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**ECONOMIC COMMISSION FOR EUROPE**

**INLAND TRANSPORT COMMITTEE**

Working Party on Road Transport

Ad hoc Meeting on the  
Implementation of the AGR

Twentieth session  
Geneva, 9 June 2006  
Item 5 of the provisional agenda

**CONSIDERATION OF PROPOSED AMENDMENTS TO THE EUROPEAN  
AGREEMENT ON MAIN INTERNATIONAL TRAFFIC ARTERIES (AGR)**

Transmitted by the Netherlands

Introduction

1. In the Netherlands space is scarce. To limit the amount of space required for a motorway, the maximum speed and the width of a lane have been linked. Thus, in the case of a lower maximum speed, lanes may be narrower than 3.5 meters in width, without compromising road safety.
2. In this way it is possible to create additional (narrower) lanes to enhance the road capacity during peak times and to promote the traffic flow.
3. However, the Administrative Jurisdiction Division of the Council of State of the Netherlands (RvS) has ruled that the AGR has to be interpreted very strictly and has decided to rule on the narrowing of lanes on a case by case basis.

4. The Netherlands believes that, in addition to addressing its national situation, the amendments proposed will introduce greater flexibility with regard to lane width and may offer other Contracting Parties a possible way of easing traffic congestion in the future.

### **Proposals to amend Annex II**

#### **III.3.1**

*Insert the text in bold in the fourth paragraph:*

“Operational measures, **such as a reduction in the width of lanes**, may also ensure a steady flow of traffic under certain special conditions.”

#### **III.3.1**

*Amend the first sentence of the eighth paragraph to read:*

“Traffic lanes on a straight alignment should **preferably** have a width of 3.50 m.”

#### **III.3.2**

*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, **with constructions such as fly-overs, viaducts, aqueducts, bridges and tunnels** and also on sections equipped with acceleration or deceleration lanes the width of shoulder can be reduced.

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