

No. 21618

MULTILATERAL

European Agreement on main international traffic arteries (AGR) (with annexes and list of roads). Concluded at Geneva on 15 November 1975

Authentic texts: English, French and Russian.

Registered ex officio on 15 March 1983.

MULTILATÉRAL

Accord européen sur les grandes routes de trafic international (AGR) [avec annexes et listes de routes]. Conclu à Genève le 15 novembre 1975

Textes authentiques : anglais, français et russe.

Enregistré d'office le 15 mars 1983.

EUROPEAN AGREEMENT¹ ON MAIN INTERNATIONAL TRAFFIC ARTERIES (AGR)

The Contracting Parties,

Conscious of the need to facilitate and develop international road traffic in Europe,

Considering that in order to strengthen relations between European countries it is essential to lay down a co-ordinated plan for the construction and development of roads adjusted to the requirements of future international traffic,

Have agreed as follows:

DEFINITION AND ADOPTION OF THE INTERNATIONAL E-ROAD NETWORK

Article 1. The Contracting Parties adopt the proposed road network hereinafter referred to as “the international E-road network” and described in annex I to this Agreement as a co-ordinated plan for the construction and development of roads of international importance which they intend to undertake within the framework of their national programmes.

Article 2. The international E-road network consists of a grid system of reference roads having a general north-south and west-east orientation; it includes also intermediate roads located between the reference roads and branch, link and connecting roads.

CONSTRUCTION AND DEVELOPMENT OF ROADS OF THE INTERNATIONAL E-ROAD NETWORK

Article 3. The roads of the international E-road network as referred to in article 1 of this Agreement shall be brought into conformity with the provisions of annex II to this Agreement.

SIGNING OF THE ROADS OF THE INTERNATIONAL E-ROAD NETWORK

Article 4. 1. The roads of the international E-road network shall be identified and signed by means of the road sign described in annex III to this Agreement.

¹ Came into force on 15 March 1983 for the following States, i.e., 90 days after the date on which the Governments of eight States—at least four of which are linked in a continuous manner by one or more roads of the international E-road network—had either signed it definitively or had deposited an instrument of ratification, acceptance, approval or accession, in accordance with article 6 (1):

| State | Date of deposit of the instrument of ratification or accession (a) | State | Date of deposit of the instrument of ratification or accession (a) |
|--|--|--------------------------------------|--|
| Bulgaria* | 17 November 1977 | Hungary* | 1 September 1978 a |
| France | 15 December 1982 a | Italy | 2 July 1981 a |
| German Democratic Republic | 14 April 1981 | Luxembourg | 20 November 1981 |
| Germany, Federal Republic of | 3 August 1978 | Netherlands | 12 December 1979 a |
| (With a declaration of application to Berlin (West) subject to the rights and responsibilities of France, the United Kingdom, and the United States of America.) | | (For the Kingdom in Europe.) | |
| | | Union of Soviet Socialist Republics* | 14 December 1982 a |
| | | Yugoslavia | 19 December 1980 a |

* For the texts of the declarations made upon ratification or accession, see p. 169 of this volume.

2. All signs used to designate E roads, which are not in conformity with the provisions of this Agreement and its annexes, shall be removed within three years from the date of entry into force of this Agreement for the State concerned, in accordance with article 6.

3. New road signs conforming to that described in annex III to this Agreement shall be placed on all roads of the international E-road network within four years from the date of entry into force of this Agreement for the State concerned, in accordance with article 6.

4. The provisions of this article shall not be subject to any limitations which may result from the national programmes referred to in article 1 of this Agreement.

PROCEDURE FOR THE SIGNATURE OF, AND FOR BECOMING PARTY TO,
THIS AGREEMENT

Article 5. 1. This Agreement shall be open until 31 December 1976 for signature by States which are either Members of the United Nations Economic Commission for Europe or have been admitted to the Commission in a consultative capacity in conformity with paragraph 8 of the terms of reference of the Commission.

2. Those States may become Parties to this Agreement by

(a) Signature not subject to ratification, acceptance or approval;

(b) Signature subject to ratification, acceptance or approval, followed by ratification, acceptance or approval; or

(c) Accession.

3. Ratification, acceptance, approval or accession shall be effected by the deposit of an instrument in good and due form with the Secretary-General of the United Nations.

ENTRY INTO FORCE OF THIS AGREEMENT

Article 6. 1. This Agreement shall enter into force 90 days after the date on which the Governments of eight States have either signed it not subject to ratification, acceptance or approval or have deposited an instrument of ratification, acceptance, approval or accession, provided that one or more roads of the international E-road network link, in a continuous manner, the territories of at least four of the States which have so signed or which have deposited such an instrument. If this condition is not fulfilled, the Agreement shall enter into force 90 days after the date either of the signature not subject to ratification, acceptance or approval or of the deposit of the instrument of ratification, acceptance, approval or accession, whereby the said condition will be satisfied.

2. For each State which deposits its instrument of ratification, acceptance, approval or accession after the commencement of the period of 90 days specified in paragraph 1 of this article, the Agreement shall enter into force 90 days after the date of deposit of the said instrument.

3. Upon its entry into force, this Agreement shall terminate and replace in relations between the Contracting Parties the Declaration on the Construction of Main International Traffic Arteries signed at Geneva on 16 September 1950.¹

¹ United Nations, *Treaty Series*, vol. 92, p. 91.

PROCEDURES FOR AMENDING THE MAIN TEXT OF THIS AGREEMENT

Article 7. 1. The main text of this Agreement may be amended by either of the procedures specified in this article.

2. (a) Upon the request of a Contracting Party, any amendment proposed by it to the main text of this Agreement shall be considered in the Working Party on Road Transport of the Economic Commission for Europe (ECE).

(b) If adopted by a two-thirds majority of those present and voting and if such a majority includes a two-thirds majority of the Contracting Parties present and voting, the amendment shall be communicated by the Secretary-General to all Contracting Parties for acceptance.

(c) If the amendment is accepted by two thirds of the Contracting Parties, the Secretary-General shall so notify all Contracting Parties and the amendment shall come into force twelve months after the date of such notification. The amendment shall come into force with respect to all Contracting Parties except those which, before it comes into force, make a declaration that they do not accept the amendment.

3. Upon the request of at least one third of the Contracting Parties, a conference to which the States referred to in article 5 shall be invited, shall be convened by the Secretary-General. The procedure specified in sub-paragraphs (a) and (b) of paragraph 2 of this article shall be applied in respect of any amendment submitted to the consideration of such a conference.

PROCEDURE FOR AMENDING ANNEX I TO THIS AGREEMENT

Article 8. 1. Annex I to this Agreement may be amended by the procedure specified in this article.

2. Upon the request of a Contracting Party, any amendment proposed by it to annex I to this Agreement shall be considered in the Working Party on Road Transport of the Economic Commission for Europe (ECE).

3. If adopted by the majority of those present and voting and if such majority includes the majority of the Contracting Parties present and voting, the amendment shall be communicated by the Secretary-General to the competent administrations of the Contracting Parties directly concerned. The following shall be considered Contracting Parties directly concerned:

(a) In the case of a new, or the modification of an existing class-A international road, any Contracting Party whose territory is crossed by that road;

(b) In the case of a new, or the modification of an existing, class-B international road, any Contracting Party contiguous to the requesting country, whose territory is crossed by the class-A international road or roads with which the class-B international road, whether new or to be modified, is connected. Two Contracting Parties having in their respective territories the terminal points of a sea link on the class-A international road or roads specified above shall also be considered contiguous for the purposes of this paragraph.

4. Any proposed amendments communicated in accordance with paragraph 3 of this article shall be accepted if within a period of six months following the date of its communication none of the competent administrations of the Contracting Parties directly concerned notify the Secretary-General of their objection to the amendment. If the administration of a Contracting Party states that its national law obliges it to subordinate its agreement to the grant of a specific authorization or to the approval of a legislative body, the competent administration shall not be considered as having

consented to the amendment to annex I to this Agreement, and the proposed amendment shall not be accepted, until such time as the said competent administration notifies the Secretary-General that it has obtained the required authorization or approval. If such notification is not made within a period of eighteen months following the date on which the proposed amendment was communicated to the said competent administration or if, within the period of six months specified above, the competent administration of a Contracting Party directly concerned expresses an objection to the proposed amendment, that amendment shall not be accepted.

5. Any amendment accepted shall be communicated by the Secretary-General to all the Contracting Parties and shall come into force for all the Contracting Parties three months after the date of its communication.

PROCEDURE FOR AMENDING ANNEXES II AND III TO THIS AGREEMENT

Article 9. 1. Annexes II and III to this Agreement may be amended by the procedure specified in this article.

2. Upon the request of a Contracting Party, any amendment proposed by it to annexes II and III to this Agreement shall be considered in the Working Party on Road Transport of the Economic Commission for Europe (ECE).

3. If adopted by the majority of those present and voting, and if such majority includes the majority of the Contracting Parties present and voting, the amendment shall be communicated by the Secretary-General to the competent administrations of all Contracting Parties for acceptance.

4. Such amendment shall be accepted if during a period of six months from the date of notification, less than one third of the competent administrations of the Contracting Parties notify the Secretary-General of their objection to the amendment.

5. Any amendment accepted shall be communicated by the Secretary-General to all Contracting Parties and shall come into force three months after the date of its communication.

NOTIFICATION OF THE ADDRESS OF THE ADMINISTRATION TO WHICH PROPOSED AMENDMENTS TO THE ANNEXES TO THIS AGREEMENT ARE TO BE COMMUNICATED

Article 10. Each State shall, at the time of signing, ratifying, accepting, approving or acceding to this Agreement, inform the Secretary-General of the name and address of its administration to which proposed amendments to the annexes to this Agreement are to be communicated in conformity with articles 8 and 9 of this Agreement.

DENUNCIATION AND CESSATION OF VALIDITY OF THIS AGREEMENT

Article 11. Any Contracting Party may denounce this Agreement by written notification addressed to the Secretary-General. The denunciation shall take effect one year after the date of receipt by the Secretary-General of such notification.

Article 12. This Agreement shall cease to be in force if the number of Contracting Parties is less than eight for any period of twelve consecutive months.

SETTLEMENT OF DISPUTES

Article 13. 1. Any dispute between two or more Contracting Parties which relates to the interpretation or application of this Agreement and which the Parties in

dispute are unable to settle by negotiation or other means of settlement shall be referred to arbitration if any of the Contracting Parties in dispute so requests and shall, to that end, be submitted to one or more arbitrators selected by mutual agreement between the Parties in dispute. If the Parties in dispute fail to agree on the choice of an arbitrator or arbitrators within three months after the request for arbitration, any of those Parties may request the Secretary-General of the United Nations to appoint a single arbitrator to whom the dispute shall be submitted for decision.

2. The award of the arbitrator or arbitrators appointed in accordance with paragraph 1 of this article shall be binding upon the Contracting Parties in dispute.

LIMITS TO THE APPLICATION OF THIS AGREEMENT

Article 14. Nothing in this Agreement shall be construed as preventing a Contracting Party from taking such action, compatible with the provisions of the Charter of the United Nations and limited to the exigencies of the situation, as it considers necessary to its external or internal security.

DECLARATION CONCERNING ARTICLE 13 OF THIS AGREEMENT

Article 15. Any State may, at the time of signing this Agreement or of depositing its instrument of ratification, acceptance, approval or accession, declare that it does not consider itself bound by article 13 of this Agreement. Other Contracting Parties shall not be bound by article 13 with respect to any Contracting Party which has made such a declaration.

NOTIFICATIONS TO CONTRACTING PARTIES

Article 16. In addition to the declarations, notifications and communications provided for in articles 7, 8, 9 and 15 of this Agreement, the Secretary-General shall notify the Contracting Parties and the other States referred to in article 5 of the following:

- (a) Signatures, ratifications, acceptances, approvals and accessions under article 5;
- (b) The dates of entry into force of this Agreement in accordance with article 6;
- (c) The date of entry into force of amendments to this Agreement in accordance with article 7, paragraph 2 (c), article 8, paragraphs 4 and 5, and article 9;
- (d) Denunciations under article 11;
- (e) The termination of this Agreement under article 12.

DEPOSIT OF THE PRESENT AGREEMENT WITH THE SECRETARY-GENERAL

Article 17. After 31 December 1976 the original of this Agreement shall be deposited with the Secretary-General of the United Nations, who shall send certified true copies to all the States referred to in article 5 of this Agreement.

IN WITNESS WHEREOF, the undersigned, being duly authorized thereto, have signed this Agreement.

DONE at Geneva, this fifteenth day of November one thousand nine hundred and seventy-five, in a single copy in the English, French and Russian languages, the three texts being equally authentic.

A N N E X I

INTERNATIONAL E-ROAD NETWORK

EXPLANATORY NOTES

1. Reference roads and intermediate roads, called class-A roads, have two-digit numbers; branch, link and connecting roads called class-B roads, have three-digit numbers.

2. North-south orientated reference roads have two-digit odd numbers terminating in the figure 5 and increasing from west to east. East-west orientated reference roads have two-digit even numbers terminating in the figure 0 and increasing from north to south. Intermediate roads have respectively two-digit odd and two-digit even numbers comprised within the numbers of the reference roads between which they are located. Class-B roads have three-digit numbers, the first digit being that of the nearest reference road to the north of the B-road concerned, and the second digit being that of the nearest reference road to the west of the B-road concerned; the third digit is a serial number.

LIST OF ROADS

A. *Main roads*

(1) West-east orientation

(a) *Reference roads*

- E 20 Shannon — Limerick — Portlaoise — Dublin ... Liverpool — Manchester — Bradford — Leeds — Hull ... Esbjerg — Kolding — Middelfart — Nyborg ... Korsør — København ... Malmö — Ystad ... Tallin — Leningrad.
- E 30 Cork — Waterford — Wexford — Rosslare ... Fishguard — Swansea — Cardiff — Newport — Bristol — London — Colchester — Ipswich — Felixstowe ... Hoek van Holland — Den Haag Gouda — Utrecht — Amersfoort — Oldenzaal — Osnabrück — Bad Oeynhausen — Hannover — Braunschweig — Magdeburg — Berlin — Świebodzin — Poznań — Łowicz — Warszawa — Brest — Minsk — Smolensk — Moskva.
- E 40 Calais — Oostende — Gent — Bruxelles — Liège — Aachen — Köln — Olpe — Giessen — Bad Hersfeld — Herleshausen — Eisenach — Erfurt — Gera — Karl-Marx-Stadt — Dresden — Görlitz — Legnica — Wrocław — Opole — Gliwice — Kraków — Przemyśl — Lvov — Rovno — Zhitomir — Kiev — Kharkov — Rostov na Donu.
- E 50 Brest — Rennes — Le Mans — Paris — Reims — Metz — Saarbrücken — Mannheim — Heilbronn — Feuchtwangen — Nürnberg — Rozvadov — Plzeň — Praha — Jihlava — Brno — Žilina — Prešov — Košice — Vyšné Nemecké — Uzhgorod — Mukačevo.
- E 60 Brest — Nantes — Tours — Mulhouse — Basel — Olten — Zürich — Winterthur — St. Gallen — St. Margrethen — Lauterach — Feldkirch — Imst — Innsbruck — Wörgl — Salzburg — Linz — Wien — Nickelsdorf — Mosonmagyaróvár — Győr — Budapest — Püspökladány — Oradea — Cluj — Turda — Tîrgu-Mureş — Braşov — Ploieşti — Bucureşti — Urziceni — Slobozia — Hîrşova — Constanţa.
- E 70 La Rochelle — Lyon — Chambéry — Susa — Torino — Alessándria — Tortona — Brescia — Verona — Mestre (Venezia) — Palmanova — Trieste — Ljubljana — Zagreb — Djakovo — Beograd — Vrsac — Timisoara — Caransebeş — Turnu Severin — Craiova — Piteşti — Bucureşti — Giurgiu — Ruse — Razgrad — Choumen — Varna.

- E 80 La Coruña — Santander — Bilbao — San Sebastián — Pau — Toulouse — Narbonne — Nîmes — Aix-en-Provence — Nice — Vintimiglia — Savona — Genova — La Spezia — Migliarino — Livorno — Grosseto — Roma — Pescara ... Dubrovnik — Petrovac — Titograd — Priština — Niš — Dimitrograd — Sofia — Plovdiv — Edirne — Babaeski — Silivri — Istanbul — Izmir — Adapazari — Bolu — Gerede — Ankara — Yozgat — Sivas — Erzurum — Mutu — Askale — Erzurum — Ağrı — Iran.
- E 90 Lisboa — Setúbal — Pegões — Elvas — Badajoz — Madrid — Zaragoza — Lérida — Barcelona ... Mazara del Vallo — Palermo — Messina ... Reggio di Calabria — Cantanzaro — Sibari — Crotone — Metaponto — Taranto — Brindisi ... Igoumenitsa — Ioannina — Kozani — Thessaloniki — Alexandropolis — Ipsula — Kesan ... Izmir — Aydin — Antalya — Tarsus — Adana — Kömürler — Gaziantep — Urfa — Mardin — Nusaybin — Cizre — Esendere — Iran.

(b) *Intermediate roads*

- E 12 Mo i Rana — Umeå ... Vaasa — Tampere — Helsinki.
- E 16 Londonderry — Belfast ... Glasgow — Edinburgh.
- E 18 Craigavon — Belfast — Larne ... Stranraer — Gretna — Carlisle — Newcastle ... Stavanger — Kristiansand — Larvik — Drammen — Oslo — Ørje — Karlstad — Örebro — Arboga — Enköping — Stockholm — Norrtälje — Kappelskär ... Åland ... Turku and Naantali — Helsinki — Vaalimaa — Leningrad.
- E 22 Holyhead — Chester — Warrington — Manchester — Leeds — Doncaster — Immingham ... Amsterdam — Groningen — Oldenburg — Bremen — Hamburg — Lübeck — Rostock — Stralsund — Sassnitz.
- E 24 Hamburg — Berlin.
- E 26 Berlin — Szczecin — Goleniow — Koszalin — Gdansk.
- E 28 Birmingham — Cambridge — Ipswich.
- E 32 Colchester — Harwich.
- E 36 Antwerpen — Eindhoven — Venlo — Oberhausen — Kamen — Bad Oeynhausen.
- E 38 Berlin — Lübbenau — Cottbus — Legnica.
- E 42 Dunkerque — Lille — Mons — Charleroi — Namur — Liège — St. Vith — Wittlich — Bingen — Wiesbaden — Frankfurt am Main — Aschaffenburg — Würzburg.
- E 44 St. Briec — Caen — Rouen — Amiens — Charleville — Mézières — Luxembourg — Trier — Wittlich — Koblenz — Ransbach-Baumbach — Giessen.
- E 46 Rouen — Reims — Charleville — Mézières — Liège.
- E 48 Bayreuth — Marktredwitz — Cheb — Karlovy Vary — Praha.
- E 52 Paris — Nancy — Strasbourg — Appenweier — Karlsruhe — Stuttgart — Ulm — München — Braunau — Wels — Linz.
- E 54 Paris — Chaumont — Mulhouse — Basel — Waldshut — Lindau — Memmingen — München — Rosenheim — Salzburg.
- E 56 Nürnberg — Regensburg — Deggendorf — Passau — Wels — Sattledt.
- E 62 Nantes — Poitiers — Mâcon — Genève — Lausanne — Martigny — Sion — Simplon — Gravellona Toce — Milano — Tortona.
- E 64 Szeged — Arad — Deva — Sibiu — Braşov.

- E 66 Torino — Milano — Brescia.
- E 68 Fortezza — St. Candido — Spittal — Villach — Klagenfurt — Graz — Veszprém — Balatonaliga.
- E 72 Nice — Cuneo — Asti — Alessandria.
- E 74 Migliarino — Firenze.
- E 76 Bordeaux — Toulouse.
- E 78 Grosseto — Arezzo — Sansepolcro — Fano.
- E 82 Coimbra — Celorico da Beira — Salamanca — Valladolid — Burgos.
- E 86 Krystalopigi — Florina — Vevi — Yefira — Thessaloniki.
- E 88 Kesan — Tekirdag — Silivri.
- E 92 Rion — Egion.
- E 94 Corinthos — Athinai.

(2) North-south orientation

(a) *Reference roads*

- E 05 Greenock — Glasgow — Greta — Carlisle — Penrith — Preston — Warrington — Birmingham — Newbury — Southampton ... Le Havre — Paris — Orléans — Tours — Poitiers — Bordeaux — San Sebastián — Burgos — Madrid — Córdoba — Sevilla — Cádiz — Algeciras.
- E 15 Inverness — Perth — Edinburgh — Newcastle — Scotch-Corner — Doncaster — London — Folkestone — Dover ... Calais — Paris — Lyon — Orange — Narbonne — Girona — Barcelona — Tarragona — Castellón de la Plana — Valencia — Alicante — Murcia — Algeciras.
- E 25 Amsterdam — Utrecht — 's-Hertogenbosch — Eindhoven — Maastricht — Liège — Bastogne — Arlon — Luxembourg — Metz — St. Avold — Strasbourg — Mulhouse — Basel — Olten — Bern — Lausanne — Genève — Mont-Blanc — Aosta — Torino — Alessandria — Tortona — Genova.
- E 35 Hoek van Holland — Rotterdam — Gouda — Utrecht — Arnhem — Emmen — Oberhausen — Köln — Ransbach-Baumbach — Frankfurt am Main — Heidelberg — Karlsruhe — Offenburg — Basel — Olten — Luzern — Altdorf — S. Gottardo — Bellinzona — Lugano — Chiasso — Como — Milano — Piacenza — Parma — Modena — Firenze — Arezzo — Roma.
- E 45 Volla — Mo i Rana — Stjørdalshalsen — Trondheim — Dombås — Otta — Hamar — Eidsvoll — Oslo — Moss — Svinesund — Uddevalla — Göteborg — Halmstad — Hälsingborg ... Helsingør — København — Køge — Vordingborg — Rødby ... Puttgarden ... Hamburg — Walsrode — Hannover — Northeim — Göttingen — Kassel — Bad Hersfeld — Fulda — Würzburg — Nürnberg — München — Rosenheim — Wörgl — Innsbruck — Brenner-Pass/Passo del Brennero — Fortezza — Bolzano — Trento — Verona — Modena — Bologna — Cesena — Perugia — Roma — Napoli — Salerno — Sicignano — Cosenza — Villa S. Giovanni ... Messina — Catania — Siracusa — Gela.
- E 55 Tornio — Haparanda — Luleå — Umeå — Sundsvall — Gävle — Uppsala — Stockholm — Södertälje — Norrköping — Linköping — Jönköping — Hälsingborg — Malmö — Trelleborg ... Sassnitz — Stralsund — Rostock — Berlin — Lübbenau — Dresden — Cínovec — Teplice — Praha — Tábor — České Budějovice — Dolní Dvořiště — Linz — Salzburg — Villach — Tarvisio — Udine — Palmanova — Mestre (Venezia) — Ravenna — Cesena — Rimini — Fano — Ancona — Pescara — Canosa — Bari — Brindisi ... Igoumenitsa — Preveza — Messolongi — Rion — Patrai — Pyrgos — Kalamai.

- E 65 Ystad — ... Swinoujscie — Wolin — Goleniow — Szczecin — Świebodzin — Jelenia-Góra — Harrachov — Železny Brod — Turnov — Mladá Boleslav — Prahá — Jihlava — Brno — Břeclav — Bratislava — Rajka — Mosonmagyaróvár — Czorna — Szombathely — Kőrmend — Récics — Zagreb — Karlovac — Rijeka — Split — Metković — Dubrovnik — Petrovac — Titograd — Bijelo Polje — Scopje — Kicevo — Ohrid — Bitolj — Niki — Vevi — Kozani — Lárissa — Domokos — Lamia — Brallos — Itea ... Egion — Korintos — Tripolos — Gythion.
- E 75 Tromsø — Nordkjosbotn — Skibotn — Helligskogen — Kilpisjärvi — Tornio — Oulu — Jyväskylä — Lahti — Helsinki ... Gdańsk — Elbląg — Ostróda — Mława — Warszawa — Radom — Kraków — Trstená — Ružomberok — Banská Bystrica — Zvolen — Šahy — Budapest — Szeged — Beograd — Niš — Kumanovo — Skopje — Gevgelija — Evzoni — Thessaloniki — Lárissa — Almyros — Lamia — Athinai — Chania — Iraklion — Agios Nikolaos — Sitia.
- E 85 Černovoy — Siret — Suceava — Roman — Bečau — Mărășești — Buzău — Urziceni — București — Giurgiu — Ruse — Bjala — Velico Tirново — Stara Zagora — Haskovo — Podkova — Komotini.
- E 95 Leningrad — Moskva — Oryol — Kharkov — Simferopol — Alushta — Yalta.
- (b) *Intermediate roads*
- E 01 Larne — Belfast — Dublin — Wexford — Rosslare ... La Coruña — Pontevedra — Porto — Albergaria a Velha — Coimbra — Vila Franca de Xira — Lisboa — Setúal — Portimão — Faro Huelva — Seville.
- E 03 Cherbourg — Rennes — Nantes — La Rochelle.
- E 07 Orléans — Limoges — Toulouse — Zaragoza.
- E 13 Doncaster — Sheffield — Nottingham — Leicester — Northampton — London.
- E 17 Antwerpen — Gent — Kortrijk — Cambrai — Reims — Beaune.
- E 19 Amsterdam — Den Haag — Rotterdam — Breda — Antwerpen — Bruxelles — Mons — Valenciennes — Paris.
- E 21 Metz — Nancy — Dijon — Genève — Chambéry — Grenoble — Valence — Marseille.
- E 23 Metz — Nancy — Besançon — Vallorbe — Lausanne.
- E 27 Dortmund — Köln — Prüm — Luxembourg — Saarbrücken — Sarreguemines — (E 25 Strasbourg).
- E 29 Belfort — Bern — Martigny — Grand-Saint-Bernard — Aosta.
- E 31 Parma — La Spezia.
- E 33 Rotterdam — Gorinchem — Nijmegen — Goch — Krefeld — Köln — Koblenz — Bingen — Ludwigshafen.
- E 37 Stockholm — Södertälje — Örebro — Mariestad — Göteborg ... Frederikshavn — Ålborg — Arhus — Vejle — Kolding — Krusa — Flensburg — Schleswig — Neumünster — Hamburg — Bremen — Osnabrück — Dortmund — Olpe — Giessen.
- E 39 Giessen — Frankfurt am Main — Darmstadt.
- E 41 Würzburg — Heilbronn — Stuttgart — Donaueschingen — Schaffhausen — Winterthur — Zürich — Altdorf.

- E 43 Würzburg — Feuchtwangen — Ulm — Memmingen — Lindau — Bregenz — St. Margrethen — Buchs — Chur — S. Bernardino — Bellinzona.
- E 47 Magdeburg — Halle — Leipzig — Karl-Marx-Stadt — Boží Dar — Karlovy Vary — Plzeň — České Budějovice — Třevoň — Halánky — Wien.
- E 49 Orehoved — Nyköping — Gedser ... Rostock.
- E 51 Berlin — Leipzig — Gera — Hof — Bayreuth — Nürnberg.
- E 53 Plzeň — Bayer — Eisenstein — Deggendorf — München.
- E 57 Sattledt — Liezen — St. Michael — Graz — Maribor — Ljubljana.
- E 59 Praha — Jihlava — Wien — Graz — Spielfeld — Maribor — Zagreb — Karlovac — Bihać — Donjilapac — Knin — Split.
- E 63 Klagenfurt — Loibl-Pass — Ljubljana — Trieste — Rijeka.
- E 67 Warszawa — Łowicz — Wrocław — Kłodzko — Běloves — Náchod — Hradec Králové — Praha.
- E 69 Warszawa — Piotrków — Katowice — Český Těšín — Žilina — Trenčín — Piešťany — Bratislava — Wiener Neustadt.
- E 71 Košice — Miskolc — Budapest — Balatonaliga — Nagykanizsa — Zagreb.
- E 73 Budapest — Szekszárd — Mohács — Osijek — Djakovo — Samak — Zenica — Mostar — Metković.
- E 77 Püspökladány — Nyiregyháza.
- E 79 Oradea — Beius — Deva — Petrosani — Tîrgu Jiu — Craiova — Calafat ... Vidin — Vraca — Botevgrad — Sofia — Blagojevgrad — Serai — Thessaloniki.
- E 81 Halmeu — Satu Mare — Zalău — Cluj — Turda — Sebeş — Sibiu — Pitești.
- E 83 Bjala — Pleven — Jablanica — Botevgrad — Sofia.
- E 87 Tulcea — Constanța — Varna — Burgas — Mičurin — Malco'Tyrnovo — Kirklareli — Babaeski.
- E 89 Trabzon — Gümuşane — Aşkale — Mutu — Tunceli — Elâziğ — Malatya — Maras — Kömürler — Iskenderun — Antakya — Syrian border.
- E 93 Orel — Kiev — Odessa.

B. *Branch, link and connecting roads*

- E 130 Vejle — Middelfart.
- E 135 Haugesund — Haukeli — Kongsberg — Drammen.
- E 136 Bergen — Gudvangen ... Laerdalsøyri — Fagernes — Hønefoss — Oslo.
- E 137 Alessund — Andalsnes — Dombas.
- E 140 Trondheim — Storlien — Östersund — Sundsvall.
- E 160 Turku — Tampere — Jyväskylä — Kuopio.
- E 200 Cork — Portlaoise.
- E 230 Amsterdam — Amersfoort.
- E 231 Amersfoort — Groningen.
- E 232 Oldenzall — Bremen.
- E 233 Bremerhaven — Bremen — Walsrode.
- E 250 Stralsund — Neubrandenburg — Berlin.
- E 267 Gdańsk — Świecie — Poznań — Wrocław.
- E 269 Świecie — Łódź — Piotrków.
- E 312 Breda — Gorinchem — Utrecht.

- E 313 Antwerpen — Liège.
E 314 Hasselt — Heerlen — Aachen.
E 330 Unna — Soest — Kassel — Herleshausen.
E 410 Bruxelles — Namur — Arlon.
E 420 Aachen — St. Vith — Luxembourg.
E 440 Karlovy Vary — Teplice — Turnov — Hradec Králové — Olomouc — Žilina.
E 460 Brno — Olomouc — Český Těšín — Kraków.
E 461 Hradec Králové — Brno — Wien.
E 470 Mukačevo — Lvov.
E 530 Offenburg — Donaueschingen.
E 532 München — Garmisch — Partenkirchen — Mittenwald — Seefeld — Innsbruck.
E 550 České Budějovice — Jihlava.
E 562 Bratislava — Zvolen — Košice.
E 571 Cluj — Dej — Bistrița — Suceava.
E 572 Bacău — Brașov — Pitești.
E 573 Nyiregyháza — Tchop — Užgorod.
E 580 Mărășești — Tecuci — Albița — Leucheni — Kishinev — Odessa.
E 650 Altenmarkt — Liezen.
E 651 Villach — Podkoren — Naklo.
E 660 Subotica — Sombor — Osijek.
E 661 Balatonkeresztúr — Nagyatád — Barcs — Virovitica — Okučani — Banja Luka — Jajce — Donji Vakuf — Zenica.
E 671 Timișoara — Arad — Oradea.
E 717 Torino — Savona.
E 751 Rijeka — Pula — Koper.
E 752 Turnu Severin — Negotin — Zaječar — Niš — Pristina — Prizren — (Albania) — Petrovac.
E 760 Beograd — Čačak — Nova Varos — Bijelo Polje.
E 761 Bihač — Jajce — Donji Vakuf — Zenica — Sarajevo — Titovo Užice — Čačak — Kraljevo — Kruševac — Pojate — Paračin — Zaječar.
E 762 Sarajevo — Titograd — Albanian Border.
E 771 Jablanica — Velico Tirново — Choumen.
E 772 Popovica — Stara Zagora — Burgas.
E 800 Albergaria a Velha — Celorico da Beira.
E 801 Vila Franca de Xira — Pegoes.
E 804 Salamanca — Badajoz — Sevilla.
E 805 Bilbao — Logroño — Zaragoza.
E 841 Avellino — Salerno.
E 842 Napoli — Avellino — Benevento — Canosa.
E 843 Bari — Taranto.
E 844 Spezzano — Albanese — Sibari.
E 846 Cosenza — Crotona.
E 847 Sicignano — Potenza — Metaponto.
E 848 S. Eufemia — Catanzaro.
E 850 Ohrid — Albanian Border.

- E 851 Joannina — Albanian Border.
- E 870 Sofia — Kjustendil — Kumanovo.
- E 880 Izmir — Ankara.
- E 881 Ankara — Adana.
- E 901 Jaén — Granada — Málaga.
- E 902 Madrid — Valencia.
- E 931 Mazara del Vallo — Gela.
- E 950 Joannina — Trikala — Larissa — Volos.
- E 951 Lamia — Karpenissi — Amfilochia.
- E 952 Tripolos — Megalopolis — Tsakona.
- E 957 Joannina — Arta — Agrinion — Messologi.
- E 980 Cizre — Iraq.

A N N E X I I

CONDITIONS TO WHICH THE MAIN INTERNATIONAL TRAFFIC ARTERIES SHOULD CONFORM

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 - III.1.1. Carriageways
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CONDITIONS TO WHICH THE MAIN INTERNATIONAL TRAFFIC ARTERIES SHOULD CONFORM

I. GENERAL

I.1. The fundamental characteristics of the construction or improvement of the main international traffic arteries, hereafter designated "international roads", are dealt with in the following provisions, which are based on modern concepts of road construction technology. They do not apply in built-up areas. The latter shall be by-passed if they constitute a hindrance or a danger.

I.2. The values of the characteristics indicated below are the absolute minima or maxima. They shall be increased or diminished respectively when this is possible without extra cost or when justified economically.

I.3. All the provisions of this annex shall be taken into account in the light of a comparison of the costs and the benefits realized and in particular of safety considerations. For vehicular traffic the assessment shall be made for the various possibilities, according to the different assumptions made, in particular with regard to the design speed* and taking into account the estimated volume of traffic, its composition and the annual distribution of hourly flows.

I.4. The protection of the environment shall be taken into account in the surveying and construction of a new international road.

II. CATEGORIES OF INTERNATIONAL ROADS

International roads are classified into one of the following categories:

II.1. *All-purpose roads*

Category I. Roads with two lanes (single carriageway)

Category II. Roads with more than two lanes (one or several carriageways)

II.2. *Motorways*

"Motorway" means a road specially designed and built for motor traffic, which does not serve properties bordering on it, and which

- (i) Is provided, except at special points or temporarily, with separate carriageways for the two directions of traffic, separated from each other either by a dividing strip not intended for traffic or, exceptionally, by other means,
- (ii) Does not cross at level with any road, railway or tramway track, or footpath, and
- (iii) Is specially sign-posted as a motorway.

* The design speed is that which, in a scheme for the improvement or construction of a road, is chosen to determine the minimum geometric characteristics permitting isolated vehicles to travel at this speed in safety.

II.3. *Express Roads*

Roads reserved for automobile traffic, accessible only from interchanges or controlled junctions and on which, in particular, stopping and parking are prohibited.

III. STANDARDS FOR SECTIONS BETWEEN JUNCTIONS

III.1. *Cross-section*

The formation of international roads shall comprise, in addition to the carriageway or carriageways, verges and possibly a central reserve and special paths for pedestrians and cyclists. Such special paths shall not be permitted within the formation of motorways. They shall not be permitted along an express road unless they are separated from it by a sufficiently wide space.

Trams and railways are excluded from the carriageways of all-purpose roads and from within the formation of motorways and express roads.*

III.1.1. *Carriageways*

III.1.1.1. *Width*

The traffic lanes on the carriageways shall have, on a straight alignment, a minimum width of 3.50 m.

In curves of radius less than 200 m, extra width shall be provided to ensure that the largest authorized vehicles can travel at normal speeds without hindrance.

For design speeds equal to or greater than 100 km/h the longitudinal edge markings shall not be included in the above width.

However, the width of a supplementary lane for slow vehicles on a gradient can be reduced to 3 m.

III.1.1.2. *Crossfall*

In straight alignment, the cross-section of the carriageway shall consist of one or two planes with a cross-fall between 2 and 3 per cent.

In curves, the maximum superelevation shall be 7 per cent. The minimum radius without modification of the cross-section of the straight alignment is given (in metres) in the following table as a function of the design speed (in km/h):

| <i>Design speed</i> | 140 | 120 | 100 | 80 | 60 |
|-----------------------------------|-------|-------|-------|-------|-----|
| All-purpose roads | — | 1,800 | 1,300 | 800 | 450 |
| Motorways and express roads | 3,900 | 2,800 | 2,000 | 1,300 | — |

III.1.2. *Shoulders and central reserve*

III.1.2.1. The recommended minimum width of the shoulder shall be 3.25 m for all-purpose and express roads and 3.75 m for motorways.

III.1.2.2. The shoulders of motorways and express roads shall include on the right side of the carriageway a continuous stopping strip, paved or stabilized, with a minimum width of 2.50 m to permit stopping in an emergency.

Such a strip is recommended for all-purpose roads. If it is not provided or if it does not have a width of 2.50 m, lay-bys shall be provided at intervals.

If need be, draw-ins for buses shall also be provided outside the carriageways.

In all cases, surfaced or stabilized lateral strips, 1 m in width, shall be provided on the shoulder along the carriageway. For safety reasons, wider strips, free of all obstacles, shall be provided along motorways and express roads.

* This provision shall not apply to motorways which have been specially designed to allow the installation of a railway.

III.1.2.3. Where a central reserve is provided, its recommended minimum width shall be 4 m between motorway carriageways. It is recommended that this width shall be increased particularly on curves, if visibility so requires.

It is recommended that the central reserve shall include at the edge of the carriageways marginal guidance and safety strips, paved or stabilized, with a minimum width of 1 m.

III.1.3. *Special paths*

On the verge of all-purpose roads, where motor traffic reaches at least 2,000 vehicles per day, special paths reserved for pedestrians, cyclists or similar traffic shall be provided whenever their number reaches 200 units per peak half-hour in one direction or 1,000 units per day in one direction.

Cycle tracks shall normally be one-way and shall have a minimum width of 2.20 m.

A separating strip with a minimum width of 1 m shall be provided between the carriageway and the special paths.

III.2. *Horizontal and vertical alignment*

III.2.1. *Homogeneity and co-ordination of horizontal and vertical alignment*

International roads shall present homogeneous characteristics over sufficiently long sections. Changes in characteristics shall be made at points where they are normally obvious to a driver (such as passage through a built-up area or a change in topography). If this is not possible, they shall be introduced progressively.

The horizontal and vertical alignment shall be co-ordinated in such a way that the road appears to the driver without undue discontinuities of alignment, permits him to anticipate his manoeuvres and to see clearly the critical points, in particular junctions and entrances and exits of interchanges.

III.2.2. *Geometric characteristics*

III.2.2.1. The paving of international roads shall everywhere have an even surface. The difference in level per 3 m run shall not exceed 4 mm.

III.2.2.2. The principal geometric characteristics of international roads are summarized in the following table: they are based on a coefficient of longitudinal friction (locked wheels, smooth tyres) of 0.4 at 50 km/h; they shall be regarded as minimum values to be observed.

| <i>Design speed (in km/h)</i> | <i>140</i> | <i>120</i> | <i>100</i> | <i>80</i> | <i>60</i> |
|--|------------|------------|------------|-----------|-----------|
| Gradient (% not to be exceeded) | 4 | 5 | 6 | 7 | 8 |
| Minimum radii in con- One-way carriageway | 27,000 | 12,000 | 6,000 | 3,000 | 1,500 |
| vex vertical curves (in Two-way carriageway | — | — | 10,000 | 4,500 | 1,600 |
| metres)* | | | | | |
| Minimum radii in plane corresponding to maximum | | | | | |
| superelevation | 1,000 | 650 | 450 | 240 | 120 |

* The convex vertical curves shown in the table correspond to transition curves with terminal slopes sensibly equal but in opposite directions. A difference in slopes is sufficient to limit visibility.

The design speed of 120 km/h shall be chosen only if the carriageways are separated and if most of the intersections are designed as interchanges (see IV below). The design speed of 140 km/h is applicable only to motorways.

Concave curves shall be such that, for a given design speed, the vertical acceleration shall not exceed 0.25 m/sec².

The values for horizontal curves are the minima corresponding to a superelevation of 7 per cent. They are sufficient for the stability of the vehicle and comfort of the driver under average conditions.

The gradient resulting from longitudinal slope and superelevation shall not exceed 10 per cent.

III.2.2.3. The circular and straight sections of the horizontal alignment shall be joined by curves with a progressive curvature.

III.2.2.4. The horizontal and vertical visibility provided shall be such as to give the same degree of safety, taking any gradients into account.

The minimum visibility distances necessary for overtaking on two-way carriageways are given in the following table:

| | | | |
|--|-----|-----|-----|
| Design speed (in km/h) | 100 | 80 | 60 |
| Minimum overtaking visibility distance (in metres) | 400 | 325 | 250 |

These visibility distances shall be provided on as great a percentage of the length of the road and, as uniformly distributed, as possible.

III.2.2.5. When the visibility is insufficient, doubling of the carriageway is recommended at summits and in curves on all-purpose roads with two and three traffic lanes.

III.3. *Traffic flows*

Roads of the various categories shall permit normally, i.e. with a quality or level of service judged necessary for international roads, and in conformity with the standards laid down in III.2, the flows* indicated in column 1 of the following table expressed in passenger car units (pcu) per hour.**

| <i>Category of road</i> | <i>1</i> | | <i>Remarks</i> |
|--------------------------------|--------------------------------|--|----------------|
| | <i>Normal flow pcu/hrs</i> | <i>2 Maximum admissible flow pcu/hrs</i> | |
| Category I | 900 | 1,500 | both ways |
| Category II | | | |
| 3-lane | 1,500 | 2,000 | both ways |
| 4-lane | 1,500 | 2,000 | one way |
| For each additional lane | 750 | 1,000 | one way |
| Motorways and express roads | | | |
| With 2 x 2 lanes | 2,000 | 3,000 | one way |
| For each additional lane | 1,200 | 1,500 | one way |

For a given category of road, it is recommended that the flows indicated in column 1 shall not be exceeded during more than 50 hours per year, unless there is no economic justification for a supplementary lane or improvement to a higher category.

When the flow exceeds the values in column 2 during more than 50 hours per year, it is recommended that consideration be given to the construction of an additional lane or improvement to a higher category taking into account construction and environmental costs.

These values imply a continuous flow on condition:

- (i) That level junctions are not too numerous and do not create too many traffic incidents;
- (ii) That for two and three-lane roads, the overtaking visibility distances are provided over the whole of the route.

Three-lane roads are not recommended when the normal flow, indicated in column 1 of the above table, is exceeded.

For four-lane roads, when the peak flow in the heavier direction exceeds 1,500 pcu/hr during more than 50 hours per year, separate one-way carriageways are recommended for safety.

* A passenger car unit corresponds to a private car. For other vehicles a pcu equivalent shall be applied.

** Outside urban areas.

IV. STANDARDS FOR INTERSECTIONS*

IV.1. *Definitions*

International roads, where they meet each other, or where they meet other roads or other ways of communication, form “intersections”.

The different arrangements for road intersections are as follows:

Intersections of all-purpose roads:

- Level junctions in which the branches are situated on the same level or grade;
- Grade-separated junctions or junctions on separate levels in which at least one of the branches crosses one or several other branches at a different level.

Intersections between motorways or express roads and roads of the same category:

A Interchanges in which the joinings do not involve any cuts in traffic flows.

Intersections between motorways and all-purpose roads:

B Interchanges not involving any traffic cuts on the motorway carriageway.

Intersections between express roads and all-purpose roads:

For major intersections:

B Interchanges not involving any traffic cuts on the carriageway(s) of the express road.

For intersections of secondary importance for which an interchange is not economically justified:

Level or grade-separated junctions possibly controlled by light signals.

IV.2. *Intersections on all-purpose roads*IV.2.1. *Level junctions*

IV.2.1.1. Level junctions shall be avoided on international roads whenever this measure is economically justified.

IV.2.1.2. Level junctions comprising more than four branches shall be simplified by grouping certain traffic streams according to their volume.

IV.2.1.3. Roundabouts and light signals shall be used only if other arrangements avoiding weaving flows and cuts are not economically justified.

IV.2.1.4. At the approaches to a junction, visibility of the junction shall be provided over a sufficient distance to ensure that drivers have enough time to take the decisions imposed by the type of control and the traffic conditions of the moment. This visibility is improved if carriageways, especially those on which drivers must give way, slope slightly down towards the junction.

IV.2.1.5. The international road shall have priority over other roads. The priority between international roads shall be fixed according to the relative volumes of traffic.

IV.2.1.6. Through traffic on the priority international road shall not be slowed down. For this purpose, waiting zones of sufficient length shall be provided between the two lines of traffic, for vehicles about to turn left.

IV.2.1.7. Acceleration and deceleration lanes shall be provided at the entrance to and exit from the carriageway of the priority international road at important junctions where they are economically justified.

IV.2.1.8. The junction shall include, on the non-priority carriageways, directional islands to channel the traffic streams. The directional islands shall satisfy the following criteria:

- (a) The geometry of the set of traffic lanes shall be as simple as possible, so as to be immediately comprehensible to drivers;
- (b) Non-priority traffic streams shall be slowed down, and the diversion of the corresponding lanes shall be adapted to the volume of traffic they carry;

* This text is drafted on the assumption that traffic drives on the right.

- (c) Intersecting lanes shall intersect one another as nearly at right angles as possible;
- (d) The points of intersection shall be spaced (and not merged) in such a way that drivers can reach them separately via intermediate waiting zones;
- (e) The most direct path shall be reserved for pedestrians;
- (f) If cycle paths exist, cyclists shall be diverted from the junction proper in such a way that they cross the vehicle lanes as nearly at right angles as possible;
- (g) Directional islands shall be bordered by a slightly raised kerb in white material. When economically justified, they shall be lit at night. If not lit, the kerbs shall be *reflectorized*.

IV.2.2. *Grade-separated junctions*

When the necessary improvement has been shown to be economically justified, certain important traffic streams shall be separated to eliminate traffic cuts with other streams using the same junction.

The horizontal and vertical alignments of the slip roads shall conform to the principles and standards of the interchanges which are applicable to them (see IV.3).

Slip roads which are not grade-separated shall at their intersections form junctions corresponding to the conditions set forth above (see IV.2.1).

IV.3. *Interchanges*

IV.3.1. *Definitions*

The carriageways of interchanges are classed as *principal carriageways* and *slip roads* joining the principal carriageways.

The principal carriageways are those which carry the largest volumes of traffic (allowing, where appropriate for their hourly variation), and for which no significant reduction in design speed shall be tolerated.

IV.3.2. *Flow on the carriageways of interchanges*

The carriageways of an A interchange shall be one-way. In a B interchange, certain slip roads may be two-way for part of their length; however, the entries to or exits from a motorway or express road shall always be one-way.

IV.3.3. *Principles for the alignment of interchanges*

The alignment of interchanges shall satisfy the following principles:

IV.3.3.1. *Principle A — Type of interchange*

In the choice of a type of interchange and of its principal carriageways and slip roads due account shall be taken of the absolute and relative volume of the traffic streams which pass through it.

IV.3.3.2. *Principle B — Divergence of traffic streams*

When a carriageway divides into two other carriageways, the separation of the two traffic streams shall be effected in such a way as not to entail any significant reduction in the speeds of vehicles.

To this end the driver shall have time to place himself in the lane most favourable for the direction he wishes to take, and shall have sufficient visibility of the point of divergence. In an A interchange, a carriageway which divides into two others shall be widened before the separation, and shall comprise a number of lanes equal to the total number of lanes on the two carriageways over a distance which will allow the streams to separate before the point of divergence. The widening shall preferably be made to the right.

The less important traffic stream shall be required to leave by the right-hand carriageway in order to reduce the number of vehicles slowing down whilst changing lanes. If the speed of this stream has to be reduced, a deceleration lane shall be provided. This right-hand carriageway shall, if possible, be raised progressively with respect to the principal carriageway to facilitate possible deceleration and provide better visibility of the point of divergence.

In a B interchange the exit carriageway leaving the motorway or express road carriageway shall diverge towards the right and include a deceleration lane.

IV.3.3.3. Principle C — Convergence of traffic streams

When two carriageways converge to form one single carriageway, the integration of the two traffic streams shall be effected in safe conditions and shall not entail any significant reduction in the speeds of vehicles.

To this end:

- (a) The drivers in the less important traffic stream shall merge from the right into the more important traffic stream;
- (b) The driver who has to merge shall have good visibility of the other carriageway before and beyond the point of convergence.

The merging manoeuvre, where appropriate via an acceleration lane, shall not entail any appreciable reduction in the speed of the principal stream. Visibility is improved and the merging manoeuvre simplified if the carriageway carrying the merging stream slopes slightly down towards the other carriageway.

- (c) It is desirable also to ensure good visibility from the principal carriageway on to the other carriageway;
- (d) When two principal carriageways converge to form one single carriageway, and if there is a reduction in the total number of traffic lanes, this reduction shall be made at a sufficient distance from the point of convergence.

In a B interchange, the entry carriageway on to a motorway or express road carriageway shall converge from the right and include an acceleration lane.

IV.3.3.4. Principle D — Weaving sections

Weaving sections shall be avoided on principal carriageways. A weaving section shall be tolerated on them only if the volumes of vehicles weaving are low; if possible at least one supplementary lane shall be provided on the right of the principal carriageway.

In all cases, the geometric characteristics of the weaving section and of the carriageways before and beyond it shall be such that the speeds of the weaving vehicles do not differ greatly from one another, and they shall not entail too great a reduction in the speeds at which traffic can move on these carriageways.

IV.3.3.5. Principle E — Points of divergence and convergence

Within the limits of an interchange, each principal carriageway shall include only one point of divergence and one point of convergence.

In every case where there are several points of divergence or convergence on the same carriageway, measures shall be taken to ensure ease of manoeuvre and there shall be separate signs for the successive points of divergence or convergence.

IV.3.4. Geometric characteristics of interchanges

IV.3.4.1. Design speed for principal carriageways

The principal carriageways of an interchange shall be conceived with a design speed as close as possible to that of the carriageways into which they lead beyond the interchange, and in every case at least equal to three-quarters of it. In B interchanges, however, no reduction in the design speed shall be tolerated on the motorway carriageways or on the carriageways of express roads.

IV.3.4.2. Radius of slip roads

On a level section, the minimum radius of the inner edge of the carriageway shall be 50 m. This value corresponds theoretically to a level carriageway with the maximum permissible superelevation.

In all cases, curves of small radius shall be joined progressively by transition curves (with a continuous variation of curvature), of sufficient length to permit the driver to adapt his speed easily.

IV.3.4.3. *Width of slip roads*

It shall be possible to overtake a stationary vehicle at any point. On slip roads of a certain length, it is desirable also to provide for the possibility of overtaking a moving vehicle.

To this end:

- Single-lane carriageways shall have a total width of at least 6 m, including the stabilized shoulder not normally used by traffic.
- Two-lane carriageways shall have a width of at least 7 m. The stabilized shoulder is optional in this case. These carriageways shall be reduced to single-lane carriageways near the point of entry on to (or exit from) a principal carriageway, if the total number of lanes on the principal carriageway is not increased after the point of entry (or reduced after the point of exit).

IV.3.4.4. *Weaving sections*

It is recommended that weaving sections shall have a minimum length of $0.2Q$ (in metres), Q being the total weaving traffic in pcu/hr. The number of lanes necessary on this hypothesis is calculated by multiplying the smaller weaving flow by a factor of 3.

If, exceptionally, a weaving section cannot be avoided on a principal carriageway, its length shall be Q metres with a minimum of 500 m.

The interchange shall be so designed that, within its limits, the total weaving traffic is less than 2,000 pcu/hr.

IV.3.4.5. *Length of acceleration lanes*

It is recommended that access carriageways shall have an acceleration lane proper followed by a lane of variable width known as a taper.

When the motorway or express road carriageway and the acceleration lane are on the level and in straight alignment, the total length of the acceleration lane shall be 300 m minimum, and that of the acceleration lane proper 200 m minimum.

If the horizontal and vertical alignment are different, the length of the acceleration lanes shall be modified accordingly.

IV.3.4.6. *Length of deceleration lanes*

Deceleration lanes shall consist of a lane of variable width known as a taper, followed by the deceleration lane proper, of constant width, which may be parallel and adjacent to the motorway carriageway or independent of it.

The taper shall permit the driver to move gradually out of the principal stream without any appreciable reduction in his speed. The length of the taper is determined by assuming that the time needed to execute this manoeuvre without difficulty is about 3.5 seconds. The length of the deceleration lane proper is determined by assuming that the rate of deceleration of vehicles is not greater than 1.5 m/sec^2 .

IV.4. *Railway intersections*

Intersections of railways with international roads shall be separate-level intersections.

V. STRUCTURES

V.1. *Alignment and cross-sections*

Except in special cases (mountainous regions, particularly difficult terrain, etc.), no restriction on the characteristics of the carriageway and, if appropriate, of cycle-tracks or foot-paths shall be allowed over or under structures. In particular the lateral stopping strip referred to in III.1.2 shall be maintained on motorways and express roads.

V.2. *Overhead clearance*

The minimum overhead clearance shall be 4.5 m.

VI. SAFETY EQUIPMENT

VI.1. *Lighting*

Sections, junctions and interchanges on international roads shall be provided with lighting whenever the volume of night traffic economically justifies the provision and operation of lighting systems. Such lighting shall be uniform and sufficient to enable motorized traffic to travel without driving-lights.

VI.2. *Anti-glare devices*

When the volume of night traffic justifies it, plantations or screens shall be provided on the central reserve of motorways and express roads and, if necessary, on their shoulders if the driving-lights of vehicles travelling in the opposite direction on the other carriageway or on another road running alongside the international road, create visual discomfort on the latter.

VI.3. *Safety barriers*

Safety barriers shall be provided to avoid collisions with obstacles situated on the shoulders or the central reserve, provided however that the risk and the consequences of a collision with the barriers are less than those of collision with the obstacles which they protect.

Barriers may not be necessary for the protection of road sign or lamp posts if these are so designed as to reduce the effects of impact by a vehicle.

It is recommended that the safety barriers shall be sited at the maximum distance from the edge of the carriageway compatible with the presence of vehicles or exterior obstacles.

On motorways and express roads, safety barriers shall be provided in particular:

- (a) On the central reserve when it is less than 6 m wide, if the daily volume reaches 20,000 with 2×2 lanes or 30,000 with 2×3 lanes, or when it is less than 4.50 m wide whatever the volume.
- (b) On the shoulders:
 - (i) When fixed and rigid obstacles such as bridge abutments and piers, retaining walls, gantry supports, a continuous line of lamp posts etc. are situated less than 3.50 m from the edge of the carriageway;
 - (ii) On embankments when their height or the slope of the banks presents an obvious danger;
 - (iii) On sections bordered by a water course, a road or a railway less than 10 m from the edge of the carriageway.
- (c) On structures, particularly when barriers exist on both sides of the structure.

VII. LANDSCAPING

VII.1. The co-ordination of the horizontal and vertical alignment shall be studied (III.2.1.) not only from the point of view of safety but also from that of the harmonious integration of the alignment with the surrounding land.

VII.2. All the elements of the landscape shall, together with the road signs, contribute to the comfort of the driver and the safety of traffic. It is desirable, in particular, to create good visual guidance by plantations of bushes in harmony with the natural species and to establish, in monotonous flat country, screens of foliage to measure the depth of the field of vision.

VII.3. Plantations of bushes shall also be provided to protect users against glare, wind and snowdrifts and, where appropriate, to provide persons occupying premises alongside the road with protection from noise and air pollution.

VII.4. For safety and aesthetic reasons roadside advertising hoardings shall be prohibited on international roads.

VIII. ANCILLARY SERVICES

VIII.1. *Installations at frontiers*

Adequate road facilities and, in particular, parking areas, shall be provided at frontiers for the accommodation and clearance of normal traffic. Commercial and tourist traffic shall be separated, and combined frontier posts shall be established.

VIII.2. *Miscellaneous installations*

Motorways and possibly express roads shall be provided with service and parking areas off the carriageways and regularly spaced.

Service areas shall include filling stations, parking areas, toilets, first-aid posts and also possibly restaurants and motels.

Parking areas are merely to allow vehicles to stop and are not normally provided with all the facilities mentioned above.

Service and parking areas provided on motorways shall be accessible only from the motorway.* They shall be connected to the latter by entry and exit lanes conforming to criteria similar to those which are applicable for a B interchange.

In less developed areas filling stations and, where necessary, garages, workshops and accommodation for rest and meals shall be provided in the proximity of an international road.

VIII.3. *First-aid posts*

First-aid posts shall be provided along international roads to supplement local facilities where necessary. They shall be equipped in accordance with the recommendations of the Standing International Commission on Highway First-Aid and of the League of Red Cross Societies.

VIII.4. *Telecommunications*

International roads shall be equipped at regular intervals with emergency telephone or other posts to enable calls to be made to the first-aid post from a position of safety. Their operation shall be simple, easy for users to understand and preferably explained by symbols or ideograms. Arrows placed sufficiently close together shall indicate the location of the nearest post.

A N N E X I I I

IDENTIFICATION AND SIGNING OF E-ROADS

1. The sign to be used for identifying and signing E-roads is rectangular in shape.
2. This sign consists of the letter E, generally followed by the number in Arabic numerals attributed to the route.
3. It has a green ground with white inscription; it may be affixed to or combined with other signs.
4. Its size should be such that it can be easily identified and understood by drivers of vehicles travelling at speed.
5. The sign to be used for identifying and signing E-roads does not preclude the use of a sign for identifying roads on a national basis.

* However, an access from the ordinary road network may be provided for use by tradesmen and service personnel.

For Albania:
Pour l'Albanie :
За Албанию:

For Austria:
Pour l'Autriche :
За Австрию:

Subject to ratification¹
LEONORE ABELE-EMICH
29 décembre 1976

For Belgium:
Pour la Belgique :
За Бельгию:

For Bulgaria:
Pour la Bulgarie :
За Болгарию:

STAMEN STAMENOV²
Genève, 14.XII.76

For the Byelorussian Soviet Socialist Republic:
Pour la République socialiste soviétique de Biélorussie :
За Белорусскую Советскую Социалистическую Республику:

For Canada:
Pour le Canada :
За Канаду:

¹ Sous réserve de ratification.

² See p. 168 of this volume for the text of the reservation made upon signature — Voir p. 168 du présent volume pour les textes de la réserve faite lors de la signature.

For Cyprus:
Pour Chypre :
За Кипр:

For Czechoslovakia:
Pour la Tchécoslovaquie :
За Чехословакию:

For Denmark:
Pour le Danemark :
За Данию:

For Finland:
Pour la Finlande :
За Финляндию:

For France:
Pour la France :
За Францию:

For the German Democratic Republic:
Pour la République démocratique allemande :
За Германскую Демократическую Республику:

Dr. GERD HÖHNE¹
29th December 1976
Subject to ratification²

¹ See p. 168 of this volume for the text of the declaration made upon signature — Voir p. 168 du présent volume pour le texte de la déclaration faite lors de la signature.

² Sous réserve de ratification.

For Germany, Federal Republic of:
Pour l'Allemagne, République fédérale d' :
За Федеративную Республику Германию:

Subject to ratification¹
OTTO BARON VON STEMPEL
19 November 1976

For Greece:
Pour la Grèce :
За Грецию:

For Hungary:
Pour la Hongrie :
За Венгрию:

For Iceland:
Pour l'Islande :
За Исландию:

For Ireland:
Pour l'Irlande :
За Ирландию:

For Italy:
Pour l'Italie :
За Италию:

¹ Sous réserve de ratification.

For Luxembourg:
Pour le Luxembourg :
За Люксембург:

ALBERT DUHR
Genève, le 16.6.1976

For Malta:
Pour Malte :
За Мальту:

For the Netherlands:
Pour les Pays-Bas :
За Нидерланды:

For Norway:
Pour la Norvège :
За Норвегию:

For Poland:
Pour la Pologne :
За Польшу:

ANDRZEJ OLSZOWKA
December 31, 1976
Subject to ratification¹

For Portugal:
Pour le Portugal :
За Португалию:

¹ Sous réserve de ratification.

For Romania:
Pour la Roumanie :
За Румынию:

For Spain:
Pour l'Espagne :
За Испанию:

For Sweden:
Pour la Suède :
За Швецию:

For Switzerland:
Pour la Suisse :
За Швейцарию:

Sous réserve de ratification¹
ANDRÉ DOMINICÉ
30 janvier 1976

For Turkey:
Pour la Turquie :
За Турцию:

For the Ukrainian Soviet Socialist Republic:
Pour la République socialiste soviétique d'Ukraine :
За Украинскую Советскую Социалистическую Республику:

¹ Subject to ratification.

For the Union of Soviet Socialist Republics:
Pour l'Union des Républiques socialistes soviétiques :
За Союз Советских Социалистических Республик:

For the United Kingdom of Great Britain and Northern Ireland:
Pour le Royaume-Uni de Grande-Bretagne et d'Irlande du Nord :
За Соединенное Королевство Великобритании и Северной Ирландии:

JAMES BOTTOMLEY
22.12.76
Subject to ratification¹

For the United States of America:
Pour les Etats-Unis d'Amérique :
За Соединенные Штаты Америки:

For Yugoslavia:
Pour la Yougoslavie :
За Югославию:

¹ Sous réserve de ratification.

DECLARATIONS MADE
UPON SIGNATURE

BULGARIA

[TRANSLATION — TRADUCTION]

The People's Republic of Bulgaria maintains its position with regard to the provisions of article 13 of the European Agreement on main international traffic arteries, namely that before a dispute between two or more Contracting Parties which relates to the interpretation or application of this Agreement may be referred to arbitration, in each particular case the consent of all the parties to the dispute must be obtained.

DÉCLARATIONS FAITES
LORS DE LA SIGNATURE

BULGARIE

«En ce qui concerne les dispositions de l'article 13 de l'Accord européen sur les grandes routes de trafic international, la République populaire de Bulgarie maintient sa position, à savoir que pour qu'un différend entre deux ou plusieurs parties contractantes touchant l'interprétation ou l'application du présent Accord puisse être soumis à l'arbitrage il est nécessaire d'avoir dans chaque cas particulier le consentement de toutes les Parties au différend.»

*GERMAN DEMOCRATIC
REPUBLIC*

*RÉPUBLIQUE DÉMOCRATIQUE
ALLEMANDE*

[GERMAN TEXT — TEXTE ALLEMAND]

„Die Deutsche Demokratische Republik erklärt in Übereinstimmung mit Artikel 15 des Übereinkommens, daß sie sich durch Artikel 13 des Übereinkommens bezüglich der Beilegung von Streitfällen durch eine schiedsgerichtliche Entscheidung nicht als gebunden betrachtet.“

[TRANSLATION — TRANSLATION]

“The German Democratic Republic declares in accordance with article 15 of the European Agreement on Main International Traffic Arteries of 15 November 1975 that it does not consider itself bound by article 13 of the Agreement relating to the settlement of disputes by arbitration.”

La République démocratique allemande déclare, conformément à l'article 15 de l'Accord européen sur les grandes routes de trafic international du 15 novembre 1975, qu'elle ne se considère pas comme liée par l'article 13 de l'Accord concernant le règlement des différends par arbitrage.

DECLARATIONS MADE UPON
RATIFICATION OR ACCESSIONDÉCLARATIONS FAITES LORS DE
LA RATIFICATION OU DE
L'ADHÉSION

BULGARIA

BULGARIE

[TRANSDUCTION — TRANSLATION]

“The People’s Republic of Bulgaria does not consider itself bound by the provisions of article 13 relating to compulsory arbitration.”

La République populaire de Bulgarie ne se considère pas liée par les dispositions de l’article 13 relatif à l’arbitrage obligatoire.

GERMAN DEMOCRATIC
REPUBLICRÉPUBLIQUE DÉMOCRATIQUE
ALLEMANDE

[Confirming the declaration made upon signature. For the text, see p. 168 of this volume.]

[Avec confirmation de la déclaration faite lors de la signature. Pour le texte, voir p. 168 du présent volume.]

HUNGARY

HONGRIE

[HUNGARIAN TEXT — TEXTE HONGROIS]

“A Magyar Népköztársaság kijelenti, hogy — hivatkozással a megállapodás 15. cikkére — nem tekinti magára nézve kötelezőnek a nemzetközi forgalmu nagy utakról szóló európai megállapodás 13. cikkét, amely a megállapodás értelmezését vagy alkalmazását érintő minden olyan véleményeltérés esetére, amelyet a vitában lévő felek nem tudnak tárgyalással vagy más uton rendezni, kötelező döntőbíráskodást ír elő.”

[TRANSLATION]¹

[TRANSDUCTION]

The Hungarian People’s Republic declares that, in view of article 15 of the Agreement, it does not consider itself bound by the provisions of article 13, under which any dispute which relates to the interpretation or application of the Agreement and which the parties in dispute are unable to settle by negotiations or by other means of settlement shall be referred to compulsory arbitration.

La République populaire de Hongrie déclare que, compte tenu de l’article 15 de l’Accord, elle ne se considère pas comme liée par les dispositions de l’article 13, en vertu desquelles tout différend relatif à l’interprétation ou à l’application de l’Accord et que les parties en litige ne sont pas en mesure de régler par voie de négociation ou d’autres types de règlement devra faire l’objet d’un arbitrage obligatoire.

¹ Translation supplied by the Government of Hungary.

*UNION OF SOVIET SOCIALIST
REPUBLICS**UNION DES RÉPUBLIQUES
SOCIALISTES SOVIÉTIQUES*

[RUSSIAN TEXT — TEXTE RUSSE]

«Союз Советских Социалистических Республик не считает себя связанным статьей 13 Европейского соглашения о международных автомагистралях от 15 ноября 1975 года и заявляет, что для передачи арбитрам любого спора между Договаривающимися Сторонами относительно толкования или применения Европейского соглашения необходимо в каждом отдельном случае согласие всех Сторон, участвующих в споре, и что арбитрами могут являться лишь лица, назначенные участниками спора с их общего согласия.»

«Сделанное Правительством ФРГ заявление о распространении на Западный Берлин Европейского соглашения о международных автомагистралях 1975 года несовместимо с положениями Четырехстороннего соглашения от 3 сентября 1971 года. В соответствии с этими положениями ФРГ не имеет права распространять на Западный Берлин международные соглашения и договоренности, затрагивающие вопросы безопасности и статуса. Упомянутое же Соглашение непосредственно затрагивает именно эти вопросы.

Учитывая изложенное, Советская Сторона рассматривает указанное заявление Правительства ФРГ как неправомерное и не имеющее юридической силы.

Исходя из того, что по Четырехстороннему соглашению правительства Франции, Великобритании и США сохраняют свои права и ответственность в отношении представительства за границей интересов Западного Берлина и его постоянных жителей, включая права и ответственность, касающиеся вопросов безопасности и статуса, как в международных организациях, так и в отношениях с другими странами, Советская Сторона будет обращаться по всем вопросам, могущим возникнуть в связи с применением и выполнением Соглашения в Западном Берлине к властям Франции, Великобритании и США.»

[TRANSLATION]

[TRADUCTION]

The Union of Soviet Socialist Republics does not consider itself bound by article 13 of the European Agreement on Main International Traffic Arteries of 15 November 1975 and declares that, before any dispute between Contracting Parties relating to the interpretation or application of the European Agreement may be referred to arbitration, in each particular case the consent of all the parties to the dispute must be obtained, and that only persons nominated by unanimous agreement of the parties to the dispute may act as arbitrators.

L'Union des Républiques socialistes soviétiques ne se considère pas liée par les dispositions de l'article 13 de l'Accord européen sur les grandes routes de trafic international, en date du 15 novembre 1975, et déclare que pour qu'un différend entre Parties contractantes touchant l'interprétation ou l'application de l'Accord puisse être soumis à l'arbitrage il est nécessaire d'avoir dans chaque cas particulier le consentement de toutes les Parties au différend et que seules peuvent exercer cet arbitrage des personnes désignées d'un commun accord par les parties au différend.

The declaration made by the Government of the Federal Republic of Germany concerning the extension to West Berlin of the European Agreement on Main International Traffic Arteries of 1975 is incompatible with the provisions of the Quadripartite Agreement of 3 September 1971.¹ In accordance with these provisions, the Federal Republic of Germany has no right to extend to West Berlin international agreements and arrangements affecting matters of security and status. The Agreement in question directly relates to both these questions.

In view of the foregoing, the Soviet side believes that the declaration made by the Government of the Federal Republic of Germany is illegal and has no legal effect.

Since under the Quadripartite Agreement the Governments of France, the United Kingdom and the United States of America retain their rights and responsibility with respect to the representation abroad of interests of West Berlin and its permanent residents, including rights and responsibility concerning matters of security and status, both in international organizations and in relations with other countries, the Soviet side will, in any matters which may arise in connection with the application and implementation of the Agreement in West Berlin, address itself to the authorities of France, the United Kingdom and the United States of America.

La déclaration de la République fédérale d'Allemagne selon laquelle l'Accord européen sur les grandes routes de trafic international s'appliquera également à Berlin-Ouest est contraire aux dispositions de l'Accord quadripartite du 3 septembre 1971¹ qui stipule que la République fédérale d'Allemagne ne peut étendre à Berlin-Ouest les accords et traités internationaux affectant la sécurité et le statut de la ville; or, l'Accord susmentionné concerne directement ces questions.

Compte tenu de ce qui précède, l'Union des Républiques socialistes soviétiques considère la déclaration en question du Gouvernement de la République fédérale d'Allemagne comme illégale et sans valeur juridique.

Etant donné qu'aux termes de l'Accord quadripartite les Gouvernements de la France, du Royaume-Uni et des Etats-Unis d'Amérique conservent leurs droits et leur responsabilité en ce qui concerne la représentation à l'étranger des intérêts de Berlin-Ouest et de ses résidents permanents, y compris pour ce qui est des questions relatives à la sécurité et au statut de la ville, tant au sein des organisations internationales que vis-à-vis des autres pays, l'Union des Républiques socialistes soviétiques s'adressera, pour toutes les questions qui pourraient se poser en liaison avec l'application et l'exécution de l'Accord à Berlin-Ouest, aux autorités françaises, britanniques et américaines.

¹ United Nations, *Treaty Series*, vol. 880, p. 115.

¹ Nations Unies, *Recueil des Traités*, vol. 880, p. 115.