

No. 1264

**BELGIUM, FRANCE, LUXEMBOURG, UNITED KING-
DOM OF GREAT BRITAIN AND NORTHERN IRELAND,
etc.**

**Declaration (with annexes) on the construction of main
international traffic arteries. Signed at Geneva, on
16 September 1950**

Additions and modifications to annex I

Official texts: English and French.

Registered ex officio on 1 July 1951.

**BELGIQUE, FRANCE, LUXEMBOURG, ROYAUME-UNI
DE GRANDE-BRETAGNE ET D'IRLANDE DU NORD, etc.**

**Déclaration (avec annexes) sur la construction de grandes
routes de trafic international. Signée à Genève, le
16 septembre 1950**

Adjonctions et modifications à l'annexe I

Textes officiels anglais et français.

Enregistrées d'office le 1er juillet 1951.

No. 1264. DECLARATION¹ ON THE CONSTRUCTION OF
MAIN INTERNATIONAL TRAFFIC ARTERIES. SIGNED
AT GENEVA, ON 16 SEPTEMBER 1950

THE UNDERSIGNED, duly authorized,

MEETING under the auspices of the Economic Commission for Europe,

CONSCIOUS of the need to develop international road traffic in Europe,

CONSIDERING that it is essential, in order to establish closer relations between European countries, to lay down a co-ordinated plan for the construction or reconstruction of roads suitable for international traffic,

1. DECLARE that they adopt the proposed road network described in annex I hereto as a concerted plan for construction and reconstruction of roads of international importance, which they intend to undertake, within the framework of their national programmes for public works or within the possibilities of international financing.

2. The undersigned further declare that the construction or reconstruction of the roads mentioned in annex I shall be carried out in accordance with the characteristics set out in chapter A of annex II hereto. The undersigned further undertake to see that the roads mentioned in annex I shall be equipped with the ancillary services provided for in annex II, chapter B, the help of private enterprises being utilized where possible.

3. The roads mentioned in annex I hereto shall be identified by means of the special sign described in annex III.

4. This declaration shall be open for signature until 30 June 1951 and, after that date, for accession by all countries participating in the work of the Economic Commission for Europe.

5. The instruments of accession shall be deposited with the Secretary-General of the United Nations, who shall notify each of the countries mentioned in paragraph 4 above of such deposit.

6. This Declaration shall enter into force on the date of its signature.

¹ Came into force on 16 September 1950, as from the date of signature, in accordance with paragraph 6, in respect of the following signatory States:

France

United Kingdom of Great Britain and Northern Ireland

7. The original of this Declaration shall be deposited with the Secretary-General of the United Nations, who shall deliver a certified true copy of the Declaration to each of the countries mentioned in paragraph 4 above.

8. In the event of one of the signatory or acceding countries being desirous of amending¹ one of the annexes hereto, the said country shall request that a meeting of all signatory or acceding countries be convened, under the auspices of the Economic Commission for Europe or of such other body as may replace the latter.

DONE at Geneva, on the sixteenth day of September, nineteen hundred and fifty, in a single copy, in the English and French languages, the two texts being equally authentic.

¹ See p. 122 of this volume.

Albania		Albanie
Austria		Autriche
Belgium ¹		Belgique ¹
	BON F. DE KERCHOVE	
Bulgaria		Bulgarie
Byelorussian SSR		Biélorussie
Czechoslovakia		Tchécoslovaquie
Denmark		Danemark
Egypt		Égypte
Finland		Finlande
France		France
	A. RUMPLER	
Greece		Grèce
Hungary		Hongrie
Iceland		Islande
Iraq		Irak
Ireland		Irlande
Israel		Israël
Italy		Italie
Haschemite Kingdom of the Jordan		Royaume hachémite du Jordan

¹The full powers of the representative of Belgium provided for the signature of the Declaration subject to ratification.

¹Les pleins pouvoirs du représentant de la Belgique prévoyaient la signature de la déclaration sous réserve de ratification.

Lebanon Liban

Luxembourg¹ Luxembourg¹

R. LOGELIN

Netherlands Pays-Bas

Subject to ratification
Sous réserve de ratification

J. OYEVAAR

Norway Norvège

Poland Pologne

Portugal Portugal

Romania Roumanie

Sweden Suède

Switzerland Suisse

Syria Syrie

Turkey Turquie

Ukrainian SSR Ukraine

Union of Soviet Socialist Republics Union des Républiques socialistes soviétiques

United Kingdom Royaume-Uni

A. E. M. WALTER

Yugoslavia Yougoslavie

¹The full powers of the representative of Luxembourg provided for the signature of the Declaration subject to ratification.

¹Les pleins pouvoirs du représentant du Luxembourg prévoyaient la signature de la déclaration sous réserve de ratification.

ANNEX I

LIST AND NUMBERS OF THE ROADS OF THE INTERNATIONAL NETWORK

A. MAIN ARTERIES

E1 London — Paris — Nice — Rome — Palermo:

London — Southampton (boat to Le Havre).

Le Havre — Paris — Sens — Avallon — Chagny — Mâcon — Lyons — Valence — Bollene — Aix-en-Provence — St. Raphaël — Nice — Ventimiglia — Savona — Genoa — La Spezia — Apuania — Migliarino — Pisa — Leghorn — Rome — Ponte Garigliano — Via Domiziana — Naples — Pompei — Salerno — Catanzaro — Reggio Calabria (ferry from Villa San Giovanni and from Reggio Calabria to Messina).

Messina — Palermo.

E2 London — Lausanne — Milan — Brindisi:

London — Folkestone — Dover (ferry to Calais).

Calais — Laon — Rheims — Vitry-le François — St. Dizier — Dijon — Dôle — Vallorbe — Lausanne — Martigny — Simplon — Arona — Milan — Placenza — Parma — Modena — Bologna — Forlì — Cesena — Rimini — Ancona — Pescara — Foggia — Bari — Brindisi.

E3 Lisbon — Paris — Stockholm:

Lisbon — V. Franca de Xira — Coimbra — Celorico da Beira — Vilar Formoso.

Hendaye — Bordeaux — Tours — Paris — Lille — Courtrai — Ghent — Antwerp — Hechtel — Venlo — Oberhausen — Hamm — Bielefeld — Oeynhausen — Hanover — Hamburg — Neumunster — Schleswig — Flensburg — Kolding — Vejle — Fredrikshavn (ferry to Göteborg and to Larvik, boat to Oslo.)

Göteborg — Örebro — Arboga — Södertälje — Stockholm.

E4 Lisbon — Berne — Copenhagen — Stockholm — Helsinki:

(Lisbon) — Cacilhas — Pegoes — Elvas.

Le Perthus — Narbonne — Nîmes — Montélimar — Valence — Chambéry — Geneva — Nyon — Lausanne — Berne — Olten — Basle — Karlsruhe — Mannheim — Frankfurt-on-the-Main — Giessen — Hersfeld — Kassel — Göttingen — Northeim — Hanover — Hamburg — Lübeck — Fehmarn — Vordingborg — Køge — Copenhagen — Elsinor (ferry to Hålsingborg).

Hålsingborg — Värnamo — Jönköping — Linköping — Norrköping — Södertälje — Stockholm — Uppsala — Gävle — Hamränge — Söderhamm — Sundsvall — Umeå — Haparanda — Tornio — Vaase — Tampere — Helsinki.

E5 London — Vienna — Budapest — Belgrade — Alexandroupolis:

London — Folkestone — Dover (ferry to Calais and to Ostend).

Calais — Ostend — Ghent — Brussels — St. Trond — Liège — Aachen — Cologne — Frankfurt-on-the-Main — Aschaffenburg — Würzburg — Nuremberg — Regensburg — Straubing — Passau — Linz — Melk — Vienna — Nickelsdorf — Győr — Budapest — Szeged — Belgrade — Gevgeli — Salonika — Cavalla — Alexandroupolis.

E6 Rome — Berlin — Oslo — Skibotten:

Rome — Siena — Florence — Pistoia — Bologna — Modena — Verona — Trento

— Bolzano — Brenner — Innsbruck — Griessen — Munich — Nuremberg — Hof
— Leipzig — Berlin — Neubrandenburg — Stralsund — Sassnitz (ferry to Trälleborg).

Trälleborg — Malmö — Hälsingborg — Falkenberg — Göteborg — Uddevalla
— Svinesund — Moss — Oslo — Eidsvoll — Hamar — Otta — Dombås — Trondheim
— Levanger — Narvik — Skibotten.

E7 Rome — Vienna — Warsaw:

Rome — Orte — Perugia — Cesena — Forlì — Bologna — Ferrara — Padua —
Mestre — Cervignano — Udine — Tarvis — Villach — Bruck — Vienna — Drasenhofen
— Brno — Olomouc — C. Tesin — Cracow — Radom — Warsaw.

E8 London — The Hague — Berlin — Warsaw (USSR):

London — Colchester — Harwich (ferry to Hook of Holland and to Antwerp,
boat to Esbjerg).

Hook of Holland — The Hague — Gouda — Utrecht — Amersfoort — Oldenzaal
— Osnabrück — Oeynhausen — Hanover — Magdeburg — Berlin — Poznan — Kros-
niewice — Lowicz — Warsaw — (USSR).

E9 Amsterdam — The Hague — Basle — Genoa:

Amsterdam — Utrecht — Eindhoven — Maastricht — Liège — Bastogne — Arlon
— Luxembourg — Metz — Sarrebourg — Strasbourg — Mulhouse — Basle — Olten
— Lucerne — Arth — Andermatt — Lugano — Chiasso — Como — Milan — Casteggio
— Tortona — Serravalle — Genoa.

E10 Paris — Brussels — The Hague — Amsterdam:

Paris — Bapaume — Cambrai — Mons — Brussels — Antwerp — Breda — Rotter-
dam — The Hague — Amsterdam.

E11 Paris — Salzburg:

Paris — Vitry-le-François — St. Dizier — Ligny-en-Barrois — Nancy — Sarre-
bourg — Strasbourg — Karlsruhe — Stuttgart — Augsburg — Munich — Rosenheim
— Salzburg.

E12 (Paris) — Prague — Warsaw — (Leningrad and Moscow):

(Paris) — Ligny-en-Barrois — Metz — Saarbrücken — Mannheim — Heilbronn
— Schwäb. Hall — Nuremberg — Neustadt — Pilsen — Prague — Hradec Kralove —
Nachod — Klodzko — Wroclaw — Lodz — Lowicz — Warsaw — Bialystock —
(USSR) — Leningrad and Moscow).

E13 Lyons — Venice:

Lyons — Chambéry — Modane — Turin — Milan — Brescia — Verona — Vicenza
— Padua — Mestre — Venice.

E14 Trieste — Prague — Szczecin:

Trieste — Ronchi — Udine — Tarvis — Villach — Salzburg — Linz — Tabor
— Prague — Mlada Boleslav — Jablonec — Novy Svet — Jelenia Gora — Szczecin.

E15 Hamburg — Berlin — Prague — (Budapest):

Hamburg — Perleberg — Berlin — Dresden — Cinvald — Prague — Brno — Breclav
— Bratislava — (Budapest).

E16 Bratislava — Gdynia:

Bratislava — Zilina — C. Tesin — Katowice — Piotrkow — Lodz — Swiecie — Gdansk — Gdynia.

E17 Chagny — Salzburg:

Chagny — Dijon — Belfort — Basle — Olten — Zürich — Winterthur — St. Gallen — St. Margrethen — Innsbruck — Wörgl — Salzburg.

E18 Stavanger — Oslo — Stockholm:

Stavanger — Egersund — Kristiansund — Larvik — Horten — Drammen — Oslo — Orje — Karlstad — Orebro — Arboga — Linköping — Enköping — Stockholm.

E19 (Albania) — Janina — Corinth:

(Albania) — Janina — Arta — Agrinion — Antirion — Rion — Corinth.

E20 Koritza — Sofia:

Koritza — Florina — Vevi — Edessa — Salonika — Seres — Sofia.

E21 Aosta — Turin — Savona and Genoa.

E21a Martigny — Grand St. Bernard — Aosta.

E21b Geneva — Bonneville — Mt. Blanc — Aosta.

E22 Berlin — Wroclaw — Katowice — Cracow — Rzeszow — Przemysl — (USSR).

B. BRANCH OR LINK ROADS

E31 London — St. Albans — Northampton — Doncaster — Scotch-corner — Carlisle — Abington — Glasgow.

E32 Abington — Edinburgh.

E33 Northampton — Coventry — Cannock — Warrington — Liverpool.

E34 Cannock — Shrewsbury — Corwen — Holyhead.

E35 Amsterdam — Amersfoort — Zwolle — Groningen — Winschoten — Oldenburg — Bremen — Hamburg.

E36 Hook of Holland — Rotterdam — Gouda — Utrecht — Arnhem — Oberhausen — Cologne.

E37 Breda — Goringhem (Utrecht).

E38 Breda — Eindhoven.

E39 Hechtel — Heerlen — Aachen.

E40 Brussels — Namur — Bastogne.

E41 (Calais) — Valenciennes — Mons — Charleroi — Namur — Liège.

E42 Saarbrücken — Luxembourg — Echternach — (Cologne).

E43 Avallon — Dijon.

E44 Belfort — Mulhouse.

E45 Dôle — Nyon.

E46 Lyons — Ambérieu — Geneva.

E47 Aix-en-Provence — Marseilles.

E48 Nîmes — Marseilles.

E49 Bordeaux — Toulouse — Narbonne.

E50 Porto — Coimbra.

E51 Albergaria — Vizeu — Celorico da Beira.

E52 V. Franca de Xira — (Elvas).

- E53* Torino — Asti — Alessandria — Tortona.
E54 Casteggio — Placenza.
E55 (Pisa) — Migliarino — Pistoia.
E56 Ponte Garigliano — Caserta — Foggia.
E57 Naples — Arienzo.
E58 Bari — Taranto.
E59 Messina — Syracuse.
E60 Arth — Zürich.
E61 St. Margrethen — Bregenz — Lindau — Munich.
E62 Hof — Chemnitz — Leipzig — Halle — Magdeburg.
E63 Hamm — Kassel — Herleshhausen — Erfurt — Chemnitz — Dresden.
E64 (Berlin) — Neubrandenburg — Rostock — Warnemünde (ferry to Gedser).
Gedser — Nyköbing — Vordingborg — Copenhagen.
E65 Lubeck — Rostock — Stralsund.
E66 Esbjerg — Kolding — Middelfart — Nyborg (ferry to Korsör).
Korsör — Copenhagen (ferry to Malmö).
E67 Vejle — Middelfart.
E68 Bergen — Gudvangen — Loerdalsören — Tyin — Fagernes — Oslo.
E69 Aalesund — Andalsnes — Dombås.
E70 Winterthur — Schaffhausen — Donaueschingen — Tübingen — Stuttgart —
Heilbronn — Schwäb. Hall — Würzburg — Fulda — Hersfeld — Herleshhausen.
E71 Hanover — Bremen — Bremerhaven.
E72 Oldenzaal — Lingen — Bremen.
E73 Cologne — Hamme.
E74 Berlin — Szczecin.
E75 Levanger — Sandvika — Brunflo — Hamränge.
E76 Brunflo — Sundsvall.
E77 Skibotten — Kilpisjärvi — Karesuando — Haparanda.
E78 Haparanda — Kilpisjärvi.
E79 Tornio — Rovaniemi — Virtaniemi.
E80 Turku (Åbo) — Helsinki — Lappeenranta — (Viipuri).
E81 Tczew — Malbork — Grudziadz — Warsaw — Lublin — (USSR).
E82 Piotrkow — Warsaw.
E83 Jelenia Gora — Wroclaw — Poznan — Swiecie — Grudziadz.
E84 (Prague) — Jihlava — Znojmo — Vienna.
E85 Olomouc — Zilina — Presov — Kosice — (USSR).
E86 Wörgl — Rosenheim.
E87 Janina — Trikkala — Larissa — Volos.
E88 (Janina) — Preveza.
E89 Rion — Patras.
E90 Vevi — Kozani.
E91 Cervignano — Ronchi.
E92 (Salonika — St. Athanasios) — Verria — Kozani — Larissa — Lamia — Athens
— Corinth — Argos — Kalamai.

ANNEX II

CONDITIONS TO WHICH THE MAIN INTERNATIONAL TRAFFIC
ARTERIES SHALL CONFORM

A. CHARACTERISTICS OF THE MAIN INTERNATIONAL TRAFFIC ARTERIES

I. *General*

1. The characteristics which constitute the basic standards for the design of the main international traffic arteries, hereinafter designated as "international arteries", apply to roads in open country and, except where provided otherwise, also to those in built-up areas.

2. *Density of traffic*

The construction of roads shall be related to the density of traffic. For the purpose of assessing this density, the 30th peak hour, i.e., the hourly flow attained during at least thirty hours in the course of the year, shall be taken as a basis.

II. *Roads*1. *Carriageways and their width*

International arteries shall conform with the following categories :

(a) *Category I*: one carriageway of 7 metres in width with two lanes each of 3.50 metres, it being understood that, in mountainous country, the width may exceptionally be reduced to 6 metres.

For mixed traffic roads of this category, the maximum permissible density should not exceed 600 vehicles per hour, it being understood that this maximum may be reasonably increased on roads exclusively reserved to motor traffic and wherever alterations would give rise to special difficulties.

The figure of 600 vehicles per hour is based on the assumption of a maximum speed of flow of 55 km. for the peak hour under consideration. It applies to traffic which does not include an abnormal percentage of slow or heavy vehicles. Should the speed of flow during peak-hours be higher, the traffic figure would have to be accordingly reduced.

(b) *Category II*: roads with two carriageways each of at least 7 metres wide, separated by a central strip, each carriageway consisting of two lanes, with shoulders stabilized where necessary.

As a rule, category II roads should be built where the density of traffic exceeds the figure indicated in paragraph I, (a).

(c) *Category III* (provisional): taking into account topographical, economic and financial considerations, it is necessary provisionally to provide for roads with three lanes of a total width of 10.50 metres or, exceptionally, of 9 metres. On these roads, the three lanes shall be clearly marked except at curves and summits, where the traffic shall, if necessary, be channelled into two marked lanes.

2. *Crossfall on the straight sections*

The cross section of the carriageway shall comprise one or two planes. When the cross section comprises two planes, they can be adjusted to the road axis by a curve over a maximum distance of 2 metres. On the straight sections of the road, the crossfall shall be as slight as is consistent with the speedy carrying off of water and taking into account both the longitudinal gradient and the rugosity of the surface. This crossfall shall not exceed 3 per cent, except in the gutter where it may be increased to 4 per cent.

3. *Cycle tracks and footpaths*

In addition to the carriageways, separate cycle tracks and footpaths shall be provided wherever the density of traffic either of this type or of other types makes it necessary.

4. *Gradient*

A distinction should be made between international arteries in flat or fairly level country and those in mountainous country.

In the first case, gradients should not exceed 5 per cent, or, in exceptional cases, 6 per cent over short sections.

In the second case, it should not exceed 8 per cent or, in exceptional cases, 10 per cent.

5. *Alignment*

Roads should be divided, for the purposes of alignment, into sections of adequate length, each sufficiently homogeneous to be characterized by certain essential norms.

The general alignment should be such as to accomplish the transition from the characteristics of one section to those of the neighbouring sections (if the transition does not occur at a well-defined geographical point, for instance, an important town) over a limited distance and with some gradation, especially in the case of radii of bends.

Alignments are to be grouped in three classes :

First class

Alignments on easy or fairly even ground where there are a number of built-up areas and intersections which may need careful handling.

The following characteristics should be noted :

Design speed : from 100 to 120 km/h.

Radius of horizontal curve : normal 500 metres; minimum 300 metres.

Visibility¹ : normal 230 metres; minimum 150 metres.

Radius of vertical summit curve : normal 5,000 metres; minimum 2,500 metres.

Second class

Alignments in hilly, broken country where the minimum radius of 300 metres is not likely to be practicable because of the high cost which its adoption would entail.

The following characteristics should be noted :

Design speed : 80 km/h.

Radius of horizontal curve : normal 300 metres; minimum 200 metres.

Visibility¹ : normal 150 metres; minimum 110 metres.

Radius of vertical summit curve : normal 2,500 metres; minimum 1,200 metres.

Third class

Alignments in particularly difficult country, e.g. mountainous country.

The following characteristics should be noted :

Design speed : 60 km/h.

Radius of horizontal curve : normal 200 metres; minimum 100 metres.

Visibility¹ : normal 110 metres; minimum 60 metres.

Radius of vertical summit curve : normal 1,000 metres; minimum 400 metres.

It is understood that, in particularly difficult country, lower radii and visibility ranges may exceptionally be permitted for particularly difficult sections. In any case, however, it must always be possible for two vehicles of maximum permitted dimensions to meet and pass each other on curves of the smallest radius.

The characteristics of the three classes mentioned above are summarized in the following table :

Class	Speed of travel in km/h	Radii of horizontal curves		Visibility in longitudinal profile		Radii of vertical curves	
		Normal	Minimum	Normal	Minimum	Normal	Minimum
1st	100/120	500	300	230	150	5,000	2,500
2nd	80	300	200	150	110	2,500	1,200
3rd	60	200	100	110	60	1,000	400

The term " normal radius of curve " shall be taken to mean the minimum normally

¹ That is, visibility near summits, for a driver whose eye-level is 1.35 metres above the carriage-way, of an obstacle 0.10 metre in thickness placed on the carriageway.

to be adopted for radii of curves, the figure for "minimum radius of curve" being that below which no radius must fall.

The radii of vertical curves in the low stretches, or sags, should be equal to at least one-half of the corresponding radii of the neighbouring summits.

6. *Superelevation*

On bends with radius less than a figure to be determined according to local conditions, and which might well vary between 1,500 and 1,000 metres, the carriageway must be raised. The extent of superelevation depends on traffic speed, the radius of the bend and the rugosity of the surface of the carriageway.

On roads where the danger of icing in winter is non-existent, a maximum superelevation of 10 per cent for bends of small radius seems permissible.

7. *Extra width on curves*

Extra width on curves should be provided to allow free passage for vehicles of the largest dimensions when meeting or overtaking.

8. *Bearing capacity*

All roads should be constructed so as to ensure reasonable safety standards for vehicles of the maximum permissible weight.

9. *Surfaces and pavements*

Roads should be provided with such surfacing as would render them uniformly dustless and smooth but skid-resistant.

10. *Parking*

Where required, laybys and staggered bus stops should be provided off the carriageway.

11. *Lighting*

Those parts of the network which form main approaches to, or traverse, important centres of population and on which during hours of darkness there is appreciable general traffic, including pedestrians, should be lighted to a standard which provides an ample margin of safety to all road users without the use of the headlights by motor vehicles.

III. *Access and crossing facilities*

1. *Suppression of intersections*

All intersections and accesses to the road which are not strictly necessary should be suppressed. If this is not possible in the case of existing roads, an attempt should be made to achieve it at any rate in the case of new roads by diverting local traffic to neighbouring roads. It would be desirable for laws to be passed in each country to facilitate this measure.

2. *Grade separation*

If the suppression of intersections is not practicable, topographical conditions will often enable an overpass or underpass to be built without excessive expense instead of an intersection, the two roads not to be connected.

In the case of new roads, if intersections with other major roads appear inevitable, the provision of crossings at different levels would be justified when the product of the average daily traffic on the two roads exceeds 3 million.

At existing intersections where the product of the average daily traffic on the two roads exceeds 3 million, an examination should be made as to the advisability of providing crossings at different levels.

At connected crossings at different levels, it is important for traffic on the international road that the vehicles should leave and enter it on the right-hand side,¹ so as to obviate the intersection of the trajectories of the vehicles in the main traffic lanes.

3. *Level intersections*

At level intersections, vehicles on the road intersected must be prevented from crossing the carriageway of the international road at too high a speed and, if necessary, should be required to stop. If the adjacent roads are diverted, staggered outlets should be avoided, so as to obviate the necessity of traffic from those roads using the international road.

It should be noted that it would be advisable to instal a dual carriageway on international roads at important intersections in order to ensure that drivers leaving the international road to the left¹ need not come to a standstill on the main carriageway while waiting for a vehicle coming from the opposite direction to pass.

Roundabouts and crossroads with light signals cause loss of time and fatigue drivers. They should therefore be avoided as far as possible on international routes.

Deceleration and acceleration lanes

At level intersections in the open country and at road intersections where the international road can be left, it is desirable, wherever this can be done, to construct alongside the carriageway additional strips for slowing down. These strips should be clearly distinguishable from the carriageway, e.g. by the different colour of their surface, and should be about 3 metres wide and 50 to 100 metres in length. These strips enable a driver to leave the main road before slowing down, thus leaving the road free for fast traffic only and avoiding the risk of collision.

Similar strips are recommended for vehicles entering the international road; they enable drivers to attain sufficient speed before joining in the traffic on the main artery.

¹ In countries where traffic keeps to the right.

Visibility triangles

At level intersections, unobstructed visibility triangles of dimensions varying according to the authorized speeds on each particular road should be provided. Where there is no speed limit on the international route, the sides of these triangles might be about 150 metres long on the international road and about 50 metres long on another road.

4. *Level-crossings*

As a rule, level-crossings shall be suppressed. The construction of new international roads should exclude the provision of level-crossings. On existing international roads, they should be removed if they hamper appreciably the flow of traffic or if, by reason of their position, they constitute a special danger to traffic.

IV. *Bypassing of cities, towns and villages and ribbon development*

1. *Bypasses*

The international roads should bypass built-up areas, except where a village is small and the traffic relatively light, or where the existing road is satisfactory in width and alignment or can conveniently be made so.

Easy access and egress should be provided for main centres.

2. *Through express roads*

Large urban agglomerations should be bypassed where the purposes of through traffic justify it or, alternatively, through express roads shall be provided.

3. *Development*

Development with direct individual access to the bypasses or the through express roads shall not be allowed.

4. *Access*

Bypasses and through express roads shall be accessible only at points specially provided and designated.

V. *Bridges, tunnels, galleries, etc.*

1. *Width*

Throughout each road, the width of the carriageway, or carriageways, and of the separate track, or tracks, provided for cyclists and pedestrians should be maintained on bridges and on approaches to bridges, except in very special cases. Where there are no separate tracks for cyclists and pedestrians, adequate space should be provided on

either side of the carriageway or carriageways to permit the full use of the width of the carriageway or carriageways.

2. *Headroom*

The minimum clearance for overhead constructions should be 4.50 metres. In the case, however, of existing structures and of new constructions where the provision of this clearance would meet with exceptional difficulties, the height may be 4.20 metres.

Overhead constructions allowing less than 4.50 metres headroom should be indicated by the special sign for that purpose.

3. *Bearing capacity*

The bearing capacity of the bridges throughout the network should be at least sufficient to ensure, under the normal standards of safety applied by each government, the passage of vehicles of the maximum permissible dimensions and weight.

VI. *Landscaping*

1. Due regard should be paid to the landscaping of the roads of the network so that the alignment may provide for harmony of vertical and horizontal curves.

2. Hoardings should be prohibited.

B. ANCILLARY SERVICES

1. *Frontier crossings*

Adequate road facilities for the accommodation and clearance of normal traffic shall be provided at frontiers. Commercial and tourist traffic should be separated, where required, and combined frontier posts be established, wherever necessary.

2. *Garage and other accommodation*

Adequate garage and workshop accommodation and also accommodation for rest and meals should be provided at suitable intervals on the network and particularly in less developed areas.

These installations should be so located as to be easily accessible to the users of the road and not restrict the flow of traffic.

3. *First-aid*

Standardized first-aid posts, properly staffed and equipped in accordance with the recommendations of the Standing International Commission on Highway First-Aid and of the League of Red Cross Societies, should be provided at frequent intervals along the international roads.

4. *Telecommunications*

The international roads should be equipped with telephone booths at regular intervals, provided with multilingual instructions.

ANNEX III

SIGN INDICATING MAIN INTERNATIONAL TRAFFIC ARTERIES

1. The additional route identification sign to indicate the main international traffic arteries (roads which, in agreement with the other Contracting States concerned, have been designated as such by the State on whose territory they are situated in order to ensure continuity of routes and uniformity of technical conditions) shall be rectangular in shape.
2. This sign shall consist of the letter E followed by the designated number of the route in Arabic numerals.
3. The colours of this sign shall be green for the ground and white for the inscription.
4. The sign may be affixed to or combined with other signs.
5. Its size shall be such that the indication can be easily understood by drivers of vehicles travelling at speed.

ADDITIONS AND MODIFICATIONS TO ANNEX I

In accordance with paragraph 8 of the Declaration, the following additions and modifications, proposed by the Governments of Austria, France, Italy, Turkey and Yugoslavia and the Occupation Authorities of the Western Zone in Germany, were approved on 18 April 1951 by the duly authorized representatives of the five States (Belgium, France, Luxembourg, Netherlands and United Kingdom) signatories to the Declaration:

1. ADDITIONS

AUSTRIA

E93 Bruck an der Mur — Graz — Spiefeld (St. Ilj, Austro-Yugoslav frontier).

TURKEY

E5 (Greek frontier) — Ipsala — Tekirdag — Muratli — Büyük Karıştiran — Çorlu — Istanbul — Gebze — Izmit — Beypazari — Ankara — Aksaray — Adana — Iskenderun (Syrian frontier).

E97 (Bulgarian frontier) — Edirne — Büyük Karıştiran.

E23 Ankara Junction — Kirşehir — Kayseri — Sivas — Erzincan — Erzerum — Agri (Iranian frontier).

E98 Kemerhisar — Nigde — Kayseri junction.

E99 Toprakkale — Maraş — Malatya — Elâzığ — Tunceli — Selepür.

E100 Trabzon — Gümüşhane — Aşkale — Karabiyik.

E24 Kömürler — Gaziantep — Urfa — Mardin — Cizre — Hakkâri — Bajırge (Iranian frontier).

YUGOSLAVIA

E93 (Austro-Yugoslav frontier) St. Ilj — Maribor — Ljubljana — (Trieste).

E94 Ljubljana — Zagreb — Belgrade — Bela Crkva (Romanian frontier).

E95 Niš — Dimitrovgrad (Bulgarian frontier).

E96 Sušak — Zagreb — Cakovac — Donja Lendava (Hungarian frontier).

2. MODIFICATIONS

FRANCE

E4 Bollène to be inserted instead of Montélimar.

GERMANY

E42 Saarbrücken — Luxembourg — Echternach — Bitburg — Pruem — Euskirchen — Cologne.

ITALY

E1 Cosenza instead of Catanzaro.

E7 Todi instead of Orte.