

Reference: C.N.216.2025.TREATIES-XI.B.28 (Depositary Notification)

EUROPEAN AGREEMENT ON MAIN INTERNATIONAL TRAFFIC ARTERIES
(AGR)

GENEVA, 15 NOVEMBER 1975

PROPOSAL OF AMENDMENT TO ANNEX I TO THE AGR

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

On 21 May 2025, the Secretary-General received from the Sustainable Transport Division of the Economic Commission for Europe (ECE) the text of an amendment to Annex I to the AGR, proposed by the Government of Finland, adopted at the one hundred and nineteenth session of the Working Party on Road Transport (SC.1) of the Inland Transport Committee in accordance with its article 8.

In this connection, the Secretary-General wishes to draw the attention of all States to paragraphs 1 to 5 of article 8 of the AGR, 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 the majority of those present and voting and if such a 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;
 - (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.”

The text of the proposed amendment is contained in document ECE/TRANS/SC.1/2024/2 and can be accessed on the website for the Transport Division of the United Nations Economic Commission for Europe at the following addresses:

English: <https://unece.org/sites/default/files/2024-08/ECE-TRANS-SC1-2024-2e.%20.pdf>

French: <https://unece.org/sites/default/files/2024-09/ECE-TRANS-SC1-2024-2f.%20.pdf>

Russian: <https://unece.org/sites/default/files/2024-09/ECE-TRANS-SC1-2024-2r.%20.pdf>

Finally, reference is made to paragraph 12 of document TRANS/SC1/324 concerning the procedure under paragraph 3 of article 8 of the AGR. Paragraph 12 of this document 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.”

In accordance with the above-quoted paragraphs 4 and 5 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 of a Contracting Party directly concerned and, if accepted, shall enter into force for all Contracting Parties three months after the date of the communication by the Secretary-General that the amendment has been accepted.

28 May 2025

A handwritten signature in black ink, consisting of a stylized 'D' followed by a horizontal line and a vertical stroke.



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Item 2(b) (ii) of the provisional agenda

Inland Transport Instruments:

**European Agreement on Main International Traffic Arteries-
Amendments to the Agreement**

Amendments to the Agreement

Submitted by the Government of Finland

In this document, the Government of Finland proposes to amend the references to the Finish E-roads network routes that are part of E16 in Annex I of AGR.

Consideration for amendments to annex I to the AGR by Finland

I. Proposal

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

Extension of Road E16 from Gävle to Finland from Rauma via Tampere, Lahti, and Kouvola to Kotka.

The proposed extension concerns Finland only.

New overall reference:

Londonderry – Belfast ... Glasgow – Edinburgh ... Bergen – Fagernes – Hønefoss (Oslo) – Gardermoen – Kongsvinger – the Norwegian/Swedish border – Torsby – Malung – Borlänge – Falun – Sandviken – Gävle – Rauma – Tampere – Lahti – Kouvola – Kotka.

The best route for the E16 would go from Rauma via Tampere, Lahti, and Kouvola to Kotka. Within Finland, the E16 would consist of main road 12 between Rauma and Kouvola, main roads 3 and 9 in Tampere, and main road 15 between Kouvola and Mussalo, Kotka. The length of the E16 in Finland would be approximately 400 kilometers.

2. The proposed amendments are shown in the maps attached.

II. Justification

3. In April 2024, the Ministry of Transport and Communications received an initiative on the extension of the E16 to Finland, from Rauma via Tampere, Lahti, and Kouvola to Kotka. The initiative was launched by the cities of Rauma, Tampere, Lahti, Kotka, and Kouvola together with the Regional Council of Satakunta, the Regional Council of Kymenlaakso, the Council of Tampere Region, and the Regional Council of Päijät-Häme.

4. According to the consultant report commissioned by the city of Rauma, the best route for the E16 within Finland is from Rauma via Tampere, Lahti and Kouvola to Kotka. Within Finland, the E16 would consist of main road 12 between Rauma and Kouvola, main roads 3 and 9 in Tampere, and main road 15 between Kouvola and Mussalo, Kotka. The length of the E16 in Finland would be approximately 400 kilometers. According to the preliminary study attached to the initiative, the current roads along the proposed E16 extension fulfil the technical requirements of Annex II to the AGR agreement. The proposed section is part of the main road network and its maintenance is of a high standard.

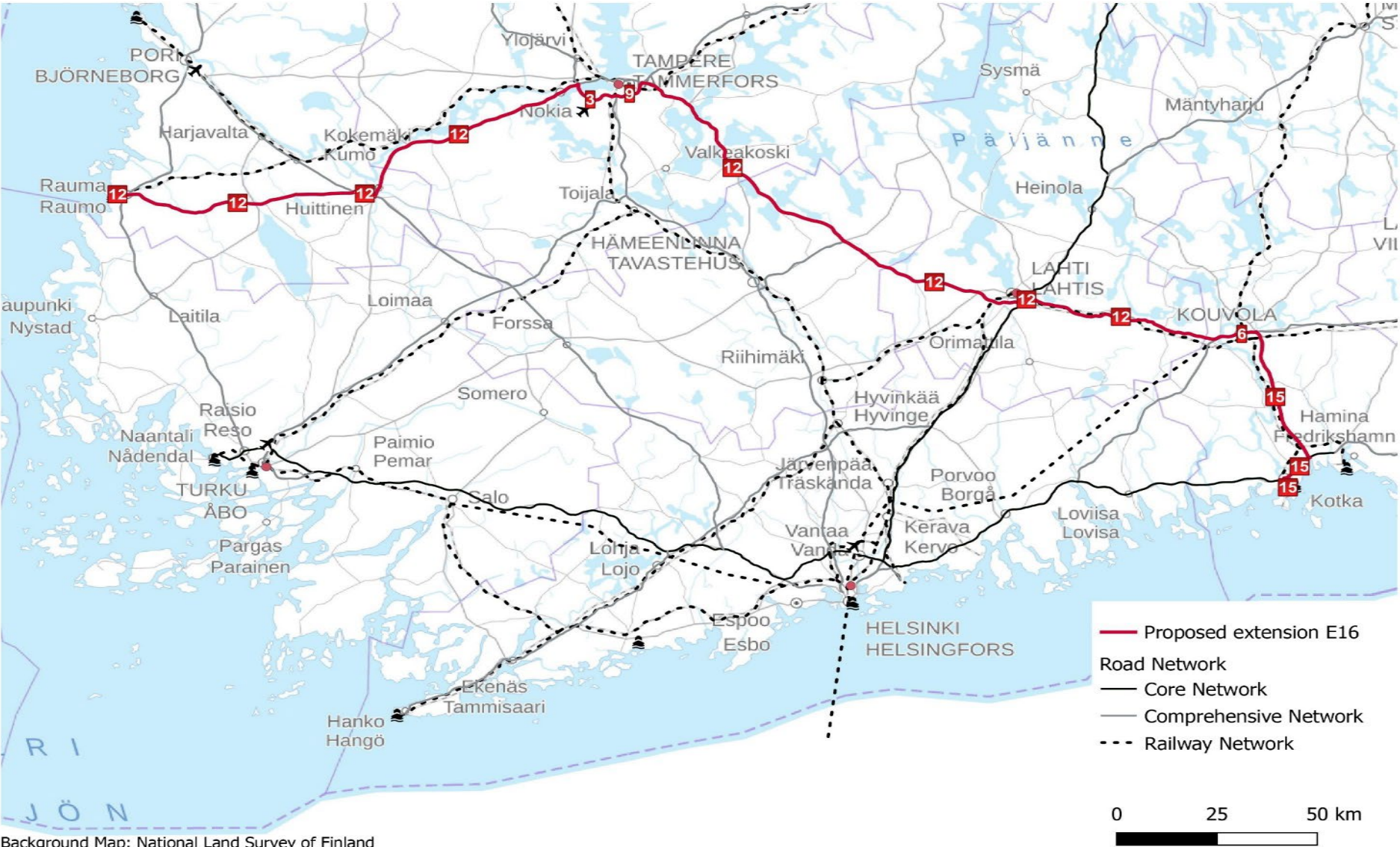
5. The amendment would improve Finland's connections to the west by further strengthening cooperation between Finland and Sweden and by underscoring the role of ports. Additionally, the amendment would put an emphasis on the significance of east-to-west traffic within Finland.

6. Extending the E16 to Finland would provide opportunities for increasing the vitality and creating favorable operating conditions for the region. Municipalities and regions are looking to improve their own operating conditions. The new E-road would provide a new perspective to this interest representation.

7. Extending the E16, according to the proposal, will also benefit tourism. The E-road network is clearly indicated on maps and various navigating software. This would make regions and cities more visible on maps and easier to find even on less detailed maps.

8. The cities that have taken the initiative see the proposed E16 extension as offering significant benefits for regional vitality and operating conditions.

Map of the proposed extension



Background Map: National Land Survey of Finland

