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**ECONOMIC COMMISSION FOR EUROPE**

**INLAND TRANSPORT COMMITTEE**

Working Party on Transport Trends and Economics  
(Fifteenth session, 2 - 4 September 2002,  
agenda item 12 (a))

**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 AGC, AGTC, AGN and AGR 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 a document annually 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 eighth session, decided to produce a document on a coherent European system of international transport infrastructures for its next session in order to continue discussions of a greater coherence between transport infrastructure networks (TRANS/WP.5/18, para. 76). On the basis of that decision, and the one taken at the Working Party's thirteenth session (TRANS/WP.5/28, paras. 39-40), and the Working Party's fourteenth session (TRANS/WP.5/30, paras. 51-52), the secretariat has prepared a note presenting an updated list of recent 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-fifth session (16-18 October 2001), the Working Party on Rail Transport (SC.2) approved the updated version of Annex I of AGC as presented in the document (TRANS/SC.2/2001/16).

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

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

### **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-fifth session (16-19 October 2001), 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):

#### **RUSSIAN FEDERATION**

##### **A. Main Roads**

##### **(1) West-east orientation**

##### **(b) Intermediate roads**

Road E 22 - extension from Nizhny Novgorod to Ishim

New overall reference:

E 22 Holyhead - Chester - Warrington - Manchester - Leeds - Doncaster - Immingham  
... Amsterdam - Gronningen - Oldenburg - Bremen - Hamburg - Lübeck - Rostock -  
Stralsund - Sassnitz ... Trellenberg - Malmö - Kalmar - Norköping ... Ventspils - Riga -  
Rezekne - Velikie Luki - Moskva - Vladimir - Nizhny Novgorod - Kazan - Elabuga -  
Perm - Ekaterinburg - Tyumen - Ishim

B. Branch, link and connecting roads

New E road from Elabuga to Ufa.

Overall reference:

E 017 Elabuga - Ufa

## **2. TEM AND TER PROJECTS**

### ***2.1. Trans-European North-South Motorway (TEM)***

Since June 2000, no change occurred regarding the TEM network. Nevertheless, due to additional motorway sections opened for traffic in the meantime, and also to some new by-passes on the TEM corridor (existing roads to be replaced by motorways in the future), the total length of the TEM network as of 1 January 2002 amounts to 23,858 km, out of which 7,467 km were motorways in operation and 975 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.

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