



# Economic and Social Council

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## Economic Commission for Europe

### Inland Transport Committee

#### Working Party on Road Transport

##### One hundred and fifth session

Geneva, 29 September–1 October 2010

Item 6 (b) of the provisional agenda

##### Road transport infrastructure

##### Trans-European North-South Motorway (TEM) Project

## Trans-European North-South Motorway project

### Progress report

#### Note by the secretariat

1. The present document fulfils the requirements of 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 Trans-European North-South Motorway (TEM) project 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. Fourteen Central and South-Eastern European countries (Armenia, Austria, Bosnia and Herzegovina, Bulgaria, Croatia, the Czech Republic, Georgia, Hungary, Lithuania, Poland, Romania, Slovakia, Slovenia and Turkey) participate in the project. Four other countries have observer status: Montenegro, Serbia, Sweden and Ukraine. Azerbaijani membership is pending, awaiting signature.
3. The United Nations Economic Commission for Europe (ECE) 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) in Warsaw set up to coordinate all the activities carried out under the terms of the programme of work; the Polish Government covers office expenses.

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\* Reissued for technical reasons.

4. In July 2009 the Austrian minister proposed to make the current Trans-European Railway (TER) project manager available for the post of the TEM project manager. In early January the joint post of project manager of TEM and TER was extended until 2012, with the Economic Commission for Europe committed to ensuring that the project manager's TER activities would not be affected negatively by his new task.
5. Most of the work undertaken this year has been devoted to the second revision of the TEM and TER master plan. The revision should be completed by the end of 2010. As a result, it is impossible to give at present precise details on the development of the TEM network in 2008–2010. A description of the situation as at 1 January 2008 is included in the annex and on the website: <http://www.unece.org/trans/main/tem/temstat.html>.
6. According to trend indicators developed as part of the project, the economic crisis affecting all member countries appears to have had a fairly significant impact on both freight and passenger road traffic. Between 2008 and 2009, truck and bus traffic decreased by an average of 10% (minus 46% in Albania, minus 16% in Lithuania, minus 8% in Poland but plus 2.3% in Turkey and plus 3% in Azerbaijan), while the figures for passenger car traffic were as follows: minus 6.5% in Lithuania, plus 0.2% in the Czech Republic, plus 4.2% in Turkey and plus 8.4% in Azerbaijan.
7. The steering committee held its latest (fifty-third) session on 19 April 2010 in Innsbruck. The next (fifty-fourth) session of the committee will be held in November 2010 in Vienna, when fresh data regarding the status of the TEM network as at 1 January 2010 will be made available to it.
8. According to the financial report for 2009, approved by the fifty-third session of the steering committee, the project had a positive balance as at 31 December 2009 amounting to \$167,168. Total disbursements in 2009 reached \$28,819, which does not count the statutory operational reserve or ECE programme support costs.
9. At the session, the issue of repeated non-payment of contributions by two member countries was raised once again, and it was decided to send a final reminder to those countries. If that had no effect by June 2010, those two countries would no longer be considered as de facto participants in the project. As no response was forthcoming Greece and Italy are effectively no longer included as members of the TEM project.
10. The TEM programme of work for 2010, 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 focused mainly on ensuring coordination between the various TEM national coordinators, the ECE secretariat and the TEM and TER project manager. That coordination should allow completion of revision of the TEM and TER master plan by the end of this year. The revision is due to be submitted to the Inland Transport Committee at a meeting to be held in March 2011 in Geneva.
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 21 and 22 June 2010 in Prague. On 2 July 2010, during the additional sitting of the fourth joint meeting of the TEM and TER expert groups on the revision of the master plan, held in Vienna, Austria, 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 and country and regional maps, as well as for elaboration of the follow-up activities of the TEM master plan.

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

## Annex

(TEM network, status as at 1 January 2008)

Country	Total length Km	Planned (under consideration, being designed or in a design stage)		Under construction		In operation		Comparative figures		
		Single lane	Double lane	Single lane	Double lane	Single lane	Double lane	% of total length of TEM	Construction under way (% of length under construction)	Implemented (% operational)
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	1 120	-	221	19	-	19	282	4.6	0.9	26.1
Croatia	1 465	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	1 053	-	1 045	-	-	-	8	4.3	-	0.8
Hungary	1 658	100	444	-	124	82	861	6.8	7.5	54.4
Italy	1 519	-	-	-	4	-	1 515	6.3	0.3	99.7
Lithuania	719	20	83	29	14	254	466	3.0	4.0	82.5
Poland	3 317	403	1 914	51	96	92	763	13.7	3.7	24.4
Romania	3 064	-	2 614	-	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	6 937	-	677	-	163	2 097	4 000	28.6	2.4	72.8
<b>Total</b>	<b>24 240</b>	<b>1 009</b>	<b>8 484</b>	<b>119</b>	<b>1 046</b>	<b>3 195</b>	<b>10 620</b>	<b>100.00</b>	<b>4.6</b>	<b>50.4</b>