

Distr.: General
25 January 2018

English only

Economic Commission for Europe

Inland Transport Committee

Eightieth session

Geneva, 20-23 February 2018

Item 5 (a) (i) of the provisional agenda

**Strategic questions of a modal and thematic nature: Project related activities -
Trans-European Motorway (TEM) and Trans-European Railway (TER) Projects**

Recent developments in the Trans-European North-South Motorway (TEM) and Trans-European Railway (TER) projects

Submitted by the TEM Project Manager and TER Project Manager

I. Trans-European North-South Motorway (TEM) Project

1. The aim of the Trans-European North-South Motorway (TEM) project is to provide assistance to the TEM participating Governments in developing and managing the TEM network in order to facilitate road traffic in Europe, in improving the quality and efficiency of transport infrastructure and operations and in assisting the integration process of transport infrastructure systems in Europe.

2. According to the TEM Strategic Plan 2017-2021 adopted by TEM Steering Committee TEM Project vision and mission are defined as:

(a) Vision: The TEM Project aims at obtaining the role of a substantive partner for the UNECE and the Inland Transport Committee on road infrastructure management, thus supporting the UN and TEM member States in achieving the sustainable development goals by implementing the Project strategic initiatives.

(b) Mission: The TEM Project constitutes a forum for cooperation between the governments of TEM member States, which creates standards, good practices and guidelines for systemic and strategic issues related to road infrastructure management. In its activities the TEM Project takes the perspective of national government administrations, and focuses on the issue of sustainable development.

A. TEM activities and achievements in 2017

3. During the sixty-nine session of the TEM Steering Committee (20-22 of February 2017, Geneva), TEM Programme of Work 2017 was presented by Mr. Andrzej Maciejewski, TEM acting Project Manager and adopted by the Steering Committee.

4. The following tasks were included in TEM Programme of Work 2017:

(a) Strengthening capacities of TEM Participating Governments by attending the workshops and exchanging of knowledge and best practices in the following areas: system of roads and highways – organization and financing, management and information systems of roads and motorways;

(b) Increase attractiveness of TEM project, both for TEM participating and other countries, through an active cooperation with European and American partners based on experience and best practice sharing and mutual cooperation;

(c) Prepare high quality deliverables/reports based on organized workshops with topics closely related to the development of TEM network, and with active involvement of representatives of TEM Participating Governments;

(d) Efficient administrative backstopping of TEM project through improved Work Plan and Budget for 2017 and engagement of TEM Project Manager and Strategy Coordinator;

(e) Implementation of strategic initiatives presented in the TEM Strategic Plan 2017-2021 in line with foreseen schedule;

(f) Elaboration and adoption of updated Trust Fund Agreement annexes.

5. Since the seventy-nine session of the Inland Transport Committee, main TEM project achievements were:

(a) During the seventy session of the TEM Steering Committee which was held on 7-9 of November 2017 in Sarajevo, Bosnia and Hercegovina two documents after amendments were presented – Annexes to TEM Project Trust Fund Agreement 2017-2021 and TEM Strategic Plan 2017-2021 – both document were adopted by the Steering Committee. Those documents constitutes core basis of existence and activities in scope of the TEM Project;

(b) Strengthening of capacities and cooperation of TEM Participating Governments - action based on the adopted work plan was realized by “Functioning and financing of the national road infrastructure management” seminar which took place on 8 November 2017 in Sarajevo. Experts from TEM member countries and international institutions such as European Union, EBRD and EIB shared their experiences and debated the best practices and strategies in functioning and financing of the national road infrastructure management. They discussed and compared solutions used in different countries;

(c) The International Highways Engineers Exchange Programme (iHEEP) Area V 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-third TEM iHEEP Area V 2015 Annual Meeting was held in Dubrovnik, Croatia, on 4-6 of June. This year capacity-building workshop was dedicated to one of the TEM priority topics – Standards for the maintenance of roads and motorways. Representatives of TEM participating Governments and Department of Transport of four United States of America states shared their experiences and best practices on that area;

(d) Dynamic cooperation between TEM Participating Governments and its active involvement in the Project resulted with adoption of: (i) the most relevant topics for TEM development which will be presented in the dedicated workshops; (ii) updated and final version of TEM Project Strategy 2017-2021; (iii) update of Trust Fund Agreement 2017-2021 annexes; (iv) agreement on modalities of the early planning of the meetings with dedicated themes and with thematic scope planned for the year ahead; (v) inputs for the TEM Programme of Work 2018 and the list of TEM project priority activities; (vi) TEM Work Plan and Budget for 2018. Decisions were adopted during two Steering Committee meetings held on 20-22 of February in Geneva (Switzerland) and 7-9 of November 2017 in Sarajevo (Bosnia and Hercegovina).

B. Challenges in 2018

6. On the basis of the results and experiences from 2017, several challenges for TEM cooperation for 2018 were identified:

(a) Effectively implement TEM Project activities defined in the TEM Strategic Plan 2017-2021, make changes in the project management and rules of procedures and start with implementation of strategic initiatives;

(b) Ensure active participation of TEM Participating Governments representatives: by implementing realistic work plan for 2018 based on actual countries' needs and transport trends as well as maintain regular communication with TEM participating Governments; motivate and engage non-TEM countries to participate in TEM workshops/meetings and attract new TEM participating Governments;

(c) Deliver tangible project results: TEM project deliverables agreed in 2017 should be finalized with required quality; topics for the reports and necessary consultancy were proposed by PCO and adopted by the Steering Committee;

(d) Increase TEM project visibility: Since the TEM project is not sufficiently known in wide fora activities on promotion of TEM cooperation are strongly needed and should be one of the TEM PCO priorities;

(e) Synergies with UNECE bodies related to road transport and road safety: Cooperation with UNECE Working Party on Road Transport (SC.1) and Working Party on Road Safety (WP.1) should be enhanced. TEM Project experience on road infrastructure could bring added value to the Working Parties;

C. Conclusions

7. The TEM Project addresses priority topics for participating Governments which lead to a more rapid integration of the transport infrastructure networks within North-South dimension. At the same time, TEM stipulates standardization of business processes in the road network management framework by improving those processes, common understanding of trends in transportation and challenges for infrastructure operators in terms of mobility. TEM enhances cooperation among the countries to ensure a higher quality of service along major motorway corridors.

8. The TEM project activities carried out during the reporting period were in line with the Programme of Work approved by the TEM Steering Committee in 2017.

9. TEM Work Plan for 2018, adopted by the Steering Committee (November 2017), focuses on implementation of activities proposed by the new TEM Project strategy and should produce tangible results and deliverables to meet needs and requirements of the

participating Governments. Closer cooperation with TEM participating Governments, UNECE working parties, iHEEP and TER Project are one of the priorities for project management in 2018.

II. Trans-European Railway (TER) Project

10. The UNECE Trans-European Railway (TER) Project represents a specific platform for cooperation of participating countries in the field of rail transport infrastructure, dealing with the topics of common interest for rail transport and assisting in achieving higher standards of rail networks in the participating countries.

11. Sixteen countries of Central, Eastern and South-Eastern Europe and the Caucasus (Armenia, Austria, Bosnia and Herzegovina, Bulgaria, Croatia, Czech Republic, Georgia, Greece, Lithuania, Poland, Romania, Russian Federation, Serbia, Slovakia, Slovenia and Turkey) participate in the Project with UNECE as its Executing Agency. The TER Cooperation Trust Fund Agreement, established in 1991 by UNECE, made the Project self-sustained, financed by direct contributions of the member countries and ensuring the implementation of its main objectives, namely:

- To ensure the coordinated upgrading of infrastructure of the TER network to the AGC and AGTC standards;
- To coordinate the improvement of operational parameters and improve the situation at border crossings with a view to eliminate bottlenecks in international rail transport;
- To develop cooperation among member countries in the preparation of technical studies;
- To promote cooperation among member countries in the field of combined transport;
- To promote training activities for experts of member countries.

12. To achieve these objectives, the Project organizes meetings of decision-makers, TER National Coordinators, railway operators and experts as well as training activities with the aim to facilitate the exchange of experience and best practices. The TER Project also works closely together with the OSCE, UIC, and BSEC organizations.

13. The TER Project Central Office (PCO) is hosted by the Serbian Government in Belgrade.

A. TER Master Plan Revision Follow-up Activities

14. In the reporting period, the work of the Project focused on follow-up activities and monitoring of implementation of the TER Master Plan Revision, which was completed and published in 2011. The original Master Plan of 2006 outlined an investment plan which set out the priority road and railway infrastructure needs for 21 Central, Eastern and South-Eastern European countries. It was evident that the Master Plan process was successful, but that further work in some areas was necessary also because since its elaboration, a number of new developments have taken place.

15. Therefore, the UNECE Inland Transport Committee invited the TER Steering Committee, in close cooperation with concerned Governments, to start the Master Plan Revision, in which the following 25 countries were involved: Albania, Armenia, Austria, Azerbaijan, Belarus, Bosnia and Herzegovina, Bulgaria, Croatia, Czech Republic, Georgia, Greece, Hungary, Italy, Lithuania, Republic of Moldova, Montenegro, Poland, Romania,

Russian Federation, Serbia, Slovakia, Slovenia, The former Yugoslav Republic of Macedonia, Turkey and Ukraine.

16. With the elaboration of the Master Plan Revision and launching of its Final Report (2011), the TER Project offered a substantial contribution to the extension of TEN-T and to the practical implementation of the Pan-European Transport Corridors. The implementation of this Master Plan Revision required further close co-operation between the TER member countries and their immediate neighbors as well as the continued involvement of the UNECE and the TER Project Central Office.

17. For this purpose, the TER Master Plan Revision monitoring mechanism was set up, which forms an inseparable part of the TER Master Plan Revision Follow-up Action Plan. The monitoring activities concentrated in particular on the progress reached in the implementation of the Master Plan Revision infrastructure projects, updating of the Revision traffic data and traffic forecasts, development of the backbone network and on its status. This mechanism is based on the templates to be submitted filled-in to the TER Project Central Office once a year. The TER PCO processes the data obtained and prepares an annual summary report on the results of the Master Plan Revision monitoring for the TER Steering Committee.

18. Monitoring of the progress in bringing the TER Master Plan revised backbone network up to the UNECE AGC and AGTC standards represents the permanent task of the TER Project also in the future to be reflected in its annual Programs of Work.

B. Project activities carried out during the reporting period

19. The Project Managers took part in the 79th annual session of the UNECE Inland Transport Committee, which took place on 21 to 24 February 2017 in the Palais des Nations. At this session, they presented the report on achievements of the TER Project in the period from the 78th session of the Committee, stressing especially on the successful termination of the TER Master Plan Revision and its follow-up and monitoring activities.

20. Between March 21st and 23rd, 2017 the TER Manager took part in a Ministerial Meeting for Development and Transport in Georgia.

21. From January 2017 the preparatory works for opening a new Project Central Office in Belgrade started and many administrative steps had to be taken before March 2017. On April 4th, 2017 the TER Project Central Office was officially opened by Mr. Miodrag Poledica, Secretary of State of the Ministry for Construction, Transport and Infrastructure of Serbia and high representatives of the Republic of Serbia.

22. The 42nd session of the TER Steering Committee was held on April 4th and 5th, 2017 in Belgrade, Serbia. The Committee discussed the status of the TER Trust Fund contributions for 2016 and the staff new Project Central Office in Belgrade.

23. The Manager was contributing to the Session of ITC WP. 5 on Sept. 4th – 6th, 2017 and on Nov. 1st-3rd, 2017 to the GEURL Session in Geneva with his experiences regarding Trans-European Railway Transports.

24. The TER High-Speed Master Plan Phase 1 was finished and has already been made available on TER webpage. It should be underlined the fact that it was a great work done by TER consultant, Dr. Adelsberger.

25. One of the key achievements which is noteworthy is that TER management re-established not only contacts with Romania and Bulgaria, but also with Croatia. For several years, these two countries have not participated in TER activities and TER project

management found the relevant contact persons and two countries came back to TER active member's list.

26. On 27 November 2017 the 43rd TER Steering Committee Session took place in Geneva, where TER project management reported on performance and achievements according to TER Programme of Work. The session further discussed in detail the draft of the TER Programme of Work for 2018. In the course of this discussion, some proposals of new activities were submitted for consideration to the TER PCO, such as e.g. the involvement of TER in the update of the AGC network, GIS presentation of the data and maps of the Project on the UNECE/TER website in order to make them accessible online, reflection of the Vienna programme of actions, focusing on the TER railway stations, especially on those having historic value, etc. Special attention should be paid to the ways and means aimed at attracting selected non-member countries to join the Project. In this regard, one of the most important results achieved in the report period is the print-out of the TER Brochure (upon completing the payment procedure in December 2017, it was printed in January). It is a very useful tool to enhance the visibility of the Project, as well as to promote it among potential member states.

C. Conclusions

27. The TER Project has proved to be an effective tool for implementing the AGC and AGTC standards in the region and for improving the railway and combined transport services. The realization of the comprehensive Programme of work with concrete outputs led to an increase in the TER membership.

28. At the governmental level, TER represents the only forum in the region addressing the key rail transport issues pertaining to a more rapid integration of the rail transport infrastructure network of the member countries into the Western European network. It also stimulates better harmonization of the legislation of Central and Eastern European countries with Western European standards in order to ensure a higher quality of service along major rail transport corridors in the member countries.

29. The Project also offers the advantage of bringing together representatives of the Ministries of Transport and of railway companies from the member countries.

30. All activities carried out during the reporting period have been in line with the Programme of Work of the TER Project for 2017. In the reporting period, the TER Project strengthened co-operation with major international organizations dealing with transport issues and extended its activities also to the countries of Caucasus and Central Asian region.

31. The TER Project Programme of Work 2018, which was approved at the 43.rd session of the TER Steering Committee, reflects also new activities and actions, proposed or requested by the member countries, aimed at facing actual challenges in development of rail transport infrastructure in the area, new trends and technologies to be implemented, improvement and upgrading the Project's database as well as at collaboration with the UNECE especially regarding the elaboration of the Master Plan for High Speed Rail Network in the TER region, adaptation of transport networks to climate change and in selection of the most effective measures to reduce CO₂ emissions.

32. The promotion of results of the TER Master Plan Revision, monitoring of its implementation and the respective follow-up activities represent also some of the most important tasks of the Project in the years to come. For these purposes, it established the permanent monitoring system, guided and supervised by the special Follow-up Expert Group.

33. Next TER Workshop will take place in Brno, Czech Republic from April 17th – 19th, 2018 on a cordial invitation of the Czech Government. This workshop will focus on the main issues of international Cargo Transports, it's advantages, challenges, threatens and obstacles, such as interoperability and cross-border processes.

34. The agreement with the Government of the Republic of Serbia on the TER Project Central Office (PCO) in Belgrade is signed until the end of 2018.

35. Regarding the financing of the Project, it is fully secured through the TER Co-operation Trust Fund even after 1 January 2018.
