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Implementation of the AGR
(Eighteenth session, 10-11 June 2002
agenda item 6)

**CONSIDERATION OF PROPOSALS FOR AMENDMENTS
TO ANNEX II OF THE AGR**

Transmitted by the Trans-European North-South Motorway (TEM) Project

This proposal is based on the revised TEM Standards and Recommended Practice, Third Edition, March 2002.

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– Missing item “4.4. User information” to be added.

II. 2. Express roads

– Text should be replaced by the following:

“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);

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- (ii) Does not cross at level with any railway or tramway track, or footpath;
- (iii) Is specially sign-posted as an expressway.

III. 1. General considerations

- To the list of points where changes of category shall be made (third paragraph from the chapter bottom), toll areas and frontier posts should be added.

III. 2.1. Basic parameters

- The second paragraph on the bottom of page 28 may be deleted as superfluous, since the basic dimensions of the horizontal and vertical alignment are given in the respective tables below.
- The following changes in the table on the top of page 29 are recommended:
 - Category (on the first line) to be deleted
 - Value “425” on the second line to be replaced by “450”
 - The following additional line, indicating the maximum gradient permitted on motorways and express roads should be inserted:

Design speed	80	100	120	140
Maximum gradient on motorways and express roads	6	5	4	3

- In the last paragraph, the wording “when possible” should be deleted, since transition curves should always be introduced (especially since such a categorical requirement is always applied even at slip roads – see page 34).
- In the same paragraph, it is recommended to replace “links with a progressive curvature” (“progressively curved links” on page 34) by “transition curves”.

III. 3.1. Number and width of traffic lanes

- Deletion of the second and third paragraphs should be considered, since their practical expression value seems to be nil.

III. 3.2. Shoulders

- The last sentence in the penultimate paragraph may be deleted, since it is repeated in a very similar way in paragraph III.5.2. (page 33) and again in paragraph IV.6.1 (page 38).

III.3.3. Central reserve

- “Safety fence (s)” should be replaced by “safety barrier (s)” with the explanation in brackets in the second paragraph deleted (see also chapter IV.3.1.).

III.5.1. Choice of type of junction

- “Interchange(s)” in the whole text should be replaced by “intersection(s)”.

- “traffic signals” in the last paragraph should be replaced by “traffic light signals” (see paragraph IV.4.1. and the Vienna Convention).

III.5.2. Layout of level junctions

- Both comments to chapter III.5.1. apply.
- Last paragraph may be deleted (see comment to chapter III.3.2. above).

III.5.3.1. General provisions

- The deletion of the last paragraph should be considered for reasons given under III.3.1.

III.5.3.2. Geometric characteristics

- In the third paragraph on page 34, “progressively curved links” should be replaced by “transition curves” (see also comments to III.2.1.).
- To the paragraph on weaving sections (fourth paragraph from the top of page 34) the recommendation not to locate them on the principal carriageway (at interchanges) should be added.
- At the end of the sixth paragraph on page 34 (after “... and/or markings”) the text “well ahead of interchange” should be added.
- At the end of the chapter, item (c) should be added, reading:
“(c) Should the total number of converging traffic lanes be reduced, this reduction should be made at a sufficient distance from the point of convergence”.

IV.3.1. Safety fences and barriers

- In the whole chapter, it is recommended to use the terms “road restraint systems” or “safety barriers” instead of safety fences, guard-rails, devices, etc.
- The first and second paragraphs of the chapter may be deleted as superfluous (they do not represent the conditions to which the arteries should conform).
- In the third paragraph from the bottom of page 36 (after “... on structures”) the text “and in their approach zones.” should be added.

IV.3.3. Anti-glare devices

- At the end of the first sentence, after “... another road” “or railway” should be added.

IV.4.2. Variable traffic signs

- “lines” should be replaced by “lanes”.

IV.4.3. Emergency communication systems

- The first paragraph (sentence) on page 38 should be replaced by the following:

“In tunnels, the provision of emergency communication posts at least every 150-200 m is recommended”.

IV.4.4. User information

- The second sentence should be replaced by the following:
“In tunnels longer than 1000 m, the introduction of complex surveillance and emergency information systems is highly recommendable”.

IV.5. Road lighting

- In the first line, the word “long” (preceding tunnels) should be deleted.
- In the second line, “toll areas” should be added.
- In the last line, “rest and service areas” may also be mentioned.

IV.6.1. Safety of pedestrians and cyclists

- A third paragraph, reading: “In longer tunnels, the provision of emergency exits for pedestrians every 150-200 m is recommended” should be added.

IV.6.3. Protection from animals

- In order to reflect its content, the title of the chapter should read “Protection from and of animals”.

IV. 7.3. Toll areas

- The first and second paragraphs may be deleted. The respective reasons are given in the comments to chapters III.3.1. and IV.3.1. – second item.

V.1. General remarks

- The first paragraph may be deleted for the same reasons as in the comment to chapter IV.7.3. above.

V.2. Integration of roads into the environment

- The wording of the last line on page 40 should be changed to read:
“... traffic as well as from the maintenance and the exploitation of roads, should be limited as ...”, which would avoid the possible second meaning that the maintenance of roads should be limited as far as possible.

V.3. Effects of the environment on the road user

- The last sentence (dealing with advertising near highways) may stay as a separate paragraph (it has nothing to do with the rest of the present paragraph on noise barriers).

VI.1. General considerations

- In the third paragraph, "buildings" should replace "building".

VI.2. Maintenance management

- On the third line of the first paragraph, "facilities" should be replaced by "activities" or "measures".

VI.3. Specific maintenance aspects

- The last sentence on page 43 may be deleted as superfluous (representing no condition to which the arteries should conform).

Finally, for reasons of easier reference, the indication of page numbers in the table of contents and the introduction of numbering of all paragraphs is recommended for consideration.
