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## Economic Commission for Europe

### Inland Transport Committee

#### Twenty-seventh session

Geneva, 8–10 September 2014

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 (TEM) project development\***

#### **Submitted by the TEM Project Manager**

## **I. Objectives of the Project**

1. The aim of the project is to provide assistance to the integration process of transport infrastructure systems in Europe, to improve national techniques and understanding of construction, management, operation and maintenance of motorways of the participating countries.
2. One of the main goals of the Trans-European North-South Motorway (TEM) project is to facilitate co-operation between East-West road experts. This cooperation can bring evident results by marginalizing differences between 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 an enhanced cooperation and dissemination of TEM results by the end of 2014.

## **II. TEM development 2013-2014**

3. During the sixty-first 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 whose main elements are described below.

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\* The present document was not edited before being sent to the United Nations translation services.



4. According to main objectives of Project, listed above, TEM themes from 2014, should be concerned on:

- (a) Investments Financing – European Union (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 Systems (ITS) – common architecture (FRAME), interoperability;
- (f) Environmental protection and climate changes.

5. The selected themes are crucial priorities for all TEM member countries. TEM EU countries are obliged to comply with EU norms issued by directives for instance in road safety or ITS. Other countries in the project can collect experiences and realized projects from more experienced countries to eliminate mistakes or possible problems in those areas.

### **III. Activities 2014**

6. Core activities of TEM from 2014

- (a) Knowledge exchange:
  - Dissemination of knowledge, expertise, know-how, strategies, programmes or even procedures in the six fields listed in paragraph 2 above;
  - Assistance towards balancing of the gaps and imbalances existing in the transport infrastructure 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.
- (c) Cooperation with external stakeholders:

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

- Performing International Highways Engineers Exchange Programme (HEEP) Area V regular activities;
- Institutional co-operation with European Commission Directorate-General for Mobility and Transport (EC DG MOVE);
- Co-operation with CEI (Central European Initiative) and the Organization for Security and Co-operation in Europe (OSCE) in transport related activities of common interest;
- Contacts of the United Nations Economic Commission for Europe (UNECE) and the Project Central Office (PCO) representatives to countries to discuss the possibilities and conditions of their joining TEM, focusing especially on non-TEM member

countries covered by the TEM Master Plan Revision i.e. Albania, Azerbaijan, Belarus, the former Yugoslav Republic 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;
- Effective involvement of TEM in the development of the Euro-Asia Transport Linkages;
- Transfer of know-how to countries involved in the Euro-Asia Transport Linkages and sharing TEM experience and practices with them;
- Other European and global transport organizations: Conference of European Directors of Roads (CEDR), World Road Association (PIARC), Intelligent Transport Systems and Services for Europe (ERTICO).

(d) Data collection and network mapping.

By collecting data and dispatching confirmed information about the TEM network, the TEM project will be a reliable stakeholder. It can provide the same time information to its member countries.

7. There is no need for meetings on this topic. The TEM office will collect data by the end of July and improve data base by uploading new data. It will also create new maps and will send related documents to the member countries by the end of October.

8. In 2014 the Steering Committee should take a decision on a possible creation of a website with full data and maps.

9. Time frame of actions taken from December 2013:

(a) The sixty-first 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 with acceptance of preliminary working programme pointing out priorities and core activities for TEM project;

(b) January-February 2014 – TEM Project member countries sent to PCO their demands and expectation for new frames of cooperation based on preliminary proposal of Project Manager;

(c) The sixty-second session of the TEM Steering Committee held on 10–11 April 2014, Warsaw, Poland. During the meeting final Plan of Works 2014–2015 was accepted together with detailed calendar of works;

(d) The TEM HEEP Area V 2014 Annual Meeting was held in Vilnius, Lithuania on 15–18 of June. The HEEP is an international organization which promotes the exchange of information relating to highway and bridge engineering, specifically addressing the use of computers in the engineering process. TEM project represents its Area V. This year's seminar was dedicated to one of the priority topics of the TEM project - Maintenance and asset management. Representatives of TEM and United States of America presented their experiences and best practices in the area of asset management. For this seminar were invited neighbouring countries as Latvia and Estonia.

#### **IV. Challenges 2014**

10. The TEM project is not enough known in wide fora. Promotion of TEM cooperation is strongly needed. By this step it will facilitate cooperation with other stakeholders and it

can bring more partners to the project. At the same time it gives reliability to existing partners.

11. In 2014, the TEM Project Manager will work on updating the TEM Project webpage on the UNECE website in a more attractive and clearer page for external users. He will also be responsible for regular dispatching of press releases and providing other type of information related to Project's achievements.

## **V. Conclusions**

12. All activities carried out during the reporting period were in line with the Programme of Work and calendar accepted by Steering Committee in 2013 and 2014.

13. TEM Project offers the advantage of bringing together representatives of the Ministries of Transport, road administrations and external stakeholders from Member Countries and neighbouring countries.

14. TEM Project address priority topics for member countries what leads to more rapid integration of the transport infrastructure networks between eastern and western countries. In the same time they stipulate better harmonization of legislation and enhance cooperation among them and create common standards in order to ensure a higher quality of service along major corridors in the member counties (such as road construction including road safety and ITS).

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