



UNITED NATIONS  
ECONOMIC COMMISSION FOR EUROPE  
TRANSPORT DIVISION

**TEM and TER MASTER PLAN FOLLOW-UP**

**INTEGRATED REPORT ON COMPARISON OF  
THE TEM AND TER MASTER PLAN  
BACKBONE NETWORKS AND ON  
IMPLEMENTATION OF THE PRIORITY  
PROJECTS IN 2006**

**April 2007**



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## **INTEGRATED REPORT ON COMPARISON OF THE TEM AND TER MASTER PLAN BACKBONE NETWORKS AND ON IMPLEMENTATION OF THE PRIORITY PROJECTS IN 2006**

The Trans-European Motorway (TEM) and the Trans-European Railway (TER) Projects' Master Plan, the final report of which was published in January 2006, represents the most important outcome of the new short-term strategies for the further integration of both Projects in the new European transport context, approved by the TEM and TER Steering Committees in 2001. The work on the Master Plan started in 2003 and was completed in 2005, resulting in the elaboration of a realistic investment strategy for the development of the road, rail and combined transport infrastructure in 21 Central, Eastern and Southeastern European countries involved. Within this framework, the Master Plan road and rail backbone networks have been defined taking into account the international importance of the concerned sections as well as the national priorities and proposals of the countries participating in this work. Based on country inputs and following an agreed methodology, as many as 491 projects of a total value of more than 102 billion Euro, have been evaluated and prioritized by the Master Plan.

Noting the importance of the progressive implementation of the TEM and TER Master Plan the priority projects for the development of coherent transport infrastructure in Europe, and following the recommendations of the Master Plan, the TEM and TER Steering Committees adopted the Master Plan Follow-up Action Plan for 2006. This includes: increasing the awareness for the implementation of the Master Plan; disseminating its results; collecting missing or insufficient information about the current status and planned construction progress in some parts of the backbone networks; presenting the complete shape of the Master Plan backbone networks in different time horizons; and comparing the backbone networks with the priority axes identified by the EC High Level Group and with the relevant legal commitments of the EU member States involved in the Master Plan.

This report presents the results of comparison of the TEM and TER Master Plan backbone networks vis-à-vis the sections identified by the EU High Level Group, chaired by Ms de Palacio, the EU Trans-European Transport Network (TEN-T) as well as those included in the Accession Treaties of the countries who joined EU in 2004 and in 2007. The last two sections of the document present the first progress report on the implementation of the TEM and TER Master Plan priority projects in 2006. Each report consists of road and rail components. At their 46th and 23rd sessions, TEM and TER Steering Committees, respectively, approved these reports.

**Attachment A** contains results of comparisons of the TEM road backbone network and priority projects identified in the Master Plan with the EU trans-European transport network and the High Level Group multimodal axes. Annex 1 presents the results of the detailed comparison of the road backbone network and the extended major trans-European axes to the neighbouring countries and regions. Annex 3 presents the results of such a comparison with the EU trans-European transport network. Annex 5 presents the results of mutual comparisons of the TEM Master Plan projects with the projects defined by the High Level Group and by the respective Decision of the European Parliament and Council. Finally, Annex 6 to this Attachment presents the summary

results of all these comparisons. These Annexes are accompanied with the corresponding maps (Annexes 2, 4 and 7) to this Attachment.

The main conclusion drawn from these comparisons is that all the sections of the EU Trans-European Transport Network in the participating countries are compatible with the TEM Master Plan backbone network and that all the High Level Group multimodal and road priority axes are at the same time parts of the backbone network. The few exceptions found are listed in part D of Annex 1 and shown in blue in Annex 2. Participating countries could consider proposing the inclusion of those sections into the Master Plan backbone network in the framework of its planned review in 2008.

**Attachment B** contains results of the comparison of the TER railway backbone network vis-à-vis the sections identified by the EU High Level Group as multimodal or trans-national axes, the EU trans-European transport network (TEN-T and rail) as well as those included in the Accession Treaties of the participating countries that joined EU in 2004 and in 2007. The results of the detailed comparison with the High Level Group extended major trans-European transport axes to the neighbouring countries and regions are listed in Annex 1 to this Attachment and shown also on the map (Annex 2). The TER Master Plan backbone lines overlapping with the High Level Group multimodal transport axes and Trans-National axes are listed in part A. of Annex 1 to this Attachment. The backbone lines overlapping with the High Level Group railway priority axes are shown in part B of this Annex and those lines not included in any of the above categories are listed in part C of this Annex. The results of comparison of the TER Master Plan backbone network and the railway priority axes and projects of the EU TEN – T network are presented in Annex 3 to this Attachment and as map in Annex 4. The description of sections and the relevant map of the TER Master Plan backbone network and the railway lines included in the Treaties of Accession of the „new“ EU member countries involved in the Master Plan are presented in Annexes 5 and 6 to this Attachment. The comparison of all categories of line sections examined under this report i.e. backbone lines, High Level Group lines, TEN-T lines and Accession Treaties lines is shown in Annex 7 to this Attachment.

The conclusion drawn from these comparisons is that almost all the High Level Group multimodal and railway priority axes or trans-national axes are at the same time parts of the TER Master Plan backbone network. Furthermore, from the comparison of the railway lines included in the Accession Treaties of „new“ EU member States involved in the Master Plan with the Master Plan backbone network results that all backbone sections have been included in the Treaties. With respect to very few exceptions of the sections identified by the High level Group multimodal and railway priority axes, participating countries could consider proposing the inclusion of those sections into the Master Plan backbone network in the framework of its planned review in 2008.

**Attachment C** contains the progress report on implementation of the TEM Master Plan priority projects in the year 2006 based on the adjusted TEM statistics information system gathering (TEMSTAT) and the filled in special uniform questionnaires developed in the framework of the Master Plan follow-up activities. According to the data acquired through these channels, one Master Plan priority project was completed in 2005 and 8 these projects were terminated in 2006. The main reason for this relatively low number rested in the fact, that almost all of the TEM projects represent entirely new motorway or

road construction, requiring time consuming preparations. That is why the first such projects could start in 2004 or 2005 only and be therefore terminated in 2007 at the earliest. The synoptic map of the TEM backbone network status is enclosed as Annex 1 to this Attachment.

**Attachment D** contains the progress report on implementation of the TER Master Plan priority projects in the year 2006 based on the uniform Questionnaire for the already identified projects and on the uniform Master Plan templates for the new priority projects. From the examination of the information and data provided by the countries results that in a big number of them, the implementation of projects is steadily going ahead and developments in the infrastructure and operation of trains are improving, thus contributing to the increase of the railway traffic and railway efficiency. The progress report further contains the description of the status of implementation of the Master Plan priority projects in the individual participating countries, with the details provided in Annexes 1 to 11 to this Attachment.

**Note:** The representatives of Turkey attending the forty-seventh Session of the TEM Steering Committee requested that the following text be reflected in the present report: “ *The priority axes defined by the European Commission’s High Level Group chaired by Loyola de Palacio do not have the same binding character as the Pan-European Transport Corridors and Areas that were agreed by the Ministers of Transport at the Pan-European Transport Conferences in Crete and Helsinki. Turkey finds the recommendations of the HLG Report to fall short of addressing satisfactorily its needs, priorities and considerations, in particular concerning the transport axes, corridors and links in Turkey and towards its neighbouring countries. Therefore, Turkey does not concur with the HLG Report in its entirety. Turkey, as a candidate country negotiating accession to the EU, supports the revision of the existing trans-European transport networks in a more comprehensive framework.*”

It should also be noted that, Turkey – Armenia border is closed and there is no freight and passenger traffic.

**Annexes:**

- Attachment A
- Attachment B
- Attachment C
- Attachment D

