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

Trans-European Motorway (TEM) and Trans-European Railway (TER) Projects

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.

2. According to the TEM Strategic Plan 2017-2021 adopted by the TEM Steering Committee TEM Project vision and mission are defined as:

(a) Vision: The TEM Project aims at obtaining the role of a substantive partner for the UNECE and the Inland Transport Committee on road infrastructure management, thus supporting the UN and TEM member States in achieving the sustainable development goals by implementing the Project strategic initiatives.

(b) Mission: The TEM Project constitutes a forum for cooperation between the governments of the TEM member States, which creates standards, good practices and guidelines for systemic and strategic issues related to road infrastructure management. In its activities the TEM Project takes the perspective of national government administrations, and focuses on the issue of sustainable development.

A. TEM activities and achievements in 2018

3. During the seventieth session of the TEM Steering Committee (14-16 March 2018, Geneva), TEM Programme of Work for 2018 was presented by Mr. Andrzej Maciejewski, TEM Project Manager and adopted by the Steering Committee.

4. The following tasks were included in TEM Programme of Work 2018:

(a) Strengthening capacities of TEM Participating Governments by attending the workshops and exchanging of knowledge and best practices in the following areas:

- Network development and funding strategies;
- Operational proficiency of road sub-sector within TEM Participating Governments;
- Responsiveness to trends in transportation and economy.

(b) Preparation of high-quality deliverables/reports based on organized workshops with topics closely related to the areas mentioned above, and with active involvement of representatives of TEM Participating Governments.

(c) Increase effectiveness and efficiency of TEM Project, both for TEM participating and other countries, through an active cooperation with European and American partners based on experience and best practice sharing and mutual cooperation.

5. The main TEM Project activities and achievements in 2018 were:

(a) Workshops and conferences

- Workshop on road maintenance with presentation of experiences of TEM Participating Governments and representatives of the US States' Departments of Transport (DOTs) from Highway Engineering Exchange Program (Czech Republic, Prague, 27-30/06/2018).
- Participation in the annual HEEP conference in Lincoln, Nebraska, USA (22-29/09/2018). The main focus of this meeting was on implementation of Building Information Modeling into transportation infrastructure. In the same event, the Working Group on Asset Management was established with participation of TEM Participating Governments and HEEP participating DOTs. The very first meeting of this group took place during conference in Lincoln and was focused on the general overview of the main parts of asset management systems and plans in Europe and US:
 - Assets inventories;
 - Condition and performance management;
 - Deterioration modelling;
 - Analytical models for the life-cycle costing of road assets;
 - Risk management;
 - Performance management;
 - Tools supporting asset management systems, and
 - Asset management plans preparation and implementation.
- European Road Congress organized by International Road Federation (21-24/10/2018) in Dubrovnik, Croatia. During this Congress TEM Project Manager delivered presentations in two main events:
 - Seminar concerning "Delivering value and innovation in road project procurement"

- Session titled: “Road Asset Management: from vision to deployment”.
 - The Danube Transport Days (03-04/12/2018) in Ljubljana, Slovenia. TEM PM delivered presentation in Towards Improved Mobility and Connectivity in the Danube Region: Main transport corridors crossing the Danube macro-region session.
- (b) Reports and publications
- According to the TEM Strategic Plan and the decisions of TEM Steering Committee, three reports were prepared in 2018;

Operational Proficiency

TEM Strategy area and topic	B1: Functioning and financing of the national road infrastructure management – solutions used in different states B3: Conditions for creating an efficient PPP in the area of development and maintenance of roads
Title	Business models for road sub-sector
Purpose and scope	<p>Nowadays, ageing infrastructure, increase of transport volumes and new investment in high-capacity roads on TEM network requires improved road construction and maintenance. The traditional way of doing business, which postpones repair activities until major deterioration occurs, is no longer sustainable. It is too expensive and it gives bad impact to the value of road network assets. As the costs of operating, repairing or constructing is increasing and – in the same time – available funding decreases, it has become more challenging for governments to meet the demands of an ageing infrastructure and public expectations.</p> <p>The challenge is to provide the same or even better value for less money. There is also strong demand for transparency and accountability from road operators, requiring justification for decisions and responsibility taken for results.</p> <p>Therefore TEM Project Steering Committee decided to prepare dedicated report with its main focus on analysis of existing business models of road authorities, funding strategies and managing expenditures (operations and investment strategies).</p>
Status as for 31/12/2018	Final draft sent for Steering Committee approval

Operational Proficiency

TEM Strategy area and topic	C1: Maintenance standards of roads and highways
Title	TEM roads and motorway maintenance standards
Purpose and scope	Report includes existing standards, together with models for financing of road maintenance. Guidelines for maintenance of roads and motorways describe technical aspects of all road elements and its maintenance procedures. They are based on rational approach, assisting maintenance engineers in organization and control of the activities for which they are

(c) Contribution to UNECE Working Parties

- UNECE Working Party on Transport Trends and Economics (WP.5) annual meeting (03-05/09/2018) was held in Geneva Switzerland. TEM Project Manager presented TEM annual progress report to the WP.5. The given report was adopted by the WP.5.
- Apart from this duty, TEM Project Manager presented information about works of Group of Experts on Benchmarking Construction Costs of Transport Infrastructure, where TEM PM is a Chairman.
- Moreover, TEM PM presented outline of the chapter of the report focused on the Mobility as a Service. This report is under preparation by WP.5, and TEM PM has been asked to contribute by the chapter dedicated to the role of infrastructure providers in enabling mobility as a service.
- Working Party on Road Transport (SC.1) (16-18/10/2018) was held in Geneva, Switzerland. TEM Project Manager presented TEM annual progress report to the SC.1. The given report has been adopted by the SC.1.

(d) Other relevant meetings

- Meeting with European Court of Auditors (29/11/2018) in Warsaw, Poland. The ECA is one of the institutions of the European Union which is responsible for auditing all expenses coming from the EU budget. The ECA is considering to launch in a near future a performance audit in the area of road transport with focus on the connectivity between the EU Member States. They are currently at the stage of gathering information concerning, among others, the development and implementation of the EU strategy of TEN-T Core Network, progress in construction of infrastructure in the Member States, problems and challenges the Member States encounter in this process. Concerning possible bottlenecks on the network they would like to know whether they are due to lack of infrastructure only or perhaps due to maintenance of existing infrastructure and/or increase of traffic. The TEM Project will support ECA in preparation of this study in 2019 as a one of the core stakeholders.
- Meetings with representatives of Ministries of Transport and Road Administrations from Ukraine, Georgia and Hungary in order to promote TEM Project to achieve more countries in upcoming years. During the meetings goals and achievements of the project were presented as well as all published documents were distributed. Next year PCO will follow those contacts.

B. Challenges in 2019

6. On the basis of the results and experiences from 2018, several challenges for TEM cooperation for 2019 were identified:

(a) Preparation of three reports:

- BIM in road infrastructure;
- Tools for asset management;
- Tolling systems in TEM countries.

(b) Publication of the reports prepared in 2018;

(c) Ensuring active participation of TEM Participating Governments representatives;

(d) Inviting new countries to participate in the TEM Project with a special focus on:

- Further cooperation with Ukraine;
- Further cooperation with Belarus.

C. Conclusions

7. TEM Project addresses priority topics for participating Governments which lead to a more rapid integration of the transport infrastructure networks within North-South dimension. At the same time, TEM stipulates standardization of business processes in the road network management framework by improving those processes, common understanding of trends in transportation and challenges for infrastructure operators in terms of mobility. TEM enhances cooperation among the countries to ensure a higher quality of service along major motorway corridors.

8. TEM project activities carried out during the reporting period were in line with the Program of Work approved by the TEM Steering Committee in 2018.

9. TEM Work Plan for 2019, adopted by the Steering Committee, focuses on implementation of activities proposed by the TEM Strategic Plan and production of tangible results and deliverables to meet needs and requirements of the participating Governments.

II. Trans-European Railway (TER) Project

10. The Trans-European Railway (TER) Project represents specific platform for cooperation of participating countries in the field of rail transport. At the intergovernmental level, the TER constitutes the only regional platform dealing with the topics of common interest for rail transport and assisting in achieving higher standards of rail networks in the participating countries. The total length of the TER Backbone Network is 44 500 km;

11. Sixteen countries of Central, Eastern and South-Eastern Europe and the Caucasus (Armenia, Austria, Bosnia and Herzegovina, Bulgaria, Croatia, Czech Republic, Georgia, Greece, Lithuania, Poland, Romania, Russian Federation, Serbia, Slovakia, Slovenia and Turkey) participate in the Project, with UNECE as its Executing Agency. The TER Cooperation Trust Fund Agreement, established in 1991 by UNECE, made the Project self-sustained, financed by direct contributions of the member countries and ensuring the implementation of its main objectives, namely:

- To ensure the coordinated upgrading of infrastructure of the TER network to the AGC and AGTC standards;
- To coordinate the improvement of operational parameters and improve the situation at border crossings with a view to eliminate bottlenecks in international rail transport;
- To develop cooperation among member countries in the preparation of technical studies;
- To promote cooperation among member countries in the field of combined transport;
- To promote training activities for experts of member countries.

12. To achieve these objectives, the Project organizes meetings of decision-makers, TER National Coordinators, railway operators and experts as well as training activities with the aim to facilitate the exchange of experience and best practices. The TER Project also works closely together with the OSCE, UIC, and BSEC organizations.

13. The TER Project Central Office (PCO) is hosted by the Serbian Government in Belgrade.

A. Project activities carried out during the reporting period

14. In the reporting period, the 44th and 45th sessions of the TER Steering Committee were held in June 2018 in Vienna and in November 2018 in Geneva. The decisions and main conclusions taken and approved are listed in the reports of these sessions, available in the TER PCO and at the UNECE Transport Division;

15. To follow the implementation of the revised TER Master Plan, the Final Report of which was launched in 2011, the special monitoring mechanism was set up. Based on the respective data supplied by the countries, the TER PCO prepares annual summary reports on the results of the Master Plan Revision monitoring for the TER Steering Committee. The 2017 report was examined by the 44th session of the Steering Committee and the 2018 report was submitted to its 45th session in November 2018.

16. Monitoring the status of the TER Backbone Network and its development, aimed inter alia at the progress in bringing this network up to the UNECE AGC standards, is accomplished by means of TERSTAT maps, updated annually. The 2018 maps were submitted to the 45th session of the TER Steering Committee in November 2018.

17. Based on the decisions of the 41st and 43rd Steering Committee sessions, the elaboration of the TER High Speed Master Plan Phase 1 was completed in 2017 followed by the respective Study Report published by the UNECE.

18. The final version of the marketing brochure on “Why to join the TER Project” was printed for distribution upon approval by the 43rd session of the TER Steering Committee.

19. The TER Workshop on High Speed Rail will be held in April 2019 in Brno (Czech Republic).

20. Among the great news of this year is the official acknowledgement from the Serbian government to prolong the PCO host agreement for the next two years. In that sense, TER project has its home in Belgrade for another report period.

B. Conclusions

27. All activities carried out during the reporting period were in line with the Programme of work of the TER Project for 2018.

28. In the reporting period, the Project strengthened its co-operation with major international organizations dealing with rail transport issues.

29. The Project represents useful tool for implementing the AGC and AGTC standards in the region and for improving the railway and combined transport services.

30. The TER Project intends in the future to extend their activities to the countries of Caucasus and Central Asian region – TER Project Manager had official talks in this regard with the Transport Ministers of Kazakhstan and Georgia and project management are very optimistic on having these two countries very soon among our members.

31. One of the crucial tasks of the TER Project, started in the reporting period represents the elaboration of the TER High Speed Rail Master Plan; The first phase of the Study was successfully completed, and an extraordinary Steering Committee Session in Belgrade is scheduled to finalize the selection process for a consultant to elaborate the second Phase of the study.