

PROGRESS REPORT ON IMPLEMENTATION OF TEM MASTER PLAN PRIORITY PROJECTS IN 2006

In the framework of the TEM statistic information system gathering (TEMSTAT), the status data on the existing TEM motorway and corridor network, supplied by the participating countries, are being processed in the TEM Project Central Office, resulting in the TEM status tables produced every year, showing the total length of the TEM network in the member and associate member countries as well as respective lengths of motorways under construction and in the planning stage broken down to half-motorway and dual carriageway sections, including a set of comparative indicators, too.

Furthermore, based on the data from the TEMSTAT 1 and 2 databases, the TEMSTAT maps, reflecting the status data listed above in detail, are being produced on the annual basis for each participating country as well as for the whole TEM region. These two TEMSTAT tools make it possible also to identify the sections (projects) opened for traffic in the given year, but in the TEM member countries only. Since the TEMSTAT 1 and 2 forms, reflecting the status as of the end of 2006 will be submitted to the TEM PCO by the end of February 2007 only, it would be possible to elaborate the full-fledged final progress report on the TEM Master Plan projects' implementation in 2006 afterwards only.

To have such an information available from the non-TEM Master Plan countries, too, the PCO proposes to extend the TEMSTAT activities also to these countries, at least in the reduced scope making it possible to publish the status table for the backbone network and the whole TEM Master Plan region, accompanied by the synoptic map of the backbone network status, as shown in the attached draft (Annex 1).

This draft map, nevertheless, lacks the full consistency between the TEM and non-TEM Master Plan countries. Regarding the TEM countries, it shows the full motorway and dual carriageway expressways in operation, since all the data needed are in place. In the non-TEM countries, this map is based on available road maps and internet information, that is neither comprehensive nor reliable especially with regard to Belarus, Ukraine and Russian Federation, where the terms "motorway" and "expressway" are not codified. In these countries, the map shows all double carriageway links mostly with at-level intersections and slow traffic probably permitted.

As regards the individual TEM Master Plan projects (especially those located outside the TEM and Master Plan backbone networks), the only existing sources of information about their status and their termination are the Master Plan original templates and the annual filled in uniform questionnaires. According to these questionnaires received until end 2006, these Master Plan projects were completed in 2006:

Country	Master Plan project No.	Year	Note
Czech Republic	CZ-M-1	2006	end of the year
	CZ-M-3	2006	
Georgia	GE-M-2	2005	resurfacing only
Hungary	HU-M-18	2006	
	HU-M-19	2006	
Poland	PL-M-15	2006	
	PL-M-16	2006	
	PL-M-17	2006	
	PL-M-18	2006	

The relatively low number of terminated projects is partly due to the facts that some filled in questionnaires have not been received by the PCO yet and that there have been some construction delays. The main reason for this, however, rests in the fact that the first TEM Master Plan projects started in 2004 (exceptionally) and in 2005 and could be therefore terminated in 2007 at the earliest.

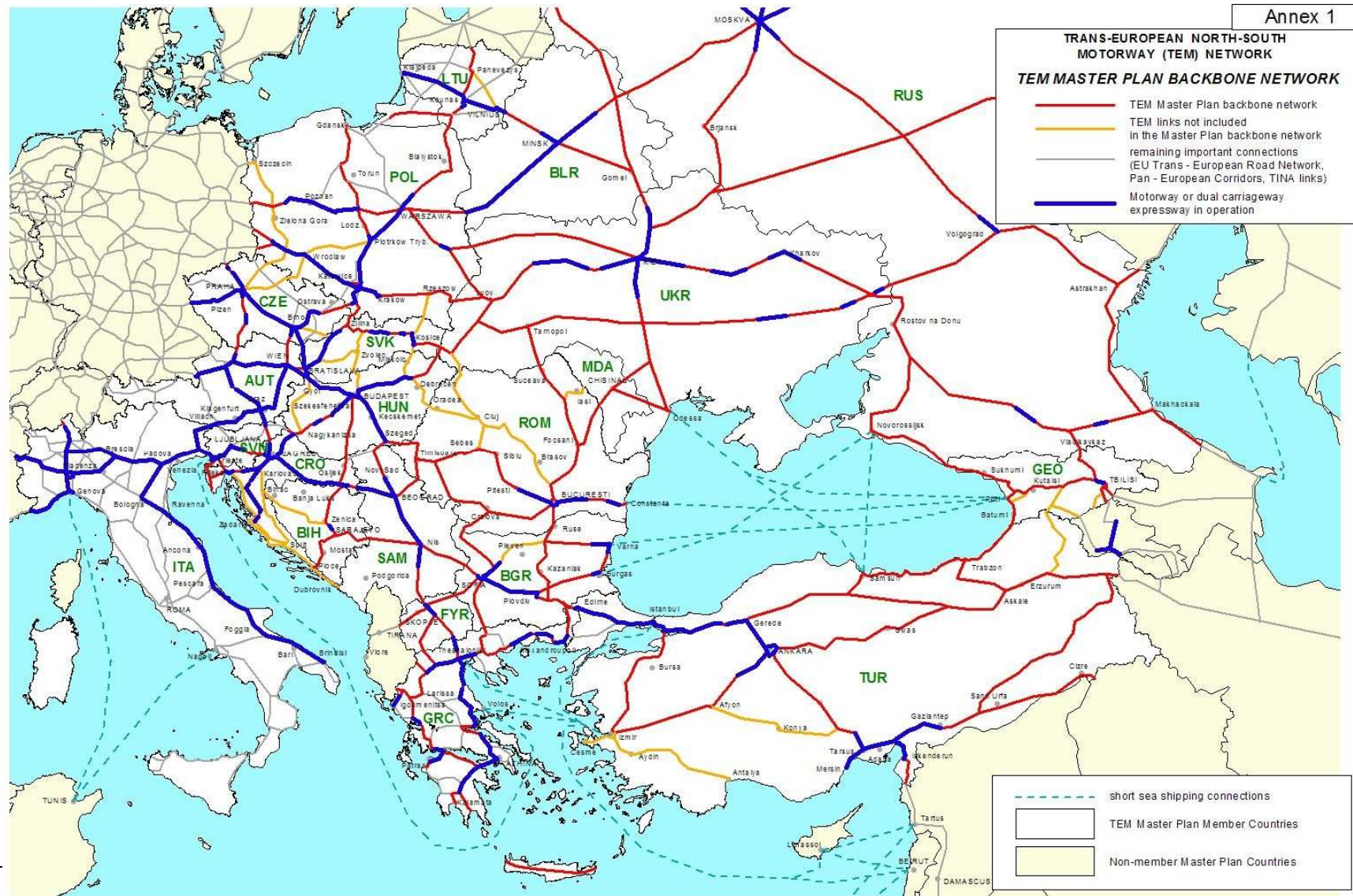
According to TEMSTAT 1 data, the length of TEM Motorway in Romania is 3,064 km from which, at 31 December 2006, 211 km were under operation, 341 km under construction and 748 km under planning and design procedures.

As provided by the „Programme on development of road infrastructure“ approved by the Romanian Government, within the years 2007 – 2013 the country will finalize construction of 1,800 km – all located along with TEM Motorway – if an investment fund of 1.83 billion euro would be gathered for the implementation of this Programme.

Up to now the financing for such construction works is assured of almost 30%.

To solve this matter of providing the necessary funding by attraction of new sources, the intention is to implement several road infrastructure projects through BOT and DBFO, and other means of cooperation, such as PPP for instance.

Based on this Programme, Romania expects that up to 2010 about 530 km of TEM Project will be under operation.



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