

**FEDERALE OVERHEIDSDIENST
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**Directoraat-generaal
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Directie Mobiliteit

**VERSLAG
OVER DE VIJFJAARLIJKSE VERKEERSTELLINGEN
UITGEVOERD IN 2005 OP DE E-WEGEN IN BELGIË**

N^r 36

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VERSLAG

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1. INLEIDING

Overeenkomstig de “Aanbevelingen aan de Regeringen” opgenomen in het verslag TRANS/WP.6/AC.2/16/Add.1 van 17 oktober 2003, van de Sociaal-Economische Raad van de Verenigde Naties (UNECE) te Genève, werd in België in 2005 een algemene verkeerstelling uitgevoerd.

Dit verslag werd opgesteld op basis van de resultaten van de telposten op de E-wegen die vermeld staan in de Europese overeenkomst inzake internationale hoofdverkeerswegen (AGR) van 1975 en in zijn opeenvolgende amendementen (referenties ECE/TRANS/16/Amends.1-8 en volgende).

Overeenkomstig paragraaf 11 van voornoemde aanbevelingen werd in 2005 tevens een algemene telling georganiseerd in België, over het verkeer op de andere hoofdverkeerswegen buiten de agglomeraties, waarbij dezelfde principes werden toegepast als die welke hierna voor het E-wegennet uitgelegd worden. Zoals in 2000 en dus voor de tweede keer heeft deze telling zich uitgebreid tot het gemeentelijk wegennet. De resultaten van deze vijfjaarlijkse tellingen (met indeling van de voertuigen in categorieën), evenals deze van de jaarlijkse tellingen (zonder indeling der voertuigen in categorieën), vormen het onderwerp van een afzonderlijke publicatie¹.

2. TELLINGSTYPES

De telling van 2005 werd georganiseerd op grond van verschillende tellingstypes :

2.1 Permanente automatische tellingen (totaal aantal voertuigen en gedeeltelijke categorisering)

- 2.1.1 België beschikt sinds het begin van de jaren ‘80 over een netwerk van quasi permanente automatische verkeerstellers, op basis van magnetische tellers met enkelvoudige lussen.

Langs de gewone wegen tellen deze apparaten enkel de verkeersintensiteiten per uur en per richting (tellers met de code a10 zoals weergegeven in Tabel 7).

Langs de autosnelwegen worden deze tellers voorzien van processors, die in reële tijd een onderscheid maken tussen lange en korte voertuigen, op basis van de doorgangstijd over de enkelvoudige lus en van verschillende hypothesen, zoals de snelheid van de voertuigen en het percentage personenwagens t.o.v. het totaal aantal getelde voertuigen.

Deze tellers beschikken over een mogelijkheid tot instelling, waardoor men de grens (“drempel”) tussen lange en korte voertuigen kan laten variëren. Sinds maart 2001 is de instelling permanent (terwijl er in bepaalde jaren vóór 2000 gedurende een herfstmaand een bijzondere instelling gebruikt werd, gericht op de categorie C), maar deze verschilt naargelang het Belgische Gewest in kwestie :

- in Wallonië worden als “lange voertuigen” geregistreerd : vrachtwagens met opleggers of aanhangwagens (subcategorie C2 van onze verslagen). Dit stemt ongeveer overeen met de oude instelling van 11 maanden op 12. De drempel is ongeveer 10,5 meter maar deze hangt jammer genoeg af van de verkeersomstandigheden (hij stijgt bijvoorbeeld indien het percentage personenwagens sterk daalt).
- In Vlaanderen en Brussel wordt het geheel van de zware voertuigen (categorieën C en D, met inbegrip van bepaalde bestelwagens van de subcategorie B2 van

¹ Brochure «Algemene Verkeerstellingen 2005», nr. 32 van de reeks uitgegeven door de FOD Mobiliteit en Vervoer (voorheen Ministerie van Verkeer en Infrastructuur) – Directie Mobiliteit, Vooruitgangstraat 56 te 1210 Brussel; Tel. : 02/277.38.97; e-mail : gilles.labeeuw@mobiliteit.fgov.be

onze verslagen) als “lange voertuigen” geregistreerd. De drempel schommelt tussen 5,5 en 7,2 meter naargelang de verkeersomstandigheden.

De sinds 1992 – en vooral in 2000 - opgedane ervaring heeft ons toegelaten voldoende correlaties te bepalen om deze tellers voor een gedeeltelijke onderverdeling van de voertuigen in categorieën te gebruiken² (tellers met codes a3 tot a6 in Tabel 7).

- 2.1.2 Magnetische tellers met dubbele lus vervangen beetje bij beetje bepaalde tellers met enkelvoudige lus van bepaalde autosnelwegen. Tot nu toe gebeurde dit voornamelijk in Wallonië, maar op termijn zal dit ook in Vlaanderen het geval zijn. Het doel is te beschikken over een volledige classificatie van de voertuigen volgens hun (magnetische) lengte.

In 2005 heeft men de gegevens van een tiental van deze posten reeds kunnen gebruiken, op basis van correlaties met de subcategorieën C1 en C2 die men nog zal moeten verfijnen (tellers met de codes a8 en a9 zoals weergegeven in Tabel 7).

- 2.1.3 Enkele (vaste) cameratellers hebben ook bepaalde tellers met enkelvoudige magnetische lus vervangen. Hun bepaling van het totale verkeer geeft nogal variabele resultaten, naargelang hun aantal, de plaatselijke situatie of de weersomstandigheden.

In 2005 werden – voornamelijk in Wallonië - de resultaten van een tiental dergelijke posten gebruikt, met dezelfde soort gedeeltelijke categorisering per voertuigtype als de tellers met enkelvoudige lus (tellers met code a13 zoals weergegeven in Tabel 7).

Twee cameratellers (in de tunnel van Cointe-Luik op de E25 en te Hellebecq-Lessines op de E429) registreren permanent de voertuigen per categorie. Men heeft de percentages van eind 2002 gebruikt om de gegevens te vervolledigen (code a1 zoals weergegeven in Tabel 7, zoals voor de steekproefsgewijze visuele tellingen).

- 2.1.4 Ter vervollediging vermelden we dat men in 2005 begonnen is met de installatie van tellers met dubbele piëzometrische lus (Wallonië). Deze zullen in principe zorgen voor een fijne indeling in categorieën, zowel gebaseerd op het aantal assen als op de massa van de voertuigen in beweging. Ze werden niet gebruikt voor huidig verslag.

2.2 Semi-permanente automatische tellingen

- 2.2.1 Tellers met enkelvoudige slang (tube) worden gedurende een week/enkele weken op de hoofdwegen geplaatst, op plaatsen waar geen vaste tellers aanwezig zijn, en dit sinds meerdere jaren.

Voor de tellingen van 2005 werden de resultaten ervan enkel gebruikt op enkele wegen zonder snelwegstatuut in Wallonië, om het totaal van de jaarlijkse voertuigenkilometers te ijken, op plaatsen waar ook tellers met dubbele slang geplaatst waren.

- 2.2.2 Tellers met dubbele lus werden geplaatst op de wegen zonder autosnelwegstatuut in Wallonië, om de voertuigen in te delen in categorieën volgens het aantal assen.

Voor 2005 werden in principe dezelfde instellingen gebruikt als die van de tellingen van 2000. Voor het E-wegennet gaat het over 13 posten waar ook een permanente telling met enkelvoudige magnetische lus plaatsvond (code a7 in Tabel 7) en 11 posten waar jaarlijks een semi-permanente telling met enkelvoudige slang plaatsvond (code a11 in Tabel 7).

2.3 Steekproefsgewijze visuele tellingen met camera (soms “manueel” genoemd)

- 2.3.1 Camera's met video-opname laten toe om het verkeer per rijrichting te meten, en daarna over te gaan tot een nauwkeurige visuele telling van de voertuigcategorieën door het opnieuw afspelen van de videobanden, volgens een techniek die reeds gebruikt werd in 2000.

² Gedeeltelijke verdeling in categorieën betekent dat de categories A (motoren), D (bussen en autocars) en C3=E (speciale voertuigen) niet bepaald zijn en geraamd dienen te worden, bijvoorbeeld op basis van de percentages genomen uit de visuele steekproeven, uit de tellingen van 1990, enz).

Voor de vijfjaarlijkse tellingen van 2005 werden door het Verkeerscentrum Vlaanderen 45 posten geplaatst, vaak enkel van 6u tot 22u (om redenen van zichtbaarheid), volgens de volgende tabel (bepaalde posten werden 2 x geteld) :

Periode Aantal dagen	Totaal aantal posten	Aantal posten op E-wegen	Betrokken autosnelwegen
Februari-maart 2004 3 werkdagen van 6u tot 22u	49	37	E17-A14, E19-A1, E19-R1, E19-R0, E34-N49, E34-A11, E34-A21, E40-A18, E40- A10, E40-R0, E40-A3, E313- A13, E314-A2, E403-A17, E411-A4, E429-A8
Mei-juni 2005 1 werkdag van 6u tot 22u	22	3	E34-N49, E34-A11, E403- N31
Dec.2005-jan.2006 1 werkdag van 0u tot 24u	20	8	E17-A14, E19-A1, E19-R0, E34-A21, E40-A18, E40- A10, E313-A13, E314-A2

De % per categorie werden zo bepaald per werkdag. Men combineerde ze met de ramingen van het weekendverkeer (en van het nachtverkeer in het geval van tellingen van 6u-22u), en paste ze tenslotte toe op het totale verkeer bepaald op basis van de tellers met magnetische lus, gesitueerd op dezelfde plaats van de autosnelweg (of – voor 6 posten – toegepast op het totale verkeer geraamd volgens de naburige posten).

Deze tellers worden aangeduid met de codes a1, a2 en a13 in Tabel 7, met inbegrip van de 2 permanente cameraposten vermeld in 2.1.3.

Men moet wel constateren dat de waarnemingen met visuele telling nog verminderd zijn in vergelijking met de tellingen van 2000, ondanks de vele aangewende middelen. Dit zorgde voor tal van problemen bij de totstandkoming van dit verslag.

3. CATEGORIEËN VAN VOERTUIGEN

Het gaat hier over de categorieën bepaald op pagina 13 van het voornoemde document TRANS/WP.6/AC.2/12/add.1, namelijk (zonder de details van de categorieën te hernemen) :

Categorie A : de motoren

Categorie B : de personen- en bestelwagens

De volgende subcategorieën worden in België gebruikt³ :

B1: personenwagens

B2: bestelwagens (light duty vehicles)

Categorie C : alle vrachtwagens

Om een betere analyse van de invloeden van het verkeer te krijgen (en vooral het effect van de lasten volgens Eurocode 1.3), wordt deze categorie in België vaak verdeeld in :

C1: vrachtwagens uit één stuk (met 2 assen of meer)

C2: vrachtwagens met aanhangwagen of met oplegger

C3: speciale voertuigen (bulldozers, landbouwtractoren, militaire voertuigen, uitzonderlijke konvoien)⁴

Categorie D : de autobussen en autocars

³ Voornamelijk bij de (visuele) cameratelling, aangezien noch de magnetische lussen, noch de dubbele slangen naar behoren onderscheid maken tussen deze 2 subcategorieën.

⁴ In feite meten de tellers met lus of met dubbele slang een categorie $C1^* = C1 + C3$. Aangezien C3 verwaarloosbaar is op autosnelwegen en op bepaalde belangrijke wegen, volstaat vaak de benadering $C1 = C1^*$.

4. IN AANMERKING GENOMEN E-WEGEN

- 4.1 Zoals in 1990, 1995 en 2000 werden de gemeenschappelijke moten van twee E-wegen (d.i. ongeveer 15% van het Belgische totaal) op een exacte manier beschouwd: ze werden voor elke E-weg afzonderlijk beschouwd, maar bij de opsomming van alle E-wegen werden deze gemeenschappelijke moten slechts éénmaal aangerekend. De tabellen vermelden dan ook, indien nodig, het «totaal met dubbele telling van de gemeenschappelijke moten» en het werkelijke «netto totaal».

De toekomstige E-wegen zijn :

- de E404 (A301) die uitkomt bij Oostende-Jabbeke (E40) aan de binnenhaven van Zeebrugge-Brugge (E34), geschat op 25 km, en zonder duidelijke alternatieve route. Enkel één wegmoot met 1 rijweg en 2 wegvakken bestaat er reeds van in de binnenhaven van Zeebrugge (onder de naam N348). Deze is als “unknown” opgenomen in Tabel 1 en als gewone weg in Tabel 1a (die geen aantal voorziet voor “unknown” wegen). In de rest van de tabellen wordt het verkeer ervan verwaarloosd.
 - de E411 (A28) voor ongeveer 8 km tussen Arlon-Autelbas en Messancy (N81). Deze weg heeft een enige alternatieve route (N81), en stelt dus geen enkel probleem in de tabellen.
 - de E420 ten zuiden van Charleroi – waarvan bepaalde delen van het toekomstige tracé nog ter discussie staan – werd overal opgenomen als zijnde de huidige N5 (kwestie te herzien in 2010).
 - de E25 in de doortocht van Luik zou in de toekomst gebruik kunnen maken van de ringweg (met snelwegstatuut) ten oosten van Luik (E40 – Chaudfontaine – E25) die eveneens ter discussie staat (kwestie te herzien in 2010).
 - tenslotte zouden de noordelijke afrondingswerken van de Ring R1 van Antwerpen ook bepaalde wegtracés van E-wegen kunnen wijzigen (kwestie te herzien in 2010).
- 4.2 Globaal gesproken is het net van de E-wegen beschouwd in 2000 onveranderd, met de volgende nuances :
- transformatie van 18,6 km van de N49 (Zeebrugge-Antwerpen) in autosnelweg A11.
 - wijziging van het aantal wegvakken (hoofdzakelijk van 2x2 naar 2x3) voor bepaalde autosnelwegen (E17-A14 ten noorden van Kortrijk, E42-A15 bij Luik en bij Charleroi, etc.).
 - nummering van de E19 ten zuiden van Brussel als deel van de Ring (met snelwegstatuut) van Brussel R0, in plaats van autosnelweg A7. Zoals op alle Belgische Ringen met autosnelwegstatuut, werden dus de borden “E19” weggenomen⁵ (een deel van het verkeer van de E19 kan dus passeren langs de oostelijke Ring).

5. OPMERKINGEN OVER DE VERKEERSOMSTANDIGHEDEN IN 2005

Belangrijke werken hebben de metingen van 2005 (en ook 2006) beïnvloed.

In Antwerpen werden belangrijke herstellingswerken uitgevoerd op de Ring R1 (op de wegen E19 en E34), en dit vooral tijdens de zomermaanden. Het gemiddelde dagverkeer (AADT) van 2005 houdt rekening met de periode van verminderd verkeer. Deze vermindering is merkbaar op de Ring R1, maar ook op de autosnelwegassen richting Antwerpen (E19 noord, E34 oost, E313, E19 zuid, E17). Het omgeleide verkeer reed enerzijds op de gewone wegen, en anderzijds op de andere autosnelwegen (waarvan er sommige geen E-wegen waren), wat de intensiteiten op bepaalde assen vermindert.

Op de autosnelwegen in de Ardennen (E411-A4 en E25-A26) hebben herstellingen plaatsgevonden, maar nogal plaatselijk. Dit heeft dus relatief weinig invloed gehad op het verkeer op de E-wegen.

⁵ Een deel van het verkeer op de E19-zuid kan dus de E19-noord bereiken via de oostelijke tak van de Ring R0 i.p.v. de westelijke tak (vroeger A7), maar we hebben dit aspect verwaarloosd in de tabellen, enerzijds om te blijven overeenstemmen met de tabellen van 2000 en anderzijds omdat de tabellen erg slecht passen bij de omschrijving “E-wegen gesplitst in meerdere parallelle routes”.

6. LIJST VAN DE TABELLEN EN BIJKOMENDE OPMERKINGEN

Tabel 1, 1A, 1B

Tabel 2

Tabel 3

In de voetnoot worden de voor tenminste 2 E-wegen gemeenschappelijke wegmoten vermeld.

Tabel 4

De aangegeven totale verkeersintensiteiten zijn de gemiddelde dagintensiteiten (van 0u tot 24u) berekend over de totale lengte van elke weg naar rato van de verschillende wegvaklengtes ; het gaat m.a.w. over de gewogen gemiddelde dagintensiteiten die nodig zijn voor het berekenen van de voertuigen-km.

De intensiteiten per voertuig-categorie werden op dezelfde wijze bepaald, met behulp van de posten met gedeeltelijke categorie-indeling, zoals in Tabel 7 aangegeven.

De voorstelling van de tabel werd herzien (zonder interne wijziging) om te passen op A4-pagina's.

Tabel 4bis

Nachtverkeer : De verkeersintensiteiten in de nacht werden verkregen op dezelfde manier als in tabel 4, d.w.z. als de gewogen gemiddelde intensiteiten (22u-6u) die nodig zijn voor het berekenen van de voertuigen-km. Deze zijn dus volledig compatibel met de intensiteiten gegeven in Tabel 4.

Vakantieverkeer : enkel de totale verkeersintensiteit werd bepaald, zoals in Tabel 4, maar zonder categorie-indeling, daar geen enkele visuele telpost tijdens de vakantieperiode gewerkt heeft.

De periode juli-augustus werd voor het ganse land weerhouden (periode van schoolvakanties), alhoewel deze overeenkomt - wat logisch is - met een forse stijging van het verkeer in de buurt van de vakantieplaatsen (Belgische kust en Ardennen) en met een forse vermindering van het verkeer in stedelijke gebieden (Brussel, Antwerpen, Leuven ...). Aangezien deze stijgingen en dalingen elkaar voor éénzelfde weg (b.v. de E 40) opvolgen, naargelang de wegvakken, gebeurt er gemiddeld gezien niets.

Piekuurverkeer : voor elke E-weg werd enkel de meest verzadigde post in één enkele rijrichting behouden, bij gebrek aan preciezere richtlijnen⁶.

Aangezien de tellers met enkelvoudige magnetische lus geen betrouwbare categoriecijfers geven in het geval van files (teveel vrachtwagens), hebben we de nodige herberekeningen uitgevoerd (waarmee de andere tabellen rekening houden).

Het gemiddelde cijfer van het piekuurverkeer "voor het geheel van de E-wegen" werd bepaald als het gemiddelde van de gegeven posten, en dit ondanks het feit dat we de betekenis niet zien van een gemiddelde van verzadigde telposten en niet-verzadigde telposten⁷.

De voorstelling van de tabel werd herzien (zonder interne wijziging) om te passen op A4-pagina's.

Tabel 5

Zoals gevraagd, geeft de tabel de verschillende wegtypes die in aanmerking genomen zijn bij de Tellingen. De types werden toegevoegd om het begrip en de berekening gemakkelijker te maken.

Voor alle E-wegen en autosnelwegen die geen E zijn, werden de totale voertuigen-kilometers en de voertuigen-kilometers per categorie berekend als de som van de verkeersintensiteiten (gemeten of geraamd) op elke wegmoot, vermenigvuldigd met de lengte⁸.

Voor de andere wegen wordt het totale verkeer jaarlijks geraamd volgens verschillende methodes naargelang het wegennet (regionaal-provinciaal of gemeentelijk) met toetsing door andere methodes. Op dit totaal past men vervolgens de verkeerspercentages van elke categorie toe, bepaald volgens de beschikbare posten.

Tabel 6 (kaart)

Tabel 7

⁶ Om elke verkeerde interpretatie te vermijden, wordt de post vermeld in een deel van het vak "aantal posten".

⁷ De aanbevelingen van 2005 lijken het 15^{de} drukste gemiddelde uur aan te raden, maar de omschrijving ervan is beknopt en gebruikt een nogal afgeschreven begrip, dat met de huidige telsystemen zeer uiteenlopend kan worden.

⁸ Deze methode wordt de GcLR-methode genoemd in onze Belgische publicaties.

ANNEX

INFORMATION ON E ROADS

Table 1

**Total length of E Roads by width and number of carriageways and lanes
at the end of 2000 and 2005**

(All E roads)

Country: **Belgium**

Unit: km

E ROADS		2000	2005
1. All E Roads		1 813.8	1 813.8
Of which since 2000 have become motorways ¹			18.6
By total number of lanes			
Ordinary road			
	- With 1 lane		
	- With 2 lanes	33.7	33.7
	- With 3 lanes	0.0	0.0
	- With 4 lanes	176.0	176.0
	- With 5 lanes and over		
	- unknown		
Express road			
	- With 1 lane		
	- With 2 lanes	90.3	71.7
	- With 3 lanes		
	- With 4 lanes		
	- With 5 lanes and over		
	- unknown		
Motorway			
	- With 2 lanes	993.8	924.9
	- With 3 lanes	451.1	538.7
	- With 4 lanes	33.3	33.3
	- With 5 lanes	10.6	10.6
	- With 6 lanes		
	- With 7 lanes and over		
	- unknown	25.0	25.0

¹ The total length should be given for roads that have, since 2000, become motorways as a result of an upgrading of an E Road or a change in the rating of an E Road.

Symbols to be employed :

- ... Not available
- Magnitude zero (empty is also magnitude zero, e.g. in this Table 1)
- 0 Magnitude not zero, but less than half the unit employed

Table 1 (continued)

Length of E Roads by width and number of carriageways and lanes at the end of 2000 and 2005

(Sections of single carriageway roads)

Country: **Belgium**

Unit: km

E ROADS		Number of lanes	2000	2005 ¹
2. Sections of single carriageway roads¹				
2.1 By number of lanes			84.2	109.2
	- With 1 lane			
	- With 2 lanes		33.7	33.7
	- With 3 lanes		0.0	0.0
	- With 4 lanes		50.5	50.5
	- With 5 lanes and over			
	- unknown		25.0	25.0
2.2 By width of carriageway				
a) Total by width of carriageway up to 5.99m				
	- Ordinary road	1		
		2		
b) Total by width of carriageway of 6m - 6.99m				
	- Ordinary road	2		
c) Total by width of carriageway of 7m - 8.99m			33.7	25.0
	- Ordinary road	2	33.7	0.0
		3		
	- Express road	2		
	- Motorway	2	25.0	25.0
d) Total by width of carriageway of 9m -10.49m				
	- Ordinary road	2		
		3		
	- Express road	2		
		3		
	- Motorway	2		
		3		
e) Total by width of carriageway of 10.50m -11.99m			0.0	0.0
	- Ordinary road	3	0.0	0.0
		4		
	- Express road	2		
		3		
	- Motorway	2		
		3		
f) Total by width of carriageway of 12m -13.99m				
	- Ordinary road	3		
		4		
	- Express road	3		
		4		
	- Motorway	3		
		4		
g) Total by width of carriageway of 14m and over			50.5	50.5
	- Ordinary road	3		
		4	43.9	43.9
		5 and >		
	- Express road	4	6.6	6.6
		5 and >		
	- Motorway	4		
		5 and >		

¹ Motorways could also, at special points temporarily, have only one carriageway and would then constitute a subdivision of this section.

Notes

(a) The future E404 (registered as unknown in Tab.1) exists partially as a 1x2 lanes road (N348) and is registered so here

(b) Please correct "Ordinary road" into "ordinary road" in your text point 2.2 c

Table 1 (continued)

Length of E Roads by width and number of carriageways and lanes at the end of 2000 and 2005

(Sections of roads with two carriageways separated by a central strip)

Country: **Belgium**

Unit: km

E ROADS	Number of lanes in each carriageway	2000	2005
3. Sections of roads with two carriageway separated by a central strip ^{1,2}			
3.1 By total number of lanes		1 729.6	1 704.6
- With 2 lanes		1 209.6	1 122.1
- With 3 lanes		451.1	538.7
- With 4 lanes		33.3	33.3
- With 5 lanes		10.6	10.6
- With 6 lanes			
- With 7 lanes and over			
- unknown			
3.2 By width of each carriageway			
a) Total by width of each carriageway up to 6m - 6.99m			
- Ordinary road	2		
b) Total by width of each carriageway of 7m - 8.99m		1 209.6	1 122.1
- Ordinary road	2	132.1	132.1
	3		
- Express road	2	83.7	65.2
- Motorway	2	993.8	924.9
c) Total by width of each carriageway of 9m -10.49m			
- Ordinary road	2		
	3		
- Express road	2		
	3		
- Motorway	2		
	3		
d) Total by width of each carriageway of 10.50m -11.99m		451.1	538.7
- Ordinary road	3		
	4		
- Express road	2		
	3		
- Motorway	2		
	3	451.1	538.7
e) Total by width of each carriageway of 12m -13.99m			
- Ordinary road	3		
	4		
- Express road	3		
	4		
- Motorway	3		
	4		
f) Total by width of each carriageway of 14m and over		43.9	43.9
- Ordinary road	3		
	4		
	5 and >		
- Express road	4		
	5 and >		
- Motorway	4	33.3	33.3
	5 and >	10.6	10.6

¹ Roads with different numbers of lanes in each carriageway should be classified according to the smaller number of lanes. The length of these road sections should be indicated.

² For section 3, the number of lanes of the two carriageways should be indicated, while for the subdivision by width of each carriageway only the number of lanes of one carriageway should be indicated.

Notes

(a) Between 2000 and 2005, 14.1 km from E17 near Kortrijk were transformed from 3+2 lanes into 2x3 lanes

(b) Two short sections (E40 2.9km and E19 2.4km) have 4+3 lanes

Table 2
Length of E Road sections by average annual daily traffic (AADT)

Country: **Belgium**

Average Annual Daily Traffic (AADT)		Length of road section (km)	
		2000	2005
1	Up to 999	0.0	0.0
2	1 000 - 1 999	0.0	0.0
3	2 000 - 3 999	13.7	0.0
4	4 000 - 5 999	44.3	42.1
5	6 000 - 9 999	77.2	72.5
6	10 000 - 14 999	164.7	128.6
7	15 000 - 19 999	119.9	121.2
8	20 000 - 24 999	148.9	164.1
9	25 000 - 29 999	131.4	99.6
10	30 000 - 39 999	269.6	225.2
11	40 000 - 49 999	220.5	226.6
12	50 000 - 59 999	139.2	201.3
13	60 000 - 79 999	183.8	197.2
14	80 000 - 99 999	105.6	141.2
15	100 000 - 119 999	114.3	113.3
16	120 000 - 149 999	41.9	42.8
17	150 000 and over	13.8	13.0
18	Unknown ¹	25.0	25.0
19	TOTAL	1813.8	1813.8

¹ Road sections where no counts were taken (such as in built-up and peripheral urban areas) should be inserted under "unknown" in this table. However, where countries have established counts covering the total E Road network, including in these areas, the total of these figures should be given. In both cases the totals of tables No.1 and No.2 should coincide.

Table 3
Counting posts on E Roads in 2005

Country: **Belgium**

E Road number	Length of road ¹ (km)	Number of counting posts				Total number of posts ² (C)+(D)+(E)+(F)
		Manual counts only ^{2,3}	Manual counts and automatic counts ^{2,3}	Automatic counts only ²	Other counting posts ^{2,3,4}	
(A)	(B)	(C)	(D)	(E)	(F)	(G)
All E Roads in the country	1813.8	-	-	101	286	387
E 17	105.7	-	-	5	18	23
E 19	181.4	-	-	15	40	55
E 25	178.6	-	-	10	35	45
E 34	149.0	-	-	7	21	28
E 40	282.9	-	-	15	56	71
E 42	268.2	-	-	15	47	62
E 46	130.0	-	-	16	1	17
E313	110.0	-	-	3	20	23
E314	87.6	-	-	5	16	21
E403	85.8	-	-	2	12	14
E404	25.0	-	-	0	0	0
E411	188.6	-	-	9	30	39
E420	80.7	-	-	4	10	14
E421	91.6	-	-	10	9	19
E429	66.2	-	-	2	2	4

¹ The length of road common to two or more E Roads should be stated in a footnote.

² The number of counting posts common to two or more E Roads should be stated in a footnote.

³ The dates on which manual counts were taken should be stated in a footnote.

⁴ The nature and dates of operation of such posts should be stated in a footnote.

Notes : a. The common sections are given in the following table (same format as table above) :

All common sections	217.6	-	-	17	31	48
E 34/E 17	5.2	-	-	1	1	2
E 34/E 19	4.0	-	-	1	0	1
E 40/E 19	14.1	-	-	2	3	5
E 42/E 19	31.4	-	-	2	6	8
E 42/E 25/E 40	12.6	-	-	1	6	7
E411/E 25	36.4	-	-	1	5	6
E313/E 34	10.2	-	-	1	1	2
E 42/E 40	27.5	-	-	1	2	3
E421/E 40	23.2	-	-	1	1	2
E421/E 42	53.0	-	-	6	6	12

The section E25/E40/E42 is also included in the section E40/E42

- b. Column (E) refers to semi-permanent counters with camera (mainly motorways) or double-tubes (other roads), located near permanent magnetic counters, used for control. Categories A, D were visually counted on the films
- c. Column (F) refers to magnetic counters : single counters with 2 categories (e.g. total and cat. C+D, or total and cat. C2 or double counters with length distribution; other categories were estimated
- d. The future E404 was not covered, because of the complexity of possible substitution roads

Table 4 (part 1 / 3)

Distribution of motor traffic by vehicle category in 2005

Country: Belgium

Vehicle category		code	E Roads and number of corresponding counting posts											
			Total E Roads		E 17		E 19		E 25		E 34		E 40	
			All counting posts ¹		Counting posts ¹		Counting posts ¹		Counting posts ¹		Counting posts ¹		Counting posts ¹	
			387		23		55		44		26		70	
		Average number per post in 2005	Change over 2000 (%)	Average number per post in 2005	Change over 2000 (%)	Average number per post in 2005	Change over 2000 (%)	Average number per post in 2005	Change over 2000 (%)	Average number per post in 2005	Change over 2000 (%)	Average number per post in 2005	Change over 2000 (%)	
1	All Motor vehicles	a	47 348	+5.19	84 999	-1.02	88 793	-0.36	32 134	+6.76	41 750	-3.82	74 788	+6.16
1.1	Light motor vehicles	a	39 266	+2.83	66 061	-2.82	75 731	-0.26	25 997	+2.22	32 178	-9.54	63 359	+2.65
	(total categories A and B)	b	82.93%		77.72%		85.29%		80.90%		77.07%		84.72%	
1.11	Category A	a	354	+29.44	448	+28.56	617	+8.90	256	+59.26	313	+15.61	488	+20.26
		c	0.90%		0.68%		0.82%		0.99%		0.97%		0.77%	
1.12	Category B	a	38 913	+2.63	65 613	-2.98	75 114	-0.33	25 740	+1.86	31 865	-9.73	62 871	+2.53
		c	99.10%		99.32%		99.18%		99.01%		99.03%		99.23%	
1.2	Heavy motor vehicles	a	8 082	+18.45	18 938	+5.80	13 061	-0.93	6 137	+31.52	9 572	+22.11	11 429	+30.96
	(total categories C and D)	b	17.07%		22.28%		14.71%		19.10%		22.93%		15.28%	
1.21	Category C	a	7 784	+18.84	18 613	+6.69	12 548	-0.59	5 934	+31.58	9 334	+22.94	10 862	+31.38
		d	96.31%		98.29%		96.07%		96.69%		97.51%		95.03%	
1.22	Category D	a	298	+9.18	324	-28.50	513	-8.72	203	+29.56	238	-3.43	568	+23.48
		d	3.69%		1.71%		3.93%		3.31%		2.49%		4.97%	

1/ Insert number of posts. The number of counting posts common to two or more E Roads should be stated in a footnote.

Notes : a. There are 48 common posts : see footnote a of table 3

b. The comparison is made for the values 0h-24h (both available) including old cat. E for special vehicles in C

c. The "average numbers per post" are calibrated on the vehicle kilometers for the years 2005 and 2000, with counting posts and (re-)estimated posts.

Vehicles categories:

A = Motor vehicles with not more than 3 wheels (motor cycles with/without sidecars, including motor scooters and motor tricycles).**B = Passenger and light goods vehicles (vehicles including station wagons, with not more than nine seats, including the driver's seat, and light van with a permissible maximum weight of not more than 3.5 tonnes).** Passenger and light goods vehicles are recorded as such, irrespective of whether they are with or without trailers, including caravans and recreational vehicles.**C = Goods road vehicles (lorries with a permissible maximum weight of more than 3.5 tonnes, lorries with one or more trailers; tractors with semi-trailers; tractors with semi-trailers and one or more trailers; and tractors without trailers or semi-trailers) and Special vehicles (agricultural tractors, special vehicles such as self-propelled rollers, bulldozers, mobile cranes and army tanks and other road motor vehicles not specified elsewhere).****D = Motor buses, coaches and trolley buses.**

Explanation of code:

a = Daily average of motor vehicles

b = Percentage of daily average of all motor vehicles

c = Percentage of the daily average of the light motor vehicles

d = Percentage of the daily average of the heavy motor vehicles

Table 4 (part 2 / 3)

Distribution of motor traffic by vehicle category in 2005

Country: Belgium

Vehicle category		code	E Roads and number of corresponding counting posts											
			E 42		E 46		E313		E314		E403		E411	
			All counting posts ¹		Counting posts ¹		Counting posts ¹		Counting posts ¹		Counting posts ¹		Counting posts ¹	
			67		17		22		21		14		38	
		Average number per post in 2005	Change over 2000 (%)	Average number per post in 2005	Change over 2000 (%)	Average number per post in 2005	Change over 2000 (%)	Average number per post in 2005	Change over 2000 (%)	Average number per post in 2005	Change over 2000 (%)	Average number per post in 2005	Change over 2000 (%)	
1	All Motor vehicles	a	47 000	+10.14	11 831	+8.51	50 891	+5.54	54 265	+18.16	34 536	+13.55	41 532	+0.76
1.1	Light motor vehicles (total categories A)	a	38 964	+8.50	10 747	+12.34	41 155	+2.95	45 780	+14.95	27 716	+8.87	33 983	-2.90
		b	82.90%		90.84%		80.87%		84.36%		80.25%		81.82%	
1.11	Category	a	406	+22.70	185	+95.01	458	+42.24	271	+47.04	246	+43.16	372	+20.60
		c	1.04%		1.72%		1.11%		0.59%		0.89%		1.10%	
1.12	Category	a	38 558	+8.37	10 562	+11.51	40 697	+2.63	45 508	+14.80	27 470	+8.63	33 610	-3.11
		c	98.96%		98.28%		98.89%		99.41%		99.11%		98.90%	
1.2	Heavy motor vehicles (total categories C)	a	8 036	+18.84	1 084	-18.91	9 737	+18.10	8 485	+39.16	6 820	+37.61	7 549	+21.37
		b	17.10%		9.16%		19.13%		15.64%		19.75%		18.18%	
1.21	Category	a	7 758	+19.19	978	-23.22	9 432	+19.32	8 143	+39.15	6 602	+38.73	7 241	+21.86
		d	96.54%		90.24%		96.87%		95.97%		96.80%		95.93%	
1.22	Category	a	278	+9.85	106	+68.33	305	-10.41	342	+39.38	218	+10.58	307	+10.78
		d	3.46%		9.76%		3.13%		4.03%		3.20%		4.07%	

1/ Insert number of posts. The number of counting posts common to two or more E Roads should be stated in a footnote.

Notes : a. There are 48 common posts : see footnote a of table 3

b. The comparison is made for the values 0h-24h (both available) including old cat. E for special vehicles in C

c. The "average numbers per post" are calibrated on the vehicle kilometers for the years 2005 and 2000, with counting posts and (re-)estimated posts.

Vehicles categories:

A = Motor vehicles with not more than 3 wheels (motor cycles with or without sidecars, including motor scooters, and moto**B = Passenger and light goods vehicles (vehicles including station wagons, with not more than nine seats, including the driven light van with a permissible maximum weight of not more than 3.5 tonnes). Passenger and light goods vehicles are recorded as such irrespective of whether they are with or without trailers, including caravans and recreational vehicles.****C = Goods road vehicles (lorries with a permissible maximum weight of more than 3.5 tonnes, lorries with one or more trailers; tractors with semi-trailers; tractors with semi-trailers and one or more trailers; and tractors without trailers or semi-trailers) and Special vehicles (agricultural tractors, special vehicles such as self-propelled rollers, bulldozers, mobile cranes and army tanks and other road motor vehicles not specified elsewhere).****D = Motor buses, coaches and trolley buses.**

Explanation of code:

a = Daily average of motor vehicles

b = Percentage of daily average of all motor vehicles

c = Percentage of the daily average of the light motor vehicles

d = Percentage of the daily average of the heavy motor vehicles

Table 4 (part 3 / 3)

Distribution of motor traffic by vehicle category in 2005

Country: Belgium

Vehicle category		code	E Roads and number of corresponding counting posts					
			E420		E421		E429	
			Counting posts ¹		Counting posts ¹		Counting posts ¹	
			14		17		4	
		Average number per post in 2005	Change over 2000 (%)	Average number per post in 2005	Change over 2000 (%)	Average number per post in 2005	Change over 2000 (%)	
1	All Motor vehicles	a	27 277	+7.92	20 447	+15.77	21 048	+22.01
1.1	Light motor vehicles (total categories A)	a	24 183	+5.49	16 480	+7.67	18 338	+23.80
		b	88.66%		80.60%		87.13%	
1.11	Category	a	283	+47.24	143	+23.93	266	+126.35
		c	1.17%		0.87%		1.45%	
1.12	Category	a	23 901	+5.14	16 337	+7.55	18 071	+22.98
		c	98.83%		99.13%		98.55%	
1.2	Heavy motor vehicles (total categories C)	a	3 093	+31.61	3 967	+68.37	2 710	+11.15
		b	11.34%		19.40%		12.87%	
1.21	Category	a	2 924	+32.06	3 864	+69.92	2 586	+11.13
		d	94.54%		97.40%		95.44%	
1.22	Category	a	169	+24.22	103	+25.50	124	+11.55
		d	5.46%		2.60%		4.56%	

1/ Insert number of posts. The number of counting posts common to two or more E Roads should be stated in a footnote.

Notes : a. There are 48 common posts : see footnote a of table 3

b. The comparison is made for the values 0h-24h (both available) including old cat. E for special vehicles in C

c. The "average numbers per post" are calibrated on the vehicle kilometers for the years 2005 and 2000, with counting posts and (re-)estimated posts.

Vehicles categories:

- A = Motor vehicles with not more than 3 wheels (motor cycles with or without sidecars, including motor scooters, and motor vehicles with a permissible maximum weight of not more than 3.5 tonnes).** Passenger and light goods vehicles are recorded as such irrespective of whether they are with or without trailers, including caravans and recreational vehicles.
- B = Passenger and light goods vehicles (vehicles including station wagons, with not more than nine seats, including the driver's seat).** Passenger and light goods vehicles are recorded as such irrespective of whether they are with or without trailers, including caravans and recreational vehicles.
- C = Goods road vehicles (lorries with a permissible maximum weight of more than 3.5 tonnes, lorries with one or more trailers; tractors with semi-trailers; tractors with semi-trailers and one or more trailers; and tractors without trailers or semi-trailers) and Special vehicles (agricultural tractors, special vehicles such as self-propelled rollers, bulldozers, mobile cranes and army tanks and other road motor vehicles not specified elsewhere).**
- D = Motor buses, coaches and trolley buses.**

Explanation of code:

- a = Daily average of motor vehicles
- b = Percentage of daily average of all motor vehicles
- c = Percentage of the daily average of the light motor vehicles
- d = Percentage of the daily average of the heavy motor vehicles

Table 4 - bis (part 1 / 8)
Distribution of motor traffic by vehicle category in 2005

Country: **Belgium**

Vehicle category		code	E Roads and number of corresponding counting posts											
			All E Roads						E 17					
			Number of counting posts ¹		Number of counting posts ¹		Number of counting posts ¹		Number of counting posts ¹		Number of counting posts ¹		Number of counting posts ¹	
			444		425		14 average		23		23		1 49129>Gent	
			Night traffic ² (Veh/8h)		Holiday traffic ³ (Veh/24h)		Peak-hour traffic ⁴ (Veh/h)		Night traffic ² (Veh/8h)		Holiday traffic ³ (Veh/24h)		Peak-hour traffic ⁴ (Veh/h)	
Average number per post in 2005	Change over 2000 (%)	Average number per post in 2005	Change over 2000 (%)	Average number per post in 2005	Change over 2000 (%)	Average number per post in 2005	Change over 2000 (%)	Average number per post in 2005	Change over 2000 (%)	Average number per post in 2005	Change over 2000 (%)	Average number per post in 2005	Change over 2000 (%)	
1	All Motor vehicles	a	4 889	+9.71	43 702	+2.98	3 492	+1.05	9 269	+4.51	73 047	-2.84	4 812	+1.18
1.1	Light motor vehicles (total categories A and B)	a	3 598	+8.83					6 353	+8.65				
		b	73.59%						68.54%					
1.11	Category A	a	20	-4.80					21	-2.66				
		c	0.55%						0.33%					
1.12	Category B	a	3 579	+8.90					6 332	+8.69				
		c	99.45%						99.67%					
1.2	Heavy motor vehicles (total categories C and D)	a	1 291	+12.18					2 916	-4.52			837	+0.60
		b	26.41%						31.46%					
1.21	Category C	a	1 256	+12.65					2 878	-3.78				
		d	97.26%						98.69%					
1.22	Category D	a	35	-4.69					38	-60.29				
		d	2.74%						1.31%					

For explanation of categories of motor vehicles and codes, see table 4 of this document.

Notes : a. There are 48 common posts : see footnote a of table 3

b. The night traffic was systematically determined for (about) all posts, and the "average number per post" is calibrated on the vehicle-km.

c. The holiday traffic July-August was systematically determined for (about) all posts, and the "average number per post" is calibrated on the vehicle-km.

d. The peak hour traffic is the average workday traffic on 10 months (without July-August), in 1 direction, at the same location as in 2000, corresponding to about the highest traffic on the road

Footnotes:

¹ Insert number of posts. The number of counting posts common to two or more E Roads should be stated in a footnote.

² Night traffic is, in principle, defined as the average annual daily traffic flow (AADT) between 10 p.m. and 6 a.m.

³ Holiday traffic is defined in principle as the average daily traffic (ADT) during the approximate two-months' vacation period, (in exceptional cases one month).

⁴ Peak-hour traffic is, in principle, defined as the traffic at the fiftieth highest hour of the year.

Explanation of code:

a = Daily average of motor vehicles

b = Percentage of daily average of all motor vehicles

c = Percentage of the daily average of the light motor vehicles

d = Percentage of the daily average of the heavy motor vehicles

Table 4 - bis (part 2 / 8)

Distribution of motor traffic by vehicle category in 2005

Country: **Belgium**

Vehicle category		code	E Roads and number of corresponding counting posts												
			E 19						E 25						
			Number of counting posts ¹		Number of counting posts ¹		Number of counting posts ¹		Number of counting posts ¹		Number of counting posts ¹		Number of counting posts ¹		
			65		65		1 29649>Halle		47		47		1 69177>Maastr.		
			Night traffic ² (Veh/8h)		Holiday traffic ³ (Veh/24h)		Peak-hour traffic ⁴ (Veh/h)		Night traffic ² (Veh/8h)		Holiday traffic ³ (Veh/24h)		Peak-hour traffic ⁴ (Veh/h)		
Average number per post in 2005		Change over 2000 (%)		Average number per post in 2005		Change over 2000 (%)		Average number per post in 2005		Change over 2000 (%)		Average number per post in 2005		Change over 2000 (%)	
1	All Motor vehicles	a	9 792	+9.46	77 339	-0.72	5 839	+3.66	3 258	+16.96	31 050	-4.99	2 190	+22.62	
1.1	Light motor vehicles (total categories A)	a	7 752	+11.88					2 270	+15.42					
		b	79.16%						69.69%						
1.11	Category	a	27	-36.46					17	+47.35					
		c	0.34%						0.76%						
1.12	Category	a	7 725	+12.04					2 253	+15.17					
		c	99.66%						99.24%						
1.2	Heavy motor vehicles (total categories C)	a	2 040	+0.28			700	+34.87	988	+20.50			133	-0.90	
		b	20.84%						30.31%						
1.21	Category	a	1 990	+0.59					960	+18.79					
		d	97.54%						97.17%						
1.22	Category	a	50	-11.86					28	+78.96					
		d	2.46%						2.83%						

For explanation of categories of motor vehicles and codes, see table 4 of this document.

Notes : a. There are 48 common posts : see footnote a of table 3

b. The night traffic was systematically determined for (about) all posts, and the "average number per post" is calibrated on the vehicle-km.

c. The holiday traffic July-August was systematically determined for (about) all posts, and the "average number per post" is calibrated on the vehicle-km.

d. The peak hour traffic is the average workday traffic on 10 months (without July-August), in 1 direction, at the same location as in 2000, corresponding to about the highest traffic on the road

Footnotes:¹ Insert number of posts. The number of counting posts common to two or more E Roads should be stated in a footnote.² Night traffic is, in principle, defined as the average annual daily traffic flow (AADT) between 10 p.m. and 6 a.m.³ Holiday traffic is defined in principle as the average daily traffic (ADT) during the approximate two-months' vacation period, (in exceptional cases one month).⁴ Peak-hour traffic is, in principle, defined as the traffic at the fiftieth highest hour of the year.**Explanation of code:****a** = Daily average of motor vehicles**b** = Percentage of daily average of all motor vehicles**c** = Percentage of the daily average of the light motor vehicles**d** = Percentage of the daily average of the heavy motor vehicles

Table 4 - bis (part 3 / 8)

Distribution of motor traffic by vehicle category in 2005

Country: **Belgium**

Vehicle category		code	E Roads and number of corresponding counting posts												
			E 34						E 40						
			Number of counting posts ¹		Number of counting posts ¹		Number of counting posts ¹		Number of counting posts ¹		Number of counting posts ¹		Number of counting posts ¹		
			26		29		1 19201>NL		79		79		1 27000>BRUSSE		
			Night traffic ² (Veh/8h)		Holiday traffic ³ (Veh/24h)		Peak-hour traffic ⁴ (Veh/h)		Night traffic ² (Veh/8h)		Holiday traffic ³ (Veh/24h)		Peak-hour traffic ⁴ (Veh/h)		
Average number per post in 2005		Change over 2000 (%)		Average number per post in 2005		Change over 2000 (%)		Average number per post in 2005		Change over 2000 (%)		Average number per post in 2005		Change over 2000 (%)	
1	All Motor vehicles	a	4 433	+11.38	38 482	-6.34	2 232	-2.91	8 108	+13.54	72 889	+8.77	6 732	-2.41	
1.1	Light motor vehicles (total categories A)	a	2 948	+7.73					5 930	+10.70					
		b	66.50%						73.14%						
1.11	Category	a	13	+4.54					30	+8.28					
		c	0.43%						0.50%						
1.12	Category	a	2 935	+7.74					5 901	+10.72					
		c	99.57%						99.50%						
1.2	Heavy motor vehicles (total categories C)	a	1 485	+18.62			414	-11.16	2 178	+21.27			441	+25.64	
		b	33.50%						26.86%						
1.21	Category	a	1 458	+19.55					2 108	+21.70					
		d	98.19%						96.78%						
1.22	Category	a	27	-31.87					70	+8.40					
		d	1.81%						3.22%						

For explanation of categories of motor vehicles and codes, see table 4 of this document.

Notes : a. There are 48 common posts : see footnote a of table 3

b. The night traffic was systematically determined for (about) all posts, and the "average number per post" is calibrated on the vehicle-km.

c. The holiday traffic July-August was systematically determined for (about) all posts, and the "average number per post" is calibrated on the vehicle-km.

d. The peak hour traffic is the average workday traffic on 10 months (without July-August), in 1 direction, at the same location as in 2000, corresponding to about the highest traffic on the road

Footnotes:

¹ Insert number of posts. The number of counting posts common to two or more E Roads should be stated in a footnote.

² Night traffic is, in principle, defined as the average annual daily traffic flow (AADT) between 10 p.m. and 6 a.m.

³ Holiday traffic is defined in principle as the average daily traffic (ADT) during the approximate two-months' vacation period, (in exceptional cases one month).

⁴ Peak-hour traffic is, in principle, defined as the traffic at the fiftieth highest hour of the year.

Explanation of code:

a = Daily average of motor vehicles

b = Percentage of daily average of all motor vehicles

c = Percentage of the daily average of the light motor vehicles

d = Percentage of the daily average of the heavy motor vehicles

Table 4 - bis (part 4 / 8)

Distribution of motor traffic by vehicle category in 2005

Country: **Belgium**

Vehicle category		code	E Roads and number of corresponding counting posts												
			E 42						E 46						
			Number of counting posts ¹		Number of counting posts ¹		Number of counting posts ¹		Number of counting posts ¹		Number of counting posts ¹		Number of counting posts ¹		
			94		94		1 69127>Liège		17		26		1 00047>Liège estimated		
			Night traffic ² (Veh/8h)		Holiday traffic ³ (Veh/24h)		Peak-hour traffic ⁴ (Veh/h)		Night traffic ² (Veh/8h)		Holiday traffic ³ (Veh/24h)		Peak-hour traffic ⁴ (Veh/h)		
Average number per post in 2005		Change over 2000 (%)		Average number per post in 2005		Change over 2000 (%)		Average number per post in 2005		Change over 2000 (%)		Average number per post in 2005		Change over 2000 (%)	
1	All Motor vehicles	a	4 657	+13.04	43 411	+8.06	4 032	+10.56	927	+5.22	11 729	+8.68	1 560	-1.39	
1.1	Light motor vehicles (total categories A)	a	3 359	+13.64					801	+7.43					
		b	72.13%						86.42%						
1.11	Category	a	29	+2.10					6	+14.64					
		c	0.86%						0.71%						
1.12	Category	a	3 330	+13.74					795	+7.38					
		c	99.14%						99.29%						
1.2	Heavy motor vehicles (total categories C)	a	1 298	+11.47			467	+8.78	126	-8.85			60	...	
		b	27.87%						13.58%						
1.21	Category	a	1 255	+11.76					120	-8.09					
		d	96.68%						95.00%						
1.22	Category	a	43	+2.83					6	-23.13					
		d	3.32%						5.00%						

For explanation of categories of motor vehicles and codes, see table 4 of this document.

Notes : a. There are 48 common posts : see footnote a of table 3

b. The night traffic was systematically determined for (about) all posts, and the "average number per post" is calibrated on the vehicle-km.

c. The holiday traffic July-August was systematically determined for (about) all posts, and the "average number per post" is calibrated on the vehicle-km.

d. The peak hour traffic is the average workday traffic on 10 months (without July-August), in 1 direction, at the same location as in 2000, corresponding to about the highest traffic on the road

Footnotes:

¹ Insert number of posts. The number of counting posts common to two or more E Roads should be stated in a footnote.

² Night traffic is, in principle, defined as the average annual daily traffic flow (AADT) between 10 p.m. and 6 a.m.

³ Holiday traffic is defined in principle as the average daily traffic (ADT) during the approximate two-months' vacation period, (in exceptional cases one month).

⁴ Peak-hour traffic is, in principle, defined as the traffic at the fiftieth highest hour of the year.

Explanation of code:

a = Daily average of motor vehicles

b = Percentage of daily average of all motor vehicles

c = Percentage of the daily average of the light motor vehicles

d = Percentage of the daily average of the heavy motor vehicles

Table 4 - bis (part 5 / 8)

Distribution of motor traffic by vehicle category in 2005

Country: **Belgium**

Vehicle category		code	E Roads and number of corresponding counting posts												
			E313						E314						
			Number of counting posts ¹		Number of counting posts ¹		Number of counting posts ¹		Number of counting posts ¹		Number of counting posts ¹		Number of counting posts ¹		
			23		23		1 19161>Liège		21		21		1 29551>NL		
			Night traffic ² (Veh/8h)		Holiday traffic ³ (Veh/24h)		Peak-hour traffic ⁴ (Veh/h)		Night traffic ² (Veh/8h)		Holiday traffic ³ (Veh/24h)		Peak-hour traffic ⁴ (Veh/h)		
Average number per post in 2005		Change over 2000 (%)		Average number per post in 2005		Change over 2000 (%)		Average number per post in 2005		Change over 2000 (%)		Average number per post in 2005		Change over 2000 (%)	
1	All Motor vehicles	a	5 099	+7.61	43 534	-4.31	2 913	+2.53	5 901	+18.88	49 122	+22.58	3 084	+1.21	
1.1	Light motor vehicles (total categories A)	a	3 682	+3.98					4 652	+18.69					
		b	72.22%						78.84%						
1.11	Category	a	19	-19.16					12	-29.94					
		c	0.53%						0.26%						
1.12	Category	a	3 663	+4.10					4 640	+18.82					
		c	99.47%						99.74%						
1.2	Heavy motor vehicles (total categories C)	a	1 416	+17.03			580	-15.71	1 248	+19.60			587	+20.62	
		b	27.78%						21.16%						
1.21	Category	a	1 383	+17.25					1 210	+18.99					
		d	97.64%						96.90%						
1.22	Category	a	33	+8.01					39	+38.50					
		d	2.36%						3.10%						

For explanation of categories of motor vehicles and codes, see table 4 of this document.

Notes : a. There are 48 common posts : see footnote a of table 3

b. The night traffic was systematically determined for (about) all posts, and the "average number per post" is calibrated on the vehicle-km.

c. The holiday traffic July-August was systematically determined for (about) all posts, and the "average number per post" is calibrated on the vehicle-km.

d. The peak hour traffic is the average workday traffic on 10 months (without July-August), in 1 direction, at the same location as in 2000, corresponding to about the highest traffic on the road

Footnotes:¹ Insert number of posts. The number of counting posts common to two or more E Roads should be stated in a footnote.² Night traffic is, in principle, defined as the average annual daily traffic flow (AADT) between 10 p.m. and 6 a.m.³ Holiday traffic is defined in principle as the average daily traffic (ADT) during the approximate two-months' vacation period, (in exceptional cases one month).⁴ Peak-hour traffic is, in principle, defined as the traffic at the fiftieth highest hour of the year.**Explanation of code:****a** = Daily average of motor vehicles**b** = Percentage of daily average of all motor vehicles**c** = Percentage of the daily average of the light motor vehicles**d** = Percentage of the daily average of the heavy motor vehicles

Table 4 - bis (part 6 / 8)

Distribution of motor traffic by vehicle category in 2005

Country: **Belgium**

Vehicle category		code	E Roads and number of corresponding counting posts												
			E403						E411						
			Number of counting posts ¹		Number of counting posts ¹		Number of counting posts ¹		Number of counting posts ¹		Number of counting posts ¹		Number of counting posts ¹		
			14		14		1 39119>Kortijk		50		51		1 29629>Namur		
			Night traffic ² (Veh/8h)		Holiday traffic ³ (Veh/24h)		Peak-hour traffic ⁴ (Veh/h)		Night traffic ² (Veh/8h)		Holiday traffic ³ (Veh/24h)		Peak-hour traffic ⁴ (Veh/h)		
Average number per post in 2005		Change over 2000 (%)		Average number per post in 2005		Change over 2000 (%)		Average number per post in 2005		Change over 2000 (%)		Average number per post in 2005		Change over 2000 (%)	
1	All Motor vehicles	a	2 856	+13.89	32 883	+14.99	2 166	+13.28	4 204	-0.48	39 375	-9.39	4 786	+1.12	
1.1	Light motor vehicles (total categories A)	a	2 216	+14.69					2 902	-8.11					
		b	77.59%						69.03%						
1.11	Category	a	13	-10.46					23	-9.61					
		c	0.59%						0.80%						
1.12	Category	a	2 202	+14.84					2 879	-8.10					
		c	99.41%						99.20%						
1.2	Heavy motor vehicles (total categories C)	a	640	+11.10			381	-1.30	1 302	+16.54			253	+1.20	
		b	22.41%						30.97%						
1.21	Category	a	621	+10.32					1 253	+16.70					
		d	97.07%						96.23%						
1.22	Category	a	19	+36.99					49	+12.56					
		d	2.93%						3.77%						

For explanation of categories of motor vehicles and codes, see table 4 of this document.

Notes : a. There are 48 common posts : see footnote a of table 3

b. The night traffic was systematically determined for (about) all posts, and the "average number per post" is calibrated on the vehicle-km.

c. The holiday traffic July-August was systematically determined for (about) all posts, and the "average number per post" is calibrated on the vehicle-km.

d. The peak hour traffic is the average workday traffic on 10 months (without July-August), in 1 direction, at the same location as in 2000, corresponding to about the highest traffic on the road

Footnotes:

¹ Insert number of posts. The number of counting posts common to two or more E Roads should be stated in a footnote.

² Night traffic is, in principle, defined as the average annual daily traffic flow (AADT) between 10 p.m. and 6 a.m.

³ Holiday traffic is defined in principle as the average daily traffic (ADT) during the approximate two-months' vacation period, (in exceptional cases one month).

⁴ Peak-hour traffic is, in principle, defined as the traffic at the fiftieth highest hour of the year.

Explanation of code:

a = Daily average of motor vehicles

b = Percentage of daily average of all motor vehicles

c = Percentage of the daily average of the light motor vehicles

d = Percentage of the daily average of the heavy motor vehicles

Table 4 - bis (part 7 / 8)

Distribution of motor traffic by vehicle category in 2005

Country: **Belgium**

Vehicle category		code	E Roads and number of corresponding counting posts												
			E420						E421						
			Number of counting posts ¹		Number of counting posts ¹		Number of counting posts ¹		Number of counting posts ¹		Number of counting posts ¹		Number of counting posts ¹		
			18		21		1 59301>Nord		14		17		1 69267>St-Vith		
			Night traffic ² (Veh/8h)		Holiday traffic ³ (Veh/24h)		Peak-hour traffic ⁴ (Veh/h)		Night traffic ² (Veh/8h)		Holiday traffic ³ (Veh/24h)		Peak-hour traffic ⁴ (Veh/h)		
Average number per post in 2005		Change over 2000 (%)		Average number per post in 2005		Change over 2000 (%)		Average number per post in 2005		Change over 2000 (%)		Average number per post in 2005		Change over 2000 (%)	
1	All Motor vehicles	a	2 551	+19.84	24 436	+5.83	3 837	+10.01	1 858	+11.22	20 772	+11.04	2 496	+24.80	
1.1	Light motor vehicles (total categories A)	a	2 184	+15.43					1 249	-1.03					
		b	85.63%						67.22%						
1.11	Category	a	11	-41.84					13	-1.95					
		c	0.51%						1.03%						
1.12	Category	a	2 173	+15.72					1 236	-1.02					
		c	99.49%						98.97%						
1.2	Heavy motor vehicles (total categories C)	a	367	+46.16			202	-0.59	609	+36.34			193	+42.12	
		b	14.37%						32.78%						
1.21	Category	a	356	+48.33					591	+37.65					
		d	97.10%						97.03%						
1.22	Category	a	11	-26.72					18	-6.56					
		d	2.90%						2.97%						

For explanation of categories of motor vehicles and codes, see table 4 of this document.

Notes : a. There are 48 common posts : see footnote a of table 3

b. The night traffic was systematically determined for (about) all posts, and the "average number per post" is calibrated on the vehicle-km.

c. The holiday traffic July-August was systematically determined for (about) all posts, and the "average number per post" is calibrated on the vehicle-km.

d. The peak hour traffic is the average workday traffic on 10 months (without July-August), in 1 direction, at the same location as in 2000, corresponding to about the highest traffic on the road

Footnotes:

¹ Insert number of posts. The number of counting posts common to two or more E Roads should be stated in a footnote.

² Night traffic is, in principle, defined as the average annual daily traffic flow (AADT) between 10 p.m. and 6 a.m.

³ Holiday traffic is defined in principle as the average daily traffic (ADT) during the approximate two-months' vacation period, (in exceptional cases one month).

⁴ Peak-hour traffic is, in principle, defined as the traffic at the fiftieth highest hour of the year.

Explanation of code:

a = Daily average of motor vehicles

b = Percentage of daily average of all motor vehicles

c = Percentage of the daily average of the light motor vehicles

d = Percentage of the daily average of the heavy motor vehicles

Table 4 - bis (part 8 / 8)

Distribution of motor traffic by vehicle category in 2005

Country: **Belgium**

Vehicle category		code	E Roads and number of corresponding counting posts					
			E429					
			Number of counting posts ¹		Number of counting posts ¹		Number of counting posts ¹	
			4		4		1 59117 front.	
			Night traffic ² (Veh/8h)		Holiday traffic ³ (Veh/24h)		Peak-hour traffic ⁴ (Veh/h)	
Average number per post in 2005		Change over 2000 (%)		Average number per post in 2005		Change over 2000 (%)		
1	All Motor vehicles	a	1 943	+26.96	19 082	+22.14	2 208	+13.93
1.1	Light motor vehicles (total categories A)	a	1 536	+17.85				
		b	79.07%					
1.11	Category	a	26	+31.07				
		c	1.71%					
1.12	Category	a	1 510	+17.62				
		c	98.29%					
1.2	Heavy motor vehicles (total categories C)	a	407	+61.40			288	+5.88
		b	20.93%					
1.21	Category	a	390	+60.28				
		d	95.82%					
1.22	Category	a	17	+87.06				
		d	4.18%					

For explanation of categories of motor vehicles and codes, see table 4 of this document.

Notes : a. There are 48 common posts : see footnote a of table 3

b. The night traffic was systematically determined for (about) all posts, and the "average number per post" is calibrated on the vehicle-km.

c. The holiday traffic July-August was systematically determined for (about) all posts, and the "average number per post" is calibrated on the vehicle-km.

d. The peak hour traffic is the average workday traffic on 10 months (without July-August), in 1 direction, at the same location as in 2000, corresponding to about the highest traffic on the road

Footnotes:

¹ Insert number of posts. The number of counting posts con

² Night traffic is, in principle, defined as the average annua

³ Holiday traffic is defined in principle as the average daily (in exceptional cases one month).

⁴ Peak-hour traffic is, in principle, defined as the traffic at the fiftieth highest hour of the year.

Explanation of code:

a = Daily average of motor vehicles

b = Percentage of daily average of all motor vehicles

c = Percentage of the daily average of the light motor vehicles

d = Percentage of the daily average of the heavy motor vehicles

Table 5
Length and usage of roads ^{1,2}

Country: **Belgium**

			Length (km)	Vehicles kilometre (million per annum)				
				Total	of which ³			
					Vehicles category A	Vehicles category B	Vehicles category C	Vehicles category D
1	Total length	2000	115 121.1	90 036	1 012	80 360	8 395	670
		2005	118 391.4	94 944	1 206	83 882	9 084	772
	<i>from which :</i>	2005	1 747.4	33 093	214	27 304	5 376	200
	<i>motorways</i>	2005	13 880.0	40 071	569	36 319	2 796	387
	<i>highways (regional or prov.)</i>	2005	102 764.0	21 781	423	20 259	913	185
	<i>local roads</i>	2005						
By type of road								
1.1	All E Roads	2000	1 813.8	29 711	176	24 723	4 626	186
		2005	1 813.8	31 348	234	25 763	5 154	197
	<i>from which :</i>	2005	1 532.4	29 684	212	24 343	4 945	184
	<i>motorways</i>	2005	281.4	1 664	22	1 420	209	13
	<i>non motorways</i>	2005						
1.2	Total non E Roads	2000	<u>113 307.3</u>	<u>60 326</u>	<u>833</u>	<u>55 298</u>	<u>3 714</u>	<u>481</u>
		2005	116 577.6	63 596	972	58 119	3 931	574
1.21	- Motorways	2000	188.3	2 550	11	2 211	317	10
		2005	215.0	3 409	1	2 961	431	16
1.22	- Express roads	2000	...	...	...	...	...	...
		2005	...	...	...	...	...	...
1.23	- Other non E Roads	2000	113 119.0	57 776	822	53 087	3 397	471
		2005	116 362.6	60 188	971	55 159	3 500	559

¹ Data for rows 1 and 1.1 should be based on the 2000/2005 E Road Census results; data for rows 1.2, 1.21, 1.22 and 1.23 may be estimated.

² The method used for estimating vehicle-kilometre should be described in a note.

³ For explanation of categories of motor vehicles A-D, see table 4 of this document.

* Each country must indicate which network (e.g. communal, regional, national) it has used.

Notes :

- a. The vehicle-kilometers for non E Roads of 2000 were corrected
- b. On E-roads & motorways, the vehicle-km are estimated by category, by multiplying each section length by the traffic intensity (24h, counted or estimated).
On other roads, they are estimated globally (total traffic for each section) and then multiplied by category percentages (weighted average of counting posts).
- c. Express roads which are not E-roads are included in "Other non E-roads"

Table 6

Symbols to be used for the presentation of results of the 2005 census on main international traffic arteries (E Roads) and data to be given on maps with respect to counting posts

SYMBOLS

Motor vehicles		
Category (A) - (D) per day	Colour	Width in mm.
Up to 999	Red	0.5
1 000 - 1 999	"	1
2 000 - 5 999	"	1.5
6 000 - 999	"	2.5
10 000 - 14 999	"	3.5
15 000 - 24 999	"	4.5
25 000 -39 999	"	6
40 000 - 59 999	"	7.5
60 000 - 79 999	"	9
80 000 - 99 999	"	10.5
100 000 - 119 999	"	12
120 000 - 149 999	"	14
150 000 and over	"	16



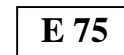
Roads classified as motorways and express roads should be shown in red, the overall width of the strip indicating the traffic density; the percentage of heavy motor vehicles out of total motor vehicle traffic should be indicated, if possible.



Data incomplete or not available



"E" ROAD NUMBER



COUNTING POSTS

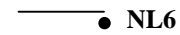


Table 7

2005 Motor traffic density data at counting posts on E Roads shown on the accompanying map

Country: **Belgium**

E Road number ¹	Counting post number	Length of road section	Number of carriageways	Normal width of road section of each carriageway	Number of lanes ²	Normal or average width of lanes between counting posts	Width of central reserves ³	Width of emergency stopping strips ³	Average design speeds ⁴	Annual average daily motor traffic flow in 2005	% change in comparison with 2000 ⁵	% of heavy motor vehicles ⁶	Notes
(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)	(L)	(M)	
E 17	17025	0.3	2	> 14m	4+4	3.75	>=3m	3m	120	124 900	-25.78	20.68	a11,c1
E 17	17027	0.4	2	> 14m	4+4	3.75	>=3m	3m	120	122 550	-8.75	21.08	a1,c1
E 17	17029	1.7	2	> 14m	4+4	3.75	>=3m	3m	120	115 950	-11.72	20.72	a11,c1
E 17	17033	2.4	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	122 200	-9.27	19.47	a5,c1
E 17	17037	0.4	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	92 450	-22.34	24.01	a11,c1
E 17	19193	1.6	2	> 14m	4+4	3.75	>=3m	3m	120	70 600	-27.71	22.06	a5
E 17	19189	1.5	2	> 14m	4+4	3.75	>=3m	3m	120	101 450	-4.57	18.99	a5
E 17	49127	6.7	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	94 450	-3.24	23.54	a5
E 17	49125	5.7	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	92 550	-4.34	23.98	a1
E 17	49117	1.9	2	> 14m	5+5	3.75	>=3m	3m	120	103 450	-5.91	21.04	a5
E 17	49113	4.6	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	89 700	-10.48	23.74	a3
E 17	49109	5.9	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	86 450	-11.27	24.55	a5
E 17	49103	10.6	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	88 100	-5.58	24.72	a1
E 17	49097	4.6	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	96 500	+6.56	22.60	a5
E 17	49091	5.1	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	98 850	-4.98	14.62	a5
E 17	49085	1.4	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	102 250	+8.24	12.11	a11
E 17	49079	0.5	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	104 350	+7.99	11.65	a11
E 17	49075	1.3	2	> 14m	5+5	3.75	>=3m	3m	120	105 500	+7.46	11.52	a11
E 17	49073	5.4	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	100 100	+9.95	17.78	a5
E 17	49069	8.1	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	80 150	+6.39	21.64	a5
E 17	49061	6.7	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	70 250	+24.13	24.43	a5
E 17	39073	2.5	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	71 800	+5.23	24.13	a5
E 17	39073	3.6	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	71 650	+4.89	24.13	a5

Country: **Belgium**

E Road number ¹	Counting post number	Length of road section	Number of carriageways	Normal width of road section of each carriageway	Number of lanes ²	Normal or average width of lanes between counting posts	Width of central reserves ³	Width of emergency stopping strips ³	Average design speeds ⁴	Annual average daily motor traffic flow in 2005	% change in comparison with 2000 ⁵	% of heavy motor vehicles ⁶	Notes
(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)	(L)	(M)	
E 17	39069	5.5	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	76 250	+7.48	23.24	a1
E 17	39065	6.3	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	74 050	+2.09	23.64	a5
E 17	0	2.3	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	91 750	+5.07	19.95	a10
E 17	0	3.6	2	7-8.99m	2+2	3.75	>=3m	3m	120	60 600	+8.09	29.71	a10
E 17	39041	3.5	2	7-8.99m	2+2	3.75	>=3m	3m	120	41 900	+10.60	32.36	a1
E 17	39037	1.6	2	7-8.99m	2+2	3.75	>=3m	3m	120	33 750	+20.64	35.06	a3
E 19	19053	3.8	2	7-8.99m	2+2	3.75	>=3m	3m	120	54 450	-1.43	31.44	a3
E 19	19049	6.8	2	7-8.99m	2+2	3.75	>=3m	3m	120	50 950	-2.39	31.84	a5
E 19	19045	6.2	2	7-8.99m	2+2	3.75	>=3m	3m	120	51 750	-4.78	27.40	a5
E 19	19041	7.1	2	7-8.99m	2+2	3.75	>=3m	3m	120	55 100	-5.61	25.64	a5
E 19	19037	8.5	2	7-8.99m	2+2	3.75	>=3m	3m	120	63 650	-14.66	24.42	a1
E 19	19033	2.1	2	7-8.99m	2+2	3.75	>=3m	3m	120	83 250	-17.23	13.97	a5
E 19	17003	2.4	2	> 14m	4+4	3.75	>=3m	3m	120	108 500	-21.09	24.35	a2
E 19	17007	2.2	2	> 14m	4+4	3.75	>=3m	3m	120	116 550	-16.46	21.96	a5
E 19	17009	1.8	2	> 14m	4+4	3.75	>=3m	3m	120	123 750	-31.01	20.44	a11
E 19	17011	0.9	2	> 14m	5+5	3.75	>=3m	3m	120	140 650	-31.25	18.75	a11,c2
E 19	17017	2.3	2	> 14m	5+5	3.75	>=3m	3m	120	135 000	-28.85	19.20	a2,c2
E 19	17021	0.8	2	> 14m	5+5	3.75	>=3m	3m	120	127 150	-26.37	20.22	a11,c2
E 19	19027	1.4	2	> 14m	4+4	3.75	>=3m	3m	120	99 800	-6.52	12.46	a5
E 19	19023	2.7	2	> 14m	4+4	3.75	>=3m	3m	120	100 900	-9.53	11.73	a5
E 19	19019	3.5	2	> 14m	4+4	3.75	>=3m	3m	120	112 950	-2.94	9.83	a5
E 19	19015	4.8	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	110 400	-2.83	10.98	a3
E 19	19011	4.4	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	110 150	-5.46	10.94	a1
E 19	0	0.3	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	110 000	-5.61	11.00	a10
E 19	19003	5.0	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	104 300	-1.40	11.51	a5

Country: **Belgium**

E Road number ¹	Counting post number	Length of road section	Number of carriageways	Normal width of road section of each carriageway	Number of lanes ²	Normal or average width of lanes between counting posts	Width of central reserves ³	Width of emergency stopping strips ³	Average design speeds ⁴	Annual average daily motor traffic flow in 2005	% change in comparison with 2000 ⁵	% of heavy motor vehicles ⁶	Notes
(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)	(L)	(M)	
E 19	29509	1.4	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	105 450	+0.09	11.73	a1
E 19	29507	1.9	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	105 400	+0.17	11.73	a5
E 19	29505	7.5	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	103 650	+0.14	12.04	a1
E 19	29501	2.0	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	118 250	+2.40	10.75	a5
E 19	27539	0.9	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	124 950	-6.49	13.05	a11,c3
E 19	27541	2.9	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	128 500	-6.53	13.67	a5,c3
E 19	27545	1.8	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	151 200	+6.52	12.67	a5,c3
E 19	27549	1.9	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	148 000	+3.69	12.88	a1,c3
E 19	27593	1.7	2	> 14m	5+5	3.75	>=3m	3m	120	177 300	+9.53	11.10	a11,c3
E 19	27553	0.4	2	> 14m	5+5	3.75	>=3m	3m	120	175 800	+8.61	11.12	a11,c3
E 19	0	1.0	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	184 550	+12.10	11.04	a10,c3
E 19	27559	2.5	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	163 550	+22.19	13.65	a1,c3
E 19	27561	1.0	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	173 450	+26.14	12.17	a11,c3
E 19	27565	1.0	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	130 400	+6.17	11.90	a5
E 19	27569	1.4	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	129 150	+3.47	11.74	a5
E 19	27573	1.3	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	135 800	+7.95	11.19	a1
E 19	27577	0.5	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	133 600	+5.26	10.36	a11
E 19	0	0.4	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	133 600	+5.27	10.36	a11
E 19	7007	1.1	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	144 750	+13.98	9.17	a10
E 19	7011	0.4	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	139 000	+12.75	8.92	a11
E 19	7017	1.3	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	126 000	+12.75	9.13	a11
E 19	7023	1.3	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	119 350	+12.30	9.32	a11
E 19	7027	0.7	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	111 950	+8.81	9.60	a10
E 19	0	0.4	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	110 400	+8.18	9.69	a10
E 19	29643	0.6	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	110 400	+8.22	9.69	a5

Country: **Belgium**

E Road number ¹	Counting post number	Length of road section	Number of carriageways	Normal width of road section of each carriageway	Number of lanes ²	Normal or average width of lanes between counting posts	Width of central reserves ³	Width of emergency stopping strips ³	Average design speeds ⁴	Annual average daily motor traffic flow in 2005	% change in comparison with 2000 ⁵	% of heavy motor vehicles ⁶	Notes
(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)	(L)	(M)	
E 19	29647	3.3	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	123 050	+11.17	9.45	a5
E 19	29651	2.8	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	114 550	+10.78	9.32	a1
E 19	29655	2.1	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	98 950	+10.09	8.87	a5
E 19	29657	4.1	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	80 050	+10.39	5.46	a5
E 19	0	1.5	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	80 100	+10.46	5.49	a6
E 19	29043	2.7	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	71 250	+15.33	8.44	a6
E 19	29051	3.7	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	91 050	+10.26	10.37	a4
E 19	29055	4.7	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	88 300	+12.75	10.58	a6
E 19	29059	2.1	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	93 900	+12.51	11.05	a6
E 19	29061	1.1	2	7-8.99m	2+2	3.75	>=3m	3m	120	55 300	+9.59	11.18	a6
E 19	59003	4.4	2	7-8.99m	2+2	3.75	>=3m	3m	120	55 300	+9.60	11.18	a4
E 19	59007	3.7	2	7-8.99m	2+2	3.75	>=3m	3m	120	47 850	+12.14	12.36	a6
E 19	59015	3.1	2	7-8.99m	2+2	3.75	>=3m	3m	120	39 900	+7.16	14.70	a6
E 19	59019	2.5	3	> 14m	3+4	3.75	>=3m	3m	120	93 800	+7.39	14.88	a6,c4
E 19	59023	3.0	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	83 950	+11.06	16.61	a4,c4
E 19	59027	1.4	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	80 700	+3.06	17.12	a9,c4
E 19	59031	8.7	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	71 050	+10.49	18.24	a6,c4
E 19	59039	3.2	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	75 300	+10.88	15.35	a9,c4
E 19	59043	2.0	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	91 100	+23.22	13.08	a9,c4
E 19	59047	5.1	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	70 900	+7.76	17.10	a4,c4
E 19	59055	5.6	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	55 700	+4.36	22.08	a9,c4
E 19	59059	2.0	2	7-8.99m	2+2	3.75	>=3m	3m	120	30 150	+19.77	22.27	a6
E 19	59063	4.5	2	7-8.99m	2+2	3.75	>=3m	3m	120	24 650	+29.69	28.04	a4
E 25	79105	0.9	2	7-8.99m	2+2	3.75	>=3m	3m	120	21 800	+33.79	17.14	a11
E 25	0	0.1	2	7-8.99m	2+2	3.75	>=3m	3m	120	24 400	+24.16	16.39	a10

Country: **Belgium**

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(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)	(L)	(M)	
E 25	69165	1.6	2	7-8.99m	2+2	3.75	>=3m	3m	120	24 450	+24.52	16.38	a6
E 25	69169	2.6	2	7-8.99m	2+2	3.75	>=3m	3m	120	34 700	+7.32	13.41	a6
E 25	69173	2.5	2	7-8.99m	2+2	3.75	>=3m	3m	120	43 700	+14.23	11.26	a4
E 25	69177	1.3	2	7-8.99m	2+2	3.75	>=3m	3m	120	44 950	+11.91	10.70	a6
E 25	0	12.6	0							0	0.00	0.00	c5
E 25	69343	1.6	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	61 100	+4.76	10.09	a11
E 25	69349	1.1	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	75 550	-8.20	9.90	a4
E 25	69351	1.0	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	75 550	-8.20	10.25	a4
E 25	69353	2.1	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	87 550	+29.50	8.75	a9
E 25	69355	0.6	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	77 850	+19.59	10.35	a13
E 25	69359	0.6	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	72 600	+33.84	9.99	a11
E 25	69363	0.7	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	51 350	+12.87	13.65	a6
E 25	69367	1.6	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	64 950	+47.07	12.35	a1
E 25	69371	0.5	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	57 250	+28.92	15.54	a11
E 25	69375	1.4	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	57 250	+28.92	13.94	a11
E 25	69199	0.0	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	57 750	+30.31	12.06	a11
E 25	69199	0.1	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	57 750	+24.25	11.97	a11
E 25	69203	0.7	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	53 950	+13.40	12.07	a11
E 25	69207	0.8	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	57 200	+10.02	10.97	a6
E 25	69211	1.8	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	59 300	+23.23	10.18	a4
E 25	69215	2.6	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	50 550	+13.53	11.56	a6
E 25	69219	1.6	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	49 450	+12.09	11.27	a11
E 25	69223	3.5	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	33 000	+19.48	15.43	a6
E 25	69227	1.8	2	7-8.99m	2+2	3.75	>=3m	3m	120	33 000	+39.70	15.43	a11
E 25	69231	4.2	2	7-8.99m	2+2	3.75	>=3m	3m	120	33 700	+21.51	14.93	a11

Country: **Belgium**

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(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)	(L)	(M)	
E 25	69235	2.0	2	7-8.99m	2+2	3.75	>=3m	3m	120	31 250	+14.50	14.38	a4
E 25	69239	8.4	2	7-8.99m	2+2	3.75	>=3m	3m	120	22 650	+15.92	17.44	a6
E 25	69243	5.8	2	7-8.99m	2+2	3.75	>=3m	3m	120	20 400	+37.96	18.28	a6
E 25	0	0.9	2	7-8.99m	2+2	3.75	>=3m	3m	120	16 300	+11.26	22.69	a10
E 25	69247	1.1	2	7-8.99m	2+2	3.75	>=3m	3m	120	16 300	+11.26	22.69	a4
E 25	89069	7.1	2	7-8.99m	2+2	3.75	>=3m	3m	120	16 350	+1.95	22.61	a6
E 25	89073	6.9	2	7-8.99m	2+2	3.75	>=3m	3m	120	13 900	-9.29	24.01	a4
E 25	89077	13.2	2	7-8.99m	2+2	3.75	>=3m	3m	120	13 350	+1.72	24.14	a11
E 25	89085	6.6	2	7-8.99m	2+2	3.75	>=3m	3m	120	14 600	+11.85	22.86	a4
E 25	89089	9.2	2	7-8.99m	2+2	3.75	>=3m	3m	120	14 100	-8.91	24.50	a6
E 25	89093	1.9	2	7-8.99m	2+2	3.75	>=3m	3m	120	15 450	+1.22	23.43	a9
E 25	89097	3.3	2	7-8.99m	2+2	3.75	>=3m	3m	120	11 100	-5.36	22.96	a4
E 25	89105	7.6	2	7-8.99m	2+2	3.75	>=3m	3m	120	11 250	-4.77	22.61	a6
E 25	89109	11.3	2	7-8.99m	2+2	3.75	>=3m	3m	120	10 800	-2.29	23.64	a4
E 25	89031	7.0	2	7-8.99m	2+2	3.75	>=3m	3m	120	30 000	+3.00	32.00	a4,c6
E 25	89035	5.5	2	7-8.99m	2+2	3.75	>=3m	3m	120	27 850	-10.00	33.98	a6,c6
E 25	89039	7.8	2	7-8.99m	2+2	3.75	>=3m	3m	120	25 000	-20.16	37.70	a9,c6
E 25	89043	9.3	2	7-8.99m	2+2	3.75	>=3m	3m	120	31 800	-3.10	30.17	a6,c6
E 25	89047	2.8	2	7-8.99m	2+2	3.75	>=3m	3m	120	36 800	+11.88	26.32	a6,c6
E 25	89051	4.0	2	7-8.99m	2+2	3.75	>=3m	3m	120	44 350	+11.39	21.27	a6,c6
E 25	89055	3.3	2	7-8.99m	2+2	3.75	>=3m	3m	120	40 600	+3.99	17.12	a6
E 25	89059	2.2	2	7-8.99m	2+2	3.75	>=3m	3m	120	40 150	+2.88	17.24	a6
E 25	89063	1.4	2	7-8.99m	2+2	3.75	>=3m	3m	120	40 800	+3.15	17.27	a6
E 34	30089	9.6	2	7-8.99m	2+2	3.75	>=3m	3m	120	20 750	+4.32	18.70	a10
E 34	41003	2.2	2	7-8.99m	2+2	3.75	>=3m	3m	120	20 200	+1.08	19.20	a11

Country: **Belgium**

E Road number ¹	Counting post number	Length of road section	Number of carriageways	Normal width of road section of each carriageway	Number of lanes ²	Normal or average width of lanes between counting posts	Width of central reserves ³	Width of emergency stopping strips ³	Average design speeds ⁴	Annual average daily motor traffic flow in 2005	% change in comparison with 2000 ⁵	% of heavy motor vehicles ⁶	Notes
(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)	(L)	(M)	
E 34	40183	2.5	2	7-8.99m	2+2	3.75	>=3m	3m	120	21 700	+5.76	17.87	a10
E 34	40003	0.4	2	7-8.99m	2+2	3.75	>=3m	3m	120	25 350	+6.31	15.30	a10
E 34	0	0.7	2	7-8.99m	2+2	3.75	>=3m	3m	120	17 650	+1.23	21.88	a11
E 34	40005	3.9	2	7-8.99m	2+2	3.75	>=3m	3m	120	19 050	+22.92	19.66	a10
E 34	0	1.3	2	7-8.99m	2+2	3.75	>=3m	3m	120	16 200	+1.34	23.05	a11
E 34	40055	2.7	2	7-8.99m	2+2	3.75	>=3m	3m	120	20 350	+24.18	18.11	a10
E 34	40053	3.8	2	7-8.99m	2+2	3.75	>=3m	3m	120	18 350	+14.05	18.77	a1
E 34	40001	7.6	2	7-8.99m	2+2	3.75	>=3m	3m	120	19 000	+7.88	19.33	a10
E 34	40043	2.0	2	7-8.99m	2+2	3.75	>=3m	3m	120	19 250	+1.69	19.01	a10
E 34	41015	1.7	2	7-8.99m	2+2	3.75	>=3m	3m	120	19 400	-6.67	18.90	a11
E 34	40019	3.4	2	7-8.99m	2+2	3.75	>=3m	3m	120	26 750	-3.44	26.56	a10
E 34	40097	7.7	2	7-8.99m	2+2	3.75	>=3m	3m	120	20 700	+1.58	26.56	a11
E 34	40011	9.5	2	7-8.99m	2+2	3.75	>=3m	3m	120	24 300	+0.61	26.56	a1,b3
E 34	40017	9.1	2	7-8.99m	2+2	3.75	>=3m	3m	120	35 300	+16.01	20.68	a10,b3
E 34	0	3.9	2	7-8.99m	2+2	3.75	>=3m	3m	120	35 850	+16.26	20.91	a11
E 34	41011	1.8	2	7-8.99m	2+2	3.75	>=3m	3m	120	39 300	+7.33	23.11	a11
E 34	0	4.0	2	7-8.99m	2+2	3.75	>=3m	3m	120	40 550	+7.44	22.55	a11
E 34	0	1.9	2	7-8.99m	2+2	3.75	>=3m	3m	120	45 450	+8.37	20.92	a11
E 34	17041	1.4	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	37 450	-5.63	26.11	a5
E 34	0	5.2	0							0	0.00	0.00	c1
E 34	0	4.0	0							0	0.00	0.00	c2
E 34	19153	3.2	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	113 950	-5.90	14.54	a5,c7
E 34	19157	7.0	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	104 000	-5.49	22.98	a1,c7
E 34	19199	3.9	2	7-8.99m	2+2	3.75	>=3m	3m	120	44 200	-2.10	26.59	a3
E 34	19205	6.5	2	7-8.99m	2+2	3.75	>=3m	3m	120	43 050	-1.53	26.67	a5

Country: **Belgium**

E Road number ¹	Counting post number	Length of road section	Number of carriageways	Normal width of road section of each carriageway	Number of lanes ²	Normal or average width of lanes between counting posts	Width of central reserves ³	Width of emergency stopping strips ³	Average design speeds ⁴	Annual average daily motor traffic flow in 2005	% change in comparison with 2000 ⁵	% of heavy motor vehicles ⁶	Notes
(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)	(L)	(M)	
E 34	19209	7.6	2	7-8.99m	2+2	3.75	>=3m	3m	120	45 750	+0.20	26.80	a5
E 34	19213	6.8	2	7-8.99m	2+2	3.75	>=3m	3m	120	48 150	+4.35	24.63	a5
E 34	19217	2.3	2	7-8.99m	2+2	3.75	>=3m	3m	120	45 950	+7.17	24.50	a5
E 34	19221	2.7	2	7-8.99m	2+2	3.75	>=3m	3m	120	43 900	+6.11	25.38	a5
E 34	19225	5.9	2	7-8.99m	2+2	3.75	>=3m	3m	120	37 400	+7.10	27.67	a1
E 34	19229	4.1	2	7-8.99m	2+2	3.75	>=3m	3m	120	27 500	+7.07	35.01	a1
E 34	19237	8.6	2	7-8.99m	2+2	3.75	>=3m	3m	120	24 350	+10.68	37.33	a3
E 40	39127	3.2	2	7-8.99m	2+2	3.75	>=3m	3m	120	19 700	+133.91	41.96	a5
E 40	39131	4.7	2	7-8.99m	2+2	3.75	>=3m	3m	120	18 850	+59.99	43.94	a5
E 40	39143	2.3	2	7-8.99m	2+2	3.75	>=3m	3m	120	23 150	+52.80	37.05	a5
E 40	39145	6.7	2	7-8.99m	2+2	3.75	>=3m	3m	120	27 950	+15.73	33.18	a5
E 40	39149	8.2	2	7-8.99m	2+2	3.75	>=3m	3m	120	33 000	+13.78	28.94	a5
E 40	39153	5.8	2	7-8.99m	2+2	3.75	>=3m	3m	120	38 600	+16.73	25.40	a1
E 40	39161	11.1	2	7-8.99m	2+2	3.75	>=3m	3m	120	37 600	+10.48	25.81	a3
E 40	39027	1.6	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	61 600	+2.73	20.89	a3
E 40	0	1.2	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	63 300	+2.81	20.43	a11
E 40	39023	6.5	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	72 150	+12.60	19.00	a1
E 40	39015	0.4	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	68 150	+19.04	21.23	a5
E 40	39011	1.2	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	64 350	+12.73	22.08	a5
E 40	39007	4.0	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	82 050	+12.51	17.20	a5
E 40	39003	4.7	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	82 750	+8.45	17.11	a5
E 40	49057	2.5	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	78 750	+7.76	17.67	a3
E 40	49055	7.5	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	78 900	+8.07	17.68	a1
E 40	49053	6.1	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	93 500	+8.22	15.90	a5
E 40	49049	6.9	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	93 000	+1.84	15.57	a5

Country: **Belgium**

E Road number ¹	Counting post number	Length of road section	Number of carriageways	Normal width of road section of each carriageway	Number of lanes ²	Normal or average width of lanes between counting posts	Width of central reserves ³	Width of emergency stopping strips ³	Average design speeds ⁴	Annual average daily motor traffic flow in 2005	% change in comparison with 2000 ⁵	% of heavy motor vehicles ⁶	Notes
(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)	(L)	(M)	
E 40	49045	4.7	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	97 300	-0.10	15.20	a5
E 40	0	0.8	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	96 850	-0.73	14.97	a10
E 40	49037	1.0	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	113 500	+7.42	13.16	a5
E 40	49031	1.4	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	124 300	-11.49	12.71	a5
E 40	49025	3.5	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	108 200	+2.92	19.31	a5
E 40	49021	5.0	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	126 850	+7.56	13.39	a5
E 40	49017	10.3	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	107 200	+6.22	14.55	a3
E 40	49013	4.9	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	109 000	+3.64	14.27	a5
E 40	0	0.7	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	109 250	+3.75	14.34	a10
E 40	49001	4.3	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	113 700	+3.94	13.63	a5
E 40	29689	2.4	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	112 300	+2.75	13.47	a1
E 40	29687	3.7	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	115 150	+0.82	13.28	a5
E 40	29683	7.4	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	116 650	-0.98	12.98	a1
E 40	0	0.3	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	116 650	-0.99	13.03	a10
E 40	0	14.1	0							0	0.00	0.00	c3
E 40	27535	1.9	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	162 200	-8.02	11.00	a5
E 40	0	0.9	2	> 14m	5+5	3.75	>=3m	3m	120	186 800	-2.56	9.80	a11
E 40	27533	0.4	2	> 14m	5+5	3.75	>=3m	3m	120	186 800	-2.56	9.80	a11
E 40	27523	1.5	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	162 950	+5.29	9.83	a5
E 40	29581	2.9	2	> 14m	4+4	3.75	>=3m	3m	120	136 800	+8.42	9.48	a5
E 40	29585	7.2	2	> 14m	4+4	3.75	>=3m	3m	120	126 950	+5.55	10.77	a1
E 40	29589	2.1	2	> 14m	4+4	3.75	>=3m	3m	120	117 650	+6.96	11.63	a5
E 40	29593	5.6	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	78 050	+3.80	8.57	a5
E 40	29597	7.4	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	62 050	+8.90	10.23	a1
E 40	29601	9.0	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	56 100	+13.94	10.40	a5

Country: **Belgium**

E Road number ¹	Counting post number	Length of road section	Number of carriageways	Normal width of road section of each carriageway	Number of lanes ²	Normal or average width of lanes between counting posts	Width of central reserves ³	Width of emergency stopping strips ³	Average design speeds ⁴	Annual average daily motor traffic flow in 2005	% change in comparison with 2000 ⁵	% of heavy motor vehicles ⁶	Notes
(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)	(L)	(M)	
E 40	29607	4.0	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	43 550	+7.44	12.90	a1
E 40	29001	0.6	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	43 500	+7.34	12.88	a4
E 40	0	4.5	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	41 950	+8.95	13.41	a10
E 40	29005	2.2	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	41 950	+8.95	13.41	a6
E 40	69003	1.7	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	40 000	+9.92	13.39	a6
E 40	29609	1.9	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	40 050	+10.03	13.49	a5
E 40	29611	1.5	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	38 450	+13.05	13.36	a5
E 40	0	2.0	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	38 450	+13.05	13.36	a10
E 40	0	3.0	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	38 450	+13.05	13.36	a10
E 40	0	0.7	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	38 450	+13.05	13.39	a10
E 40	69007	7.9	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	38 950	+9.80	13.96	a6
E 40	69011	7.5	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	44 800	+8.53	13.27	a6
E 40	69015	4.6	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	53 950	+15.57	11.74	a4
E 40	69019	2.1	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	71 350	+12.96	10.09	a6
E 40	69023	0.5	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	74 650	+13.39	12.74	a11
E 40	69025	2.8	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	104 850	+17.48	16.66	a13,c5
E 40	69031	1.3	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	108 300	+14.37	16.21	a13,c5
E 40	69035	1.6	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	93 500	+13.21	18.44	a6,c5
E 40	69043	3.4	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	85 800	+4.34	16.42	a13,c5
E 40	69047	0.8	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	95 450	+10.37	15.78	a4,c5
E 40	69051	1.4	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	95 300	+6.95	15.75	a13,c5
E 40	69055	1.2	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	95 850	+9.24	14.93	a6,c5
E 40	69059	2.9	3	> 14m	3+4	3.75	>=3m	3m	120	83 100	+11.83	13.05	a6,c8
E 40	69063	5.4	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	70 150	+8.09	15.26	a6,c8
E 40	69071	6.2	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	65 450	+8.05	16.03	a4,c8

Country: **Belgium**

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(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)	(L)	(M)	
E 40	69079	3.7	2	7-8.99m	2+2	3.75	>=3m	3m	120	31 550	+8.04	24.21	a11,c9
E 40	69081	8.0	2	7-8.99m	2+2	3.75	>=3m	3m	120	27 850	-1.88	27.02	a11,c9
E 40	69087	8.4	2	7-8.99m	2+2	3.75	>=3m	3m	120	22 600	+0.93	31.68	a6,c9
E 40	69091	0.9	2	7-8.99m	2+2	3.75	>=3m	3m	120	25 250	+2.23	28.59	a4,c9
E 40	69093	2.2	2	7-8.99m	2+2	3.75	>=3m	3m	120	25 250	+2.29	28.55	a11,c9
E 42	59133	2.0	2	7-8.99m	2+2	3.75	>=3m	3m	120	23 100	+22.93	20.28	a6
E 42	59125	1.8	2	7-8.99m	2+2	3.75	>=3m	3m	120	25 750	+29.24	18.10	a6
E 42	59117	3.1	2	7-8.99m	2+2	3.75	>=3m	3m	120	44 600	+27.28	14.16	a6
E 42	59109	3.7	2	7-8.99m	2+2	3.75	>=3m	3m	120	45 400	+35.64	14.16	a6
E 42	59227	3.7	2	7-8.99m	2+2	3.75	>=3m	3m	120	34 250	+3.39	16.63	a6
E 42	59225	0.6	2	7-8.99m	2+2	3.75	>=3m	3m	120	36 400	+5.21	15.31	a6
E 42	59221	3.5	2	7-8.99m	2+2	3.75	>=3m	3m	120	37 200	+13.23	15.76	a6
E 42	59217	4.2	2	7-8.99m	2+2	3.75	>=3m	3m	120	34 250	+8.26	16.71	a6
E 42	59213	6.7	2	7-8.99m	2+2	3.75	>=3m	3m	120	31 150	+6.50	17.74	a6
E 42	59209	5.5	2	7-8.99m	2+2	3.75	>=3m	3m	120	31 150	+8.15	18.52	a4
E 42	59205	3.6	2	7-8.99m	2+2	3.75	>=3m	3m	120	31 450	+2.76	17.26	a6
E 42	59201	4.2	2	7-8.99m	2+2	3.75	>=3m	3m	120	33 100	+3.02	16.47	a6
E 42	59197	2.9	2	7-8.99m	2+2	3.75	>=3m	3m	120	31 100	+4.19	17.60	a6
E 42	0	31.4	0							0	0.00	0.00	c4
E 42	59195	2.3	2	7-8.99m	2+2	3.75	>=3m	3m	120	56 750	+4.00	14.50	a6
E 42	59191	2.1	2	7-8.99m	2+2	3.75	>=3m	3m	120	59 550	+5.47	13.72	a4
E 42	59183	1.5	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	59 600	+7.46	15.37	a11
E 42	59179	3.2	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	60 800	+8.70	16.13	a6
E 42	59171	3.6	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	60 600	+8.27	16.22	a6
E 42	59167	2.2	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	52 150	+1.23	18.22	a6

Country: **Belgium**

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(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)	(L)	(M)	
E 42	59157	5.1	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	57 900	+7.13	16.82	a4
E 42	59155	2.1	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	56 450	-10.98	17.72	a6
E 42	59147	4.1	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	55 750	+3.26	18.96	a4
E 42	59139	2.9	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	54 500	-3.26	17.13	a6
E 42	59135	4.3	2	7-8.99m	2+2	3.75	>=3m	3m	120	50 800	-0.17	17.21	a6
E 42	0	0.3	2	7-8.99m	2+2	3.75	>=3m	3m	120	50 900	+0.02	17.13	a10
E 42	99081	9.2	2	7-8.99m	2+2	3.75	>=3m	3m	120	50 950	+11.50	18.41	a6
E 42	99077	4.2	2	7-8.99m	2+2	3.75	>=3m	3m	120	49 400	+8.95	19.42	a4
E 42	99073	7.4	2	7-8.99m	2+2	3.75	>=3m	3m	120	52 700	+16.80	24.07	a6
E 42	99065	7.1	2	7-8.99m	2+2	3.75	>=3m	3m	120	44 400	+3.86	17.63	a6
E 42	69161	2.4	2	7-8.99m	2+2	3.75	>=3m	3m	120	44 500	+12.15	17.25	a6
E 42	69157	3.4	2	7-8.99m	2+2	3.75	>=3m	3m	120	44 850	+13.38	16.31	a6
E 42	69155	0.6	2	7-8.99m	2+2	3.75	>=3m	3m	120	42 200	+12.94	17.43	a6
E 42	69153	5.5	2	7-8.99m	2+2	3.75	>=3m	3m	120	42 250	+13.10	16.83	a6
E 42	69151	6.7	2	7-8.99m	2+2	3.75	>=3m	3m	120	40 550	+15.38	17.72	a4
E 42	69147	3.9	2	7-8.99m	2+2	3.75	>=3m	3m	120	43 050	+14.25	17.85	a6
E 42	69137	6.5	2	7-8.99m	2+2	3.75	>=3m	3m	120	46 450	+14.11	18.79	a6
E 42	69135	6.0	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	52 650	+8.52	18.41	a11
E 42	69131	2.5	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	57 400	+13.53	18.08	a11
E 42	69129	1.3	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	61 250	+6.45	19.94	a11
E 42	69127	1.8	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	86 600	+6.34	13.87	a6
E 42	69123	1.1	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	51 050	-7.44	14.35	a11
E 42	0	27.5	0							0	0.00	0.00	c8
E 42	69255	1.5	2	7-8.99m	2+2	3.75	>=3m	3m	120	51 750	+10.31	11.72	a4,c10
E 42	69259	2.2	2	7-8.99m	2+2	3.75	>=3m	3m	120	53 500	+15.01	11.44	a4,c10

Country: **Belgium**

E Road number ¹	Counting post number	Length of road section	Number of carriageways	Normal width of road section of each carriageway	Number of lanes ²	Normal or average width of lanes between counting posts	Width of central reserves ³	Width of emergency stopping strips ³	Average design speeds ⁴	Annual average daily motor traffic flow in 2005	% change in comparison with 2000 ⁵	% of heavy motor vehicles ⁶	Notes
(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)	(L)	(M)	
E 42	69261	0.5	2	7-8.99m	2+2	3.75	>=3m	3m	120	54 300	+14.65	11.09	a4,c10
E 42	69263	1.3	2	7-8.99m	2+2	3.75	>=3m	3m	120	54 300	+9.58	9.83	a4,c10
E 42	69267	1.3	2	7-8.99m	2+2	3.75	>=3m	3m	120	51 150	+8.47	9.98	a4,c10
E 42	69271	0.9	2	7-8.99m	2+2	3.75	>=3m	3m	120	35 850	+13.01	14.67	a11,c10
E 42	69279	2.6	2	7-8.99m	2+2	3.75	>=3m	3m	120	33 500	+15.46	13.99	a9,c10
E 42	69283	6.5	2	7-8.99m	2+2	3.75	>=3m	3m	120	32 500	+36.91	15.55	a13,c10
E 42	69287	2.4	2	7-8.99m	2+2	3.75	>=3m	3m	120	19 850	+39.53	19.49	a6,c10
E 42	69291	4.6	2	7-8.99m	2+2	3.75	>=3m	3m	120	17 300	+23.90	20.69	a11,c10
E 42	69295	7.6	2	7-8.99m	2+2	3.75	>=3m	3m	120	17 100	+53.48	20.33	a6,c10
E 42	69299	7.2	2	7-8.99m	2+2	3.75	>=3m	3m	120	9 950	+29.87	20.85	a6,c10
E 42	69303	5.5	2	7-8.99m	2+2	3.75	>=3m	3m	120	9 950	+30.01	20.52	a11,c10
E 42	69305	1.6	2	7-8.99m	2+2	3.75	>=3m	3m	120	9 950	+30.01	20.52	a11,c10
E 42	69307	4.8	2	7-8.99m	2+2	3.75	>=3m	3m	120	10 800	+45.32	19.04	a4,c10
E 42	69311	2.6	2	7-8.99m	2+2	3.75	>=3m	3m	120	10 350	+39.64	19.53	a4,c10
E 42	69315	4.5	2	7-8.99m	2+2	3.75	>=3m	3m	120	5 750	+27.79	26.18	a4
E 42	69317	0.6	2	7-8.99m	2+2	3.75	>=3m	3m	120	5 750	+27.79	25.77	a11
E 42	69319	2.5	2	7-8.99m	2+2	3.75	>=3m	3m	120	5 750	+27.79	25.77	a11
E 46	0	2.3	1	> 14m	4	3.75	...	...	120	34 500	+7.04	6.93	a11
E 46	0	0.5	2	7-8.99m	2+2	3.75	>=3m	3m	120	33 600	+2.77	7.00	a11
E 46	0	0.2	2	7-8.99m	2+2	3.75	>=3m	3m	120	51 950	+1.53	3.98	a11
E 46	0	0.4	2	7-8.99m	2+2	3.75	>=3m	3m	120	51 950	+1.53	3.98	a11
E 46	0	2.6	2	7-8.99m	2+2	3.75	>=3m	3m	120	33 000	+2.89	3.59	a11
E 46	0	1.9	2	7-8.99m	2+2	3.75	>=3m	3m	120	29 600	+2.77	4.33	a11
E 46	60047	2.5	2	7-8.99m	2+2	3.75	>=3m	3m	120	26 000	-3.58	4.45	a7
E 46	60049	4.7	1	> 14m	4	3.5	...	...	120	21 650	+1.67	4.74	a7

Country: **Belgium**

E Road number ¹	Counting post number	Length of road section	Number of carriageways	Normal width of road section of each carriageway	Number of lanes ²	Normal or average width of lanes between counting posts	Width of central reserves ³	Width of emergency stopping strips ³	Average design speeds ⁴	Annual average daily motor traffic flow in 2005	% change in comparison with 2000 ⁵	% of heavy motor vehicles ⁶	Notes
(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)	(L)	(M)	
E 46	0	1.6	1	> 14m	4	3.5	...	...	120	14 750	+2.21	7.26	a11
E 46	0	4.3	1	> 14m	4	3.5	...	...	120	16 450	+1.82	6.56	a11
E 46	60033	0.8	1	> 14m	4	3.5	...	...	120	18 400	+8.18	5.30	a7
E 46	60035	2.6	2	7-8.99m	2+2	3.5	>=2m	2.5m	120	13 400	+16.64	6.40	a7
E 46	0	0.9	2	7-8.99m	2+2	3.5	>=2m	2.5m	120	9 250	+1.62	10.14	a11
E 46	0	1.3	2	7-8.99m	2+2	3.5	>=2m	2.5m	120	9 250	+1.53	11.44	a11
E 46	0	1.6	2	7-8.99m	2+2	3.5	>=2m	2.5m	120	9 250	+2.09	13.26	a11
E 46	0	3.2	2	7-8.99m	2+2	3.5	>=2m	2.5m	120	8 000	+1.11	18.18	a11
E 46	0	0.4	2	7-8.99m	2+2	3.5	>=2m	2.5m	120	8 000	+1.11	18.73	a11
E 46	61031	1.5	2	7-8.99m	2+2	3.5	>=2m	2.5m	120	10 350	+6.42	13.16	a12
E 46	0	1.9	2	7-8.99m	2+2	3.5	>=2m	2.5m	120	7 900	-0.50	17.54	a11
E 46	0	1.8	2	7-8.99m	2+2	3.5	>=2m	2.5m	120	9 150	+2.14	15.04	a11
E 46	0	1.7	2	7-8.99m	2+2	3.5	>=2m	2.5m	120	10 350	+6.61	13.29	a11
E 46	0	1.1	2	7-8.99m	2+2	3.5	>=2m	2.5m	120	9 350	+5.83	13.08	a11
E 46	91105	4.8	2	7-8.99m	2+2	3.5	>=2m	2.5m	120	9 950	+19.19	9.89	a12
E 46	90017	2.4	2	7-8.99m	2+2	3.5	>=2m	2.5m	120	9 150	+6.51	10.16	a7
E 46	0	2.7	1	> 14m	4	3.5	...	...	120	11 350	+6.10	9.64	a11
E 46	81009	4.1	2	7-8.99m	2+2	3.5	>=2m	2.5m	120	12 850	+18.03	8.62	a12
E 46	81303	0.3	1	> 14m	4	3.5	...	...	120	28 750	+12.21	4.11	a11
E 46	81305	0.4	1	> 14m	4	3.5	...	...	120	28 000	+11.86	4.22	a11
E 46	0	3.2	2	7-8.99m	2+2	3.5	>=2m	2.5m	120	15 100	+12.44	9.66	a11
E 46	80073	4.5	2	7-8.99m	2+2	3.5	>=2m	2.5m	120	13 750	+13.94	9.85	a7
E 46	0	2.1	2	7-8.99m	2+2	3.5	>=2m	2.5m	120	13 550	+11.77	10.93	a11
E 46	0	1.9	2	7-8.99m	2+2	3.5	>=2m	2.5m	120	13 550	+11.90	10.75	a11
E 46	80001	6.6	2	7-8.99m	2+2	3.5	>=2m	2.5m	120	12 700	+3.54	10.67	a7

Country: **Belgium**

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(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)	(L)	(M)	
E 46	0	0.2	2	7-8.99m	2+2	3.5	>=2m	2.5m	120	4 500	+9.89	7.80	a11
E 46	80003	10.2	2	7-8.99m	2+2	3.5	>=2m	2.5m	120	4 700	+9.95	6.78	a7
E 46	0	0.8	2	7-8.99m	2+2	3.5	>=2m	2.5m	120	4 150	+11.65	14.21	a11
E 46	0	1.7	2	7-8.99m	2+2	3.5	>=2m	2.5m	120	4 150	+11.65	18.42	a11
E 46	0	2.6	2	7-8.99m	2+2	3.5	>=2m	2.5m	120	6 100	+12.49	14.91	a11
E 46	81101	2.8	2	7-8.99m	2+2	3.5	>=2m	2.5m	120	7 500	+38.53	12.39	a12
E 46	0	3.6	2	7-8.99m	2+2	3.5	>=2m	2.5m	120	7 300	+12.41	13.94	a11
E 46	80059	2.9	2	7-8.99m	2+2	3.5	>=2m	2.5m	120	7 200	+14.60	13.64	a7
E 46	80057	2.3	2	7-8.99m	2+2	3.5	>=2m	2.5m	120	9 500	+7.26	11.16	a10
E 46	81107	4.9	2	7-8.99m	2+2	3.5	>=2m	2.5m	120	12 400	+14.27	9.65	a11
E 46	0	1.5	2	7-8.99m	2+2	3.5	>=2m	2.5m	120	12 500	+12.10	9.57	a11
E 46	0	2.0	2	7-8.99m	2+2	3.5	>=2m	2.5m	120	7 800	+12.71	15.42	a11
E 46	0	4.3	2	7-8.99m	2+2	3.5	>=2m	2.5m	120	5 550	+12.69	21.76	a11
E 46	81105	1.0	2	7-8.99m	2+2	3.5	>=2m	2.5m	120	6 450	+2.74	16.97	a12
E 46	0	3.5	2	7-8.99m	2+2	3.5	>=2m	2.5m	120	7 450	+12.73	16.32	a11
E 46	0	1.5	2	7-8.99m	2+2	3.5	>=2m	2.5m	120	7 800	+12.08	16.07	a11
E 46	80019	2.9	1	> 14m	4	3.5	120	8 850	+17.15	15.22	a7
E 46	0	1.3	1	> 14m	4	3.5	120	8 800	+11.92	16.16	a11
E 46	0	3.7	1	> 14m	4	3.5	120	4 850	+11.90	28.20	a11
E 46	0	1.9	2	7-8.99m	2+2	3.5	>=2m	2.5m	120	5 050	+11.41	26.96	a11
E 46	81117	1.7	2	7-8.99m	2+2	3.5	>=2m	2.5m	120	5 500	+105.59	20.15	a12
E313	0	10.2	0							0	0.00	0.00	c7
E313	19161	3.4	2	7-8.99m	2+2	3.75	>=3m	3m	120	61 350	-2.84	19.73	a3
E313	19165	8.6	2	7-8.99m	2+2	3.75	>=3m	3m	120	62 450	+1.14	18.82	a5
E313	19169	3.2	2	7-8.99m	2+2	3.75	>=3m	3m	120	60 750	+3.47	18.69	a5

Country: **Belgium**

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(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)	(L)	(M)	
E313	19173	4.2	2	7-8.99m	2+2	3.75	>=3m	3m	120	63 050	+7.09	18.44	a5
E313	19177	6.3	2	7-8.99m	2+2	3.75	>=3m	3m	120	56 500	+8.09	20.49	a5
E313	19181	6.2	2	7-8.99m	2+2	3.75	>=3m	3m	120	48 200	+3.42	24.81	a3
E313	19183	5.9	2	7-8.99m	2+2	3.75	>=3m	3m	120	50 500	+11.16	24.37	a1
E313	0	1.6	2	7-8.99m	2+2	3.75	>=3m	3m	120	50 800	+11.89	24.51	a10
E313	79059	2.4	2	7-8.99m	2+2	3.75	>=3m	3m	120	45 000	+8.71	23.87	a3
E313	79067	4.3	2	7-8.99m	2+2	3.75	>=3m	3m	120	53 050	+12.58	20.42	a5
E313	79071	5.5	2	7-8.99m	2+2	3.75	>=3m	3m	120	51 850	-1.36	20.63	a5
E313	79075	8.0	2	7-8.99m	2+2	3.75	>=3m	3m	120	54 550	+22.80	11.66	a3
E313	79083	3.8	2	7-8.99m	2+2	3.75	>=3m	3m	120	46 450	+22.48	13.18	a5
E313	79087	2.7	2	7-8.99m	2+2	3.75	>=3m	3m	120	38 250	+13.31	15.54	a5
E313	79091	4.5	2	7-8.99m	2+2	3.75	>=3m	3m	120	40 000	+15.75	15.51	a1
E313	79095	7.1	2	7-8.99m	2+2	3.75	>=3m	3m	120	37 000	+17.20	13.11	a5
E313	79099	7.7	2	7-8.99m	2+2	3.75	>=3m	3m	120	23 550	+15.78	18.36	a5
E313	79101	4.2	2	7-8.99m	2+2	3.75	>=3m	3m	120	20 250	+7.91	21.83	a5
E313	79103	1.2	2	7-8.99m	2+2	3.75	>=3m	3m	120	20 250	+7.93	23.35	a6
E313	69099	5.3	2	7-8.99m	2+2	3.75	>=3m	3m	120	25 250	+7.90	21.65	a6
E313	69103	2.0	2	7-8.99m	2+2	3.75	>=3m	3m	120	15 300	+8.23	17.41	a11
E313	69107	1.7	2	7-8.99m	2+2	3.75	>=3m	3m	120	16 400	+7.67	20.71	a11
E314	29555	1.6	2	> 14m	4+4	3.75	>=3m	3m	120	75 650	+49.18	11.03	a3
E314	29551	1.7	2	7-8.99m	2+2	3.75	>=3m	3m	120	72 200	+16.29	11.77	a1
E314	29547	1.1	2	7-8.99m	2+2	3.75	>=3m	3m	120	68 950	+16.11	11.59	a11
E314	29543	1.5	2	7-8.99m	2+2	3.75	>=3m	3m	120	73 200	+9.99	10.76	a5
E314	29539	1.1	2	7-8.99m	2+2	3.75	>=3m	3m	120	75 400	+2.91	10.50	a5
E314	29535	1.4	2	7-8.99m	2+2	3.75	>=3m	3m	120	72 400	-3.59	10.57	a5

Country: **Belgium**

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(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)	(L)	(M)	
E314	29531	3.4	2	7-8.99m	2+2	3.75	>=3m	3m	120	72 900	+12.97	10.36	a5
E314	29527	7.6	2	7-8.99m	2+2	3.75	>=3m	3m	120	66 550	+14.60	9.85	a1
E314	29519	6.7	2	7-8.99m	2+2	3.75	>=3m	3m	120	55 300	+17.14	11.75	a5
E314	29515	5.1	2	7-8.99m	2+2	3.75	>=3m	3m	120	50 700	+18.85	12.06	a1
E314	29511	6.6	2	7-8.99m	2+2	3.75	>=3m	3m	120	49 800	+18.80	12.92	a5
E314	0	0.1	2	7-8.99m	2+2	3.75	>=3m	3m	120	49 900	+19.22	13.13	a10
E314	79053	9.3	2	7-8.99m	2+2	3.75	>=3m	3m	120	49 700	+21.99	13.82	a1
E314	79049	1.6	2	7-8.99m	2+2	3.75	>=3m	3m	120	54 850	+24.41	12.57	a5
E314	79045	3.7	2	7-8.99m	2+2	3.75	>=3m	3m	120	59 450	+21.67	20.34	a5
E314	79041	2.4	2	7-8.99m	2+2	3.75	>=3m	3m	120	57 100	+14.45	20.72	a3
E314	79037	4.7	2	7-8.99m	2+2	3.75	>=3m	3m	120	57 450	+15.49	20.29	a5
E314	79029	6.1	2	7-8.99m	2+2	3.75	>=3m	3m	120	53 100	+9.91	21.31	a5
E314	79025	3.3	2	7-8.99m	2+2	3.75	>=3m	3m	120	51 750	+11.42	21.88	a5
E314	79017	3.7	2	7-8.99m	2+2	3.75	>=3m	3m	120	43 500	+20.03	23.90	a1
E314	79009	10.7	2	7-8.99m	2+2	3.75	>=3m	3m	120	40 450	+38.96	21.66	a5
E314	79001	4.4	2	7-8.99m	2+2	3.75	>=3m	3m	120	38 550	+20.19	22.65	a3
E403	0	0.5	1	> 14m	4	3.5	...	...	120	12 200	+1.00	23.24	a11
E403	0	3.5	1	> 14m	4	3.5	...	...	120	12 200	+1.00	23.24	a11
E403	30257	3.0	1	> 14m	4	3.5	...	...	120	14 800	+22.84	19.11	a10
E403	30003	1.5	1	> 14m	4	3.75	...	...	120	21 400	+19.12	23.17	a1
E403	30007	2.8	1	> 14m	4	3.75	...	...	120	31 600	+6.47	17.26	a10
E403	0	1.7	2	7-8.99m	2+2	3.75	>=3m	3m	120	34 500	+1.11	15.83	a11
E403	30235	1.6	2	7-8.99m	2+2	3.75	>=3m	3m	120	41 200	-3.03	16.11	a10
E403	0	0.8	2	7-8.99m	2+2	3.75	>=3m	3m	120	40 100	+1.20	16.55	a11
E403	30101	1.9	2	7-8.99m	2+2	3.75	>=3m	3m	120	39 850	+8.61	16.64	a10

Country: **Belgium**

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(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)	(L)	(M)	
E403	30099	0.7	2	7-8.99m	2+2	3.75	>=3m	3m	120	43 600	+7.10	15.37	a10
E403	0	0.6	2	7-8.99m	2+2	3.75	>=3m	3m	120	42 050	+1.14	15.93	a11
E403	0	0.4	2	7-8.99m	2+2	3.75	>=3m	3m	120	42 050	+1.14	15.93	a11
E403	39123	0.8	2	7-8.99m	2+2	3.75	>=3m	3m	120	43 050	+5.15	14.94	a11
E403	39119	5.5	2	7-8.99m	2+2	3.75	>=3m	3m	120	40 000	+19.72	13.67	a3
E403	39115	4.2	2	7-8.99m	2+2	3.75	>=3m	3m	120	39 450	+23.91	13.56	a1
E403	39111	7.8	2	7-8.99m	2+2	3.75	>=3m	3m	120	36 300	+15.12	15.11	a11
E403	39107	4.2	2	7-8.99m	2+2	3.75	>=3m	3m	120	39 300	+13.08	14.93	a5
E403	39103	4.0	2	7-8.99m	2+2	3.75	>=3m	3m	120	41 450	+12.84	21.43	a5
E403	39099	2.0	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	44 350	+11.75	21.35	a5
E403	39095	10.2	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	47 300	+10.06	23.85	a5
E403	39087	2.3	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	44 950	+14.91	28.66	a3
E403	39083	3.1	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	46 150	+12.41	28.48	a5
E403	39075	6.4	2	7-8.99m	2+2	3.75	>=3m	3m	120	23 150	+14.13	25.42	a11
E403	59265	2.6	2	7-8.99m	2+2	3.75	>=3m	3m	120	23 150	+14.13	25.42	a11
E403	59261	0.6	2	7-8.99m	2+2	3.75	>=3m	3m	120	26 650	+16.91	22.50	a11
E403	59257	0.6	2	7-8.99m	2+2	3.75	>=3m	3m	120	26 650	+16.91	22.50	a11
E403	59253	8.0	2	7-8.99m	2+2	3.75	>=3m	3m	120	26 650	+16.91	22.50	a11
E403	59249	4.5	2	7-8.99m	2+2	3.75	>=3m	3m	120	31 950	+38.76	18.94	a11
E404	0	25.0		other	other					0	0.00	0.00	b1
E411	29625	1.1	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	124 700	+0.36	7.30	a5
E411	0	0.5	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	110 200	-2.19	7.92	a11
E411	29629	3.0	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	97 850	-1.30	8.56	a3
E411	29631	2.5	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	96 500	-1.86	8.60	a5
E411	29637	1.8	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	94 300	+0.95	8.62	a1

Country: **Belgium**

E Road number ¹	Counting post number	Length of road section	Number of carriageways	Normal width of road section of each carriageway	Number of lanes ²	Normal or average width of lanes between counting posts	Width of central reserves ³	Width of emergency stopping strips ³	Average design speeds ⁴	Annual average daily motor traffic flow in 2005	% change in comparison with 2000 ⁵	% of heavy motor vehicles ⁶	Notes
(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)	(L)	(M)	
E411	29007	1.2	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	94 400	+1.06	8.32	a4
E411	29009	2.1	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	97 600	+6.53	8.03	a4
E411	29013	2.3	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	95 100	-1.90	8.25	a6
E411	29017	1.4	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	85 200	+1.87	9.30	a11
E411	29021	0.9	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	74 550	+3.08	10.51	a11
E411	29025	1.8	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	74 900	+5.96	10.49	a6
E411	29033	2.3	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	70 300	+4.54	10.72	a6
E411	29035	5.5	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	65 900	-2.98	10.51	a6
E411	29037	3.9	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	64 700	+2.01	11.54	a6
E411	29039	0.6	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	60 950	-4.18	12.23	a6
E411	99001	7.8	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	60 950	-4.20	12.12	a6
E411	99005	5.9	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	56 700	+5.68	12.50	a4
E411	99013	3.3	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	73 900	+9.02	13.38	a6
E411	99017	2.1	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	68 100	+9.23	13.85	a4
E411	99021	2.0	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	59 800	+9.57	15.21	a6
E411	99025	4.6	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	57 000	+6.21	15.99	a6
E411	99027	3.7	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	50 250	+9.73	17.85	a6
E411	99031	2.1	2	7-8.99m	2+2	3.75	>=3m	3m	120	34 550	+5.85	20.35	a11
E411	99035	6.0	2	7-8.99m	2+2	3.75	>=3m	3m	120	34 200	+5.54	20.04	a6
E411	99039	7.4	2	7-8.99m	2+2	3.75	>=3m	3m	120	33 400	+8.02	22.03	a6
E411	99047	5.8	2	7-8.99m	2+2	3.75	>=3m	3m	120	29 750	+3.25	23.87	a6
E411	99051	5.5	2	7-8.99m	2+2	3.75	>=3m	3m	120	30 200	+3.33	23.87	a6
E411	99055	6.6	2	7-8.99m	2+2	3.75	>=3m	3m	120	25 450	-3.66	26.86	a6
E411	99057	3.5	2	7-8.99m	2+2	3.75	>=3m	3m	120	24 400	+1.19	27.91	a11
E411	0	0.2	2	7-8.99m	2+2	3.75	>=3m	3m	120	23 400	-7.01	28.99	a10

Country: **Belgium**

E Road number ¹	Counting post number	Length of road section	Number of carriageways	Normal width of road section of each carriageway	Number of lanes ²	Normal or average width of lanes between counting posts	Width of central reserves ³	Width of emergency stopping strips ³	Average design speeds ⁴	Annual average daily motor traffic flow in 2005	% change in comparison with 2000 ⁵	% of heavy motor vehicles ⁶	Notes
(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)	(L)	(M)	
E411	89003	7.4	2	7-8.99m	2+2	3.75	>=3m	3m	120	23 400	-7.01	28.99	a6
E411	89005	4.9	2	7-8.99m	2+2	3.75	>=3m	3m	120	22 500	-10.62	30.78	a4
E411	89011	16.3	2	7-8.99m	2+2	3.75	>=3m	3m	120	21 800	-11.91	31.35	a6
E411	89019	5.7	2	7-8.99m	2+2	3.75	>=3m	3m	120	22 300	-0.90	30.71	a6
E411	89023	6.6	2	7-8.99m	2+2	3.75	>=3m	3m	120	22 150	-1.53	30.58	a11
E411	89027	2.1	2	7-8.99m	2+2	3.75	>=3m	3m	120	23 500	-8.84	29.03	a6
E411	0	36.4	0							0	0.00	0.00	c6
E411	81123	3.5	2	7-8.99m	2+2	3.5	>=2m	2.5m	120	27 400	+15.03	10.27	a12,b2
E411	0	0.9	2	7-8.99m	2+2	3.5	>=2m	2.5m	120	27 400	+13.18	11.31	a11,b2
E411	80027	0.5	2	7-8.99m	2+2	3.5	>=2m	2.5m	120	27 400	+15.49	10.28	a7,b2
E411	0	2.3	2	7-8.99m	2+2	3.5	>=2m	2.5m	120	29 350	+12.85	10.67	a11,b2
E411	0	1.7	2	7-8.99m	2+2	3.5	>=2m	2.5m	120	22 350	+13.41	13.84	a11,b2
E411	89121	1.2	2	7-8.99m	2+2	3.75	>=3m	3m	120	22 850	+16.57	11.75	a11
E411	89117	0.1	2	7-8.99m	2+2	3.75	>=3m	3m	120	16 950	+20.45	17.50	a11
E411	89113	1.8	2	7-8.99m	2+2	3.75	>=3m	3m	120	10 450	+34.29	22.26	a11
E420	59269	2.6	2	7-8.99m	2+2	3.75	>=3m	3m	120	40 650	+21.85	10.33	a6
E420	59271	0.2	2	7-8.99m	2+2	3.75	>=3m	3m	120	42 550	+22.02	11.37	a6
E420	59273	8.5	2	7-8.99m	2+2	3.75	>=3m	3m	120	42 500	+21.90	11.57	a6
E420	59277	4.7	2	7-8.99m	2+2	3.75	>=3m	3m	120	46 350	+18.26	12.41	a4
E420	59285	1.3	2	7-8.99m	2+2	3.75	>=3m	3m	120	52 050	-0.55	10.37	a6
E420	59289	1.6	2	7-8.99m	2+2	3.75	>=3m	3m	120	60 400	-0.06	8.80	a4
E420	59293	0.6	2	7-8.99m	2+2	3.75	>=3m	3m	120	62 300	-6.70	8.13	a6
E420	59297	1.4	2	7-8.99m	2+2	3.75	>=3m	3m	120	62 500	+0.21	6.70	a9
E420	59301	1.5	2	7-8.99m	2+2	3.75	>=3m	3m	120	65 500	-8.51	6.19	a6
E420	59305	0.9	2	7-8.99m	2+2	3.75	>=3m	3m	120	62 850	-6.32	6.29	a6

Country: **Belgium**

E Road number ¹	Counting post number	Length of road section	Number of carriageways	Normal width of road section of each carriageway	Number of lanes ²	Normal or average width of lanes between counting posts	Width of central reserves ³	Width of emergency stopping strips ³	Average design speeds ⁴	Annual average daily motor traffic flow in 2005	% change in comparison with 2000 ⁵	% of heavy motor vehicles ⁶	Notes
(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)	(L)	(M)	
E420	0	0.3	2	7-8.99m	2+2	3.75	>=3m	3m	120	64 750	+2.25	5.61	a9
E420	0	2.6	2	10.5-11.99m	3+3	3.75	>=3m	3m	120	74 200	+5.22	3.91	a11,d
E420	0	0.7	1	7-8.99m	2	3.5	...	...	120	38 950	+7.76	4.69	a11
E420	0	1.0	1	7-8.99m	2	3.5	...	...	120	32 350	+7.69	7.24	a11
E420	0	1.0	1	7-8.99m	2	3.5	...	...	120	24 000	+7.39	10.23	a11
E420	0	1.3	1	7-8.99m	2	3.5	...	...	120	40 250	+10.24	9.10	a11
E420	50041	3.1	1	> 14m	4	3.5	...	...	120	30 350	+12.97	10.73	a7
E420	0	1.9	1	7-8.99m	2	3.5	...	...	120	27 500	+7.76	12.93	a11
E420	91113	3.6	2	7-8.99m	2+2	3.5	>=2m	2.5m	120	26 200	+8.49	13.56	a11
E420	0	0.8	2	7-8.99m	2+2	3.5	>=2m	2.5m	120	26 050	+6.76	13.62	a11
E420	90075	3.6	2	7-8.99m	2+2	3.5	>=2m	2.5m	120	19 350	+6.67	18.34	a11
E420	91115	6.9	2	7-8.99m	2+2	3.5	>=2m	2.5m	120	19 350	+9.09	18.34	a11
E420	0	1.3	2	7-8.99m	2+2	3.5	>=2m	2.5m	120	19 350	+6.67	17.94	a11
E420	0	1.6	1	> 14m	4	3.5	...	...	120	15 050	+6.63	16.41	a11
E420	0	3.8	1	> 14m	4	3.5	...	...	120	15 050	+6.61	16.09	a11
E420	90015	5.8	1	> 14m	4	3.5	...	...	120	13 950	+13.53	15.58	a7
E420	0	0.7	2	7-8.99m	2+2	3.5	>=2m	2.5m	120	15 200	+6.98	15.76	a11
E420	0	5.2	2	7-8.99m	2+2	3.5	>=2m	2.5m	120	17 250	+6.36	13.09	a11
E420	0	0.4	1	7-8.99m	2	3.5	...	...	120	17 250	+6.44	8.73	a11
E420	0	1.9	1	7-8.99m	2	3.5	...	...	120	7 800	+6.37	17.90	a11
E420	0	0.5	1	7-8.99m	2	3.5	...	...	120	5 150	+6.82	26.62	a11
E420	91025	9.5	1	7-8.99m	2	3.5	...	...	120	4 300	+21.15	29.19	a12
E421	0	23.2	0							0	0.00	0.00	c9
E421	0	53.0	0							0	0.00	0.00	
E421	61045	5.0	1	7-8.99m	2	3.5	...	...	90	10 650	+22.75	8.64	a12

Country: **Belgium**

E Road number ¹	Counting post number	Length of road section	Number of carriageways	Normal width of road section of each carriageway	Number of lanes ²	Normal or average width of lanes between counting posts	Width of central reserves ³	Width of emergency stopping strips ³	Average design speeds ⁴	Annual average daily motor traffic flow in 2005	% change in comparison with 2000 ⁵	% of heavy motor vehicles ⁶	Notes
(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)	(L)	(M)	
E421	61047	3.8	1	7-8.99m	2	3	...	...	90	6 500	+10.49	9.57	a12
E421	61049	6.7	1	7-8.99m	2	3.5	...	...	90	6 050	+7.80	9.04	a12
E429	0	0.8	2	7-8.99m	2+2	3.5	>=2m	2.5m	120	66 300	+3.86	5.67	a11
E429	0	0.8	2	7-8.99m	2+2	3.5	>=2m	2.5m	120	51 500	+4.07	6.81	a11
E429	29673	1.6	2	7-8.99m	2+2	3.5	>=2m	2.5m	120	41 950	+5.00	7.24	a11
E429	29669	0.9	2	7-8.99m	2+2	3.5	>=2m	2.5m	120	34 300	+5.76	7.81	a11
E429	0	0.3	2	7-8.99m	2+2	3.75	>=3m	3m	120	34 300	+5.76	8.15	a11
E429	29665	3.0	2	7-8.99m	2+2	3.75	>=3m	3m	120	31 350	+6.52	9.46	a2
E429	29661	0.3	2	7-8.99m	2+2	3.75	>=3m	3m	120	30 250	+6.78	9.20	a11
E429	0	4.4	2	7-8.99m	2+2	3.75	>=3m	3m	120	30 250	+6.78	9.25	a11
E429	0	2.9	2	7-8.99m	2+2	3.75	>=3m	3m	120	25 750	+13.03	10.29	a11
E429	59065	3.6	2	7-8.99m	2+2	3.75	>=3m	3m	120	25 750	+13.03	11.05	a11
E429	59069	1.1	2	7-8.99m	2+2	3.75	>=3m	3m	120	24 200	+13.51	11.25	a11
E429	59073	2.0	2	7-8.99m	2+2	3.75	>=3m	3m	120	23 150	+14.86	11.12	a11
E429	59077	5.7	2	7-8.99m	2+2	3.75	>=3m	3m	120	21 050	+18.06	12.29	a11
E429	59081	4.6	2	7-8.99m	2+2	3.75	>=3m	3m	120	16 600	+10.77	15.12	a1
E429	59085	5.1	2	7-8.99m	2+2	3.75	>=3m	3m	120	14 400	+42.48	17.85	a11
E429	59089	2.8	2	7-8.99m	2+2	3.75	>=3m	3m	120	14 400	+42.48	18.31	a11
E429	59093	12.6	2	7-8.99m	2+2	3.75	>=3m	3m	120	15 550	+53.93	17.50	a6
E429	59097	13.9	2	7-8.99m	2+2	3.75	>=3m	3m	120	15 400	+52.31	17.61	a6

1 Counting posts should be arranged in the same order as set out in Annex 1 of the European Agreement on Main International Traffic Arteries (AGR).

2 The number of lanes should be given which best represents the section of the road concerned. In case of section of single carriageway roads the total number of lanes should be given (i.e. 2, 3, 4, 5 ...).

In case of road sections with two carriageways separated by a central reserve the total number of lanes should be indicated (i.e. 2+2, 2+3, 3+3, 3+4 ...).

3/ For width of central reserves (H) and width of emergency stopping strips (I), indicate the normal width on the majority of kilometres between one counting post and another.

In case this information is not available for (H) and/or (I) on the majority of kilometres between one counting post and another, please indicate the existence of a central reserve and an emergency stopping strip (YES or NO).

4/ For average design speeds (J), indicate the normal speed on the majority of kilometres between one counting post and another.

5/ If the figures of percentage increase or decrease in comparison with 1995 do not correspond with the actual difference between the figures given for 2000 and those published earlier for the 1995 census,

Country: **Belgium**

E Road number ¹	Counting post number	Length of road section	Number of carriageways	Normal width of road section of each carriageway	Number of lanes ²	Normal or average width of lanes between counting posts	Width of central reserves ³	Width of emergency stopping strips ³	Average design speeds ⁴	Annual average daily motor traffic flow in 2005	% change in comparison with 2000 ⁵	% of heavy motor vehicles ⁶
(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)	(L)	(M)

Notes

an explanation should be given in a footnote.

6/ Vehicle categories (C) and (D) represent heavy vehicles.

Notes :

aX : Codes for the type of counting post or counting estimation :

- a1 automatic counting camera (cat. A, B, C, D) + magnetic loop (total and cat. C)
- a2 automatic loop by camera (total and cat. A, B, C, D) (including some estimations for the works around Antwerp)
- a3 automatic counting by magnetic loop (total and cat. C) + estimation 0-24h (cat. A and D) based on previous (visual) countings
- a4 automatic counting by magnetic loop (total and cat. C2) + estimation 0-24h (cat. A, C and D) based on previous (visual) countings
- a5 automatic counting by magnetic loop (total and cat. C) + estimation 0-24h (cat. A and D) based on neighbouring posts
- a6 automatic counting by magnetic loop (total and cat. C2) + estimation 0-24h (cat. A, C and D) based on neighbouring posts
- a7 automatic counting by double tubes (cat. B and C) + magnetic loop (year total) + estimation 0-24h (cat. A and D)
- a8 automatic counting by double magnetic loop (total and cat. C and C2) + estimation 0-24h (cat. A and D) based on previous (visual) countings
- a9 automatic counting by double magnetic loop (total and cat. C and C2) + estimation 0-24h (cat. A and D) based on neighbouring posts
- a10 automatic counting by magnetic loop (total only)
- a11 estimation based on previous countings (mainly) and neighbouring posts
- a12 automatic counting by double tubes (cat. B and C) + estimation 0-24h (cat. A and D)
- a13 automatic counting by camera (total and cat. C2) + estimation 0-24h (cat. A, C and D) based on neighbouring posts

bX : Code for road situation :

- b1 future road (E404)
- b2 substitution road (future A28 = E411)
- b3 road upgraded in motorway since 2000

cX : Codes for common sections :

- | | | | | | | | |
|----|---------|----|-------------|----|----------|-----|----------|
| c1 | E34/E17 | c4 | E42/E19 | c7 | E313/E34 | c10 | E421/E42 |
| c2 | E34/E19 | c5 | E40/E25/E42 | c8 | E42/E40 | | |
| c3 | E40/E19 | c6 | E411/E25 | c9 | E421/E40 | | |

d : This section is a circular, one-directional motorway ("Petit Ring de Charleroi")

Table 8
Status of E Road Signposting as of 31 December 2005

Country: **Belgium**

E Road number	E Roads for which signposting has been completed	E Roads for which signposting is under way or planned	
	Yes / No (If Yes, indicate date signposting completed; If No, please complete column C or D)	Signposting under way (expected date of completion)	Signposting planned (expected date of completion)
A	B	C	D
E 17	1986		
E 19	1986		
E 25	1986 - 1990 - 2000		
E 34	1986 - 1996		
E 40	1986		
E 42	1986		
E 46	...		...
E313	1986		
E314	1996		
E403	1996		
E404	(future)		
E411	1986		
E420	1996 (partial)		...
E421	...		...
E429	2000		

(a)

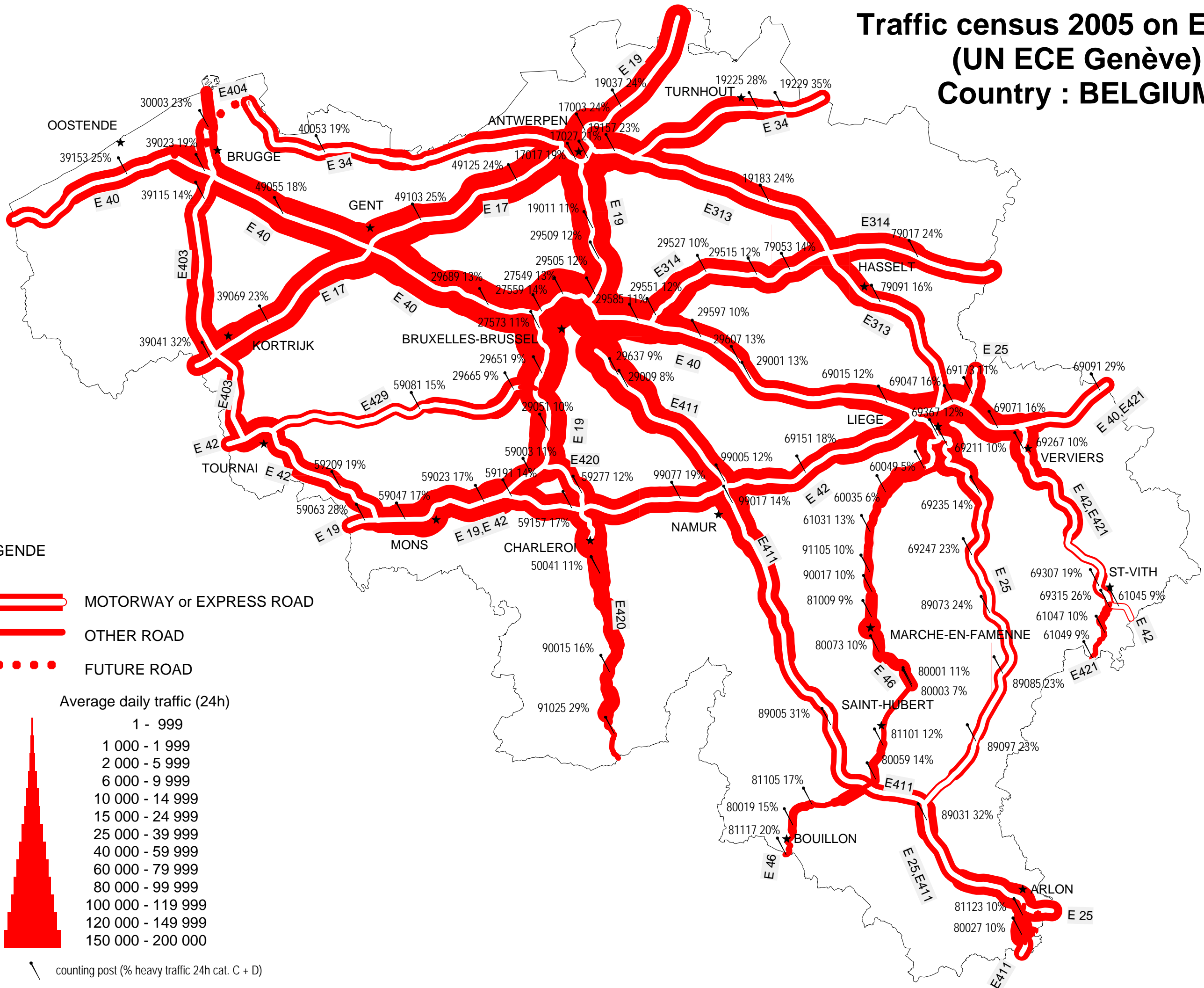
(b)

Notes : a. Not signposted on the ring of Antwerpen R1




b. Not signposted on the ring of Brussels R0, which includes 17.6 km of the motorway A7 since 2001

The signposting was suppressed on this new part of the ring since 2001

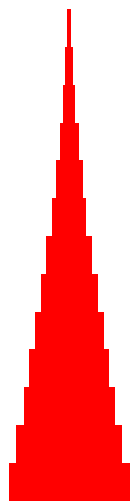
Traffic census 2005 on E roads (UN ECE Genève) Country : BELGIUM




LEGENDE

-  MOTORWAY or EXPRESS ROAD
-  OTHER ROAD
-  FUTURE ROAD

Average daily traffic (24h)



- 1 - 999
- 1 000 - 1 999
- 2 000 - 5 999
- 6 000 - 9 999
- 10 000 - 14 999
- 15 000 - 24 999
- 25 000 - 39 999
- 40 000 - 59 999
- 60 000 - 79 999
- 80 000 - 99 999
- 100 000 - 119 999
- 120 000 - 149 999
- 150 000 - 200 000

 counting post (% heavy traffic 24h cat. C + D)