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**ECONOMIC COMMISSION FOR EUROPE**

INLAND TRANSPORT COMMITTEE

Ad hoc Meeting on the Implementation of  
the AGR  
(Eighteenth session, 10-11 June 2002)

**REPORT ON THE EIGHTEENTH SESSION OF THE AD HOC MEETING ON THE  
IMPLEMENTATION OF THE EUROPEAN AGREEMENT ON MAIN  
INTERNATIONAL TRAFFIC ARTERIES (AGR)**

**Attendance**

1. The meeting was chaired by Mr. Marek Rolla (Poland). The following countries participated: Czech Republic, Denmark, France, Germany, Italy, Monaco, Norway, Poland, Portugal and Slovakia. The European North-South Motorway (TEM) Project was represented. The International Road Transport Union (IRU) was represented.

**Adoption of the agenda**

*Documentation:* TRANS/SC.1/AC.5/35.

2. The provisional agenda was adopted.

**Status of accession to the AGR and prior amendments**

*Documentation:* TRANS/SC.1/2002/3.

3. The Ad hoc Meeting was informed that there are 33 Contracting Parties to the AGR. Draft amendments to Annex I to the AGR adopted by SC.1 at its 95<sup>th</sup> session (October 2001) were circulated to Contracting Parties by the Secretary-General on 28 November 2002 in depositary notification C.N.1349.TREATIES-3. They were considered accepted on 30 May 2002 and will enter into force on 29 August 2002.

4. The Ad hoc Meeting had before it an updated consolidated text of the AGR (TRANS/SC.1/2002/3) and the 2002 edition of the AGR map.

**Relevant decisions of the Working Party on Road Transport (SC.1) and the Inland Transport Committee (ITC)**

*Documentation:* TRANS/SC.1/369 ; ECE/TRANS/16/Amend.8 ; ECE/TRANS/139.

5. The Ad hoc Meeting took note of the relevant decisions of the 95<sup>th</sup> session of the Working Party on Road Transport (SC.1) (October 2001) (TRANS/SC.1/369) and of the 64<sup>th</sup> session of the Inland Transport Committee (18-21 February 2002) (ECE/TRANS/139).

**Consideration of proposals for amendments to Annex I of the AGR**

*Documentation:* TRANS/SC.1/AC.5/2002/1 ; TRANS/SC.1/AC.5/2002/2 ; TRANS/SC.1/AC.5/2002/3 ; TRANS/SC.1/AC.5/2000/11.

6. The Ad hoc Meeting considered proposals to amend Annex I to the AGR submitted by Kazakhstan (TRANS/SC.1/AC.5/2002/1). It recommended the adoption by SC.1 of the proposals contained in Annex 1 to the present report. It did not agree to the proposal of Kazakhstan to assign a dual number (E 123/E 38) to the section between Kyzylorda and Shymkent. Regarding the information submitted on the names of cities according to modern transcription, the Ad hoc Meeting requested the secretariat to ensure that the new names were also properly reflected in future versions of the consolidated text of the AGR and of the map.

7. The Ad hoc Meeting considered proposals to amend Annex I to the AGR submitted by Tajikistan (TRANS/SC.1/AC.5/2002/2). It recommended the adoption by SC.1 of the proposal contained in Annex 1 to the present report even though this involved double numbering (E 008/E 009) on a certain section.

8. The Ad hoc Meeting considered a proposal to amend Annex I to the AGR submitted by Hungary (TRANS/SC.1/AC.5/2002/7). It recommended the adoption by SC.1 of the proposal contained in Annex 1 to the present report but requested the secretariat to write to Slovenia asking for their agreement to the proposal.

9. The Ad hoc Meeting considered a document by the secretariat identifying possible missing links in the network (TRANS/SC.1/AC.5/2002/3). The representative of Portugal stated that the E 801 does not end at the border with Spain as indicated in the document but carries on to the town of Verin in Spain. It would therefore be up to Spain to propose an extension. However, Spain is not a Contracting Party to the AGR.

10. Regarding other possible missing links in the AGR network, the Ad hoc Meeting encouraged countries to consider making proposals to fill these gaps if necessary.

11. The Ad hoc Meeting agreed to propose to SC.1 that the reference town of Nyborg on the E 20 in Denmark be replaced by Odense and that the three dots be replaced by a dash to reflect the new tunnel.

12. The Ad hoc Meeting agreed to propose to SC.1 the deletion of the E 381 between Kiev and Orel. This itinerary is already covered by parts of the E 105, E 101 and E 391.

13. The Ad hoc Meeting agreed to propose to SC.1 that the E 58 in Moldova pass through Sculeni and not through Leucheni.

14. The Ad hoc Meeting discussed proposals of a general nature made by Romania at the ninety-fourth session of SC.1 (TRANS/SC.1/2000/11). Some of the proposals, for example the use of colours on the AGR map, had already been implemented. Others would require further discussion.

15. Regarding the correspondence of the ECE and ESCAP infrastructure networks, the Ad hoc Meeting noted that ESCAP wished to give the Asian Highway network a legal basis and that further discussions would be required regarding the signposting of roads which were part of both networks.

### **Consideration of proposals for amendments to Annex II to the AGR**

*Documentation: TRANS/AC.7/9 and Add 1 ; TRANS/AC.7/9/Corr.1 (French only) ; TRANS/SC.1/AC.5/2002/4; TRANS/SC.1/AC.5/2002/5; Informal document No.1.*

16. The Ad hoc Meeting considered the final recommendations of the Ad hoc Multidisciplinary Group of Experts on Safety in Tunnels (TRANS/AC.7/9 and Add.1) as formally approved by the Inland Transport Committee at its sixty-fourth session.

17. The Ad hoc Meeting identified the following recommendations which could be incorporated into Annex II to the AGR.

Measure 1.9 Distance between vehicles (under equipment)

Measure 1.10 Speed limit (under equipment)

Measure 2.8 Closure of lanes

Measure 2.10 Designation of one single control centre

Measure 2.11 Monitoring compliance with traffic regulations (under equipment)

Measure 2.12 Traffic management systems

Measure 2.13 Alternative itineraries

Measure 2.16 Checking for overheating of heavy goods vehicles (under equipment)

Measure 3.1 Number of tubes and lanes

Measure 3.2 Guidelines for emergency exits and ventilation

Measure 3.3 Use of cross-connections in twin-tube tunnels

Measure 3.5 Guidelines on tunnel equipment

Measure 3.8 Safety equipment

18. The Ad hoc Meeting identified the following recommendations which it considered should not be incorporated into Annex II to the AGR.

Measure 2.1 Supervisory coordinating body

Measure 2.1 Safety officer

Measure 2.3 Periodical exercises for fire and rescue crews

Measure 2.4 Tunnel for exercises and trials

Measure 2.5 Fire data

Measure 2.6 Mobile high-performance fans

Measure 2.7 Heat searching cameras

Measure 2.9 Access time in an emergency

Measure 2.14 Operation of ventilation systems

Measure 2.15 Guidelines for practical fire trials

Measure 3.6 Fire extinguishing systems

Measure 3.7 Standardization of a time-temperature curve

Measure 3.9 Road-signing systems

Measure 3.10 Signing of escape routes and safety facilities

Measure 3.11 Criteria for human surveillance

19. The Ad hoc Meeting discussed possible ways of incorporating the measures selected into the AGR, whether as additions to chapters throughout Annex II, as a new chapter or paragraph or as an additional annex or appendix.

20. The delegate of Italy offered to make a concrete proposal in this regard which could be considered by SC.1 at its next session in October 2002.

21. In response to a request made in the UNECE/WHO document “Synthesis Report: Overview of Instruments relevant to Transport, Environment and Health and Recommendations for Further Steps” (ECE/AC.21/2001/1), the Ad hoc Meeting considered proposals related to the environment and particularly noise reduction from France (TRANS/SC.1/AC.5/2002/4 and Informal document No.1) and from Germany (TRANS/SC.1/AC.5/2002/6). The delegate of Slovakia spoke of the importance of environmental impact assessment and stressed that screening of the results of measures taken was important.

22. The Ad hoc Meeting requested the delegate of France and the secretariat to further elaborate the proposals made and to submit appropriately worded amendment proposals regarding the environment and noise reduction for consideration by SC.1 at its next meeting in October 2002.

23. The Ad hoc Meeting considered proposals to amend Annex II of the AGR submitted by the Trans-European North-South Motorway (TEM) Project, based on the revised TEM Standards and Recommended Practice, Third Edition, March 2002 (TRANS/SC.1/AC.5/2002/5).

24. The proposals adopted are contained in Annex 2 to the present report.

#### **Other issues**

25. The Ad hoc Meeting had no other issues to discuss under this item.

#### **Report of the meeting**

26. The report of the Ad hoc Meeting was prepared by the secretariat after the session and will be submitted for consideration and adoption by the 96<sup>th</sup> session of SC.1 (7-10 October 2002).

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## Annex 1

### Proposed amendments to Annex I to the AGR

#### Kazakhstan

#### Main roads

(1) West-east orientation

(a) Reference roads

**E 40:** Extension from Leninogorsk to the border of China.

New overall reference:

E 40: Calais - Kharkov - Lougansk - Volgograd - Astrakhan - Atyrau - Beineu - Kungrad - Nukus - Dasshaus - Buchara - Nawoy - Samarkand - Dihzak - Tashkent - Shymkent - Zhambyl - Bishkek - Almaty - Sary-Ozek - Taldy-Kurgan - Ucharal - Taskesken - Ayaguz - Georgiyevka - Ust-Kamenogorsk – Leninogorsk – **border of China**.

(2) North-south orientation

(a) Reference roads

**E 123:** Reroute the Kostanay - Zhaksy - Esil - Derzhavinsk section as follows: Kostanay - Zapadnoe - Buzuluk - Derzhavinsk. The Zhaksy - Esil - Derzhavinsk section should be deleted.

New overall reference:

E 123: Chelyabinsk - Kostanay - **Zapadnoe - Buzuluk - Derzhavinsk** - Arkalyk - Zhezkazgan - Kyzylorda - Shymkent - Tashkent - Aini - Dushanbe - Nizhny Pyanj.

**E 125:** Kokshetau - Astana section should connect through Shchuchinsk.

New overall reference:

E 125: Petropavlovsk - Kokshetau - **Shchuchinsk** - Astana - Karagandy - Balkhash - Burubaytal - Almaty - Bishkek - Naryn - Torugart.

**E 011:** Delete Almaty – Kokpek section. This is proposed for the E 012. Transpose Kokpek and Kegen. Kokpek is the starting point.

New overall reference:

E 011: Kokpek - Kegen - Tyup.

**E 012:** Add Almaty – Kokpek and Chundzha - Koktal sections.

New overall reference:

E 012: **Almaty - Kokpek - Chundzha - Koktal - Khorgos.**

**E 013:** The end-point is Koktal; delete the Koktal - Khorgos section.

New overall reference:

E 013: Sary-Ozek - **Koktal.**

**E 016:** The Esil - Astana section should be deleted.

New overall reference:

E 016: **Zapadnoe - Zhaksy - Atbasar - Astana.**

New E road from Zhezkazgan - Karagandy - Pavlodar - Uspenka, connecting the three roads E 123, E 125 and E 127.

Overall reference:

**E 018: Zhezkazgan - Karagandy - Pavlodar - Uspenka**

New E road from Petropavlovsk - Zapadnoe connecting E 123 and E 125.

Overall reference:

**E 019: Petropavlovsk - Zapadnoe**

The names of the reference towns indicated in annex I to the AGR and on the map should also be brought into line with the modern transcription:

Road number	Names as per annex I to the AGR and draft map [former name in Russian]	Names according to modern transcription [new name in Russian and English transcription]
E 38	Aktyubinsk	Aktobe
E 40	Dzhambul	Taraz
E 40	Taldy-Kurgan	Taldykorgan
E 011	Tuyp	Tyup
E 011	Alma-Ata	Almaty
E 014	Druzhba	Dostyk
E 015	Tashkesken	Taskesken
E 125	Burulbaital	Burubaytal

## Tajikistan

Extension of the **E 008** west to join Dushanbe and east to join with the Karakorum highway (Peoples Republic of China)

New overall reference:

**E 008: Dushanbe – Kulab – Kalaikhumb – Khorog – Murgab – Kulma – border of China**

## Hungary

New E road between Letenye and Tornyiszentmiklós.

Overall reference:

**E 653: Letenye – Tornyiszentmiklós.**

## Denmark

Change reference town of Nyborg on **E 20** to Odense.

New overall reference:

**E 20: Shannon - Limerick - Portlaoise - Dublin ... Liverpool - Manchester – Bradford - Leeds - Hull ... Esbjerg - Kolding - Middelfart - Odense - Korsør - Køge - København - Malmö - Helsingborg - Halmstad - Göteborg - Orebro - Arboga – Eskilstuna - Södertälje - Stockholm ... Tallin - St. Petersburg.**

## Russian Federation

Delete **E 381**.

## Moldova

The **E 58** in Moldova should pass through Sculeni and not through Leucheni.

New overall reference:

**E 58: Wien - Bratislava - Zvolen - Košice - Uzhgorod - Mukacevo - Halmeu - Suceava - Iasi - Sculeni - Kishinev - Odessa - Nikolaev - Kherson - Melitopol - Tagonrog - Rostov-na-Donu**



## Annex 2

### Proposed amendments to Annex II to the AGR

#### Table of contents

Missing item “4.4. User information” to be added.

#### II. 2. Express roads

Text should be replaced by the following:

“An express road is a road reserved for motor traffic accessible from interchanges or controlled junctions only and which:

- (i) Prohibits stopping and parking on the running carriageway(s); and
- (ii) Does not cross at level with any railway or tramway track, or footpath.

#### III. 1. General considerations

To the list of points where changes of category shall be made (third paragraph from the bottom of the chapter), “toll areas and frontier posts” to be added.

#### III. 2.1. Basic parameters

The following changes (deletion or in bold) in the table on recommended minimum values for parameters of horizontal and vertical alignment:

<del>Category (design speed)</del> <b>Design speed</b>	60	80	100	120	140	
Minimum radii in plane (corresponding to maximum superelevation 7%)	120	240	<b>450</b>	650	1 000	
Maximum gradient (percentage not to be exceeded) *	8	7	6	5	4	
Minimum radii at the highest point of the vertical alignment (in m)	One-way	1 500	3 000	6 000	10 000	18 000
	Two-way	1 600	4 500	10 000	-	-
Minimum radii at the lowest point of the vertical alignment	1 500	2 000	3 000	4 200	6 000	

\* **The maximum gradient should be decreased by 1% in the case of express roads and motorways. When the maximum gradient is applied, an additional lane for slow moving vehicles should be envisaged.**

The last paragraph of II.2.1 should read “Horizontal alignment curves shall, when appropriate, be introduced by transition curves.”

### III. 3.1. Number and width of traffic lanes

The second and third paragraphs should be deleted since they add nothing.

### III.5 Intersections

Add a definition of an “intersection” as is the case with “interchange” in III.5.3. Use PIARC definition “a point at which two or more traffic flows meet.”

#### III.5.1. Choice of type of junction

“traffic signals” in the last paragraph should be replaced by “traffic light signals” (see paragraph IV.4.1. and the Vienna Convention).

#### III.5.2. Layout of level junctions

“traffic signals” in the last paragraph should be replaced by “traffic light signals” (see paragraph IV.4.1. and the Vienna Convention).

#### III.5.3.2. Geometric characteristics

Third paragraph should read “Horizontal curves shall be joined by transition curves of a suitable length. For this purpose it is also necessary to apply appropriate signs and/or markings.”

At the end of the chapter, item (c) should be added, reading:

“(c) Should the total number of converging traffic lanes be reduced, this reduction should be made at a sufficient distance from the point of convergence”.

#### IV.3.1. Safety fences and barriers

The fourth paragraph should read “Such safety devices shall normally be provided on structures **and in their approach zones.**”

#### IV.4.2. Variable traffic signs

“lines” should be replaced by “lanes”.

#### IV.5. Road lighting

The first sentence should read “Lighting is desirable at some special areas such as frontier posts, tunnels, adjoining areas, interchanges with other AGR roads, toll areas, etc.”

IV.6.3. Protection from animals

In order to reflect its content, the title of the chapter should read “Protection from and of animals”.

V.1 General remarks

The end of the last paragraph should read as follows: “...signs, information centres in service **and rest** areas, etc.”

V.2. Integration of roads into the environment

The third paragraph should read as follows:

“Acoustic nuisance, vibration and air and water pollution deriving from traffic, **as well as from** the maintenance and the exploitation of roads, should be limited as far as possible by appropriate means, in accordance with the rules and regulations of the countries concerned;”

V.3. Effects of the environment on the road user

The last sentence (dealing with advertising near highways) should appear as a separate paragraph.

VI.1. General considerations

In the third paragraph, “buildings” should replace “building”.

VI.2. Maintenance management

On the third line of the first paragraph, “facilities” should be replaced by “measures”.

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