



**Economic and Social
Council**

Distr.
GENERAL

ECE/TRANS/SC.1/2009/4
10 August 2009

Original: ENGLISH

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Road Transport

One-hundred-and-fourth session
Geneva, 19-21 October 2009
Item 5 (b) of the provisional agenda

ROAD TRANSPORT INFRASTRUCTURE

Trans-European North-South Motorway Project

Progress Report

Note by the secretariat

1. The present document is submitted in accordance with the Programme of Work for 2008-2012 of the Inland Transport Committee (ECE/TRANS/2008/11, Item 02.2.1, II (c)) which calls for the Review of ongoing and expected future progress in the TEM network and consideration of possibilities to contribute to its further development.
2. The Trans-European North-South Motorway (TEM) is an international motorway and expressway network connecting the Baltic, Adriatic, Aegean and Black Seas. Fifteen Central and South-Eastern European countries (Armenia, Austria, Bosnia and Herzegovina, Bulgaria, Croatia, the Czech Republic, Georgia, Hungary, Italy, Lithuania, Poland, Romania, Slovakia, Slovenia and Turkey) participate in the project; three countries – Sweden, Ukraine and Serbia – have an observer status.
3. The United Nations Economic Commission for Europe is the Executing Agency responsible for technical and administrative backstopping of the Project and the coordination of its activities. The Project has a Project Central Office (PCO) set up to coordinate all the activities

carried out under the terms of the Programme of Work, located in Warsaw; the Polish Government covers office expenses.

4. Since last year (Document ECE/TRANS/SC.1/2008/6), a difficult situation has been prevailing at the TEM Project Central Office in Warsaw, until June 2009, due to the departure of the TEM Project Manager in April 2009. In July this year, the Austrian Minister proposed to make the current Trans-European Railway (TER) Project Manager, available for the post of the TEM Project Manager at least until the end of this year. The United Nations Economic Commission for Europe will see to it that the Project Manager's TER activities would not be affected by his new task negatively.

5. Due to this situation, which resulted in a de facto break of the Project's activities this spring, it is impossible to give at present precise details on the development of the TEM Network in 2008-2009. The situation as on 1 January 2008 will thus be recalled.

6. The total length of the TEM network as of 1 January 2008 was 24,240 km, out of which 10,620 km (both carriageways) and 3,195 km (single carriageway) were in operation and 1,065 km under construction (Annex I). The schematic map of TEM Network 2008, is attached to this report as Annex II.

7. Taking into account the corresponding comparative indicators (last three columns of Annex 1), Turkey had the highest percentage of the TEM network length (28.6 per cent), Slovakia had the fastest construction pace (15.2 per cent of its national TEM network under construction) and Austria had the highest degree of completion of its TEM network (100.0 per cent). In total, 50.4 per cent of the whole TEM network was in operation and 4.6 per cent of its length was under construction.

8. The TEM Steering Committee held its last (fiftieth) session on 3 December 2008 in Geneva. The next (fifty first) session of the Committee will be held in September this year in Budapest, Hungary and the fresh data regarding the status of the TEM network as of 1 January 2009 will be made available to it.

9. According to the financial report for 2008, approved by the fiftieth session of the TEM Steering Committee, the total funds available in the year 2008 amounted to \$225,591 with total expenditures (including UNECE Programme support costs) representing \$122,198, resulting in total unencumbered positive balance as at 31 December 2008 amounting to \$103,393. 14 countries contributed in 2008 whereas TEM project covered altogether the 15 countries mentioned above.

10. The TEM Programme of Work for 2009, based on the provisions of the Trust Fund Agreement and approved by the forty-ninth session of the TEM Steering Committee continues the activities started under the project.

11. In the reporting period, the involvement of the TEM PCO in the monitoring of development of Pan-European Transport Corridors was devoted mainly in ensuring the coordination between the various TEM national focus points, the UNECE Secretariat and the TER Project Officer when it was decided he will act as TEM Project Officer as well.

12. The TEMSTAT database and mapping activity has been successfully developed in the course of the whole reporting period. The TEMSTAT Data Collection and Mapping meeting was held on 24 – 25 March 2009 in Vilnius, Lithuania. On 21 April 2009, during the second joint meeting of the TEM and TER Expert Groups on the Revision of the Master Plan, held in Bad Gastein, Austria, in which the experts of 10 TEM member countries took part, the TEM Status data and TEMSTAT 1 and 2 data for 2008 were mentioned as being used, as previously agreed for elaboration of the TEM Status report, country and regional maps as well as for elaboration of the follow-up activities of the TEM Master Plan.

13. The TEMSTAT database represents the basic input to the TEM ArcView mapping programme, consisting of infrastructure status regional and country maps, traffic flows maps and TEM Master Plan maps presenting the envisaged network development until the year 2020.

14. In the reporting period, collaboration with the TER Project Central Office in Bratislava, Slovak Republic, continued. The collaboration concentrated mostly on the administration of both Projects, on the possibilities of cooperation with the European Commission in activities having the multimodal scope and on the coordination and finalization of all matters concerning the TEM and TER Master Plan Revision in the year 2010.

15. Further information regarding the TEM Master Plan and its ongoing Revision can be found on the UNECE website¹.

¹ www.unece.org/trans.

Annex I

STATUS OF TEM NETWORK (as of 1.01.2008)

COUNTRY	Total length	PROGRAMMED (in study, preliminary design and design phases)		UNDER CONSTRUCTION		IN OPERATION		COMPARATIVE INDICATORS		
	km	one carriageway	both carriageways	one carriageway	both carriageways	one carriageway	both carriageways	% of total TEM length	CONSTRUCTION PROGRESS (% of length under construction)	DEGREE OF COMPLETION (% of length in operation)
Column No.	1	2	3	4	5	6	7	8	9	10
AUSTRIA	485	-	-	-	-	-	485	2.0	-	100.0
BOSNIA and HERZEGOVINA	792	455	337	-	14	-	28	3.3	1.8	3.5
BULGARIA	1120	-	221	19	-	19	282	4.6	0.9	26.1
CROATIA	1465	31	508	6	161	88	742	6.0	11.2	53.7
CZECH REPUBLIC	987	-	241	-	99	-	647	4.1	10.0	65.6
GEORGIA	1053	-	1045	-	-	-	8	4.3	-	0.8
HUNGARY	1658	100	444	-	124	82	861	6.8	7.5	54.4
ITALY	1519	-	-	-	4	-	1515	6.3	0.3	99.7
LITHUANIA	719	20	83	29	14	254	466	3.0	4.0	82.5
POLAND	3317	403	1914	51	96	92	763	13.7	3.7	24.4
ROMANIA	3064	-	2614	-	187	-	263	12.6	6.1	8.6
SLOVAKIA	933	-	387	14	135	542	390	3.9	15.2	70.8
SLOVENIA	191	-	13	-	8	21	170	0.8	4.2	94.8
TURKEY	6937	-	677	-	163	2097	4000	28.6	2.4	72.8
TOTAL	24240	1009	8484	119	1005	3195	10620	100.00	4.6	50.4

Note: Armenian data not include

