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Item 4 (a) (i) of the provisional agenda

Issues that need consideration and require decisions by the Committee:

Project related activities – Trans-European Motorway (TEM)

and Trans-European Railway (TER) Projects

Developments in the TEM and TER Projects in 2012

Note by the secretariat

I. Objectives of the Projects

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

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 of them also participate in the TEM Project. The United Nations Economic Commission for Europe (UNECE) is the Executing Agency for both projects. The TEM and TER Cooperation Trust Fund Agreements make the Projects self-sustained, financed by direct contributions from the member countries and ensure the implementation of their main objectives, namely:

(a) To ensure the coordinated upgrading of infrastructure of the TEM and TER networks to the European Agreement on Main International Arteries (AGR), the European Agreement on Main International Railway Lines (AGC) and the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC) standards;

(b) To coordinate the improvement of operational parameters and improve the situation at border crossings with a view to eliminating bottlenecks in international road and rail transport;

- (c) To develop cooperation among member countries in preparing technical studies;
- (d) To promote cooperation among member countries in the field of combined transport;
- (e) To promote training activities for experts of member countries.

3. To achieve these objectives, the Projects organized over the last two decades a number of meetings of decision makers, TEM and TER National Coordinators, road and railway operators and experts with the aim to facilitate the exchange of experiences and best practices. The TEM and TER Projects also work closely together with the Organization for Security and Co-operation in Europe (OSCE), International Union of Railways (UIC), International Road Transport Union (IRU) and the Organization of the Black Sea Economic Cooperation (BSEC).

4. The TEM Project Central Office (PCO) in Warsaw is hosted by the Polish Government, whereas the TER PCO in Bratislava is hosted by the Slovak Government.

II. TEM and TER Master Plan Revision and its follow-up activities

5. Until 2011, the work of both Projects focused on finalizing and publishing the TEM and TER Master Plan Revision. The original Master Plan, of 2006, outlined investment plans and set out the priority road and railway infrastructure needs for twenty-one Central, Eastern and South-Eastern European countries. The Master Plan was successful, but further work in some areas remained necessary. Since the elaboration of the TEM and TER Master Plan, a number of new developments have taken place.

6. The UNECE Inland Transport Committee, therefore, invited the TEM and TER Steering Committees, in close cooperation with concerned Governments, to start the Master Plan Revision, which was completed in 2011.

7. Twenty-five 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, Montenegro, Poland, Republic of Moldova, 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 Master Plan Final report, Volumes I (Main text) and II (Annexes) were published and distributed in 2011.

8. With the elaboration of the Master Plan Revision and the launch of its final report, the TEM and TER Projects offered a substantial contribution to the extension of TEN-T and to the practical implementation of the Pan-European Transport Corridors. However, the completion of the task requires further close cooperation between the TEM and TER member countries and their immediate neighbours as well as the continued involvement of UNECE and both Project Central Offices. This particularly relates to missing information about individual country plans and priorities and to missing data in general, as well as to the monitoring of progress achieved on the identified road and rail backbone networks, on the basis of commonly accepted technical and operational standards.

9. For these purposes, TEM and TER Master Plan Revision monitoring mechanisms were set up, which form an inseparable part of the TEM and TER Master Plan Revision Follow-up Action Plan. The monitoring activities will concentrate in particular on the progress reached in implementing the Master Plan Revision infrastructure projects,

updating of the Revision traffic data and traffic forecasts, developing the backbone networks, as well as assessing their current status. These mechanisms are based on templates to be filled-in and submitted to the TEM and TER Project Central Offices once a year. The TEM and TER PCOs will process the data obtained and prepare an annual summary report on the results of the Master Plan Revision monitoring for submission to the TEM and TER Steering Committees for examination.

10. Monitoring the progress of bringing the TEM and TER Master Plan revised backbone networks up to the UNECE standards in the European Agreement on Main International Traffic Arteries (AGR), the European Agreement on Main International Railway Lines (AGC) and the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC) represents, for the future, the permanent task of the TEM and TER Projects, to be reflected in their annual programmes of work. The project manager will regularly report about their status and development at the relevant working parties, namely the Working Party on Road Traffic Safety (SC.1), the Working Party on Rail Transport (SC.2) and the Working Party on Intermodal Transport and Logistics (WP.24). The thirty-first session of the TER Steering Committee and fifty-sixth session of the TEM Steering Committee (Salzburg, Austria, 24–29 October 2011) therefore decided to establish the Joint TEM and TER Master Plan Revision Follow-up Expert Group. This Group will meet one or two times a year to elaborate the specific tasks assigned to it according to the TEM and TER programmes of work and will consist of a representative of the UNECE Transport Division, the TEM and TER Project Manager, consultant(s), the national coordinators/country experts and experts from invited bodies and international financial institutions (IFIs).

11. At its first (Salzburg, Austria, 26 October 2011) and second meeting (Ankara, 29 March 2012), the Follow-up Expert Group, *inter alia*, elaborated its Master Plan Revision Follow-up Action Plan. The activities listed below have been proposed for incorporation into the TEM and TER Master Plan Revision Follow-up Programme of Work for the year 2013:

- Completion of the Master Plan Revision missing or insufficient data;
- TEM and TER Master Plan Revision backbone network status and future progress;
- Monitoring of Master Plan Revision implementation;
- Elaboration of contingent proposals on modifications of the TER Master Plan Revision backbone network;
- Maintenance and upgrading of the TEM and TER Master Plan Revision GIS systems;
- Analysis of the options how to ensure funding of the Master Plan Revision projects.

III. TEM and TER Project manager's activities carried out in 2012

12. Throughout the year, the Project Manager visited many cities and countries with a view to ensuring proper coordination mechanisms and cooperation activities in countries either member of the projects or linked to them via the Master Plans. Most of the missions performed were either in South East Europe (Croatia and Romania) or in East Europe (Ukraine and Turkey).

13. The Workshop on Research and Development, Intelligent Transport Systems, Road/Rail Intermodal Innovations and Road Safety, organized jointly by UNECE, TEM and TER (Ankara, 27–31 March 2012) was attended by representatives from Austria,

Azerbaijan, Bosnia and Herzegovina, Croatia, Czech Republic, Poland, Romania, Serbia, Slovakia, Slovenia and Turkey. It fully corresponded to the new orientations given to the projects after the Master plan Revision.

14. At the TEMSTAT Data Collection and Mapping Meeting (Warsaw, 17–18 April 2012), the results of the development of the TEMSTAT database and mapping activities in the reporting period from the 2011 meeting as well as the progress reached in construction of the TEM motorway infrastructure were presented and the national 2012 TEM status and TEMSTAT 1 and 2 data were communicated to the representatives of the TEM Project Central Office in Warsaw.

15. After this meeting, the Project Manager, in order to fulfil some of the tasks of the TEM and TER Projects defined by the Steering Committees, combined four missions. In the interest of the UNECE and TEM to connect south-eastern Poland with the northernmost part of Romania via Ukrainian territory (Combining the Baltic Sea Strategy with the Danube Strategy of the European Union), he visited the authorities of Lviv and Chernivtsi (Ukraine) and met with competent authorities of the Romanian Ministry of Transport and General Directorate of Romanian Railways in Bucharest.

16. The TEM/HEEP Area V 2012 Annual Meeting was held in Opatija, Croatia on 4 and 5 June 2012. The HEEP (Highway Engineering Exchange Program) is an international organization which promotes the exchange of information on highway and bridge engineering, specifically addressing the use of computers in the engineering process. TEM project represents its Area V (Central and Eastern Europe). Back to back with the HEEP Meeting, a special meeting took place in Opatija on 6 June, where TEM participants were informed about recent TEM activities and those planned for the second half of the year 2012.

17. In July 2012, the Project Manager visited Bucharest to discuss with the TER National Coordinator, the railway authorities of Romania (CFR) and with Club Feroviar, organizational measures for the workshop in Kinkinda (Serbia) and Timisoara (Romania), on 10–14 September, 2012, which could count on full support from the Romanian State Secretary. During his stay in Bucharest, he also visited the Joint Assistance to Support Projects in European Regions (JASPERS) office in Bucharest, where he met several experts from the European Union and the European Investment Bank (EIB), also raising questions about alternative financing of railway infrastructure projects.

18. At the thirty-second session of the TER Steering Committee (Timisoara, Romania, 10–14 September 2012), the decision was taken to elaborate the TER Master Plan for High Speed Railways and the TER Project Manager was requested to prepare full-fledged Terms of Reference (ToR) for the elaboration of this Plan and to submit them to the thirty-third session of the Committee (Geneva, 8–9 November 2012).

19. In line with this request, the drafts Terms of Reference for the elaboration of a Master Plan for High Speed Railway Network in the TER Region were submitted to the session for examination. In the course of the ensuing discussion, some countries already presented their comments to the draft, to be taken into account by the PCO. The Steering Committee also decided that the TER Master Plan for High Speed Railway Network will cover seventeen TER member countries only and requested the Project Manager to distribute the final ToR to all the National Coordinators by early 2013, which would make it possible to elaborate the Master Plan in line with the proposed draft TOR timetable.

20. At the fifty-eighth session of the TEM Steering Committee (Geneva, 5–7 November 2012). The TEM PCO presented the draft final Project Document (Attachment to the TEM Co-operation Trust Fund Agreement), covering the next Project phase (2013–2016). Subject to the approval by those national coordinators who were not present at the meeting,

it is expected that the continuation of the Trust Fund Agreement will be approved by all Project Member countries by the end of 2012.

IV. Major TEM and TER present and future challenges

21. The present and future challenges concerning the TEM and TER Projects are:
- Extension of the TEM and TER Projects to observer countries (Belarus, Republic of Moldova, the former Yugoslav Republic of Macedonia, Ukraine);
 - Extension of the TEM and TER Projects to the countries participating in the Revision of the Master Plan, i.e. Albania, Azerbaijan and Montenegro;
 - Full integration of new member countries (Armenia and Serbia);
 - Dissemination and promotion of results and outputs of the TER and TEM Master Plan Revision Final report;
 - Monitoring the implementation of the TER und TEM Master Plan Revision;
 - Financing the development of motorway, road and rail transport infrastructures;
 - Focus on road and rail safety and security issues;
 - Strengthening the staff of the TEM and TER Project Central Offices in Warsaw and Bratislava;
 - Solving the managerial situation of both Projects as from 1 January 2014, when the assignment of the present Project Manager will terminate.

V. Conclusions

22. The TEM and TER Projects offer the advantages of bringing together representatives of the Ministries of Transport, road administrations and railway companies from the member countries.

23. All activities carried out during the reporting period were in line with the Programmes of work of the TEM and TER Projects as, well as with the short-term strategies of these Projects, as adopted by their Steering Committees in 2009.

24. The TEM and TER Projects represent useful tools for implementing the AGR, AGC and AGTC standards in the region and improve the motorway/road, railway and combined transport services. The realization of the comprehensive programmes of work with concrete outputs have led to a permanent increase in the TEM and TER memberships.

25. The promotion of the results of the TER and TEM Master Plan Revision, the monitoring of its implementation and the respective follow-up activities represent some of the most important tasks of both Projects in the years to come. Therefore, a permanent monitoring system has been established, which will be monitored and supervised by the special Joint TEM and TER Master Plan Revision Follow-up Expert Group.

26. The seventy-fifth session of the UNECE Inland Transport Committee (ITC) is requested to consider the future of the TEM and TER Projects in light of the following elements:

- the contract of the present Project Manager will terminate at the end of 2013;
- the decision of the Polish Ministry and the General Directorate of National Roads and Motorways (GDDKiA) to move the TEM PCO to a new location in the central

part of Warsaw has not been officially communicated to the UNECE Executive secretary, as should have been the case.

27. Further managerial issues with regard to the future of TEM and TER, including various scenarios how to proceed after 2013 will be submitted as Informal document No. 3 to the Committee for consideration and guidance.
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