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Item 5 (b) of the provisional agenda

**Monitoring of the developments in pan-European transport networks:
Trans-European Motorway and Trans-European Railway projects****Information on the Trans-European North-South Motorway
project development****Submitted by the TEM Project Manager****I. Executive summary**

1. The Trans European North-South Motorway (TEM) Project is a sub-regional cooperation initiative among Central, Eastern and South Eastern European countries and works as a unique platform for road infrastructure providers and operators within framework of United Nations Economic Commission for Europe.
2. It has been established in 1977 to:
 - (a) facilitate road traffic in Europe,
 - (b) improve the quality and efficiency of transport operations,
 - (c) balance existing gaps and disparities between motorway networks in Western, Eastern, Central and South-Eastern Europe,
 - (d) assist the integration process of European transport infrastructure systems.
3. TEM Network is the backbone of the Pan-European Road Corridors in Central and Eastern Europe (CEE).
4. As of June 2019, the Project has 14 Member Countries who signed the TEM Cooperation Trust Fund Agreement, of whom 10 are active (Armenia, Austria (associate member), Bosnia and Herzegovina, Bulgaria, Croatia, Czech Republic, Georgia, Italy, Lithuania, Poland, Romania, Slovakia, Slovenia and Turkey); four countries have observer status: Montenegro, Serbia, Sweden and Ukraine. Azerbaijani membership is pending, awaiting signature for accession.



II. Objectives of the Project

5. The project has the following key objectives:
 - (a) To undertake coordinated actions of the participating countries for the creation of a TEM network, that will form a system of high capacity roads ensuring an adequate quality of service for traffic by providing safety, speed and comfort, based on commonly accepted and adopted standards and practices recommended for use by all TEM countries,
 - (b) To link within this network the Northern and the Southern and South-Eastern parts of Europe, from Baltic Sea to Adriatic, Aegean and Black Seas, via the participating countries,
 - (c) To ensure a balanced system for transportation of goods and people between countries of Eastern, Central and Western parts of Europe, in particular those situated along its North-South axis, and
 - (d) To satisfy the transport demand of long distance and international traffic by offering an efficient and convenient mode of transport.
6. The project has the following operational objectives:
 - (a) To assist in accelerating of the construction of TEM network through the identification of investment needs and priorities, investigation of financial resources needed for TEM construction and the determination of appropriate and innovative pay-back systems for use at the TEM motorway,
 - (b) To assist in designing, building, maintaining, operating and administrating of the TEM motorway network on the territories of participating states,
 - (c) To assist extending the TEM by including into the basic agreed network new links with the orientation East-West direction across the North-South axis of TEM,
 - (d) To assist in consolidating the role of the TEM in the progress of transport integration in Europe,
 - (e) To promote and improve co-operation in all matters concerning road transport between TEM states having different levels of development, and
 - (f) To support knowledge dissemination, expertise and know-how developed in the TEM region to other regions of the world.

III. TEM Development 2019

7. On the basis of the TEM Strategic Plan, adopted during the sixty-eight session of Project's Steering Committee meeting (20 and 21 February 2017) and in accordance with the decision of the sixty-nine session of Steering Committee (7–9 November 2017) the TEM Project realizes its activities – reports, workshops, seminars and international cooperation¹ – within three main areas:
 - (a) Network improvement and funding of infrastructure,
 - (b) Operational proficiency for road infrastructure operators and authorities, and
 - (c) Designing responses to trends in transportation.

¹ TEM Project cooperates with US Highways Engineering Exchange Program; from 2018 closer cooperation with World Road Association, International Road Federation and regional European initiatives has been foreseen.

IV. Activities 2019

8. During the seventy-second meeting of Steering Committee, held on 29 April – 3 May 2019 in Antalya, Turkey, a workshop on “Evaluation of the efficiency of toll collection system – evaluation methodology” was organized. The workshop concluded that an analysis on this subject should be prepared.

9. The Report should be ready by the end of 2019.

10. The TEM Project chairs also Group of Experts on Benchmarking Transport Infrastructure Construction Costs, under umbrella of the Working Party on Transport Trends and Economics.

11. The TEM Project will contribute to International Transport Infrastructure Observatory (ITIO) goals in terms of network needs and its development, knowledge dissemination and further cooperation.

12. In terms of Operational proficiency for road infrastructure operators and authorities – a range of activities have been scheduled, broken down into five strategic initiatives:

- Environmental protection
- Organization and financing of the roads and motorways
- Information systems for the management of the road infrastructure
- Innovations in the road infrastructure management
- Road safety

13. At the time of writing this report, three reports were under preparation and should be delivered by the end of 2019:

(a) Evaluation of the efficiency of toll collection system – evaluation methodology,

(b) Measurement, collection and management of data in the management of road infrastructure, and

(c) BIM Approach (Building Information Modelling) in the context of the needs of the government road administration.

14. It should be then noted that improvements to operational proficiency of the road infrastructure operators will enable them to foster readiness to future challenges – Trends – like electrification, automation and shared economy as these requires well-maintained, self-explaining roads, appropriate safety and security policies and well-managed data in terms of assets and traffic.

15. TEM Project cooperates with the International Highways Engineers Exchange Programme (iHEEP) as Area V of this initiative. HEEP is a forum for annual exchange of knowledge and know-how between Highway Engineers of North America and Europe. iHEEP is a US initiative and TEM Project is their European counterpart. Cooperation with iHEEP started in 1993, and this year the twenty-sixth TEM iHEEP Area V 2019 Annual Meeting was held in Poland, Warsaw/Cracow, on 9–14 June 2019. This year seminar was dedicated to one of the priority topics of the TEM Project – BIM (Building Information Management). Representatives of TEM participating countries and Department of Transport of four States of the United States of America shared their experiences and best practices on this issue.

V. Challenges 2019

16. In 2019, within TEM Project three reports of great scope and value will be published and three more will be produced. High quality of reports depends on availability of good quality data which poses at times a major challenge. For that reason, full and active involvement of TEM Member States is crucial to provide complete and good quality data.

VI. Conclusions

17. All activities, carried out during the reporting period, were in line with the Programme of Work accepted by the Steering Committee.

18. According to the TEM Trust Fund Agreement, TEM Project addresses priority topics for participating countries which leads to a more rapid integration of the motorway networks between Eastern and Western European countries. At the same time, TEM Project stipulates a better harmonization of road legislation and creation of the common motorway standards in order to ensure a higher quality of service along major corridors in the participating counties (e.g. road safety, Environmental Impact Assessment (EIA), Intelligent Transport Systems (ITS) and financing).
