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INLAND TRANSPORT COMMITTEE

Working Party on Road Transport
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ROAD TRANSPORT INFRASTRUCTURE

European Agreement on Main International Traffic Arteries (AGR)

Consideration of new proposals for amendments to Annex I to the AGR

Transmitted by Sweden

I. Extend E 45 from Göteborg to Karesuando.

1. New overall reference

E 45: **Karesuando – Gällivare – Storuman – Östersund – Mora – Grums – Trollhättan** - Göteborg... Frederikshavn - Aalborg - Århus - Vejle - Kolding - Frøslev - Flensburg - Hamburg - Hannover - Göttingen - Kassel - Fulda - Würzburg - Nürnberg - München - Rosenheim - Wörgl - Innsbruck - Brenner-Pass/Passo del Brennero - Fortezza - Bolzano - Trento - Verona - Modena - Bologna - Cesena - Perugia - Fiano (Roma) - S. Cesareo (Roma) - Napoli - Salerno - Sicignano - Cosenza - Villa S. Giovanni ... Messina - Catània - Siracusa - Gela

Justification

Swedish national road 45 runs in a north-south orientation in the inland of Sweden, linking the towns of Karesuando, Gällivare, Storuman, Östersund, Mora, Grums, Trollhättan and Göteborg (see attached map). The national road begins at the end of the E 45 in Göteborg and intersects with six east-west oriented roads: E 20, E 6, E 18, E 14, E 12, and E 10. In Karesuando, the road ends close to the road E 8.

Swedish national road 45 is part of the Trans-European Transport Network (TEN-T) between Göteborg and Svappavaara, where it meets road E 10. It is also part of the national trunk road network of about 8000 km, which comprises the most important roads in Sweden.

The road is of national and international importance for transport in the inland parts of central and northern Sweden, especially in the north-south orientation. The road is of importance for tourism, trade and industry as well as for overall development in these inland regions.

The proposed extension of road E 45 from Göteborg to Karesuando is a natural prolongation of the existing road E 45 and will be an important contribution to the E road network in the region.

The total length of the road is 1690 km. This includes 66 km of stretches of motorway or collision-free road. According to the National Road Plan for the period 2004-2010, another 78 km of motorway or collision-free road is either under construction or is planned to be constructed. On top of this, according to the National Road Plan for 2004-2015, some stretches of ordinary road where the traffic is dense could be reconstructed into collision-free road by traffic flow separation. Apart from this, there are no further major reconstructions planned during the period of the National Road Plan. The major part of the road, approximately 1546 km, is ordinary road.

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