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Development of transport networks and/or links

Trans-European North-South Motorway and Trans-European Railway projects

Submitted by the TEM and TER Project Managers

Introduction

This document has been compiled by the managers of the TEM (Trans-European North-South Motorway) and TER (Trans-European Railway) projects to inform the Working Party about their activities implemented since its previous session.



Annex I

Information on the Trans-European North-South Motorway project development

I. Trans-European North-South Motorway project activities and achievements in 2022

1. The following tasks were included in the TEM programme of work for 2022:
 - (a) Strengthening capacities of TEM member through the organization of designated workshops and the exchange of knowledge and best practices in the following areas:
 - Network development and funding strategies;
 - Operational proficiency of the road sub-sector within TEM member States;
 - Responsiveness to trends in the transport sector and overall 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 States.
 - (c) Increase effectiveness and efficiency of the TEM project, both for TEM member States and other countries, through an 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 2022 were:
 - (a) Reports and publications
 - According to the TEM Strategic Plan and the decisions of the TEM Steering Committee, the following reports were prepared in 2022:

Operational Proficiency

TEM Strategy area and topic	C.3. Development of a standard catalogue of public services and model architecture of information systems in the management of road infrastructure
Title	Data management in road transport infrastructure
Purpose and scope	<p>The report discusses how road infrastructure operators are facing major technology induced changes. All operations and systems including the use of road asset management, e-Call, Intelligent Transport Systems (ITS), connected and automated driving (CAD), cooperative ITS (C-ITS), Vehicle-to-Vehicle (V2V) and Vehicle to Infrastructure (V2I) communications, Electronic Toll Collection (ETC), Virtual Traffic Lights/Signs, incident management, road inspection, maintenance, traffic management, traffic information services and enforcement are strongly based on information technologies and accurate data. Accordingly, data management for road infrastructure operators has become highly relevant. With the development of CAD technology, internet of things (IoT), 5G technologies and big data approaches, data management will become even more important for road operators.</p> <p>The report presents:</p> <ul style="list-style-type: none"> • International state of the art approaches in the implementation of data management in road infrastructure operations.

Operational Proficiency

- International best practices examples.
- Identification and review of the current situation within the TEM Member States.
- A comprehensive glossary.

The report provides important recommendations for the management of the TEM backbone network and thus contributes to the achievement of the TEM project objectives.

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(b) Contribution to the ECE Working Parties

- During the one hundred seventeenth session of the Working Party on Road Transport (SC1) the TEM Project Manager (Mr. Andrzej Maciejewski) gave a presentation on substantive progress of the TEM project since the last session. This included the TEM reports published as ECE publications, i.e.: “Building Information Modelling (BIM) for road infrastructure: TEM requirements and recommendations”; “Business models for the road sector/TEM Network: considerations and recommendations”; and “Tools for asset management: TEM recommendations for road operators”. The project manager presented the approved TEM project Strategic Plan for the years 2022-2026 with a special focus on road safety and road infrastructure safety management. It was agreed by SC1, that the TEM project will prepare a paper on best practices in road safety audits and technical inspections. SC1 welcomed the proposal and invited SC.1 members, with the assistance of the secretariat, to be involved in the preparation of the paper or other appropriate documents for the next session. This proposal has been endorsed by the TEM Steering Committee in October 2022.
- Moreover, the government of Türkiye with special engagement of Mr. Mücahit Arman (TEM National Coordinator from Türkiye) and the TEM Project Manager (Mr. Andrzej Maciejewski) actively contributed the work of the Group of Experts on Benchmarking of Transport Infrastructure Construction Costs (WP.5/ GE.5) which completed its mandate in 2022 and issued its final report.

II. TEM plans for 2023

3. The TEM Steering Committee meeting held in October 2022 decided to focus future efforts along two well-established dimensions of work of the TEM project:

- Achievement of operational excellence of road sector organizations based on experience acquired with the implementation of the TEM Strategic Plan 2017–2021.
- Planning and monitoring of the TEM Backbone Network development.

4. The TEM backbone network dimension will be expected to provide up-to-date information and perhaps also forecasts in respect to the traffic demand and infrastructure provisions in the TEM region thereby contributing to transport network integration.

5. Moreover, it is expected that cooperation on the creation of recommendations and guidelines will continuously improve capacities and capabilities of TEM member States and will increase the effectiveness and efficiency of public service delivery by road sector organisations and institutions.

6. Each dimension of work has been divided into strategic initiatives, which in turn are divided into specific projects and activities, i.e. reports, workshops, conferences etc. In addition to contributing to enhanced regional cooperation and development of the road network in the North-South direction, member States also have the possibility to benchmark their current capacities and capabilities and compare those with neighbouring countries.

7. In 2023 it is planned to:

- Prepare an official document for consideration by the TEM Steering Committee in respect to the TEM Backbone Network and traffic data availability.
- Based on the TEM member States` and international best practice in respect to the road safety audits and road safety inspections, provide a contribution to the United Nations regulatory work in this field.
- Continue cooperation with the American Highway Engineers Exchange Program.

III. Conclusions

8. The TEM Project addresses priority topics for participating countries 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 and creating a common understanding of transportation trends and challenges for infrastructure operators. In doing so, TEM enhances cooperation among the countries to ensure a higher quality of service on major motorway corridors.

Annex II

Information on the Trans-European Railway (TER) project development

1. During the reporting period three TER Steering Committee sessions have been held:
 - The fifty-fourth session, on 21 June 2022 took place in virtual format;
 - The fifty-fifth session, on 15 November 2022 took place in Geneva, Switzerland, in-person and online;
 - The fifty-sixth session, on 15 June 2023 took place in Gdansk, Poland, in-person and online.
2. The main decisions taken during the fifty-fourth and fifth-fifth sessions include:
 - Adoption of the Trust Fund Agreement prepared for 2023–2027;
 - Agreement, in principle, to continue within TER and TEM, the work launched by the Group of Experts on Benchmarking of Transport Infrastructure Construction Costs (WP.5/GE.4);
 - Agreement, in principle, to involve TER in the work concerning adaptation to climate change through providing an analysis of the resilience of rail infrastructure assets to climate change hazards;
 - Launching, in a test phase, of a newly developed TER Geographic Information System (GIS) data tool;
 - Selection of a consultant for preparing the TER Backbone Network Report 2023.
3. The TER Steering Committee was informed that Serbia had sent a letter informing the Steering Committee of its willingness to extend the Host Country Agreement. The procedure is completed, and the agreement is extended until the end of June 2024.
4. On 16 June 2023 in Gdansk, a workshop and a site visit to the seaport of Gdansk and the intermodal centre were held. The participants were able to see the results of a project implemented by the Polish rail infrastructure manager to improve railway accessibility to the seaport. Additionally, participants also learned about the construction works that have been implemented in Gdynia and about the container terminal management system that has been put in place.

Activities planned for the future

5. The TER Steering Committee at its forthcoming session will be discussing in more detail the possible continuation, within TER and TEM of the work launched by the Group of Experts on Benchmarking of Transport Infrastructure Construction Costs (GE.4/WP.5). The latter concluded its mandate and issued its final report in 2022. Whereas analytical efforts of the Group had focused on data collection regarding construction, upgrade, and renewal costs of infrastructure assets, under TEM and TER it is intended to prepare an additional analysis of transport infrastructure maintenance and operation costs and to explore options to integrate existing GE.4 data and analytical findings into the International Transport Infrastructure Observatory (ITIO) which offers a GIS platform hosting a wide variety of data on transport networks.
6. TER members agreed during the fifty-sixth TER Steering Committee session (Gdansk, 15 June 2023) to explore a possibility to hold a workshop with a focus on stress tests of rail networks to climate change hazard. Such a workshop should possibly be held in spring 2024. It should clarify the objectives and the process of stress tests and, as far as possible, encourage future stress tests of specific sections of the TER network.
7. A study on the compliance of TER countries' infrastructure to the technical parameters identified in international legal agreements is going to be continued in the future.