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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 2014

2. During the Sixty-second session of the TEM Steering Committee, the TEM Programme of Work 2014-2015 was proposed by Mr. Andrzej Maciejewski, TEM Project Manager and adopted by the Steering Committee.

3. On the basis of this Programme of Work, the following tasks were included in TEM 2014 Work Plan:

(a) Strengthening capacities of TEM participating countries by exchanges of knowledge and best practices in the following areas: road infrastructure investments and financing, road maintenance and asset management, intelligent transport systems and road infrastructure safety management.

(b) Increase attractiveness of TEM project, both for TEM participating and neighbouring countries, through an improved Programme of Work and better communication on project outputs.

(c) Prepare high quality deliverables on topics related to the development of the TEM network with active participation of representatives of TEM participating countries.

(d) Efficient administrative backstopping of TEM project through improved Work Plan and result-oriented cost plan for 2014 and finalization of pending administrative issues.

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

(a) Cooperation with the Working Party on Transport Trends and Economics (WP.5), Trans European Railway (TER) and Euro Asian Transport Links (EATL) projects: TEM PCO participated in organization of “Good practices and new tools for Financing Transport Infrastructure” seminar (8 September 2014, Geneva). The TEM Project Manager presentation covered financing of the road infrastructure in Poland and future challenges. Furthermore, the TEM Steering Committee highlighted the need for closer cooperation with TER project in 2015;

(b) Capacity-building on road maintenance and asset management in cooperation with iHEEP programme: The 2014 Annual Meeting of the Area V International Highways Engineers Exchange Programme (iHEEP) was held in Vilnius, Lithuania on 15–18 June 2014. Representatives of TEM participating countries and Department of Transport of six United States of America states¹ shared their experiences and best practices on road maintenance and asset management. The necessity of appropriate funding of road maintenance and the role of asset management were emphasized. Neighbouring countries of Latvia and Estonia participated as well;

(c) Cooperation with UNECE in the field of Intelligent Transport Systems: The TEM Project Manager and participating country representatives took part in seminar jointly organized by the Belgium Ministry of Transport and UNECE on Intelligent Transport Systems: "Towards a new transportation culture: technology innovations for safe, efficient and sustainable mobility" (17-18 November 2014, Brussels). Contribution to the debate was given in a presentation of Mr. Maciejewski on deployment of ITS as a solution for European transport challenges. Possibilities for TEM Project to continue its engagement in ITS cooperation, both with UNECE and EU were considered by project management;

(d) Capacity building and cooperation on Road Infrastructure Safety Management within TEM were discussed by the TEM Steering Committee and road safety workshop was scheduled for spring 2015. Importance of road safety improvements were underlined by all TEM participating countries and TEM PCO will explore the possibilities for further activities in that field.

(e) Active involvement of TEM participating countries in: (i) preparation of quality inputs for the TEM Programme of Work 2014-2015 and list of TEM project priority activities; (ii) timely adoption of Work Plan and result-based cost plan; (iii) support for new methods of the early planning of the meetings which are dedicated to themes and with thematic scope planned for the year ahead; (iv) inputs to the both Steering Committee meetings held on 10–11 April 2014, Warsaw (Poland) and 11 December 2014 in Geneva.

¹ Kansas, Louisiana, Michigan, North Carolina, North Dakota and Pennsylvania

B. Challenges in 2015

5. On the basis of the results and experiences from 2014, several challenges for TEM cooperation for 2015 were identified:

(a) Ensure active participation of TEM participating countries representatives: By adopting sound and realistic work plan for 2015 and proposing more frequent contact with TEM countries, the TEM PCO made a first step in enabling preconditions for active participation of TEM stakeholders;

(b) Deliver tangible project results: TEM project deliverables should cover areas defined by TEM work plan with required quality; steps in identification of project activities and necessary consultancy were taken by PCO;

(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. By doing this, TEM PCO will facilitate cooperation with other stakeholders and possibly bring more partners to the project;

(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 2014, with special emphasis on the road maintenance and asset management.

8. TEM Work Plan for 2015, adopted by Steering Committee, focuses on tangible results and deliverables to meet needs and requirements of the participating countries. Closer cooperation with TEM participating countries, UNECE working parties on road transport and road safety, TER Project, and increased visibility of TEM are one of the priorities for project management in 2015.

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 2014

11. The new TER project Management, Mr. Gennady I. Bessonov and Mr. Andreas C. Zimmer, who were elected at the Steering Committee Sessions in 2013, began their duties on 1 January 2014.

12. Project Managers main objectives for 2014 were:

(a) Revitalization of TER activities by introducing a results based Programme of Work which would address member States needs and desires and would deliver concrete outputs and tangible results;

(b) Strengthening cooperation with UNECE Working Party on Rail Transport (SC.2) and Working Party on Intermodal Transport and Logistics (WP.24) as to ensure the creation of synergies, the development of concrete project proposals and activities on intermodal issues and avoid overlaps;

(c) Organizing and preparing high level technical and administrative documentation – including the Programme of Work and cost plan for 2014–2015 for the Steering Committee sessions and technical workshops for TER member States;

(d) Finalizing all pending administrative issues such as contracts of Project Managers, contract of TER office, procurement of office equipment.

13. The main achievements of TER project during 2014 were:

14. High Speed Rail Master Plan: TER project Managers and consultant worked closely with the secretariat of SC.2 in preparing a common methodology for the master plan of the high-speed network in ECE and TER regions. The revised – common methodology includes, among other activities, the development of a tool that will provide added value to Governments and will help them prioritize corridors on which they should develop high-speed lines and evaluate the cost-benefit of each option. Furthermore, the Terms of Reference of the consultant who will help the TER project to deliver this challenging task were prepared.

15. Euro-Asian Transport Linkages (EATL) Project: The EATL Group of Experts had the challenging task of facilitating the coordination of integrated time schedules and tariffs along the Euro-Asian transport links. The experts agreed that such a demanding and complex task should be prepared and performed in cooperation with different partners so as to minimize efforts and time, TER project managers participated in EATL meetings and agreed to distribute the EATL questionnaire / template to all relevant TER member States as to ensure collection of data from Eastern Europe. In addition the two projects cooperated in analysing the expected cargo and passenger flows between Europe and Asia. TER and EATL projects are two infrastructure projects where many synergies exist and should be exploited. TER project managers are working towards this direction.

16. Safety at Level Crossings: The TER project managers 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 utility of TER as undertaking the task of analysing and developing a risk assessment tool for level crossings. Furthermore the development of a database of level crossings — number, types, use, etc. — in the TER region was discussed, with the support from an external consultant. Both activities should be further discussed and agreed upon at the 2015 Steering Committee of the project.

17. Unified Railway Law: The unification of the two existing rail regimes, Convention concerning International Transport by Rail (COTIF) convention and Agreement on International Railway Freight Transportation (SMGS) agreement and the preparation of a single and international railway regime is of interest to TER countries. Such a regime would further increase railway efficiency and would, therefore, facilitate TER member States' exports and imports and increase competitiveness of their respective railway undertakings. TER project managers participated in the meetings of Expert Group on Unified Railway Law with the objective to provide input, to inform TER member States of the developments, and also to allow TER member States to be the first signatories and ratify the new convention when ready.

18. Promotion of TER project / attracting new member States: One of the main tasks of the Project Managers is the promotion of TER activities and the attraction of new member States. In this framework and based on the Steering Committee's decision, project managers started negotiations and contacts with several Governments of strategic importance for the project. First attempts include Belarus, Germany, Greece, Hungary and Italy.

19. Administrative Issues: Making the TER office operational was another big challenge for TER project Managers. During 2014 they managed to renew all office equipment making office operations more efficient and are, thus ready to support all new challenging tasks and activities. Furthermore a consultant was hired to (i) assist in the organization of, participate in and elaborate documents for the TER sessions, meetings and workshops contained in its 2014 Programme of Work, (ii) assist the TER PCO in implementing the TER Master Plan Revision follow-up and monitoring the respective activities; (iii) assist the TER PCO in promoting the outputs and outcomes of the activities of the TER Programme of Work

B. Planed activities in 2015

20. The TER project management at the thirty-seventh TER Steering Committee session (Geneva, 24–25 November 2014) proposed the following activities for implementation in the TER Programme of Work 2015:

- (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;
 - harmonisation of the High Speed network in TER region, hiring of a consultant, start of the project.
- (b) Visibility
 - new TER web homepage with revised information;
 - increasing the number of TER members, decide which countries should be contacted and possibly visited.
- (c) Capacity-Building
 - examine possibilities to prepare, in cooperation with EATL project, a comprehensive study on cargo flows between Asia and Europe by all modes of transport.

- (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
 - re-settlement of TER PCO (preparation and finalization of the new Host Country Agreement with TER participating country);
 - preparation of the new Trust Fund Agreement for TER project;
 - organization of two sessions of TER Steering Committee;
 - organization of a TER workshop in Istanbul.
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