

Geregistreeerde Belgische norm

NBN EN 1991-2

1e uitg., januari 2004

Normklasse: B 03

Eurocode 1: Belastingen op constructies - Deel 2: Verkeersbelasting op bruggen (+ AC:2010)

Eurocode 1: Actions sur les structures - Partie 2: Actions sur les ponts, dues au trafic (+ AC:2010)

Eurocode 1: Actions on structures - Part 2: Traffic loads on bridges (+ AC:2010)

Toelating tot publicatie: 28 oktober 2003

Vervangt NBN ENV 1991-3 (2002).

Deze Europese norm EN 1991-2: 2003 heeft de status van een Belgische norm.

Deze Europese norm bestaat in drie officiële versies (Duits, Engels, Frans).

Deze norm mag in België slechts samen met zijn nationale bijlage (ANB) worden toegepast. Deze laatste legt hoofdzakelijk de waarden van de parameters vast die op nationaal vlak worden bepaald.

*norme belge
enregistrée*

NBN EN 1991-2

1e éd., janvier 2004

Indice de classement: B 03

**Eurocode 1: Actions sur les structures - Partie 2: Actions sur les ponts,
dues au trafic (+ AC:2010)**

Eurocode 1: Belastingen op constructies - Deel 2: Verkeersbelasting op bruggen (+ AC:2010)

Eurocode 1: Actions on structures - Part 2: Traffic loads on bridges (+ AC:2010)

Autorisation de publication: 28 octobre 2003

Remplace NBN ENV 1991-3 (2002).

La présente norme européenne EN 1991-2: 2003 a le statut d'une norme belge.

La présente norme européenne existe en trois versions officielles (allemand, anglais, français).

Cette norme ne peut être utilisée en Belgique qu'en combinaison avec son annexe nationale (ANB) qui fixe principalement la valeur des paramètres à déterminer au niveau national.



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NATIONAAL VOORWOORD

VAN NBN EN 1991-2:2004

1. De norm NBN EN 1991-2:2004 «Eurocode 1: Belastingen op constructies - Deel 2: Verkeersbelasting op bruggen» (+AC:2010) omvat de nationale bijlage NBN EN 1991-2 ANB:2011 met een normatief karakter in België. Hij vervangt vanaf de datum van publicatie in het Staatsblad van de bekrachtiging van de norm NBN EN 1991-2 ANB:2011 de volgende norm:

NBN ENV 1991-3:2002 Eurocode 1: Grondslag voor ontwerp en belasting op draagsystemen - Deel 3: Verkeersbelasting op bruggen samen met Belgische toepassingsrichtlijn (gehomologeerde versie + NAD)

Het corrigendum EN 1991-2:2003/AC:2010, zoals door CEN gepubliceerd, is na deze norm toegevoegd.

2. De Nederlandstalige versie¹ van EN 1991-2 is tot stand gekomen op basis van een voorkeurterminologie die in samenwerking tussen het NBN en het NEN is opgesteld. Daarbij werd voor elk begrip een unieke woordkeuze gemaakt. Dit heeft als gevolg dat in de norm uitdrukkingen voorkomen die in één van de twee landen minder gebruikelijk zijn. Hierna volgt een lijst met synoniemen:

Oorspronkelijke term (Engels)	Verplichte term (Nederlands)	Synoniem (B)/(N)
abnormal load	uitzonderlijke belasting	
abutment	landhoofd	
adjustment factor	aanpassingscoëfficiënt	correctiefactor
beam	ligger	
cable stay	tui	
carriage way	rijweg	
central reservation	middenberm	
defined	vastgesteld	
design situation	ontwerptoestand	
dispensation	toelatingen	onthefingen (N)
dynamic amplification	vergrotingsfactor voor dynamische effecten	
effect	invloed	
embankment	aardebaan/landhoofd	
expansion joint	uitzettingsvoeg	
footbridge	brug voor langzaam verkeer	
global analysis	algemene berekening	
hard shoulder	vluchtstrook	
hard strip	schrikstrook	
infrequent value	niet-frequente waarde	zeldzame waarde (B)
kerb	stootrand	schamkant (NL), opstaande rand (B)
limit weight	gewicht begrenzen	
loaded length	belaste lengte	
marker strip	markeerstroken	
member	element; staaf	
notional lane	theoretische rijstrook	
pavement level	slijtlaag	wegbekleding;

¹ in voorbereiding

NBN EN 1991-2 ANB (2011)

		bekleding (B)
pedestrian bridge	voetgangersbrug	voetbrug (B)
pedestrian parapet	leuning	voetgangersleuning (B)
pier	pijler	
platform	perron	
quasi-permanent value	quasi-blijvende waarde	quasi-permanente waarde
railway bridge	spoorwegbrug	spoorbrug (N)
relevant	van toepassing	
remaining area	resterende oppervlakte	
resistance	weerstand	capaciteit, sterkte (N)
retaining wall	keermuur	scheenmuur (B)
road bridge	wegverkeersbrug	verkeersbrug (N); wegbrug (B)
road construction site	bouwplaats	
road embankments	weg achter het landhoofd	
safety barrier	veiligheidskering	veiligheidsstootband (B)
service side path	inspectiepad	dienst voetpad
site loads	werkverkeer	
slab	rijvloer	dek (N)
specified	voorgeschreven	
tandem system	tandemstelsel	
Technical Specifications	Technische voorschriften	Technische specificaties
transient action	tijdelijke belasting	
upstand wall	keermuur	
vehicle parapet	vangrail	
vehicle restraint system	voertuigkering	afschermende constructie
vertical clearance	onderdoorrijdhoogte	vrije ruimte (onder een brug)
wing wall	vleugelwand	vleugelmuur

2bis. De Europese normen (EN) waarnaar de tekst van deze norm met hun Engelse titel verwijst, dragen in België de volgende Nederlandstalige titels :

Vermelde norm	Nederlandstalige titel (NBN)
EN 1317 Road restraint systems	NBN EN 1317 Afschermende constructies voor wegen
EN 1317-1 Part 1: Terminology and general criteria for test methods	NBN EN 1317-1 Deel 1: Terminologie en algemene criteria voor beproevingsmethoden
EN 1317-2 Part 2: Performance classes, impact test acceptance criteria and test methods for safety barriers	NBN EN 1317-2 Deel 2: Prestatieklassen, aanvaardingscriteria voor botsproeven en beproevingsmethoden voor geleideconstructies
EN 1317-6 Part 6: Pedestrian restraint systems, pedestrian parapets	--- [nog prEN in juni 2011]

- 3.** De verbeteringen begrepen in het corrigendum EN 1991-2:2003/AC:2010 behoren te worden aangebracht in de Nederlandstalige versie van NBN EN 1991-2:2004

In dat document moet nog de tabel 4.4 worden verbeterd, als volgt:

- verwijzing naar voetnoot (c) in het vak «Characteristic Value» op de regel met gr3.
Deze verbetering wordt ook in de tabel 4.4 ANB van de ANB opgenomen.

AVANT-PROPOS NATIONAL À LA NBN EN 1991-2:2004

1. La norme NBN EN 1991-2:2004 « Eurocode 1 - Actions sur les structures - Partie 2 : Actions sur les ponts, dues au trafic » ((+AC:2010) comprend l'annexe nationale NBN EN 1991-2 ANB:2011 qui a un caractère normatif en Belgique. Elle remplace à partir de la date de publication au Moniteur Belge de l'homologation de la norme NBN EN 1991-2 ANB:2011 la norme suivante :

NBN ENV 1991-3:2002 Eurocode 1 – Bases de calcul et actions sur les structures - Partie 3 : Charges sur les ponts dues au trafic y compris le document d'application belge (version homologuée + DAN)

Le corrigendum EN 1991-2:2003/AC:2010, tel que publié par le CEN, est joint à cette norme.

2. La version de langue française de l'EN 1991-1-7 a été rédigée en France par l'AFNOR. En conséquence, on y rencontre certaines expressions d'usage moins courant en Belgique. Une liste de termes équivalents est donnée ci-après :

<i>Terme de l'EN 1991-1-7</i>	Terme équivalent en Belgique
poteau	colonne
client	le maître de l'ouvrage assisté de ses bureaux d'architectes, d'ingénierie et de consultance
bande dérasée	accotement carrossable [y compris bande de contrebutage]
terre-plain central	berme centrale
voie (de circulation)	bande de circulation
caniveau	filet d'eau

3. Note complémentaire du NBN :
Les corrections contenues dans le document EN 1991-2:2003/AC édité par le CEN en février 2010 sont à apporter à la version française de la NBN EN 1991-2:2004.
Dans ce document, il faut toutefois encore corriger le Tableau 4.4 comme suit :
- ajouter la référence (c) dans la case « Valeur caractéristique » de la ligne gr3.
Cette correction est reprise dans le tableau 4.4 ANB publié dans l'ANB.

English version

Eurocode 1: Actions on structures - Part 2: Traffic loads on bridges

Eurocode 1: Actions sur les structures - Partie 2: Actions sur les ponts, dues au trafic

Eurocode 1: Einwirkungen auf Tragwerke - Teil 2: Verkehrslasten auf Brücken

This European Standard was approved by CEN on 28 November 2002.

CEN members are bound to comply with the CEN/CENELEC Internal Regulations which stipulate the conditions for giving this European Standard the status of a national standard without any alteration. Up-to-date lists and bibliographical references concerning such national standards may be obtained on application to the Management Centre or to any CEN member.

This European Standard exists in three official versions (English, French, German). A version in any other language made by translation under the responsibility of a CEN member into its own language and notified to the Management Centre has the same status as the official versions.

CEN members are the national standards bodies of Austria, Belgium, Czech Republic, Denmark, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Luxembourg, Malta, Netherlands, Norway, Portugal, Slovakia, Spain, Sweden, Switzerland and United Kingdom.



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Contents

<u>FOREWORD</u>	7
<u>BACKGROUND OF THE EUROCODE PROGRAMME</u>	7
<u>STATUS AND FIELD OF APPLICATION OF EUROCODES</u>	8
<u>NATIONAL STANDARDS IMPLEMENTING EUROCODES</u>	9
<u>LINKS BETWEEN EUROCODES AND HARMONISED TECHNICAL SPECIFICATIONS (ENs AND ETAs) FOR PRODUCTS</u>	9
<u>ADDITIONAL INFORMATION SPECIFIC TO EN 1991-2</u>	9
<u>NATIONAL ANNEX FOR EN 1991-2</u>	11
<u>SECTION 1 GENERAL</u>	15
<u>1.1 SCOPE</u>	15
<u>1.2 NORMATIVE REFERENCES</u>	16
<u>1.3 DISTINCTION BETWEEN PRINCIPLES AND APPLICATION RULES</u>	16
<u>1.4 TERMS AND DEFINITIONS</u>	17
<u>1.4.1 Harmonised terms and common definitions</u>	17
<u>1.4.2 Terms and definitions specifically for road bridges</u>	19
<u>1.4.3 Terms and definitions specifically for railway bridges</u>	20
<u>1.5 SYMBOLS</u>	21
<u>1.5.1 Common symbols</u>	21
<u>1.5.2 Symbols specifically for sections 4 and 5</u>	21
<u>1.5.3 Symbols specifically for section 6</u>	23
<u>SECTION 2 CLASSIFICATION OF ACTIONS</u>	27
<u>2.1 GENERAL</u>	27
<u>2.2 VARIABLE ACTIONS</u>	27
<u>2.3 ACTIONS FOR ACCIDENTAL DESIGN SITUATIONS</u>	28
<u>SECTION 3 DESIGN SITUATIONS</u>	30
<u>SECTION 4 ROAD TRAFFIC ACTIONS AND OTHER ACTIONS SPECIFICALLY FOR ROAD BRIDGES</u>	31
<u>4.1 FIELD OF APPLICATION</u>	31
<u>4.2 REPRESENTATION OF ACTIONS</u>	31
<u>4.2.1 Models of road traffic loads</u>	31
<u>4.2.2 Loading classes</u>	32
<u>4.2.3 Divisions of the carriageway into notional lanes</u>	32
<u>4.2.4 Location and numbering of the lanes for design</u>	33
<u>4.2.5 Application of the load models on the individual lanes</u>	34
<u>4.3 VERTICAL LOADS - CHARACTERISTIC VALUES</u>	35
<u>4.3.1 General and associated design situations</u>	35
<u>4.3.2 Load Model 1</u>	35
<u>4.3.3 Load Model 2</u>	38
<u>4.3.4 Load Model 3 (special vehicles)</u>	39
<u>4.3.5 Load Model 4 (crowd loading)</u>	39
<u>4.3.6 Dispersal of concentrated loads</u>	40
<u>4.4 HORIZONTAL FORCES - CHARACTERISTIC VALUES</u>	41
<u>4.4.1 Braking and acceleration forces</u>	41

4.4.2 <i>Centrifugal and other transverse forces</i>	42
4.5 GROUPS OF TRAFFIC LOADS ON ROAD BRIDGES	42
4.5.1 <i>Characteristic values of the multi-component action</i>	42
4.5.2 <i>Other representative values of the multi-component action</i>	44
4.5.3 <i>Groups of loads in transient design situations</i>	44
4.6 FATIGUE LOAD MODELS	45
4.6.1 <i>General</i>	45
4.6.2 <i>Fatigue Load Model 1 (similar to LMI)</i>	48
4.6.3 <i>Fatigue Load Model 2 (set of "frequent" lorries)</i>	48
4.6.4 <i>Fatigue Load Model 3 (single vehicle model)</i>	49
4.6.5 <i>Fatigue Load Model 4 (set of "standard" lorries)</i>	50
4.6.6 <i>Fatigue Load Model 5 (based on recorded road traffic data)</i>	53
4.7 ACTIONS FOR ACCIDENTAL DESIGN SITUATIONS	53
4.7.1 <i>General</i>	53
4.7.2 <i>Collision forces from vehicles under the bridge</i>	53
4.7.2.1 <i>Collision forces on piers and other supporting members</i>	53
4.7.2.2 <i>Collision forces on decks</i>	53
4.7.3 <i>Actions from vehicles on the bridge</i>	54
4.7.3.1 <i>Vehicle on footways and cycle tracks on road bridges</i>	54
4.7.3.2 <i>Collision forces on kerbs</i>	55
4.7.3.3 <i>Collision forces on vehicle restraint systems</i>	55
4.7.3.4 <i>Collision forces on structural members</i>	56
4.8 ACTIONS ON PEDESTRIAN PARAPETS	56
4.9 LOAD MODELS FOR ABUTMENTS AND WALLS ADJACENT TO BRIDGES	57
4.9.1 <i>Vertical loads</i>	57
4.9.2 <i>Horizontal force</i>	57
<u>SECTION 5 ACTIONS ON FOOTWAYS, CYCLE TRACKS AND FOOTBRIDGES</u>	59
5.1 FIELD OF APPLICATION	59
5.2 REPRESENTATION OF ACTIONS	59
5.2.1 <i>Models of the loads</i>	59
5.2.2 <i>Loading classes</i>	60
5.2.3 <i>Application of the load models</i>	60
5.3 STATIC MODELS FOR VERTICAL LOADS - CHARACTERISTIC VALUES	60
5.3.1 <i>General</i>	60
5.3.2 <i>Load Models</i>	61
5.3.2.1 <i>Uniformly distributed load</i>	61
5.3.2.2 <i>Concentrated load</i>	61
5.3.2.3 <i>Service vehicle</i>	62
5.4 STATIC MODEL FOR HORIZONTAL FORCES - CHARACTERISTIC VALUES	62
5.5 GROUPS OF TRAFFIC LOADS ON FOOTBRIDGES	62
5.6 ACTIONS FOR ACCIDENTAL DESIGN SITUATIONS FOR FOOTBRIDGES	63
5.6.1 <i>General</i>	63
5.6.2 <i>Collision forces from road vehicles under the bridge</i>	63
5.6.2.1 <i>Collision forces on piers</i>	63
5.6.2.2 <i>Collision forces on decks</i>	64
5.6.3 <i>Accidental presence of vehicles on the bridge</i>	64
5.7 DYNAMIC MODELS OF PEDESTRIAN LOADS	65
5.8 ACTIONS ON PARAPETS	65

5.9 LOAD MODEL FOR ABUTMENTS AND WALLS ADJACENT TO BRIDGES.....	65
<u>SECTION 6 RAIL TRAFFIC ACTIONS AND OTHER ACTIONS SPECIFICALLY FOR RAILWAY BRIDGES</u>	66
6.1 FIELD OF APPLICATION.....	66
6.2 REPRESENTATION OF ACTIONS – NATURE OF RAIL TRAFFIC LOADS	67
6.3 VERTICAL LOADS - CHARACTERISTIC VALUES (STATIC EFFECTS) AND ECCENTRICITY AND DISTRIBUTION OF LOADING.....	67
6.3.1 <i>General</i>	67
6.3.2 <i>Load Model 71</i>	67
6.3.3 <i>Load Models SW/0 and SW/2</i>	68
6.3.4 <i>Load Model “unloaded train”</i>	69
6.3.5 <i>Eccentricity of vertical loads (Load Models 71 and SW/0)</i>	69
6.3.6 <i>Distribution of axle loads by the rails, sleepers and ballast</i>	70
6.3.6.1 <i>Longitudinal distribution of a point force or wheel load by the rail</i>	70
6.3.6.2 <i>Longitudinal distribution of load by sleepers and ballast</i>	71
6.3.6.3 <i>Transverse distribution of actions by the sleepers and ballast</i>	71
6.3.6.4 <i>Equivalent vertical loading for earthworks and earth pressure effects</i> ...	73
6.3.7 <i>Actions for non-public footpaths</i>	74
6.4 DYNAMIC EFFECTS (INCLUDING RESONANCE)	74
6.4.1 <i>Introduction</i>	74
6.4.2 <i>Factors influencing dynamic behaviour</i>	74
6.4.3 <i>General design rules</i>	75
6.4.4 <i>Requirement for a static or dynamic analysis</i>	75
6.4.5 <i>Dynamic factor Φ (Φ_2, Φ_3)</i>	78
6.4.5.1 <i>Field of application</i>	78
6.4.5.2 <i>Definition of the dynamic factor Φ</i>	78
6.4.5.3 <i>Determinant length L_ϕ</i>	79
6.4.5.4 <i>Reduced dynamic effects</i>	82
6.4.6 <i>Requirements for a dynamic analysis</i>	83
6.4.6.1 <i>Loading and load combinations</i>	83
6.4.6.2 <i>Speeds to be considered</i>	87
6.4.6.3 <i>Bridge parameters</i>	88
6.4.6.4 <i>Modelling the excitation and dynamic behaviour of the structure</i>	89
6.4.6.5 <i>Verifications of the limit states</i>	91
6.4.6.6 <i>Additional verification for fatigue where dynamic analysis is required</i>	92
6.5 HORIZONTAL FORCES - CHARACTERISTIC VALUES.....	93
6.5.1 <i>Centrifugal forces</i>	93
6.5.2 <i>Nosing force</i>	97
6.5.3 <i>Actions due to traction and braking</i>	97
6.5.4 <i>Combined response of structure and track to variable actions</i>	98
6.5.4.1 <i>General principles</i>	98
6.5.4.2 <i>Parameters affecting the combined response of the structure and track</i>	99
6.5.4.3 <i>Actions to be considered</i>	101
6.5.4.4 <i>Modelling and calculation of the combined track/structure system</i>	102
6.5.4.5 <i>Design criteria</i>	104
6.5.4.6 <i>Calculation methods</i>	105
6.6 AERODYNAMIC ACTIONS FROM PASSING TRAINS	108
6.6.1 <i>General</i>	108
6.6.2 <i>Simple vertical surfaces parallel to the track (e.g. noise barriers)</i>	109

<u>6.6.3 Simple horizontal surfaces above the track (e.g. overhead protective structures)</u>	110
<u>6.6.4 Simple horizontal surfaces adjacent to the track (e.g. platform canopies with no vertical wall)</u>	111
<u>6.6.5 Multiple-surface structures alongside the track with vertical and horizontal or inclined surfaces (e.g. bent noise barriers, platform canopies with vertical walls etc.)</u>	112
<u>6.6.6 Surfaces enclosing the structure gauge of the tracks over a limited length (up to 20 m) (horizontal surface above the tracks and at least one vertical wall, e.g. scaffolding, temporary constructions)</u>	112
<u>6.7 DERAILMENT AND OTHER ACTIONS FOR RAILWAY BRIDGES</u>	113
<u>6.7.1 Derailment actions from rail traffic on a railway bridge</u>	113
<u>6.7.2 Derailment under or adjacent to a structure and other actions for Accidental Design Situations</u>	115
<u>6.7.3 Other actions</u>	115
<u>6.8 APPLICATION OF TRAFFIC LOADS ON RAILWAY BRIDGES</u>	115
<u>6.8.1 General</u>	115
<u>6.8.2 Groups of Loads - Characteristic values of the multicomponent action</u>	118
<u>6.8.3 Groups of Loads - Other representative values of the multicomponent actions</u>	120
<u>6.8.3.1 Frequent values of the multicomponent actions</u>	120
<u>6.8.3.2 Quasi-permanent values of the multicomponent actions</u>	121
<u>6.8.4 Traffic loads in Transient Design Situations</u>	121
<u>6.9 TRAFFIC LOADS FOR FATIGUE</u>	121
<u>ANNEX A (INFORMATIVE) MODELS OF SPECIAL VEHICLES FOR ROAD BRIDGES</u>	123
<u>A.1 SCOPE AND FIELD OF APPLICATION</u>	123
<u>A.2 BASIC MODELS OF SPECIAL VEHICLES</u>	123
<u>A.3 APPLICATION OF SPECIAL VEHICLE LOAD MODELS ON THE CARRIAGEWAY</u>	125
<u>ANNEX B (INFORMATIVE) FATIGUE LIFE ASSESSMENT FOR ROAD BRIDGES ASSESSMENT METHOD BASED ON RECORDED TRAFFIC</u>	128
<u>ANNEX C (NORMATIVE) DYNAMIC FACTORS $1 + \phi$ FOR REAL TRAINS</u>	132
<u>ANNEX D (NORMATIVE) BASIS FOR THE FATIGUE ASSESSMENT OF RAILWAY STRUCTURES</u>	134
<u>D.1 ASSUMPTIONS FOR FATIGUE ACTIONS</u>	134
<u>D.2 GENERAL DESIGN METHOD</u>	135
<u>D.3 TRAIN TYPES FOR FATIGUE</u>	135
<u>ANNEX E (INFORMATIVE) LIMITS OF VALIDITY OF LOAD MODEL HSLM AND THE SELECTION OF THE CRITICAL UNIVERSAL TRAIN FROM HSLM-A</u>	141
<u>E.1 LIMITS OF VALIDITY OF LOAD MODEL HSLM</u>	141
<u>E.2 SELECTION OF A UNIVERSAL TRAIN FROM HSLM-A</u>	142
<u>ANNEX F (INFORMATIVE) CRITERIA TO BE SATISFIED IF A DYNAMIC ANALYSIS IS NOT REQUIRED</u>	150

EN 1991-2:2003 (E)

ANNEX G (INFORMATIVE) METHOD FOR DETERMINING THE COMBINED RESPONSE OF A STRUCTURE AND TRACK TO VARIABLE ACTIONS..... 155

G.1 INTRODUCTION..... 155

G.2 LIMITS OF VALIDITY OF CALCULATION METHOD..... 155

G.3 STRUCTURES CONSISTING OF A SINGLE BRIDGE DECK..... 156

G.4 STRUCTURES CONSISTING OF A SUCCESSION OF DECKS..... 162

ANNEX H (INFORMATIVE) LOAD MODELS FOR RAIL TRAFFIC LOADS IN TRANSIENT DESIGN SITUATIONS 164

Foreword

This document (EN 1991-2:2003) has been prepared by Technical Committee CEN/TC 250 "Structural Eurocodes", the secretariat of which is held by BSI.

This European Standard shall be given the status of a national standard, either by publication of an identical text or by endorsement, at the latest by March 2004, and conflicting national standards shall be withdrawn at the latest by December 2009.

This document supersedes ENV 1991-3:1995.

CEN/TC 250 is responsible for all Structural Eurocodes.

According to the CEN/CENELEC Internal Regulations, the national standards organizations of the following countries are bound to implement this European Standard: Austria, Belgium, Czech Republic, Denmark, Finland, France, Germany, Greece, Iceland, Ireland, Italy, Luxembourg, Malta, Netherlands, Norway, Portugal, Slovakia, Spain, Sweden, Switzerland and the United Kingdom.

Background of the Eurocode Programme

In 1975, the Commission of the European Community decided on an action programme in the field of construction, based on article 95 of the Treaty. The objective of the programme was the elimination of technical obstacles to trade and the harmonisation of technical specifications.

Within this action programme, the Commission took the initiative to establish a set of harmonised technical rules for the design of construction works which, in a first stage, would serve as an alternative to the national rules in force in the Member States and, ultimately, would replace them.

For fifteen years, the Commission, with the help of a Steering Committee with Representatives of Member States, conducted the development of the Eurocodes programme, which led to the first generation of European codes in the 1980s.

In 1989, the Commission and the Member States of the EU and EFTA decided, on the basis of an agreement¹ between the Commission and CEN, to transfer the preparation and the publication of the Eurocodes to CEN through a series of Mandates, in order to provide them with a future status of European Standard (EN). This links *de facto* the Eurocodes with the provisions of all the Council's Directives and/or Commission's Decisions dealing with European standards (*e.g.* the Council Directive 89/106/EEC on construction products - CPD - and Council Directives 93/37/EEC, 92/50/EEC and 89/440/EEC on public works and services and equivalent EFTA Directives initiated in pursuit of setting up the internal market).

¹ Agreement between the Commission of the European Communities and the European Committee for Standardisation (CEN) concerning the work on EUROCODES for the design of building and civil engineering works (BC/CEN/03/89).

EN 1991-2:2003 (E)

The Structural Eurocode programme comprises the following standards generally consisting of a number of Parts:

EN 1990	Eurocode :	Basis of Structural Design
EN 1991	Eurocode 1:	Actions on structures
EN 1992	Eurocode 2:	Design of concrete structures
EN 1993	Eurocode 3:	Design of steel structures
EN 1994	Eurocode 4:	Design of composite steel and concrete structures
EN 1995	Eurocode 5:	Design of timber structures
EN 1996	Eurocode 6:	Design of masonry structures
EN 1997	Eurocode 7:	Geotechnical design
EN 1998	Eurocode 8:	Design of structures for earthquake resistance
EN 1999	Eurocode 9:	Design of aluminium structures

Eurocode standards recognise the responsibility of regulatory authorities in each Member State and have safeguarded their right to determine values related to regulatory safety matters at national level where these continue to vary from State to State.

Status and field of application of Eurocodes

The Member States of the EU and EFTA recognise that Eurocodes serve as reference documents for the following purposes :

- as a means to prove compliance of building and civil engineering works with the essential requirements of Council Directive 89/106/EEC, particularly Essential Requirement N°1 – Mechanical resistance and stability – and Essential Requirement N°2 – Safety in case of fire ;
- as a basis for specifying contracts for construction works and related engineering services ;
- as a framework for drawing up harmonised technical specifications for construction products (ENs and ETAs)

The Eurocodes, as far as they concern the construction works themselves, have a direct relationship with the Interpretative Documents² referred to in Article 12 of the CPD, although they are of a different nature from harmonised product standards³. Therefore, technical aspects arising from the Eurocodes work need to be adequately considered by CEN Technical Committees and/or EOTA Working Groups working on product standards with a view to achieving a full compatibility of these technical specifications with the Eurocodes.

² According to Art. 3.3 of the CPD, the essential requirements (ERs) shall be given concrete form in interpretative documents for the creation of the necessary links between the essential requirements and the mandates for harmonised ENs and ETAGs/ETAs.

³ According to Art. 12 of the CPD the interpretative documents shall :

- a) give concrete form to the essential requirements by harmonising the terminology and the technical bases and indicating classes or levels for each requirement where necessary ;
 - b) indicate methods of correlating these classes or levels of requirement with the technical specifications, *e.g.* methods of calculation and of proof, technical rules for project design, etc. ;
 - c) serve as a reference for the establishment of harmonised standards and guidelines for European technical approvals.
- The Eurocodes, *de facto*, play a similar role in the field of the ER 1 and a part of ER 2.

The Eurocode standards provide common structural design rules for everyday use for the design of whole structures and component products of both a traditional and an innovative nature. Unusual forms of construction or design conditions are not specifically covered and additional expert consideration will be required by the designer in such cases.

National Standards implementing Eurocodes

The National Standards implementing Eurocodes will comprise the full text of the Eurocode (including any annexes), as published by CEN, which may be preceded by a National title page and National foreword, and may be followed by a National Annex.

The National Annex may only contain information on those parameters which are left open in the Eurocode for national choice, known as Nationally Determined Parameters, to be used for the design of buildings and civil engineering works to be constructed in the country concerned, *i.e.* :

- values and/or classes where alternatives are given in the Eurocode,
- values to be used where a symbol only is given in the Eurocode,
- country specific data (geographical, climatic, etc.), *e.g.* snow map,
- procedure to be used where alternative procedures are given in the Eurocode.

It may also contain

- decisions on the application of informative annexes,
- references to non-contradictory complementary information to assist the user to apply the Eurocode.

Links between Eurocodes and harmonised technical specifications (ENs and ETAs) for products

There is a need for consistency between the harmonised technical specifications for construction products and the technical rules for works⁴. Furthermore, all the information accompanying the CE Marking of the construction products which refer to Eurocodes should clearly mention which Nationally Determined Parameters have been taken into account.

Additional information specific to EN 1991-2

EN 1991-2 defines models of traffic loads for the design of road bridges, footbridges and railway bridges. For the design of new bridges, EN 1991-2 is intended to be used, for direct application, together with Eurocodes EN 1990 to 1999.

The bases for combinations of traffic loads with non-traffic loads are given in EN 1990, A2.

⁴ see Art.3.3 and Art.12 of the CPD, as well as clauses 4.2, 4.3.1, 4.3.2 and 5.2 of ID 1 (Interpretative Document Nr. 1).

EN 1991-2:2003 (E)

Complementary rules may be specified for individual projects :

- when traffic loads need to be considered which are not defined in this Part of Eurocode 1 (*e.g.* site loads, military loads, tramway loads) ;
- for bridges intended for both road and rail traffic ;
- for actions to be considered in accidental design situations ;
- for masonry arch bridges.

For road bridges, Load Models 1 and 2, defined in 4.3.2 and 4.3.3, and taken into account with adjustment factors α and β equal to 1, are deemed to represent the most severe traffic met or expected in practice, other than that of special vehicles requiring permits to travel, on the main routes of European countries. The traffic on other routes in these countries and in some other countries may be substantially lighter, or better controlled. However it should be noted that a great number of existing bridges do not meet the requirements of this EN 1991-2 and the associated Structural Eurocodes EN 1992 to EN 1999.

It is therefore recommended to the national authorities that values of the adjustment factors α and β be chosen for road bridge design corresponding possibly to several classes of routes on which the bridges are located, but remain as few and simple as possible, based on consideration of the national traffic regulations and the efficiency of the associated control.

For railway bridges, Load Model 71 (together with Load Model SW/0 for continuous bridges), defined in 6.3.2, represent the static effect of standard rail traffic operating over the standard-gauge or wide-gauge European mainline-network. Load Model SW/2, defined in 6.3.3, represents the static effect of heavy rail traffic. The lines, or sections of lines, over which such loads shall be taken into account are defined in the National Annex (see below) or for the individual project.

Provision is made for varying the specified loading to cater for variations in the type, volume and maximum weight of rail traffic on different railways, as well as for different qualities of track. The characteristic values given for Load Models 71 and SW/0 may be multiplied by a factor α for lines carrying rail traffic which is heavier or lighter than the standard.

In addition two other load models are given for railway bridges :

- load model "unloaded train" for checking the lateral stability of single track bridges and
- load model HSLM to represent the loading from passenger trains at speeds exceeding 200 km/h.

Guidance is also given on aerodynamic actions on structures adjacent to railway tracks as a result of passing trains and on other actions from railway infrastructure.

Bridges are essentially public works, for which :

- the European Directive 89/440/EEC on contracts for public works is particularly relevant, and
- public authorities have responsibilities as owners.

Public authorities may also have responsibilities for the issue of regulations on authorised traffic (especially on vehicle loads) and for delivery and control dispensations when relevant, *e.g.* for special vehicles.

EN 1991-2 is therefore intended for use by :

- committees drafting standards for structural design and related product, testing and execution standards ;
- clients (*e.g.* for the formulation of their specific requirements on traffic and associated loading requirements) ;
- designers and constructors ;
- relevant authorities.

Where a Table or a Figure are part of a NOTE, the Table or the Figure number is followed by (n) (*e.g.* Table 4.5(n)).

National Annex for EN 1991-2

This Standard gives alternative procedures, values and recommendations for classes with notes indicating where national choices have to be made. Therefore the National Standard implementing EN 1991-2 should have a National Annex containing all Nationally Determined Parameters to be used for the design of bridges to be constructed in the relevant country.

National choice is allowed in EN 1991-2 through the following clauses :

Section 1 : General	
1.1(3)	Complementary rules for retaining walls, buried structures and tunnels.

Section 2 : Classification of actions	
2.2(2) NOTE 2	Use of infrequent values of loading for road bridges
2.3(1)	Definition of appropriate protection against collisions
2.3(4)	Rules concerning collisions forces from various origins

Section 3 : Design situations	
(5)	Rules for bridges carrying both road and rail traffic

Section 4 : Road traffic actions and other actions specifically for road bridges	
4.1(1) NOTE 2	Road traffic actions for loaded lengths greater than 200m
4.1(2) NOTE 1	Specific load models for bridges with limitation of vehicle weight
4.2.1(1) NOTE 2	Definition of complementary load models
4.2.1(2)	Definition of models of special vehicles
4.2.3(1)	Conventional height of kerbs
4.3.1(2) NOTE 2	Use of LM2
4.3.2(3) NOTES 1 & 2	Values of α factors

EN 1991-2:2003 (E)

4.3.2(6)	Use of simplified alternative load models
4.3.3(2)	Values of β factor
4.3.3(4) NOTE 2	Selection of wheel contact surface for LM2
4.3.4(1)	Definition of Load Model 3 (special vehicles)
4.4.1(2) NOTE 2	Upper limit of the braking force on road bridges
4.4.1(2) NOTE 3	Horizontal forces associated with LM3
4.4.1(3)	Horizontal forces associated with Load Model 3
4.4.1(6)	Braking force transmitted by expansion joints
4.4.2(4)	Lateral forces on road bridge decks
4.5.1 – Table 4.4a Notes a and b	Consideration of horizontal forces in gr1a
4.5.2 NOTE 3	Use of infrequent values of variable actions
4.6.1(2) NOTE 2	Use of Fatigue Load Models
4.6.1(3) NOTE 1	Definition of traffic categories
4.6.1(6)	Definition of additional amplification factor (fatigue)
4.6.4(3)	Adjustment of Fatigue Load Model 3
4.6.5(1) NOTE 2	Road traffic characteristics for the use of Fatigue Load Model 4
4.6.6(1)	Use of Fatigue Load Model 5
4.7.2.1(1)	Definition of impact force and height of impact
4.7.2.2(1) NOTE 1	Definition of collision forces on decks
4.7.3.3(1) NOTE 1	Definition of collision forces on vehicle restraint systems
4.7.3.3(1) NOTE 3	Definition of vertical force acting simultaneously with the horizontal collision force
4.7.3.3(2)	Design load for the structure supporting a vehicle parapet
4.7.3.4(1)	Definition of collision forces on unprotected vertical structural members
4.8(1) NOTE 2	Definition of actions on pedestrian parapets
4.8(3)	Definition of design loads due to pedestrian parapets for the supporting structure
4.9.1(1) NOTE 1	Definition of load models on embankments

Section 5 : Actions on footways, cycle tracks and footbridges	
5.2.3(2)	Definition of load models for inspection gangways
5.3.2.1(1)	Definition of the characteristic value of the uniformly distributed load
5.3.2.2(1)	Definition of the characteristic value of the concentrated load on footbridges
5.3.2.3(1)P NOTE 1	Definition of service vehicles for footbridges
5.4(2)	Characteristic value of the horizontal force on footbridges

5.6.1(1)	Definition of specific collision forces
5.6.2.1(1)	Collision forces on piers
5.6.2.2(1)	Collision forces on decks
5.6.3(2) NOTE 2	Definition of a load model for accidental presence of a vehicle on a footbridge
5.7(3)	Definition of dynamic models of pedestrian loads

Section 6 : Rail traffic actions and other actions specifically for railway bridges	
6.1(2)	Traffic outside the scope of EN1991-2, alternative load models
6.1(3)P	Other types of railways
6.1(7)	Temporary bridges
6.3.2(3)P	Values of α factor
6.3.3(4)P	Choice of lines for heavy rail traffic
6.4.4	Alternative requirements for a dynamic analysis
6.4.5.2(3)P	Choice of dynamic factor
6.4.5.3(1)	Alternative values of determinant lengths
6.4.5.3 Table 6.2	Determinant length of cantilevers
6.4.6.1.1(6)	Additional requirements for the application of HSLM
6.4.6.1.1(7)	Loading and methodology for dynamic analysis
6.4.6.1.2(3) Table 6.5	Additional load cases depending upon number of tracks
6.4.6.3.1(3) Table 6.6	Values of damping
6.4.6.3.2(3)	Alternative density values of materials
6.4.6.3.3(3) NOTE 1 NOTE 2	Enhanced Young's modulus Other material properties
6.4.6.4(4)	Reduction of peak response at resonance and alternative additional damping values
6.4.6.4(5)	Allowance for track defects and vehicle imperfections
6.5.1(2)	Increased height of centre of gravity for centrifugal forces
6.5.3(5)	Actions due to braking for loaded lengths greater than 300 m
6.5.3(9)P	Alternative requirements for the application of traction and braking forces
6.5.4.1(5)	Combined response of structure and track, requirements for non-ballasted track
6.5.4.3.(2) NOTES 1 & 2	Alternative requirements for temperature range
6.5.4.4(2) NOTE 1	Longitudinal shear resistance between track and bridge deck
6.5.4.5	Alternative design criteria
6.5.4.5.1(2)	Minimum value of track radius
6.5.4.5.1(2)	Limiting values for rail stresses
6.5.4.6	Alternative calculation methods
6.5.4.6.1(1)	Alternative criteria for simplified calculation methods
6.5.4.6.1(4)	Longitudinal plastic shear resistance between track and bridge deck
6.6.1(3)	Aerodynamic actions, alternative values
6.7.1(2)P	Derailment of rail traffic, additional requirements

EN 1991-2:2003 (E)

6.7.1(8)P	Derailment of rail traffic, measures for structural elements situated above the level of the rails and requirements to retain a derailed train on the structure
6.7.3(1)P	Other actions
6.8.1(11)P Table 6.10	Number of tracks loaded when checking drainage and structural clearances
6.8.2(2) Table 6.11	Assessment of groups of loads
6.8.3.1(1)	Frequent values of multi-component actions
6.8.3.2(1)	Quasi-permanent values of multi-component actions
6.9(6)	Fatigue load models, structural life
6.9(7)	Fatigue load models, special traffic
Annex C(3)P	Dynamic factor
Annex C(3)P	Method of dynamic analysis
Annex D2(2)	Partial safety factor for fatigue loading

Section 1 General

1.1 Scope

(1) EN 1991-2 defines imposed loads (models and representative values) associated with road traffic, pedestrian actions and rail traffic which include, when relevant, dynamic effects and centrifugal, braking and acceleration actions and actions for accidental design situations.

(2) Imposed loads defined in EN 1991-2 are intended to be used for the design of new bridges, including piers, abutments, upstand walls, wing walls and flank walls etc., and their foundations.

(3) The load models and values given in EN 1991-2 should be used for the design of retaining walls adjacent to roads and railway lines.

NOTE For some models only, applicability conditions are defined in EN 1991-2. For the design of buried structures, retaining walls and tunnels, provisions other than those in EN 1990 to EN 1999 may be necessary. Possible complementary conditions may be defined in the National Annex or for the individual project.

(4) EN 1991-2 is intended to be used in conjunction with EN 1990 (especially A2) and EN 1991 to EN 1999.

(5) Section 1 gives definitions and symbols.

(6) Section 2 defines loading principles for road bridges, footbridges (or cycle-track bridges) and railway bridges.

(7) Section 3 is concerned with design situations and gives guidance on simultaneity of traffic load models and on combinations with non-traffic actions.

(8) Section 4 defines :

- imposed loads (models and representative values) due to traffic actions on road bridges and their conditions of mutual combination and of combination with pedestrian and cycle traffic (see section 5) ;
- other actions specifically for the design of road bridges.

(9) Section 5 defines :

- imposed loads (models and representative values) on footways, cycle tracks and footbridges ;
- other actions specifically for the design of footbridges.

(10) Sections 4 and 5 also define loads transmitted to the structure by vehicle restraint systems and/or pedestrian parapets.