the respective SETA corridor, improved services – both for freight operators and passengers – were demonstrated.

27. In the framework of the close cooperation between the TER and TEM Projects and the UNECE, the Project Manager took part in the United Nations kick-off action promoting Intelligent Transport Systems (ITS) for sustainable mobility held on 28 February 2012 and in the seventy-fourth annual session of the UNECE Inland Transport Committee held from

28 February to 1 March 2012, at which session he presented the report on the development of the TEM and TER Projects in the year 2011.

28. On 7–11 March 2012, the Project Manager attended the Eurasian Rail Fair, which took place in Istanbul (Turkey) and was attended by more than 10,000 visitors. Using this opportunity, he discussed with the representatives of the Turkish Ministry of Transport, the Istanbul Chamber of Commerce and the Turkish State Railways (TCDD) the organizational matters with regard to the forthcoming sessions of the TEM and TER Steering Committees as well as to the second meeting of the Joint Rail and Road/Motorway Follow up Experts Group to be held in Ankara at the end of the month.

29. The Workshop on Research and Development, Intelligent Transport Systems, Road/Rail Intermodal Innovations and Road Safety, organized jointly by UNECE and TEM and TER Projects with the support of the Ministry of Transport of the Republic of Turkey was held on 27–28 and 30–31 March 2012 in Ankara, Turkey. On 29 March 2012, the second meeting of the Joint Rail and Road/Motorway Follow-up Expert Group took place also in Ankara, in which representatives of Austria, Azerbaijan, Bosnia and Herzegovina, Croatia, Czech Republic, Poland, Romania, Serbia, Slovakia, Slovenia and Turkey as well as the UNECE representative, TEM and TER Project Manager and the UNECE consultant took part.

30. The TEMSTAT Data Collection and Mapping Meeting was held on 17– 18 April 2012 in Warsaw. At the meeting, the results of the development of the TEMSTAT database and mapping activities in the reporting period from the 2011 meeting as well as the progress reached in construction of the TEM motorway infrastructure were presented and the national 2012 TEM status and TEMSTAT 1 and 2 data were communicated to the representatives of the TEM Project Central Office in Warsaw.

31. After this meeting, the Project Manager, in order to fulfil some of the tasks of the TEM and TER Projects defined by the Steering Committees, pooled four trips together in an efficient way. In the interest of the UNECE and TEM to connect southeastern Poland with the northernmost part of Romania via Ukrainian territory (Combining Baltic Sea Strategy with Danube Strategy of the European Union), he visited the authorities of Lviv and Chernivtsi in Ukraine and met with competent authorities of the Romanian Ministry of Transport and General Directorate of Romanian Railways in Bucharest. He then attended as the Keynote Speaker the Railway Conference in Constanta (Romania) on 25–26 April 2012 and then continued by ferry to Istanbul, where he discussed with the Turkish authorities and representatives of the UN.RoRo.Company the preparations and possible involvement of the TER project in the EurAsiaRail 2013 to be organized in March 2013 in Turkey.

32. On 8–10 May 2012, the Project Manager visited Opatija and Zagreb (Croatia) to discuss with the representatives of the Croatian Ministry of Maritime Affairs, Transportation and Infrastructure and with the Deans of the Technical Universities of Zagreb and Rijeka the organizational and funding matters related to the TEM/HEEP Area V 2012 Annual Meeting to be held in Opatija, Croatia on 4 and 5 June 2012.

33. On 31 May–1 June 2012, he attended as a speaker the International conference within the SETA project on “Adriatic Sea, Danube, Baltic Sea, Black Sea – A New Extent For Central European Intermodal Traffic”, which took place in Monfalcone, Italy. In the framework of the conference, also the second Transnational Project Coordination Meeting on more efficient use of resources through cooperation with special focus on port-hinterland connections was held.

34. The TEM/HEEP Area V 2012 Annual Meeting was held in Opatija, Croatia on 4 and 5 June 2012. The HEEP (Highway Engineering Exchange Program) is an international organization which promotes the exchange of information relating to highway and bridge engineering, specifically addressing the use of computers in the engineering process. TEM

project represents its Area V (Central and Eastern Europe). Following the HEEP Area V 2012 Annual Meeting, the special meeting of the TEM participants took place in Opatija on 6 June. At this meeting, the TEM Project Manager informed about the recent TEM activities and about the activities planned for the second half of the year 2012.

IV. Major TEM and TER present and future challenges

35. The present and future challenges concerning the TEM and TER Projects can be summarized as follows:

- Extension of the TEM and TER Projects to observer countries (Belarus, Ukraine, the former Yugoslav Republic of Macedonia, Republic of Moldova);
- Extension of the TEM and TER Projects to the countries participating in the Revision of the Master Plan, i.e. Albania, Azerbaijan and Montenegro;
- Full integration of new member countries (Armenia and Serbia);
- Dissemination and promotion of results and outputs of the TER and TEM Master Plan Revision Final report;
- Monitoring the implementation of TER und TEM Master Plan Revision;
- Financing the development of the motorway, road and rail transport infrastructure;
- Focus on road and rail safety and security issues;
- Strengthening the staff of the TEM and TER Project Central Offices in Warsaw and Bratislava;
- Solving the managerial situation of both Projects as from 1 January 2014, when the assignment of the present Project Manager will terminate.

V. Conclusions

36. All activities carried out during the reporting period were in line with the Programmes of work of the TEM and TER Projects as well as with the short-term strategy of these Projects as adopted by their Steering Committees in 2009.

37. The TEM and TER Projects offer the advantages of bringing together representatives of the Ministries of Transport, road administrations and railway companies from the member countries.

38. In the reporting period, the TEM and TER Projects strengthened the co-operation with major international organizations dealing with transport issues and established also closer relations with the Economic Cooperation Organization (ECO).

39. At the governmental level, TEM and TER are the only fora in the region addressing the key road and rail transport issues pertaining to a more rapid integration of the transport infrastructure networks of the 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 a higher quality of service along major corridors in the member countries.

40. The TEM and TER Projects represent useful tools for implementing the AGR, AGC and AGTC standards in the region and improving the motorway/road, railway and combined transport services. The realization of the comprehensive programmes of work with concrete outputs led to a permanent increase in the TEM and TER memberships.

41. The TER and TEM Master Plan Revision, carried out in close cooperation with the UNECE Transport Division, terminated successfully in the reporting period.

42. The promotion of the results of the TER and TEM Master Plan Revision, monitoring of its implementation and the respective follow-up activities represent some of the most important tasks of both Projects in the years to come. For these purposes, they established a permanent monitoring system to be guided and supervised by the special Joint TEM and TER Master Plan Revision Follow-up Expert Group.
