



Economic and Social Council

Distr.: General
9 August 2016

Original: English

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

Submitted by the Government of Norway

In this document, the Government of Norway proposes to amend Annex I, AGR Agreement by extending E134 (Haugesund – Haukeligrend – Drammen) to Vassum via Drøbak. Upon the adoption of this amendment proposal, E134 would become Haugesund – Haukeligrend – Drammen – Drøbak – Vassum.

I. Proposal

1. Norway proposes that Annex I to the AGR Agreement will be supplemented as follows:

Extension of E134 from Drammen to Vassum

Current overall reference

E134 Haugesund – Haukeligrend – Drammen

Proposed overall reference

E134 Haugesund – Haukeligrend – Drammen – Drøbak – Vassum

2. The proposed extension is shown in two attachments.

II. Justification

3. The E134 runs from west to east in Norway from Haugesund Airport to Drammen. In the west, it connects with E39 running along the west coast of Norway from Kristiansand to Trondheim. In the east, it connects with E18 running through Oslo towards Kristiansand.

4. The proposed extension is the current national road RV 23 including a shared section along E18 in Drammen. The total length of the existing E134 is 420 km. The proposed extension is 45 km. This includes the shared section of 5 km along E18 in Drammen.

5. The proposed extension from Drammen to Vassum will connect E134 to E6 running through Oslo towards the Swedish border in the south at Svinesund. The extension will also connect E134, via a short section along E6, to E18 running through Oslo towards the Swedish border in the east at Ørje.

6. The RV 23 is currently a two-lane express road with six tunnels. The longest tunnel is a 7.3-km single tube under the Oslo Fjord, the Oslo Fjord tunnel, with a maximum gradient of 7 per cent. This tunnel is partially funded by road tolls.

7. A bridge over the Oslo Fjord or a new twin-tube tunnel, instead of an additional tube in parallel to the existing tunnel under the Fjord, are alternative alignments assessed in a feasibility study carried out in 2014. The Cabinet will determine the road alignment before approval of the project in the Storting at a later stage.

8. Upgrading of the western part of RV 23 to a four-lane motorway is given priority in national transport plan for 2014-2023. Construction of the first section will start in 2017. Upgrading of the eastern part to a four-lane motorway is also given priority. The road alignment has not yet been determined.

9. The traffic volume varies from 12,000 vehicle per day (VPD) at Vassum to 18,000 VPD near Drammen. The traffic volume through the Oslo fjord Tunnel is 7,500 VPD.

10. E134 is one of the main roads between the west coast of Norway and the Oslo area. It is also one of the main transport corridors between the west coast and the European continent via E6 and E18. Ongoing and planned investments on E134 will increase its importance in this respect.

11. For destination in Europe, the transport on E134 normally continues along the proposed extension, the current RV 23. The RV 23 is already part of the Comprehensive Transport Network (TEN-T). The proposed extension of E134 normally continues along the

proposed extension of E134 from the intersection with E18 in Drammen to the intersection with E6 at Vassum is therefore a logical prolongation of the existing E134. By including the existing RV 23 into the European road network as a new section of E134, it will underscore the extension as the logical choice of route to/from the European continent.



