



Economic and Social Council

Distr.: General
2 July 2013

Original: English

Economic Commission for Europe

Inland Transport Committee

Working Party on Transport Trends and Economics

Twenty-sixth session

Geneva, 10–12 September 2013

Item 4 (b) of the provisional agenda

Monitoring developments in pan-European transport networks:

Trans-European Motorway and Trans-European Railway projects

Report on activities implemented in the reporting period 2012–2013

Note by the secretariat

I. Project Objectives

1. The Trans-European Railway (TER) and the Trans-European North-South Motorway (TEM) Projects, of which the United Nations Economic Commission for Europe (UNECE) is the Executing Agency, are specific platforms for cooperation of participating countries in the fields of road and rail transport. At the intergovernmental level, they represent the only regional platforms dealing with the topics of common interest for road and rail transport and assisting in achieving higher standards of road, motorway and rail networks in the participating countries.

2. Eighteen countries of Central, Eastern and South-Eastern Europe and the Caucasus (Armenia, Austria, Bosnia and Herzegovina, Bulgaria, Croatia, Czech Republic, Georgia, Greece, Hungary, Italy, Lithuania, Poland, Romania, Russian Federation, Serbia, Slovakia, Slovenia and Turkey) participate in the TER Project and fifteen of them also in the TEM Project. The TEM and TER Cooperation Trust Fund Agreements, established in 1991 by the UNECE, made the Projects self-sustained, financed by direct contributions from the member countries and ensuring the implementation of their main objectives, namely:

- to ensure the coordinated upgrading of infrastructure of the TEM and TER networks to the European Agreement on Main International Traffic Arteries (AGR), European Agreement on Main International Railway Lines (AGC) and European Agreement on Important International Combined Transport Lines and Related Installations (AGTC) standards;

- to coordinate the improvement of operational parameters and improve the situation at border crossings with a view to eliminate bottlenecks in international road and rail transport;
 - to develop cooperation among member countries in preparing technical studies;
 - to promote cooperation among member countries in the field of combined transport;
 - to promote training activities for experts of member countries.
3. To achieve these objectives, the Projects organized in the last two decades a number of meetings of decision makers, TEM and TER National Coordinators, road and railway operators and experts with the aim to facilitate the exchange of experiences and best practices. The TEM and TER Projects also work closely together with the, International Union of Railways (UIC), Organization for Security and Co-operation in Europe (OSCE), Organization of the Black Sea Economic Cooperation (BSEC) and International Road Transport Union (IRU).
4. The TEM Project Central Office (PCO) is hosted by the Polish Government in Warsaw and the TER PCO is hosted by the Slovak Government in Bratislava.

II. TEM and TER Master Plan Revision Follow-up Activities

5. In the reporting period the work of both Projects focused on follow-up activities and monitoring of implementation of the TEM and 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. Since then, a number of new developments have taken place. These may be summarized as follows:
- Completion of the work of the EU High Level Group and the extension of the Trans-European network (TEN-T) to neighbouring countries and regions;
 - Approval of the accession of Armenia and Slovenia to the TEM and TER projects;
 - Separation of Serbia and Montenegro into two independent states;
 - Accession of Bulgaria and Romania to the European Union;
 - Need for the inclusion of all South-Eastern Europe (SEE) and Caucasus countries in the Master Plan exercise (Albania, Armenia, Azerbaijan, Serbia, Montenegro);
 - Proposals of new priorities, projects and links by the TEM and TER member countries in the course of the 2007–2009 follow-up work;
 - Completion of the first phase of the UNECE – United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP) Euro-Asian Linkages project and adoption of the priority routes and projects identified by it;
 - New data received from several countries (Hungary, Poland, Serbia and the Russian Federation);
 - Increased interest of countries in intermodal transport, including logistics centres, combined transport terminals, seaports and maritime hinterland connections with RO-RO, RO-PAX and RO-LA.
6. The UNECE Inland Transport Committee invited the TEM and TER Steering Committees, 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, Montenegro, Poland, Republic of Moldova, Romania, Russian Federation, Serbia, Slovakia, Slovenia, the former Yugoslav Republic of Macedonia, Turkey and Ukraine.

7. With the development of the Revised Master Plan and its Final Report, the TEM and TER Projects 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 cooperation between the TEM and TER member countries and their immediate neighbours as well as the continued involvement of the UNECE and both Project Central Offices.

8. For this purpose, monitoring mechanisms were set up, which form an inseparable part of the TEM and TER Master Plan Revision Follow-up Action Plan. The monitoring activities concentrated, in particular, on the progress reached in implementing infrastructure projects, updating of the revised traffic data and traffic forecasts, developing the backbone networks and their status. These mechanisms were based on the data submitted to the TEM and TER Project Central Offices once a year. The TEM and TER PCOs processed the data and prepared an annual summary report on the results of the Master Plan Revision monitoring in 2012.

9. Monitoring of the progress in bringing the TEM and TER Master Plan revised backbone networks up to the UNECE AGR, AGC and AGTC standards represents the permanent task of the TEM and TER Projects and is reflected in their annual programmes of work. That is why the thirty-first session of the TER Steering Committee and fifty-sixth session of the TEM Steering Committee held in October 2011 in Salzburg, Austria, decided to establish the Joint TEM and TER Master Plan Revision Follow-up Expert Group, consisting of the representative of the UNECE Transport Division, TEM and TER Project Manager, external consultant, National Coordinators/country experts and experts from invited bodies and International Financial Institutions (IFIs). The Group met three times in 2012, developing the specific tasks assigned to it according to the TEM and TER programmes of work for 2012 and 2013.

III. TEM and TER activities carried out in the reporting period

10. In July 2012, the Project Manager attended the Meeting on “Solutions for improving cross-border traffic in railway passenger transport” held in Bucharest. He met representatives of the Romanian Ministry of Transport and Infrastructure and of the Romanian National Railways (CFR), as well as the members of the Romanian Railway Industry Association (AIF) and of the Club Feroviar Romanian Business Club. In these meetings, he expressed interest in the projects aimed at improving cross-border railway traffic as well as in the future high-speed line that would connect Romania to Serbia and Hungary. These items were considered during UNECE/TER meetings held in Romania and Serbia later that year.

11. The project manager visited Timisoara (Romania), Kikinda (Serbia) and Szeged (Hungary) in August 2012, in order to discuss organization and preparations for the Workshop on the Master Plan for the future High Speed Rail Network in Central and Eastern Europe with the local authorities. The Workshop took place in Timisoara on in September 2012, during the thirty-second session of the TER Steering Committee. At this session, the TER Cost Plan and the TER programme of work for 2013 were approved and the decision to develop the TER Master Plan for High Speed Rail Network was taken.

12. Coupled with the thirty-second session of the TER Steering Committee, the Workshop on Research and Development, Intelligent Transport Systems and Road/Rail Intermodal Innovations, organized jointly by UNECE and the TER Project with the support

of the Ministry of Transport of the Republic of Romania was held on 12–14 September in Timisoara (Romania) and Kikinda (Serbia). At the workshop, the development of the future high speed network in Central and Eastern Europe was discussed and the need to consider this topic in wider context, also taking into account the related corridors and connections to the Adriatic and Black Sea ports, was stressed.

13. As an integral part of the workshop, the technical excursion to the railway line Timisoara — Kikinda in Serbia was organized. Another meeting was held in the Town Hall of Kikinda, at which the representative of the UNECE Transport Division introduced activities in the railway and border crossing fields, the Romanian representatives summarized the position of the CFR with respect to the planned Budapest – Bucharest – Constanta high speed line on Romanian territory and the experts of 2 institutes presented the results of the studies on revitalization of the Szeged – Kikinda – Timisoara and Szeged – Subotica – Baja lines.

14. In October 2012, the Project Manager took part in the Hungarian Transport Workshop in Siofok (Hungary), to discuss the accessibility and logistic workflows in Hungary and neighboring countries, in which representatives of Austria, Hungary, Slovakia and the countries of the South Eastern European region took part. He informed the participants about the ongoing and planned TER activities related to the themes of the workshop.

15. The fifty-eighth session of the TEM Steering Committee took place in Geneva, Switzerland in November 2012, in which the representatives of 9 member countries participated. At the session, the TEM Cost Plan and the TEM programme of work for 2013 were approved and the draft final Project Document (attachment to the TEM Cooperation Trust Fund Agreement) covering the next Project phase 2013–2016, was discussed.

16. Also in November 2012, the thirty-third session of the TER Steering Committee took place in Geneva, in which the representatives of 10 member countries participated. The session examined the draft Integrated Report on Comparison of the Revised TEM and TER Master Plan Backbone Networks with the EU Core Network, UNECE AGR and AGC Networks and with the Euro-Asian Transport Links, prepared by the TER PCO. It also took note of the draft terms of reference for the elaboration of the Master Plan for High Speed Railway Network in the TER region and requested the Project Manager to distribute the final TOR to the TER National Coordinators in January 2013.

17. Using the opportunity of both above sessions, the third meeting of the Joint TEM and TER Rail and Road/Motorway Expert Group was held on 7 November 2012. The Group took note of the annual progress report on the results of monitoring and implementation of the Revised Master Plan and approved the TEM and TER Master Plan Revision Follow-up programme of work for 2013.

18. The Project Manager took part in the panel discussion at the South East Transport Axis (SETA) project workshop in Szombathely (Hungary), dealing with the development strategy of the transportation infrastructure between Croatia, Austria and Slovakia held on 14 – 15 November 2012. He informed participants about the outcomes of the UNECE/TER Workshop on Research and Development, Intelligent Transport Systems and Road/Rail Intermodal Innovations held in September in Timisoara and about the TER Master Plan for the future High Speed Rail Network to be developed probably in 2014.

19. Also in November, the Project Manager met executives of the Government of the Autonomous Province of Vojvodina (Serbia) in Novi Sad and explained the possibilities for private financing of construction of the high speed line between Timisoara (Romania) and Szeged (Hungary) via Serbia, making use for the very first time of the European Union's guarantees for private financed railway lines in the form of so called 'projects bonds',

presented by the representative of the European Investment Bank at the Timisoara workshop.

20. In December 2012, the Project Manager contributed to the Moscow Scientific Conference and Workshop (European Union - New Neighbourhood), held within the Framework Programme number seven (FP7) Project EUTRAIN (European Transport Research Area International Cooperation Activities), dealing with the innovative weather forecasting system for Russian Federation, Belarus, Ukraine and Republic of Moldova as neighbouring countries to the EU.

21. Also in December 2012, the Project Manager met the representatives of OSCE in order to exchange ideas for the future cooperation between TER Project and OSCE in the fields of climate change, fight against corruption (possibility of translation of Handbook of border crossing to several new languages), confidence building and border crossing railway activities, especially in the TER and observer countries (Ukraine, Republic of Moldova and Caucasus region) as well as in the implementation of the 2003 Almaty Declaration and Programme of Action aimed at removing constraints facing landlocked countries.

22. With Austrian, Czech and Hungarian experts, on 12 December 2012, Project Manager organized a working meeting in Wiener Neustadt (Austria), making use also of the opportunity of the partial opening of the new Central Station in Vienna for the north-south international connections from the Czech Republic and Poland to destinations in Croatia and Western Hungary. The experts agreed on the necessity of creating new timetables and offering reasonable services. Discussion with experts also touched upon the new rail connections from Poland via Czech Republic to Villach and from Northern Germany via Prague, Vienna, Sopron to Zagreb.

23. As a concrete output of the TEMSTAT Data Collection and Mapping Meeting held in April 2012 in Warsaw, the TEMSTAT 2012 maps of all TEM member countries were elaborated, produced both in electronic and paper forms and uploaded to the TEM webpage of the UNECE website in December 2012

24. In February 2013, the Project Manager attended as a speaker the Conference on Infrastructure development – priority railway projects, eighth edition, organized by the Club Feroviar and the Romanian Railway Industry Association in Sibiu (Romania) at which the prioritization of railway infrastructure projects and new organizational and development policies were presented. The Conference was coupled with the third International Technical Colloquium on Infrastructure held on 21 February 2013. This technical colloquium organized during the second day of conference and led by representatives of higher education in the area, provided railway companies with the opportunities of launching new products and technologies in the railway infrastructure area.

25. On the same day, Project Manager participated in the eighteenth Logistics Conference and Forum and Flavia Final Meeting on “The Challenges of The Supply-Chain Complexity” held in Budapest, where he delivered a presentation on high-speed railway plans between Romania, Serbia and Hungary.

26. The Project Manager also took part in the Road and Rail Financing Conference – Launching of the Study on Europe-Asia Transport Linkages, Phase II held on 25 February 2013 and in the seventy-fifth annual session of the UNECE Inland Transport Committee (ITC), which took place from 26 to 28 February 2013. At the ITC session, he presented the report on achievements of the TEM and TER Projects in the period from the seventy-fourth session of the Committee, stressing especially the successful termination of the TEM and TER Master Plan Revision and its follow-up and monitoring activities.

27. The thirty-fourth Session of the TER Steering Committee was held from 8 to 11 April 2013 in Brno (Czech Republic). The Committee discussed the status of the TER Trust

Fund contributions for 2013 and the staff situation of the Project Central Office in 2014 and considered the possibilities and conditions for the elaboration of the TER High Speed Rail Master Plan, to be launched most probably in 2014 in close collaboration with the UNECE Transport Division.

28. In accordance with the approved Master Plan Revision monitoring mechanism based on four templates, the TEM and TER PCOs sent these templates, to which the results of the implementation of the TEM and TER Revised Master Plan in the year 2012 had to be entered, to the TEM and TER National Coordinators in April 2013. The data from these templates will be used for drafting the 2013 annual summary report on the results of the Master Plan Revision monitoring.

29. On 29–31 May 2013, the “Workshop – TER Sessions” was jointly organized with Russian Railways in Sochi (Russian Federation), where TER Participants also had the possibility to participate in the business forum “The strategic partnership 1520”.

30. In June 2013, Project Manager participated in the Third Regional Conference on “Trade Facilitation and Caucasus Transit Corridor (CTC) Promotion” organized by the Government of Georgia, UNECE, United States Agency for International Development (USAID), with the support of the International Rail Transport Committee in Batumi (Georgia).

31. The fifty-ninth session of the TEM Steering Committee took place in June 2013 in Warsaw. At this session, the TEM financial report for 2012 was approved and the status of the TEM Trust Fund contributions for 2013, problems of future location of the TEM Project Central Office and the assignment of the Project Manager for the period 2014–2015 were examined.

32. The TEMSTAT Data Collection and Mapping Meeting was held on 19 June 2013 in Warsaw. At the meeting, the results of the development of the TEMSTAT database and mapping activities in the reporting period from the 2012 meeting as well as the progress reached in construction of the TEM motorway infrastructure were presented and the national 2013 TEM status and TEMSTAT 1 and 2 data were communicated to the representatives of the TEM Project Central Office.

33. The TEM/ Highway Engineering Exchange Program (HEEP) Area V 2013 Annual Meeting was held also in Warsaw on 20 June 2013. 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 (Central and Eastern Europe). At the HEEP Area V 2013 Annual Meeting, the representatives of the TEM participating countries and of Canada and the United States of America delivered presentations and exchanged experience in the fields of electronic applications in the road sphere, such as information and communication system for drivers, traffic forecasting, traffic counts, electronic toll collection, weather forecast aimed at road conditions and computerized road design.

34. On 2 July 2013, the Project Manager took part in the UNECE Group of Experts in Paris.

35. In line with its road map on future work and operation adopted by the Working Party on Intermodal Transport and Logistics (WP.24) in 2009 and following consideration of the previously discussed themes “Inland water transport” (2010), “Intermodal terminals” (2011) and “Intelligent transport systems” (2012). The Working Party decided in November 2012 to take up in 2013 the theme: “Weight and dimensions of intermodal transport units (containers, swap bodies and semi-trailers) in a pan-European context”.

36. The TEM and TER PCOs were also involved in the UNECE public consultation on the future deployment of Intelligent Transport Systems, since the both projects has been

dealing with different aspects of Intelligent Transport Systems (ITS) in the road and rail sectors for many years in the past. In their frameworks, related meetings and round tables were organized, targeted mostly at the most interesting aspects related to motorway, road and rail infrastructure. Based on these achievements, both projects are extremely interested in the UNECE initiative to address the ITS-related matters in a cross-sectoral way in its respective working parties and to prepare a final strategic package leading to a road map of UNECE activities over the next couple of years in support of ITS applications. The TEM and TER PCOs, therefore, expressed their readiness to contribute to this goal by making available their experience and experts.

37. Furthermore, the TEM and TER Projects are interested in the UNECE project For Future Inland Transport Systems (ForFITS) launched in 2011, to study the impacts of inland transport on climate change. In the framework of the United Nations Development Account (UNDA), this project aims at developing a monitoring and assessment tool for carbon dioxide (CO₂) emissions in inland transport to facilitate climate change mitigation.

38. The TEM and TER are also participating in preparations for the UNECE Workshop on Financing Transport Infrastructure, to be held in Geneva on 10 September 2013, organized jointly by the Working Party on Transport Trends and Economics (WP.5), TEM and TER Projects and the EATL project. At the workshop, the high priority transport infrastructure projects will be presented, followed by the feedbacks of the international financing institutions and donors.

IV. Conclusions

39. All activities carried out during the reporting period have been in line with the programmes of work of the TEM and TER Projects for 2012 and 2013 as well as with the short-term strategy of these Projects as adopted by their Steering Committees in 2009.

40. In the reporting period, the TER and TEM Projects strengthened cooperation with major international organizations dealing with transport issues and established also closer relations with the Economic Cooperation Organization (ECO).

41. The TEM and TER Projects represent useful tools for implementing the AGR, AGC and AGTC standards in the region and for improving the motorway/road, railway and combined transport services. The realization of the comprehensive programmes of work with concrete outputs led to an increase in the TEM and TER memberships.

42. The TEM and TER Projects intend to extend their activities in the future also to the countries of Caucasus and Central Asian region.

43. Both projects offer the advantages of bringing together representatives of the Ministries of Transport, road administrations and railway companies from the member countries.

44. At the governmental level, TEM and TER are the only fora in the region addressing the key road and rail transport issues pertaining to a more rapid integration of the transport infrastructure networks of the member countries into the Western European network. They also stimulate 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 transport corridors in the member countries.

45. The promotion of the results of the TER and TEM Master Plan Revision, monitoring of its implementation and the respective follow-up activities represent some of the most important tasks of both Projects in the years to come. For these purposes, they established

permanent monitoring systems, guided and supervised by the special Joint TEM and TER Master Plan Revision Follow-up Expert Group.

46. One of the most important tasks of the TER Project in 2014 represents the elaboration of the TER Master Plan for High Speed Rail Network.

47. Since the assignation of the present Project Manager of the TEM and TER Projects will terminate on 31 December 2013, the decision on the new Project Managers of the TEM and TER Projects must be taken in the course of second half of 2013.

48. The agreement with the Government of the Slovak Republic about the location of the TER Project Central Office (PCO) in Bratislava will expire at the end of 2014 and it would be necessary for the UNECE to enter into negotiations with this Government as soon as possible regarding the PCO status there in 2015 and in the following years. Regarding the financing of both Projects, it is fully secured through the TEM and TER Cooperation Trust Funds even after 1 January 2014.
