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EUROPEAN AGREEMENT ON MAIN INTERNATIONAL TRAFFIC ARTERIES (AGR)
CONCLUDED AT GENEVA ON 15 NOVEMBER 1975

AMENDMENT PROPOSED BY NORWAY TO ANNEX I

The Secretary-General of the United Nations, acting in his capacity as depositary, communicates the following:

At its eighty-seventh session held in Geneva from 8 to 10 November 1993, the Principal Working Party on Road Transport of the Inland Transport Committee of the Economic Commission for Europe, considered in accordance with paragraph 2 of article 8 of the above-mentioned Agreement, an amendment to annex I to the Agreement which had been proposed by Norway.

The proposed amendment was unanimously adopted by those present and voting, which included a majority of the Contracting Parties as reflected in the report of the Principal Working Party on Road Transport (doc. TRANS/SC1/352 of 22 November 1993).

In this connexion, the Secretary-General wishes to draw attention to paragraphs 1 to 5 of article 8, which read as follows:

- "1. Annex I to this Agreement may be amended by the procedure specified in this article.
2. Upon the request of a Contracting Party, any amendment proposed by it to annex I to this Agreement shall be considered in the Working Party on Road Transport of the Economic Commission for Europe (ECE).
3. If adopted by a majority of those present and voting and if such majority includes the majority of the Contracting Parties present and voting, the amendment shall be communicated by the Secretary-General to the competent administrations of the Contracting Parties directly concerned. The following shall be considered Contracting Parties directly concerned:

(a) in the case of a new, or the modification of an existing class-A international road, any Contracting Party whose territory is crossed by that road;

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(b) in the case of a new, or the modification of an existing class-B international road, any Contracting Party contiguous to the requesting country, whose territory is crossed by the class-A international road or roads with which the class-B international road, whether new or to be modified, is connected. Two Contracting Parties having in their respective territories the terminal points of a sea link on the class-A international road or roads specified above shall also be considered contiguous for the purposes of this paragraph.

4. Any proposed amendments communicated in accordance with paragraph 3 of this article shall be accepted if within a period of six months following the date of its communication none of the competent administrations of the Contracting Parties directly concerned notify the Secretary-General of their objection to the amendment. If the administration of a Contracting Party states that its national law obliges it to subordinate its agreement to the grant of a specific authorization or to the approval of a legislative body, the competent administration shall not be considered as having consented to the amendment to annex I to this Agreement, and the proposed amendment shall not be accepted, until such time as the said competent administration notifies the Secretary-General that it has obtained the required authorization or approval. If such notification is not made within a period of eighteen months following the date on which the proposed amendment was communicated to the said competent administration or if, within the period of six months specified above, the competent administration of a Contracting Party directly concerned expresses an objection to the proposed amendment, that amendment shall not be accepted.

5. Any amendment accepted shall be communicated by the Secretary-General to all the Contracting Parties and shall come into force for all the Contracting Parties three months after the date of its communication."

..... Transmitted herewith, in accordance with the above-mentioned paragraph 3 of article 8, are copies of the English, French and Russian texts of the proposed amendments (doc. TRANS/SC1/R.241/Add.1) for communication to the competent administrations.

In this connexion, reference is made to paragraph 12 of document TRANS/SC1/324 concerning the procedure under article 8 (3) of the Agreement, which paragraph reads as follows:

"12. Regarding such procedure, the Working Party agreed that in order to make it more simple the draft amendments adopted should be communicated to all Contracting Parties and not only to the 'Contracting Parties directly concerned' as envisaged under the Agreement, it being understood that for their acceptance the provisions of article 8, paragraph 4 would apply fully."

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In accordance with the above-quoted paragraph 4 of article 8, the proposed amendment shall be considered as having been accepted if, within a period of six months following the date of the present notification, no objection has been received from a competent administration or a Contracting Party directly concerned.

11 April 1994

SJ



**Economic and Social
Council**

RESTRICTED

TRANS/SC.1/R.241/Add.1
18 August 1993

Original: ENGLISH

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Principal Working Party on Road Transport
(Eighty-seventh session, 8-10 November 1993,
agenda item 3 (a))

Ad hoc Meeting on Implementation of the European
Agreement on Main International Traffic Arteries (AGR)
(Twelfth meeting, 27-28 September 1993,
agenda item 5)

AMENDMENTS TO ANNEX I TO THE EUROPEAN AGREEMENT
ON MAIN INTERNATIONAL TRAFFIC ARTERIES (AGR)

Addendum 1

Transmitted by the Government of Norway

Note: Article 8 of the European Agreement on Main International Traffic Arteries (AGR) states, that "Upon the request of a Contracting Party, any amendment proposed by it to annex I to this Agreement shall be considered in the Working Party on Road Transport of the Economic Commission for Europe."

Under this procedure, the Government of Norway have requested that the following amendments should be made to annex I.

The distribution of documents of the Inland Transport Committee and its subsidiary bodies is limited. They are distributed only to governments, to specialized agencies and to governmental and non-governmental organizations which take part in the work of the Committee and of its subsidiary bodies, and should not be given to newspapers or periodicals.

1. Proposed amendments:

A. (a) Reference roads

E75 (extension from Utsjoki to Vardø)

New overall reference:

E75 Vardø - Utsjoki - Ivalo - Sodankylä - ...

(b) Intermediate roads

E16 (new alignment)

New overall reference:

... Glasgow - Edinburgh ... Bergen - Fagernes - Oslo

E18 (new alignment)

Delete: Stavanger

New overall reference:

... - Carlisle - Newcastle ... Kristiansand - Oslo - ...

E39 (extension form Kristiansand to Trondheim)

Insert: Trondheim - Ålesund - Bergen - Stavanger

New overall reference:

Trondheim - Ålesund - Bergen - Stavanger - Kristiansand ...

Hirtshals - Hjørring - Nørre - Sundby - Aalborg

B. Branch, link and connecting roads

E134 (new link)

Overall reference:

E134 Haugesund - Haukeligrend - Drammen

E136 (new link)

Overall reference:

E136 Ålesund - Andalsnes - Dombås

2. Justification:

(a) The Norwegian Parliament has given its assent to the amended alignment of road E16: Bergen - Oslo via Fagernes instead of Gol.

(b) In Norway, a through main road along the Norwegian west coast is under construction from Kristiansand and Stavanger to Trondheim. This road will have international connections Kristiansand - Hirtshals, Stavanger/Bergen - Newcastle and Trondheim - Sundsvall. This road can be included in the European road network as an extension of the already existing road E39: Aalborg - Hirtshals - Kristiansand. To avoid two road numbers on the section Stavanger - Kristiansand it is proposed that the starting point for E18 in Norway should be Kristiansand instead of Stavanger.

(c) The reference road E75 now ends in a rural road junction with E6 near the Utsjok bridge at the border between Finland and Norway. It is proposed to extend road E75 to the "East Cape" of Norway, i.e. to Vardo.

(d) The Declaration on the Construction of Main International Traffic Arteries (1950) included some Norwegian E-roads which are not included in the new European Agreement of Main International Arteries (AGR) of 1975. During the discussion on the accession of Norway to the AGR Agreement, the Parliament stated that these roads ought to be readopted as E-roads. This applies to the road sections Haugesund - Drammen and Ålesund - Dombås. These roads can be "link roads", to be numbered in the series E130 - E139.

1. Предлагаемые поправки:

A. а) Основные дороги

E75 (удлинение от Утсйоки до Варде)

Новое общее обозначение:

E75 Варде - Утсйоки - Ивало - Соданколя - ...

b) Промежуточные дороги

E16 (новое направление)

Новое общее название:

... Глазго - Эдинбург ... Берген - Фагернес - Осло

E18 (новое направление)

Исключить: Ставангер

Новое общее название:

... - Карлайл - Ньюкасл ... Кристиансанн - Осло - ...

E39 (удлинение от Кристиансанна до Тронхейма)

Включить: Тронхейм - Олесунн - Берген - Ставангер

Новое общее название:

Тронхейм - Олесунн - Берген - Ставанг - Кристиансанн ...
Хиртсхальс - Йёрринг - Нёрре - Сандби - Ольборг

B. Ответвления и соединительные дороги

E134 (новая соединительная дорога)

Общее название:

E134 Хёугесунн - Хёукилигрени - Драммен

E136 (новая соединительная дорога)

Общее название:

E136 Олесунн - Ондальснес - Домбос

2. Обоснование:

a) Норвежский парламент дал согласие на изменение направления дороги E16: Берген - Осло через Фагернес вместо Голя.

b) В Норвегии вдоль западного норвежского побережья ведется строительство автомагистрали из Кристиансанна и Ставангера до Тронхейма. Эта дорога будет иметь выход за границу через Кристиансанн - Хиртсхальс, Ставангер/Берген - Ньюкасл и Тронхейм - Сунсвалл. Эту дорогу можно включить в сеть европейских дорог в качестве продолжения уже существующей дороги E39: Ольборг - Хиртсхальс - Кристиансанн. Для того чтобы предотвратить возможность

наличия на участке Ставангер - Кристиансани двух номеров дорог, предлагается обозначить в качестве исходного пункта для дороги E18 в Норвегии Кристиансани вместо Ставангера.

с) Основная дорога E75 в настоящее время заканчивается пересечением с дорогой E6 в сельской местности недалеко от моста Утсйоки на границе между Финляндией и Норвегией. Предлагается продлить дорогу E75 до "Восточного мыса" Норвегии, т.е. до Варде.

d) Декларация, касающаяся постройки международных дорожных магистралей (1950 года), включала несколько норвежских дорог категории E, которые не включены в новое Европейское соглашение о международных автомагистралях (СМА) 1975 года. В ходе обсуждения вопроса о присоединении Норвегии к Соглашению СМА парламент заявил, что эти дороги должны быть включены в качестве дорог категории E. Это относится к участкам дорог Хёугенсунн - Драммен и Олесунн - Домбос. Эти дороги могут быть указаны в качестве "соединительных дорог" и пронумерованы в серии дорог E130 - E139.