



**TRANS EUROPEAN RAILWAY (TER)
PROJECT CENTRAL OFFICE**

**TRANS EUROPEAN RAILWAY (TER)
Steering Committee
34th Session, 8 – 11 April 2013
Brno, Czech Republic**

REPORT

1. The 34th Session of the TER Steering Committee was held on 8 - 11 April 2013 in Brno, the Czech Republic.

PARTICIPATION

2. The countries participating in the meeting were: Austria, Czech Republic, Hungary, Poland, Romania, Russian Federation, Serbia, Slovakia and Turkey. Representatives of the UNECE, of the TER PCO and of the EIB/Jaspers Regional Office in Vienna also attended the meeting. List of participants is attached (ANNEX I).

OPENING OF THE SESSION

3. The session was opened by Mr. H. Meelich, the TER Project Manager.

ADOPTION OF AGENDA

4. The Agenda (ANNEX II) of the session was approved as amended.

ELECTION OF OFFICERS

5. The participants in the Steering Committee elected as Chairman Mr. J. Kleniewski (Poland).

REPORT OF THE PROJECT MANAGER

6. In his report, the Project Manager briefed the session about TER PCO's as well as about his own activities in the reporting period from the 33th session held in Geneva in November 2012. He underlined the very close and successful collaboration with the UNECE and especially with its specialized Working Parties SC.2 and WP.5 as well as with the other international organizations, namely with BSEC, UIC and OSCE in Vienna and summarized the work and efforts of the TER PCO with respect of development of some important future high speed links in the region. He also emphasized the importance of elaboration of the Master Plan for High Speed Railway Network in the TER region and appreciated the collaboration with the SETA project as the practical example of the extension of an hinterland connection to the Croatian seaports.
7. The report of the Project Manager was endorsed by the Committee.

STATUS OF TER TRUST FUND CONTRIBUTIONS FOR 2013.

8. Ms. M.-S. Fouvez, the UNECE Regional Adviser, reported on the status of the TER Trust Fund, which she described as very sound and on the 2013 contributions to it. As of 31 March 2013, 3 member countries only transferred their 2013 payments to the Fund. She asked the National Coordinators of the remaining countries to convey to the responsible authorities the request to settle the 2013 Trust Fund obligations as soon as possible.
9. Ms. Fouvez also mentioned some problems related with the TER participation of Georgia, the representatives of which did not attend the sessions of the Steering Committee and did not contribute to the Trust Fund for 3 successive years, which situation would be discussed between the UNECE and Georgian highest representatives involved. On the other hand, there exists a good chance that Azerbaijan may join the TER project soon, while the decision on the future membership of Ukraine would probably require more time.

TER PCO STAFF SITUATION IN 2014

10. The Project Manager briefed the Steering Committee that the full operation of the TER Project in 2014 is secured financially, but not from the point of its management yet, since his present assignment terminates on 31 December this year. The TER PCO host agreement between the UNECE and the Slovak Government expires at the end of 2014 and negotiations on its possible extension would be commenced in the coming months.
11. The representative of Russian Railways, Mr. K. Allakhverdyan, informed the Committee about the letter sent by the President of

the company, Mr. V. Yakunin to Ms. Molnar, Director of the UNECE Transport Division on 3 April, in which he proposed Mr. G. Bessonov as the candidate for the post of the TER Project Manager as of 1 January 2014.

12. The representatives of the UNECE, the National Coordinators of the member countries present as well as the Chairman of the session extended their sincere thanks to the Government of Russian Federation and to the Russian Railways for this offer and expressed their support for the candidate proposed as well as the hope that his assignment would meet full success.

ELABORATION OF THE TER HIGH SPEED RAIL MASTER PLAN

13. The item was introduced by the Project Manager; who recalled the decision of the 32nd session of the Steering Committee held in Timisoara, Romania on 10 September 2012 to elaborate the TER Master Plan for High Speed Rail. The drafts Terms of Reference for its elaboration were submitted to the 33rd Committee session for examination and their revised final version was sent to the TER National Coordinators and to the UNECE on 3 March 2013.
14. The UNECE representative, Mr. K. Alexopoulos, illustrated the need to further review the proposed methodology on the development of a High Speed Master Plan for TER and UNECE regions. This review is considered to be important for the efficiency and added-value issues. Regarding efficiency, the current suggested methodology takes as granted that Governments have already performed feasibility studies for their high speed lines and they will provide such data to the consultant. In addition, in cases where countries have not performed any feasibility study, the consultant should either wait for their input – that would probably take months or even years to be delivered – either exclude these countries from the analysis or incorporate unjustified data. The UNECE representative pointed out the fact that the Master Plan methodology should bring value to Governments and should evaluate and prioritize their proposed high speed lines based on efficiency and feasibility criteria. The Master Plan methodology should be a tool for Governments to evaluate different high speed scenarios, based on efficiency parameters and traffic statistics. In addition, this methodology-model should be the result of a detailed review of existing methodologies already implemented by other Governments/international organizations. This review exercise will give the opportunity to TER - SC.2 high speed rail project to take advantages of existing experience and create a model adapted to the needs of UNECE – TER regions.

15. In conclusion, the proposal of the UNECE representative is based on the following principles:

- Review of the methodology with the scope of taking advantage of existing experience and of creating a model that evaluates high speed line project and brings real value to Governments;
- Both the TER – SC.2 projects should have the same TOR. The existing project TOR should be re-evaluated and amended if needed, based on the results of the methodology's review exercise;
- Both the TER – SC.2 projects should have the same consultant. This will create economies of scale and savings for both;
- Different reports – publications will be prepared by the consultant for TER and SC.2 Master Plan,
- Different budget lines will be used for the payment of the consultant (TER and Transport Division budget lines).

Next steps – the Secretary of SC.2 with the consultant of TER will prepare a review of existing methodologies to be submitted as formal document at the next session of SC.2 in October and, if possible, as a draft document at the next TER meeting in Sochi.

16. Czech Republic, Slovakia and Austria were disappointed with such a development but the Russian Federation, Poland, Serbia and Romania supported the proposal made by UNECE. However, the Steering Committee, after detailed and fruitful discussion, in which all the countries present participated, reached the agreement that, while the TER Master Plan TORs must remain separated, their harmonization with the SC.2 ones, aimed at avoiding duplicities, is necessary and requires very close co-operation between the UNECE/SC.2 and the TER PCO, so that the funds available are used in the most efficient way. Therefore the decision was taken that the TER Project Manager, in cooperation with the secretary of SC.2, will review and analyze all existing or already implemented methodologies on High Speed train networks development and only then there will be a decision if the existing TORs of TER and SC.2 High Speed master plans should be amended accordingly.

17. Concerning studies of border crossing issues on TER network lines, it was confirmed that the work could start immediately. In line with this decision, the TER PCO submitted the proposal to elaborate these studies, on the following segments :

(i) Budapest-Bucharest (Szeged-Kikinda-Timisoara)

(ii) Bucharest-Istanbul (Bucharest to the Bulgarian-Turkish border only)

- (iii) Prague-Wroclaw (Czech-Polish border crossing)
- (iv) Warsaw- Vilnius-St. Petersburg
- (v) Gorizia-Ajdovscina-Logatec-Ljubljana-Zagreb-Banja Luka-Sarajevo
- (vi) Zagreb-Gradec- Bjelovar- Osijek-Novi Sad-Belgrade
- (vii) Vienna/Brno-Bratislava-Budapest.

18. The countries involved were requested to examine these proposals and express their interest and willingness to participate in the elaboration of the respective studies.

OTHER BUSINESS

- 19. The TER PCO will distribute the templates related to the TER Master Plan Revision monitoring and follow-up to the National Coordinators by mid-April with the kind request to return them filled-in by the end of June 2013 at the latest.
- 20. The UNECE Regional Adviser, Ms. M.-S. Fouvez, acquainted the participants with the UN ForFITS (For Future Inland Transport System) project, aimed at minimizing and mitigation of the climate impacts in the transport sector, funded by the UN Development Account (UNDA), launched in 2011 and covering 9 transport modes, of which the UNECE is the leading Agency. Mr. K. Alexopoulos of the UNECE, introduced the last report of the UN Expert Group on Climate Change Impacts and Adaptation for International Transport Networks, to be finalized by the WP.5 in September 2013 and then launched as an official UN document.
- 21. Messrs. J. Kusnir (Director of the Czech Ministry of Transport) and R. Cech (Czech Railway Infrastructure Administration), delivered presentations on High speed from the perspective of the small Central European country, on the status of the rail infrastructure in the country and on its development priorities.
- 22. Representative of the AZD Praha, OHL ZS a.s. and SUDOP companies informed the session about their products, achievements, fields of specialization and development perspectives.
- 23. On 10 April 2013, the technical visit to the Velim Rail Test Circuit of the VUZ (Railway Research Institute) aimed at minimizing and mitigation of the climate impacts in the transport sector was organized in the framework of the Steering Committee session.

24. The representatives of the Russian Federation extended to the participants of the session as well as to the National Coordinators of the other TER member countries the kind invitation to attend the next TER meeting to be held in Sochi on 28 - 31 May 2013.

ADOPTION OF THE REPORT.

25. The report on the 34th session of the Steering Committee, taking into account the comments of its members, was adopted. The participants extended their thanks to the Czech Ministry of Transport for hosting the session and for invitation to visit the rail test circuit and also to the organizing team led by the Project Manager for the outstanding organization of the session.

ANNEXES: 2