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European Agreement on Main International

Traffic Arteries (AGR):

Amendments to the Agreement

Amendments to the Agreement

Submitted by the Governments Finland and Norway

The Governments of Finland and Norway propose to amend Annex I to the AGR Agreement by extending E45 from Karesuando (Sweden) through Kaaresuvanto, Palojoensuu, Hetta (Finland), Kautokeino to Alta (Norway).

I. Proposal

1. Finland and Norway propose that Annex I to the AGR Agreement will be supplemented as follow:

Extension of road E45 from Karesuando in Sweden through Finland to Alta in Norway

2. Please note that Karesuando in Sweden is situated just across the border from Kaaresuvanto in Finland. In practical terms the current E45 ends in Sweden at the border to Finland. This means that the proposed extension concerns Finland and Norway only.

3. New overall reference:

Alta – Kautokeino – Hetta – Palojoensuu – Kaaresuvanto - Karesuando – Hetta – Palojoensuu - Gällivare – Storuman – Östersund – Mora – Grums – Trollhättan – Göteborg Frederikshavn – Aalborg – Århus – Vejle – Kolding – Frøslev – Flensburg – Hamburg – Hannover – Göttingen – Kassel – Fulda – Würzburg – Nürnberg – München – Rosenheim – Wörgl – Innsbruck – Brennerpasset – Franzenfeste – Bolzano – Trento – Verona – Modena – Bologna – Cesena – Perugia – Fiano (Roma) – S. Cesareo (Roma) – Napoli – Salerno – Sicignano – Cosenza – Villa S. Giovanni ... Messina – Catània – Siracusa – Gela.

II. Justification

4. It is proposed to extend the existing E45 from Karesuando in Sweden through Finland to Alta in Norway by adopting the national road 93 in Finland and Norway as E45. The total length of the extension from Karesuando in Sweden is 273 km. The proposed extension of E45 will run jointly with the existing E8 in Finland from Kaaresuvanto to Palojoensuu (37 km).

5. The E45 through Sweden and its proposed extension through Finland to Alta in Norway is of national and international importance for transport in the inland parts of northern Sweden, Finland and Norway especially in the north-south orientation. The road is of importance for tourism, trade and industry as well as for overall development in these inland regions. The proposed extension of E45 is a natural prolongation of the existing E45, and will constitute an important link in the existing E-road network in the region.

6. The national road 93 is important both for cargo and private transport between North-eastern parts of Norway (Finnmark County) and Finland, Sweden and southern parts of Europe, as well as southern Norway. Anticipated changes in hubs for distribution of goods, will probably add to its importance. The lack of a rail service in the corridor gives the road an added importance.

7. Tourism is an important industry both in Northern Finland and Northern Norway, and the national road 93 is one of the alternative corridors leading to the North Cape.

8. During the past five years there has been an increase in the number of heavy goods vehicles crossing the border in this corridor. It is expected that transport of seafood will increase significantly in the next 30 years and increased activity in the petroleum industry in the Barents Sea will add significantly to the volume of goods transported.

9. Average daily traffic in the corridor in Norway is 350 – 650 vehicles with the exception of the section close to the city of Alta where traffic increases.

10. The main challenge of the corridor is the inadequate road standard. The main deficiencies in the Norwegian part of the corridor are the road width (mainly 6.2 – 6.5

metres) and on some section the poor horizontal- and vertical curvature and insufficient load-bearing capacity. A section of about 5 km nearby Alta is classified as a bottleneck due to road width combined with poor vertical- and horizontal curvature and risk of snow slide and falling rocks. There are few possible detours if the roads are to be closed due to weather conditions, accidents or vehicle breakdowns, especially in the northern part of the corridor. On the Finnish side main deficiencies are the road width (mainly 6.0 – 6.5 metres) and on some sections the poor horizontal and vertical curvature and insufficient load-bearing capacity.

11. Improvement of the 5 km bottleneck nearby Alta in Norway is prioritized in the Norwegian National Transport Plan 2014 – 2023. On the Finnish side the widening of the highway 93 from Hetta to Norwegian border is prioritised by the Lapland's Centre for Economic Development, Transport and the Environment in the transport strategy of Lapland. Other measures to improve the road standard in the short- and long term perspective in accordance with the European Agreement on Main International Traffic Arteries (AGR) will be considered jointly by Norway and Finland.

