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## **Economic Commission for Europe**

### **Inland Transport Committee**

#### **Seventy-sixth session**

Geneva, 25–27 February 2014

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

**Strategic questions of a sectoral nature: Project related activities –**

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

### **Information on TEM and TER projects development**

#### **Note by the secretariat**

#### **TEM Project**

1. During the 61<sup>st</sup> session of the TEM Steering Committee held on 17 December, 2013 in Geneva, Mr Andrzej Maciejewski, Deputy General Director of the Polish National Agency for Roads, was elected TEM Project Manager for the period 2014-2015. One of the first tasks of the new Project Manager was to propose a new programme of work, the main elements of which are described below.
2. According to main objectives of the TEM Project, themes for 2014 should focus on:
  - (a) Investment Financing - EU Funds, Public Private Partnerships (PPP), Build-Operate-Transfer (BOT);
  - (b) Road Safety Management, procedures, rules and strategies;
  - (c) Maintenance and asset management;
  - (d) Realization of investments – contract rules, relations with contractors, structure of market;
  - (e) Intelligent Transport Services (ITS) – common architecture (FRAME), Electronic Toll Collection (ETC), interoperability;
  - (f) Environmental protection and climate changes.
3. The selected themes are crucial priorities for all TEM member Countries. TEM countries of the European Union (EU) are obliged to comply with EU norms issued by directives such as in road safety or ITS. The non-EU TEM countries have also ample experience in investment planning and road safety. Furthermore ITS deployment is a major

task for all TEM countries. Thus there is a good room for exchange of best practices and lessons learnt from hardships in executing challenging projects.

4. The aim of the TEM project is to provide assistance to the integration process of transport infrastructure systems at a pan-European level, to improve national techniques and understanding of construction, management, operation and maintenance of motorways of the participating countries.

5. Another main goal of the TEM project is to facilitate co-operation between East and West, North and South road experts. Such cooperation can lead to reducing differences e.g. in levels of service provision, applied norms and standards among countries. Taking into account the expectations of national governments regarding international activities, only effective actions of the TEM project will be accepted by member Countries. The biggest challenge is therefore to enhance the cooperation and to achieve already concrete results by the end of 2014.

6. What should the core activities of TEM for 2014 be?

(a) Knowledge exchange:

- Dissemination of knowledge, expertise, know-how, strategies, programmes and procedures in the six fields listed above;
- Assistance towards narrowing the gaps in motorway networks between Western, Eastern, Central and South Eastern Europe.

(b) Practical cooperation:

- Roads construction: corridor thinking - common project planning;
- ITS: interoperability - common project planning and deployment;
- Regional projects within TEM Member Countries or Observers or other interested parties.

(c) Cooperation within the project and with external stakeholders:

There is a strong need of cooperation between the TEM project and other European and global partners in the following areas:

- Strengthening the synergies between the Working Party on Roads and Road Transport (SC.1) and the TEM project, as well as with the Euro-Asia Transport Linkages (EATL) project;
- Performing Highway Engineering Exchange Program – Europe (HEEP Area V) regular activities;
- Co-operation with European Commission DG MOVE;
- Expanding the TEM project and attracting new members, in this regard countries covered by the TEM Master Plan Revision, but not having acceded to it would be invited, i.e. Albania, Azerbaijan, Belarus, FYR of Macedonia, Greece, Moldova, Montenegro, Russian Federation, Serbia and Ukraine;
- Further strengthening of regular dialogue and co-operation with non-Governmental organizations, universities and research institutions;
- Transfer of know-how to countries involved in EATL and sharing TEM experience and practices with them;
- Cooperation with other European and global transport organizations [Conference of European Directors of Roads (CEDR), World Road

Association (PIARC), Intelligent Transport Systems and Services of Europe (ERTICO)].

- (d) Data collection and network mapping:

By collecting data and dispatching confirmed information about the TEM network, the TEM project can become much more relevant for the cooperating partners. Therefore, it is important to review past data collection and processing and further improve it.

7. The TEM project is not well known enough in wide forums. Promotion of TEM cooperation is needed. This will facilitate cooperation with other stakeholders and can bring more partners to the project.

## TER Project

8. The TER Project is a sub-regional cooperation among Central, Eastern and South-Eastern European countries. The main objectives are the improvement of the quality and efficiency of rail transport operations, assistance of the integration process of European transport infrastructure systems, as well as the development of a coherent and efficient international railway and combined transport system in accordance with the UNECE Pan-European infrastructure agreements: European Agreement on Main International Railway Lines (AGC - May 1985) and European Agreement on Important International Combined Transport Lines and Related Installations (AGTC - Feb. 1991).

9. During the 34<sup>th</sup> Steering Committee which took place in Brno, 8-11 April 2013, Slovak Republic, the members States of the project welcomed and approved the generous offer from Russian Railways on the candidature of Mr. Gennady Bessonov as next TER project manager. His assignment has been approved for the period 2014 – 2015. Mr Bessonov, before reaching TER project was Secretary General of the Coordinated Council on Trans-Siberian Transportation (CCTT). While acting as Secretary General of CCTT he performed several tasks such as secretary of CCTT plenary sessions, organizing and preparing technical and administrative documentation, maintaining continuous liaison with CCTT members etc.

10. During the 35<sup>th</sup> Steering Committee which took place in Geneva, 22 October 2013, Switzerland, the project welcomed and also approved its new Deputy Project Manager. Thanks to a generous offer from the Ministry of Transport, Innovation and Technology of Austria, Mr Andreas Zimmer will be the new Deputy Project Manager of TER for the period 2014 – 2015. Mr Zimmer was working as Competitive Intelligence Manager of OBB Rail Cargo Austria.

11. Both, the new project manager and his deputy project manager are responsible for ensuring that the TER Project is implemented according to the work programme approved by the TER Steering Committee in the course of which they will be:

- (a) Coordinating the work of the project personnel in the Project Central Office of TER;
- (b) Preparing the Draft Programmes of Work for TER Project for approval by its Steering Committees (SC) and administering it as adopted;
- (c) Acting as Secretary to the TER Steering Committee sessions (SC);
- (d) Advising Chair of Steering Committee sessions on matters requiring decision by Committees and preparing and distributing information to the member countries on matters requiring their decision well before the meetings;

(e) Preparing the expert's report on the overall activities of Projects Central Offices (PCO) and developments in TER Project during the period under review for the sessions of Working Party on Transport Trends and Economics (WP.5) and of Working Party on Rail Transport (SC.2);

(f) Keeping close cooperation with the Working Party on Rail Transport (SC.2) and Working Party on Intermodal transport and logistics (WP.24) and their secretaries as to ensure the creation of synergies, the development of concrete project proposals and activities on intermodal issues and avoid overlaps;

(g) Organizing and preparing technical and administrative documentation for the consideration of TER member States.

12. The program of work of TER project for 2014 includes the following objectives and actions:

(a) Updating of TER network, acceleration of its construction and review of TER priorities. This includes the implementation of the TER Master Plan Revision and follow-up monitoring system; the elaboration of a report on monitoring of the TER Master Plan Revision implementation in 2013; the strengthening of TER as monitoring and management instrument of Pan-European Corridors and TEN-T core transport network development;

(b) Promotion of TER. UNECE and PCO representatives will contact interested countries to discuss the possibilities and conditions of their joining TER, focusing especially on non-TER member countries covered by the TER Master Plan i.e. Albania, Azerbaijan, Belarus, FYR of Macedonia, Hungary, Moldova, Montenegro and Ukraine.

(c) Data collection system. This objective mainly includes the elaboration of TER database for 2014 and maps of member countries and TER region and the promotion of TER standards;

(d) The TER integration into Pan European transport environment. This includes co-operation with all the key players in this field;

(e) High speed network master plan. Co-operation with the UNECE working party on Rail Transport (SC.2) on elaboration of master plan for high speed network rail infrastructure in ECE region;

(f) Preparation with the UNECE Working Party on Transport Trends and Economics a publication on Financing Transport Infrastructure, etc.

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