

**1<sup>st</sup> TEM and TER Joint Rail and Road/Motorway Follow-up Expert Group Meeting**  
**26 October 2011, Salzburg, Austria**

## **TEM MASTER PLAN REVISION FOLLOW-UP PROGRAMME OF WORK**

In accordance with the approved TEM Master Plan Revision Terms of Reference and its Final Report conclusions and recommendations, the specific follow-up actions and activities have been envisaged to increase the awareness for the Master Plan Revision implementation, to disseminate its results and outcomes as well as to obtain the missing information about the current status and planned progress in some parts of the backbone network, needed to present its complete shape in the different time horizons.

For this purpose, the TEM and TER Joint Rail and Road/Motorway Follow-up Expert Group at its first meeting held on 26 October 2011 in Salzburg, Austria elaborated the draft TEM Master Plan Revision Follow-Up Monitoring System, to be approved by the 56<sup>th</sup> session of the TEM Steering Committee.

Based on the monitoring mechanism adopted, the activities listed below are proposed to be incorporated in the TEM Master Plan Revision Follow-up Programme of Work.

### Completion of the Master Plan Revision missing or insufficient data

In the course of the elaboration of the TEM Master Plan Revision, lack of adequate information about the current status and planned progress in some parts of the respective road/motorway network and about the traffic flows caused certain difficulties in presenting the complete shape of the TEM revised backbone network in the different time horizons of 2015 and 2020. Therefore, the missing or insufficient data should be completed with direct inputs of countries that did not provide all the data and printing imperfections should be corrected, in order to support the decision making process and further improve and make use of the TEM Master Plan Revision results.

### TEM Master Plan Revision backbone network status and future progress

In addition to the regular programme of the annual TEMSTAT meetings and on the basis of the collected infrastructure status data, the latest information on updated investment plans to further develop the TEM revised backbone network should be collected, examined and processed, so as to obtain the complete picture on the status of this network and its development by 2020.

Apart from the regular TEMSTAT meeting outputs, i.e. the TEM status table as of 1 January each year and the corresponding TEMSTAT maps, the TEM revised backbone network status 2015 and 2020 data will be produced in order to support the respective monitoring processes. These outputs will also serve to the identification of the capacity bottlenecks and for the identification of network sections eligible for stage construction.

#### Monitoring of Master Plan Revision implementation

Regular monitoring of the results of implementation of the Master Plan Revision, especially of its investment plan is a necessary tool to make sure that its potential is fully realized, its conclusions, findings and recommendations come to fruition and its goals are reached. Furthermore, monitoring of the progress in bringing the TEM Master Plan revised backbone network up to the required UNECE AGR and TEM Standards and recommended practice must represent the permanent task of the TEM Project in the future to be reflected in all its annual Programmes of Work.

The Master Plan Revision projects' implementation monitoring will follow the established monitoring procedure, guaranteeing its regularity and reliability, according to which the filled in templates should be submitted regularly to the TEM PCO for checking and processing every year.

The results of the monitoring activities would be submitted once a year for the consideration of the TEM Steering Committee.

#### Elaboration of contingent proposals on modifications of the TEM Master Plan Revision backbone network

In the framework of the TEM Master Plan Revision, the TEM Master Plan backbone network was defined, consisting of the most important motorway, expressway and highway links connecting the Master Plan member countries with each other, taking into account also the AGR road network, the EU High level Group transnational axes, the EU Trans-European Road Network (TEN-T) and the Euro-Asian links.

In order to reach the best possible conformity between the TEM Master Plan revised backbone network and these major international networks, the TEM and TER Joint Rail and Road/Motorway Follow-up Expert Group would follow their latest developments and if necessary, it would submit to the TEM Steering Committee the proposals to adjust the Master Plan revised backbone network system accordingly.

#### Maintenance and upgrading of the TEM Master Plan Revision GIS system

TEMSTAT, the TEM Project's data processing and information system, based on the uniform reference system and operational since 1997, provides annually updated data on existing motorway and principal highway network in the TEM member countries as well as on road/motorway sections under construction or in the planning stage and makes it possible to produce detailed maps of each country or of the whole TEM region, showing the present or future status of the infrastructure and traffic flows. The TEMSTAT tool and data were also successfully exploited in the course of elaboration of the TEM Master Plan Revision, more specifically in the

process of creation of its traffic forecast and in the production of the Master Plan Revision special maps showing the status of its backbone network, traffic flows, border crossings, bottlenecks and the infrastructure projects.

The exploitation of the TEMSTAT data and of their collection methodology, based inter alia also on the experience gained in the process of the TEM Master Plan Revision elaboration, will represent an important and continuous Master Plan Revision follow-up activity and would at the same also contribute to the continuous upgrading of the TEM Master Plan Revision GIS system.

#### Analysis of financial securisation of the Master Plan Revision projects

In the TEM Master Plan Revision, the main sources of funding of the investment plan have been identified. Nevertheless, according to its results, a considerable amount of the total implementation costs for the realization of the Master Plan Revision projects was not secured at the time of the preparation of the Master Plan Revision Final report. Because of this, and in order to advance further and support the process of the implementation of the plan and to continue the process of the funds acquisition in close co-operation with the countries in question and the international financing institutions, it is desirable to devote the activities of the TEM and TER Joint Rail and Road/Motorway Follow-up Expert Group also to financial securization of the TEM Master Plan Revision projects and to ensuring their financing including the analysis of the projects' eligibility for EU grants, bank and public-private funding as well as to recommendations for future steps to be taken in order to secure the missing funding sources.

For these purposes, the information and recommendations of the Annexes of Volume II of the TEM and TER Master Plan Revision Final report and especially the findings of the Annex IV (Road financing in Europe and recommendations for financing of road projects in the Master Plan) should be made use of in the framework of the follow-up activities.