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Economic Commission for Europe**Inland Transport Committee****Working Party on Road Transport****109th session**

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Item 4 (b) of the provisional agenda

**European Agreement on Main International Traffic Arteries (AGR):
Amendments to the Agreement****Amendments to the AGR Agreement****Submitted by the Government of Germany***

The Working Party on Road Transport (SC.1) – at its 108th session and during an informal meeting on 24 February 2014 in Geneva attended by Belgium and Germany – discussed the matter of incorporating selected “e-mobility” issues into the European Agreement on Main International Traffic Arteries (AGR). As a result, the Government of Germany has prepared a series of amendment proposals. The proposals to Annex II of the AGR are presented in this document for discussion and possible adoption by the Working Party.

* The document reproduces without change the text submitted by the Government of Germany.

Annex II

CONDITIONS TO WHICH THE MAIN INTERNATIONAL TRAFFIC ARTERIES
SHOULD CONFORM

Contents

4. Traffic control

4.2 Variable ~~traffic~~ **message** signs

IV.4.2. Variable ~~traffic~~ **message** signs

Variable message signs shall be used in accordance with the international conventions and agreements in force.

Variable ~~traffic~~ **message** signs shall be as comprehensible as static road signs, and be legible by day and night to drivers in all lanes. **In particular, variable message signs may be used where special road safety requirements and/or road capacity problems exist.**

IV.4.4 User information

Up-to-date information on road and traffic conditions should be transmitted to road users by appropriate means (**eg., variable message signs**). Possibility of receiving such information in tunnels is advisable. **Contracting Parties should endeavour to harmonize the content and presentation of road and traffic conditions information as far as possible.**

IV.7.2 Service areas

Service areas adapted both to the site and to its users (**eg., tourists, road hauliers, etc.**) and away from interchanges shall provide a minimum of services such as parking **space for trucks, buses and cars**, ~~telephone~~, fuel, **restaurant** and toilets with easy access for physically disabled persons.

Due to the increasing number of vehicles in international traffic using alternative energy propulsion systems, it is also desirable to provide refueling points for Compressed Natural Gas (CNG), Liquefied Petroleum Gas (LPG), hydrogen (H₂), Liquefied Natural Gas (LNG), and electricity.

These areas should be provided at appropriate intervals, taking into account, among other things, the volume of traffic; a sign indicating the approach to a service area should also indicate the distance to the next service area **and the type of services available.**

All traffic and parking areas shall be separated from the carriageway(s) of the E-road.