



Economic Commission for Europe**Inland Transport Committee****Working Party on Transport Trends and Economics****Thirty-fourth session**

Geneva, 15–17 September 2021

Item 3(c) of the provisional agenda

Development of transport networks and/or links:**Trans-European Motorway and Trans-European Railway projects****Information on the Trans-European North-South Motorway project development****Submitted by the TEM Project Manager****I. Trans-European North-South Motorway (TEM) project activities and achievements in 2020**

1. The following tasks were included in the 2020 TEM Programme of Work:
 - (a) Strengthening capacities of TEM Participating Governments by attending the workshops and exchanging knowledge and best practices in the following areas:
 - Network development and funding strategies;
 - Operational proficiency of road sub-sector within TEM Participating Governments;
 - 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 participating Governments.
 - (c) Increase effectiveness and efficiency of the TEM project, for both TEM participating and non-participating countries, through active cooperation with European and American partners based on experience and best practice sharing and cooperation.
2. 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:

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TEM Strategy area and topic

B.1.: Functioning and financing of the national road infrastructure management



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	B.3.: Conditions for creating an efficient Public-Private Partnership (PPP) in the area of development and maintenance of roads
Title	Business model for road sector/ TEM network considerations and recommendations
Purpose and scope	<p>The report consists of a review of the legal and organizational solutions comprising the models of governance and financing of public roads applied in particular in TEM participating countries.</p> <p>It provides a review of solutions and public revenue financing models applied in different member States 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. This includes special purpose vehicles for National Road Authority (NRA), distribution of responsibilities on the ministerial and administrative levels, financing methods of NRA activities including Public-Private Partnerships (PPPs) 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</p>
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>The 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 an asset management system is a set of procedures, processes, competencies and systems (including IT tools) through which a road authority is able to realize its value creation process.</p> <p>The report presents the relationship between particular tools, aligning them with operational processes of road asset managers.</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. This allows to define recommendations for further works of the participating Governments 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. Building Information Modelling Approach 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 adapt nowadays. 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> <p>Road authorities need to properly plan, build, maintain and operate the road infrastructure to create value for their customers.</p> <p>To achieve these goals, road authorities have to adopt an appropriate value delivery system which will be based on:</p> <ul style="list-style-type: none"> • Fact-based project selection • Streamlined project delivery • Making the most of existing roads • Improving capabilities • Accurate funding and finance
Status as for 31/12/2020	Sent for publication

Operational Proficiency

TEM Strategy area and topic	
Title	2019 TEM Network Report
Purpose and scope	<p>The 2019 TEM Network Report is a continuation of TEMSTAT activities of the 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 or exhaustive report. The main objective of this report is a clear description and evaluation of the TEM Backbone network. The report presents data in terms of the network readiness, plans for development, road safety, border crossings and general transport information.</p> <p>TEM participating Government's intentions in production of the report is to establish a stable set of data allowing the monitoring of trends and identify changes in development and future of TEM Backbone network. This report constitutes an excellent source of data and information for governments, National Road Administrations and any interested parties in the road and infrastructure sectors. It may become a basis for</p>

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further common projects of TEM Participating Governments 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 a biennial production where all accessible data are collected and evaluated in relation to TEM network.

Status as for 31/12/2020 Finalized

(b) Contribution to ECE Working Parties

- During the 115th session of the Working Party on Road Transport (SC.1) TEM Project Manager (Mr. A. 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)

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

4. Moreover, the Government of Turkey with special engagement of Mr. M. 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 transport infrastructure construction costs (GE.4) held under the auspices of the Working Party on Transport Trends and Economics (WP.5).

II. TEM activities and achievements on 2021

5. Currently the TEM Project (as agreed during its seventy-sixth Steering Committee (SC) meeting which took place on 12 April 2021) is working on the following reports:

- Safety standards in work zones.
- Data management in road infrastructure.
- Managing risks and climate change in the road infrastructure sub-sector.

6. Moreover, TEM is currently working on its new Strategic Plan for the years 2022-2026. As agreed during the last TEM Steering Committee meeting the focus of the project for this planning period will be as follows:

- Area A: Network (supply) performance and demand changes.
- Area B: Multimodality in service planning and delivery.
- Area C: Operational proficiency of road sub-sector.

7. With regard to Area A it is proposed to hire a consultant to carry out a comprehensive analysis of current and forecasted data in terms of traffic demand and to provide a comparative analysis with recent (or updated) information regarding the current status and forecasted/planned development of infrastructure.

8. Regarding Area B it is proposed to hire a consultant to prepare a report on existing international and TEM member country practices regarding multimodal service delivery and corridor planning.

9. Taking into account current developments and what has been achieved in the recent programming period it is proposed that activities regarding the Area C will be performed mostly based on the workshops for the experts from the TEM member countries with some introduction regarding the current international practice prepared by the TEM Project Managers and/or PCO.

III. Conclusions

10. The TEM project addresses priority topics for participating Governments which lead to a more rapid integration of the transport infrastructure networks within the North-South dimension. At the same time, TEM stipulates standardization of business processes in the road network management framework by improving those processes, creating a common understanding of trends in transportation and challenges for infrastructure operators in terms of mobility. TEM enhances cooperation among the countries to ensure a higher quality of service along major motorway corridors.
