



**Economic and Social
Council**

Distr.
GENERAL

ECE/TRANS/SC.1/2007/6
7 August 2007

Original: ENGLISH

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Road Transport

One hundred-and-first-session

Geneva, 16-18 October 2007

Item 6 (b) of the provisional agenda

ROAD TRANSPORT INFRASTRUCTURE

Trans-European North-South Motorway (TEM) Project – Progress Report

Note by the Project Manager

1. The Trans-European North-South Motorway (TEM) is an international motorway and expressway network connecting the Baltic, Adriatic, Aegean and Black Seas.
2. In the Project, fifteen Central and South-Eastern European countries (Armenia, Austria, Bosnia and Herzegovina, Bulgaria, Croatia, the Czech Republic, Georgia, Hungary, Italy, Lithuania, Poland, Romania, Slovakia, Slovenia and Turkey) participate and with it three more countries – Sweden, Ukraine and Serbia– have an observer status.
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 for 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 coordination of its activities.

5. The total planned length of the TEM network as of 1 January 2007 was 24,047 km, out of which 10,113 km (both carriageways) and 3,558 km (single carriageway) were in operation and 1170 km under construction (Annex 1). The schematic map of TEM Network 2007 is attached to this report as Annex 4.

6. Taking into account the corresponding comparative indicators (last three columns of Annex 1), Turkey had the highest percentage of the TEM network length (28.8%), Hungary had the fastest construction pace (14.2% of its national TEM network under construction) and Italy had the highest degree of completion of its TEM network (99.7%). In total, 49.5% of the whole TEM network was in operation and 4.6% 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:

- 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.
- 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.
- 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.
- To promote and improve cooperation in all matters concerning road transport between TEM countries having different levels of development.
- 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 30 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's institutional framework and organizational structure.

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 (forty-seventh) session on 13-15 June 2007 in Krakow, Poland. The next (forty-eight) session of the Committee will be held in December this year in Geneva.

12. The Project has a Project Central Office (PCO) set up to coordinate 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, Slovakia and the Czech Republic, respectively. The present Project Manager has been made available by the Government of Slovakia with an assignment until 31 December 2008.

14. The TEM has a National Coordinator in each participating country appointed by the respective Government, responsible for the coordination 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. According to the financial report for 2006, approved by the forty-seventh session of the TEM Steering Committee, the total funds available in the year 2006 amounted to USD 166,053 with total expenditures (including UNECE Programme support costs) representing USD 95,945, resulting in total unencumbered positive balance as at 31 December 2006 amounting to USD 70,108.

17. The TEM Programme of Work for 2007, based on the provisions of the Trust Fund Agreement and approved by the forty-sixth session of the TEM Steering Committee (4 - 6 December 2006, Geneva) is attached to this report as its Annex 2.

18. Besides the co-operation and assistance activities of the Project regarding the acceleration of the TEM construction itself, 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 the application of motorway tolls, investigation and/or development of issues for assessing Public Private Partnership arrangements and technical assistance in the areas of private financing of motorways.

19. 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.

20. These transfer and technical assistance activities have also included valuable inputs from the other OECD countries, especially from the other countries of 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, coordination 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.

21. The TEM Project collaborates 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, CEI (Central European Initiative), CEDR (Conference of European Directors of Roads), US-based HEEP (Highway Engineering Exchange Program), UN/TER Project Central Office in Bratislava, International Road Transport Union (IRU), International Road Federation (IRF), Partners for Roads (Dutch initiative) and the European Association of Companies with Concessions for Motorway, Bridge and Tunnel Tolls (ASECAP).

22. In the reporting period, also the involvement of the TEM PCO in the monitoring of development of Pan-European Transport Corridors went on and was manifested inter alia by the presence of the TEM Project Manager in the meeting of the Steering Committee of Corridor VI, on behalf of its Secretariat, held in Ostrava, Czech Republic on 13 November 2006 and in the meeting held in Trieste, Italy on 22 June 2007.

23. Moreover, the TEM Project Manager participated in the local inspection of the road part of the Pan-European Transport Corridor VI – section between Zilina (SK) and Bielsko Biala (PL) on 25 May 2007.

24. The TEMSTAT database and mapping activity has been successfully developed in the course of the whole reporting period. On 3 - 4 May 2007, the TEMSTAT Data Collection and Mapping Meeting was held in Antalya, Turkey, in which the experts of 12 TEM member countries took part. In the meeting, the TEM Status data and TEMSTAT 1 and 2 data for 2007 were transferred to the TEM PCO to be used for elaboration of the TEM Status report, country and regional maps as well as for elaboration of the follow-up activities of the TEM Master Plan.

25. 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 2020.

26. In November 1993, with FHWA's and HEEP's financial and 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 programmes, 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.

27. The TEM/HEEP Area V 2007 Annual Meeting was held in Budapest, Hungary on 23-25 April 2007. In the framework of the HEEP Educator and Student Participation Programme, one student from the Szechenyi Istvan University of Győr were granted scholarship to present a report on their research achievements at the 2007 HEEP Annual International Conference to be held in Albany, New York, USA in September 2007.

28. In the reporting period, the already very close cooperation of TEM Project Central Office with the UNECE further continued. The Project Manager participated in the 69th session of the UNECE Inland Transport Committee held on 6-8 February 2007 and in an Informal WP. 5 Ad-hoc Group meeting oriented on revision and updating of the document “Methodological basis for the definition of common criteria regarding bottlenecks, missing links and quality of service” on 15 January 2007 in Geneva.

29. On invitation of the Director of Transport Research Institute in Warsaw, the Project Manager took part in the NETLIPSE (Network for the Dissemination of Knowledge on the Management and Organisation of Large Infrastructure Projects in Europe) investigation focused on the Bratislava Ring Road (part of the TEM network) in Bratislava, Slovakia on 28 - 29 January 2007 as well as in NETLIPSE Conference held in Warsaw, Poland on 12 - 13 February 2007.

30. Based on very good cooperation and on invitation of the Deputy Director General of Polish Directorate of National Roads and Motorways, the Project Manager attended the ERA-NET ROAD Workshop “ Operating Roads and Road Traffic “ in Stockholm, Sweden on 27 – 28 February 2007.

31. TEM PCO continued in the implementation of the TEM Master Plan (elaborated in 2005) the main achievements of which included: the approved methodology for projects selection and their prioritization, identification of the TEM Master Plan backbone network and TEM bottlenecks, 319 evaluated and prioritized motorway and road projects, identification of the additional missing links and TEM extensions as well as an inventory of border-crossing problems and recommendations for their alleviation.

32. With the elaboration of its Master Plan, the TEM Project offered a substantial contribution to the extension of TEN-T and practical implementation of the Pan-European Transport Corridors. Together with the TER (Trans-European Railway) Master Plan, elaborated simultaneously, the TEM Master Plan also assisted towards the promotion of intermodal operation and transport modes complementarity and provision of maximum effectiveness of transport infrastructure.

33. In accordance with the approved TEM Master Plan conclusions and recommendations, the specific follow-up actions and activities have been envisaged to increase the awareness for the Master Plan implementation and dissemination of its results and outcomes (Annex 3).

34. Further information regarding the TEM Master Plan can be found on the UNECE website: www.unece.org/trans.

35. On invitation of the Central European Initiative (CEI), the TEM Project Manager participated in a Spatial Development Forum in Vienna, Austria on 22 May 2007.

36. In the reporting period, collaboration with the TER Project Central Office in Budapest (moved from 15 May 2007 to Bratislava, Slovak Republic), continued. The collaboration concentrated mostly on the administration of both Projects, on the possibilities of cooperation with the European Commission in activities having the multimodal scope and on the coordination and finalization of all matters concerning the elaboration of the TEM and TER Master Plans.

37. Finally, on invitation of the UNECE and the Ministry of Transport of the Republic of Belarus, the TEM Project Manager with the other UNECE representatives attended the Belarusian Transport Congress and National Workshop on “Enhancing National Capacity for Facilitation of Interregional Transport along Euro – Asian Transport Links” as well as the discussion on possible membership of Belarus in both the TEM and TER Projects. The workshop was held in Minsk, Belarus on 30 May - 1 June 2007.

Annex 1

STATUS OF TEM NETWORK (as of 1.01.2007)

COUNTRY	Total length	PROGRAMMED (in study, preliminary design and design phases)		UNDER CONSTRUCTION		IN OPERATION		COMPARATIVE INDICATORS		
	km	one carriageway	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	22	35	428	2.0	8.2	92.0
BOSNIA and HERZEGOVINA	792	455	337	-	-	-	20	3.3	-	2.5
BULGARIA	925	-	617	-	15	19	274	3.9	1.6	30.7
CROATIA	1465	31	508	6	161	88	742	6.1	11.2	53.7
CZECH REPUBLIC	987	-	312	-	44	-	631	4.1	4.5	63.9
GEORGIA	1053	-	1045	-	-	-	8	4.4	-	0.8
HUNGARY	1658	100	444	-	236	82	796	6.9	14.2	50.5
ITALY	1519	-	-	-	4	-	1515	6.3	0.3	99.7
LITHUANIA	719	20	83	29	14	254	466	3.0	4.0	82.5
POLAND	3317	403	1914	51	96	92	763	13.8	3.7	24.4
ROMANIA	3064	-	2614	-	202	-	248	12.7	6.7	8.1
SLOVAKIA	935	-	513	3	71	570	362	3.9	7.8	69.2
SLOVENIA	191	-	13	-	8	21	170	0.8	4.2	94.8
TURKEY	6937	-	677	-	173	2397	3690	28.8	2.5	70.5
TOTAL	24047	1009	9077	124	1046	3558	10113	100.00	4.6	49.5

Note: Armenian data are not available for TEM PCO

Annex 2

**TRANS-EUROPEAN NORTH-SOUTH MOTORWAY (TEM)
PROJECT PROGRAMME OF WORK FOR THE YEAR 2007**

Objective		Activity		Action	Implemented by	2007			
No.	Description	No. Priority	Description			I	II	III	IV
1.	Updating of TEM network, acceleration of its construction and review of TEM priorities	1.1. I.	Follow-up actions of the TEM Master Plan	1.1.1. Investigation of possibilities to expedite the construction of the TEM backbone network	PCO Governments	*	*	*	*
				1.1.2. Completion of the TEM Master Plan missing or insufficient data	PCO Governments	*	*		
				1.1.3. Establishment of backbone network priorities based on the new and updated/revised data received	PCO Governments Consultants			*	
				1.1.4. Collection of data on backbone network status and planned progress and preparation of report	PCO Governments	*	*	*	*
				1.1.5 Workshop on the TEM Master Plan bottlenecks identification and stage construction methodology	PCO Governments		*		
				1.1.6 Updating of lists and maps of TEM Master Plan bottlenecks	PCO Governments	*	*		

Objective		Activity		Action	Implemented by	2007			
No.	Description	No. Priority	Description			I	II	III	IV
				1.1.7. Monitoring of the Master Plan implementation	PCO Governments	*	*	*	*
				1.1.8. Comparison of the Master Plan backbone network with the AGR	PCO Governments	*	*		
				1.1.9. Elaboration of proposals on modifications of backbone network	PCO Governments			*	*
				1.1.10. Maintenance and upgrading of the TEM Master Plan GIS system	PCO	*	*	*	*
				1.1.11. Analysis of financial securisation of Master Plan projects	PCO Consultants	*	*	*	
				1.1.12. Preparation of TOR for review of Master Plan investment strategy	PCO Governments UNECE TER PCO			*	*
				1.1.13. Preparation of the TEM Master Plan Follow-up brochure	PCO Governments UNECE		*	*	*

Objective		Activity		Action	Implemented by	2007			
No.	Description	No. Priority	Description			I	II	III	IV
		1.2. I.	TEM Integration in the new European Transport Environment	1.2.1. Strengthening TEM as monitoring and management instrument of Pan-European Corridors' development	UNECE PCO Governments	*	*	*	*
				1.2.2. Carrying out the function of secretariat of the Pan-European Transport Corridor VI	PCO Poland	*	*	*	*
2.	Promotion of TEM	2.1. I.	Development of new contacts and relationships with neighbouring countries aiming at their joining the Project	2.1.1. Contacts of ECE and PCO representatives to countries in line with the TEM Trust Fund Agreement to discuss the possibilities and conditions of their joining TEM, focusing especially on non-TEM member countries covered by the TEM Master Plan	UNECE PCO	*	*	*	*
				2.1.2. Bilateral and multilateral contacts between neighbouring countries encouraged and supported by PCO	PCO Governments	*	*	*	*

Objective		Activity		Action	Implemented by	2007			
No.	Description	No. Priority	Description			I	II	III	IV
		2.2. I.	Providing information on TEM: information brochure, international events, mass media information, etc.	2.2.1. Regular dispatching of press releases and providing other type of information related to Project's actions	UNECE PCO	*	*	*	*
				2.2.2. Disseminating all information about the Project within the countries	Governments	*	*	*	*
				2.2.3. Permanent updating of TEM Project webpage within the UNECE website	UNECE PCO	*	*	*	*
				2.2.4. Feedback members with TEM news	PCO	*	*	*	*
				2.2.5. Presence in European Transport fora	PCO Governments	*	*	*	*
				2.2.6. Organisation/participation in regional and national events to present the Project	PCO Governments	*	*	*	*
				2.2.7 Strengthening TEM PCO by securing more financial and human resources	UNECE Governments	*	*	*	*

Objective		Activity		Action	Implemented by	2007			
No.	Description	No. Priority	Description			I	II	III	IV
3.	Ensuring safe, sustainable and homogeneous driving conditions on TEM by assisting in TEM design, maintenance, operation and management	3.1. I.	TEM information systems	3.1.1. Performing HEEP Area V regular activities	PCO Governments		*		
				3.1.2. Data processing of TEMSTAT databases	PCO	*		*	
				3.1.3. Meeting of TEMSTAT contact persons	PCO Governments		*		
				3.1.4. Elaboration of TEMSTAT 2007 maps	PCO			*	
				3.1.5. Promotion of TEM Standards and Recommended Practice	UNECE PCO	*	*	*	*

Objective		Activity		Action	Implemented by	2007			
No.	Description	No. Priority	Description			I	II	III	IV
4.	TEM integration into Pan European transport environment	4.1. I.	Co-operation with respective EC bodies and other EU states' organisations and institutions	4.1.1. Institutional co-operation with EC DG TREN, REGIO, ENLARGEMENT	UNECE PCO	*	*	*	*
				4.1.2. Co-operation with CEI (Central European Initiative) in transport related activities of common interest	UNECE PCO respective Governments	*	*	*	*
				4.1.3. Co-operation with the Dutch Government's "Partners for Roads" programme in transport related activities of common interest	PCO respective Governments	*	*	*	*
				4.1.4. Further strengthening of regular dialogue and co-operation with non-Governmental Organisations (IRU, CEDR, Europlatforms, ASECAP, Eurochambres), Universities and Research Institutions	UNECE PCO Governments Related organizations	*	*	*	*
		4.2 I. .	Co-operation with non-TEM member countries from TEM region	4.2.1 TEM involvement in Central-Eastern European region	UNECE PCO	*	*	*	*

Objective		Activity		Action	Implemented by	2007			
No.	Description	No. Priority	Description			I	II	III	IV
		4.3. I.	TEM involvement in the development of Euro-Asian Transport Linkages	4.3.1. Effective involvement of TEM in the development of the Euro-Asian Transport Linkages	UNECE PCO	*	*		
				4.3.2. Transfer of know-how to new member countries involved in the Euro-Asian Transport Linkages and sharing TEM experience and practices with them	UNECE PCO	*	*	*	*
		4.4. I.	Co-operation with other countries and fora	4.4.1. Development of close co-operation with other related initiatives and projects	UNECE PCO	*	*	*	*
				4.4.2. Connection of TEM plans to other components of the network (rail, sea ports, inland ports, airports)	UNECE PCO Governments				*
				4.4.3. Identification and facilitating the connections of TEM network to the transport networks of neighbouring regions	UNECE PCO			*	*

Objective		Activity		Action	Implemented by	2007			
No.	Description	No. Priority	Description			I	II	III	IV
				4.4.4. Involvement of TEM in supporting the application of new technologies & techniques (ITS, telematics, informatics, etc.)	UNECE PCO Governments	*	*	*	*
5.	Project management enhancement	5.1. I.	Steering Committee activities	5.1.1. Regular sessions	UNECE PCO Governments		*		*
		5.2. I.	Co-operation with UNECE	5.2.1. Continuation and further strengthening of co-operation with UNECE ITC and its subsidiary bodies	UNECE PCO Governments	*	*	*	*
		5.3. I.	Co-operation among TEM countries in all matters concerning road transport	5.3.1. Contacting the Governments with respect to their needs	PCO Governments	*	*	*	*

Annex 3
TEM MASTER PLAN (MP)
UPDATED 2007 FOLLOW-UP TIMETABLE

ACTIVITY	2007											
	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sep.	Oct.	Nov	Dec.
Completion of MP countries' missing and insufficient data												
Collection of respective data from Armenia and Slovenia												
Establishment of backbone network priorities												
Collection of data on backbone network status and progress												
Preparation of report on network status and planned progress									1			
Monitoring MP projects' implementation									1			
Comparison of TEM MP backbone network with the AGR												
Elaboration of proposals on modifications of backbone network									1			
Maintenance and upgrading of TEM MP GIS system												
Analysis of financial securisation of MP projects											2	
Preparation of MP follow-up brochure												
Preparation of TOR of review of investment strategy for 2008												

workshop/meeting

- 1 – meeting on MP projects' implementation, backbone network status and its modifications
- 2 – workshop on financial securisation of MP projects

Annex 4

