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Strategic questions of a horizontal and cross-sectoral policy or regulatory nature: Project related activities - Trans-European Motorway (TEM) and Trans-European Railway (TER) Projects

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 member countries in developing and managing the TEM Backbone 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 the 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 countries 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 the TEM member countries, 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 2020

3. The following tasks were included in TEM Programme of Work 2020:

(a) Strengthening capacities of TEM member countries by attending the workshops and exchanging of knowledge and best practices in the following areas:

- Network development and funding strategies;
- Operational proficiency of road sub-sector within TEM member countries;
- Responsiveness to trends in transportation and economy.

(b) Preparation of high-quality deliverables/reports based on organized workshops with topics closely related to the areas mentioned above, and with active involvement of representatives of TEM member countries.

(c) Increase effectiveness and efficiency of TEM Project, both for TEM member and other countries, through an active cooperation with European and American partners based on experience and best practice sharing and cooperation.

4. The main TEM Project activities and achievements in 2020 were:

(a) Reports and publications

- According to the TEM Strategic Plan and the decisions of TEM Steering Committee, four reports were prepared in 2020:

Operational Proficiency

TEM Strategy area and topic	B.1.: Functioning and financing of the national road infrastructure management B.3.: Conditions for creating an efficient PPP in the area of development and maintenance of roads
Title	Business model for road sector/TEM Network: considerations and recommendations
Purpose and scope	The report consists a review of the legal and organizational solutions comprising the models of governance and financing of public roads applied in particular TEM member countries. In particular it covers the review of solutions and public revenue financing models applied in different member countries to uphold the road infrastructure, review of practices and organizational solutions in the context of national road authorities in individual countries, with emphasis on organizational and legal forms, including special purpose vehicles for National Road Administration (NRA), distribution of responsibilities on the ministerial and administrative levels, financing methods of NRA activities including PPP and conditions for efficient implementation of PPP projects, review of practices and organizational solutions applied in individual countries for the collection and settlement of toll charges for the use of the road network.

Status as for 31/12/2020 Sent for publication

Operational Proficiency

TEM Strategy area and topic	C.2. Measurement, collection and management of data in the management of road infrastructure.
Title	Tools for asset management: TEM recommendations for road operators
Purpose and scope	<p>Report consists of definitions of asset management, asset management system and asset management tools adjusted for the road sector authorities. Asset management is defined as a process of value creation, whilst asset management system as a set of procedures, processes, competencies and systems (including IT tools) through which road authority is able to realize its value creation process.</p> <p>The report presents moreover relations between particular tools and aligns them with the value creation process, thus aim of road authorities to provide to customers (e.g.: taxpayers, road users) required and expected goals and objectives (levels of service).</p> <p>Based on the previous workshops concerning road asset management practices in the TEM member countries, the report presents also high-level assessment of TEM region maturity within road asset management, which allows to define recommendations for further works of the member countries to ensure continual improvement of service delivery by the TEM backbone network.</p>
Status as for 31/12/2020	Sent for publication

Operational Proficiency

TEM Strategy area and topic	D.2. BIM Approach (Building Information Modelling) in the context of the needs of the government road administration
Title	BIM for road infrastructure: TEM requirements and recommendations
Purpose and scope	<p>Public sector organizations are being increasingly subjected to both legislative and competitive pressures forcing them to reconsider their relationships with users and customers in order to develop a more overt customer orientation (as the primary driver of organizational performance). The creation of value supports the development of a customer orientation, and is a requirement, to which more public sector organizations nowadays adapt. This applies to all sectors of the economy, also to the road sub-sector.</p> <p>In modern society, road infrastructure has become an essential part of daily life. Individual road users, logistic companies or public transportation agencies expect reliable and safe road infrastructure to carry out their transportation or wider mobility operations, moving goods and people.</p>

Operational Proficiency

Road authorities need to properly plan, build, maintain and operate the road infrastructure to create given above value for its customers.

The aim of the report is to provide relevant information for the application of BIM approaches and technology in the road infrastructure sub-sector, with an emphasis on motorway construction and maintenance projects. For this purpose, the report examines BIM tools and technology, the benefits of their implementation, the most important stakeholders, and new roles and documents that arise from the application of the BIM approach. The report also summarizes the current status of BIM implementation in TEM member countries, with recommendations for further implementation of the BIM approach in the TEM Network.

Status as for 31/12/2020 Sent for publication

Operational Proficiency

TEM Strategy area and topic

Title 2019 TEM Backbone Network Report

Purpose and scope The 2019 TEM Backbone Network Report is a continuation of TEMSTAT activities of TEM Project. TEMSTAT activities have a strong root in the legacy of the Project. For many years data regarding TEM Network were collected and presented in a form of maps but never in a formula of exhaustive report. Main objective of this report is clear description and evaluation of TEM Backbone network. Report presents data in terms of network readiness, plans for development, road safety, border crossings and general transport information.

TEM member countries intention in production of the report is to establish a stable set of data allowing to monitor trends and identify changes in development and future of TEM Backbone network. This report constitutes excellent source of data and information for governments, National Road Administrations and any interested parties in road and infrastructure sector. It may become a basis for further common projects of TEM member countries focused on i.e. elimination of existing gaps and disparities in the network or improving services for transport at border crossings.

TEM Network Report is biannual production where all accessible data are collected and evaluated in regard to TEM network.

Status as for 31/12/2020 Finalized

(b) Contribution to UNECE Working Parties

5. During 115th session of the Working Party on Road Transport (SC.1) TEM Project Manager (Mr. Andrzej Maciejewski) presented the scope of topics for common works of the SC.1 and TEM Project. These topics are:

- Road use management strategies of road operators and their impact on road transport
- Road user charging
- Road safety
- Oversized and overweight transport
- Connectivity and mobility (I2V, V2I)

6. Proposed topics have been approved and will become a basis for common works in the 2021.

7. Moreover, Government of Turkey with special engagement of Mr. Muchait Arman (TEM National Coordinator from Turkey) and TEM Project Manager (Mr. Andrzej Maciejewski) participated in the work of the Group of Experts for benchmarking of construction costs of transport infrastructure under Working Party on Transport Trends and Economies (WP.5).

B. Challenges in 2021

8. On the basis of the results and experiences from 2020, several challenges for TEM cooperation for 2021 were identified:

(a) Preparation of two reports:

- Funding and financing of road infrastructure
- Safety standards in work zones;

(b) Preparation and approval of TEM Strategic Plan 2022-2026 with following strategic areas:

- Area A – safe and sustainable mobility (including resilience);
- Area B – new technologies and innovations in transport;
- Area C – transport policy (incl. planning, project delivery and financing);
- Area D – operations and performance management.

(c) Organization of workshop with TER Project with special focus on common transport corridor management as a mean for intermodal service delivery.

C. Conclusions

9. TEM Project addresses priority topics for member countries 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 these processes, common understanding of trends in transportation and challenges for infrastructure operators in terms of mobility. TEM enhances cooperation among the member countries to ensure a higher quality of service along major motorway corridors.

II. Trans-European Railway (TER) Project

10. The Trans-European Railway (TER) Project represents specific platform for cooperation of member countries in the field of rail transport. At the intergovernmental level, the TER constitutes the only regional platform dealing with the topics of common interest

for rail transport and assisting in achieving higher standards of rail networks in the member countries. The total length of the TER Backbone Network is 44 500 km;

11. Thirteen countries of Central, Eastern and South-Eastern Europe and the Caucasus (Armenia, Austria, Bosnia and Herzegovina, Bulgaria, Croatia, Czech Republic, 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. Project activities carried out during the reporting period

14. In the reporting period, due to the Covid-19 situation, the 49th session of the TER Steering Committee in July and 50th session in November were held online. The decisions and main conclusions taken and approved are listed in the reports of these sessions, available in the TER PCO and at the UNECE Sustainable Transport Division. Additional, 51st extraordinary session was held in December and was concentrated on the finalization of the second phase of the Rail High Speed Master Plan.

15. To follow the implementation of the revised TER Master Plan, the Final Report of which was launched in 2011, the special monitoring mechanism was set up. Based on the respective data provided by the member countries, the TER PCO prepared annual summary reports on the results of the Master Plan Revision monitoring for the TER Steering Committee. The 2020 report was submitted to the Steering Committee at the 50th session. The final report is expected in the first quarter of 2021.

16. Monitoring the status of the TER Backbone Network and its development, aimed inter alia at the progress in bringing this network up to the UNECE AGC standards, is accomplished by preparation of 2020 TER Backbone Report. The draft report was submitted to the 50th session of the TER Steering Committee in November 2020.

17. Data provided by the TER project was successfully used by the Group of Experts on Benchmarking Transport Infrastructure Construction Costs (WP.5/GE.4).

18. The works on the TER High Speed Master Plan Phase 2 were continued. The special, 51st session of the Steering Committee was held for this item. No decision related to the

conclusion of works has been taken. It was decided that any further steps will be agreed in a written form.

19. Three new consultants were hired by TER project, to prepare (1) TER Strategy 2025; (2) TER Backbone Network and data in GIS format, (3) study on the compliance of TER infrastructure to the technical parameters identified in international legal agreements.

20. During its 50th session the Steering Committee was informed about the decision of the JSC Russian Railways not to extend the services of Mr. G. I. Bessonov beyond 31 December 2020. In this connection, the members of the TER Steering Committee expressed their great appreciation and thanks to Mr. Bessonov for his remarkable services as the TER Project Manager from 2013. Ms. M. Kopczynska, the TER Deputy Project Manager will serve as the acting Project Manager until the new Manager is appointed.

B. Conclusions

21. All activities carried out during the reporting period were in line with the Programme of Work of the TER Project for 2020.

22. In the reporting period, the Project strengthened its co-operation with major international organizations dealing with rail transport issues, and with other UNECE working bodies (WP.5/GE.4).

23. The Project represents useful tool for implementing the AGC and AGTC standards in the region and for improving the railway and combined transport services.

24. The TER Project intends in the future to extend their activities to the countries of Caucasus and Central Asian region – TER Project Manager had official talks in this regard with the Transport Ministers of Kazakhstan and Georgia and project management are very optimistic on having these two countries very soon among our members. Albania expressed serious interest in joining the Project during the SC.2 session in November 2019 in Geneva.

25. One of the crucial tasks of the TER Project, started in the reporting period represents the elaboration of the TER Project Strategy until 2025.