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Strategic questions of a horizontal policy or regulatory nature:

**Project related activities: Trans-European Motorway and
Trans-European Railway Projects**

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.

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 2019

3. During the seventy second session of the TEM Steering Committee (30 April – 1 May 2019, Turkey), TEM Programme of Work for 2019 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 2019:

(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 cooperation.

5. The main TEM Project activities and achievements in 2019 were:

(a) Workshops and seminars

- Workshop on the use of BIM in the management of road infrastructure with presentation of experiences of TEM Participating Governments and representatives of the US States’ Departments of Transport (DOTs) from Highway Engineering Exchange Program (Poland, Warsaw, 9-14 June 2019).
- Participation in the 61st annual HEEP Conference in Asheville, North Carolina, USA (8-12/09/2019). The focus of this meeting was on implementation of Building Information Modelling 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 2019 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.

(b) Reports and publications

- According to the TEM Strategic Plan and the decisions of TEM Steering Committee, four reports were prepared in 2019;

Operational Proficiency

TEM Strategy area and topic	B.2. Evaluation of the efficiency of toll collection system – evaluation methodology.
Title	Tolling systems deployment on the TEM Network: Considerations and recommendations
Purpose and scope	Report shall consist of developing the methodology and guidelines for measuring the effectiveness of the toll collection systems applied on TEM Network. The methodology shall take into account in particular: <ul style="list-style-type: none"> • Types of toll systems used in individual states; • The toll system efficiency measuring method depending on the model, and taking into account both financial and quality issues, such as risk control

Operational Proficiency

systems, implementation difficulty, technology development etc.;

- Comparison of toll systems in terms of efficiency.

Status as for 31/12/2019 First draft submitted

Operational Proficiency

TEM Strategy area and topic C.2. Measurement, collection and management of data in the management of road infrastructure.

Title Tools for asset management: TEM recommendations for road operators

Purpose and scope Report shall consist of asset management tools that should not be understood as only IT tools - but in a wider perspective as Asset Management Policy, Strategic Asset Management Plans, analytical tools for risk, demand and supply management, and supporting performance measurement.

The main focus of the Report should be on analysis of the scope of Asset Management Systems (AMS) and its impact on the road authorities and its business processes (especially life-cycle management processes), maturity assessment methodology in terms of Asset Management and deployment approaches and strategies which may be used in TEM participating Governments.

The TEM participating Governments experiences will constitute a knowledge base for preparation of the Report alongside with existing manuals, standards and initiatives of other international organizations and stakeholders.

Status as for 31/12/2019 Final draft sent for Steering Committee approval

Operational Proficiency

TEM Strategy area and topic D.2. BIM Approach (Building Information Modelling) in the context of the needs of the government road administration

Title BIM for road infrastructure: TEM requirements and recommendations

Purpose and scope Public sector organizations are being increasingly subjected to both legislative and competitive pressures forcing them to reconsider their relationships with users and customers in order to develop a more overt customer orientation (as the primary driver of organizational performance). The creation of value supports the development of a customer orientation, and is a requirement, to which more public sector organizations nowadays adapt. This applies to all sectors of the economy, also to the road sub-sector.

In modern society, road infrastructure has become an essential part of daily life. Individual road users, logistic companies or public transportation agencies expect reliable and safe road infrastructure to carry out their transportation or wider mobility operations, moving goods and people.

Road authorities need to properly plan, build, maintain and operate the road infrastructure to create given above value for its customers.

Operational Proficiency

To achieve these goals, road authorities have to adopt appropriate value delivery system which will be based on:

- Facet-based project selection
- Streamlined project delivery
- Making the most of existing roads
- Improving capabilities
- Accurate funding and finance

Status as for 31/12/2019 Final draft sent to UNECE for comments/approval

Operational Proficiency

TEM Strategy area and topic

Title 2019 TEM Network Report

Purpose and scope The 2019 TEM Network Report is a continuation of TEMSTAT activities of TEM Project. TEMSTAT activities have a strong root in the legacy of the Project. For many years data regarding TEM Network were collected and presented in a form of maps but never in a formula of exhaustive report. Main objective of this report is clear description and evaluation of TEM Backbone network. Report presents data in terms of network readiness, plans for development, road safety, border crossings and general transport information.

TEM Participating Governments intention in production of the report is to establish a stable set of data allowing to monitor trends and identify changes in development and future of TEM Backbone network. This report constitutes excellent source of data and information for governments, National Road Administrations and any interested parties in road and infrastructure sector. It may become a basis for further common projects of TEM Participating Governments focused on i.e. elimination of existing gaps and disparities in the network or improving services for transport at border crossings.

TEM Network Report is biannual production where all accessible data are collected and evaluated in regard to TEM network.

Status as for 31/12/2019 Final draft approved by Steering Committee/awaiting corrected maps from consultant

- Moreover, according to the decision of TEM Steering Committee promotional TEM brochure was prepared and published and at the beginning of 2019 the TEM Stakeholders Report was prepared by TEM Project Manager.

(c) Contribution to UNECE Working Parties

- UNECE Working Party on Road Transport (SC.1) meeting (15-17/10/2019) was held in Geneva Switzerland. TEM Project Manager presented TEM annual progress and information on the Group of Experts on Benchmarking Construction Costs of Transport Infrastructure activities, where TEM PM is a Chairman. The Chairman of the group requested potential topics for cooperation of SC.1 and TEM.

B. Challenges in 2020

6. On the basis of the results and experiences from 2019, several challenges for TEM cooperation for 2020 were identified:

(a) Preparation of three reports:

- The standards of road infrastructure in the context of environmental protection;
- Safety standards in work zones;
- Evaluation of efficiency of the applied solutions for the road safety – the methodology /measurement standards.

(b) Publication of the reports prepared in 2019/2020;

(c) Preparation of TEM Strategic Plan 2022-2026 with following strategic areas:

- Area A – safe and sustainable mobility (including resilience);
- Area B – new technologies and innovations in transport;
- Area C – transport policy (incl. planning, project delivery and financing);
- Area D – operations and performance management.

(d) Engagement in attracting of new countries to participate in the TEM Project with a special focus on Ukraine and 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.

II. Trans-European Railway (TER) Project

8. 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;

9. Fifteen countries of Central, Eastern and South-Eastern Europe and the Caucasus (Armenia, Austria, Bosnia and Herzegovina, Bulgaria, Croatia, Czech Republic, Georgia, Greece, 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.

10. 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.

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

A. Project activities carried out during the reporting period

12. In the reporting period, the 46th - 48th sessions of the TER Steering Committee were held in February in Belgrade, in April in Brno and in November 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 Sustainable Transport Division;

13. 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 2019 report was examined by the 47th session of the Steering Committee and the 2019 report was submitted to its 48th session in November 2019.

14. 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 preparation of 2019 TER Backbone Report. The draft report was submitted to the 48th session of the TER Steering Committee in November 2019.

15. Based on the decisions of the 46th Steering Committee session, the consultant for TER High Speed Master Plan Phase 2 was selected and began to work under the Study with preliminary results presented at the 48th Steering Committee session in November 2019.

16. New Deputy Project Manager from Poland, Ms. Malgorzata Kopczyńska was officially nominated.

17. The TER Workshop on High Speed Network was held in April 2019 in Brno (Czech Republic).

18. At the 48th Steering Committee the possibility of initiating dedicated projects/studies to be elaborated in the framework of the TER Programme of Work 2020 was discussed.

19. Among the positive news of this year is the official acknowledgement from the Serbian government to prolong the PCO host agreement until 2021. In that sense, TER project has its home in Belgrade for two more years.

B. Conclusions

20. All activities carried out during the reporting period were in line with the Programme of Work of the TER Project for 2019.

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

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

23. 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. Albania expressed serious interest in joining the Project during the SC.2 session in November 2019 in Geneva.

24. One of the crucial tasks of the TER Project, started in the reporting period represents the elaboration of the TER Project Strategy 2020-2025; Early in 2020 the TER Management is to finalize the selection process for the respective consultant.