

European Agreement on Main International Traffic Arteries (AGR)

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- **Regional Agreement:** The AGR agreement of 1975 establishes a grid system of reference roads within the European region having a general north-south and west-east orientation (E-road network).
- **Guidance on E-road network standards:** It sets minimum standards for the construction, maintenance and signage of roads forming the E-road network.
- **Objective:** This agreement facilitates international travel. It also provides guidance on the construction and maintenance of road infrastructure to make the roads which are the subject of the AGR safe.

Links to 2016 Consolidated Text of AGR

- English

<http://www.unece.org/fileadmin/DAM/trans/doc/2016/sc1/ECE-TRANS-SC1-2016-03-Rev1e.pdf>

- French

<http://www.unece.org/fileadmin/DAM/trans/doc/2016/sc1/ECE-TRANS-SC1-2016-03-Rev1f.pdf>

- Russian

<http://www.unece.org/fileadmin/DAM/trans/doc/2016/sc1/ECE-TRANS-SC1-2016-03-Rev1r.pdf>



38 Contracting Parties*

- Open to States members of UNECE or those who qualify per paragraph 8 of ToR of the Commission
- Regional agreement





- E-roads are constructed or upgraded according to specified minimum standards based on the categories of motorways, express roads and ordinary roads.
- Higher category roads must be constructed and maintained according to higher minimum standards that enable drivers to travel safely at higher speeds.
- Contracting parties also commit to equipping their E-roads with harmonized road signs.
- The annexes also cover traffic and road lighting, service facilities, safety arrangements for tunnels, environment and landscaping of roads.

AGR articles

- Art 1: definition and adoption of E-road network (Annex I)
- Art 2: creation of a grid system of roads
- Art 3: Construction and development of roads of the E-road network (Annex II)
- Art 4: Signing of the roads of the E-road network (Annex III)
- Art 5: Procedure for the signature of, and becoming Party to AGR
- Art 6: Entry into force of AGR
- Art 7: Procedures for amending the main text of AGR
- Arts 8 and 9: Procedure for amending annexes I, II and III
- Art 10: Notification of proposed amendments
- Art 11: Denunciation
- Art 12: Termination
- Art 13: Settlement of disputes
- Art 14: Limits to application of AGR
- Art 15: Declaration concerning art 13
- Art 16: Notifications to CPs
- Art 17: Deposit of AGR

Article 4 paragraphs 2 to 4

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.

Annex I: Explanatory Notes and List of Roads

- Explains the design and numbering of the international E-road network
- Class-A roads: Reference roads and intermediate roads
- Class-B roads: Branch, link and connecting roads
- List of roads

E-road network through Turkmenistan

- E 60** Brest - Nantes - Tours - Orléans - Courtenay - Beaune - Besançon - Belfort - Mulhouse - Basel - Zürich - Winterthur - St. Gallen - St. Margrethen - Lauterach - Feldkirch - Imst - Innsbruck - Wörgl - Rosenheim - Salzburg - Linz - Wien - Nickelsdorf - Mosonmagyaróvár - Győr - Budapest - Püspökladány - Oradea - Cluj Napoca - Turda - Tîrgu-Mureş - Braşov - Ploieşti - Bucureşti - Urziceni - Slobozia - Hârşova - Constanţa - Agigea ... Poti - Samtredia - Khashuri - Tbilisi - Gandja - Evlak - Baku ... Turkmenbashi - Gyzyarbat - Ashgabat - Tedjen - Mary - Chardzhu - Alat - Buchara - Karshi - Guzai - Sherobod - Termis - Dushanbe - Jirgatal - Sary Tash - Irkeshtam
- E 121** Samara - Uralsk - Atyrau - Beineu - Shetpe - Zhetybai - Fetisovo - Bekdash - Turkmenbashi - Gyzyarbat - Border of Iran (Islamic Republic of)(Gorgan)



Annex II: Conditions to which the main international traffic arteries should conform

I. General

Countries shall make every possible effort to conform to these provisions both in the construction of new roads and in modernizing existing ones.

II. Classification of international roads

III. Geometric characteristics

IV. Equipment

V. Management, safety equipment and general arrangements for tunnels

VI. Environment and landscaping

VII. Maintenance

II. Classification of international roads

1. 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 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.

2. Express roads

An express road is a road reserved for motor traffic accessible from interchanges or controlled junctions only and which:

- (i) Prohibits stopping and parking on the running carriageway(s); and
- (ii) Does not cross at level with any railway or tramway track, or footpath.

3. Ordinary roads

An ordinary road is one open to all categories of users and vehicles. It may have a single carriageway or separate carriageways.

International roads should preferably be motorways or express roads.

III. Geometric Characteristics

- Geometric characteristics
- 1. General considerations.....
- 2. Horizontal and vertical alignment.....
 - 2.1 Basic parameters
 - 2.2 Conditions of visibility.....
- 3. Cross-section between junctions.....
 - 3.1 Number and width of traffic lanes.....
 - 3.2 Shoulders.....
 - 3.3 Central reserve.....
 - 3.4 Crossfall
- 4. Overhead clearance.....
- 5. Intersections.....
 - 5.1 Choice of type of junction
 - 5.2 Layout of level junctions
 - 5.3 Interchanges
 - 5.3.1 General provisions.....
 - 5.3.2 Geometric characteristics
- 6. Deceleration and acceleration lanes.....
- 7. Railway intersections.....

A range of design speed is associated with each category of road.

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

The range of recommended design speeds in km/h on international roads is as follows:

| | | | | | |
|------------------|----------|-----------|------------|------------|------------|
| <i>Motorways</i> | <i>x</i> | <i>80</i> | <i>100</i> | <i>120</i> | <i>140</i> |
| Express roads | 60 | 80 | 100 | 120 | x |
| Ordinary roads | 60 | 80 | 100 | x | x |

Design speeds of over 100 km/h should not be selected unless the carriageways are separated and the layout of intersections so permits.

The lowest design speeds (60 km/h for roads or 80 km/h for motorways) may be used on highly restrictive sections.

| | |
|-----|---|
| V. | Management, safety equipment and general arrangements for tunnels |
| 1. | Traffic management systems |
| 2. | Control centre |
| 3. | Emergency exits and access for emergency services |
| 4. | Tunnel equipment |
| 4.1 | Lighting devices, power supply and electrical circuits |
| 4.2 | Emergency provisions |
| 4.3 | Ventilation systems |
| 4.4 | Other safety improvement devices and systems |
| 5. | Fire resistance of the structure |

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| VI | Environment and landscaping | |
| 1. | General remarks | |
| 2. | Integration of roads into the environment..... | |
| 3. | The main adverse effects of roads on the environment..... | |
| 3.1 | Water pollution..... | |
| 3.1.1 | Pollution during roadworks | |
| 3.2.1 | Seasonal pollution | |
| 3.1.3 | Accidental pollution | |
| 3.1.4 | Chronic pollution..... | |
| 3.2 | Noise..... | |
| 3.2.1 | Factors to be taken into account | |
| 3.2.2 | Measures to be taken | |
| 4. | Taking account of the landscape and the cultural environment | |

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|--------------|--|
| VIII. | Maintenance |
| 1. | General considerations..... |
| 2. | Maintenance management |
| 3. | Specific aspects of maintenance |

Annex III: 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.
6. In principle, E-road numbers will be integrated into (or combined) with the system of direction signs of the member country in question. The numbering can be inserted before as well as after each access road or interchange.
7. In case the E-road changes over to another road or crosses another E-road it is recommended to indicate the relative E-road numbers before the access or the interchange.

Areas for potential future work (ie proposal amendment or policy development)?

- Road safety audits and inspections (new annex?)
- Could the geometric characteristics (guidelines) in annex II be turned into standards?
- Are there good practices from other UN regional road agreements which could be considered?