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## **Economic Commission for Europe**

### **Inland Transport Committee**

#### **Working Party on Road Transport**

##### **111th session**

Geneva, 25-26 October 2016

Item 4 (b) of the provisional agenda

##### **European Agreement on Main International Traffic Arteries (AGR)**

##### **Amendments to the Agreement**

### **Amendments to the Agreement**

#### **Note by the secretariat**

This document presents a list of amendments made since 2002 to the European Agreement on Main International Traffic Arteries (AGR).

AMENDMENT	PROPOSAL	ACCEPTANCE	MODIFICATIONS
<b>1. ECE/TRA NS/SC.1/386; Annex II</b>	<b>C.N.180.2009.</b>	<b>C.N.731.2009. (accepted)</b>	<p><b>B. Branch, link and connecting roads</b></p> <p><b>New road E 265</b> from Tallinn (Estonia) to Kappelskär (Sweden).</p> <p><u>Overall reference</u></p> <p>E 265: Tallinn- Paldiski- Kappelskär</p>
<a href="http://www.unece.org/fileadmin/DAM/trans/doc/2008/sc1/ECE-TRANS-SC1-386e.pdf">http://www.unece.org/fileadmin/DAM/trans/doc/2008/sc1/ECE-TRANS-SC1-386e.pdf</a>	<a href="https://treaties.un.org/doc/Publication/CN/2009/CN.180.2009-Eng.pdf">https://treaties.un.org/doc/Publication/CN/2009/CN.180.2009-Eng.pdf</a>	<a href="https://treaties.un.org/doc/Publication/CN/2009/CN.731.2009-Eng.pdf">https://treaties.un.org/doc/Publication/CN/2009/CN.731.2009-Eng.pdf</a>	
<b>2. ECE/TRA NS/SC.1/388; Annex II</b>	<b>C.N.150.2010.</b>	<b>C.N.564.2010. (accepted)</b>	<p><b>A. Main roads</b></p> <p>(1) West-east orientation</p> <p>(b) Intermediate roads</p> <p>- Extension of road E16 from Hønefoss (Norway) to Gävle (Sweden).</p> <p><u>New overall reference</u></p> <p>E16: Londonderry - Belfast - Glasgow - Edinburgh - Bergen - Fagernes - Hønefoss (-Oslo) - Gardermoen -Kongsvinger - the Norwegian/Swedish border - Torsby – Malung – Borlänge – Falun – Sandviken - Gävle</p> <p><b>B. Branch, link and connecting roads</b></p> <p>- <b>New road</b> E 981 on the territory of Turkey from Afyon to the Junction (Aksaray-Pozanti)</p> <p>- <b>New road</b> E 982 on the territory of Turkey from Mersin to Tarsus East Junction</p> <p>- <b>New road</b> E 579 on the territory of Hungary from Görbeháza to Beregdaróc</p> <p><u>Overall references</u></p> <p><b>E 981:</b> Afyon-Konya- Junction (Aksaray-Pozanti) (on the State road linking Ankara and Mersin on E90)</p> <p><b>E 982:</b> Mersin- Junction Tarsus East (on the motorway linking Ankara and Adana on E90)</p> <p><b>E 579:</b> Görbeháza - Nyíregyháza - Vásárosnamény - Beregdaróc</p>
<a href="http://www.unece.org/fileadmin/DAM/trans/doc/2009/sc1/ECE-TRANS-SC1-388e.pdf">http://www.unece.org/fileadmin/DAM/trans/doc/2009/sc1/ECE-TRANS-SC1-388e.pdf</a>	<a href="https://treaties.un.org/doc/Publication/CN/2010/CN.150.2010-Eng.pdf">https://treaties.un.org/doc/Publication/CN/2010/CN.150.2010-Eng.pdf</a>	<a href="https://treaties.un.org/doc/Publication/CN/2010/CN.564.2010-Eng.pdf">https://treaties.un.org/doc/Publication/CN/2010/CN.564.2010-Eng.pdf</a>	

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<p><b>3. ECE/TRANS/SC.1/398; Annex I</b></p> <p><a href="http://www.unece.org/fileadmin/DAM/trans/doc/2012/sc1/ECE-TRANS-SC1-398e.pdf">http://www.unece.org/fileadmin/DAM/trans/doc/2012/sc1/ECE-TRANS-SC1-398e.pdf</a></p>	<p><b>C.N.164.2013.</b></p> <p><a href="https://treaties.un.org/doc/Publication/CN/2013/CN.164.2013-Eng.pdf">https://treaties.un.org/doc/Publication/CN/2013/CN.164.2013-Eng.pdf</a></p>	<p><b>C.N.562.2013. (accepted)</b></p> <p><a href="https://treaties.un.org/doc/Publication/CN/2013/CN.562.2013-Eng.pdf">https://treaties.un.org/doc/Publication/CN/2013/CN.562.2013-Eng.pdf</a></p>	<p>The Government of Hungary has proposed to extend E66 from Szekesfehervar to Szolnok. In doing so, it has proposed to amend Annex I to the AGR Agreement as follows:</p> <p><b>E 66:</b> Fortezza - St. Candido - Spittal - Villach - Klagenfurt - Graz - Veszprém -Székesfehérvár - Dunaújváros - Kecskemét -Szolnok</p> <p>SC.1 adopted this amendment proposal as per Article8 of the AGR Agreement.</p>
<p><b>4. ECE/TRANS/SC.1/402; Annex</b></p> <p><a href="http://www.unece.org/fileadmin/DAM/trans/doc/2014/sc1/ECE-TRANS-SC1-402.pdf">http://www.unece.org/fileadmin/DAM/trans/doc/2014/sc1/ECE-TRANS-SC1-402.pdf</a></p>	<p><b>C.N.138.2015.</b></p> <p><a href="https://treaties.un.org/doc/Publication/CN/2015/CN.138.2015-Eng.pdf">https://treaties.un.org/doc/Publication/CN/2015/CN.138.2015-Eng.pdf</a></p>	<p><b>C.N.468.2015. (accepted)</b></p> <p><a href="https://treaties.un.org/doc/Publication/CN/2015/CN.468.2015-Eng.pdf">https://treaties.un.org/doc/Publication/CN/2015/CN.468.2015-Eng.pdf</a></p>	<p>The Government of Germany proposed the following amendments to “table of contents” and provisions IV.4.2, IV.4.4, and IV.7.2 of Annex II. The amendments are identified below by strikethrough (deletions) and bold (additions).</p> <p>Annex II:</p> <p>IV. EQUIPMENT</p> <p>4.Traffic control</p> <p>4.1Traffic light signals</p> <p>4.2 Variable <del>traffic message</del> signs</p> <p>4.3 Emergency communications systems</p> <p><b>4.4 User information</b></p> <p>IV.4.2. <u>Variable <del>traffic message</del> signs</u></p>

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**Variable message signs shall be used in accordance with the international conventions and agreements in force.**

Variable ~~traffic~~ **message** signs shall be as comprehensible as static road signs, and be legible by day and night to drivers in all lanes. **In particular, variable message signs may be used where special road safety requirements and/or road capacity problems exist.**

#### IV.4.4 User information

Up-to-date information on road and traffic conditions should be transmitted to road users by appropriate means (e.g. **variable message signs**). Possibility of receiving such information in tunnels is advisable. **Contracting Parties should endeavour to harmonize the content and presentation of road and traffic conditions information as far as possible.**

#### IV.7.2 Service areas

Service areas adapted both to the site and to its users (e.g. tourists, road hauliers, ~~etc.~~) and away from interchanges shall provide a minimum of services such as parking **space for trucks, buses and cars**, ~~telephone~~, fuel, **restaurant** and toilets with easy access for physically disabled persons.

**Due to the increasing number of vehicles in international traffic using alternative energy propulsion systems, it is also desirable to provide refuelling points for Compressed Natural Gas (CNG), Liquefied Petroleum Gas (LPG), hydrogen (H<sub>2</sub>), Liquefied Natural Gas (LNG), and electricity.**

These areas should be provided at appropriate intervals, taking into account, among other things, the volume of traffic; a sign indicating the approach to a service area should also indicate the distance to the next service area **and the type of services available.**

All traffic and parking areas shall be separated from the carriageway(s) of the E-road.

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<p><b>5. ECE/TRANS/SC1/381c1e</b></p> <p><a href="http://www.unece.org/fileadmin/DAM/trans/doc/2008/sc1/ECE-TRANS-SC1-381c1e.pdf">http://www.unece.org/fileadmin/DAM/trans/doc/2008/sc1/ECE-TRANS-SC1-381c1e.pdf</a></p>	<p><b>C.N.182.2008</b></p> <p><a href="https://treaties.un.org/doc/Publication/CN/2008/CN.182.2008-Eng.pdf">https://treaties.un.org/doc/Publication/CN/2008/CN.182.2008-Eng.pdf</a></p>	<p><b>C.N.650.2008</b></p> <p><b>(accepted)</b></p> <p><a href="https://treaties.un.org/doc/Publication/CN/2008/CN.650.2008-Eng.pdf">https://treaties.un.org/doc/Publication/CN/2008/CN.650.2008-Eng.pdf</a></p>	<p><b>A. Main roads</b></p> <p><b>(2) North-south orientation</b></p> <p>(b) Intermediate roads</p> <p>- <b>E 79</b>, replacement of “Püspöklandány” by “<b>Berettyóújfalú</b>” (Hungary)</p> <p>New overall reference</p> <p>E 79: Miskolc - Debrecen - <b>Berettyóújfalú</b> - Oradea - Beius - Deva - Petrosani - Tirgu Jiu - Craiova - Calafat - Vidin - Vraca - Botevgrad - Sofia - Blagojevgrad - Serai - Thessaloniki</p>
<p><b>6. ECE/TRANS/SC1/379e</b></p> <p><a href="http://www.unece.org/fileadmin/DAM/trans/doc/2006/sc1/ECE-TRANS-SC1-379e.pdf">http://www.unece.org/fileadmin/DAM/trans/doc/2006/sc1/ECE-TRANS-SC1-379e.pdf</a></p>	<p><b>C.N.315.2007</b></p> <p><a href="https://treaties.un.org/doc/Publication/CN/2007/CN.315.2007-Eng.pdf">https://treaties.un.org/doc/Publication/CN/2007/CN.315.2007-Eng.pdf</a></p> <p><b>C.N.316.200.Reissued.25022015</b></p> <p><a href="https://treaties.un.org/doc/Publication/CN/2007/CN.316.2007.Reissued.25022015-Eng.pdf">https://treaties.un.org/doc/Publication/CN/2007/CN.316.2007.Reissued.25022015-Eng.pdf</a></p>	<p><b>C.N.1005.2007</b></p> <p><b>(accepted)</b></p> <p><a href="https://treaties.un.org/doc/Publication/CN/2007/CN.1005.2007-Eng.pdf">https://treaties.un.org/doc/Publication/CN/2007/CN.1005.2007-Eng.pdf</a></p> <p><b>C.N.1006.2007</b></p> <p><a href="https://treaties.un.org/doc/Publication/CN/2007/CN.1006.2007-Eng.pdf">https://treaties.un.org/doc/Publication/CN/2007/CN.1006.2007-Eng.pdf</a></p>	<p>1. Modify Article 9, paragraph 5 of the AGR to read:</p> <p>“Any amendment accepted shall be communicated by the Secretary-General to all Contracting Parties and shall come into force three months after the date of its communication <b>with respect to all Contracting Parties except those which, during the six-month period referred to in Article 9.4, make a declaration that they do not accept all or part of the amendment.</b>”</p> <p>2. Modify Annex I to the AGR as follows:</p> <p><b>B. Branch, link and connecting roads</b></p> <p>- <b>New road</b> E 264 from Jõhvi (Estonia) to Incukalns (Latvia)</p> <p>Overall reference E-264: Jõhvi – Tartu – Valga – Valka – Valmiera – Incukalns</p> <p>3. Modify Annex II to the AGR:</p> <p>III.3.1</p> <p>Modify the fourth paragraph to read: “Operational measures <b>with a view to temporarily increasing capacity, inter alia, counterflow traffic, speed reductions and a reduction in the width of lanes, may also ensure a steady flow of traffic under certain special conditions and during certain periods.</b>” III.3.2</p> <p>Insert the text in bold in the second paragraph: “The recommended minimum width of shoulders is a range from 2.50 m for ordinary roads to 3.25 m for motorways. On difficult sections of mountainous terrain and on sections crossing intensively urbanized areas, <b>with constructions such as fly-overs, viaducts, bridges and tunnels</b> and also on sections equipped with acceleration or deceleration lanes, the width of shoulder can be reduced.</p>

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<b>7. TRANS/S C1/377e</b> http://www.unece.org/fileadmin/DAM/trans/doc/2005/sc1/TRANS-SC1-377e.pdf	<b>C.N.160.2006</b> https://treaties.un.org/doc/Publication/CN/2006/CN.160.2006-Eng.pdf	<b>C.N.660.2006</b> <b>(accepted)</b> https://treaties.un.org/doc/Publication/CN/2006/CN.660.2006-Eng.pdf	<p><b>A. Main roads</b></p> <p><b>(1) West-east orientation</b></p> <p><b>(b) Intermediate roads</b></p> <p>- Reinstate <b>E 88</b> from Ankara to Refahiye (Turkey), linking with E 80, E 89 and E 90. Overall reference <b>E 88: Ankara - Yozgat - Sivas - Refahiye</b></p> <p>- Reinstate E 96 from Izmir to Sivrihisar (Turkey), linking with E 87 and E 90. Overall reference <b>E 96: Izmir - Uşak - Afyon - Sivrihisar</b></p> <p><b>(2) North-south orientation</b></p> <p><b>(a) Reference roads</b></p> <p><b>Extend E 45</b> from Göteborg to Karesuando (Sweden). New overall reference <b>E 45: Karesuando - 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 - Brenner-Pass/Passo del Brennero - Fortezza - Bolzano - Trento - Verona - Modena - Bologna - Cesena - Perugia - Fiano (Roma) - S. Cesareo (Roma) - Napoli - Salerno - Sicignano - Cosenza - Villa S. Giovanni ... Messina - Catània - Siracusa - Gela</b></p> <p><b>(b) Intermediate roads</b></p> <p>- <b>E 87</b>, in Bulgaria replacement of “Sozopol - Primorsko - Tcarevo” by <b>“Marinka - Zvezdec”</b></p> <p>TRANS/SC.1/377</p> <p>page 14</p>

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			Annex 1 New overall reference <b>E 87:</b> Odessa - Izmail - Reni - Galati - Tulcea - Constanta - Varna - Burgas - <b>Marinka - Zvezdec</b> - Malko Tarnovo - Dereköy - Kirklareli - Babaeski - Havza - Keşan - Gelibolu - Eceabat ... Çanakkale - Ayvalik - Izmir - Selçuk - Aydin - Denizli - Acipayam - Korkuteli - Antalya - Reinstate <b>E 97 from</b> Trabzon to Aşkale (Turkey), linking with E 70 and E 80. Overall reference <b>E 97: Trabzon - Gümüşhane - Aşkale</b> <b>B. Branch, link and connecting roads</b> - <b>New road E 881</b> from Izmit to Çeşme (Turkey), linking with E 80, E 90, E 87 and E 96 Overall reference <b>E 881: Izmit - Bursa - Balıkesir - Manisa - Izmir - Çeşme</b>
<b>8. TRANS/C1/375e</b> <a href="http://www.unece.org/fileadmin/DAM/trans/doc/2004/sc1/TRANS-SC1-375e.pdf">http://www.unece.org/fileadmin/DAM/trans/doc/2004/sc1/TRANS-SC1-375e.pdf</a>	<b>C.N.195.2005</b> <a href="https://treaties.un.org/doc/Publication/CN/2005/CN.195.2005-Eng.pdf">https://treaties.un.org/doc/Publication/CN/2005/CN.195.2005-Eng.pdf</a>	<b>C.N.1027.2005. TREATIES-4 (accepted)</b>	<b>A. Main roads</b> <b>(1) West-East orientation</b> <b>(a) Reference roads</b> <b>E 40</b> , change of name of the town of <b>Leninogorsk to Ridder</b> (Kazakhstan). New overall reference: <b>E 40</b> Calais - Oostende - Gent - Bruxelles - Liège - Aachen - Köln - Olpe - Giessen - Bad Hersfeld - Herleshausen - Eisenach - Erfurt - Gera - Chemnitz - Dresden - Görlitz -Legnica - Wrocław - Opole - Gliwice - Kraków - Przemyśl - Lvov - Rovno - Zhitomir -Kiev - Kharkov - Rostov-ná-Donu - 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 - <b>Ridder</b> . On the <b>E 60</b> , add the reference town of <b>Agigea</b> after Constanța (Romania). New overall reference: <b>E 60</b> Brest - Nantes - Tours - Orléans - Courtenay - Beaune - Besançon - Belfort - Mulhouse -

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			<p>Basel - Zürich - Winterthur - St. Gallen - St. Margrethen - Lauterach - Feldkirch - Imst - Innsbruck - Wörgl - Rosenheim - Salzburg - Linz - Wien - Nickelsdorf - Mosonmagyaróvár - Győr - Budapest - Püspökladány - Oradea - Cluj Napoca - Turda - Tîrgu-Mureş - Braşov - Ploieşti - Bucureşti - Urziceni - Slobozia - Hârşova -Constanţa - <b>Agigea</b> ... Poti - Samtredia - Khashuri - Tbilisi - Gandja - Evlak - Baku ...Turkmenbashi - Gyzylarbat - Ashgabat - Tedjen - Mary - Chardzhu - Alat - Bucharra - Karshi - Guzai - Sherobod - Termis - Dushanbe - Jirgatal - Sary Tash - Irkeshtam.</p> <p><b>(b) Intermediate roads</b></p> <p><b>E 38</b>, extension of the route from <b>Kyzylorda to Shymkent</b> (Kazakhstan).</p> <p>New overall reference:</p> <p>E 38 Glukhov - Kursk - Voronezh - Saratov - Uralsk - Aktobe - Karabutak - Aralsk - Novokazalinsk - Kyzylorda - <b>Shymkent</b>.</p> <p>On the E 68, addition of reference towns Ilia, Sebeş, Veştem and Făgăraş (Romania).</p> <p>New overall reference:</p> <p><b>E 68</b> Szeged - Arad - <b>Ilia</b> - Deva - <b>Sebeş</b> - Sibiu - <b>Veştem</b> - <b>Făgăraş</b> - Braşov.</p> <p><b>(2) North-South orientation</b></p> <p><b>(a) Reference roads</b></p> <p><b>E 85</b>: Addition of reference towns <b>Tişiţa and Săbăoani</b> (Romania).</p> <p>New overall reference:</p> <p><b>E 85</b> Klaipėda - Kaunas - Vilnius - Lida - Slonim - Kobrin - Luck - Černovcy - Siret - Suceava - <b>Săbăoani</b> - Roman - Bačau - Mărăşeşti - <b>Tişiţa</b> - Buzău - Urziceni - Bucureşti - Giurgiu - Ruse - Bjala - Veliko Tarnovo - Stara Zagora - Haskovo - Svilengrad - Ormenio - Kastanies - Didymoteicho - Alexandroupoli.</p> <p><b>(b) Intermediate roads</b></p> <p>E 81: Extension of the road from <b>Bucureşti to Constanţa</b> (Romania).</p> <p>New overall reference</p> <p><b>E 81</b> Mukacevo - Halmeu - Satu Mare - Zalău - Cluj Napoca - Turda - Sebeş - Sibiu - Piteşti - Bucureşti - <b>Lehliu - Feteşti - Cernavodă - Constanţa</b>.</p> <p>New E road between <b>Şanlıurfa</b> (Turkey) and <b>Sadarak</b> (Azerbaijan) linking with E 90 and E</p>



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			Overall reference: <b>E 99 Şanlıurfa - Diyarbakir - Bitlis - Doğubeyazit - Iğdir - Dilucu - Sadarak.</b>
			<b>B. Branch, link and connecting roads</b>
			New E road between <b>Tallinn</b> and <b>Luhamaa</b> (Estonia) linking with E 20, E 67 and E 77.
			Overall reference: <b>E 263 Tallinn - Tartu - Luhamaa.</b>
			<b>E 441:</b> Extension from Plauen to <b>Hof</b> (Germany).
			New overall reference: <b>E 371</b>
			<b>E 441</b> Chemnitz - Plauen - <b>Hof.</b>
			New E road between <b>Ploieşti</b> and <b>Buzău</b> (Romania) linking with E 60 and E 85.
			Overall reference: <b>E 577 Ploieşti - Buzău.</b>
			<b>E 675:</b> Suppression of the section <b>Constanţa - Agigea</b> (Romania).
			New overall reference: <b>E 675 Agigea</b> - Negru Vodă/Kardam.
			<b>E 581:</b> Replacement of <b>Mărăşeşti</b> by <b>Tişîţa</b> (Romania).
			New overall reference: <b>E 581 Tişîţa</b> - Tecuci - Albiţa - Leucheni - Kishinev - Odessa.
			<b>E 583:</b> Replacement of <b>Roman</b> by <b>Săbăoani</b> (Romania).
			New overall reference: <b>E 583 Săbăoani</b> - Iaşi - Sculeni - Beltzy - Mohelerpodolsc - Vinnitza - Zhitomir.
			<b>E 673:</b> Replacement of <b>Deva</b> by <b>Ilia</b> (Romania).
			New overall reference: <b>E 673 Lugoj - Ilia.</b>
			<b>E 691:</b> Extension of the route from <b>Vale</b> (Georgia) to <b>Horasan</b> (Turkey), linking with E 80.
			New overall reference:

AMENDMENT	PROPOSAL	ACCEPTANCE	MODIFICATIONS
<p><b>9. TRANS/S C1/375A2E</b>  <a href="http://www.unece.org/fileadmin/DAM/trans/doc/2004/sc1/TRANS-SC1-375a2e.pdf">http://www.unece.org/fileadmin/DAM/trans/doc/2004/sc1/TRANS-SC1-375a2e.pdf</a></p>	<p><b>C.N.198.2005. REISSUED.26 022015</b>  <a href="https://treaties.un.org/doc/Publication/CN/2005/CN.198.2005.Reissued.26022015-Eng.pdf">https://treaties.un.org/doc/Publication/CN/2005/CN.198.2005.Reissued.26022015-Eng.pdf</a></p>	<p><b>C.N.1027.2005. TREATIES-4 (Accepted)</b></p>	<p><b>E 691</b> Ashtarak - Gumri - Ashotsk - Vale - <b>Turkgözü - Posof - Kars - Horasan.</b>  <b>E 002:</b> Extension of the route from <b>Mehgri</b> (Armenia) to <b>Sadarak</b> (Azerbaijan).            New overall reference:  <b>E 002</b> Alyat - Saatli - Mehgri - <b>Ordubad - Djulfa - Nakhchivan - Sadarak.</b></p> <p>Insert the following new section V (Existing sections V (Environment and landscaping) and VI (Maintenance) become sections VI and VII, respectively):            “V. MANAGEMENT, SAFETY EQUIPMENT AND GENERAL ARRANGEMENTS FOR TUNNELS</p> <ol style="list-style-type: none"> <li>1. Traffic management systems</li> <li>2. Control centre</li> <li>3. Emergency exits and access for emergency services</li> <li>4. Tunnel equipment               <ol style="list-style-type: none"> <li>4.1 Lighting appliances, power supply and electrical circuits</li> <li>4.2 Emergency appliances</li> <li>4.3 Ventilation systems</li> <li>4.4 Other appliances and systems for the improvement of safety”</li> </ol> </li> </ol> <p>Replace the summary of existing section V (ENVIRONMENT AND LANDSCAPING), which becomes section VI, by the following:            “VI. ENVIRONMENT AND LANDSCAPING</p> <ol style="list-style-type: none"> <li>1. General remarks</li> <li>2. Integration of roads into the environment</li> <li>3. The main adverse effects of roads on the environment               <ol style="list-style-type: none"> <li>3.1 Water pollution                   <ol style="list-style-type: none"> <li>3.1.1 Pollution during roadworks</li> <li>3.1.2 Seasonal pollution</li> <li>3.1.3 Accidental pollution</li> </ol> </li> </ol> </li> </ol>

<i>AMENDMENT</i>	<i>PROPOSAL</i>	<i>ACCEPTANCE</i>	<i>MODIFICATIONS</i>
			<p>3.1.4 Chronic pollution</p> <p>3.2 Noise</p> <p>3.2.1 Factors to be taken into account</p> <p>3.2.2 Measures to be taken</p> <p>4. Taking account of the landscape and the cultural environment”</p> <p>Replace the number of existing section VI (MAINTENANCE) by the number VII.</p> <p>Amendments concerning the body of Annex II</p> <p>I. GENERAL</p> <p>...</p> <p>Add the following to the end of the second paragraph:</p> <p>“The provisions of this annex concerning tunnels shall apply to tunnels with lengths of over 500 m. Some of these provisions, however, concern long tunnels only.”</p> <p>...</p> <p>II. CLASSIFICATION OF INTERNATIONAL ROADS</p> <p>...</p> <p>II.2 Express roads</p> <p>Replace the existing text by the following:</p> <p>“An express road is a road reserved for motor traffic accessible from interchanges or controlled junctions only and which:</p> <p>(i) Prohibits stopping and parking on the running carriageway(s); and</p> <p>(ii) Does not cross at level with any railway or tramway track, or footpath.”</p> <p>...</p> <p>III. GEOMETRIC CHARACTERISTICS</p> <p>III.1 General considerations</p> <p>In the second sentence, “Changes of category ... particular attention”, in the third paragraph from the end, add in the brackets after “interchanges” “, toll areas and frontier posts.”.</p>

AMENDMENT	PROPOSAL	ACCEPTANCE	MODIFICATIONS
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III.2 Horizontal and vertical alignment

III.2.1 Basic parameters

Amend as follows the table on recommended minimum values for parameters of horizontal and vertical alignment:

Design speed (km/h)		60	80	100	120	140
Minimum radii in plane (corresponding to maximum superelevation 7%)		120	240	450	650	1000
Maximum gradient (percentage not to be exceeded)*		8	7	6	5	4
Maximum longitudinal gradient in new tunnels**		5	5	5	5	5
Minimum radii at the highest point of the vertical alignment (in m)	One-way	1500	3000	6000	10000	18000
	Two-way	1600	4500	10000	-	-
Minimum radii at the lowest point of the vertical alignment		1500	2000	3000	4200	6000

\* 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.

\*\* Unless no other solution is geographically possible. In tunnels with gradients higher than 3%, additional and/or

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			<p>reinforced measures should be taken to enhance safety on the basis of a risk analysis.</p> <p>Amend the last paragraph of the section to read:</p> <p>“Horizontal alignment curves shall, when appropriate, be introduced by transition curves.”</p> <p>...</p> <p>III.3 Cross-section between junctions</p> <p>After the existing text, add the following paragraphs:</p> <p>“In this respect, tunnels and bridges, structures which are an integral part of the road system, should, to the extent possible, with the exception of the emergency lane, have the same number of traffic lanes as there are before and after these structures. Any change in the number of lanes should occur at a sufficient distance from the entrance to these infrastructures.</p> <p>For tunnels, the principal criteria to be taken into account in deciding on the number of tubes to build (a single tube or two tubes) are traffic forecasts and safety (taking into account such aspects as the percentage of heavy goods vehicles, gradient and length).</p> <p>Emergency stopping places (lay-bys) should be provided at least every 1000 m in narrow bidirectional tunnels with heavy traffic.</p> <p>New tunnels without an emergency lane should as far as possible be provided with emergency walkways, elevated or not, for tunnel users in the event of an incident. In existing tunnels where there is neither an emergency lane nor an emergency walkway, additional and/or reinforced measures should be taken to ensure safety.”</p> <p>III.3.1 Number and width of traffic lanes</p> <p>Delete the second (The volume of traffic flow...) and third (Various methods...) paragraphs.</p> <p>...</p> <p>III.5 Intersections</p> <p>Before paragraph III.5.1, insert the following definition:</p>

<i>AMENDMENT</i>	<i>PROPOSAL</i>	<i>ACCEPTANCE</i>	<i>MODIFICATIONS</i>
			<p>“An intersection is a point at which two or more traffic flows meet.”</p> <p>III.5.1 Choice of type of junction</p> <p>In the last paragraph, “The use of junctions ... to users”, replace “with traffic signals (three colour lights)” by “... with traffic light signals (three colour system) ...”.</p> <p>...</p> <p>III.5.3.2 Geometric characteristics</p> <p>Amend the first sentence of the third paragraph to read:</p> <p>“Horizontal curves shall be joined by transition curves of a suitable length. ...”</p> <p>Add (c) at the end of this subsection to read:</p> <p>“(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.”</p> <p>...</p> <p>IV. EQUIPMENT</p> <p>...</p> <p>IV.3.1 Safety fences and barriers</p> <p>Modify the fourth paragraph as follows:</p> <p>“Such safety devices shall normally be provided on structures and in their approach zones.”</p> <p>...</p> <p>IV.4.2 Variable traffic signs</p> <p>In the English text replace “lines” by “lanes”.</p> <p>...</p> <p>IV.5 Road lighting</p> <p>Replace the first sentence by the following:</p> <p>“Lighting is desirable at some special areas such as frontier posts, tunnels, adjoining areas, interchanges with other “E” roads, toll areas, etc.”.</p> <p>...</p>

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			<p>IV.6.3 Protection from animals</p> <p>Amend the title to read:</p> <p>“Protection from and of animals”.</p> <p>...</p> <p>Insert the following new section V (the existing sections V (Environment and landscaping) and VI (Maintenance) become sections VI and VII respectively):</p> <p>“V. MANAGEMENT, SAFETY EQUIPMENT AND GENERAL ARRANGEMENTS FOR TUNNELS</p> <p>V.1 Traffic management systems</p> <p>Tunnels with high traffic volume should be equipped with traffic management systems in order to avoid traffic congestion, particularly in the case of an incident.</p> <p>In the case of long or short-term closure of tunnels, the best possible alternative itineraries should be planned and indicated to users at diversion locations situated in advance of the tunnel.</p> <p>In the event of a serious accident, all the affected tubes of the tunnel should immediately be closed to traffic. The traffic should be managed in such a way that unaffected vehicles can quickly leave the tunnel.</p> <p>V.2 Control centre</p> <p>A control centre should be provided for long tunnels with a heavy volume of traffic. Surveillance of several tunnels may be centralized at a single control centre.</p> <p>For tunnels starting and ending in different countries or falling under the control of different national regions, one single control centre should be designated as being in control at any given time.</p> <p>V.3 Emergency exits and access for emergency services</p> <p>The need to provide emergency exits and the distance between them should be decided on the basis of a risk analysis of the tunnel in question. However, in new tunnels, emergency exits should be provided where the traffic volume is higher than an annual daily average of 2000</p>

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			<p>vehicles per lane.</p> <p>The maximum distance between two emergency exits should not exceed 500 m.</p> <p>Shelters without an exit leading to escape routes to the open air should be avoided in future tunnel construction.</p> <p>In twin-tube tunnels, in the event of an incident in one tube, the other tube may be used as an escape and rescue route. To this effect, the tubes should be connected at regular intervals by cross-connections for pedestrians and by cross-connections allowing the passage of emergency services. In the absence of these, direct connections with the outside or with an emergency gallery should be provided in each tube.</p> <p>For twin-tube tunnels, wherever geographically possible, crossing of the central reserve (median strip) should be made possible outside each entry and exit to allow emergency services to gain immediate access to either tube.</p> <p>V.4 Tunnel equipment</p> <p>All safety installations or facilities for tunnel users, in particular, emergency telephones, fire extinguishers, emergency exits, lay-bys, or the indication of radio frequencies or use of radio should be signalled by means of fully visible signs and panels. The signs and panels to be used are described in the Vienna Convention on Road Signs and Signals of 1968.</p> <p>The safety equipment required in tunnels should be defined on the basis of a risk analysis of the tunnel under consideration. A list of such equipment is provided below. Some of this equipment is intended mainly for long tunnels and/or tunnels with heavy traffic.</p> <p>V.4.1 Lighting devices, power supply and electrical circuits</p> <ul style="list-style-type: none"> <li>– Normal lighting to ensure appropriate visibility day and night for drivers;</li> <li>– Safety lighting to allow a minimum visibility in the event of a breakdown of the power supply;</li> <li>– Evacuation lighting, such as evacuation marker lights, at a height of no more than 1.5 m to guide tunnel users to evacuate the tunnel on foot, in the event of an emergency;</li> </ul>



<i>AMENDMENT</i>	<i>PROPOSAL</i>	<i>ACCEPTANCE</i>	<i>MODIFICATIONS</i>
			<ul style="list-style-type: none"> <li>– Emergency power supply capable of ensuring the operation of safety equipment indispensable for the evacuation of users;</li> <li>– Design of electrical, measurement and control circuits such that a local failure (such as one due to a fire) does not affect unimpaired circuits.</li> </ul> <p>V.4.2 Emergency provisions</p> <ul style="list-style-type: none"> <li>– Emergency stations, equipped with at least an emergency telephone and two fire extinguishers, should be installed at the entry and exit of tunnels and inside at regular intervals. These intervals should not exceed 150 m for new tunnels and 250 m for existing tunnels.</li> <li>– In addition, a water supply should be provided for the fire brigade near the tunnel entry and exit and inside at intervals which should not exceed 250 m.</li> </ul> <p>V.4.3 Ventilation systems</p> <p>Appropriate ventilation systems should be provided to ensure the control of pollutants emitted by road vehicles under normal conditions and in the event of an incident, and the control of the air and of smoke in the event of a fire. When mechanical ventilation is necessary, the following recommendations should be observed:</p> <ul style="list-style-type: none"> <li>– In tunnels with congested bidirectional or unidirectional traffic, longitudinal ventilation should be used only if a risk analysis of the tunnel in question shows it is acceptable and/or if appropriate measures are taken.</li> <li>– Transverse or semi-transverse ventilation systems should be used in other cases.</li> <li>– In bidirectional tunnels with transverse or semi-transverse ventilation, equipped with a control centre, when justified by the length and the traffic, air and smoke extraction dampers should be installed which can be operated separately or in groups. In addition, the longitudinal air and smoke velocity should be monitored constantly and the steering process of the ventilation system adjusted accordingly.</li> <li>– In twin-tube tunnels, appropriate means should be implemented to stop the propagation of smoke and gases from one tube to the other in the case of fire.</li> </ul>

AMENDMENT	PROPOSAL	ACCEPTANCE	MODIFICATIONS
			<p>V.4.4 Other safety improvement devices and systems</p> <ul style="list-style-type: none"> <li>– Radio broadcast installations that can be used by the emergency services;</li> <li>– Systems for video surveillance and automatic detection of incidents and/or fires;</li> <li>– User information systems (radio, loudspeakers, variable message signs);</li> <li>– Traffic lights, barriers and other equipment to stop vehicles when necessary before the tunnel entrance and, if required, road signs and other appropriate means within the tunnel;</li> <li>– Overheating control systems for heavy goods vehicles (to be installed outside tunnels);</li> <li>– Road signs and/or markings to help drivers to maintain an adequate distance from the vehicle in front;</li> <li>– Automatic systems for detecting violations of traffic regulations particularly regarding speed limits and distance between vehicles.</li> </ul>
			<p>V.5 Fire resistance of the structure</p> <p>The main structure of tunnels where a local collapse may have catastrophic consequences (for example, an underwater tunnel or a tunnel liable to cause the collapse of large adjoining structures) should ensure a sufficient level of fire resistance.”</p>
			<p>Replace the provisions of the existing section V, which becomes section VI, by the following:</p>
			<p>“VI. ENVIRONMENT AND LANDSCAPING</p>
			<p>VI.1 General remarks</p>
			<p>Roads are a tool for road-users, designed within the framework of town and country planning. They make possible the movement and transport of people and goods and offer access to work, rest and leisure areas. However, in some circumstances they can give rise to various nuisances (noise, pollution, vibrations) both in and outside urban areas; these have taken on a new dimension as a consequence of a considerable increase in road traffic. Taking account of the impact of a road on the environment must therefore be considered carefully with the general</p>

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			<p>aim of maximizing the positive effects on the environment and correcting the negative ones.</p> <p>The concern to preserve the quality (visual and ecological) of the environment also means that roads must be designed to harmonize with landscapes.</p> <p>It is therefore important that all administrators should acquaint themselves with the environmental features involved and should subsequently take appropriate measures to inform users of the presence of these features and the regulations protecting them, or should take steps to protect them physically.</p> <p>VI.2 Integration of roads into the environment</p> <p>When a new project is proposed or existing roads are upgraded, consideration should be given to the direct and indirect effects of the roads and traffic on:</p> <ul style="list-style-type: none"> <li>– People, fauna and flora;</li> <li>– Soils, sub-soils, water, air, microclimate;</li> <li>– Landscape, physical property and cultural heritage.</li> </ul> <p>In this regard the following factors should ideally be taken into account:</p> <p>Good coordination of the alignment and the longitudinal profile, in relation to the elements of the landscape, should ensure not only harmonious integration of the alignment with local topography and land use but also prevent unfavourable impact on the safety of road users.</p> <p>Acoustic nuisances, vibration and air, water and soil pollution deriving from traffic and from the maintenance and exploitation of roads, should be limited as far as possible by appropriate means, in accordance with the regulations of the countries concerned.</p> <p>Whenever a new road and the works involved have a great influence on the landscape, it would be better to take care of their quality by creating a new landscape rather than trying to mask it.</p> <p>VI.3 The main adverse effects of roads on the environment</p> <p>The most acute problems generally arise from water and noise pollution. Water pollution may affect man and his environment, while noise directly disturbs the rhythm of his life and particularly his sleep.</p>

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			<p>VI.3.1 Water pollution</p> <p>There are four types of pollution caused by roads. As conventional drainage systems can remove only a small fraction of the pollution deposited on the roadway, specific solutions need to be devised for each type of pollution.</p> <p>VI.3.1.1 Pollution during roadworks</p> <p>On the one hand, there is the erosion by rainwater of the bare soil and embankments, which carries off fine materials. To avoid this, it is important to clear and strip only the surfaces necessary for the work. The temporary installation of desilting or infiltration basins makes it possible to reduce and hold back the waste materials in the most susceptible places. On the other hand, the works vehicles leave behind traces of oil and suspended solids.</p> <p>VI.3.1.2 Seasonal pollution</p> <p>Seasonal pollution is caused by dissolvable and abrasive de-icing products used in winter maintenance, most of which are based on sodium chloride. This type of pollution can be reduced by salting the roads less and reducing the amount of salt used. Moreover, it is strongly advised to cover stocks in order to avoid the constant discharge of brine.</p> <p>VI.3.1.3 Accidental pollution</p> <p>Accidental pollution results from spills following road accidents involving the transport of dangerous goods. Statistics show that such accidents usually take place outside built-up areas. Hydrocarbons are the main cause of this type of pollution. Solutions to this problem involve both measures to adapt the infrastructure and operational measures. Susceptible environments can be protected by installing crash barriers or embankments or by building a watertight drainage system.</p> <p>VI.3.1.4 Chronic pollution</p> <p>Chronic pollution describes all the forms of pollution associated with road traffic: wear of the roadway, metal corrosion, tyre wear and exhaust emissions. It should be noted that only a small proportion of the amounts emitted is carried off by rainwater to discharge points.</p>

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			<p>However, a rainstorm or mini-flood can drain a sizeable area and thus cause more widespread pollution. The cleansing capacities of ditches and soil should therefore be maximized.</p> <p>VI.3.2 Noise</p> <p>Road noise is typically a combination of unpleasant and undesirable sounds caused by the passage of light and/or heavy vehicles. The noise level, measured in decibels (dBA), can cause disturbances in people's daily lives and sleeping habits.</p> <p>The relationship between the noise level experienced and disturbances allows us to define the thresholds above which noise-reduction measures should be taken. These thresholds, which should be set nationally or, failing that, by administrators, vary from country to country.</p> <p>VI.3.2.1 Factors to be taken into account</p> <p>The following factors concerning noise should be taken into account in environmental impact assessments:</p> <ul style="list-style-type: none"> <li>• Information on the estimated daytime and night-time traffic and on the traffic observed at particular times (percentage of heavy goods vehicles);</li> <li>• Inhabited or sensitive areas, where necessary;</li> <li>• Information on relief;</li> <li>• Nature of the project: new, existing or modified;</li> <li>• Information on the road surface;</li> <li>• Nature of buildings to be protected; measures differ for hospitals, housing and factories;</li> <li>• Category of road concerned and speed limit(s) authorized, etc.</li> </ul> <p>VI.3.2.2 Measures to be taken</p> <p>The measures to be taken are:</p> <ul style="list-style-type: none"> <li>• Avoid inhabited or sensitive areas (schools, hospitals);</li> <li>• Install protective devices (noise barriers);</li> <li>• Use less noisy surfaces where possible;</li> <li>• Soundproof facades;</li> </ul>

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			<ul style="list-style-type: none"><li>• Take account of the existing noise pollution in planning documents.</li></ul> <p>VI.4 Taking account of the landscape and the cultural environment</p> <p>Such elements of the landscape that are visible from the road will contribute to traffic safety and to the comfort of road users. They should supplement and reinforce visual guidance and add to the interest of the journey.</p> <p>The sight of towns, rivers, hills, etc., gives users an opportunity to take their bearings and should be conserved as far as possible.</p> <p>Plantations (in alignment or other forms) may contribute to improving visual guidance and to breaking the monotony of the road alignment, provided that the conditions of their implementation do not create additional risks.</p> <p>Landscaping may also contribute to protection against dazzle and against adverse weather conditions (wind, snow, etc.).</p> <p>When the installation of noise barriers is considered, care should be taken in their construction to ensure that they are integrated to the maximum into the landscape and compensate users for any information hidden.</p> <p>It is desirable for the cultural heritage of the regions travelled through to be brought to the attention of users by appropriate means: signs, information centres in service and rest areas, etc.</p> <p>For primarily safety reasons, commercial advertising near roads should be avoided.”</p> <p>Amend the numbering and content of the existing section VI (MAINTENANCE), renumbered as</p> <p>section VII, as follows:</p> <p>“VII. MAINTENANCE</p> <p>VII.1 General considerations</p> <p>Add the following to the second paragraph (It is advisable that ... traffic flow):</p> <p>“... and safety.”</p>

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<i>AMENDMENT</i>	<i>PROPOSAL</i>	<i>ACCEPTANCE</i>	<i>MODIFICATIONS</i>
			<p>Insert a new paragraph after the second paragraph to read:</p> <p>“Complete or partial closure of lanes due to construction or maintenance works planned in advance should always begin outside tunnels.”</p> <p>In the English text, in the third paragraph of existing subsection VII.1 (Maintenance concerns ... building, etc.), replace “building” by “buildings”.</p> <p>...</p> <p>VII.2 Maintenance management</p> <p>In the English text, at the beginning of the second sentence of the first paragraph, replace “facilities” by “measures”.</p> <p>...</p> <p>VII.3 Specific aspects of maintenance</p> <p>....”</p>
<p><b>10. TRANS/S C1/371e</b></p> <p><a href="http://www.unece.org/fileadmin/DAM/trans/doc/2002/sc1/TRANS-SC1-371e.pdf">http://www.unece.org/fileadmin/DAM/trans/doc/2002/sc1/TRANS-SC1-371e.pdf</a></p>	<p><b>C.N.162.2003</b></p> <p><a href="https://treaties.un.org/doc/Publication/CN/2003/CN.162.2003-Eng.pdf">https://treaties.un.org/doc/Publication/CN/2003/CN.162.2003-Eng.pdf</a></p>	<p><b>C.N.911.2003 (accepted)</b></p> <p><a href="https://treaties.un.org/doc/Publication/CN/2003/CN.911.2003-Eng.pdf">https://treaties.un.org/doc/Publication/CN/2003/CN.911.2003-Eng.pdf</a></p>	<p><b>A. Main roads</b></p> <p><b>(1) West-east orientation</b></p> <p><b>(a) Reference roads</b></p> <p>– <b>On E 20, change reference town Nyborg to Odense (Denmark).</b></p> <p><b>New overall reference:</b></p> <p><b>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></p> <p><b>(b) Intermediate roads</b></p> <p>– <b>The E 58 should pass through Sculeni and not through Leucheni (Moldova)</b></p> <p><b>New overall reference:</b></p> <p><b>E 58: Wien - Bratislava - Zvolen - Košice - Uzhgorod - Mukacevo - Halmeu - Suceava - Iasi - Sculeni - Kishinev - Odessa - Nikolaev - Kherson - Melitopol - Tagonrog -</b></p>

AMENDMENT	PROPOSAL	ACCEPTANCE	MODIFICATIONS
			<p><b>Rostov-na-Donu</b></p> <p><b>(2) North-south orientation</b></p> <p><b>(a) Reference roads</b></p> <p><b>E 123: Reroute the Kostanay - Zhaksy - Esil - Derzhavinsk section as follows:</b>  <b>“Kostanay - Zapadnoe - Buzuluk - Derzhavinsk” (Kazakhstan)</b></p> <p><b>New overall reference:</b>  <b>E 123: Chelyabinsk - Kostanay - Zapadnoe - Buzuluk - Derzhavinsk - Arkalyk - Zhezkazgan - Kyzylorda - Shymkent - Tashkent - Aini - Dushanbe - Nizhny Pyanj.</b></p> <p><b>– E 125 - Modification of the section between Kokshetau - Astana (Kazakhstan) and extension of the section from Petropavlovsk (Kazakhstan) to Ishim (Russian Federation).</b></p> <p><b>New overall reference:</b>  <b>E 125: Ishim - Petropavlovsk - Kokshetau - Shchuchinsk - Astana - Karagandy - Balkhash - Burubaytal - Almaty - Bishkek - Naryn - Torugart.</b></p> <p><b>B. Branch, link and connecting roads</b></p> <p><b>– Extension of the E 008 (Tajikistan) west to join Dushanbe and east to the border of the People’s Republic of China</b></p> <p><b>New overall reference</b>  <b>E 008: Dushanbe - Kulab - Kalaikhumb - Khorog - Murgab - Kulma - border of China</b></p> <p><b>– E 011: Deletion of the Almaty - Kokpek section (Kazakhstan) and transposition of Kegen – Kokpek.</b></p> <p><b>New overall reference:</b>  <b>E 011: Kokpek - Kegen - Tyup.</b></p> <p><b>– E 012: Add Almaty – Kokpek and Chundzha - Kuktal sections (Kazakhstan).</b></p> <p><b>New overall reference:</b></p>



AMENDMENT	PROPOSAL	ACCEPTANCE	MODIFICATIONS
			<p><b>E 012: Almaty - Kokpek - Chundzha - Koktal - Khorgos.</b></p> <p>– <b>E 013: Delete the Koktal - Khorgos section (Kazakhstan).</b></p> <p><b>New overall reference:</b></p> <p><b>E 013: Sary-Ozek - Koktal.</b></p> <p>– <b>E 016: Delete the Esil - Astana section.</b></p> <p><b>New overall reference:</b></p> <p><b>E 016: Zapadnoe - Zhaksy - Atbasar - Astana.</b></p> <p>– <b>New E road “Zhezkazgan - Karagandy - Pavlodar - Uspenka,” connecting E 123, E 125 and E 127 (Kazakhstan).</b></p> <p><b>Overall reference:</b></p> <p><b>E 018: Zhezkazgan - Karagandy - Pavlodar - Uspenka</b></p> <p>– <b>New E road “Petropavlovsk - Zapadnoe” connecting E 123 and E 125.</b></p> <p><b>Overall reference:</b></p> <p><b>E 019: Petropavlovsk - Zapadnoe</b></p> <p>– <b>Deletion of E 381 (Russian Federation) because of duplication with other E roads.</b></p> <p>– <b>New E road between Letenye and Torniyiszentmiklós (Hungary - Slovenia).</b></p> <p><b>Overall reference:</b></p> <p><b>E 653: Letenye - Torniyiszentmiklós.</b></p>
<b>11.</b>	<b>TRANS/SC.1/369</b>	<b>C.N.1349.2001</b> <a href="https://treaties.un.org/doc/Publication/CN/2001/06/2001-06-202002-Eng.pdf">https://treaties.un.org/doc/Publication/CN/2001/06/2001-06-202002-Eng.pdf</a>	<p><b>C.N.546.2002</b> <a href="https://treaties.un.org/doc/Publication/CN/2002/CN.546.2002-Eng.pdf">https://treaties.un.org/doc/Publication/CN/2002/CN.546.2002-Eng.pdf</a></p> <p><b>RUSSIAN FEDERATION</b></p> <p><b>A. Main Roads</b></p> <p><b>(1) West-east orientation</b></p> <p><b>(b) Intermediate roads</b></p> <p><b>Road E 22 - extension from Nizhny Novgorod to Ishim</b></p> <p><b>New overall reference:</b></p> <p><b>E 22 Holyhead - Chester - Warrington - Manchester - Leeds - Doncaster - Immingham ... Amsterdam - Gronningen - Oldenburg - Bremen - Hamburg - Lübeck - Rostock - Stralsund - Sassnitz ... Trelleborg - Malmö - Kalmar - Norköping ... Ventspils - Riga - Rezekne - Velikie Luki - Moskva - Vladimir - Nizhny Novgorod - Kazan - Elabuga - Perm - Ekaterinburg -</b></p>

<i>AMENDMENT</i>	<i>PROPOSAL</i>	<i>ACCEPTANCE</i>	<i>MODIFICATIONS</i>
			<b>Tyumen - Ishim</b> <b>B. Branch, link and connecting roads</b> <b>New E road from Elabuga to Ufa.</b> <b>Overall reference:</b> <b>E 017 Elabuga - Ufa</b>