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## **Economic Commission for Europe**

### **Inland Transport Committee**

#### **Seventy-eighth session**

Geneva, 23–26 February 2016

Item 5 (a) (i) of the provisional agenda

**Strategic questions of a modal and thematic nature: Project related activities -**

**Trans-European North-South Motorway (TEM) and Trans-European Railway (TER) projects**

### **Recent developments in the Trans-European North-South Motorway (TEM) and Trans-European Railway (TER) projects**

**Submitted by the TEM Project Manager and TER Project Manager**

#### **I. Trans-European North-South Motorway (TEM) Project**

1. The aim of the Trans-European North-South Motorway (TEM) project is to provide assistance to the TEM participating Governments in developing and managing the TEM network in order to facilitate road traffic in Europe, in improving the quality and efficiency of transport infrastructure and operations and in assisting the integration process of transport infrastructure systems in Europe.

##### **A. TEM activities and achievements in 2015**

2. During the sixty-fourth session of the TEM Steering Committee, the updated TEM Programme of Work 2014-2015 was presented by Mr. Andrzej Maciejewski, TEM Project Manager and accepted by the Steering Committee.

3. On the basis of this Programme of Work, the following tasks were included in TEM 2015 Work Plan:

(a) Strengthening capacities of TEM participating countries by attending the workshops and exchanging of knowledge and best practices in the following areas: Financing of road infrastructure and highway projects, road infrastructure safety management and environmental impact assessment.

(b) Increase attractiveness of TEM project, both for TEM participating and other countries, through an active cooperation with European partners and American institutions based on experience and best practice sharing and mutual cooperation.

(c) Prepare high quality deliverables/reports based on organized workshops on topics closely related to the development of the TEM network with active involvement of representatives of TEM participating countries. Build up a new and modern mid-term strategy for future activities and advancement of TEM project.

(d) Efficient administrative backstopping of TEM project through improved Work Plan and result-oriented cost plan for 2015 and finalization of pending administrative issues.

4. Since the seventy-seventh session of the inland Transport Committee, main TEM project achievements were:

(a) Capacity-building workshop on diverse sources of financing for road infrastructure and highway projects in cooperation with iHEEP programme: The 2015 Annual Meeting of the Area V International Highways Engineers Exchange Programme (iHEEP) was held in Gdansk, Poland on 14–17 June 2014. Representatives of TEM participating countries and Department of Transport of four United States of America states<sup>1</sup> shared their experiences and best practices on different approaches to financing and maintenance of the highway projects. The necessity of appropriate funding of road maintenance especially in the age of limited budgets was emphasized;

(b) Strengthening of capacities and cooperation on Road Infrastructure Safety Management and Environmental Impact Assessment related to the projects on TEM network were offered to the Steering Committee attendees. Dedicated workshops were organized back-to-back with the Steering Committee meetings with participation of the specialists from TEM participating countries. Guest speakers from Ireland and UNECE were invited to share their experiences and lessons learnt as well. Importance of road safety improvements were underlined by all TEM participating countries and Steering Committee has decided to engage road safety consultant to prepare a report on Road Infrastructure Safety Management on TEM Network;

(c) Dynamic cooperation with TEM participating countries and active involvement and thorough discussions on: (i) the most relevant topics for TEM development presented in dedicated workshops (ii) preparation of quality deliverables related to road safety and road financing on TEM network; (iii) support for preparation of new TEM Project mid-term strategy (iv) agreement on modalities of the early planning of the meetings with dedicated themes and with thematic scope planned for the year ahead; (v) inputs for the TEM Programme of Work 2015 and list of TEM project priority activities; (vi) timely adoption of Work Plan and result-based cost plan; (iv) inputs of the both Steering Committee meetings held on 14–15 April 2015 in Geneva (Switzerland) and 16 December 2015 in Vienna (Austria).

## **B. Challenges in 2016**

5. On the basis of the results and experiences from 2015, several challenges for TEM cooperation for 2016 were identified:

(a) Ensure active participation of TEM participating countries representatives: by adopting sound and realistic work plan for 2016 based on actual countries' needs and

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<sup>1</sup> Kansas, Louisiana, Michigan, North Dakota.

transport trends as well as maintain regular communication with TEM countries; Motivate and engage non-TEM countries to participate in TEM workshops/meetings and attract new TEM participating Countries;

(b) Deliver tangible project results: TEM project deliverables agreed in 2015 should be finalized with required quality; Topics for the reports and necessary consultancy were proposed by PCO and adopted by the Steering Committee. Two reports are expected to be finalized in 2016;

(c) Increase TEM project visibility: Since the TEM project is not sufficiently known in wide fora; activities on promotion of TEM cooperation are strongly needed and should be one of the TEM PCO priorities;

(d) Synergies with UNECE bodies related to road transport and road safety: Cooperation with UNECE Working Party on Road Transport (SC.1) and Working Party on Road Safety (WP.1) should be enhanced. TEM Project experience on road infrastructure could bring added value to the Working Parties;

(e) Resolve pending administrative issues to enable more efficient functioning of PCO.

### C. Conclusions

6. The TEM Project addresses priority topics for participating countries which leads to a more rapid integration of the transport infrastructure networks between Eastern and Western European countries. At the same time, TEM stipulates better harmonization of legislation and enhances cooperation among the countries and creates common standards in order to ensure a higher quality of service along major motorway corridors.

7. The TEM project activities carried out during the reporting period were in line with the Programme of Work and calendar as approved by TEM Steering Committee in 2015, with special emphasis on the topics of road financing, road safety and environmental impact assessment of the projects on TEM network.

8. TEM Work Plan for 2016, adopted by Steering Committee (December 2015), focuses on providing a new mid-term TEM Project strategy based on tangible results and deliverables to meet needs and requirements of the participating countries. Closer cooperation with TEM participating countries, UNECE working parties, EATL and TER Project are one of the priorities for project management in 2016.

## II. Trans-European Railway (TER) Project

9. The main objective of the Trans-European Railway (TER) project is to improve the quality and efficiency of transport operations, to assist in the integration process of European transport infrastructure systems, and to develop a coherent and efficient international railway and combined transport system in accordance with the United Nations Economic Commission for Europe (UNECE) Pan-European infrastructure agreements.

10. Among the various goals of the TER project, the following may be emphasized: facilitation and development of coherent and efficient international railway and combined transport system among the Central and Eastern European countries (through the territories of the TER countries and between them and other European countries), contribution in absorbing of an important part of congestion in Central and Eastern Europe and reduction of environmental and safety problems on major international railways of those countries.

## A. TER development and activities in 2015

11. Project Management main objectives for 2015 were:
  - (a) Hiring a High Speed Railway consultant and start of the project.
  - (b) Increasing the number of TER members.
  - (c) Re-settling TER PCO (preparation and finalization of the new Host Country Agreement with TER participating country).
  - (d) Organization of two sessions of TER Steering Committee.
  - (e) Organizing and preparing high level technical and administrative documentation – including the Programme of Work and cost plan for 2015–2016 for the Steering Committee sessions and technical workshops for TER member States.
  - (f) Finalizing all pending administrative issues such as contracts of Project Management, contract of TER office.
12. The main achievements of TER project during 2015 were:
13. High Speed Rail Master Plan: The process of hiring a High Speed Railway Consultant was completed. The Consultant contract and Terms of Reference were elaborated and approved by the Steering Committee.
14. Euro-Asian Transport Linkages (EATL) Project: TER project management participated in EATL meetings and distributed the EATL questionnaire / template to all relevant TER member States as to ensure collection of data from Eastern Europe. TER and EATL projects are two infrastructure projects where many synergies exist and should be exploited. TER project management are working towards this direction.
15. Safety at Level Crossings: The TER project management worked closely with the SC.1 and SC.2 secretariats to identify areas of cooperation. The Group of Experts on Safety at Level Crossings discussed the possibility TER to undertake the task of analysing and developing a risk assessment tool for level crossings. Furthermore, future development of a database of level crossings — number, types, use, etc. — in the TER region was discussed, with the support of an external consultant. Both activities should be further discussed and agreed upon at the 2016 Steering Committees of the project.
16. Unified Railway Law: New documentation on the Unified Railway Law was elaborated by the Group of Experts towards Unified Railway Law. TER Project management actively participated at the Group's meetings.
17. Promotion of TER project / attracting new member States: One of the main tasks of the Project Management is the promotion of TER activities and the attraction of new member States. In this framework, project management had successful negotiations with the representatives of Belarus and Kazakhstan. The participation of these States to the Project will be finalized in 2016.
18. Administrative Issues: Making the TER office operational was another big challenge for TER Project Management. In December 2014 UNECE asked member States to submit their candidature for hosting the TER PCO and proposal from the Republic of Serbia was received in February 2015. During the Steering Committee session in Istanbul the representatives of Serbia confirmed their intention to host the PCO during 2016. This proposal was highly appreciated by the member States and the Project Management. The Steering Committee kindly asked Serbian delegation to extend their proposal for two years (2016/2017). The SC approved the candidature of the Republic of Serbia and decided that the TER PCO for the period 2016-2017 will be located in Belgrade. Administrative

procedures for signature of TER Host Country Agreement between the Republic of Serbia and UNECE are in the finalization stage.

## **B. Planed activities in 2016**

19. The TER Steering Committee at the thirty-seventh TER Steering Committee session (Geneva, 24–25 November 2015) adopted the following activities for implementation in the TER Programme of Work 2016:

- (a) Connectivity
    - integration into the Pan-European and Asian networks and corridors in full;
    - cooperation with EU, OSJD and the EATL project;
    - cooperation in corridor management beyond the EU-borders;
    - starting the activities on High Speed Master Plan project.
  - (b) Visibility
    - new TER web homepage should be developed with revised information;
    - increasing the number of TER members; finalising the process of joining the Project by Belarus and Kazakhstan;
    - printing and circulating the TER Project brochure.
  - (c) Capacity-Building
    - There are studies conducted within the Coordinating Council on Trans-Siberian Railway Transportation: e.g. Annual Transsib Digest. There are agreements reached with Korean and Chinese research centres, which can also provide the Project with that kind of information.
  - (d) Safety
    - cooperation with UNECE in preparing a questionnaire to get an overview about all level crossings on the TER network and including risk levels assessment.
  - (e) Development
    - implementation of the TER Master Plan revision and reporting on its implementation;
    - TER data collection will be extended to non-TER participating countries (future prospects).
  - (f) Management
    - opening the TER PCO in Belgrade;
    - finalization of Project Management contracts
    - organization of two sessions of TER Steering Committee;
    - organization of a TER technical workshop.
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