



**Economic and Social
Council**

Distr.
GENERAL

TRANS/SC.1/2000/11
1 September 2000

Original: ENGLISH

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Road Transport
(Ninety-fourth session, 14-16 November 2000,
agenda item 3(a)(ii))

ROAD TRANSPORT INFRASTRUCTURE

European Agreement on Main International Traffic Arteries (AGR)

**Consideration of new proposals for amendments to the AGR,
Amendments to Annexes I and II**

Transmitted by Romania

I. E-road network on Romanian territory

1. In order to close this major round of amendments, Romania proposes hereinafter the following final itineraries for the E-roads which either cross or are entirely on the territory of Romania. The description includes our proposals made until now.

**E60 : ... – Puspokladany – Biharkeresztes – Artand – H/RO – Bors – Oradea
– Cluj Napoca – Turda – Targu Mures – Brasov – Sinaia – Ploiesti – Bucharest
– Urziceni – Harsova – Ovidiu – Constanta -- ... (Black Sea) ... – Poti – ...**

Remarks

This itinerary implies the following overlappings with other E-roads which are inevitable:

- on the section – Artand – H/RO – Bors – Oradea, with E79;
- on the section Cluj Napoca – Turda, with E81;

GE.00-

- on the section Bucharest – Urziceni, with E85;
- on the section Ovidiu – Constanta, with E87.

E70 : ... – Vrsac – Vatin – YU/RO – Moravita – Timisoara – Lugoj –
– Drobeta Turnu Severin – Filiasi – Craiova – Alexandria – Bucharest-
– Giurgiu – RO/BG – Ruse – ...

Remarks

This itinerary implies the following overlappings with other E-roads which are inevitable:

- on the section Filiasi – Craiova, with E-79 ;
- on the section Bucharest – Giurgiu – RO/BG – Ruse – , with E85.

E58 : ... – Uzhgorod – Mukachevo – Beregovo – Diakovo – UA/RO – Halmeu –
Draguseni – Livada – Baia Mare – Dej – Bistrita – Suceava – Botosani – Targu
Frumos – Iasi – Sculeni – RO/MO – Sculeni – Chisinau – . . .

Remarks

This itinerary implies the following overlappings with other E-roads which are inevitable:

- on the section UA/RO – Halmeu – Draguseni – Livada, with E81;
- on the section Targu Frumos – Iasi – Sculeni – RO/MD, with E583.

E68 : ... – Nagylak – H/RO – Nadlac – Arad – Sacamas (Ilia) – Soimus (Deva) – Simeria
– Sebes – Sibiu – Vestem – Fagaras – Brasov.

Remarks

This itinerary implies the following overlappings with other E-roads which are inevitable:

- on the section Soimus (Deva) – Simeria, with E79;
- on the section Sebes – Sibiu – Vestem, with E81;

E85 : ... – Cernauti – Prevorochi – Porubnoe – UA/RO –Siret – Suceava – Sabaoani
– Bacau – Tisita – Buzau – Urziceni – Bucharest – Giurgiu – RO/BG – Ruse –
...

Remarks

This itinerary implies the following overlappings with other E-roads which are inevitable:

- On the section Urziceni – Bucharest, with E60;
- On the section Bucharest – Giurgiu – RO/BG – Ruse – , with E70.

E79 : ... – Puspokladany – Biharkeresztes – Artand – H/RO – Bors – Oradea – Beius
– Brad – Soimus (Deva) – Simeria – Petrosani – Targu Jiu – Filiasi – Craiova
– Calafat – R/BG – Vidin – Vraca – ...

Remarks

This itinerary implies the following overlappings with other E-roads which are inevitable:

- on the section H/RO – Bors – Oradea, with E60;
- on the section Soimus (Deva) – Simeria, with E68;
- on the section Filiasi – Craiova, with E70.

E81 : Mukachevo – Beregovo – Diakovo – UA/RO – Halmeu – Draguseni – Satu Mare – Zalau – Cluj Napoca – Turda – Sebes – Sibiu – Vestem – Rm. Valcea – Pitesti – Bucharest.

Remarks

This itinerary implies the following overlappings with other E-roads which are inevitable:

- on the section UA/RO – Halmeu – Draguseni, with E58;
- on the section Cluj Napoca – Turda, with E60;
- on the section Sebes – Sibiu – Vestem, with E68.

E87 : Odessa – Izmail – Reni – UA/MD – Giurgiulesti – MD/RO – Galati – Braila – Macin – Tulcea – Ovidiu – Constanta – Vama Veche – RO/BG – Durankulak – Varna – ...

Remarks

This itinerary implies the following overlappings with other E-roads which are inevitable:

- on the section Giurgiulesti – MD/RO – Galati – Braila, with E577.

E574 : Bacau – Brasov – Campulung – Pitesti – Craiova

E576 : Cluj Napoca – Dej [– Bistrita – Suceava]

Remarks

- **The section Dej – Bistrita – Suceava, which was previously proposed by Romania, is now, hereby, proposed to be eliminated, since it unnecessarily overlaps E58.**

E576 remains, therefore, an E-road of category B (in conformity with Annex II of the AGR), i.e. a link road (identification number between 134-962).

E577 : ... – Giurgiulesti – MD/RO – Galati – Braila – Slobozia.

Remarks

This itinerary implies the following overlappings with other E-roads which are inevitable:

- Section Giurgiulesti – MD/RO – Galati – Braila, with E-87
- At the same time, the itinerary of the E577 on the territory of the Republic of Moldova, especially the section Giurgiulesti – Chisinau is not clear for Romania. The competent authorities

of the Republic of Moldova have been contacted in order to clarify this situation. This clarification will be sent as soon as it is received (**secretariat note**: see TRANS/SC.1/2000/18).

- The number assigned to this road, i.e. E-577, does not follow the provisions of the AGR regarding the assignment of numbers to E-roads, i.e. Annex I (Explanatory notes), item 2, according to which the second digit of the number should be that of the reference road which is closest to the West. In this case, the road closest to the West is E85. Consequently it is proposed hereby that this road be renumbered (e.g. E-584 or E-585).

E578 : (new E-road) Saratel – Reghin – Toplita – Gheorgheni – Miercurea Ciuc – Sfantu Gheorghe – Chichis

E581 : Marasesti – Tisita – Tecuci – Husi – Albita – RO/MO – Leuseni – Chisinau – Odessa

E583 : Roman – Sabaoani – Targu Frumos – Iasi – Sculeni – RO/MD – Sculeni – Falesti – Balti – ...

Remarks

This itinerary implies the following overlappings with other E-roads which are inevitable:

- the section Targu Frumos – Iasi, with E58.

E671 : Timisoara – Arad – Oradea – Satu Mare [- Dej]

Remarks:

The section Satu Mare – Livada – Baia Mare – Dej, previously proposed by Romania, is now, hereby, proposed to be deleted, since it unnecessarily overlaps E81 and E58, respectively.

E673 : Lugoj – Sacamas (Ilia) (secretariat note: itinerary of E673 appears as Lugoj – Deva)

E675 : Constanta – Agigea – Negru Voda – RO/BG – Kardam – ...

Remarks

- With regard to the E675, Romania has contacted the Bulgarian competent authorities in view of extending this E-road on the Bulgarian territory up to its intersection with E70. In this context Romania considers it appropriate that E675 should only officially become an E-road after the finalization of these procedures (**secretariat note**: the amendment proposal regarding E675 was circulated by depositary notification C.N.1225.1999.TREATIES-2, dated 19 January 2000 and is due to enter into force on 19 October 2000).

E771 : Drobeta Turnu Severin – Portile de Fier – RO/YU – Kladovo – Nis

II. E-road network on the territory of countries neighbouring Romania

There are several questions to be clarified as regards a number of roads which cross both Romania and some of its neighbouring countries, questions which are mentioned above and are now being dealt with. As soon as they are clarified, relevant information will be provided.

Remarks of a general character

1. In addition to the itineraries strictly located on the Romanian territory, in the descriptions given above, Romania has taken into consideration their extension towards the territory of neighbouring countries, in order to make the Romanian itinerary more precise.
2. Romania proposes that in future versions of Annex I of the AGR, the E-road itineraries described above be inserted exactly in the manner indicated above. Several additional details have been introduced, especially as regards the locality crossed, in particular in the area of intersections with other roads, E-roads or non-E-roads, and in the area of state border crossings, in order to avoid any confusion concerning the exact itinerary. Romania proposes that from now on, in all UN (ECE or non-ECE) documents regarding the AGR, all the necessary corrections be made in the sense mentioned above.
3. All E-roads which cross Romania have been listed above in conformity with the groups of numbers indicated in Annex I of the AGR, i.e. 10-90, 04-98, 05-115, 01-99 and 134-962.
4. The number of localities which describe each itinerary have been selected along the itineraries while keeping their number to the minimum required to precisely recognize the respective section.
5. Other observations of principle:
 - Romania considers that the E-road network has already been extended too much both (1) **in the number of routes on European territory**, hence the length of the network itself has increased considerably, and (2) **in the number of routes outside the European continent** reaching into the Asian continent. Many of these routes do not meet the geometric and structural requirements established by Annex II to the AGR. Notwithstanding, as long as the characteristics of these itineraries (geometry, particularly horizontal plane, and bearing capacity) are not the minimum required by Annex 2, the E-road network could only have a guiding character. Otherwise, users will anyway choose the most convenient routes for them, without taking into consideration whether the road is E or non-E.
 - The exaggerated extension of the E-road network will considerably distort the original idea on which the creation of this network was based many years ago.
 - **Romania proposes** hereby that a map of all E-roads be prepared as soon as the present round of amendments has ended, preferably by means of computer so that it can be periodically updated, by using two colours: (1) one colour for routes which **completely** meet the requirements established by the Annex II of the AGR and (2) another colour for those E-roads which **do not yet meet all the requirements of Annex II**.
 - **Romania proposes** that a clear distinction be made between the E-road network and the A (Asia) road network. According to traditions, Europe extends up to the Ural mountains, hence, the E-road network should somehow reach that far.

- A number of E-roads have already penetrated into Asian territory (therefore they overlap with A roads) but, nevertheless, the E and A road networks should be distinct in order not to create confusion for their users.
 - In order for the European countries to be able to better configure the E-road network, Romania requests that Asian Highway road maps be distributed to all European countries, in other words the maps equivalent to E-road maps, in order to see how the two networks are interconnected.
 - Also, from the network operations point of view, taking into consideration that lately road traffic on both continents is interacting more and more, increased cooperation is needed between the Transport Divisions of the two Economic Commissions, i.e. UN/ECE and UN/ESCAP. Not only should the configuration of the two networks be the object of this cooperation but also ensuring uniform conditions for the flow of traffic (e.g. geometric and structural capacity of the routes, specific conventions for traffic management, i.e. road signing and marking, vehicle size dimensions and weights, taxation systems for road users etc.) is equally important. Particular attention should be given to traffic management and operational aspects since they dramatically influence the performance of the infrastructure.
 - Along the same lines, Romania wishes to reiterate that within the European Union area, including the countries which have started negotiations for accession, Romania included, intensive work is under way on harmonizing legislation including that regarding transport facilitation in all respects. This process, which is part of the global accession process, is very advanced as far as Romania is concerned. This is one more reason to keep the AGR with all its ramifications, to the extent possible, within the European space.
 - In order to define more precisely all E-road itineraries, Romania suggests that the following principles be adopted:
 - localities situated closest to a state border, on both sides of each border, be mentioned in the description of the itinerary to avoid confusion;
 - key localities in the area of intersections of E-roads with other roads (E-roads or others), even if small and are just at the intersection or in its immediate vicinity, also be mentioned, possibly also mentioning in brackets the closest major town, as a reference.
-