

## Technical Regulations TR CU 014/2011

In accordance with Article 13 of the Agreement on Common Principles and Rules of Technical Regulation in the Republic of Belarus, the Republic of Kazakhstan and the Russian Federation dated 18 November 2010, the Customs Union Commission (hereinafter referred to as the Commission) **decided:**

1. To adopt the Technical Regulation of the Customs Union “Road Safety” (TR CU 014/2011) (attached).
2. Invalidated by Decision of the Board of the Eurasian Economic Commission dated 18.09.2012 No. 159 (enters into force upon expiry of 30 calendar days from the date of its official publication).
3. To establish:
  - 3.1. The Technical Regulation of the Customs Union “Road Safety” (hereinafter referred to as the Technical Regulation) enters into force on 15 February 2015;
  - 3.2. Conformity assessment (confirmation) documents for mandatory requirements established by regulatory legal acts of the Customs Union or by the legislation of a Member State of the Customs Union, issued or adopted in respect of road construction materials and products that are objects of technical regulation under the Technical Regulation (hereinafter referred to as products), before the date of entry into force of the Technical Regulation, shall remain valid until the end of their validity period, but no later than 1 September 2016. The specified documents issued or adopted before the date of official publication of this Decision shall remain valid until the end of their validity period.

From the date of entry into force of the Technical Regulation, the issuance or adoption of conformity assessment (confirmation) documents for products in respect of mandatory requirements previously established by

regulatory legal acts of the Customs Union or by the legislation of a Member State of the Customs Union shall not be permitted.

Re-issuance of design documentation developed and approved before the entry into force of the Technical Regulation is not required;

Footnote. Clause 3.2 as amended by Decision of the Board of the Eurasian Economic Commission dated 12.10.2015 No. 135 (enters into force upon expiry of 30 calendar days from the date of its official publication).

3.3. Until 1 September 2016, the production and placing on the market of products in accordance with mandatory requirements previously established by regulatory legal acts of the Customs Union or by the legislation of a Member State of the Customs Union shall be permitted, provided that conformity assessment (confirmation) documents for the products in respect of the specified mandatory requirements were issued or adopted before the date of entry into force of the Technical Regulation;

3.3<sup>1</sup>. Until 1 September 2016, the production and placing on the market in the customs territory of the Eurasian Economic Union of products that were not subject to mandatory conformity assessment against mandatory requirements established by acts of the Eurasian Economic Commission forming part of the law of the Eurasian Economic Union or by the legislation of a Member State of the Eurasian Economic Union before the date of entry into force of the Technical Regulation shall be permitted without mandatory conformity assessment documents and without marking with the national conformity mark (market circulation mark);

Footnote. The Decision was supplemented with subclause 3.3<sup>1</sup> in accordance with Decision of the Board of the Eurasian Economic Commission dated 12.10.2015 No. 135 (enters into force upon expiry of 30 calendar days from the date of its official publication).

3.3<sup>2</sup>. Until 1 September 2016, the development and approval of design documentation based on regulatory legal acts of the Member States of the Eurasian Economic Union adopted before the entry into force of the Technical Regulation shall be permitted;

Footnote. The Decision was supplemented with subclause 3.3<sup>2</sup> in

accordance with Decision of the Board of the Eurasian Economic Commission dated 12.10.2015 No. 135 (enters into force upon expiry of 30 calendar days from the date of its official publication).

3.4. The circulation of products placed on the market during the period of validity of the conformity assessment (confirmation) documents specified in subclause 3.2 of this Decision shall be permitted during the shelf life (service life) of the products established in accordance with the legislation of a Member State of the Customs Union.

4. From the date of entry into force of a separate Technical Regulation of the Customs Union on construction materials and products in respect of road construction materials, Clause 14 of Article 3, Clause 24 of Article 5, Article 6 and Annex 1 to the Technical Regulation shall not apply.

5. The Commission Secretariat, jointly with the Parties, shall prepare a draft action plan required for implementation of the Technical Regulation and, within 3 months from the date of entry into force of this Decision, ensure its submission to the Commission for approval in accordance with the established procedure.

6. The Russian Party, with the participation of the Parties and based on monitoring the results of application of the standards, shall ensure the preparation of proposals for updating the lists of standards specified in Clause 2 of this Decision and their submission, at least once a year from the date of entry into force of the Technical Regulation, to the Commission Secretariat for approval by the Commission in accordance with the established procedure;

6. To the Parties:

6.1. by the date of entry into force of the Technical Regulation, to designate the state control (supervision) authorities responsible for conducting state control (supervision) over compliance with the requirements of the Technical Regulation and inform the Commission thereof;

6.2. to ensure state control (supervision) over compliance with the requirements of the Technical Regulation from the date of its entry into

force.

7. This Decision enters into force 15 days after the date of its official publication, unless the Parties declare the suspension of their approval of the Technical Regulation within this period.

*Members of the Customs Union Commission:*

|                                     |                                        |                                    |
|-------------------------------------|----------------------------------------|------------------------------------|
| <i>From the Republic of Belarus</i> | <i>From the Republic of Kazakhstan</i> | <i>From the Russian Federation</i> |
| <i>S. Rumas</i>                     | <i>U. Shukeyev</i>                     | <i>I. Shuvalov</i>                 |

APPROVED

by Decision of the Commission  
of the Customs Union  
dated 18 October 2011 No. 827

## **TECHNICAL REGULATION OF THE CUSTOMS UNION**

**TR CU 014/2011**

### **Road Safety**

#### **CONTENTS**

Preamble

Article 1 Scope of Application

Article 2 Definitions

Article 3 Safety Requirements

Article 4 Presumption of Conformity

Article 5 Conformity Assessment

Article 6 Safeguard Clause

Annex 1 List of road construction materials  
subject to conformity confirmation in the form of  
conformity declaration in accordance with the  
Technical Regulation of the Customs Union

“Road Safety”

Annex 2 List of products subject to conformity  
confirmation in the form of certification in accordance with the  
Technical Regulation of the Customs Union  
“Road Safety”

## **Preamble**

This Technical Regulation of the Customs Union was developed on the basis of the Agreement on Common Principles and Rules of Technical Regulation in the Republic of Belarus, the Republic of Kazakhstan and the Russian Federation dated 18 November 2010.

The requirements of this Technical Regulation have been harmonized with the European Agreement on Main International Traffic Arteries (AGR) of the UNECE, Geneva, 15 November 1975, the UNECE Convention on Road Traffic, Vienna, 08 November 1968; the UNECE Convention on Road Signs and Signals, Vienna, 08 November 1968, Directive 2004/54/EC of the European Union dated 29 April 2004, and the Agreement on the Masses and Dimensions of Vehicles Engaged in Interstate Transport on the Roads of the States Members of the Commonwealth of Independent States dated 4 June 1999.

## **Article 1. Scope of Application**

1. This Technical Regulation is adopted to ensure, at the stages of road design, construction, reconstruction, major road repair and road operation:

- a) protection of the life and (or) health of citizens and property;
- b) protection of the environment, animals and plants;
- c) prevention of actions misleading consumers;
- d) energy efficiency and resource conservation.

2. This Technical Regulation establishes the minimum necessary safety requirements for roads and the processes of their design, construction, reconstruction, major road repair and operation, as well as the forms and procedure for assessing conformity with these requirements.

3. The legal basis for technical regulation in the field of road safety during the design, construction, reconstruction, major road repair and operation of roads consists of international treaties and legislative acts of the Member States of the Customs Union on technical regulation in the field of roads, and this Technical Regulation.

4. The objects of technical regulation under this Technical Regulation are newly constructed, reconstructed, major-repaired and operated public roads and road structures located on them, including road appurtenances (only their location is regulated for roadside service facilities and roadside amenity facilities), as well as the related processes of design, construction, reconstruction, major road repair and operation of roads and road structures, and the road construction materials and products used.

5. The requirements of this Technical Regulation do not apply to roads that are not public roads, such as roads of industrial, construction, forestry and other production enterprises, roads intended for temporary use, roads located in special exclusion zones, and roads constructed for defence purposes or exclusively for sporting purposes.

In addition, the technical requirements of this Technical Regulation during design (including engineering surveys), construction, reconstruction, major road repair and operation do not apply to streets in populated areas.

6. A road is visually identified as an object consisting of a strip of land or the surface of an engineering structure that is equipped or adapted and used for the movement of land vehicles. For the purposes of this Technical Regulation, roads are identified by classes and technical categories

according to the following characteristics:

- a) conditions for access of vehicles to them;
- b) number and width of traffic lanes;
- c) presence of a central median;
- d) types of intersections with other roads, railways, tram tracks, bicycle paths and pedestrian paths.

All public roads of the Member States of the Customs Union shall have a name indicating the initial, final and, where necessary, intermediate points, an index and a number in accordance with the procedure established in the Member States of the Customs Union for designating public roads and assigning them names, indices and serial numbers, taking into account their importance, class and category.

The names and identification numbers of roads forming part of the international transport network shall be established in accordance with international treaties.

## **Article 2. Definitions**

7. This Technical Regulation of the Customs Union uses the following terms and their definitions:

“road” – a set of structural elements intended for the movement of cars and other land vehicles transporting passengers and/or cargo at specified speeds, loads and dimensions, as well as land plots allocated for their placement;

“road traffic safety” – the condition of road traffic reflecting the degree to which its participants are protected from road traffic accidents and their consequences;

“clearance envelope” - the limiting transverse outline of the free space in a plane perpendicular to the longitudinal axis of the carriageway, into which no elements of a structure or devices located on it may extend;

“road condition diagnostics (assessment of the technical condition of a road)” - examination, collection and analysis of information on the

parameters and condition of the structural elements of a road and road structures, the characteristics of traffic flows and, where necessary, other information to determine the need for repair measures, as well as to assess and forecast the condition of the road during its further operation;  
“road access” - the possibility, provided for by the design documentation, for vehicles to enter a road from intersecting or adjoining roads and to exit it onto the specified roads;

“road traffic” - the process of moving people and cargo by means of vehicles or without them within roads;

“road sign” - a traffic management device bearing symbols and/or inscriptions informing road users about road conditions and traffic regimes, the location of populated areas and other facilities;

“pavement structure” - a structural element of a road that receives the load from vehicles and transfers it to the roadbed;

“road markings” - lines, inscriptions and other designations on the carriageway of a road, engineering structures and road appurtenances informing road users about traffic conditions and regimes on a section of the road;

“road restraint system” - a device intended to ensure the movement of traffic with the lowest risks of collisions and leaving the road, prevent vehicles from crossing the median, colliding with an oncoming vehicle, striking massive obstacles and structures located on the shoulder within the road right-of-way or on the median, reduce the risk of pedestrians falling from a road or bridge structure, as well as to regulate pedestrian movement and prevent animals from entering the carriageway;

“traffic signal” - a light-signalling device used to regulate the sequence in which vehicles and pedestrians pass;

“road structure” - an engineering (artificial) structure (bridge, overpass, viaduct, tunnel, culvert and others) for the passage of vehicles, pedestrians and animals at locations where a road crosses a natural or artificial obstacle;

“life cycle” - the period during which a set of processes is carried out from

the design of a road, including construction (erection) and maintenance, to its disposal (liquidation);

“roadbed” - a structural element serving as the base for the placement of the pavement structure, as well as traffic management devices and road appurtenances;

“engineering surveys” - the process of comprehensive study of the natural and technogenic conditions of the area where a road is designed, and collection of materials necessary for making justified design decisions;

“traffic volume” - the number of vehicles passing through a cross-section of a road per unit of time (per day or per hour);

“as-built documentation” - textual and graphic materials reflecting the actual implementation of design decisions and the actual position of capital construction facilities and their elements during construction, reconstruction and major road repair, as the works specified in the design documentation are completed;

“major road repair” - a set of works to replace and/or restore the structural elements of a road, road structures and/or parts thereof, carried out within the established permissible values and technical characteristics of the road class and category, in which the structural and other reliability and safety characteristics of the road are affected, while the boundaries of the road right-of-way and its geometric elements are not changed;

“road category” - a characteristic determining the technical parameters of a road;

“road class” - a characteristic of a road based on the conditions of access to it;

“structural element” - a structure that receives external and internal loads and transfers them to other structures or the foundation;

“oversized vehicle” - a vehicle, with or without cargo, whose height, width or length exceeds the established permissible values;

“delineator devices” - traffic management devices intended for the visual orientation of road users;

“roadside service facilities” - buildings and structures located within the

road right-of-way and intended to serve road users (bus stops, including those with shelters, areas for short-term vehicle stops, rest areas with vehicle parking, emergency call devices and other structures);

“roadside amenity facilities” – buildings and structures located in the roadside protection strip and intended to serve road users along their route (motels, hotels, campsites, service stations, filling stations, food, retail, communications, medical assistance and car-washing facilities, advertising media and other structures);

“shoulder” - an element of a road directly adjoining the carriageway and intended to ensure the stability of the roadbed, improve road traffic safety, organise pedestrian and cyclist movement, and be used in emergency situations;

“residual risk” — the risk remaining after protective measures have been taken;

“rest area” - a road appurtenance intended for short-term rest of drivers and passengers, checking the condition of vehicles and cargo, and eliminating minor defects;

“road right-of-way” - land plots (regardless of the land category) intended for the placement of structural elements of a road and road structures, on which road service facilities are or may be located;

“roadside protection strip” - land plots adjoining the road right-of-way on both sides, within the boundaries of which a special regime for their use is established to ensure road traffic safety requirements, normal conditions for the reconstruction, major repair and operation of the road, and preservation of the road, taking into account the prospects for road development;

“design documentation” - documentation containing engineering and technical, architectural, technological, structural, economic, financial and other solutions for the construction, reconstruction, major repair and operation of roads and road structures;

“acceptance of completed works” - a set of procedures for determining and assessing the conformity indicators of the facility (works) being

accepted with the design documentation;

“road design” - a production process consisting of a set of design and engineering works and economic calculations, carried out on the basis of engineering survey materials;

“carriageway” - a structural element of a road intended for the movement of vehicles;

“sight distance” - the distance from the front of a passenger vehicle at which the driver can distinguish structural elements of the road and other objects in the direction of travel, orientation to which enables the vehicle to be driven in the relevant lane;

“median” - a structural element of a road separating traffic flows by direction or traffic composition;

“road reconstruction” - a set of works involving changes to the parameters of a road or its sections, resulting in a change to the road class and/or category, or entailing a change to the boundary of the road right-of-way;

“road maintenance” - a set of works to maintain the road in a standard technical condition and to organise and ensure road traffic safety;

“preservation of the road” - the condition of integrity of a road as an engineering structure and property complex, ensuring the maintenance of its operational properties and safe use;

“road construction” - a set of technological, infrastructural and management processes for constructing a road;

“construction (production) control” - control of the conformity of works performed with the design documentation and the requirements of the Technical Regulations, carried out during the construction, reconstruction and major repair of a road;

“routine road maintenance and repair” - a set of works to restore the traffic and operational characteristics of a road, in which its structural and other reliability and safety characteristics are not affected;

“traffic management devices” - a set of devices, structures and markings used on roads to ensure road traffic safety and increase road capacity;

“road traffic and operational performance indicators” - a set of actual

values of the parameters of the technical level and operational condition of a road at the time of its assessment;

“overweight vehicle” - a vehicle, with or without cargo, whose total mass and/or axle load exceeds the established permissible values;

“road users with limited mobility” - vehicle drivers or pedestrians who experience difficulty moving independently, obtaining a necessary service or information, or orienting themselves in space;

“road operation” - a set of measures for routine road maintenance and repair, carried out to ensure the preservation of the road for its safe use for its intended purpose;

“road appurtenances” - a set of buildings and structures serving traffic, and technical equipment and devices intended to organise and ensure road traffic safety.

### **Article 3. Safety Requirements**

8. The safety of roads and road structures thereon, as well as of the related design (including surveys), construction, reconstruction, major road repair and operation processes, is ensured by establishing and complying with the relevant safety requirements for the design values of parameters, including permissible weight and dimension parameters of vehicles, as well as the strength, reliability and stability indicators of elements throughout their entire service life.

9. This Technical Regulation, taking into account the degree of risk of harm, establishes the minimum necessary requirements for roads, the fulfilment of which is achieved during surveys, design, construction, reconstruction, major road repair and operation.

10. The following requirements shall be complied with during surveys of roads and structures thereon:

10.1. Materials on the natural and climatic conditions of the construction area and factors of man-made impact on the environment, with a forecast of their changes, shall be reliable;

10.2. Materials from topographic and geodetic, engineering-geological, hydrological, environmental and, where necessary, other types of survey work shall contain all necessary data:

a) for developing the basic technical solutions for the structural elements of the road and road structures that ensure safety during their construction, reconstruction, major road repair and operation, as well as for developing environmental protection measures and the construction organization design;

б) for calculating the bases, foundations and structures of road structures, bridge and culvert openings, the strength and stability of the roadbed, pavement structure and other structural elements, as well as for developing other measures related to road safety at the stages of its design, construction, reconstruction, major road repair and operation;

в) for designing engineering measures to protect the road and consumers of transport services from the effects of hazardous natural and man-made factors at the stages of construction, reconstruction, major road repair and operation of the road.

11. The following requirements shall be complied with during the design of roads and road structures thereon:

11.1. Road design shall be carried out on the basis of the requirements of the design brief, initial data provided by the customer and engineering survey materials.

11.2. When designing roads, the following shall be ensured:

a) safe and uninterrupted movement of vehicles of the established dimensions and weight parameters at permitted speeds, with the existing and forecast traffic volumes for the established prospective period taken into account, as well as the existing and forecast traffic composition;

б) the strength and stability of the structural elements of the road and road structures under the effect of the established external and internal loads at all stages of their life cycle;

в) safe passage through culverts of flood waters and ice drift with the design exceedance probability during the established life cycle of the

road;

г) optimization of construction and operating costs during the established life cycle of the road;

д) compliance with the aesthetic, economic, environmental and other requirements established by the legislation of the Member States of the Customs Union for transport infrastructure facilities, as well as the rules and regulations for preserving cultural and historical heritage monuments and burial sites of fallen soldiers;

е) compliance with the minimum distances from restricted (hazardous) zones and areas at explosive, fire-hazardous and other industrial facilities, as well as from the protection zones of facilities located near the road being designed;

ж) a regular and smooth change in road characteristics over sections of sufficient length, with locations where traffic conditions change sharply aligned with architectural, relief and landscape dominants, populated localities, interchanges and other road or roadside elements on approaching which road users can anticipate these changes;

з) reduction of environmental pollution, including greenhouse-gas emissions, by reducing forced vehicle stoppages in traffic congestion;

11.3 When designing roads in areas where it is impossible to exclude risks associated with the effects of hazardous natural or man-made processes and phenomena, it is necessary to:

а) route the road through areas where the specified risks are minimal;

б) provide for protection of the structural elements of the road against possible residual risks from the effects of the specified processes and phenomena at the stages of construction, reconstruction, major road repair and operation;

в) use materials and structures that eliminate or reduce the risk of danger arising from the effects of the specified processes and phenomena;

11.4 When calculating the structural elements of roads, road structures and the bases of road structures, the following main types of permanent and temporary loads acting on the specified elements, as well as on their

bases and foundations, shall be taken into account:

- a) loads from the dead weight of the structural elements of the road and road structures;
- б) loads from vehicles and pedestrians;
- в) loads from water flow, including wave and ice loads;
- г) loads from wind and precipitation;
- д) seismic effects;
- е) temperature effects;
- ж) settlement of bases and foundations and shrinkage of the material of structural elements;
- и) construction and installation, process, repair and operating equipment;

#### 11.5 Safety requirements for the road alignment:

- a) the parameters of the geometric elements of the plan, longitudinal and transverse profiles shall be assigned based on the design speed of vehicles adopted for the relevant road category;
- б) the permissible range of changes in design speeds ensuring safe traffic conditions shall be established separately for each road category;
- в) the road shall be designed in plan and longitudinal profile as a spatial curve whose elements harmoniously combine with one another and with the surrounding landscape. In doing so, proportionality shall be provided between straight and curved sections in terms of their length on adjacent sections and over the entire length of the road;
- г) the longitudinal gradient shall enable the safe implementation of the permissible vehicle speeds for the relevant road classes and categories and traffic conditions. If maximum longitudinal gradients need to be used to increase road capacity and road traffic safety, additional traffic lanes and emergency escape ramps shall be provided;
- д) the combination of alignment elements in plan and longitudinal profile shall ensure an unambiguous visual understanding of the road direction at a distance that ensures safe and comfortable movement at the permitted speed, timely informing of drivers about changes in the direction of movement and approaching locations requiring increased attention while

driving, and shall exclude the possibility of visual illusions and erroneous driver actions;

e) the plan and longitudinal profile parameters shall ensure visibility of the carriageway surface and an oncoming vehicle at distances not less than those established for the relevant road categories;

ж) horizontal curves shall ensure visual smoothness of the alignment and its coordination with the surrounding landscape. They may have constant or variable curvature. The minimum curve radii shall be assigned based on the convenience and comfort of traffic and, under constrained conditions, vehicle stability when moving at the design speed on clean and wet road pavement. The radii of adjacent horizontal curves shall not differ from one another by more than 1,3 times;

11.6. The road shall have the established number of traffic lanes necessary to accommodate traffic of the design volume with a permissible road traffic loading level;

11.7. The width of a traffic lane shall enable the safe implementation of the speed permitted under specific road conditions for roads of different purposes, classes and categories, as well as for different types of vehicles;

11.8 On roads of all categories, shoulders shall be provided. Their width shall be assigned based on ensuring:

a) stability of the roadbed structure;

б) a space that makes it possible to avoid or reduce the severity of the consequences of road traffic accidents;

в) implementation of the permitted speeds for roads of different classes and categories, as well as types of vehicles;

г) the possibility of short-term stopping of vehicles outside the carriageway of roads of the relevant categories without obstructing the moving traffic flow;

11.9 On roads, depending on their class and category, and on sections of other roads where vehicle stopping and parking are prohibited, emergency stopping areas shall be designed and shall have dimensions sufficient to accommodate the forecast number of vehicles. The areas shall be

equipped with speed-transition lanes, and the distances between them shall be established depending on traffic volume on the road;

11.10. To ensure safe vehicle movement on steep, extended descents, forced-stopping areas for emergency situations shall be provided at established intervals along the traffic lane used by vehicles travelling downhill;

11.11. Roads of the relevant class and category shall, in order to prevent vehicles from entering the opposing traffic lane and reduce the risk of head-on collisions, have a median or be designed on a separate roadbed for each direction of movement. The minimum width of the median, depending on the road class and category, shall be sufficient to accommodate safety lanes and install road safety barriers. When designing the median, safe drainage from the carriageway shall be ensured;

11.12. The crossfall of the carriageway and shoulders shall ensure surface-water runoff;

11.13. The type and load-bearing capacity of the pavement structure adopted in the road design documentation shall comply with the requirements for safe and uninterrupted passage of traffic flows of the specified volume and composition at the permitted speed on roads of different classes and categories, taking into account the current vehicle weight parameters established by the legislation of the Member States of the Customs Union. The pavement smoothness and pavement skid resistance indicators shall comply with the requirements for safe movement of vehicles at the permitted speed on roads of different classes and categories;

11.14. When designing roads, traffic management devices on the road shall constitute a unified traffic management system enabling the driver to safely perform a manoeuvre or change the traffic regime;

11.15. When designing roads, road safety barriers shall be provided at potentially hazardous locations where road traffic accidents may occur:

a) on road sections with high embankments and/or steep roadbed slopes,

as well as where railways, swamps, ravines, watercourses, mountain gorges and slopes run in close proximity;

б) on motorways and expressways, on the median of multi-lane roads, at interchanges and on horizontal curves with insufficient visibility;

в) on sections passing over bridges, overpasses, viaducts and other special road structures;

г) near supports of overpasses and power transmission, communication and lighting lines, individual road signs of special design, as well as other utilities and structures located in close proximity to the carriageway;

11.16. When designing roads passing through populated localities, pedestrian paths or sidewalks and, where necessary, cycle paths shall be provided. Where necessary, pedestrian and cycle paths shall also be designed outside populated localities along roads under construction or reconstruction. At the same time, combined bicycle and motor-vehicle traffic on one carriageway is permitted depending on the permitted speed, traffic volume and composition, as well as the methods of separating bicycle and motor-vehicle traffic, etc.;

11.17. When designing newly constructed roads or creating artificial lighting on an existing road network, artificial lighting shall be provided as a priority:

а) within populated localities;

б) at intersections of main roads with one another and with railways;

в) on bridges, overpasses and viaducts more than 100 m long;

г) at toll collection stations on toll roads;

д) in tunnels and on approaches to them;

е) at approaches to roadside service facilities and road service facilities;

ж) at vehicle and weight and dimension control posts, border, customs, sanitary and epidemiological, veterinary and road patrol service posts;

11.18. When designing roads, rest areas for short-term rest of drivers and passengers en route shall be provided;

11.19. At public transport stops, boarding areas or shelters shall be provided when designing roads;

11.20 When designing the parameters of road plan and longitudinal profile elements providing access to roadside service facilities and road service facilities, road conditions in the area of their location shall not be worsened and difficulties shall not arise in organizing traffic that reduce the safety of consumers of transport services;

11.21 When the road being designed crosses underground utilities, measures shall be provided to ensure the preservation of those utilities under loads caused by the road, as well as compliance with the dimensions of the protection zones established for those utilities;

11.22 When designing, equal access, together with other population groups, to all types of services provided by roads shall be provided for all categories of road users with limited mobility;

11.23 When designing new bridges and reconstructing existing bridges, design solutions shall be adopted that ensure:

a) reliability, durability and uninterrupted operation of structures during the movement of vehicles whose dimensions and weight parameters comply with the requirements established by the Member States of the Customs Union;

б) safety of vehicle and pedestrian movement during operation, as well as safety of construction machinery, mechanisms and equipment, and occupational safety and protection of workers during construction, reconstruction and major road repair;

в) safe passage of flows and water levels with the design exceedance probability and of the design ice drift, and, on navigable or floating rivers of the relevant class, compliance with the requirements for safe navigation and timber floating;

г) protection of the environment and maintenance of its ecological balance;

11.24. Overpasses on roads shall be designed in accordance with the prospective traffic volume at the relevant road junction, as well as the width and height clearance dimensions, vehicle weight parameters established by the legislation of the Member States of the Customs Union,

and the class and category of the intersecting or adjoining roads;

11.25. When designing bridges and overpasses, the following shall be ensured:

a) conformity of the transverse profile of the carriageway on the engineering structure and on the approaches thereto in terms of width and number of traffic lanes, as well as the characteristics of edge or reinforced shoulder lanes;

б) provision of superelevation and carriageway widening where engineering structures are located on low-radius horizontal curves;

в) a safe distance from the carriageway edge to the nearest face of an overpass support for roads of different classes and categories, as well as the design of overpass supports;

г) where metal barriers are installed, a distance from them to the nearest face of the support sufficient to ensure barrier deflection when a vehicle hits it;

11.26 When designing tunnels, compliance with the following safety requirements shall be provided:

a) tunnels more than 1000 m long without stopping lanes shall have local widenings with emergency stopping areas. For two-way traffic, the areas shall be provided on each side of the tunnel;

б) in tunnels more than 1500 m long, with a design traffic volume of more than 2000 vehicles per day per traffic lane, emergency exits shall be provided;

в) in tunnels without emergency exits, sidewalks or passageways intended for use by road users in emergency situations shall be provided;

г) tunnels with separate bores shall be connected to one another by transverse bores located at equal distances and intended for pedestrian passage and the movement of vehicles and machinery of emergency rescue services;

д) in tunnels more than 1500m long, specialized rooms with sanitary and domestic facilities for operation and security services shall be provided at their portals and inside the tunnel, equipped with first-aid, emergency

communication, fire-fighting and technical-water supply facilities;

e) the locations of devices and facilities for ensuring the safety of tunnel users shall be marked with appropriate safety signs. Directions to emergency exits, rescue stations and emergency communication devices shall be indicated by visible inscriptions and symbols. Where necessary, safety signs may contain other information necessary for use in emergency situations;

ж) tunnels with high traffic volumes shall be equipped with automated traffic-flow management systems to prevent traffic congestion, including in the event of road traffic accidents and other emergency situations;

з) before entering and after exiting a tunnel, as well as in tunnels with two or more bores, a gap in the road barrier shall be provided for the passage of vehicles and machinery of emergency rescue services;

11.27. When designing roads, fixed weight and dimension control points and areas for mobile weight control points shall be provided, as well as specialized parking areas for storing detained vehicles until the reasons for detention have been eliminated;

11.28. Bridges, overpasses, tunnels and other road structures on roads may be equipped with specialized engineering protection systems against unauthorized access to the above-mentioned structures, fire detection and notification, smoke protection and automated fire extinguishing.

12. The following requirements shall be complied with during the construction, reconstruction and major road repair (hereinafter, construction) of roads and structures thereon:

a) road construction shall be carried out in strict accordance with the design documentation on land allocated for these purposes by authorized land-use authorities at all stages of the road life cycle;

б) materials and products used in road construction shall ensure that road construction works are performed in accordance with the design documentation;

в) upon completion of construction works, the road within the permanent road right-of-way shall be cleared of road construction machinery,

temporary structures, remaining construction materials and products, temporary road signs and signs, as well as other items and equipment, and land allocated for temporary use during construction of the facility shall be restored to a condition suitable for its original intended use in accordance with the land legislation of the Member States of the Customs Union.

13. The following are the safety requirements for roads and road structures thereon during operation:

13.1 Measures for operation shall be aimed at creating safe conditions for transporting goods and passengers on roads during their established service life by:

- a) ensuring preservation of roads and road structures thereon under the effects of traffic, operating, natural and climatic, emergency and other factors throughout their life cycle;
- б) organizing traffic using a set of technical devices;
- в) carrying out works to maintain the operating condition of the carriageway corresponding to safe and uninterrupted traffic;
- г) timely eliminating or reducing the risk of road traffic accidents and traffic restrictions depending on the operating condition of the road;
- д) timely informing road users of changes in traffic organization, including those related to road works, seasonal traffic restrictions, natural disasters, man-made disasters and accidents or other circumstances;
- е) ensuring the availability of information on permissible vehicle weight and dimension parameters, as well as possible residual risks of deterioration of the road operating condition and the emergence of a safety threat on individual sections thereof, for consumers of transport services and third parties;
- ж) protecting road sections from snow or sand drifts, preventing the formation of snow crust and black ice on the pavement, facilitating the removal of snow and ice deposits, and eliminating winter slipperiness of road pavements using de-icing materials;
- з) introducing permissible vehicle weight and dimension parameters to

ensure preservation of roads in operation and road structures thereon;  
и) introducing temporary traffic restrictions to ensure traffic safety during hazardous natural phenomena or the threat of their occurrence, in the event of emergency situations on roads, during road and emergency restoration works, where defects and damage to roads and road structures creating a threat to road traffic safety are identified, and also to ensure preservation of roads during adverse natural and climatic conditions causing a reduction in the load-bearing capacity of structural elements of the road and its sections and the formation of pavement defects;

13.2 A road and road structures thereon during operation shall comply with the following safety requirements:

a) the carriageway pavement shall be free of breaks, settlements, potholes and other damage or defects, as well as foreign objects obstructing the movement of vehicles at the permitted speed and presenting a danger to consumers of transport services or third parties.

The maximum permissible values of damage and the time limits for eliminating factors obstructing the movement of vehicles at the permitted speed shall be established in international and regional standards, and in their absence, in national (state) standards of the Member States of the Customs Union, the application of which on a voluntary basis ensures compliance with the requirements of the adopted Technical Regulation of the Customs Union.

Where necessary, until the specified carriageway defects are eliminated, damaged road sections shall be marked with appropriate temporary road signs or other traffic management devices.

Drainage from the carriageway shall be maintained in a condition that prevents water from stagnating on the pavement and shoulders;

б) pavement skid resistance shall ensure safe traffic conditions for vehicles travelling at the speed permitted by the road traffic rules, provided that their operating condition complies with the established requirements. The time limits for works to improve skid resistance shall be established in international and regional standards, and in their absence,

in national (state) standards of the Member States of the Customs Union, the application of which on a voluntary basis ensures compliance with the requirements of the adopted Technical Regulation of the Customs Union;

в) pavement smoothness shall ensure safe traffic conditions at the speed established for the relevant road class and category. Requirements for pavement smoothness shall be established in international and regional standards, and in their absence, in national (state) standards of the Member States of the Customs Union, the application of which on a voluntary basis ensures compliance with the requirements of the adopted Technical Regulation of the Customs Union;

г) where there is no kerb, the shoulder and median may not be higher than the carriageway level. Shoulders and medians not separated from the carriageway by a kerb shall not be more than 4 cm below the level of the adjacent carriageway edge;

д) shoulders shall not have deformations or damage specified in subparagraph a) of paragraph 13.2 of this Article for road pavements. Until shoulder defects are eliminated, appropriate temporary road signs or other traffic management devices shall be installed;

е) the actual sight distance on roads of the relevant classes and categories may not be reduced below the minimum required as a result of operating activities being performed or not being performed;

13.3. Bridges, overpasses and other road structures shall retain the position in space specified by the design documentation throughout their service life, and their technical condition shall ensure safe operation of the structure, as well as the mechanical resistance of the entire structure and its individual parts to design loads and effects. The technical condition of the load-bearing elements of the structure's superstructure shall ensure the design load-bearing capacity. The condition of the space beneath the bridge shall ensure the safe passage of high waters with the established exceedance probability of the design flood and ice drift;

13.4. The following requirements shall be complied with during tunnel operation:

a) timely elimination of damage to the tunnel lining (tunnel walls) creating a threat to its safe operation;

б) maintaining in working order electric lighting, communications and loudspeaker notification, automated systems ensuring traffic organization and safety, as well as systems controlling the engineering protection complex against unauthorized access to tunnel-adjacent structures, fire detection and notification, smoke protection and automated fire extinguishing;

в) timely notification of consumers of transport services and immediate closure of the tunnel where there is a threat of an emergency arising in it;

13.5 Traffic management devices shall comply with the following safety requirements:

a) road signs.

Road signs shall have the specified characteristics established in international and regional standards, and in their absence, in national (state) standards of the Member States of the Customs Union, the application of which on a voluntary basis ensures compliance with the requirements of the adopted Technical Regulation of the Customs Union, ensuring their visibility. The location of the relevant road signs shall ensure timely informing of vehicle drivers and pedestrians about changes in road conditions and permitted traffic regimes. The installation of road signs, except temporary signs, shall not result in a reduction of the clearance envelope of roads and road structures thereon. Missing road signs shall be installed and damaged road signs replaced within the time limits established in international and regional standards, and in their absence, in national (state) standards of the Member States of the Customs Union, the application of which on a voluntary basis ensures compliance with the requirements of the adopted Technical Regulation of the Customs Union;

б) road markings.

Road markings shall be distinguishable under all operating conditions, except where the road surface is dirty or covered with snow and ice

deposits. If markings defining traffic regimes are difficult to distinguish or cannot be restored in due time, appropriate road signs shall be installed. Road markings shall be restored where their wear or destruction prevents unambiguous perception of the information conveyed. Restoration of road markings shall be carried out when conditions arise that enable the use of marking materials and products in accordance with their established conditions of use;

в) traffic signals.

Traffic signals shall be positioned so that they are easily perceived by road users under various weather and lighting conditions, are not obscured by obstacles, facilitate maintenance and reduce the likelihood of damage. The minimum visibility of traffic signal indications, including symbols used on signal lenses, shall enable vehicle drivers to safely perform a manoeuvre or stop both during daylight and at night. The elements of traffic signals and their mountings shall not have damage affecting signal visibility.

Replacement of a failed traffic-signal light source, as well as elimination of damage to the electrical installation circuit in the traffic-signal housing or to the electrical cable, after its detection by the road maintenance service and documentation thereof, shall be carried out within the time limits established in international and regional standards, and in their absence, in national (state) standards of the Member States of the Customs Union, the application of which on a voluntary basis ensures compliance with the requirements of the adopted Technical Regulation of the Customs Union;

г) delineator devices.

The minimum visibility of road delineator posts and bollards shall enable vehicle drivers to move safely at the speed permitted by the road traffic rules. Road delineator posts and road bollards shall not have damage affecting their visual perception and road traffic safety.

Damaged road delineator posts and road bollards, after the damage has been detected by the road maintenance service and documented, shall be replaced within the time limits established in international and regional

standards, and in their absence, in national (state) standards of the Member States of the Customs Union, the application of which on a voluntary basis ensures compliance with the requirements of the adopted Technical Regulation of the Customs Union;

д) level-crossing signalling systems.

Level-crossing signalling systems shall be perceptible to the visual and auditory organs of road users under normal operating conditions of the road.

The visibility of level-crossing signals shall enable vehicle drivers to pass safely at the speed permitted by the road traffic rules. Level-crossing signalling systems shall not have damage affecting their visual and auditory perception;

е) temporary traffic management devices.

Traffic management devices whose use is caused by temporary circumstances (road construction works, organization of the restriction or termination of traffic in accordance with the established procedure during adverse natural and climatic conditions, in the event of a reduction in the load-bearing capacity of structural elements of the road or its sections, and in other cases to ensure road traffic safety) shall be installed (provided) and used in due time only during the periods when the limiting factors are in effect.

For better perception of temporary road signs by drivers, no more than two signs and one additional-information sign (plate) shall be installed on one support.

Temporary road signs and traffic signals whose operation is periodic shall be covered when their use is not required. After the reasons necessitating the use of temporary traffic management devices have been eliminated, they shall be dismantled;

### 13.6 Barriers on roads.

Damaged barriers on roads, after being detected by the road maintenance service and documented, shall be restored within the time limits established in international and regional standards, and in their absence,

in national (state) standards of the Member States of the Customs Union, the application of which on a voluntary basis ensures compliance with the requirements of the adopted Technical Regulation of the Customs Union;

#### 13.7 Horizontal illuminance from artificial lighting.

Horizontal illuminance under artificial lighting of the carriageway pavement of roads of different classes and categories shall ensure safe traffic conditions at the speed permitted by the road traffic rules.

Replacement of a failed artificial-lighting source, after its detection by the road maintenance service and documentation thereof, shall be carried out within the time limits established in international and regional standards, and in their absence, in national (state) standards of the Member States of the Customs Union, the application of which on a voluntary basis ensures compliance with the requirements of the adopted Technical Regulation of the Customs Union;

#### 13.8 Outdoor advertising facilities.

Advertising or other information having no direct relation to traffic organization may not be placed within the road right-of-way unless otherwise provided by the legislation of the Member States of the Customs Union.

To ensure road traffic safety, outdoor advertising facilities shall not:

- be placed on a road sign, its support or any other device intended to regulate traffic;
- impair the visibility of traffic-control devices or reduce their effectiveness;
- resemble, in appearance, image or sound effect, traffic management devices and special signals, or create the impression that a vehicle, pedestrian, animal or other object is located on the road;
- have image-element brightness under internal or external lighting exceeding the photometric characteristics of road signs;
- be illuminated at night on road sections where road signs have no artificial lighting;
- be placed in the area of interchanges, intersections and junctions of

roads, level crossings and engineering structures closer than the design sight distance from them;

13.9 Snow shall be removed from the road pavement, public surface-transport stops, sidewalks, shoulders, ramps, and vehicle parking and stopping areas.

Individual roads may be operated with a compacted snow-cover layer no more than 100 mm thick present across the entire width of the carriageway. On compacted snow, rutting more than 30 mm deep and individual raised ridges, depressions and potholes more than 40 mm high or deep are not permitted.

The time limits for eliminating winter slipperiness and completing snow removal for roads, depending on their importance, class and category, as well as traffic volume and composition, shall be established in international and regional standards, and in their absence, in national (state) standards of the Member States of the Customs Union, the application of which on a voluntary basis ensures compliance with the requirements of the adopted Technical Regulation of the Customs Union. On avalanche-prone sections of mountain roads, measures shall be taken for timely warning of and elimination of avalanche hazards, as well as for the construction of the necessary avalanche protection structures;

13.10 Movement on roads by oversized and overweight vehicles is permitted only where special permits issued by authorized bodies of the Member States of the Customs Union are available.

14. The general safety requirements for road construction materials and products used in construction, reconstruction, major road repair and operation are as follows:

14.1. Road construction materials and products manufactured and imported in the Member States of the Customs Union shall not create a threat of danger to consumers of transport services and third parties, the environment, or flora and fauna at any stage of their life cycle;

14.2. The production, transportation, storage and use of road construction materials and products shall ensure reliable operation thereof in various

structural elements of the road and engineering structures thereon throughout their life cycle under the effects of traffic loads, climatic and other factors, under conditions excluding the following consequences:

- a) destruction of the road or structures, or sections (parts) thereof;
- б) irreversible deformations of road structures;
- в) an impermissible reduction in the main traffic and operational characteristics of the road or structures thereon;

14.3. Road construction materials and products shall remain resistant to the effects of traffic, natural and other factors throughout the entire service life of the road and road structures thereon;

14.4. The safety of road construction materials and products shall be ensured by complying with the following basic requirements at all stages of their life cycle:

- a) the total effective specific activity of naturally occurring radionuclides shall not exceed the permissible limits established in international and regional standards, and in their absence, in national (state) standards of the Member States of the Customs Union, the application of which on a voluntary basis ensures compliance with the requirements of the adopted Technical Regulation of the Customs Union;
- б) the maximum concentration of harmful chemicals during the production, storage, transportation and use of road construction materials and products, performance of road works, and as a result of their combined impact on the environment during road operation shall not exceed the permissible values established in international and regional standards, and in their absence, in national (state) standards of the Member States of the Customs Union, the application of which on a voluntary basis ensures compliance with the requirements of the adopted Technical Regulation of the Customs Union;
- в) the physicochemical properties of road construction materials and products shall not create a threat of explosion and/or fire development;
- г) the physicomechanical properties of road construction materials shall ensure the design stability of the structural elements of the road under the

combined effect of traffic load and natural factors;

14.5 Construction, reconstruction, major road repair and operation of roads and road structures thereon shall be carried out using road construction materials and products that comply with the requirements of this Technical Regulation and the design documentation.

#### **Article 4. Presumption of Conformity**

15. Compliance of roads and road structures thereon with this Technical Regulation shall be ensured either by fulfilling its safety requirements directly or by fulfilling the requirements of international and regional standards, and, in their absence, national (state) standards of the Member States of the Customs Union, the application of which on a voluntary basis ensures compliance with the requirements of the adopted Technical Regulation of the Customs Union and those necessary for conducting conformity assessment (confirmation).

#### **Article 5. Conformity Assessment**

16. Conformity assessment of roads at all stages of their life cycle for compliance with the requirements of this Technical Regulation shall be carried out as follows:

- a) during engineering surveys and preparation of road design documentation — in the form of an expert review;
- b) during construction, reconstruction and major road repair — in the forms of construction (production) control over the performance of works, interim acceptance of completed road construction works and/or structural elements, acceptance and commissioning of completed facilities or their individual sections;
- c) during operation of roads, road structures located on them and road appurtenances — in the forms of routine monitoring of road condition and road structures located on it and road appurtenances, as well as acceptance of completed works for their repair and maintenance;

d) for road construction materials and products — in the forms of testing (incoming inspection) and conformity confirmation with the requirements of this Technical Regulation.

The procedure and process for carrying out conformity assessment shall be established before adoption of the relevant Decision of the Customs Union Commission, in accordance with the legislation of the Member States of the Customs Union.

The procedure and process for carrying out conformity confirmation for road construction materials and products shall be performed in accordance with Clause 24 of this Customs Union Technical Regulation.

#### 17. Expert review of the results of engineering surveys.

The expert review report shall contain conclusions on the conformity of the engineering survey materials with the requirements of the design brief and survey programme, a description of the completeness and reliability of the engineering survey results, as well as the possibility of adopting, on their basis, design solutions that eliminate or reduce the risks of danger to road users and the environment in accordance with the requirements of this Technical Regulation.

#### 18. Expert review of design documentation.

Design documentation for the construction of a road that has been completed shall be subject to expert review to determine its conformity with the design brief and the requirements of this Technical Regulation. Before its approval, the design documentation shall be reviewed by the customer.

Approved design or other technical documentation certifies its conformity with the requirements of this Technical Regulation concerning the safety of objects of technical regulation at the stages of their design, construction, reconstruction, major road repair and road operation.

#### 19. Construction (production) control (hereinafter referred to as construction control) over works for the construction, reconstruction and major road repair of roads and structures located on them.

To carry out construction control, the customer may engage independent

and competent organizations.

Construction control shall be carried out by the customer and by the legal entity carrying out the construction (contractor).

Based on the results of construction control, relevant inspection certificates for individual types of works and/or structures shall be drawn up.

During construction control, the necessary research, testing and measurements shall be carried out using appropriate methods and measuring instruments. Measuring instruments, as well as the methods used for construction control, shall comply with the requirements established by the legislation of the Member States of the Customs Union in the field of ensuring uniformity of measurements.

The results of construction control shall be documented and retained after acceptance of the road or its section for commissioning for the period established by the legislation of the Member States of the Customs Union.

20. Interim acceptance of completed road construction works and/or structural elements.

Interim acceptance of completed road construction works shall be carried out to determine the conformity of the completed road construction works with the approved design documentation and the requirements of this Technical Regulation.

Based on the results of interim acceptance of completed road construction works and/or structural elements, an act shall be drawn up and signed containing a decision on acceptance of the object of assessment or on the rework required to eliminate the identified deficiencies.

Lists of specific types of works relating to a particular interim acceptance of completed works shall be defined by the design documentation, developed by the contractor as part of the as-built documentation, and agreed with the customer.

Before interim acceptance of completed road construction works and/or structural elements, performance of subsequent works on this road section shall be prohibited.

21. Acceptance and commissioning of roads and structures located on them that have been completed by construction (reconstructed or subject to major repair).

Roads or road sections completed by construction, reconstruction or major repair and having independent transport significance shall be subject to acceptance for commissioning, provided that they conform to the design documentation approved in accordance with the established procedure and to the requirements of this Technical Regulation.

On constructed (reconstructed) roads, before their acceptance for commissioning by acceptance commissions, traffic of public-use surface vehicles shall be prohibited or restricted by appropriate traffic management devices.

The approved commissioning acceptance certificate shall constitute evidence of the conformity of the accepted facility with the requirements of this Technical Regulation.

22. Routine monitoring of the condition of the road and structures located on it.

Routine monitoring of the condition of the road and structures located on it shall be carried out by the customer through periodic inspections and road condition diagnostics, identifying and recording existing defects in the structural elements of roads, assessing the quality of their maintenance and operational condition, in accordance with the procedure established by international and regional standards, and, in their absence, by national (state) standards of the Member States of the Customs Union, the application of which on a voluntary basis ensures compliance with the requirements of this Customs Union Technical Regulation.

23. Acceptance of completed works for the repair and maintenance of the road and structures located on it shall be carried out by assessing the level of their maintenance.

Based on the results of routine monitoring of the condition of the road and structures located on it, a decision shall be made on acceptance of the object of assessment or on the rework required to eliminate the identified

deficiencies. Based on the results of acceptance of works for the repair and maintenance of the road and structures located on it, a relevant act shall be drawn up.

24. Conformity confirmation of road construction materials and products shall be carried out in accordance with the uniform procedures approved by the Customs Union Commission.

24.1 Road construction materials and products supplied for the construction, reconstruction, major road repair and operation of roads shall be subject to incoming inspection, in accordance with the procedure established by the legislation of the Member States of the Customs Union, by testing them for compliance with the requirements of the design documentation and this Technical Regulation.

The contractor shall be responsible for the quality of materials and products supplied to the facility. The contractor shall have the right to perform the full range of tests of supplied materials and products for compliance with the requirements of the design documentation. The customer shall perform sample testing of supplied materials and products for compliance with the requirements of the design documentation.

Before placing on the market, road construction materials and products shall undergo conformity confirmation with the safety requirements of this Customs Union Technical Regulation.

Conformity confirmation of road construction materials and products shall be carried out according to schemes in accordance with the Regulation on the Procedure for Applying Standard Conformity Assessment

(Confirmation) Schemes in the Technical Regulations of the Customs Union, approved by the Customs Union Commission;

24.2 Road construction materials included in the List provided in Annex 1 to this Technical Regulation shall be subject to conformity confirmation in the form of a declaration of conformity (schemes 1d, 3d, 4d). Scheme 1d and 3d shall apply to mass-produced products; scheme 4d shall apply to a product batch.

In declaration of conformity, the applicant may be a legal entity or an

individual registered as an individual entrepreneur in accordance with the legislation of a Party in its territory, either being the manufacturer or performing the functions of a foreign manufacturer under an agreement with it with regard to ensuring that the supplied products comply with the requirements of the Technical Regulations of the Customs Union and liability for non-compliance of the supplied products with the requirements of the Technical Regulations of the Customs Union (a person performing the functions of a foreign manufacturer);

24.3 Products included in the List provided in Annex 2 to this Customs Union Technical Regulation shall be subject to conformity confirmation in the form of certification (schemes 1c, 3c).

In certification, the applicant may be a legal entity or an individual registered as an individual entrepreneur in accordance with the legislation of a Party in its territory, either being the manufacturer or seller, or performing the functions of a foreign manufacturer under an agreement with it with regard to ensuring that the supplied products comply with the requirements of the Technical Regulations of the Customs Union and liability for non-compliance of the supplied products with the requirements of the Technical Regulations of the Customs Union (a person performing the functions of a foreign manufacturer).

Certification of products shall be carried out by an accredited certification body (for conformity assessment (confirmation)) included in the Unified Register of Certification Bodies and Testing Laboratories (Centers) of the Customs Union (hereinafter referred to as the certification body);

24.4. By decision of the applicant, instead of declaration of conformity of road construction materials included in the List specified in Clause 24.2 of Article 5 of this Technical Regulation, certification may be carried out according to certification schemes equivalent to the declaration schemes provided for products by this Technical Regulation, including where the applicant has no or insufficient own evidence of conformity confirmation with the requirements of this Technical Regulation;

24.5. A declaration of conformity or certificate of conformity shall be the

sole document confirming the conformity of road construction materials and products with the requirements of this Technical Regulation.

The declaration of conformity and certificate of conformity shall have equal legal force and shall be valid throughout the single customs territory of the Customs Union with respect to road construction materials and products placed on the market in the single customs territory of the Customs Union during the validity period of the declaration of conformity or certificate of conformity;

24.6 When carrying out conformity confirmation of road construction materials and products, the applicant shall compile a set of documents for the road construction materials and products confirming compliance with the safety requirements of this Technical Regulation, which shall include:

- organization standard (if available);
- manufacturer's quality management system certificate (if available);
- test reports for road construction materials and products conducted by the manufacturer, seller, person performing the functions of a foreign manufacturer and/or testing laboratories (centers) (if available);
- certificates of conformity for materials and component products or their test reports (if available);
- certificates of conformity for these road construction materials and products issued by foreign certification bodies (if available);
- other documents directly or indirectly confirming the conformity of road construction materials and products with the safety requirements of this Technical Regulation (if available);

24.7 Declaration of conformity of road construction materials under schemes 1d, 3d and 4d shall be carried out on the basis of:

- own evidence (scheme 1d);
- evidence obtained with the participation of an accredited testing laboratory (center) included in the Unified Register of Certification Bodies and Testing Laboratories (Centers) of the Customs Union (schemes 3d, 4d);
- testing of road construction materials and production control by the

manufacturer (schemes 3d, 4d).

Testing of road construction materials (schemes 3d, 4d) shall be carried out by an accredited testing laboratory included in the Unified Register of Certification Bodies and Testing Laboratories (Centers) of the Customs Union.

Declaration of conformity of mass-produced road construction materials shall be carried out by the manufacturer (person authorised by the manufacturer) under schemes 1d and 3d; for a batch, under scheme 4d;

24.8 When carrying out declaration of conformity under schemes (1d, 3d, 4d), the following actions shall be performed:

- compilation and analysis of technical documentation (schemes 1d, 3d, 4d), taking into account the provisions of Clause 24.6 of Article 5;
- production control (schemes 1d, 3d); - product sample testing (schemes 1d, 3d, 4d); - adoption and registration of the declaration of conformity (schemes 1d, 3d, 4d); - affixing of the single mark of product circulation (schemes 1d, 3d, 4d);

24.9 The supporting evidence serving as the basis for adoption of the declaration of conformity shall include the documents specified in Clause 24.6 of Article 5 of this Technical Regulation.

The following may be considered conditions for applying the specified documents:

1) for test reports:

the presence in the test reports of indicator values confirming compliance with all requirements established in this Technical Regulation that apply to the specific declared products;

the applicability of the test reports to the declared road construction materials;

2) certificates for the quality management system of production, if they apply to the manufacture of the declared road construction materials;

3) other documents directly or indirectly confirming the conformity of road construction materials with the established requirements, and certificates of conformity for the declared road construction materials issued during

voluntary certification;

24.10 The declaration of conformity shall be drawn up using the uniform form approved by the Decision of the Customs Union Commission.

The declaration of conformity shall be registered in accordance with the procedure approved by the Customs Union Commission. The validity period of the declaration of conformity shall begin on the date of its registration. The validity period of the declaration of conformity shall not exceed 5 years.

The applicant shall retain the declaration of conformity and supporting evidence for 10 years from the expiry of the validity period of the declaration of conformity;

24.11 When carrying out certification of products (schemes 1c, 3c), the following actions shall be performed:

- submission by the applicant to the certification body of an application for product certification with the attached technical documentation (schemes 1c, 3c), taking into account Clause 24.6 of Article 5 of this Technical Regulation;
- review of the application and adoption of a decision on it by the product certification body (schemes 1c, 3c);
- selection by the product certification body of samples for testing (schemes 1c, 3c);
- testing of product samples by an accredited testing laboratory (schemes 1c, 3c);
- analysis of the production condition by the product certification body (scheme 1c);
- summarization by the product certification body of the results of testing and analysis of the production condition and issuance of a certificate of conformity to the applicant (scheme 1c);
- analysis of test results and issuance of a certificate of conformity to the applicant (scheme 3c);
- affixing of the single mark of product circulation (schemes 1c, 3c);
- surveillance inspection of certified products (scheme 1c);

24.12 Scheme 1c shall apply to certification of mass-produced products.  
Scheme 3c shall apply to a product batch;

24.13 The applicant may submit an application for certification to any certification body.

The application for certification shall be completed by the applicant and shall contain:

- name and location of the applicant;
- name and location of the manufacturer;
- information about the products (their composition) and their identifying characteristics (name, Customs Tariff Number of the Customs Union's foreign economic activity classifier, document according to which the product was manufactured (interstate or national standard, organization standard, etc.), form of release — serial production or batch, details of the agreement (contract), etc.);
- certification scheme.

The certification body shall review the application and decide whether certification may be carried out. In the event of a positive decision, the certification body shall conclude an agreement with the applicant on carrying out certification work. The certification body shall perform the certification work, prepare a decision and, in the event of a positive result, issue a certificate of conformity to the applicant. In the event of a negative certification result, the certification body shall send the applicant a reasoned decision refusing to issue the certificate of conformity.

Testing of a type sample (type samples) of the product shall be carried out by an accredited testing laboratory (center) on behalf of the certification body, to which the test report shall be issued.

Analysis of the production condition shall be carried out by the certification body at the manufacturer's premises. The results of the analysis shall be documented in an act.

In the event of the positive results stipulated by the certification scheme, the certification body shall draw up the certificate of conformity and issue it to the applicant. The certificate of conformity shall be drawn up using

the uniform form approved by the Decision of the Customs Union Commission;

24.14 Information about the issued certificate of conformity shall be submitted by the certification body to the Unified Register of Issued Certificates of Conformity and Registered Declarations of Conformity drawn up using the uniform form.

The validity period of the certificate of conformity shall be established as follows: for serially manufactured products — not more than 5 years; for a released batch, no validity period shall be established.

The certificate of conformity may have an annex containing a list of specific products to which it applies. The annex shall be drawn up if:

- it is necessary to detail the composition of a group of homogeneous products manufactured by the applicant and certified against the same requirements;
- it is necessary to indicate manufacturing plants belonging to larger associations having uniform product manufacturing conditions;

24.15. The manufacturer shall take all necessary measures to ensure that the production process is stable and ensures that the manufactured road construction materials and products comply with the requirements of this Customs Union Technical Regulation;

24.16. Marking with the single mark of product circulation on the market of the Member States of the Customs Union.

Road construction materials and products that comply with the safety requirements of this Technical Regulation and have undergone conformity confirmation shall bear the single mark of product circulation on the market of the Member States of the Customs Union.

The single mark of product circulation on the market of the Member States of the Customs Union shall be affixed before the road construction materials and products are placed on the market;

24.17 The single mark of product circulation on the market of the Member States of the Customs Union shall be affixed to each unit of the products specified in the List of products subject to conformity confirmation in the

form of certification in accordance with this Customs Union Technical Regulation, by any method ensuring a clear and distinct image throughout the entire service life of the product. The single mark of product circulation on the market of the Member States of the Customs Union shall be affixed to the product itself;

24.18 The single mark of product circulation on the market of the Member States of the Customs Union shall be affixed to the packaging (if any) of road construction materials included in the List of road construction materials subject to conformity confirmation in the form of declaration of conformity in accordance with this Customs Union Technical Regulation and shall be included in the accompanying shipping documents for the road construction materials;

24.19 Road construction materials and products shall be marked with the single mark of product circulation on the market of the Member States of the Customs Union when they comply with the requirements of all Technical Regulations of the Customs Union applicable to them and providing for affixing of the single mark of product circulation on the market of the Member States of the Customs Union.

25. State control over compliance with the requirements of this Technical Regulation shall be carried out by the state supervisory authority in the field of roads in accordance with the procedure established by the legislation of the Member States of the Customs Union.

## **Article 6. Safeguard Clause**

26 The following cases may constitute grounds for applying the safeguard clause:

- failure to comply with the requirements of this Technical Regulation;
- incorrect application of the standards interrelated with this Technical Regulation, if these standards have been applied.

27. The competent executive authority of the Member State of the Customs Union in whose territory products not complying with the

requirements of this Technical Regulation have been identified shall take measures to restrict and/or prohibit the placing on the market of these products in its territory, as well as to withdraw these products from the market.

28. The competent executive authority of the Member State of the Customs Union shall notify the Customs Union Commission and the competent executive authorities of the other Member States of the Customs Union of the decision adopted, stating the reasons for adopting this decision and providing evidence explaining the need to take this measure.

## Annex 1

to the Technical Regulation of the Customs Union

“Road Safety”

(TR CU 014/2011)

**List of road construction materials subject to conformity confirmation in the form of a declaration of conformity in accordance with the Technical Regulation of the Customs Union “Road Safety”**

| No. | Material name                                            | Customs Tariff Number of the CU |
|-----|----------------------------------------------------------|---------------------------------|
| 1.  | Natural sand for road construction                       | Ex 2505                         |
| 2.  | Crushed sand for road construction                       | Ex 2517                         |
| 3.  | Crushed stone and gravel from rock for road construction | Ex 2517                         |
| 4.  | Mineral powder                                           | Ex 2517                         |
| 5.  | Cement for road construction                             | Ex 2523                         |
| 6.  | Slag crushed stone and sand for road construction        | Ex 2618 00 000 0                |
| 7.  | Viscous petroleum road bitumen                           | Ex 2713 20 000 0                |

|     |                                      |                  |
|-----|--------------------------------------|------------------|
| 8.  | Liquid petroleum road bitumen        | Ex 2713 20 000 0 |
| 9.  | Road bituminous mastics and sealants | Ex 2713          |
| 10. | Road marking materials               | Ex 3208          |

## Annex 2

to the Technical Regulation of the Customs Union

“Road Safety”

(TR CU 014/2011)

### **List of products subject to conformity confirmation in the form of certification in accordance with the Technical Regulation of the Customs Union “Road Safety”**

Note. List as amended by Decision of the Customs Union Commission Commission dated 09.12.2011 No. 859 (enters into force on 01.01.2012).

| No. | Name of material                                                             | Customs Tariff Number of the CU |
|-----|------------------------------------------------------------------------------|---------------------------------|
| 1.  | Traffic signals                                                              | From 8530                       |
| 2.  | Road signs                                                                   | from 8608 00 000                |
| 3.  | Road restraint systems                                                       | from 8608 00 000                |
| 4.  | Variable message signs                                                       | From 8530                       |
| 5.  | Road delineator posts                                                        | from 8608 00 000                |
| 6.  | Road bollards                                                                | from 8608 00 000                |
| 7.  | Road reflectors                                                              | from 8608 00 000                |
| 8.  | Modular traffic calming humps                                                | from 8608 00 000                |
| 9.  | Supports for mounting traffic management devices and fixed electric lighting | from 8608 00 000                |
| 10. | Fixed electric lighting luminaires                                           | From 8530                       |
| 11. | Natural and artificial kerbstones                                            | From 2516                       |

|     |                                |           |
|-----|--------------------------------|-----------|
| 12. | Road culvert pipes             | From 6810 |
| 13. | Reinforced-concrete road slabs | From 6810 |
| 14. | Road drainage channels         | From 6815 |

APPROVED

by Decision of the  
Customs Union Commission  
dated 18 October 2011 No. 827

**List of standards,  
the application of which on a voluntary basis  
ensures compliance with the requirements of the Technical  
Regulation  
of the Customs Union “Road Safety”  
(TR CU 014/2011)**

Note. The list ceased to have effect pursuant to Decision No. 159 of the Board of the Eurasian Economic Commission dated 18.09.2012 (enters into force upon the expiry of 30 calendar days from the date of its official publication).

APPROVED

by Decision of the  
Customs Union  
dated 18 October 2011 No. 827

**List of standards,  
containing rules and methods of research (testing) and**

**measurement, including sampling rules, necessary for the application and fulfilment of the requirements of the Technical Regulation of the Customs Union “Road Safety” (TR CU 014/2011) and conformity assessment (confirmation) of products**

Note. The list has been invalidated by Decision of the Board of the Eurasian Economic Commission No. 159 dated 18.09.2012 (effective upon the expiry of 30 calendar days from the date of its official publication).

*This document is provided by AC Inorms GmbH. It is a translation of the technical regulations of the Eurasian Economic Union generated using artificial intelligence. AC Inorms GmbH makes no warranty as to the accuracy, completeness, or timeliness of the translation.*