

**TRANS-EUROPEAN NORTH-SOUTH
MOTORWAY (TEM) PROJECT
PROGRESS REPORT
July 2001**

1. The Trans-European North-South Motorway (TEM) Project is one of the most developed European regional infrastructure projects, aiming at constructing and operating the international motorway and expressway network linking the countries of Central and Eastern Europe and connecting the Baltic, Adriatic, Aegean and Black Seas.
2. In the Project, thirteen Central Eastern and South Eastern European countries (Austria, Bosnia and Herzegovina, Bulgaria, Croatia, the Czech Republic, Georgia, Hungary, Italy, Lithuania, Poland, Romania, Slovakia and Turkey) participate and with it two more countries – Sweden and Ukraine – have an observer status. At the Sixty-third session of the UNECE Inland Transport Committee, also the representatives of the Russian Federation officially expressed the wish of their Government to become a member of the TEM Project.
3. Its high-capacity, double and grade-separated carriageways, each with a minimum of two traffic lanes will ensure an adequate quality of services for modern traffic by providing safety, speed and comfort in accordance with commonly adopted standards, thus contributing to the economic and social development of the whole European continent.
4. The United Nations Economic Commission for Europe is its Executing Agency, responsible for technical and administrative backstopping of the Project and the co-ordination of its activities.
5. The total planned length of the TEM network as of 1 January 2001 was 23797 km, out of which 7021 km were in operation and 1682 km under construction (Progress Status attached).
6. Taking into account the corresponding comparative indicators (last three columns of Annex 1), Turkey had the highest percentage of the TEM network length (21,2%), Croatia had the fastest construction pace (16,6% of its national TEM network under construction) and Italy had the highest degree of completion of its TEM network (99,7%). In total, 28,0% of the whole TEM network was in operation and 6,4% of its length was under construction.
7. Pending total completion, nevertheless, TEM is already an operational reality because of the TEM Corridor, which consists of upgraded national roads linking the already constructed motorway sections.
8. The main objectives set for the Project are:

- (a) To assist the participating countries in accelerating the construction of the TEM network through the identification of investment needs and priorities, investigation of financial resources needed for its construction and determination of appropriate payback systems for use on the TEM motorway.
 - (b) To assist in designing, building, maintaining, operating and administering the TEM motorway network on the territories of participating countries as part of an integrated European transport infrastructure, thus filling the gaps in the existing motorway network in the region.
 - (c) To pay special attention, in view of the present economic constraints, to the upgrading of existing roads and to envisage the stage construction of motorways.
 - (d) To promote and improve co-operation in all matters concerning road transport between TEM countries having different levels of development.
 - (e) To continue to disseminate the knowledge, expertise and know-how developed so far in the TEM region to other regions of the world.
9. In the whole period of 24 years during which the TEM Project has been underway, an efficient type of co-operation and understanding has been established between the respective motorway and/or highway authorities of the participating countries, together with the Project institutional framework and organizational structure which have proved themselves practical.
10. The highest decision-making body of the TEM Project is the Steering Committee, which meets twice a year, determines the policy of the Project as well as the general measures to be taken concerning TEM activities, and takes decisions for common action.
11. The TEM Steering Committee held its last (thirty-fifth) session on 30 May – 1 June 2001 in Trieste, Italy. The next (thirty-sixth) session of the Committee will be held on 4 – 6 December this year in Geneva.
12. The Project has a Project Central Office (PCO) set up to co-ordinate all the activities carried out under the terms of the programme of work. It operates under the direction of the Steering Committee and under guidance from the Economic Commission for Europe. The PCO is located in Warsaw and the Polish Government covers office expenses.
13. The Project Central Office is headed by the Project Manager. The past TEM Project Managers were made available by the Governments of Greece, Turkey, Romania, former Czechoslovakia and Slovakia, respectively. The present Project Manager has been provided by the Government of the Czech Republic, terminating his assignment on 31 December 2001. At its thirty-fifth session, the TEM Steering Committee elected Mr. M. Hantak (Slovakia) the TEM Project Manager for the period 2002-2003.

14. The TEM has a National Coordinator in each participating country appointed by the respective Government, responsible for the co-ordination of all Project activities within the country.
15. The funding of all Project activities in-kind as well as in cash is provided exclusively by the participating countries. In this respect, the TEM Cooperation Trust Fund has been established, based on the Trust Fund Agreement signed in Geneva in December 1991. According to this Agreement, each participating country contributes USD 7,500 annually to the Project in addition to its in-kind contribution. Under the terms of the Agreement, the UNECE is responsible for the management of the funds contributed in cash. As a result of this, the Project has a well established and permanent arrangement for the continuous administration and co-ordination of its technical, managerial and economic activities.
16. At the thirty-fifth session of the TEM Steering Committee, the Short-term Strategy for Further Integration of TEM into the New European Transport Environment, prepared by the UNECE in close collaboration with the TEM member countries and the Project Central Office in Warsaw was approved. The TEM Revised Programme of Work for the period August-December 2001, reflecting this strategy, is attached .
17. Besides the co-operation and assistance activities of the Project regarding the acceleration of the TEM construction proper, the TEM Project performs the piloting function in private sector funding of motorway and road construction and maintenance, focusing on the legal framework for building motorways with foreign credits and concession systems, evaluation of payback systems including conditions for application of motorway tolls, investigation and/or development of issues for assessing BOT concessionaire arrangements and technical assistance in the areas of private financing of motorways.
18. In the recent period, the scope of technology and know-how transfer in the framework of the TEM has also widened, going from motorway design, construction and operation to the broader field of common motorway and road issues, such as pavement and bridge management, environmental impact assessment, standardization, harmonization of signing, introduction of intelligent transport systems, etc. The forms, tools and techniques used in technology transfer within the TEM vary according to the aim and type of respective activities. They include seminars, workshops and round tables usually organized by one member country jointly with the TEM Project Central Office in accordance with the annual programme of work, often in collaboration with one or more non-TEM institutions or consultants.
19. These transfer and technical assistance activities have also included valuable inputs from the other OECD countries, especially from the European Union and the United States of America. Within the multitude of technology transfer programmes directed now to Central and Eastern European countries, the TEM is unique in that it deals not only with the transfer from the more developed Western countries to the region, but also with the technology transfer, co-ordination and exchange of experience and know-how between the participating countries of the region themselves. The technical

potential amassed, in terms of experts trained, also constitutes a substantial resource now possessed by the TEM Project, which can be capitalized on in other regions.

20. The TEM Project collaborated with international organizations dealing with transport issues, especially with the respective Directorates General of the Commission of the European Union, European Conference of Ministers of Transport, OECD Transport Division, CEI (Central European Initiative), WERD (Western European Road Directors), US Federal Highway Administration (FHWA), US-based HEEP (Highway Engineering Exchange Program), UN/TER Project Central Office in Budapest and International Road Federation (IRF).
21. The results of the co-operation with the European Commission and its bodies (G-24 Transport Working Group, TINA, Phare Multicountry Transport Programme) and the possibilities of its extension and strengthening were discussed at the thirty-fifth session of the TEM Steering Committee. The Committee asked the UNECE to formulate the strategy of this collaboration aimed at the development of Pan-European Transport Corridors and Areas, making use of the potential and experience accumulated and in accordance with the TEM Co-operation Trust Fund Agreement. In line with this request, the Proposal for Monitoring of Technical and Legislative Aspects of the Development of these Corridors and Areas was elaborated by the ECE Transport Division and sent to the EC Directorate General for Transport and Energy in June 2001 for consideration.
22. Following the discussion on possible co-operation with the WERD (Western European Road Directors) at the 1999 and 2000 sessions of the TEM Steering Committee, the first joint meeting of the TEM representatives and the members of the WERD Subgroup on TERN (Trans-European Road Network) took place in Budapest, Hungary on 20 April 2001 in the framework of the TEMSTAT Data Collection and Training Meeting held there on 18-20 April this year. The contacts thus established are considered by both parties mutually beneficial and will continue.
23. The TEMSTAT database represents the basic input to the TEM ArcView mapping programme, consisting of infrastructure status regional and country maps, traffic flows maps and TEM Master Plan maps presenting the envisaged network development until the year 2015. The example of the TEMSTAT regional reference map will be presented at the ninety-fifth session of the Working Party (Annex 9).
24. In November 1993, with FHWA's and HEEP's technical support, the TEM/HEEP Area V (Central Eastern Europe) was inaugurated as the first one in Europe. HEEP is a non-profit association in charge of promoting free exchange of computer programs, systems and concepts between its members in the fields of civil engineering, transportation and management with the aim of increasing the effectiveness of computer usage. The establishment of the HEEP Area V provided TEM participating countries and their software experts with free access to the latest developments in highway electronic engineering.
25. The TEM/HEEP Area V Annual Meeting was held in Prague on 21-23 May 2001. In the framework of the HEEP Educator and Student Participation Program, one student of the Technical University of Brno from the host country (Czech Republic) was

granted scholarship to present a report on her research achievements at the 2001 HEEP Annual International Conference to be held in Saint John, Canada in September this year.

26. In June 1998, the Co-operation Agreement was signed between the ECE and the TINA (Transport Infrastructure Needs Assessment) Secretariat in Vienna, Austria, under the terms of which the TEM Project Central Office made available its database on roads and motorways for setting the transport infrastructure construction priorities in the region. In accordance with this Agreement, the TINA Secretariat transferred to the TEM Co-operation Trust Fund in Geneva the sum of USD 38,108.55. These resources were used to purchase the specific hardware and software for the TEM Project Central Office in Warsaw and also to cover the costs of the TEMSTAT Data Collection and Training Meeting held in Budapest on 18-20 April this year.
27. The co-operation with the OECD Road Transport Research Programme, in the work of the Advisory Panel for Outreach Activities (APOA) of which the TEM Project is participating, went on in the reporting period. Within the programme, the International Conference on Intelligent Transport Systems in Central and Eastern European countries was held in Brno, the Czech Republic, on 17 and 18 September 2001 under the auspices of the OECD, ECMT, TEM Project, ERTICO Brussels and the Czech Government. At the Conference, 7 lecturers from the TEM member countries presented their reports and other representatives of the TEM member countries participated on the cost-sharing basis.
28. On 20-22 June 2001, the final meeting of the Group of Experts on TEM Standards took place in Bratislava, Slovakia. As a result of the work of this Group, the revised TEM Standards and Recommended Practice will be available at the end of this year.
29. The TEM Project Manager was also appointed member of the UNECE Ad hoc Multidisciplinary Group of Experts on Safety in Tunnels and took active part in the third and fourth sessions of this Group held in Geneva on 20-21 March and on 9-11 July this year. It is envisaged that the final recommendations on safety in tunnels would be ready by the end of this year and would be made available to all TEM member countries.
30. Upon the invitation and initiative of the Government of Italy, the TEM Permanent Table on Development and Coordination of Motorway Construction and Operation in the TEM South-Western region was established in Trieste, Italy. The second meeting of this Permanent Table was held on 29 May this year with the representatives of 4 TEM countries, Slovenia as well as the UNECE and the TEM PCO participating.
31. On 22-23 February 2001, the meeting of the Working Group of this TEM Permanent Table took place also in Trieste. At the meeting, preliminary information on the possible decision of the Italian authorities to establish the International Transport Centre in Trieste, devoted specifically to transport networks development in the TEM South-Western region, to the Pan-European Transport Corridor V and to the Adriatic-Ionian corridor was provided. The letter confirming this intention was sent by the Italian TEM National Coordinator, Mr. E. Sammartino to the Director of the UNECE Transport Division, Mr. J. Capel Ferrer on 18 April 2001.

32. In the reporting period, also the collaboration with the TER Project Central Office in Budapest, established in 1991, continued. This collaboration concentrated mostly on the administration of both Projects and on the possibilities of co-operation with the European Commission on activities having the multimodal scope.
33. In order to further promote the TEM Project, the special TEM web page has been launched in March 2001, accessible through the UNECE home page. The page would be kept updated by the TEM PCO in close collaboration with the UNECE Transport Division.

Attachments:

STATUS OF TEM NETWORK (as of 1.01.2001)

COUNTRY	Total length	PROGRAMMED (in study, preliminary design and design phases)		UNDER CONSTRUCTION		IN OPERATION		COMPARATIVE INDICATORS		
	km	one carriage way	Both carriageways	one carriageway	both carriageways	one carriageway	both carriageways	% of total TEM length	CONSTRUCTION PROGRESS (% of length under construction)	DEGREE OF COMPLETION (% of length in operation)
Column No.	1	2	3	4	5	6	7	8	9	10
AUSTRIA	485	35	36	-	-	35	414	2,0	-	89,0
BOSNIA and HERZEGOVINA	792	-	792	-	-	-	-	3,3	-	-
BULGARIA	925	19	617	-	20	19	269	3,9	2,2	30,2
CROATIA	1564	354	651	258	131	238	357	6,6	16,6	30,4
CZECH REPUBLIC	977	-	437	-	26	-	514	4,1	2,7	52,6
GEORGIA	1053	-	1045	-	-	-	8	4,4	-	0,8
HUNGARY	1624	65	1012	-	98	65	449	6,8	6,0	29,7
ITALY	1519	-	4	-	-	-	1515	6,4	-	99,7
LITHUANIA	736	211	8	23	-	268	437	3,1	1,6	77,6
POLAND	3295	320	2450	-	107	18	400	13,9	3,2	12,4
ROMANIA	2937	-	2696	-	134	-	107	12,4	4,6	3,6
SLOVAKIA	938	55	476	16	46	63	312	3,9	5,8	36,7
TURKEY	6952	-	4596	-	823	-	1533	29,2	11,8	22,1
TOTAL	23797	1059	14820	297	1385	706	6315	100,0	6,4	28,0

**TRANS-EUROPEAN NORTH-SOUTH MOTORWAY (TEM) PROJECT
REVISED PROGRAMME OF WORK FOR AUGUST - DECEMBER 2001**

Objective		Activity		Action	Implemented by	2001		Expected termination
No.	Description	No.	Description			III	IV	
1.	Updating of TEM network and acceleration of its construction	1.1.	Elaboration of new TEM Strategic Plan aiming at covering the identified priority needs	1.1.1. Attaining maximum compatibility between TEM network, Pan-European priority transport corridors and TINA network	PCO Governments	*	*	Permanent action
				1.1.2. Review of TEM countries' Priority Network Master Plans and traffic maps	PCO Governments	*		September 2001
				1.1.3. Preparation of new map of TEM network, extensions, alignments and dynamism towards neighbouring regions, incorporating intermodality and multimodal transfer points	PCO	*	*	April 2002 (first draft November 2001)

Objective		Activity		Action	Implemented by	2001		Expected termination
No.	Description.	No.	Description			III	IV	
				1.1.4. Review of bottlenecks, missing links and other priority transport infrastructure needs on main TEM road corridors in participating countries	PCO Governments	*	*	June 2002
				1.1.5. Preparation of the first draft of new TEM Strategic Plan and its submission to SC	PCO	*	*	November 2001
				1.1.6. Selection of actions and supporting their implementation with involvement of TEM in finding financial means	PCO Governments	*	*	June 2003
		1.2.	Follow-up of TINA Process	1.2.1. Collaboration with respective EU bodies in specifying TINA/TEM construction priorities	PCO Governments	*	*	Permanent Action

Objective		Activity		Action	Implemented by	2001		Expected termination
No.	Description.	No.	Description			III	IV	
		1.3.	Follow-up of Phare Multi-country Transport Programme	1.3.1. Collaboration with respective EU bodies in the implementation of selected follow-up activities	PCO Governments	*	*	Permanent action
2.	Promotion of TEM	2.1.	Development of new contacts and relationships with all adjacent countries aiming at their joining the Project	2.1.1. Contacts of PCO and ECE representatives to countries in line with the TEM Trust Fund Agreement to discuss the possibilities and conditions of their joining TEM	ECE PCO	*	*	Permanent action
				2.1.2. Bilateral and multilateral contacts between neighbouring countries encouraged and supported by PCO	PCO Governments	*	*	Permanent action

Objective		Activity		Action	Implemented by	2001		Expected termination
No.	Description.	No.	Description			III	IV	
		2.2.	Providing information on TEM for general public: information brochure, international events, mass media information, etc.	2.2.1. Elaboration of an European Transport Press List and regular dispatching of press releases on project's actions	ECE PCO	*	*	June 2003
				2.2.2. Creation of TEM Project website within the UNECE website and its permanent updating	ECE PCO	*	*	Permanent action
				2.2.3. Submission of the draft updated brochure to SC for approval	PCO	*	*	November 2001
				2.2.4. Printing and distribution of TEM 2002 brochure	PCO		*	February 2002

Objective		Activity		Action	Implemented by	2001		Expected termination
No.	Description.	No.	Description			III	IV	
				2.2.5. Promotion of TEM on international arena	ECE PCO	*	*	Permanent action
3.	Ensuring safe, sustainable and homogeneous driving conditions on TEM by assisting in TEM design, maintenance, operation and management	3.1.	Revision of TEM Standards and Recommended Practice	3.1.1. Finalisation and distribution of TEM Standards and Recommended Practice	PCO	*	*	November 2001
				3.1.2. Assistance in harmonisation of legislative/administrative status of TEM network operation and removal of obstacles by promoting compatible new technologies	ECE PCO	*	*	June 2003

Objective		Activity		Action	Implemented by	2001		Expected termination
No.	Description	No.	Description			III	IV	
		3.2.	Improvement of traffic safety on TEM and TEM Corridor	3.2.1. Participation in the work of the ECE Ad hoc Multidisciplinary Group of Experts on Safety in Tunnels	PCO	*	*	December 2001
				3.2.2. Workshop on Road Traffic Safety	PCO Hungary	*		August 2001
		3.3.	TEM information systems	3.3.1. Preparation and organisation of the joint OECD/ECMT/TEM Seminar on Implementation of Intelligent Transport Systems (ITS) in Central and Eastern European countries	OECD ECMT PCO Czech Republic	*		September 2001
4.	TEM integration into Pan European transport	4.1.	Co-operation with respective EC bodies	4.1.1. Establishment of regular dialogue and institutional co-operation with EC DG TREN, REGIO, ENLARGEMENT	ECE PCO	*	*	June 2003

Objective		Activity		Action	Implemented by	2001		Expected termination
No.	Description	No.	Description			III	IV	
				4.1.2. Incorporation of selected TEM activities into EU-ISPA overriding interest	ECE PCO	*	*	June 2003
				4.1.3. Strengthening TEM as monitoring and management instrument of Pan-European Corridors development	ECE PCO	*	*	June 2003
				4.1.4 Involvement of TEM in EU Research and Development Programs framework	ECE PCO	*	*	April 2003
5.	Project Management Enhancement	5.1.	Steering Committee activities	5.1.1. 36 th Regular Session	ECE PCO		*	December 2001

Objective		Activity		Action	Implemented by	2001		Expected termination
No.	Description	No.	Description			III	IV	
		5.2.	Co-operation with UNECE	5.2.1. Continuation and further strengthening of co-operation with UNECE ITC and its subsidiary bodies	ECE PCO Governments	*	*	June 2003
		5.3.	Co-operation among TEM countries in all matters concerning road transport	5.3.1. Contacting the Governments with respect to their needs	PCO Governments * *	*	*	Permanent action