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**TRANS-EUROPEAN NORTH-SOUTH MOTORWAY (TEM)**

TEMSTAT DATA COLLECTION AND MAPPING MEETING AND MEETING OF TEM  
AND CEDR SG ROAD DATA REPRESENTATIVES

18 – 19 March 2004, Prague, Czech Republic

**Abridged  
REPORT**

1. Representatives of Austria, Bosnia and Herzegovina, Bulgaria, the Czech Republic, Hungary, Italy, Lithuania, Poland, Romania, Slovakia and Turkey, the members of the CEDR (Conference of European Directors of Roads) Subgroup on Road Data as well as the TEM Project Manager and his Deputy participated in the meeting.
2. The meeting was opened by Mr. M. Hantak, the TEM Project Manager who acted as its Chairman and informed it about the objectives and status of elaboration of the TEM Master Plan, too.
3. Mr. M. Machart, the Czech TEM National Coordinator, welcomed the participants on behalf of his Government, wishing them a pleasant stay in Prague and full success of the meeting.
4. Following the introduction of all participants, the meeting approved its agenda.
5. The first day of the meeting was earmarked to the presentation of the 2003 TEMSTAT data processing and mapping, further development of the TEMSTAT

database and communication of the 2004 TEM status and TEMSTAT 1 and 2 data on the country-by-country basis with the following results:

#### Austria

The information on the development of the TEM network was accompanied by the documents on the construction and planning of the A5 motorway and the S1 Wiener Aussenring expressway and by the report on the automatic traffic census in 2002.

#### Bosnia and Herzegovina

The 2004 TEM Status table, the estimates of construction costs of the motorway Vc (Croatian border – Sarajevo – Croatian border) and the Study on the Transport Master Plan in Bosnia and Herzegovina were conveyed to the TEM representatives.

#### Bulgaria

The document containing the 2004 TEMSTAT 1 and 2 databases, percentages of heavy traffic, status of motorway/expressway network and construction costs, including the respective maps showing inter alia the alignment of the planned Ljulin motorway Sofia-Daskalovo was submitted at the meeting. The proposal on the new TEM Link Sofia – Vidin will be submitted to the next Steering Committee session for examination.

#### Czech Republic

The 2004 TEMSTAT 1 and 2 tables and the 2004 status table supported by the TEMSTAT map showing the construction progress and the detailed motorway/expressway layouts in the vicinity of cities Prague and Plzen were handed over at the meeting.

#### Hungary

The information was provided about the construction progress on the TEM network reached by 1 January 2004 accompanied by maps and a diagram and also by detailed information on traffic flow composition on each motorway section.

### Italy

The 2004 status of the TEM motorway system and traffic was discussed. The increase of traffic between 2002 and 2003 amounted in average to 2,2% (passenger cars 1,8% , heavy vehicles 3,5%). Moreover, the movie on System Project and Management of Ecoquality regarding the Venice-Trieste motorway was presented.

### Lithuania

The 2004 TEMSTAT 1 and 2 tables, supported by the TEMSTAT map of the country as of 1 January 2004 was made available with additional explanations as requested by the PCO representatives.

### Poland

The Polish representative, Ms. Bialecka presented the document on “Strategy of Transport Infrastructure Development in 2004 – 2006 and the Following Years” elaborated in July 2003.

### Romania

The 2004 status table of the TEM network as well as 2004 TEMSTAT 1 and 2 tables were passed to the PCO representatives. The possibility of proposing the new TEM link Craiova – Calafat to the TEM Steering Committee session will be considered.

### Slovakia

The 2004 TEMSTAT 1 and 2 tables, comprizing also the estimated construction costs and percentages of heavy traffic and supported by maps were handed over at the meeting. The desirability of contingent changes of the TEM network on the territory of Slovakia (deletion of section Trnava-Zvolen and substitution of Banska Bystrica-Ruzomberok section by the B.Bystrica-Martin one will be considered and the decision will be submitted to the Steering Committee for consideration.

### Turkey

The TEM 2004 status table as well as the 2004 TEMSTAT 1 and 2 tables accompanied by maps were conveyed to the PCO representatives at the

meeting. It was proposed to delete sections Konya-Aksaray and Erzurum-Gole-Turkozu from the TEM network and to add instead sections Konya-Ulukisla, Horasan-Kars-Turkozu as well as Merzifon-Refahiye. This proposal will be submitted to the next Steering Committee session for approval.

6. The remaining TEM 2004 status tables will be sent by e-mail or fax to the PCO by the end of April and the updated 2004 TEMSTAT 1 and 2 tables as well as corrected 2004 maps by mid-May 2004.
7. The available 2003 traffic volumes data will be conveyed to the PCO by Hungarian experts by the end of June and by Turkish experts by the end of July 2004.
8. The results of the country-by-country discussion with regard to the 2004 status, mapping reference system and TEMSTAT 1 and 2 2004 data will be reflected on the 2004 TEMSTAT maps and in the status report to be submitted to the 41<sup>st</sup> session of the TEM Steering Committee to be held in Turkey on 31 May – 2 June 2004.
9. The regional TEMSTAT maps as well as national maps will be sent by end of July 2004 to the TEM National Coordinators with an additional copy of the national map to be conveyed to the experts involved.
10. The PCO representatives turned to the participants with the kind request to provide the information on the national rail/road transfer points or container terminals (existing and if possible also planned) for the purpose of the TEM Master Plan elaboration.
11. The second day of the meeting was devoted to the cooperation between the TEM and CEDR (Conference of European Directors of Roads). Upon the introduction of the CEDR Subgroup Road Data participants, Mr. Ch. Spong of the Chris Britton Consultancy Ltd. presented the report on Promoting Best Practice in Data Management.

12. He also informed about the final decision of CEDR concerning the participation of the Road Directors from the EU accession countries, which will be free of charge for the first year, while the full participation fee should be paid from the second year on.
  
13. Mr. E. thor Straten, Head of Road Management Systems of the Danish Road Directorate presented the TERN Location Referencing Method-North-South Pilot including the referencing model and examples of reporting to the EC Directorate General TREN. The examples include maps of the Danish part of the TERN splitted in sections and spreadsheets containing also data from Germany and Denmark handed over to the Commission.
  
14. Mr. J. Potucek of the Swedish National Road Administration informed the meeting about the Swedish road network, its financing and about the system of road data collection in the country.
  
15. At the end of the meeting, the TEM Project Manager, speaking on behalf of all participants, expressed sincere thanks to the Czech Government for the invitation to hold the meeting in Prague and to the organizing team for its perfect preparation and organization.