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Issues that need consideration and require decisions

by the Committee: Project related activities – Trans-European

Motorway (TEM) and Trans-European Railway (TER) Projects

Trans-European Motorway (TEM) and Trans-European Railway (TER) Projects

Report of the TEM and TER Project Manager

I. General

1. The Trans-European Railway (TER) Project and the Trans-European North-South Motorway (TEM) Project represent specific platforms for cooperation of participating countries in the fields of road and rail transport. At the intergovernmental level, the TER and TEM Projects constitute the only regional platforms dealing with the topics of common interest for road and rail transport and assisting in achieving higher standards of road, motorway and rail networks in participating countries.

2. Eighteen countries of Central, Eastern and South-Eastern Europe and the Caucasus (Armenia, Austria, Bosnia and Herzegovina, Bulgaria, Croatia, Czech Republic, Georgia, Greece, Hungary, Italy, Lithuania, Poland, Romania, Russian Federation, Serbia, Slovakia, Slovenia, Turkey) participate in the TER Project, and fifteen countries also in the TEM Project. UNECE is their Executing Agency. The TEM and TER Cooperation Trust Fund Agreements, established in 1991 by the UNECE, made the projects self-sustained, financed by direct contributions from the member countries. The TEM Project Central Office (PCO) is hosted by the Polish Government in Warsaw and the TER PCO is hosted by the Slovak Government in Bratislava.

II. TEM and TER Master Plan Revision

3. The work of both projects focused in the reporting period on finalization and publication of the TEM and TER Master Plan Revision. The original Master Plan published in 2006 outlined an investment plan which set out the priority road and railway

infrastructure needs for 21 Central, Eastern and South-Eastern European countries. It was evident that the Master Plan process was successful, but that further work in some areas was necessary. Therefore, the UNECE Inland Transport Committee invited the TEM and TER Steering Committees, in close cooperation with concerned Governments, to start the Master Plan Revision with the aim to complete this process in 2011.

4. The following 25 countries have been involved in the revision of the Master Plan: Albania, Armenia, Austria, Azerbaijan, Belarus, Bosnia and Herzegovina, Bulgaria, Croatia, Czech Republic, Georgia, Greece, Hungary, Italy, Lithuania, Republic of Moldova, Montenegro, Poland, Romania, Russian Federation, Serbia, Slovakia, Slovenia, the Former Yugoslav Republic of Macedonia, Turkey and Ukraine. The work on the revision of the Master Plan was carried out by the TEM and TER PCOs, with the support of international consultants from participating countries. The intermediate results of the work were discussed at the meetings of the special Expert Group and supervised by the joint TER and TEM Master Plan Coordination Group.

5. In March 2011, the draft final report of the revision of the TEM and TER Master Plan was examined by the seventy-third session of the UNECE Inland Transport Committee. On 3 May 2011, the final proofreading and editing of the document was completed in Geneva. The Master Plan Final report Volumes I (Main text) and II (Annexes) were distributed at the thirty-first session of the TER Steering Committee and at the fifty-sixth session of the TEM Steering Committee held in Salzburg, Austria on 25–29 November 2011.

III. Other major TEM and TER activities carried out in the reporting period

6. On 31 January–1 February 2011, the TEM and TER Project Manager, Mr. Helmut Meelich attended the Inland Transport Security Discussion Forum “UNECE-TAPA Driver, Vehicle and Cargo Security” in Geneva, building upon the work of the Multidisciplinary Expert Group on Inland Transport Security and the 2009 Inland Transport Security Seminar, in which he also took part.

7. The 2011 TEMSTAT Data Collection and Mapping Meeting was held on 6–9 April 2011 in Warsaw, at which time the inputs to the TEM network status report and to the TEMSTAT 2011 maps were conveyed and examined. After the meeting, the Project Manager used the opportunity to visit the Polish Ministry of Transport and the General Directorate of Polish State Railways and inform their policy makers about the successful finalization of the TEM and TER Master Plan Revision.

8. On 13 April 2011, the Project Manager participated in the panel discussion on “The new shape of TEN-T: Will Europe bet on rail?” organized by the CER together with the Hungarian Presidency and the European Parliament’s EPP¹, ALDE² and Greens/EFA³ Groups in Brussels.

9. The Project Manager visited on 17 May 2011 the regional office in Vienna of the Joint Assistance to Support Projects in European Regions (JASPERS), an initiative established in 2006 by the European Commission and the European Investment Bank (EIB) and the European Bank for Reconstruction and Development (EBRD), which helped the EU Member States in Central and Eastern Europe develop high quality projects that will

¹ The Group of the European People's Party.

² Alliance of Liberals and Democrats for Europe.

³ European Free Alliance.

receive support from the EU's Structural and Cohesion Funds. With its representative, Mr. Horhager, the Project Manager worked together on preparation of the overview of railway investment in the countries neighboring Austria.

10. The HEEP (Highway Engineering Exchange Program) Area V (Central and Eastern Europe) 2011 Annual Meeting was held in Gura Humorului, Romania on 14 and 15 June 2011. The representatives of the HEEP International from the United States and Canada, as well as Austria, Czech Republic, Hungary, Poland, Romania and Turkey took part in the meeting.

11. By invitation from the Government of Romania, the fifty-fifth Session of the TEM Steering Committee was held on 16–17 June 2011 in Suceava, Romania. At the session, the TEM Project financial report for the year 2010 and the final report of the TEM and TER Master Plan Revision was approved and the decision on establishment of the TEM and TER Joint Rail and Road/Motorway Follow-up Expert Group was taken.

12. On 17 June 2011, the TEM Project initiated a meeting at the Romanian/Ukrainian border crossing control station at Siret with the President of County Council of Suceava (Romania) and the Governor of Chernivtsi (Ukraine). At this meeting, contacts with the Ukrainian authorities were established in order to prepare a study dealing with the rehabilitation of the direct road and rail connection between Poland and Romania through the territory of Ukraine.

13. Canada, dealing with new software technologies for road and rail development, dedicated software for all the construction phases and new solutions to decrease the time needed for designs and new schemes for project execution control, in which experts from three TEM member countries participated.

14. By invitation from the Government of the Republic of Azerbaijan, the 30th session of the TER Steering Committee was held on 20–22 September 2011 in Baku, Republic of Azerbaijan. At the session, inter alia the TER Project financial report for the year 2010 was approved, the final report of the TEM and TER Master Plan Revision was distributed and examined and a decision on the establishment of the TEM and TER Joint Rail and Road/Motorway Follow-up Expert Group was agreed upon.

15. As an integral part of the session, the Conference on Development of Special Rail Transport Infrastructures – rail ferries/seaports was held in the Conference Centre of the Azerbaijani Ministry of Transport on 20 September 2011, in which apart from the members of the TER Steering Committee, representatives of the UNECE, European Union Directorate-General for Mobility and Transport (DG Move)/Corridor VII, Organization for Security and Co-operation in Europe (OSCE), Asian Development Bank, Ministry of Transport of Azerbaijan, Black and Caspian Seas shipping companies, railway companies and major seaports participated.

16. On 4 and 5 October 2011, the TEM and TER Project Manager attended the Wider Black Sea Area Summit held in the framework of the “Railway Days” Conference held in Bucharest, Romania, which was designed to analyse all stages of the railway freight transport process from East to West through the area in question and identify the most efficient concepts for boosting the volumes of freight carried on rails.

17. The thirty-first session of the TER Steering Committee and fifty-sixth session of the TEM Steering Committee were held on 24–29 October 2011 in Salzburg, Austria. At these sessions, the 2012 budgets, as well as 2012 Programmes of Work of both Projects were approved and Mr. H. Meelich was elected as the TEM and TER Project Manager for the period 2012–2013.

18. The First Meeting of the TEM and TER Joint Rail and Road/Motorway Master Plan Revision Follow-up Expert Group was held on 26 October 2011 in Salzburg, Austria, at

which meeting the programme of work of the group for 2012, as well as the respective monitoring mechanisms for both Projects were approved.

19. The Follow-up Meeting of the sessions of the TEM and TER Steering Committees took place in Vienna, Austria on 12–14 December 2011. Representatives of the Turkish Ministry of Transport, Maritime Affairs and Communications, Austrian Ministry of Transport, Innovation and Technology, Turkish State Railways, Turkish General Directorate of Highways, and the TEM and TER Project Manager took part in this meeting.

20. The TEM and TER PCOs were also recently involved in the UNECE Public Consultation on the future deployment of Intelligent Transport Systems (ITS). Both Projects have been dealing with different aspects of ITS in the road and rail sector for many years, most recently in the framework of their Master Plan Revision. The TEM and TER PCOs, therefore, expressed their readiness to contribute to this goal by making their experience and experts available.

21. They also intend to get involved in the SETA project, aimed at the improvement of the accessibility and logistic work flows in the South East Europe region. Following a common vision, 11 partners from six countries between Vienna/Bratislava and the northern Adriatic ports of Rijeka, Koper and Monfalcone applied for project funding from the European Fund for Regional Development (ERDF), which was approved in spring 2011 by the South-East Europe Programme.

22. TEM and TER projects recently incorporated in their Programmes of Work activities in support of the development of Euro-Asian Transport linkages. Furthermore, they are undertaking specific actions to ensure closer cooperation with the ability to share experience with the countries of Caucasus and Central Asian region.

23. Finally, as the concrete output of the TEMSTAT Data Collection and Mapping Meeting held on 6–9 April 2011 in Warsaw, Poland, the TEMSTAT 2011 maps of all TEM member countries and of the region were designed both in electronic and paper forms. They were sent to all TEM National Coordinators and will be also uploaded to the TEM webpage of the UNECE website.

IV. Conclusions

24. All activities carried out during the reporting period have been in line with the programmes of work of the TEM and TER Projects as well as with the short-term strategy of these Projects as adopted by their Steering Committees in 2009.

25. In the reporting period, the TER and TEM Projects strengthened cooperation with major international organizations dealing with transport issues and newly established closer relations with the Economic Cooperation Organization (ECO).

26. The TEM and TER Projects represent useful tools for implementing the European Agreement on Main International Arteries (AGR) and the European Agreement on Main International Railway Lines (AGC) minimum infrastructure and performance standards in the region, thus improving road, rail and combined transport services. The realization of the comprehensive programme of work with concrete outputs has led to a permanent increase in TER and TEM membership.

27. In the future, the TEM and TER Projects are intended to support the development of Euro-Asian Transport linkages and to extend their activities to the countries of Caucasus and Central Asian region.

28. The revision of the TEM and TER Master Plan, carried out in close cooperation with the UNECE Transport Division, has successfully completed in the reporting period. In the years to come, the TEM and TER Projects will focus on realization of the revised Master Plan and for that purpose they established a permanent system of regular monitoring throughout its implementation.
