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**REPORT**

**THIRD SESSION OF THE COMMITTEE ON TRANSPORT,  
BEIRUT, 5-7 MARCH 2002**

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## Introduction

1. The Economic and Social Commission for Western Asia (ESCWA) secretariat held this session pursuant to the provisions of resolutions 213 (XIX) of 7 May 1997, concerning the establishment of a Committee on Transport in the Economic and Social Commission for Western Asia, and 229 (XXI) of 11 May 2001, concerning frequency of the sessions of the ESCWA Committee on Transport. The latter provides that with effect from 2002, the Committee shall hold its sessions annually rather than biennially.
2. This report reviews the work of the Committee at its third session and outlines the most significant points raised during the discussions on each agenda item, together with the most significant outcomes and recommendations.
3. The Committee adopted the report once the necessary amendments had been made.

## I. PARTICIPANTS AND ORGANIZATION OF WORK

### A. VENUE AND DATE OF THE SESSION

4. The third session of the ESCWA Committee on Transport was held in Beirut from 5 to 7 March 2002. The Committee discussed the agenda items set forth in paragraph 19 below.

### B. PARTICIPANTS

5. Representatives of the following ESCWA member countries participated in the session: Bahrain, Egypt, Jordan, Kuwait, Lebanon, Qatar, Saudi Arabia, the Syrian Arab Republic, the United Arab Emirates and Yemen.
6. Also attending as an observer was a representative of the Gulf Cooperation Council (GCC) (see list of participants in annex I).

### C. OPENING OF THE SESSION

7. The third session of the Committee on Transport was opened on 5 March 2002 with a statement by Mr. Fouad Al-Kadhi, the representative of Egypt and President of the second session of the Committee. Mr. Al-Kadhi welcomed participants and said that Arab countries were at a turning point that made it essential for member countries to stand united in order to achieve optimum levels of development through integration, cooperation and coordination.
8. The speaker commended the regular sessions held by the Committee on Transport under the aegis of the United Nations and the efforts exerted by the Executive Secretary of ESCWA in numerous fields. He similarly commended the efforts of the members of the Committee and their effective participation in all the meetings held from 1998 to date, which had promoted the success of much of the work undertaken by the Transport Section of the Sectorial Issues and Policies Division (SIPD). The most outstanding such success was the Agreement on International Roads in the Arab Mashreq, which was adopted on 10 May 2001. Mr. Al-Kadhi also enumerated the most significant achievements of the Transport Section since 1998.
9. Mr. Al-Kadhi noted that issues and policies relating to the facilitation of transport and trade in the region had become one of the foremost priorities of the Commission's work to promote regional Arab integration.
10. The speaker outlined certain principles and future focuses for the advancement of all forms of land, sea and air transport between member countries.
11. Ms. Mervat Tallawy, Executive Secretary of ESCWA, made an opening statement in which she welcomed participants and expressed her pleasure at the response of member countries to the invitation to attend the meeting, to which they had sent an impressive number of officials specialized in the field of transport.

12. Ms. Tallawy noted that the session was being held subsequent to the unanimous adoption by ESCWA member countries on 10 May 2001 of the Agreement on International Roads in the Arab Mashreq. It was the first international agreement that had been negotiated under the aegis of ESCWA and as such, its adoption represented an important historical event for the Commission.

13. The Executive Secretary also noted that the mission of ESCWA was centred upon contributing to regional integration as one of the principal goals of the Arab region, and the sole means of achieving steady and continuing development for member countries, by enabling them to rely upon their own resources and reducing their dependence on the outside world. The transport sector was the main pillar of the production structures that would lead to the integration of the regional markets, and following up attempts to develop the sector at this stage was a pressing need in order to guard against any possible negative impacts of future regional cooperation projects.

14. Ms. Tallawy further mentioned that she was looking forward with great interest to the session, the discussion of the agenda items and the documents that had been prepared by the Transport Section with a view to reaching a comprehensive vision of the goals, plans, programmes and strategies that could be transformed into programmes of work and executive mechanisms, to the extent permitted by the available possibilities.

15. The Executive Secretary thanked the participants for attending and wished them every success.

16. Mr. Nabil Safwat, Officer in Charge of SIPD, then presented a brief review of the goals of the session and the issues that would be discussed by the Committee, which focused on the adoption of the draft agreement on international railways in the Arab Mashreq, the proposal to establish national committees for the facilitation of trade and transport, the design of a regional road transport information system and the design of a road sign for international roads in the region. Mr. Safwat wished the session and participants every success.

#### D. ELECTION OF OFFICERS

17. Participants reviewed resolution 226 (XXI) concerning the election of officers for the sessions of the Commission and its subsidiary bodies, which provides that members shall assume the chairmanship of the sessions of the Commission and its subsidiary bodies, on a rotating basis, in Arabic alphabetical order. In view of the fact that Egypt had assumed the chairmanship of the Committee on Transport at its second session, chairmanship of the third session was assumed by Yemen. In keeping with the spirit of the aforementioned resolution, and with a view to ensuring that work should continue uninterrupted, the Committee decided to adopt the following procedure when electing the two vice-chairmen and the rapporteur for this and all future sessions:

(a) The country that had assumed chairmanship of the previous session shall assume the position of one vice-chairman of the current session;

(b) The country whose position in the alphabetical listing immediately succeeds that of the country that has assumed chairmanship of the current session shall assume the second position of vice-chairman;

(c) The country whose position in the alphabetical listing immediately succeeds that of the country that has assumed the second position of vice-chairman shall assume the position of rapporteur.

18. On the basis of the foregoing, participants members of the Committee on Transport unanimously elected the following officers:

Chairman: Mr. Yahya Ahmad Al-Kahlani, Yemen  
Vice-chairman: Mr. Fouad Al-Kadhi, Egypt  
Vice-chairman: Mr. Alaa Batayneh, Jordan  
Rapporteur: Mr. Abdul Rahman Al-Marzouki, United Arab Emirates.

## E. ADOPTION OF THE AGENDA AND PROGRAMME OF WORK

19. The Committee adopted the agenda and programme of work in the form in which they appear in documents E/ESCWA/TRANS/2002/IG.1/L.1 and E/ESCWA/TRANS/2002/IG.1/L.2. Set forth below is the agenda in the form in which it was adopted:

- “1. Opening of the third session of the Committee on Transport.
2. Election of officers.
3. Adoption of the agenda and organization of work.
4. The draft agreement on international railways in the Arab Mashreq.
5. The proposal to establish national committees for the facilitation of trade and transport in the countries of the ESCWA region.
6. Proposed transport information system relating to the international roads in the Arab Mashreq
7. Summary of transport-related outcomes of the twenty-first ESCWA session.
8. Follow-up of the implementation of the Agreement on International Roads in the Arab Mashreq.
9. Follow-up of implementation of the recommendations of the second session of the Committee on Transport.
10. The programme of work of the ESCWA Transport Section for the biennium 2000-2001 and the progress made in its implementation.
11. The programme of work of the ESCWA Transport Section for the biennium 2002-2003.
12. The medium-term plan for the period 2002-2005.
13. Other business.
14. Adoption of the report of the Committee of Transport on its third session”.

## II. TOPICS FOR DISCUSSION, OUTCOMES AND RECOMMENDATIONS

### A. TOPICS FOR DISCUSSION

20. Exhaustive discussions were held on the agenda items and the Committee considered the documents submitted to it under each item. It concluded with a number of outcomes and recommendations.

### B. OUTCOMES AND RECOMMENDATIONS

#### 1. *The draft agreement on international railways in the Arab Mashreq*

21. The Committee considered the draft agreement on international railways in the Arab Mashreq set forth in E/ESCWA/TRANS/2002/IG.1/4 and agreed to establish a technical committee of experts responsible for reviewing the technical terms and axes of the railway network (annex I of that document) and the technical specifications of that network (annex II) and making amendments and additions thereto as required.

22. The technical committee was constituted and comprises the following members: Mr. Laith Dababana (Jordan), Mr. Jamal Hasan Al Hosani and Mr. Rasin Qadri Mufti (United Arab Emirates), Mr. Hamad Al-

Adbul-Qadir (Saudi Arabia), Mr. Ibrahim Oumiera and Ms. Ihab Mawaldi (Syrian Arab Republic), Mr. Khalifa Hamad Al-Hajiri (Qatar), Mr. Nabil Al-Turkait (Kuwait), Mr. Sayyid Nasib Awwad (Lebanon), Mr. Muhammad Talaat Khattab (Egypt), Mr. Abdul-Hakim Aghbari (Yemen) and, as rapporteur, Mr. Mahmoud El Hibir of ESCWA.

23. The technical committee met during the session of the Committee on Transport and reviewed its proposals and the amendments and additions that had been put forward to the Committee at its third session. It concluded with the following outcomes:

(a) The recommendation to amend the numerals of the axes, and make them Arabic numerals. Observations were also made on certain matters of form, including numbering and the definition of terms;

(b) Linguistic amendments should be made to the technical terms employed;

(c) The amendments and additions proposed by Jordan, Lebanon, Saudi Arabia, the Syrian Arab Republic and Yemen should be made to the axes of the railway network (annex I of E/ESCWA/TRANS/2002/IG.1/4);

(d) Amendments and additions should be made to the technical specifications of the rail network (annex II of the same document).

24. The technical committee submitted the detailed outcome of its work to the Committee on Transport, which adopted those outcomes after discussion. The Committee also discussed the articles of the agreement, and decided to make the amendments set forth below:

(a) Article 1: the following to be added at the end of the sentence: “while ensuring that the alignment of routes and lines that do not currently exist are in conformity with feasibility studies to be carried out by the countries concerned.”;

(b) Article 2: the phrase “and may include other tracks” should be amended in order to read “and may include other axes and tracks”;

(c) The situation of countries that do not have railways should be taken into consideration.

25. On the basis of the foregoing, the Committee adopted the Agreement once all the amendments had been made thereto. The text adopted by the Committee on Transport at its third session is contained in E/ESCWA/TRANS/2002/1, entitled *Agreement on International Railways in the Arab Mashreq*.

26. The Committee requested the ESCWA Transport Section to take the measures necessary to translate the Agreement into English and French as expeditiously as possible and, in accordance with the usual practice, to send copies in all three languages to member countries in preparation for the adoption and opening for signature of the Agreement at the twenty-second ESCWA session, which is scheduled for 2003.

## *2. The proposal to establish national committees for the facilitation of trade and transport in the countries of the ESCWA region*

27. The Committee reviewed the proposal to establish national committees for the facilitation of trade and transport in the countries of the ESCWA region set forth in E/ESCWA/TRANS/2002/IG.1/5, and made the following recommendations:

(a) The proposal to establish national committees for the facilitation of trade and transport should be adopted and implementation should begin in member countries;

(b) The Commission should prepare guidelines on the establishment of such committees;

(c) The Commission should propose a regional mechanism for coordination between the national committees.

3. *Proposed transport information system relating to the international roads in the Arab Mashreq*

28. The Committee reviewed E/ESCWA/TRANS/2002/IG.1/6, entitled *A Proposed Regional Road Transport Information System* and recommended that the document and its annex should be adopted with the following amendments:

(a) Tables 1 and 4 of E/ESCWA/TRANS/2002/IG.1/6 should be replaced by the two tables contained in annex III of this report;

(b) Table 5 of E/ESCWA/TRANS/2002/IG.1/6 should be incorporated into the amended table 4 (see annex III);

(c) The Harmonization System should be used in order to classify goods.

4. *Summary of transport-related outcomes of the twenty-first ESCWA session*

29. The Committee reviewed E/ESCWA/TRANS/2002/IG.1/7, entitled *Summary of Transport-related Outcomes of the Twenty-first ESCWA Session*. The most significant of those outcomes included the unanimous adoption by member countries of the Agreement on International Roads in the Arab Mashreq, which was opened for signature on 10 May 2001; the adoption, as one of the final reports of the ESCWA subsidiary bodies, of the report of the Executive Secretary on the work of the second session of the Committee on Transport and the recommendations contained therein, and the support pledged for the measures aimed at implementing those recommendations; the adoption of the recommendation made by the Committee on Transport that, with effect from 2002, its sessions should be held annually rather than biennially, in view of the importance to ESCWA member countries of the transport issue and its linkage with the facilitation of interregional and international trade movement, and because of the continual follow-up required by the Agreement on International Roads in the Arab Mashreq; and resolution 226 (XXI), which provides that, with effect from 2002, members shall assume the chairmanship of the sessions of the Commission and its subsidiary bodies, on a rotating basis, in Arabic alphabetical order.

5. *Follow-up of the implementation of the Agreement on International Roads in the Arab Mashreq*

30. The Committee reviewed E/ESCWA/TRANS/2002/IG.1/8, entitled *Follow-up of the Implementation of the Agreement on International Roads in the Arab Mashreq*. Participants considered the current status of signature and approval of the Agreement. The Committee urged member countries to complete their measures for accession to the Agreement, in order that it might enter into force.

31. The Committee also reviewed proposed designs for road signs and, after exhaustive deliberation, selected the form depicted in annex IV of this report.

32. It was then decided to establish a subcommittee to select the colours and typeface to be used on the sign. That committee was duly formed, comprising the following members: Mr. Mazin Saada (Jordan), Mr. Khalid Al-Qatab (United Arab Emirates), Mr. Tariq Gosty (Saudi Arabia), Ms. Ihab Mawaldi (Syrian Arab Republic), Mr. Nabil Al-Turkait (Kuwait), Mr. Ahmad Rifai (Lebanon), Mr. Abdul-Hakim Aghbari (Yemen) and, as rapporteur, Mr. Mahmoud El Hibir of ESCWA.

33. That subcommittee met and decided as follows:

(a) The white line should be removed from the middle of the sign;

(b) The letter "M" should be placed on the lower line, in order to permit the upper area to be used for more than two figures;

(c) The colour purple should not be used because it is not one of the colours classified for use for reflective road signs;

(d) The sign should be white in colour, with a black surround and blue writing;

(e) The Commission was requested to prepare detailed plans for the proposed sign and road number, expanding the first line to the maximum, namely, three figures, and specifying the appropriate lower, side and upper margins, in accordance with the heights of the standard letters used in the Agreement (see annex III) and in accordance with the speeds shown in the annex.

34. After discussion, the Committee decided to adopt the above-mentioned recommendations of the subcommittee with respect to the colours and type face used on the sign (see annex IV), provided that ESCWA supplied member countries with the technical specifications relating to the dimensions of the sign.

#### *6. Follow-up of implementation of the recommendations of the second session of the Committee on Transport*

35. The Committee considered E/ESCWA/TRANS/2002/IG.1/9, entitled *Follow-up of Implementation of the Recommendations of the Second Session of the Committee on Transport*. Participants expressed their appreciation of the endeavours exerted by the ESCWA secretariat with a view to implementing those recommendations.

#### *7. The medium-term plan and programme of work of the ESCWA Transport Section*

36. The Committee on Transport is aware that the programmes of work of the ESCWA Transport Section, which, with a view to facilitating transport in the region, are focused on the development of an integrated transport system in the Arab Mashreq, must be comprehensive and should be carried out in accordance with gradational plans and agreed priorities. On that understanding, the Committee considered the following documents:

(a) E/ESCWA/TRANS/2002/IG.1/10, entitled *The Programme of Work of the ESCWA Transport Section for the Biennium 2000-2001 and the Progress Made in its Implementation* and the related documents;

(b) E/ESCWA/TRANS/2002/IG.1/11, entitled *The Proposed Programme of Work of the ESCWA Transport Section for the Biennium 2002-2003*;

(c) E/ESCWA/TRANS/2002/IG.1/12, entitled *The Proposed Medium-Term Plan for the Period 2002-2005*.

37. The Committee on Transport is similarly aware that the programme of work for the biennium 2002-2003 and the medium-term plan for the period 2002-2005 are currently being prepared and amended as part of the efforts to revitalize ESCWA and pursuant to the resolutions and recommendations of the twenty-first session of the Commission, which was held in Beirut from 8 to 11 May 2001. It is expected that work will begin on both the programme and the plan once they have been approved by the special session that is being held for that purpose on 11 March 2002. The Committee was notified of the achievements of ESCWA over the 2000-2001 biennium, and commended the same.

38. Pursuant to resolution 235 (XXI) concerning the Agreement on International Roads in the Arab Mashreq, which requested the secretariat of ESCWA to intensify its endeavours and give the requisite priority to the development of the integrated transport system in the Arab Mashreq and facilitation of international commercial and passenger traffic in the region, with a view to benefiting from the increased

volume of commercial and tourist exchanges between member countries and between the countries of the region and every country in the world;

39. In view of the fact that the Committee on Transport is a new committee and has achieved a great deal in the short time since it was established, foremost among its achievements, and indeed those of ESCWA, being the adoption of the Agreement on International Roads in the Arab Mashreq, the members of the Committee:

(a) Affirm the need for greater material, technical and human resource support to be given to the sections within ESCWA responsible for transport sector-related activities as part of the restructuring and revitalization programme currently being undertaken at ESCWA;

(b) Are anxious for greater support to be given to marine transport, in order to ensure that it keeps abreast of the progress made in the land transport field, and for studies and projects to be prepared on the matter, including a draft agreement between member countries on marine transport. The appropriate means should be made available for that purpose.

#### *8. Other business*

40. The Committee discussed the feasibility of ESCWA publishing information on regional and international transport-related meetings and on training courses held in the region. That could only be done to the extent permitted by available resources and information and should not entail any increased responsibility for the Commission.

#### *9. Adoption of the report of the Committee of Transport on its third session*

41. Once the necessary amendments had been made, the Committee adopted the report on its third session.



Annex I

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Annex II

**LIST OF DOCUMENTS SUBMITTED TO THE COMMITTEE  
AT ITS THIRD SESSION**

A. MEETING DOCUMENTS

Symbol	Title
E/ESCWA/TRANS/2002/IG.1/L.1	جدول الأعمال المؤقت
E/ESCWA/TRANS/2002/IG.1/L.1/Add.1	جدول الأعمال المؤقت المشروح
E/ESCWA/TRANS/2002/IG.1/L.2	تنظيم الأعمال المقترح
E/ESCWA/TRANS/2002/IG.1/4	مشروع اتفاق السكك الحديدية الدولية في المشرق العربي
TRANS/WP.5/2001/4	ECE, Evaluation of Inland Transport Infrastructure Projects
ECE/TRANS/63	ECE, European Agreement on Main International Railway Lines (AGG)
E/ESCWA/TRANS/2002/IG.1/5	مقترح إنشاء لجان وطنية لتسهيل النقل والتجارة
TRADE/CEFACT/1999/11	Draft Revision on Recommendation No. 4: National Trade Facilitation Bodies
TRADE/CEFACT/2000/8	ECE, Creating an Efficient Environment for Trade and Transport
E/ESCWA/TRANS/2002/IG.1/6	مقترح نظام معلومات النقل على الطرق الدولية في المشرق العربي
E/ESCWA/TRANS/2002/IG.1/7	موجز نتائج الدورة الحادية والعشرين للإسكوا فيما يتعلق بالنقل
E/ESCWA/TRANS/2002/IG.1/8	متابعة تنفيذ اتفاق الطرق الدولية في المشرق العربي
E/ESCWA/TRANS/2002/IG.1/9	متابعة تنفيذ توصيات الدورة الثانية للجنة النقل
E/ESCWA/TRANS/2002/IG.1/10	برنامج عمل قسم النقل في الإسكوا لعامي ٢٠٠٠-٢٠٠١ والتقدم المحرز في تنفيذه
E/ESCWA/TRANS/2002/IG.1/11	برنامج عمل قسم النقل في الإسكوا المقترح لعامي ٢٠٠٢-٢٠٠٣
E/ESCWA/TRANS/2002/IG.1/12	الخطة المتوسطة الأجل للفترة ٢٠٠٢-٢٠٠٥
E/ESCWA/TRANS/2002/IG.1/6	A Proposed Regional Road Transport Information System

B. TRANSPORT SECTION DOCUMENTS (2000-2001)

Symbol	Title
E/ESCWA/TRANS/2000/1	Review of Transport in ESCWA Member Countries, Number 11 استعراض النقل في بلدان الإسكوا (العدد الحادي عشر)
E/ESCWA/TRANS/2000/2	الإطار المنهجي لوضع وتحليل سياسات تطوير نظام النقل المتكامل في المشرق العربي، المجلد الأول: الوصف العام والجوانب الرئيسية
E/ESCWA/TRANS/2000/2/Add.1	Methodological Framework for the Integrated Transport System in the Arab Mashreq (ITSAM-FRAMEWORK), Volume II: A Policy-Sensitive Model for Predicting International Freight Flows (Trade)

Symbol	Title
E/ESCWA/TRANS/2000/4, Add.1, Add.2, Add.3, Add.4, Add.5	تسهيل نقل البضائع الدولية في منطقة الإسكوا، المجلدات ٦-١
E/ESCWA/TRANS/2000/5	أثار الاتفاق العام بشأن تجارة الخدمات (GATS) على النقل
E/ESCWA/TRANS/2000/6	تقرير اجتماع فريق خبراء بشأن تنسيق سياسات النقل من أجل تيسير التدفقات عبر الحدود في سياق اتجاهات العولمة، بيروت، ٢٦-٢٨ أيلول/سبتمبر ٢٠٠٠
E/ESCWA/TRANS/2001/1	Report on the Second Session of the Committee on Transport, Beirut, 6-7 February 2001 تقرير لجنة النقل عن أعمال دورتها الثانية، بيروت، ٦-٧ شباط/فبراير ٢٠٠١
E/ESCWA/TRANS/2001/2	Report on the Second Session of Meeting of the Heads of Division Responsible for Transport of the United Nations Regional Economic Commissions, Beirut, 23-24 January 2001
E/ESCWA/TRANS/2001/3	Agreement on International Roads in the Arab Mashreq اتفاق الطرق الدولية في المشرق العربي
E/ESCWA/TRANS/2001/4	Review of Transport in ESCWA Member Countries, Number 12 استعراض النقل في بلدان الإسكوا (العدد الثاني عشر)
E/ESCWA/TRANS/2001/5	تقييم البنية الأساسية والنقل في منطقة مجلس التعاون لدول الخليج العربية
E/ESCWA/TRANS/2001/6	The Application of Advanced Information and Communications Technologies in the Transport sector in the ESCWA Region
E/ESCWA/TRANS/2001/7	تقييم المناطق الحرة: جوانب الصناعة والنقل - دراسات حالة مختارة في منطقة الإسكوا
E/ESCWA/TRANS/2001/8	تقرير اجتماع خبراء بشأن موازنة قوانين وأنظمة ومعايير النقل من أجل التعاون الإقليمي، ١٥-١٦ تشرين الأول/أكتوبر ٢٠٠١
E/ESCWA/TRANS/2001/9	Seminar on Capacity Building in the Development of Pavement Management Systems, Beirut, 17-19 October 2001 خريطة نظام النقل المتكامل في المشرق العربي: الشبكة الإقليمية خريطة نظام النقل المتكامل في المشرق العربي: شبكة الطرق خريطة نظام النقل المتكامل في المشرق العربي: شبكة السكك الحديدية
E/ESCWA/TRANS/2002/2/Add.1	Methodological Framework for the Integrated Transport System in the Arab Mashreq (ITSAM-FRAMEWORK)

Map of the Integrated Transport System in the Arab Mashreq: Regional network  
Map of the Integrated Transport System in the Arab Mashreq: Road Network  
Map of the Integrated Transport System in the Arab Mashreq: Rail Network

Annex III

**PROPOSED TRANSPORT INFORMATION SYSTEM RELATING TO THE  
INTERNATIONAL ROADS IN THE ARAB MASHREQ**

TABLE I. PROPOSED ZONING SYSTEM

Country	Zone
Bahrain	Manama
Egypt	Alexandria, Cairo, Suez, Port Said
Iraq	Baghdad, Basrah
Jordan	Amman, Aqaba
Kuwait	Kuwait
Lebanon	Beirut
Oman	Muscat, Salalah
Qatar	Doha
Palestine	Gaza
Saudi Arabia	Dammam, Riyadh, Jeddah
Syrian Arab Republic	Damascus, Lattakia, Tartous
United Arab Emirates	Abu Dhabi, Dubai
Yemen	Aden, Sana'a

*Note: Zones may include all capitals, cities, seaports and airports.*

TABLE 4. INITIAL ROAD SUPPLY DATA REQUIRED FOR FREIGHT PREDICTIONS AND PAVEMENT MANAGEMENT

Road link identification			Geometry				Condition and environment				Traffic						
From node	To node	Length (m)	Classification <sup>a/</sup>	Number of lanes in both directions	Median <sup>b/</sup>	Lane width (m)	Shoulder width (m)	Age of road	Roughness <sup>c/</sup>	Cracked area (%)	Safety <sup>d/</sup> (accidents)	Environment <sup>e/</sup>	AADT* (from to)	AADT* (from to)	Trucks (%)	Average traffic speed (km/hour)	Maximum single axle load (t)

a/ First class freeway, first class expressway and second class.

b/ Y= Yes or N= No.

c/ Use International Roughness Index (IRI).

d/ Black spots/100 km.

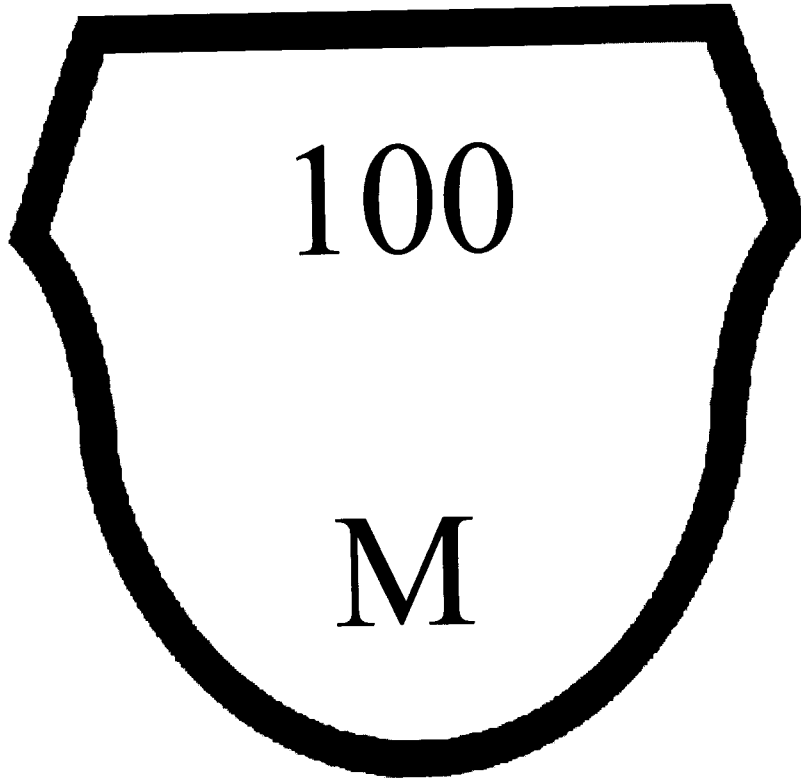
e/ Coastal; Mountainous; Valley; Desert.

\* AADT: Annual Average Daily Traffic.



Annex IV

**DESIGN OF ROAD SIGN FOR INTERNATIONAL ROADS  
IN THE ARAB MASHREQ**



**Background of sign to be white;  
writing in blue; surround black**

