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INLAND TRANSPORT COMMITTEE

Working Party on Transport Trends and Economics

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**COHERENT EUROPEAN SYSTEM OF INTERNATIONAL TRANSPORT
INFRASTRUCTURES**

Development of International Transport Infrastructures

Note by the secretariat

The Working Party on Transport Trends and Economics and the Inland Transport Committee, during their sixth and fifty-sixth sessions, respectively, considered the item on the "Possible Approach by the United Nations Economic Commission for Europe to set up a coherent European System of International Transport Infrastructures" (TRANS/WP.5/12, paras. 45-47; ECE/TRANS/103, paras. 47-49). In view of the need to ensure greater coherence between the various international road, rail, combined and inland water transport networks laid down in the AGR, AGN, AGC and AGTC Agreements, as well as the work carried out in the TEM and TER projects, the Committee endorsed the decision of the Working Party to draw up annually a document showing the modifications included in the above networks and the progress made in the projects.

In line with the above-mentioned decisions, the Working Party at its subsequent sessions decided to produce annually a document on a coherent European system of international transport infrastructures in order to continue discussions of a greater coherence between transport infrastructure networks. On the basis of the decision of the Working Party at its fifteenth session (TRANS/WP.5/32, paras. 44-45), the secretariat has prepared a note presenting an updated list of biennial modifications to the AGR, AGN, AGC and AGTC transport networks, as approved by SC.1, SC.2, SC.3 and WP.24 at their last sessions, as well as the recent developments in the TEM and TER projects.

1. MODIFICATIONS TO THE AGC, AGTC, AGN AND AGR TRANSPORT NETWORKS

1.1 European Agreement on Main International Railway Lines (AGC)

At its fifty-sixth session (16-18 October 2002) and its fifty-seventh session (21-23 October 2003), the Working Party on Rail Transport (SC.2) approved the updated versions of Annex I of the AGC as presented in documents (TRANS/SC.2/2002/6) and (TRANS/SC.2/2003/12), respectively.

Amendments to Annex I of the AGC adopted at the fifty-sixth session of the Working Party on Rail Transport proposed by Slovenia:

E 69 Budapest – Székesfehérvár – Boba – Hodoš - Murska Sobota - Ormož -
Murakeresztú- (Kotoriba-) – Čakovec- Središče

Pragersko–Zidani Most–Ljubljana–Divača - Koper

1.2 European Agreement on Important International Combined Transport Lines and Related Installations (AGTC)

On 16 April 2004, amendments to Annexes I and II of the AGTC Agreement came into force (a) adding railway lines C-47 and C-48, as well as related terminals and border crossing points in and between Norway and Sweden, and (b) amending railway line C-E 69 in and between Hungary and Slovenia and adding a new border crossing point (TRANS/WP.24/97, annexes 1 and 2).

The Working Party on Intermodal Transport and Logistics (WP.24) adopted on 25 March 2004 amendment proposals to annexes I and II of the AGTC Agreement proposed by the Russian Federation. These proposals: (a) extend the railway line C-E 20 to Nakhodka Vostochnaya (with branches to Mongolia, China and the Democratic People's Republic of Korea) and railway line C-E-30 to Kazakhstan; (b) modify the routing of railway lines C-E 24 and C-E 50 to bring them in line with the AGC network, and (c) add a number of other important combined transport lines on the territory of the Russian Federation (TRANS/WP.24/103, annex).

At its forthcoming session in September 2004, the Working Party will consider a number of further amendments to the AGTC Agreement relating to the inclusion of additional Euro-Asian and South-East European transport links that will lead to a further alignment of the AGTC with the AGC network.

1.3 European Agreement on Main Inland Waterways of International Importance (AGN)

No changes have been made to the AGN network since the last session of the Working Party.

1.4 European Agreement on Main International Traffic Arteries (AGR)

At its ninety-sixth session (2002) the Working Party on Road Transport (SC.1), adopted the following amendments to Annex I of the European Agreement on Main International Traffic Arteries (AGR) which entered into force on 24 November 2003.

A. Main roads

(1) West-east orientation

(a) *Reference roads*

– *On E 20, change reference town **Nyborg** to **Odense** (Denmark).*

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.

(b) *Intermediate roads*

– *The **E 58** should pass through **Sculeni** and not through **Leucheni** (Moldova).*

New overall reference:

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

(2) North-south orientation

(a) *Reference roads*

E 123: *Reroute the **Kostanay - Zhaksy - Esil - Derzhavinsk** section as follows:*

*“**Kostanay - Zapadnoe - Buzuluk - Derzhavinsk**” (Kazakhstan).*

New overall reference:

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

– ***E 125 - Modification of the section between **Kokshetau - Astana** (Kazakhstan) and extension of the section from **Petropavlovsk** (Kazakhstan) to **Ishim** (Russian Federation).***

New overall reference:

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

B. Branch, link and connecting roads

– *Extension of the E 008 (Tajikistan) west to join Dushanbe and east to the border of the People's Republic of China*

New overall reference

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

– *E 011: Deletion of the Almaty - Kokpek section (Kazakhstan) and transposition of Kegen – Kokpek.*

New overall reference:

E 011: Kokpek - Kegen - Tyup.

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

New overall reference:

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

– *E 013: Delete the Koktal - Khorgos section (Kazakhstan).*

New overall reference:

E 013: Sary-Ozek - Koktal.

– *E 016: Delete the Esil - Astana section.*

New overall reference:

E 016: Zapadnoe - Zhaksy - Atbasar - Astana.

– *New E road “Zhezkazgan - Karagandy - Pavlodar - Uspenka,” connecting E 123, E 125 and E 127 (Kazakhstan).*

New overall reference:

E 018: Zhezkazgan - Karagandy - Pavlodar – Uspenka.

- New E road “*Petropavlovsk - Zapadnoe*” connecting E 123 and E 125.

New overall reference:

E 019: Petropavlovsk - Zapadnoe

- *Deletion of E 381 (Russian Federation) because of duplication with other E roads.*
- *New E road between Letenye and Tornyiszentmiklós (Hungary - Slovenia).*

New overall reference:

E 653: Letenye - Tornyiszentmiklós.

In 1992, the Working Party endorsed proposals for amendments to Annex II of the AGR adopted by the Ad hoc Meeting on the Implementation of the AGR at its eighteenth session (TRANS/SC.1/AC.5/36, annex 2), on the basis of a proposal by the TEM Project. It decided, however, to wait for other existing proposals for amendments to Annex II to be adopted so that all the proposals concerning this Annex could be transmitted globally as a package to the Secretary-General.

In 1993, the Working Party approved in principle proposals for amendments concerning provisions relating to the environment (TRANS/SC.1/AC.5/38, annex 1) on which the Netherlands and Turkey entered some reservations.

With reference to proposals concerning safety in tunnels, SC.1 considered that it was necessary to postpone the adoption of these provisions until its ninety-eighth session in October 2004 when the EU Directive on safety in tunnels would have been adopted.

Blue Corridor Project

The aim of the Blue Corridor Project is to promote the use of compressed natural gas (CNG) as a fuel for the international transport of goods instead of diesel and to identify the corridors which could be used by vehicles powered by natural gas. The use of CNG would make it possible to reduce pollutant emissions and the cost of the transport.

The UNECE Task Force on the Blue Corridor Project has identified three pilot corridors based on volumes of traffic, potential reduction of transport costs, reduction of emissions and number of existing fuel stations distributing compressed natural gas:

- Moscow-Minsk-Warsaw-Berlin (along the E 30);
- Berlin-Czech Republic-Austria-Rome (along the E 55 and the E 45);
- Helsinki-St. Petersburg-Moscow (along the E 18 and E 105).

The next phase of the project will be to seek sources of financing to develop the re-fuelling infrastructure along the pilot corridors and to promote the use of vehicles powered by CNG.

2. TEM AND TER PROJECTS

2.1 Trans-European North-South Motorway (TEM)

Since 2002, the following changes of the TEM network have been approved in Turkey by the TEM Steering Committee:

- section Konya - Ulukisla (180 km) replaced the section Konya - Aksaray (141 km);
- section Horosan - Kars - Turkgozu (276 km) replaced the section Erzurum - Gole -Turkgozu (334 km).

Due to additional motorway sections opened for traffic in the meantime, and also to some new bypasses on the TEM Corridor roads, the total length of the TEM network as of 1 January 2004 amounted to 23,389 km, out of which 7,438 km were double carriageway motorways in operation and 973 km under construction.

2.2. Trans-European Railway (TER)

Since the last session of the Working Party, no change has occurred regarding the TER network.
