

No. 23345

MULTILATERAL

Protocol on road markings, additional to the European Agreement supplementing the Convention on road signs and signals opened for signature at Vienna on 8 November 1968 (with annex and diagrams). Concluded at Geneva on 1 March 1973

Authentic texts: English, French and Russian.

Registered ex officio on 25 April 1985.

MULTILATÉRAL

Protocole sur les marques routières, additionnel à l'Accord européen complétant la Convention sur la signalisation routière ouverte à la signature à Vienne le 8 novembre 1968 (avec annexe et diagrammes). Conclu à Genève le 1^{er} mars 1973

Textes authentiques : anglais, français et russe.

Enregistré d'office le 25 avril 1985.

PROTOCOL¹ ON ROAD MARKINGS, ADDITIONAL TO THE EUROPEAN AGREEMENT² SUPPLEMENTING THE CONVENTION ON ROAD SIGNS AND SIGNALS OPENED FOR SIGNATURE AT VIENNA ON 8 NOVEMBER 1968

The Contracting Parties, being also Parties to the Convention on Road Signs and Signals opened for signature at Vienna on 8 November 1968³ and to the European Agreement supplementing that Convention and opened for signature at Geneva on 1 May 1971,²

Desiring to achieve greater uniformity in Europe in the rules governing road markings,

Have agreed as follows:

Article 1. The Contracting Parties, being also Parties to the Convention on Road Signs and Signals opened for signature at Vienna on 8 November 1968 and to the European Agreement supplementing that Convention and opened for signature at Geneva on 1 May 1971, shall take appropriate measures to ensure that the system of road markings applied in their territories conforms to the provisions of the annex to this Protocol.

Article 2. 1. This Protocol shall be open until 1 March 1974 for signature by States which are signatories to, or have acceded to, the Convention on Road Signs and Signals opened for signature at Vienna on 8 November 1968 and to the European Agreement supplementing that Convention and opened for signature at Geneva on 1 May 1971, and are either members of the United Nations Economic Commission for Europe or have been admitted to the Commission in a consultative capacity in conformity with paragraph 8 of the terms of reference of the Commission.

¹ Came into force in respect of the following States on 25 April 1985, i.e., 12 months after the date of deposit of the tenth instrument of ratification or accession with the Secretary-General of the United Nations, in accordance with article 4(1):

<i>State</i>	<i>Date of deposit of the instrument of ratification or accession (a)</i>	<i>State</i>	<i>Date of deposit of the instrument of ratification or accession (a)</i>
Austria*	11 August 1981	(With a declaration of application to Berlin (West).)	
Bulgaria	28 December 1978 a	Hungary*	16 March 1976
Byelorussian Soviet Socialist Republic*	25 April 1984 a	Luxembourg	25 November 1975
Czechoslovakia*	7 June 1978 a	Union of Soviet Socialist Republics*	6 April 1984 a
German Democratic Republic*	18 August 1975 a	Yugoslavia	6 June 1977 a
Germany, Federal Republic of*	3 August 1978		

Subsequently, the Protocol came into force in respect of each of the States listed below twelve months after the date of deposit of its instrument of ratification or accession, in accordance with article 4 (2):

<i>State</i>	<i>Date of deposit of the instrument of ratification or accession (a)</i>
Ukrainian Soviet Socialist Republic* (With effect from 9 May 1984.)	9 May 1984 a
Poland* (With effect from 23 August 1985.)	23 August 1984 a
Finland* (With effect from 1 April 1986.)	1 April 1985 a

* See p. 432 of this volume for the texts of the reservations and declarations made upon ratification or accession.

² United Nations, *Treaty Series*, vol. 1142, p. 225.

³ *Ibid.*, vol. 1091, p. 3.

2. This Protocol shall be subject to ratification after the State concerned has ratified, or acceded to, the Convention on Road Signs and Signals opened for signature at Vienna on 8 November 1968 and the European Agreement supplementing that Convention and opened for signature at Geneva on 1 May 1971. The instruments of ratification shall be deposited with the Secretary-General of the United Nations.

3. This Protocol shall remain open for accession by any of the States referred to in paragraph 1 of this article which are Parties to the Convention on Road Signs and Signals opened for signature at Vienna on 8 November 1968 and to the European Agreement supplementing that Convention and opened for signature on 1 May 1971. The instruments of accession shall be deposited with the Secretary-General.

Article 3. 1. Any State may, at the time of signing or ratifying this Protocol, or of acceding thereto, or at any time thereafter, declare by notification addressed to the Secretary-General that the Protocol shall become applicable to all or any of the territories for the international relations of which it is responsible. The Protocol shall become applicable to the territory or territories named in the notification thirty days after the receipt of the notification by the Secretary-General or on the date of entry into force of the Protocol for the State making the notification, whichever is the later.

2. Any State which has made a declaration under paragraph 1 of this article may at any time thereafter declare by notification addressed to the Secretary-General that the Protocol shall cease to be applicable to the territory named in the notification, and the Protocol shall cease to be applicable to such territory one year from the date of receipt by the Secretary-General of the notification.

Article 4. 1. This Protocol shall enter into force twelve months after the date of deposit of the tenth instrument of ratification or accession.

2. For each State ratifying, or acceding to, this Protocol after the deposit of the tenth instrument of ratification or accession, the Protocol shall enter into force twelve months after the date of deposit by such State of its instrument of ratification or accession.

3. If the date of entry into force applicable in pursuance of paragraphs 1 and 2 of this article precedes that resulting from the application of Article 39 of the Convention on Road Signs and Signals opened for signature at Vienna on 8 November 1968, this Protocol shall enter into force within the meaning of paragraph 1 of this article on the later of those two dates.

Article 5. Upon its entry into force, this Protocol shall terminate and replace, in relations between the Contracting Parties, the provisions concerning the Protocol on Road Signs and Signals contained in the European Agreement supplementing the Convention on Road Traffic and the Protocol on Road Signs and Signals of 1949 signed at Geneva on 16 September 1950,¹ the Agreement on Signs for Road Works signed at Geneva on 16 December 1955,² and the European Agreement on Road Markings signed at Geneva on 13 December 1957.³

¹ United Nations, *Treaty Series*, vol. 182, p. 286.

² Economic Commission for Europe, *Agreement on Signs for Road Works*, E/ECE/223 (E/ECE/TRANS/481), 1956.

³ *Ibid.*, vol. 372, p. 159.

Article 6. 1. After this Protocol has been in force for twelve months, any Contracting Party may propose one or more amendments to the Protocol. The text of any proposed amendment, accompanied by an explanatory memorandum, shall be transmitted to the Secretary-General, who shall communicate it to all Contracting Parties. The Contracting Parties shall have the opportunity of informing him within a period of twelve months following the date of its circulation whether they: (a) accept the amendment; or (b) reject the amendment; or (c) wish that a conference be convened to consider the amendment. The Secretary-General shall also transmit the text of the proposed amendment to the other States referred to in article 2 of this Protocol.

2. (a) Any proposed amendment communicated in accordance with paragraph 1 of this article shall be deemed to be accepted if within the period of twelve months referred to in the preceding paragraph less than one-third of the Contracting Parties inform the Secretary-General that they either reject the amendment or wish that a conference be convened to consider it. The Secretary-General shall notify all Contracting Parties of each acceptance or rejection of any proposed amendment and of requests that a conference be convened. If the total number of such rejections and requests received during the specified period of twelve months is less than one-third of the total number of Contracting Parties, the Secretary-General shall notify all Contracting Parties that the amendment will enter into force six months after the expiry of the period of twelve months referred to in paragraph 1 of this article for all Contracting Parties except those which, during the period specified, have rejected the amendment or requested the convening of a conference to consider it.

(b) Any Contracting Party which, during the said period of twelve months, has rejected a proposed amendment or requested the convening of a conference to consider it may at any time after the end of such period notify the Secretary-General that it accepts the amendment, and the Secretary-General shall communicate such notification to all the other Contracting Parties. The amendment shall enter into force, with respect to the Contracting Party which has notified its acceptance, six months after the date on which the Secretary-General receives the notification.

3. If a proposed amendment has not been accepted in accordance with paragraph 2 of this article and if within the period of twelve months specified in paragraph 1 of this article less than half of the total number of the Contracting Parties inform the Secretary-General that they reject the proposed amendment and if at least one-third of the total number of Contracting Parties, but not less than five, inform him that they accept it or wish a conference to be convened to consider it, the Secretary-General shall convene a conference for the purpose of considering the proposed amendment or any other proposal which may be submitted to him in accordance with paragraph 4 of this article.

4. If a conference is convened in accordance with paragraph 3 of this article, the Secretary-General shall invite to it all the Contracting Parties and the other States referred to in article 2 of this Protocol. He shall request all States invited to the conference to submit to him, at least six months before its opening date, any proposals which they may wish the conference to consider in addition to the proposed amendment and shall communicate such proposals, at least three months before the opening date of the conference, to all States invited to the conference.

5. (a) Any amendment to this Protocol shall be deemed to be accepted if it has been adopted by a two-thirds majority of the States represented at the conference, provided that such majority comprises at least two-thirds of the Contracting Parties represented at the conference. The Secretary-General shall notify all Contracting Parties of the adoption of the amendment, and the amendment shall enter into force twelve months after the date of this notification for all Contracting Parties except those which during that period have notified the Secretary-General that they reject the amendment.

(b) A Contracting Party which has rejected an amendment during the said period of twelve months may at any time notify the Secretary-General that it accepts the amendment, and the Secretary-General shall communicate such notification to all the other Contracting Parties. The amendment shall enter into force, with respect to the Contracting Party which has notified its acceptance, six months after receipt by the Secretary-General of the notification or at the end of the said period of twelve months, whichever is later.

6. If the proposed amendment is not deemed to be accepted pursuant to paragraph 2 of this article and if the conditions prescribed by paragraph 3 of this article for convening a conference are not fulfilled, the proposed amendment shall be deemed to be rejected.

7. Independently of the amendment procedure prescribed in paragraphs 1-6 of this article, the annex to this Protocol may be amended by agreement between the competent administrations of all Contracting Parties. If the administration of a Contracting Party states that its national law obliges it to subordinate its agreement to the grant of a specific authorization or to the approval of a legislative body, the competent administration of the Contracting Party in question shall be considered to have consented to the amendment to the annex only at such time as it notifies the Secretary-General that it has obtained the required authorization or approval. The agreement between the competent administrations may provide that, during a transitional period, the former provisions of the annex shall remain in force, in whole or in part, simultaneously with the new provisions. The Secretary-General shall appoint the date of entry into force of the new provisions.

8. Each State shall, at the time of signing, ratifying, or acceding to this Protocol, inform the Secretary-General of the name and address of its administration competent in the matter of agreement as contemplated in paragraph 7 of this article.

Article 7. Any Contracting Party may denounce this Protocol by written notification addressed to the Secretary-General. The denunciation shall take effect one year after the date of receipt by the Secretary-General of such notification. Any Contracting Party which ceases to be a Party to the Convention on Road Signs and Signals opened for signature at Vienna on 8 November 1968 and to the European Agreement supplementing that Convention and opened for signature at Geneva on 1 May 1971, shall on the same date cease to be a Party to this Protocol.

Article 8. This Protocol shall cease to be in force if the number of Contracting Parties is less than five for any period of twelve consecutive months, or at such time as the Convention on Road Signs and Signals opened for signature at Vienna on 8 November 1968, or the European Agreement supplementing that Convention and opened for signature at Geneva on 1 May 1971, ceases to be in force.

Article 9. 1. Any dispute between two or more Contracting Parties which relates to the interpretation or application of this Protocol and which the Parties in dispute are unable to settle by negotiation or other means of settlement shall be referred to arbitration if any of the Contracting Parties in dispute so requests, and shall, to that end, be submitted to one or more arbitrators selected by mutual agreement between the Parties in dispute. If the Parties in dispute fail to agree on the choice of an arbitrator or arbitrators within three months after the request for arbitration, any of those Parties may request the Secretary-General of the United Nations to appoint a single arbitrator to whom the dispute shall be submitted for decision.

2. The award of the arbitrator or arbitrators appointed in accordance with paragraph 1 of this article shall be binding upon the Contracting Parties in dispute.

Article 10. Nothing in this Protocol shall be construed as preventing a Contracting Party from taking such action, compatible with the provisions of the Charter of the United Nations and limited to the exigencies of the situation, as it considers necessary to its external or internal security.

Article 11. 1. Any State may, at the time of signing this Protocol or of depositing its instrument of ratification or accession, declare that it does not consider itself bound by article 9 of this Protocol. Other Contracting Parties shall not be bound by article 9 with respect to any Contracting Party which has made such a declaration.

2. Reservations to this Protocol, other than the reservation provided for in paragraph 1 of this article, shall be permitted on condition that they are formulated in writing and, if formulated before the deposit of the instrument of ratification or accession, are confirmed in that instrument.

3. Any State shall, at the time of depositing its instrument of ratification of this Protocol or of accession thereto, notify the Secretary-General in writing to what extent any reservation made by it to the Convention on Road Signs and Signals opened for signature at Vienna on 8 November 1968, or to the European Agreement supplementing that Convention and opened for signature at Geneva on 1 May 1971, apply to this Protocol. Any reservations to the Convention on Road Signs and Signals which have not been included in the notification made at the time of depositing the instrument of ratification of this Protocol or of accession thereto shall be deemed to be inapplicable to this Protocol.

4. The Secretary-General shall communicate the reservations and notifications made pursuant to this article to all States referred to in article 2 of this Protocol.

5. Any State which has made a declaration, a reservation or a notification under this article may withdraw it at any time by notification addressed to the Secretary-General.

6. Any reservation made in accordance with paragraph 2 or notified in accordance with paragraph 3 of this article:

(a) Modifies, for the Contracting Party which has made or notified the reservation, the provisions of the Protocol to which the reservation relates, to the extent of the reservation;

- (b) Modifies those provisions to the same extent for the other Contracting Parties in their relations with the Contracting Party which made or notified the reservation.

Article 12. In addition to the declarations, notifications and communications provided for in articles 6 and 11 of this Protocol, the Secretary-General shall notify the Contracting Parties and the other States referred to in article 2 of the following:

- (a) Signatures, ratifications and accessions under article 2;
(b) Notifications and declarations under article 3;
(c) The dates of entry into force of this Protocol in accordance with article 4;
(d) The date of entry into force of amendments to this Protocol in accordance with article 6, paragraphs 2, 5 and 7;
(e) Denunciations under article 7;
(f) The termination of this Protocol under article 8.

Article 13. After 1 March 1974, the original of this Protocol shall be deposited with the Secretary-General of the United Nations, who shall send certified true copies to all the States referred to in article 2 of this Protocol.

IN WITNESS WHEREOF, the undersigned, being duly authorized thereto, have signed this Protocol.

DONE at Geneva, this first day of March one thousand nine hundred and seventy-three, in a single copy in the English, French and Russian languages, the three texts being equally authentic.

ANNEX

1. For the purposes of applying this annex, the term "Convention" means the Convention on Road Signs and Signals, opened for signature at Vienna on 8 November 1968.

2. This annex contains only additions to and modifications of the corresponding provisions of the Convention.

3. *Ad Article 26 of the Convention*

Paragraph 2

Additional sub-paragraph to be inserted immediately after sub-paragraph (b) of this paragraph

This additional sub-paragraph shall read as follows:

"Double broken lines may be used to delineate a lane or lanes in which the direction of the traffic flow may be reversed in conformity with Article 23, paragraph 11, of the Convention."

Paragraph 4

Additional phrase to be inserted between "carriageway" and "shall"

With the addition of this phrase, the paragraph shall read as follows:

"For the purposes of this article, longitudinal lines used to mark the edges of the carriageway in order to make them more visible, longitudinal lines connected to transverse lines used to demarcate parking spaces on the carriageway, and longitudinal

lines showing a prohibition or restrictions on standing or parking shall not be regarded as longitudinal markings.”

4. *Ad Article 27 of the Convention*

Paragraph 1

Two adjacent continuous lines shall not be used to mark the stop line.

Paragraph 3

Two adjacent broken lines shall not be used to show the line which vehicles may not normally pass when giving way in compliance with the sign B, 1 “Give way”.

Paragraph 5

This paragraph shall read as follows:

“To mark cyclist crossings, broken lines consisting of squares or parallelograms shall be used.”

5. *Ad Article 28 of the Convention*

Additional paragraphs to be inserted immediately after paragraph 3 of this Article

These paragraphs shall read as follows:

“A continuous line on the kerb or on the edge of the carriageway shall mean that as far as the line extends, and at the side of the carriageway on which the line is applied, standing and parking are prohibited or are subject to restrictions indicated by other means.

“A broken line on the kerb or on the edge of the carriageway shall mean that as far as the line extends, and at the side of the carriageway on which the line is applied, parking is prohibited or is subject to restrictions indicated by other means.

“The marking of a traffic lane by a continuous or broken line accompanied by signs or worded road markings designating certain categories of vehicles, such as buses, taxis, etc., shall mean that the use of the lane is reserved to the vehicles so indicated.”

6. *Ad Article 29 of the Convention*

Paragraph 2

This paragraph shall read as follows:

“The road markings shall be white. The term ‘white’ includes shades of silver or light grey. However:

- Markings showing places where parking is permitted or restricted may be blue;
- Zigzag lines showing places where parking is prohibited shall be yellow;
- The continuous or broken line on the kerb or on the edge of the carriageway to show that standing or parking is prohibited or restricted shall be yellow.”

Additional paragraphs to be inserted immediately after paragraph 2 of this Article

These paragraphs shall read as follows:

“If a yellow line is used to indicate a prohibition or restrictions on standing or parking, the yellow line shall, if there is a white edge-of-carriageway line, be on the outside of and adjacent to the white line.

“If there is a need temporarily to cancel for a short time the traffic rule symbolized by permanent markings, and if for the purpose the permanent markings are replaced by other markings, all the temporary markings shall be of a colour other than that normally used for directing traffic or for prohibiting or restricting standing or parking. Studs shall preferably be used to make the temporary road markings more conspicuous.”

7. *Ad Annex 8 to the Convention (Road Markings), Chapter II (Longitudinal markings)* (diagram A-1)

A. *Dimensions*

Paragraph 2

This paragraph shall read as follows:

“The width of continuous or broken lines used for longitudinal markings should be at least 0.10 m (4 in.). The width of a broken line used to indicate the separation between a through lane and an acceleration lane, a deceleration lane or a combination of an acceleration lane and a deceleration lane, should be at least double that of a normal broken line.”

Paragraph 5

This paragraph shall read as follows:

“(a) A broken line used for guiding traffic in accordance with Article 26, paragraph 2 (a) (i), of the Convention shall consist of strokes not less than 1 m (3 ft. 4 in.) long. The length of the gaps should normally be from two to four times the length of the strokes. The length of the gaps should not exceed 12 m (40 ft.).

(b) The length of the strokes of a broken line used for warning in accordance with Article 26, paragraph 2 (a) (ii), of the Convention should be from two to four times the length of the gaps.”

Paragraph 6

This paragraph shall read as follows:

“A continuous line should be not less than 20 m (65 ft.) long.”

B. *Traffic lane markings*

The distinction between (i) “Outside built-up areas” and (ii) “In built-up areas” shall not apply.

Paragraph 8, first sentence

This sentence shall read as follows: “On two-way carriageways having two lanes, the centre line of the carriageway should be indicated by a longitudinal marking (diagram A-2).”

Paragraph 9

This paragraph shall read as follows:

“On two-way carriageways having three lanes, the lanes should, as a general rule, be indicated by broken lines (diagram A-3). One or two continuous lines or a broken line adjacent to a continuous line should be used only in specific cases. Two continuous lines may be used on approaches to hill crests, intersections and level crossings and where there is reduced visibility.”

Paragraph 10

This paragraph shall read as follows:

“On two-way carriageways having more than three lanes, the two directions of traffic should be separated by a continuous line. However, on the approaches to level crossings and in other special circumstances, two continuous lines may be used. The lanes shall be marked by broken lines (diagram A-4). When only one continuous line is used it shall be wider than the lane-lines used on the same section of road.”

Paragraph 11

This paragraph shall read as follows:

“If the additional sub-paragraph inserted after Article 26, paragraph 2 (b), of the Convention is applied, each edge of the reversible lane(s) may be marked by a double

broken warning line used in conformity with Article 26, paragraph 2 (a) (ii), of the Convention (diagrams A-5 and A-6).”

Additional paragraph to be inserted immediately after paragraph 11

This paragraph shall read as follows:

“Diagram A-7 gives an example of the marking of a one-way road. Diagram A-8 gives an example of the marking of a carriageway of a motorway.”

Paragraph 13

The words “diagrams 2 and 3” shall read: “diagram A-31”.

Additional paragraph to be inserted after paragraph 13

This paragraph shall read as follows:

“Diagrams A-9 and A-10 give examples of the marking of acceleration lanes and of deceleration lanes. Diagram A-11 gives an example of the marking of a combination of an acceleration lane and a deceleration lane.”

C. Markings for particular situations

Paragraph 14

The words “diagram 4” and “diagrams 5 and 6” shall be replaced by “diagram A-33”.

Paragraph 15

This paragraph shall read as follows:

“‘Range of vision’ means the distance at which an object of a certain height placed on the carriageway can be seen by an observer on the carriageway whose eye is at the same height or lower.* When it is necessary to prohibit the use of the part of the carriageway reserved for oncoming traffic at certain intersections, or at places where the range of vision is restricted (hill crest, bend in the road, etc.) or on sections where the carriageway is narrow or has some other peculiarity, restrictions should be imposed, on sections where the range of vision is less than a certain minimum M, by means of continuous lines laid out in accordance with diagrams A-12 to A-19. Where local circumstances make it impossible to use continuous lines, warning lines in conformity with Article 26, paragraph 2 (a) (ii), of the Convention should be used.”

Paragraph 16

This paragraph shall read as follows:

“The value to be adopted for M varies with road and traffic conditions. In the diagrams A-12 to A-19, A (or D) is the point where the range of vision becomes less than M, while C (or B) is the point where the range of vision again begins to exceed M.”

Paragraph 17

This paragraph shall read as follows:

“Diagrams A-12 (a), A-12 (b), A-13 (a), A-15 and A-16 give examples of the marking of two-lane roads in various cases (bend or vertical curve, existence or absence of a central area where the range of vision exceeds M in both directions).”

Paragraph 18

This paragraph shall read as follows:

“On three-lane roads two methods are possible:

“(a) The carriageway may be reduced to two broader lanes, a procedure which may be regarded as preferable if the road carries a large proportion of two-wheeled

* In view of the present characteristics of motor vehicle design it is suggested that 1 m (3 ft. 4 in.) should be regarded as the height of the eye and 1.20 m (4 ft.) as the height of the object.

vehicles and/or if the section reduced to two lanes is relatively short and remote from any other similar section (diagrams A-12 (c), A-12 (d), A-13 (b), A-17 and A-18).

“(b) To take advantage of the full width of the carriageway, one of the two directions of traffic may be offered two lanes. On vertical curves the privileged direction should be the ascending one. Diagram A-12 (e) gives an example of a hill crest where sections AB and CD do not overlap. Where they do overlap, this type of marking prevents overtaking in the central area where the range of vision is sufficient in both directions. To avoid this the marking of diagram A-13 (c) may be adopted. Diagram A-14 shows the marking of a convex change of slope. The marking is the same whether AB and CD overlap or not. On bends combined with a fairly substantial gradient the same principles may be adopted. On level bends two lanes may be offered to vehicles travelling on the outside of the bend, such vehicles having better visibility when overtaking. Diagram A-19 gives an example of such marking, which is the same whether AB and CD overlap or not.”

Paragraphs 19 to 21

The provisions of these paragraphs shall not apply.

Paragraph 22, first sentence

This sentence shall read as follows: “In diagrams A-20 and A-21, which show the lines used to indicate a change in width of the available carriageway, and in diagram A-22, which shows an obstacle or the beginning of a central reservation necessitating a deviation of the continuous line(s), the inclination of the line(s) should preferably be 1/50 or less on fast roads and 1/20 or less on roads where speeds do not exceed 60 km/h (37 m.p.h.).”

Paragraph 23

This paragraph shall read as follows:

“A continuous line should be preceded by a warning line in accordance with Article 26, paragraph 2 (a) (ii), of the Convention for a distance of at least 100 m (333 ft.) on fast roads and at least 50 m (166 ft.) on roads where speeds do not exceed 60 km/h. This warning line may be supplemented or replaced by deviation arrows (deflecting arrows). Diagrams A-23 and A-24 give examples of such arrows. Where more than two arrows are used, the distance between successive arrows should diminish as the hazard is approached (diagrams A-25 and A-26).”

D. Border lines indicating the limits of the carriageway

Paragraph 26

Additional sentences to be inserted at the end of this paragraph

These sentences shall read as follows: “The width of the border line should be at least 0.10 m (4 in.). The width of the border line on a motorway or similar road should be at least 0.15 m (6 in.).”

E. Marking of obstructions

Paragraph 27

This paragraph shall read as follows:

“Diagrams A-22 and A-27 give examples of the markings to be used near an island or any other obstruction on the carriageway.”

F. Guide lines and arrows at intersections

Paragraph 28

This paragraph shall read as follows:

“At certain intersections, if it is desirable to show drivers how to cross the intersection and how to turn left in countries with right-hand traffic or how to turn right in countries with left-hand traffic, guide lines or arrows may be used. The

recommended length of strokes and gaps is 0.50 m (1 ft. 8 in.) (diagrams A-28 and A-29). The guide lines shown in diagram A-29 (a) may be supplemented by arrows. The arrows shown in diagram A-29 (b) may be supplemented by guide lines.”

8. *Ad Annex 8 to the Convention (Road markings), Chapter III (Transverse markings)*

B. *Stop lines*

Paragraph 30

A reference to diagram A-30 shall be added at the end of this paragraph.

Paragraph 32

This paragraph shall read as follows:

“Stop lines may be supplemented by longitudinal lines (diagram A-31). They may also be supplemented by the word “STOP” inscribed on the carriageway (diagram A-32).”

C. *Line indicating points at which drivers must give way*

Paragraph 33

This paragraph shall read as follows:

“The minimum width of the line should be 0.20 m (8 in.) and the maximum width 0.60 m (24 in.) (diagram A-34 (a)). The length of the strokes should be at least twice their width. The line may be replaced by triangles marked side by side on the ground with their vertices pointing towards the driver who is required to give way. The bases of these triangles should measure at least 0.40 m (16 in.) but not more than 0.60 m (24 in.) and their height should be at least 0.60 m (24 in.) but not more than 0.70 m (28 in.) (diagram A-34 (b)).”

Paragraph 35

This paragraph shall read as follows:

“The marking(s) referred to in paragraph 34 above may be supplemented by a triangle drawn on the carriageway as shown in the examples given in diagrams A-34 and A-35.”

D. *Pedestrian crossings*

Paragraph 37

This paragraph shall read as follows:

“The space between the stripes marking a pedestrian crossing should be at least equal to the width of the stripes and not more than twice that width: the width of a space and stripe together should be between 0.80 m (2 ft. 8 in.) and 1.40 m (4 ft. 8 in.). The minimum width recommended for pedestrian crossings is 2.50 m (8 ft.) on roads on which the speed limit is 60 km/h (37 m.p.h.) or less (diagram A-36). On other roads the minimum width of pedestrian crossings is 4 m (13 ft.). For safety reasons, pedestrian crossings on such roads should be equipped with traffic light signals.”

E. *Cyclist crossings*

Paragraph 38

This paragraph shall read as follows:

“Cyclist crossings should be indicated by two broken lines. The broken line should preferably be made up of squares $(0.40-0.60) \times (0.40-0.60)$ m [$(16-24) \times (16-24)$ in.] separated by gaps equal in length to the side of the squares. The width of the crossings should be not less than 1.80 m (6 ft.) for one-way cycle tracks and not less than 3 m (9 ft. 9 in.) for two-way cycle tracks. On oblique crossings the squares may be replaced by parallelograms with their sides parallel respectively to the centre line of the road and to

the centre line of the track (diagram A-37). Studs and buttons should not be used. Diagram A-38 gives an example of an intersection where the cycle track is part of a priority road.”

9. *Ad Annex 8 to the Convention (Road markings), Chapter IV (Other markings)*

A. *Lane selection arrow markings*

Paragraph 39

This paragraph shall read as follows:

“On roads having sufficient traffic lanes to separate vehicles approaching an intersection, the lanes to be used may be indicated by lane selection arrow markings on the surface of the carriageway (diagrams A-39 to A-41). Lane selection arrows may also be used on a one-way road to confirm the direction of traffic. The lane selection arrows should be not less than 2 m (6 ft. 7 in.) long. They may be supplemented by word markings on the carriageway.”

B. *Oblique parallel lines*

Paragraph 40

This paragraph shall read as follows:

“Oblique parallel lines should be so inclined as to deflect traffic from the area they define. Chevron markings, likewise so inclined as to deflect traffic from the hazard, may be used at points of divergence and convergence (diagram A-42). Diagram A-42a gives an example of an area which vehicles moving alongside the continuous line must not enter and which vehicles moving alongside the broken line may enter only with care. Diagram A-21 shows the marking of areas entry into which is strictly prohibited.”

C. *Word markings*

Paragraph 42

This paragraph shall read as follows:

“The letters and numerals should be considerably elongated in the direction of traffic movement because of the small angle at which they are seen by approaching drivers. Where approach speeds do not exceed 60 km/h (37 m.p.h.) the letters and numerals should be at least 1.60 m (5 ft. 4 in.) in height (diagrams A-43 to A-48). Where approach speeds exceed 60 km/h, the letters and numerals should be at least 2.50 m (8 ft.) in height. Examples of letters and numerals 4 m in height are given in diagrams A-49 to A-54.”

Paragraph 43

The provision of this paragraph shall not be applied.

E. *Markings on the carriageway and on adjacent structures*

(i) *Markings indicating parking restrictions*

Paragraph 45

This paragraph shall read as follows:

“Diagrams A-55 and A-56 give examples of markings indicating a prohibition on parking.”

(ii) *Marking of obstructions*

Paragraph 46

This paragraph shall read as follows:

“Diagram A-57 gives an example of a marking on an obstacle. Such markings should take the form of alternate black and white or alternate black and yellow stripes.”

DIAGRAMS

DIAGRAMMES

ДИАГРАММЫ

Marking of two-way carriageways
having two lanes

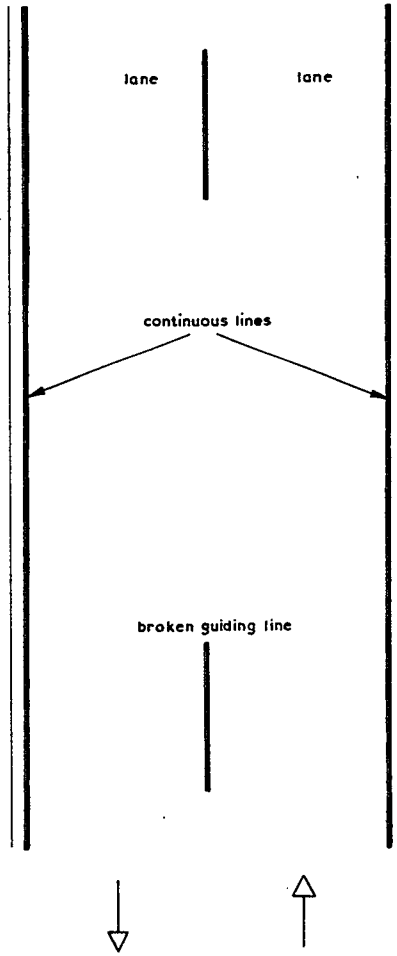
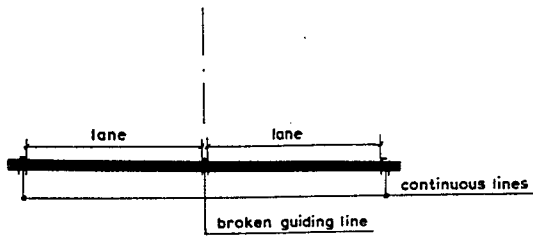


diagram A-2

Marking of two-way carriageways having three lanes

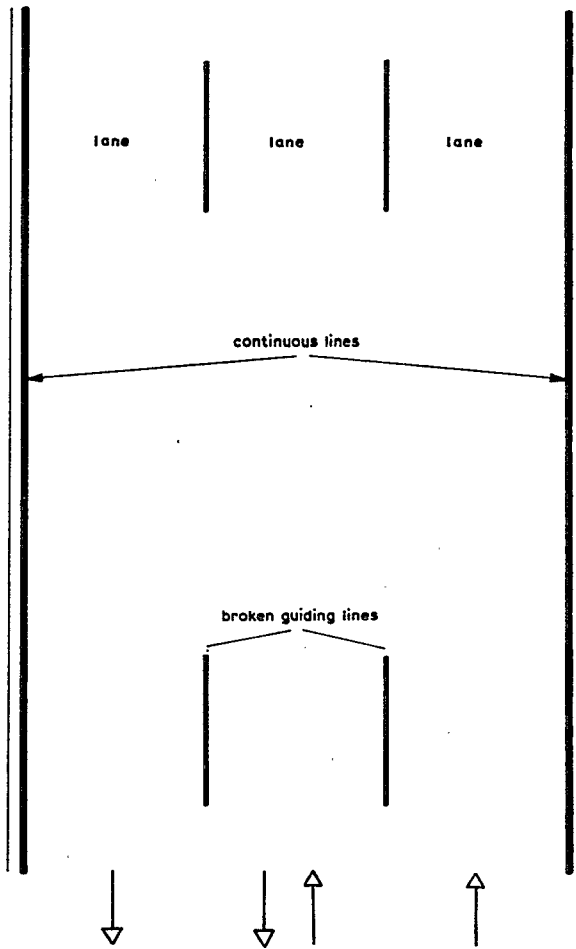
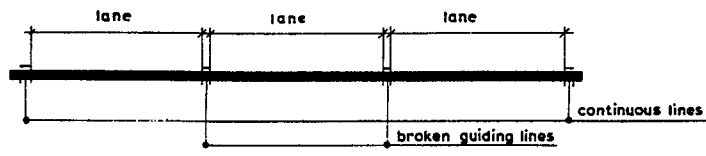


diagram A-3

Marking of two-way carriageways having four or more lanes.

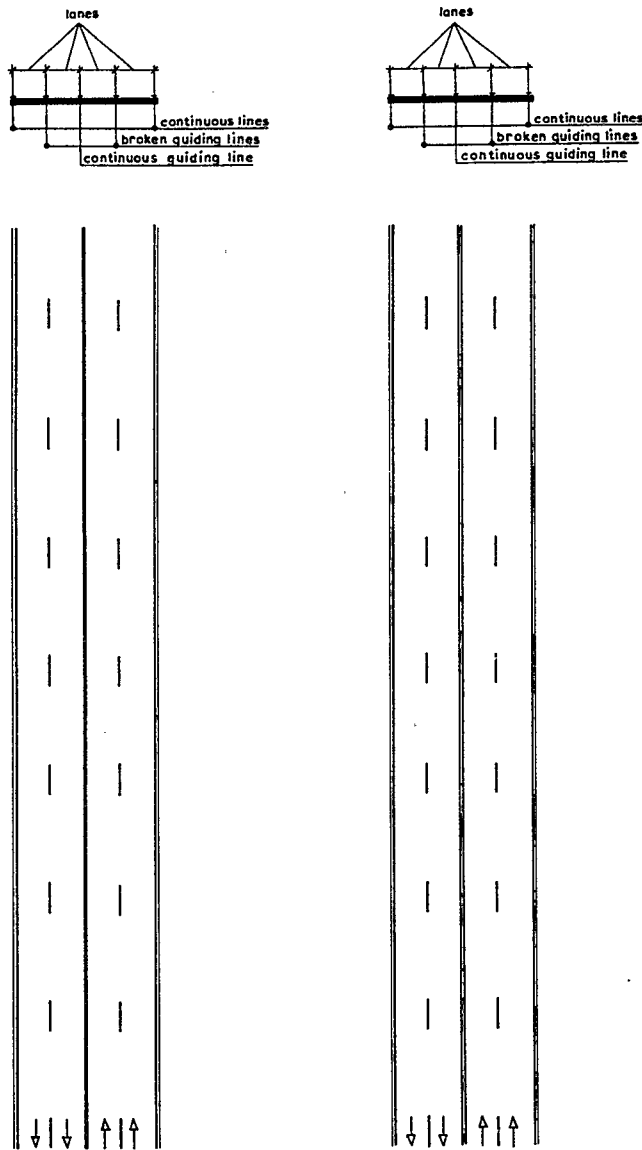


diagram A-4

Marking of two-way carriageways
having two lanes and a reversible lane

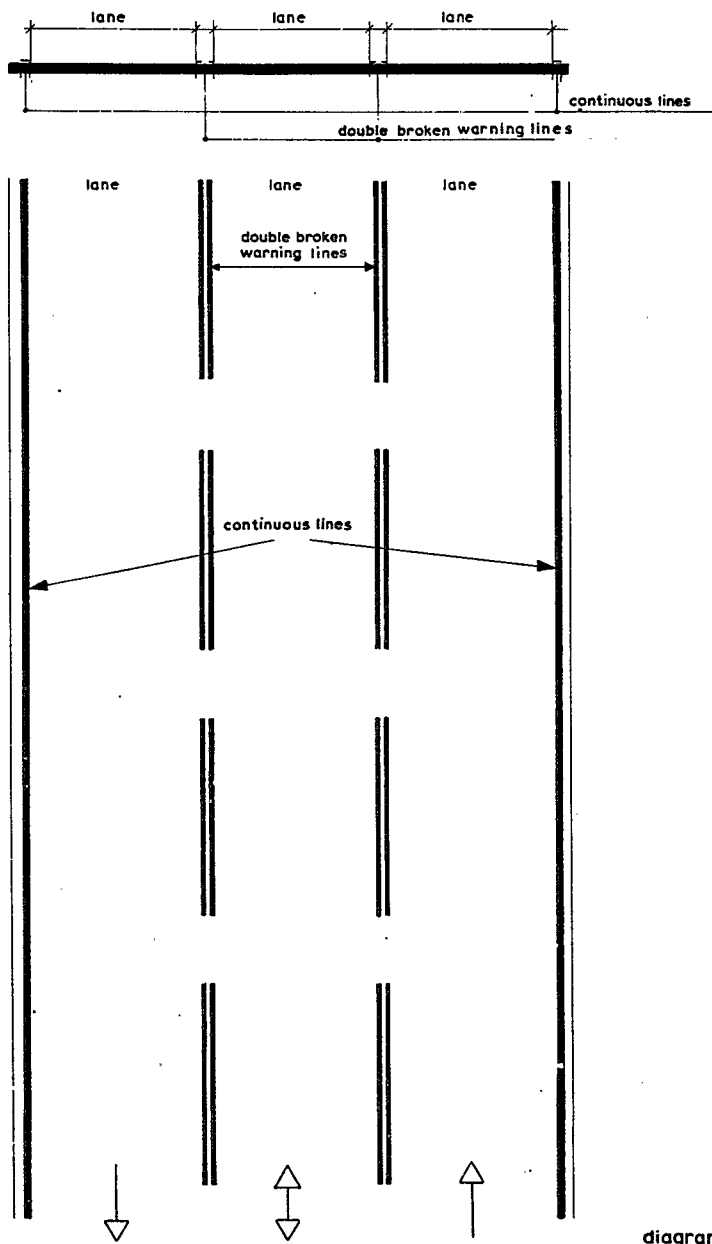
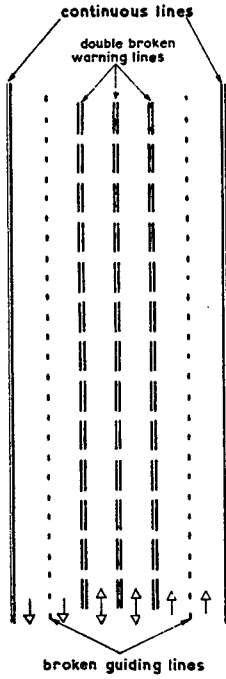
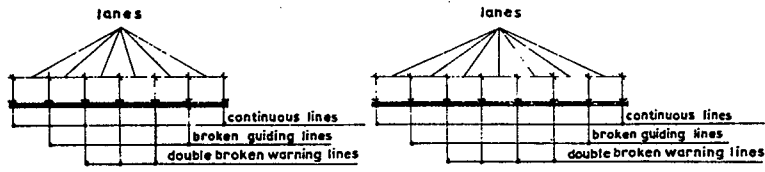
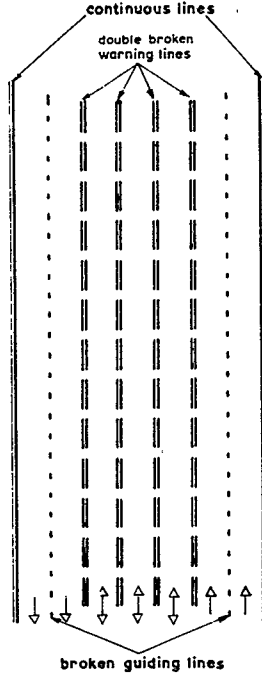


diagram A-5



Marking of two-way carriageways with six lanes of which two are reversible.



Marking of two-way carriageways with seven lanes of which three are reversible.

diagram A-6

Marking of one - way carriageways

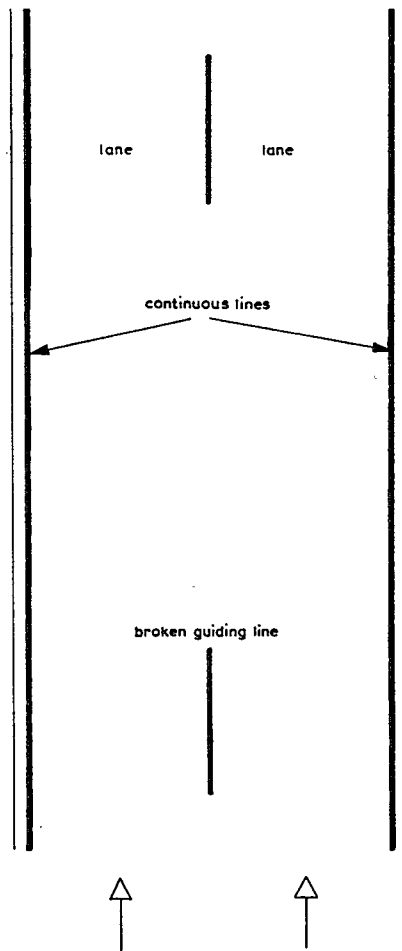
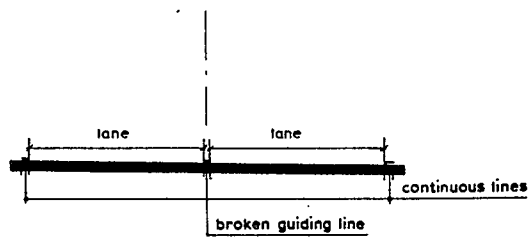


diagram A-7

Marking of a carriageway of a motorway.

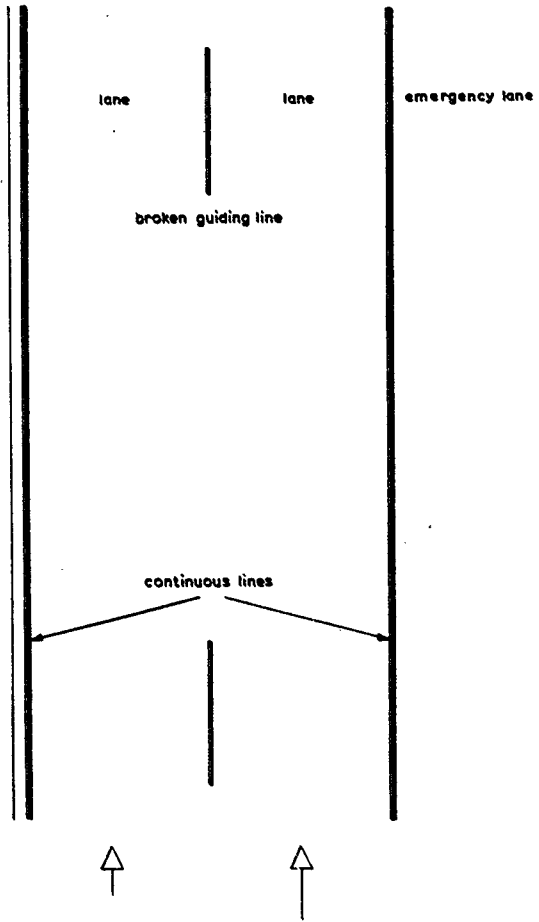
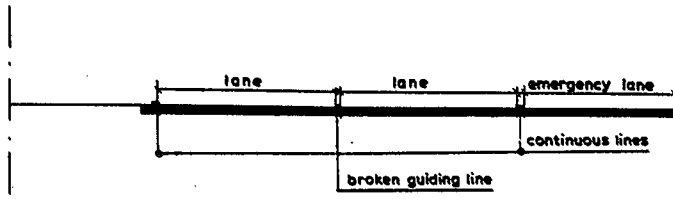
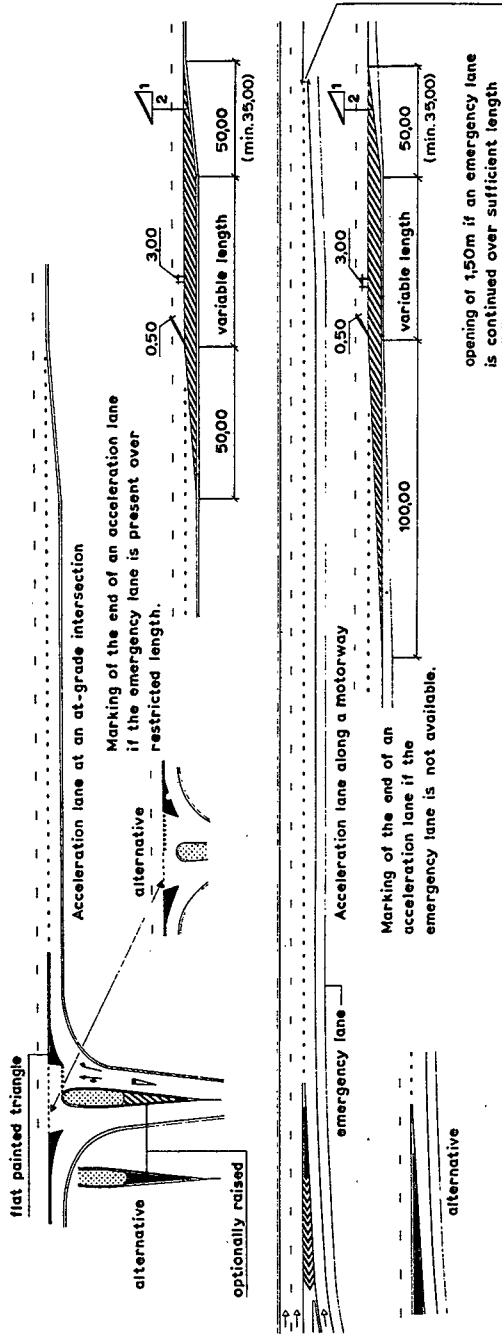


diagram A-8

Acceleration lanes



measures in meters
diagram A-9

Deceleration lanes

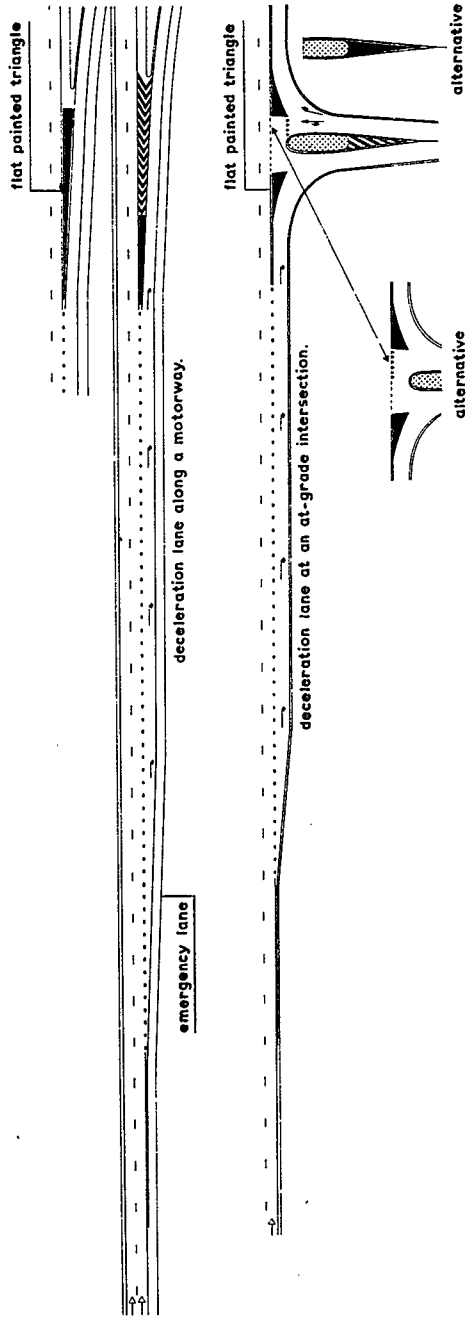
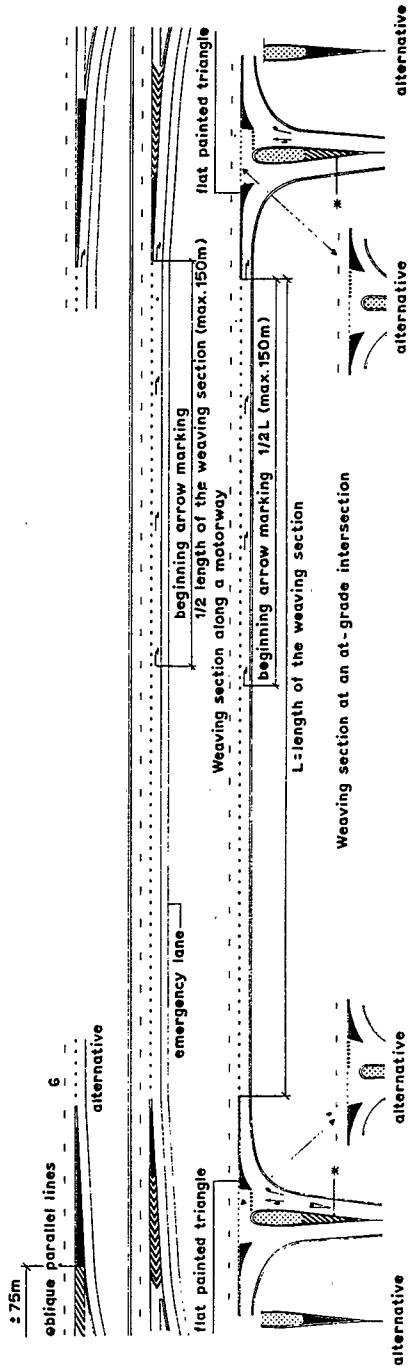


Diagram A-10

Combination of an acceleration lane and a deceleration lane (weaving section).



* optionally raised; slope 1:8 or less

diagram A - 11

Marking of two-way carriageways in vertical curves where the range of vision is restricted.

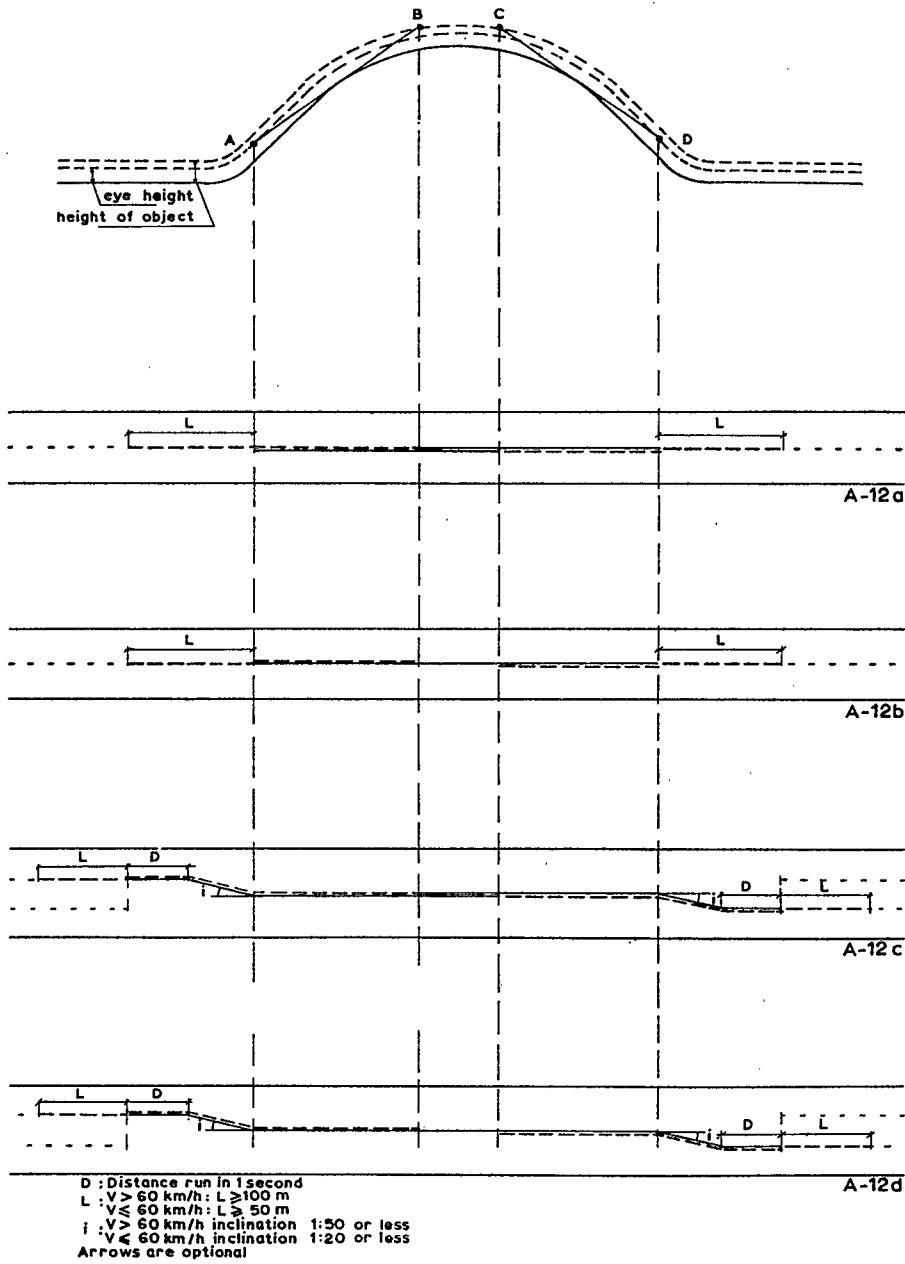
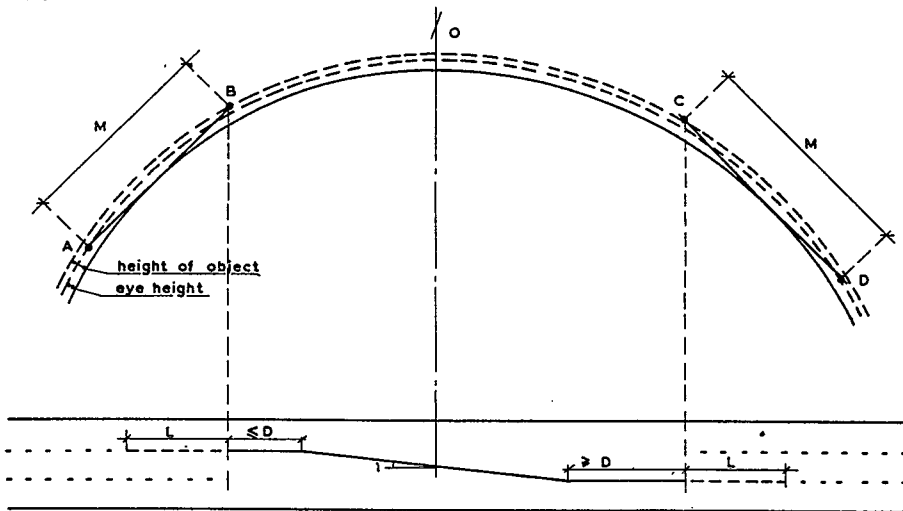


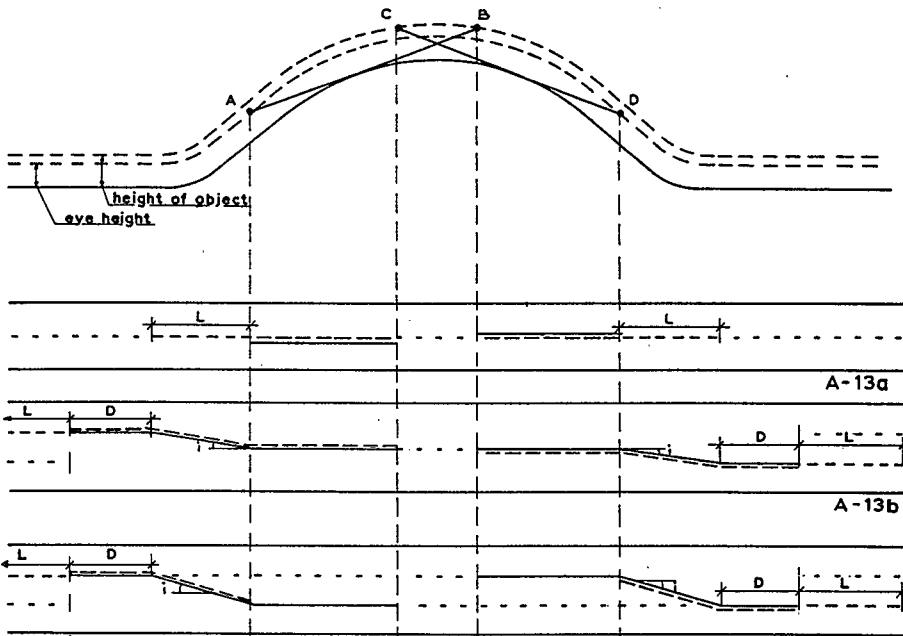
diagram A-12

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Marking of two-way carriageways in vertical curves where the range of vision is restricted.



A-12 e



A-13a

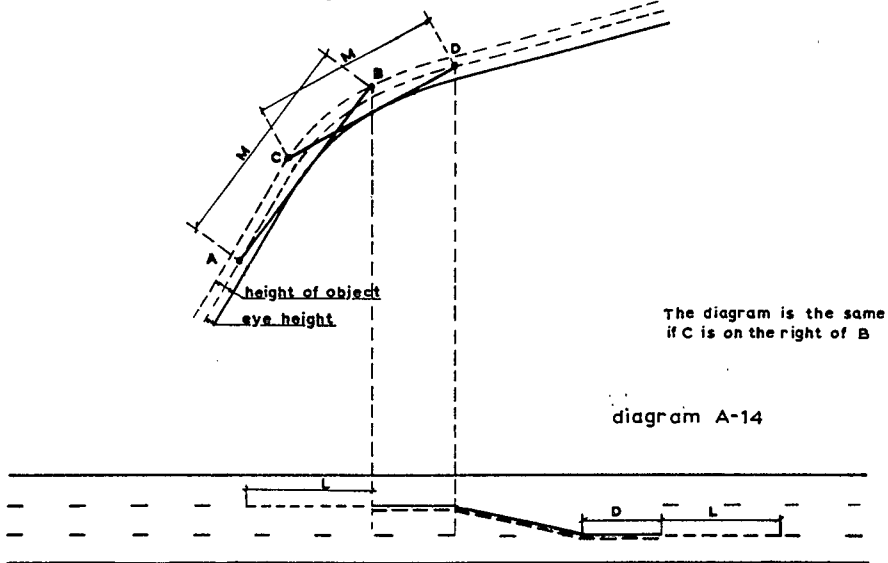
A-13b

A-13c

diagram A-13

M: sight distance
 L: $V > 60$ km/h: $L \geq 100$ m
 $V \leq 60$ km/h: $L \leq 50$ m
 D: Distance run in 1 second
 $V > 60$ km/h: inclination 1:50 or less
 $V \leq 60$ km/h: inclination 1:20 or less
 Arrows are optional

Marking of two-way carriageways in vertical curves where the range of vision is restricted.



Marking of two-way carriageways in horizontal curves where the range of vision is restricted.

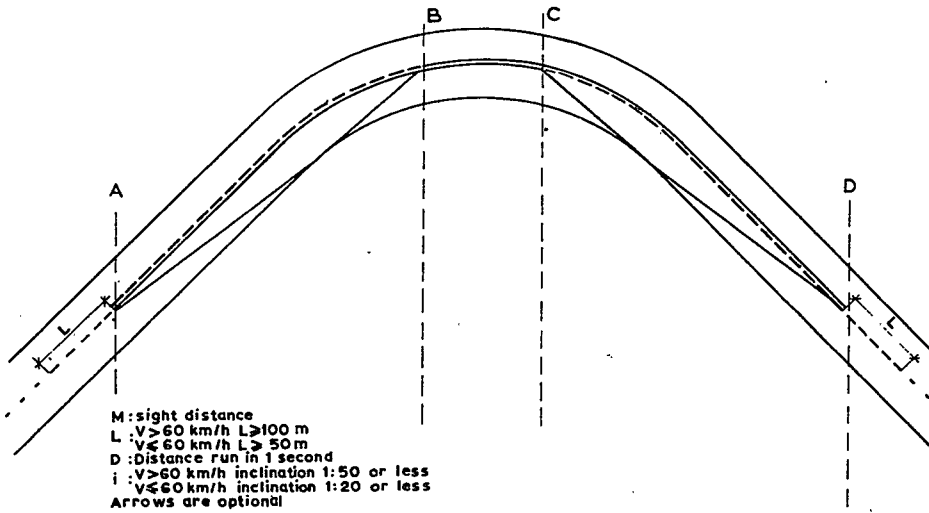
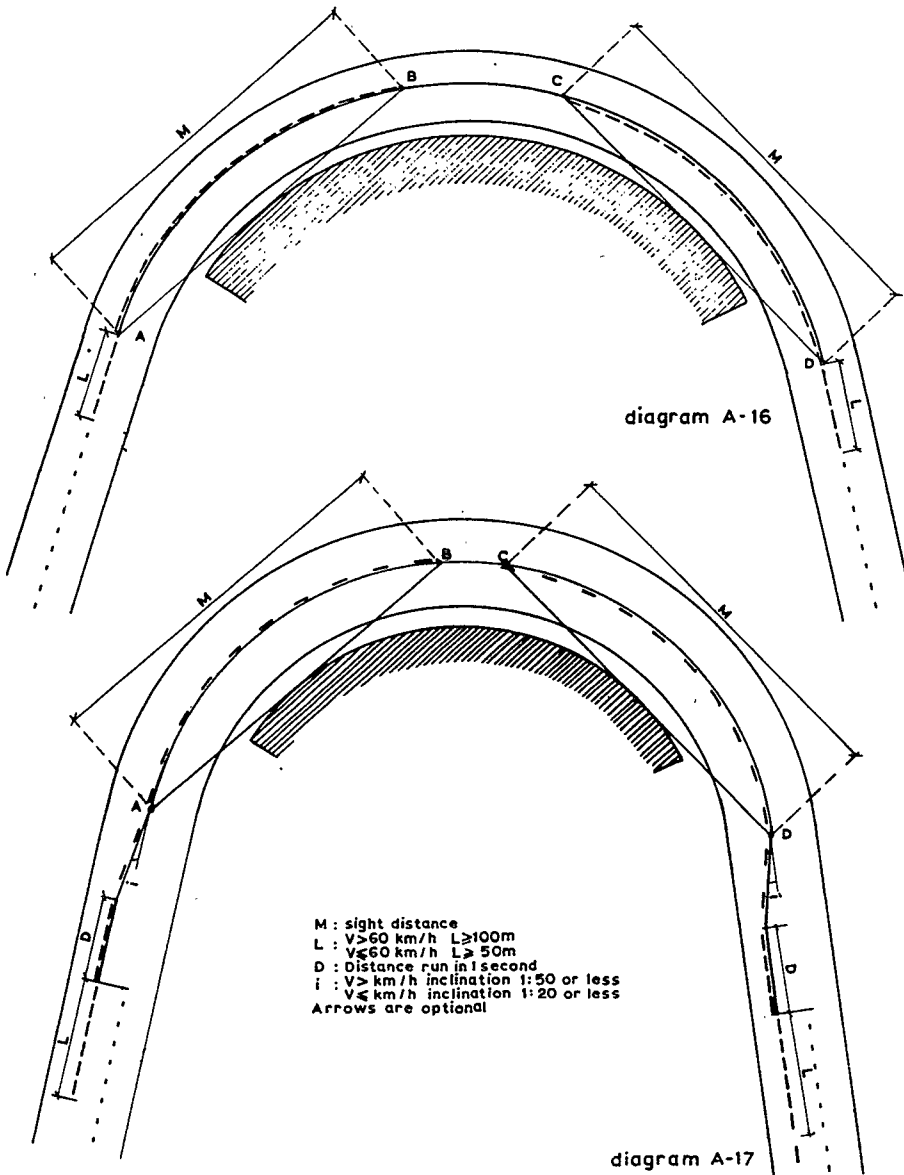
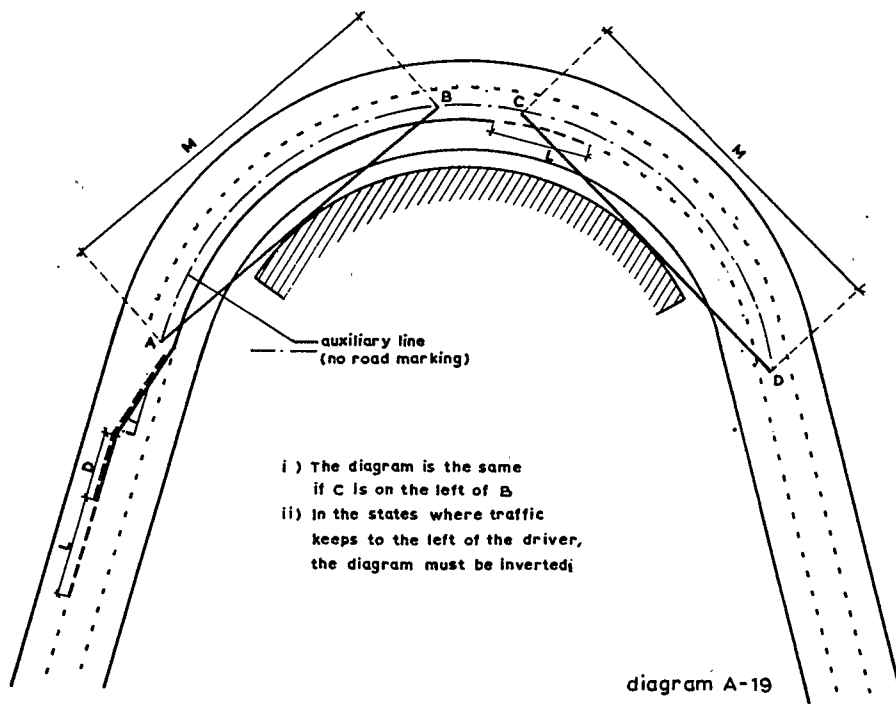
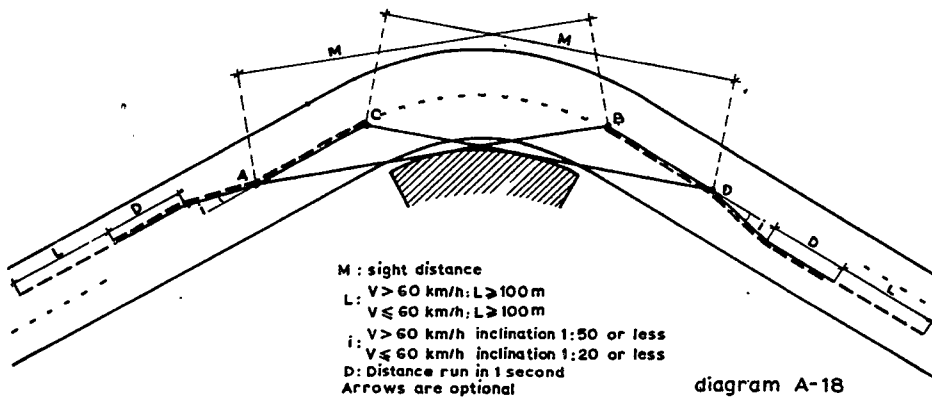


diagram A-15

Marking of two-way carriageways in horizontal curves where the range of vision is restricted.





Change in width of available carriageway

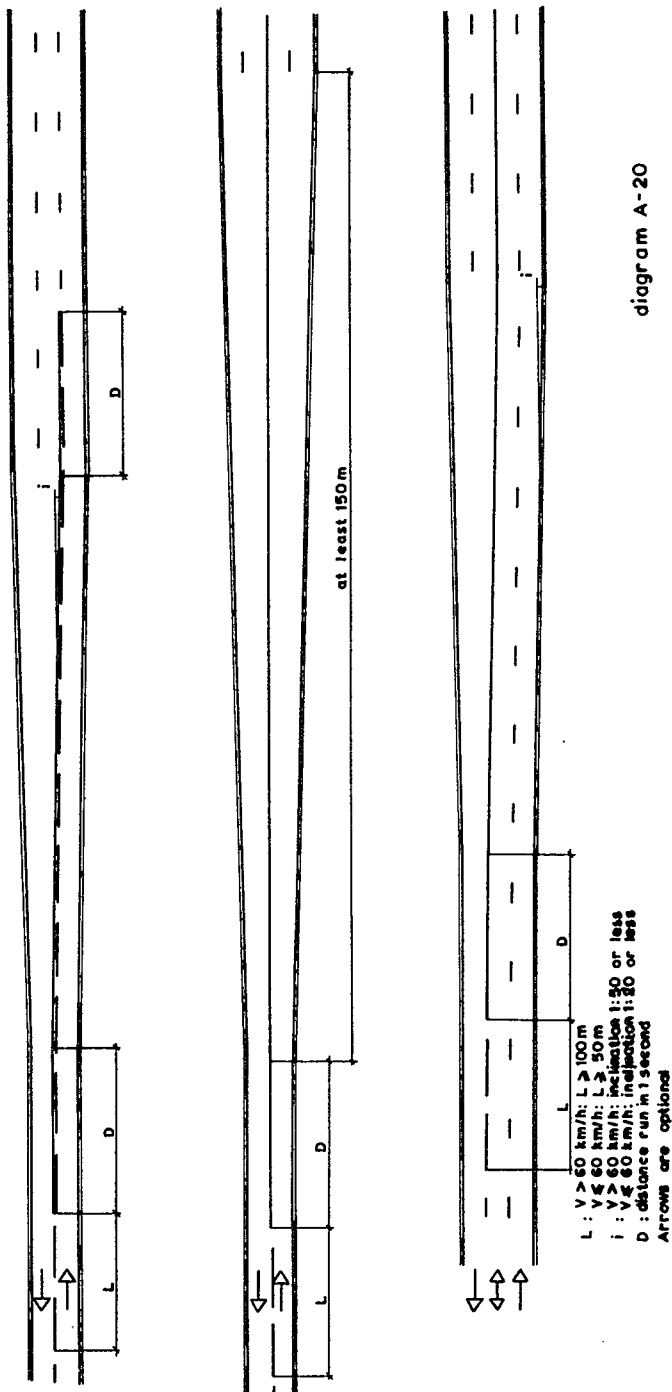
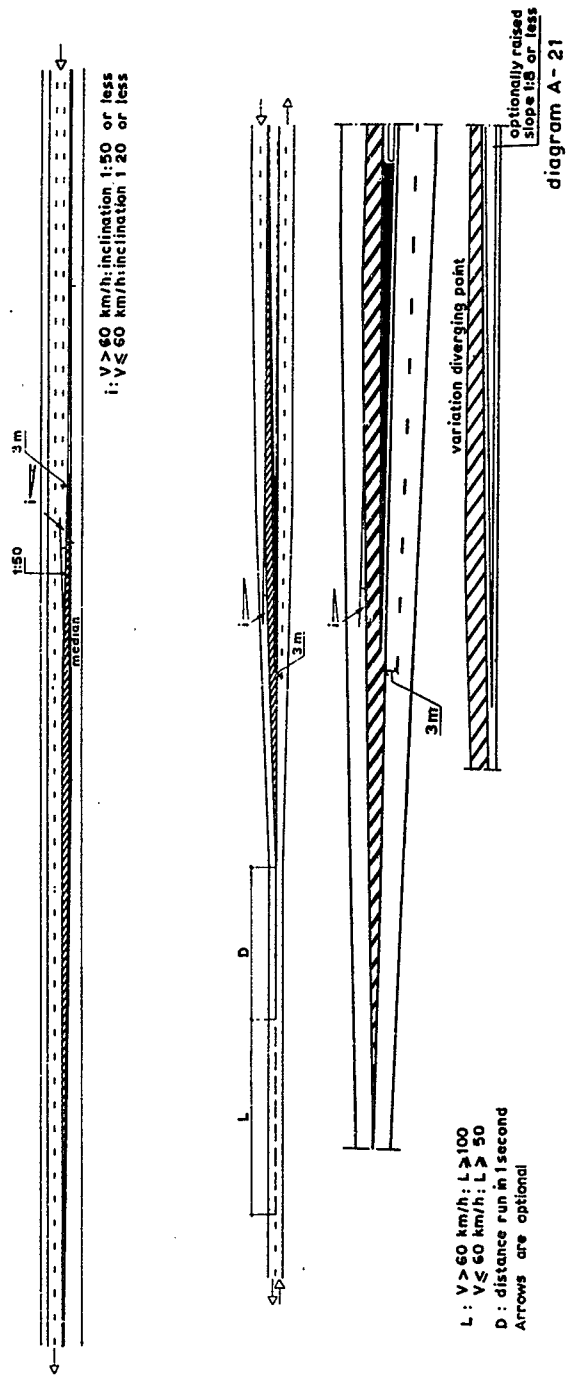
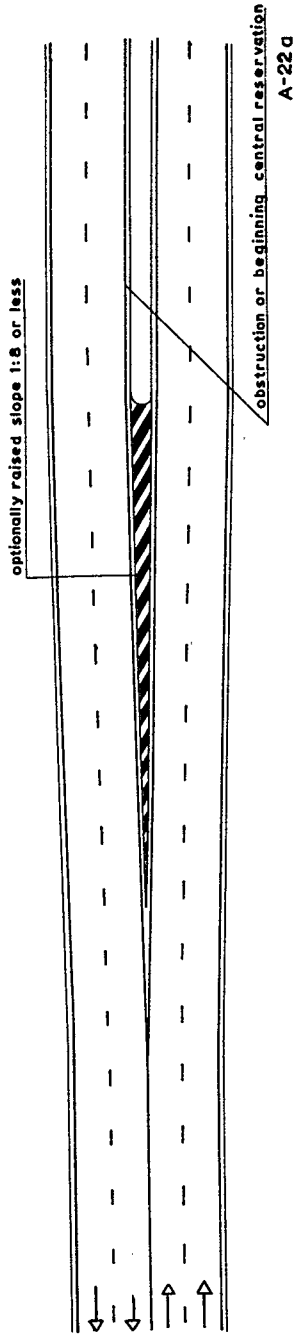


diagram A-20

Change in width of available carriageway



Marking of carriageway near obstruction.



alternative

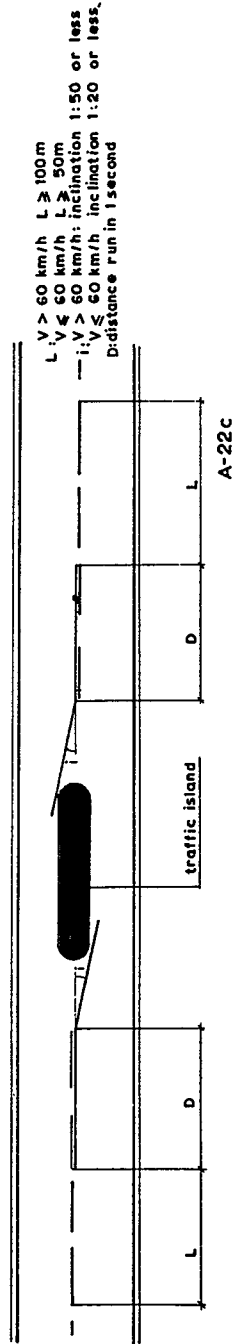
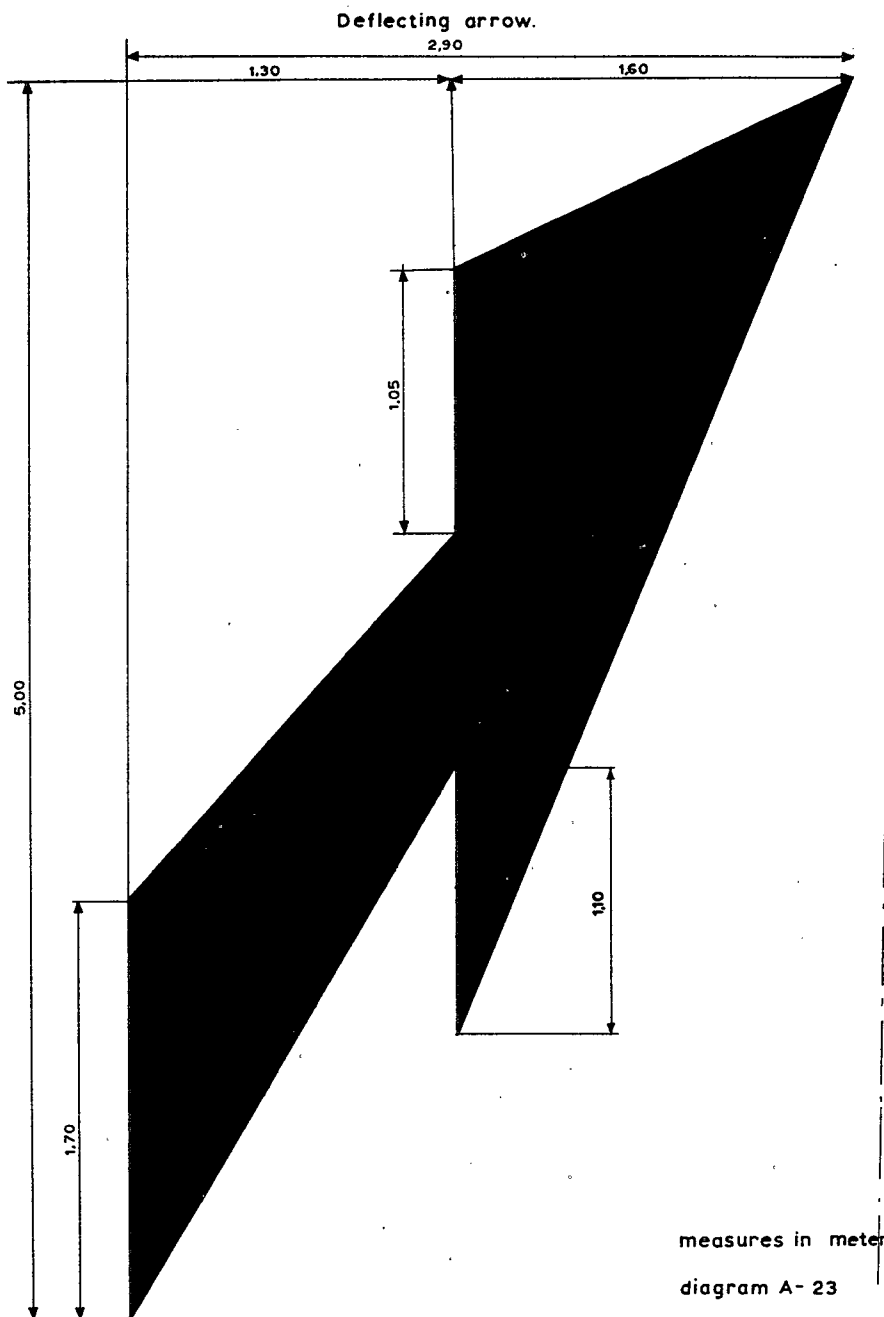


diagram A-22



measures in meters
diagram A- 23

Deflecting Arrow

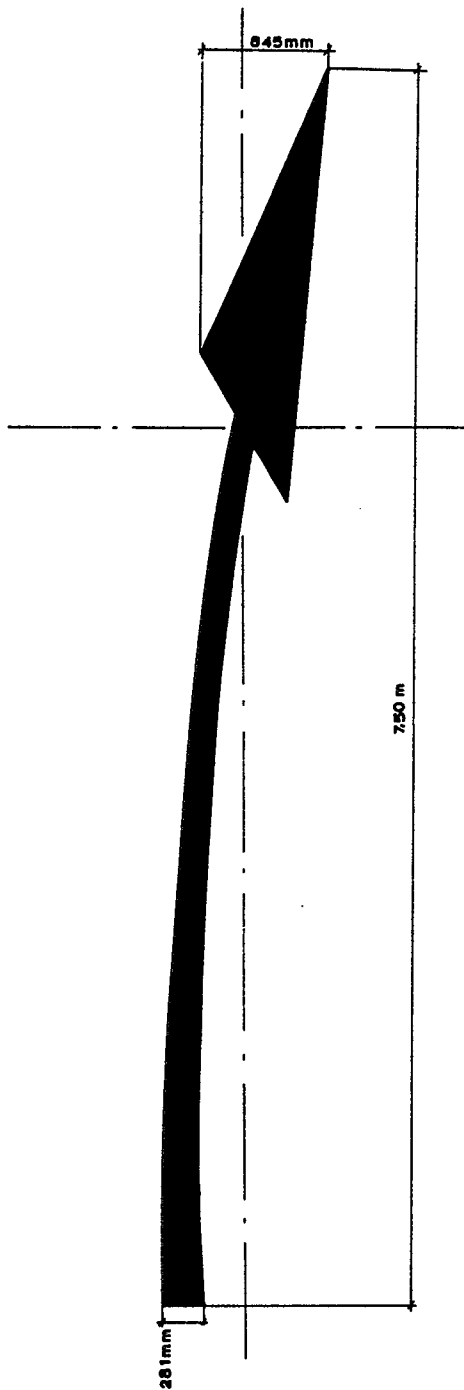
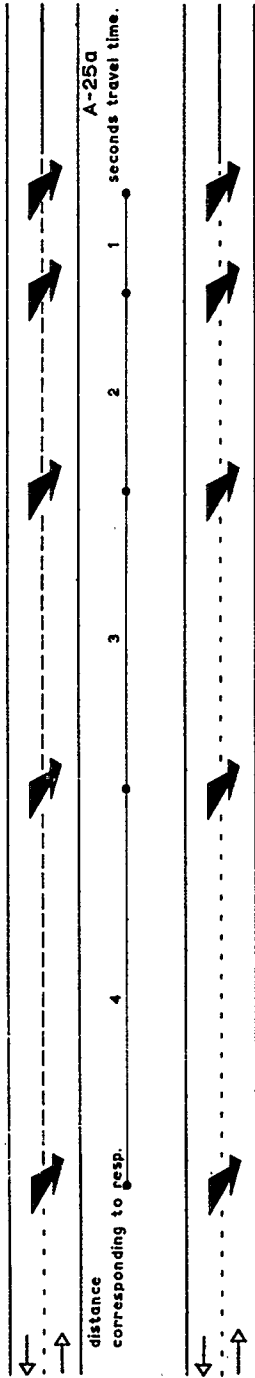


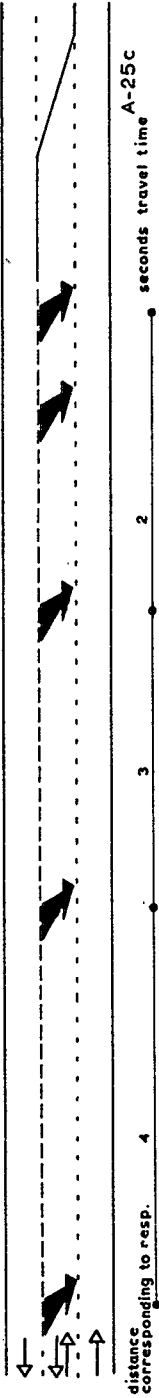
diagram A-24
scale 1:30

The use of deflecting arrows.



A-25 b

Two-lane roads



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A-25 d

Three-lane roads

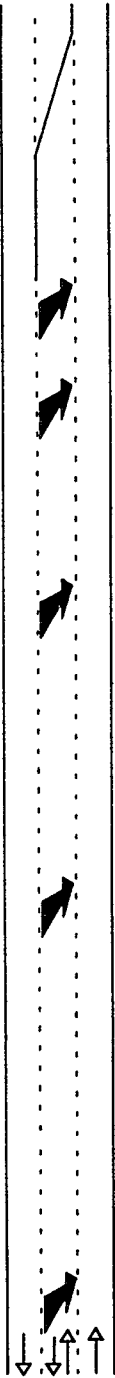
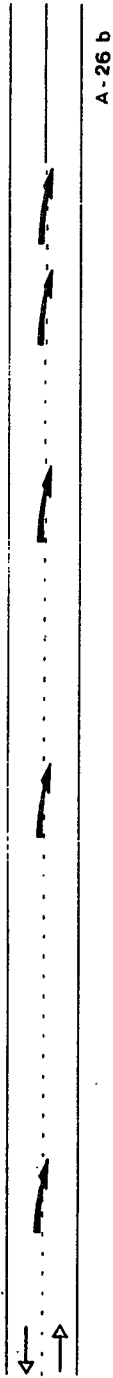
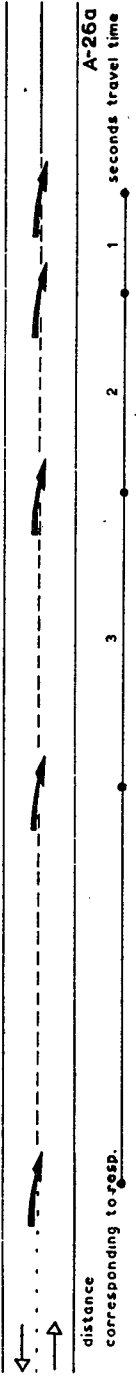
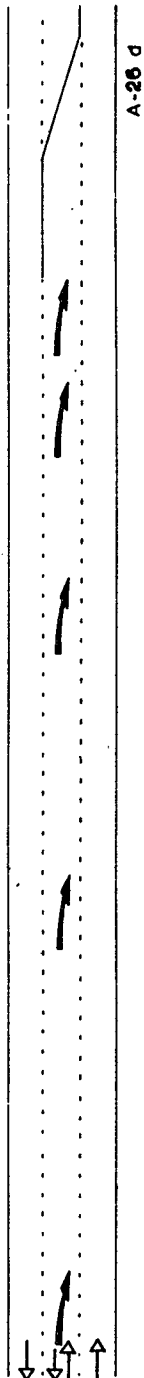
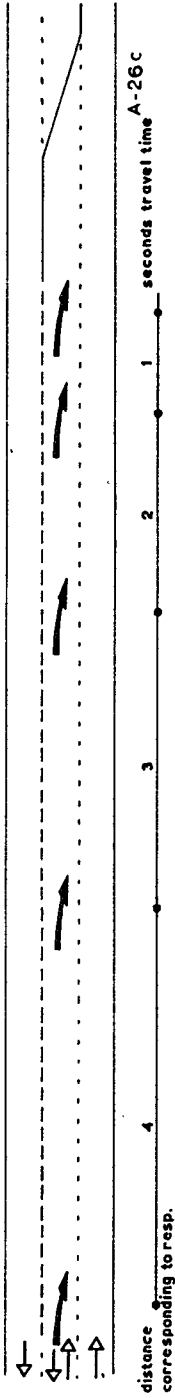


diagram A-25

The use of deflecting arrows.



Two-lane roads.



Three-lane roads

diagram A - 26

Marking of carriageway near obstructions

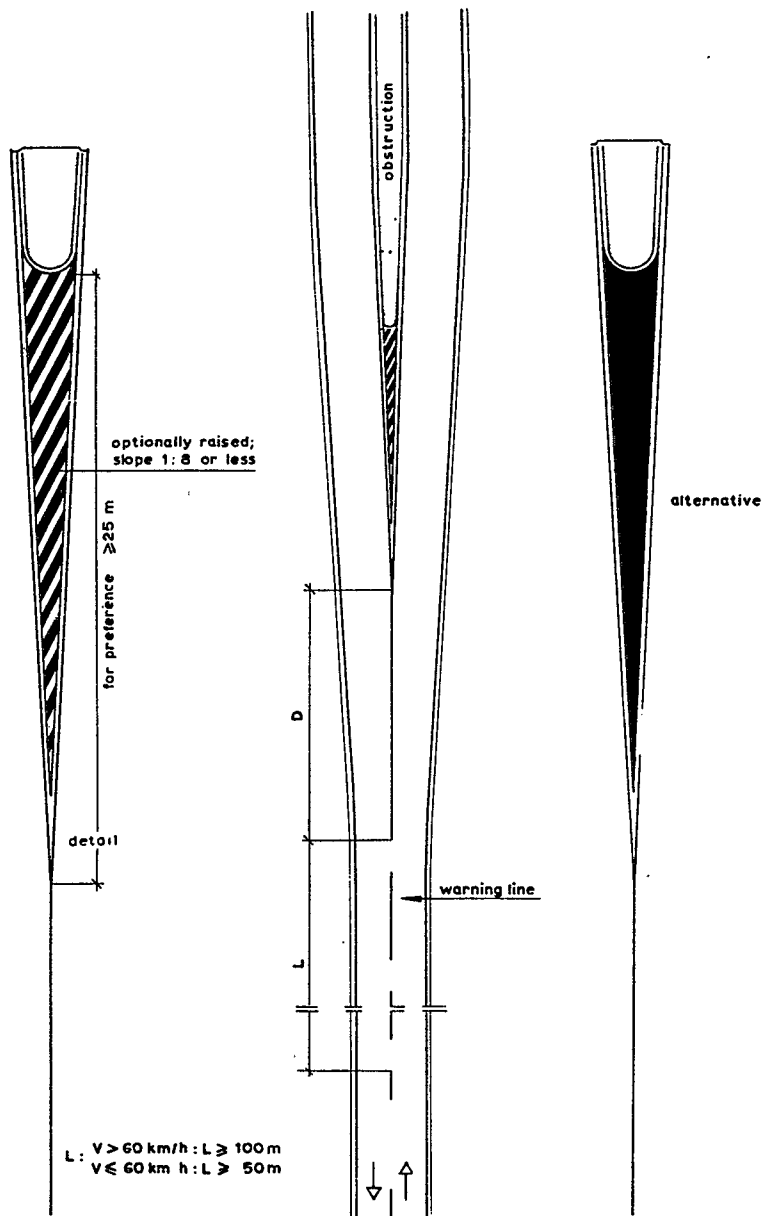


diagram A-27

Marking with guiding lines at intersections.

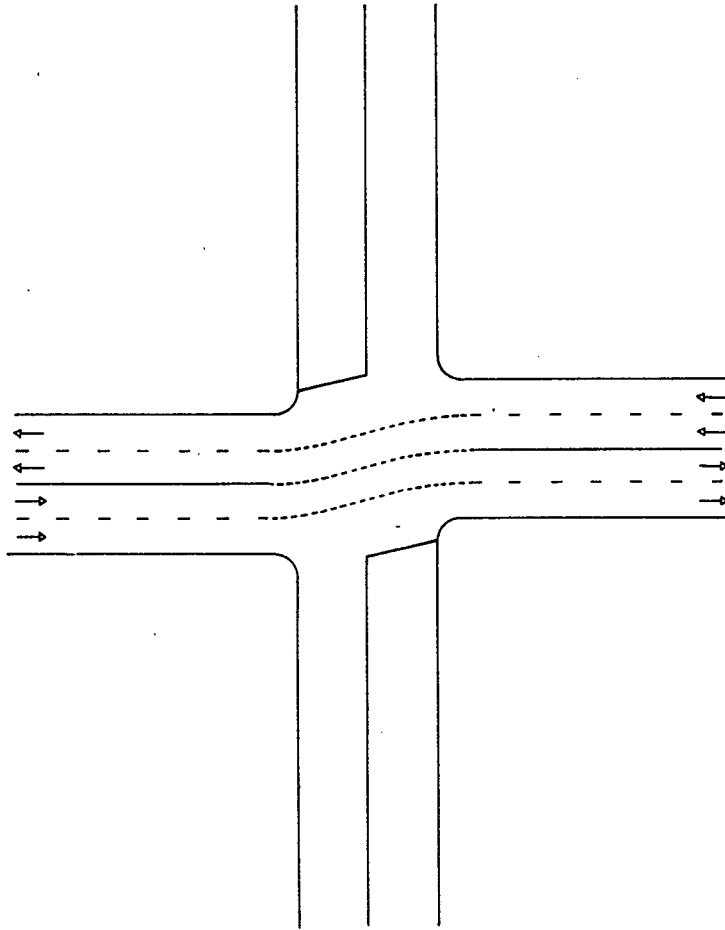
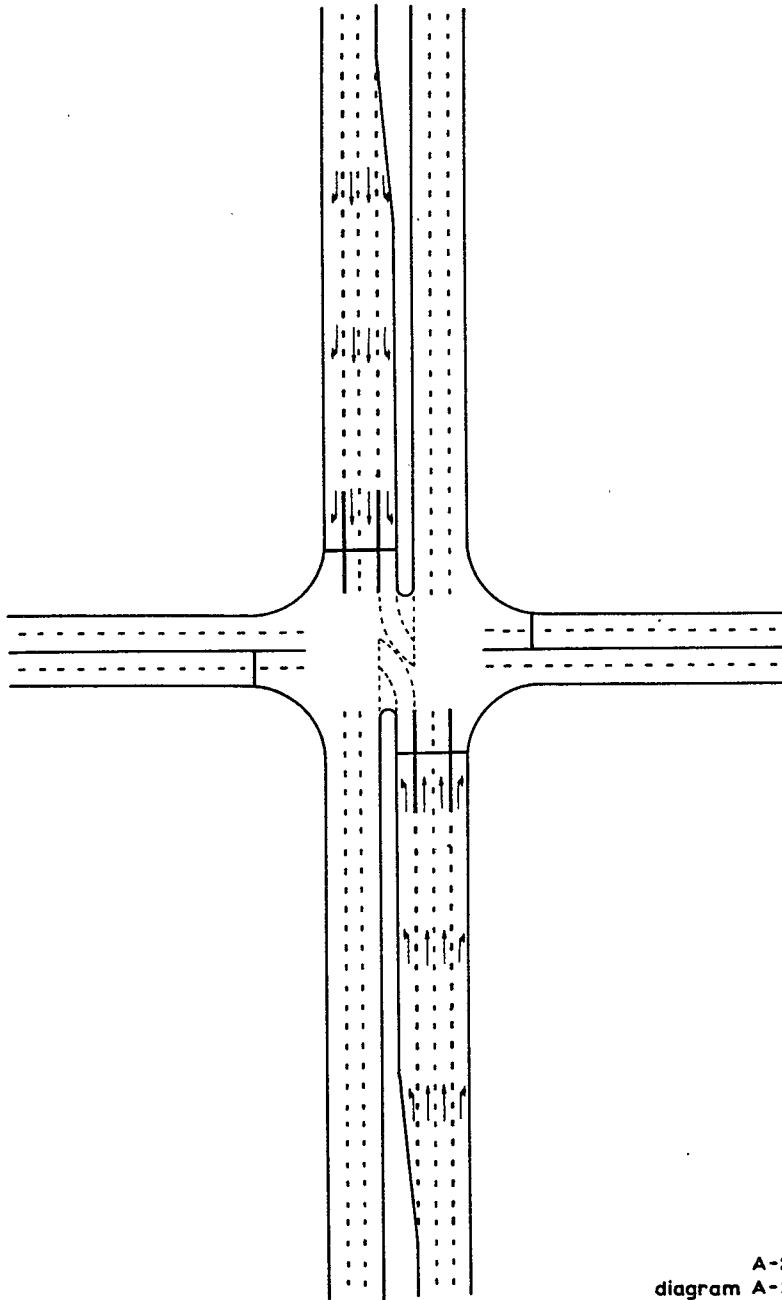


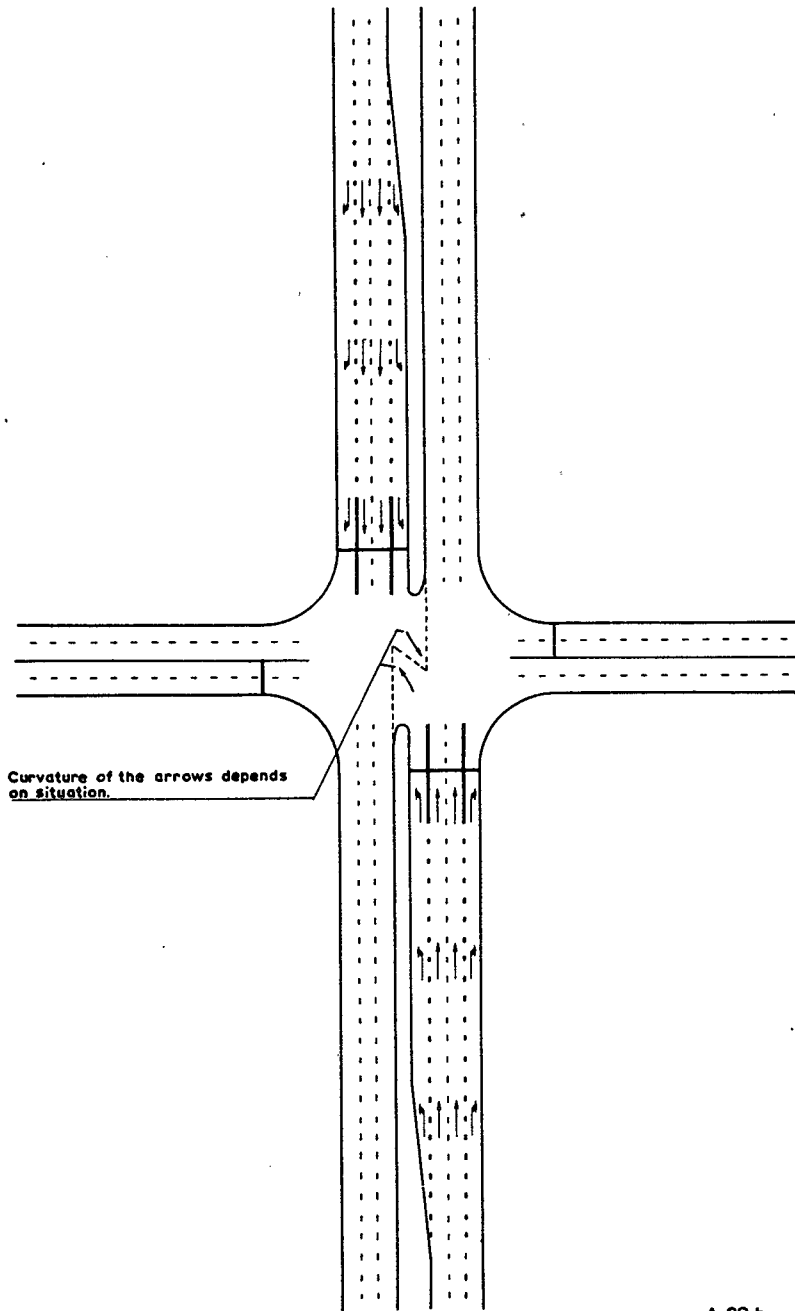
diagram A-28

Marking with guiding lines and arrows at intersections.



A-29a
diagram A-29

Marking with guiding lines and arrows at intersections.



A-29 b
diagram A-29

Stop line

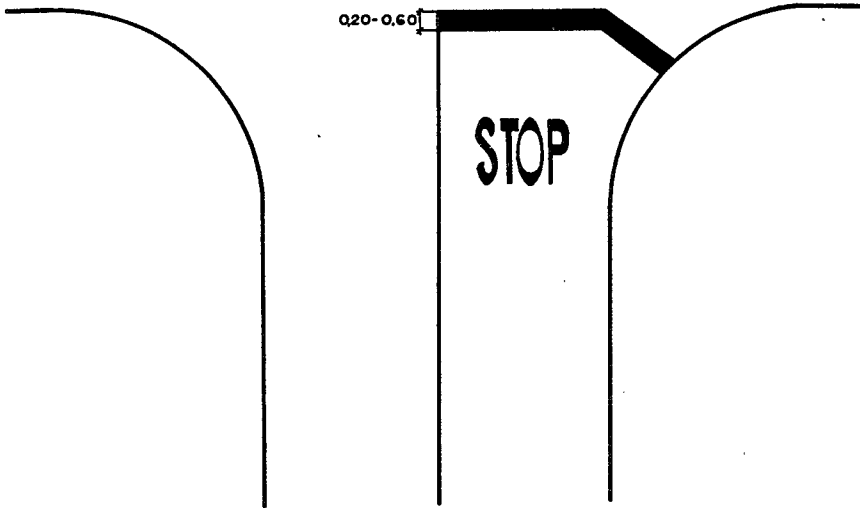


diagram A-30

Approach lanes to intersections.

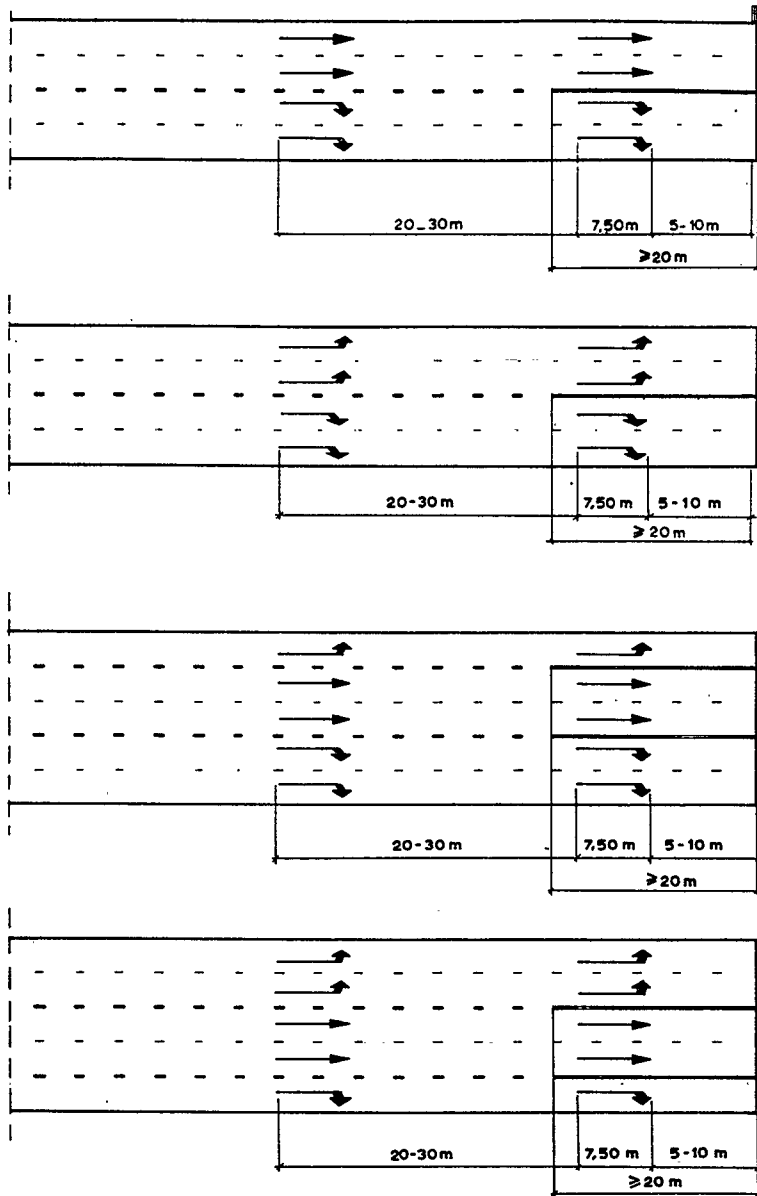


diagram A-31

T-junction with major road

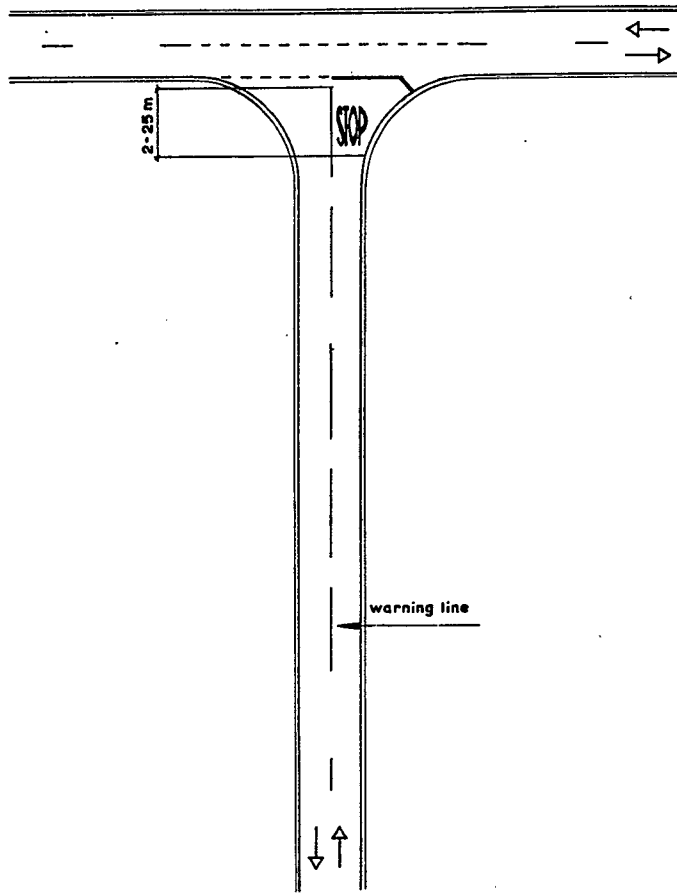


diagram A- 32

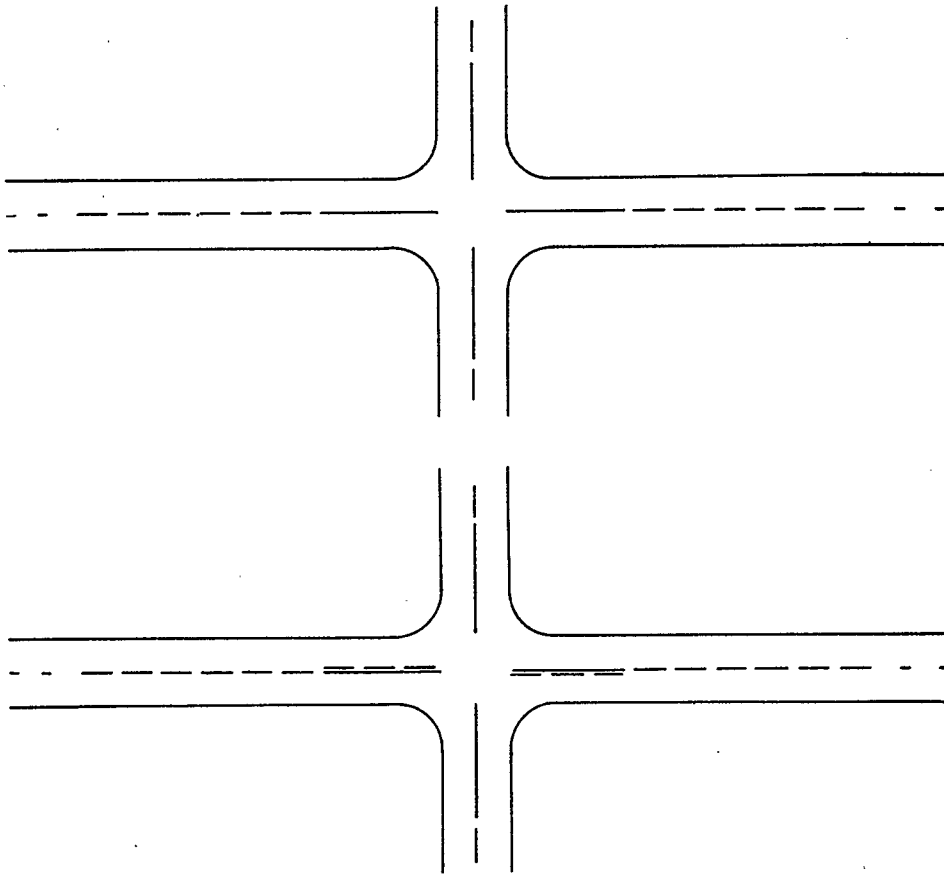
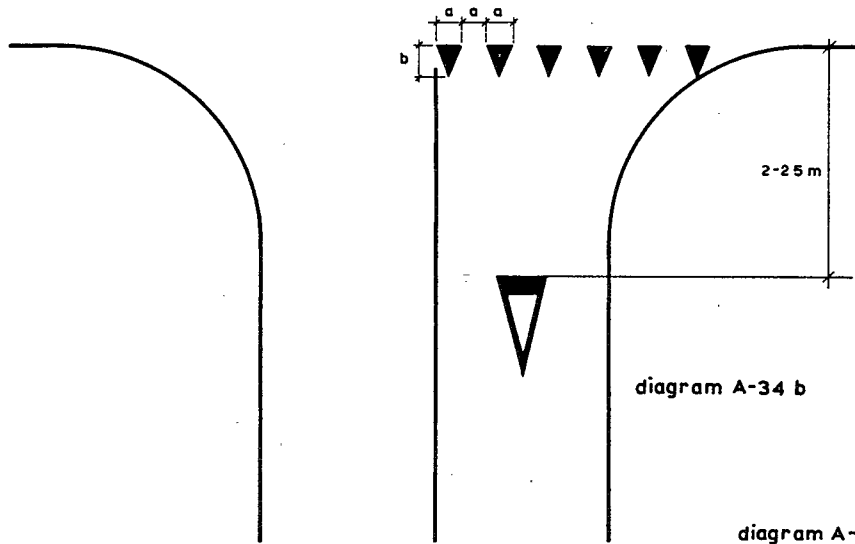
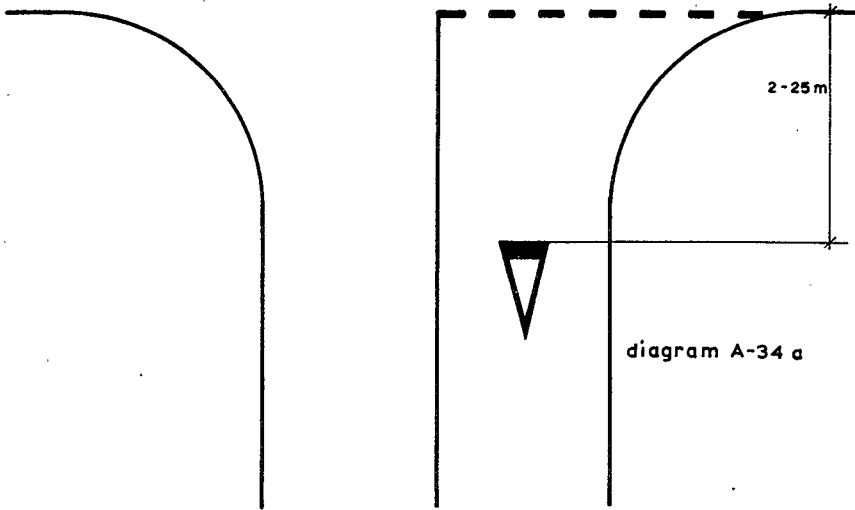


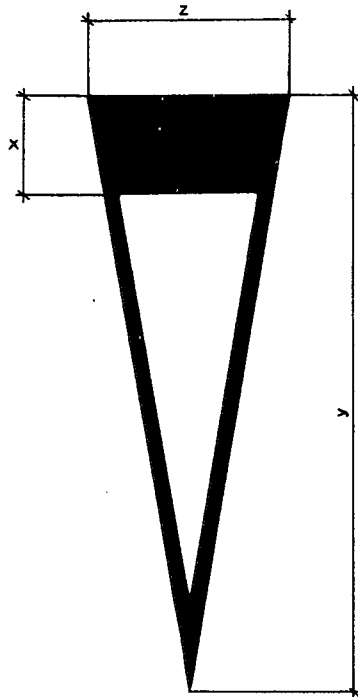
diagram A-33

Marking at priority-crossing.



a = 0,40 - 0,60 m
b ≥ 0,60 m

Triangle as a warning on approach to priority-crossing

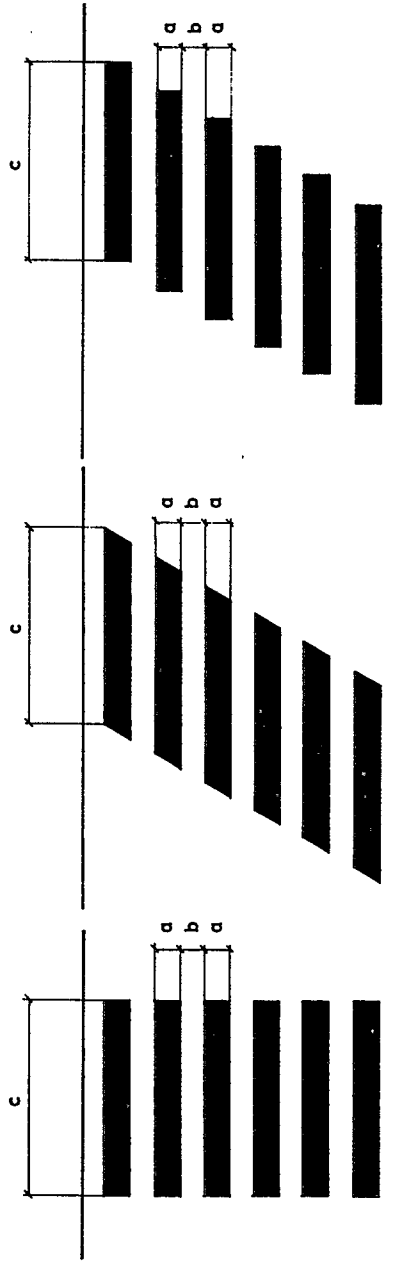


$V > 60 \text{ km } x = 1,00 \text{ m } y = 6x$
 $V \leq 60 \text{ km } x = 0,50 \text{ m } y = 4x$
 $Z = 2x$

diagram A-35

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Pedestrian crossings

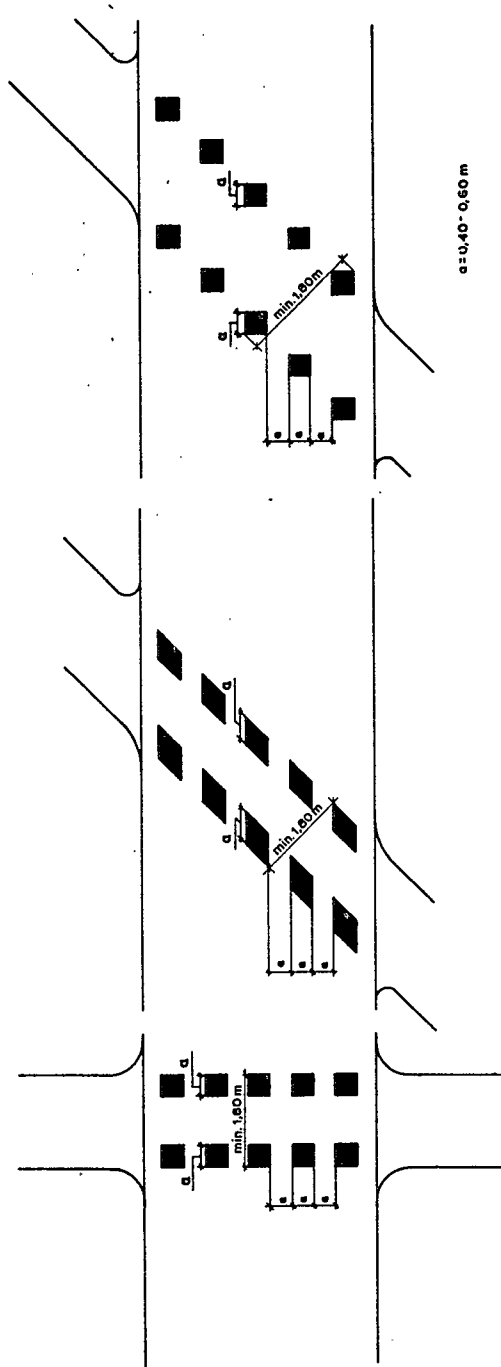


$a = 0,40 - 0,60\text{ m}$
 $a \leq b \leq 2a$
 $0,80 \leq a + b \leq 1,40$

$v \leq 60\text{ km/h}$ $c \geq 2,50\text{ m}$
 $v > 60\text{ km/h}$ $c \geq 4,00\text{ m}$

diagram A-36

Cyclist crossings



(For two-way cycle-tracks the minimum width should be 3.00 m)

diagram A-37

T-junction where the cycle-track also has priority.

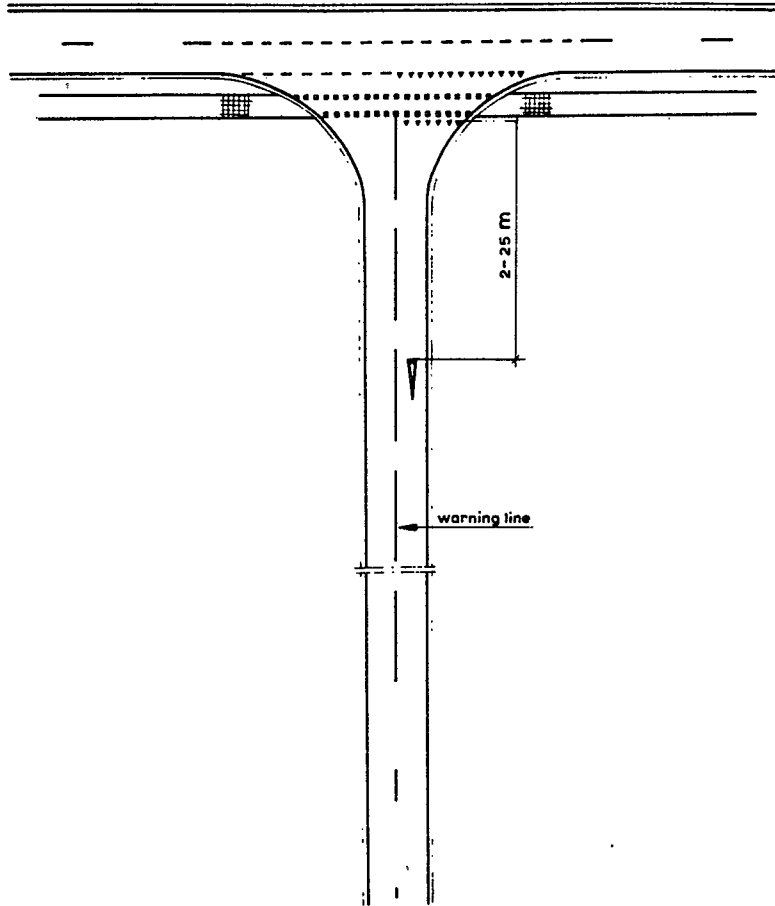
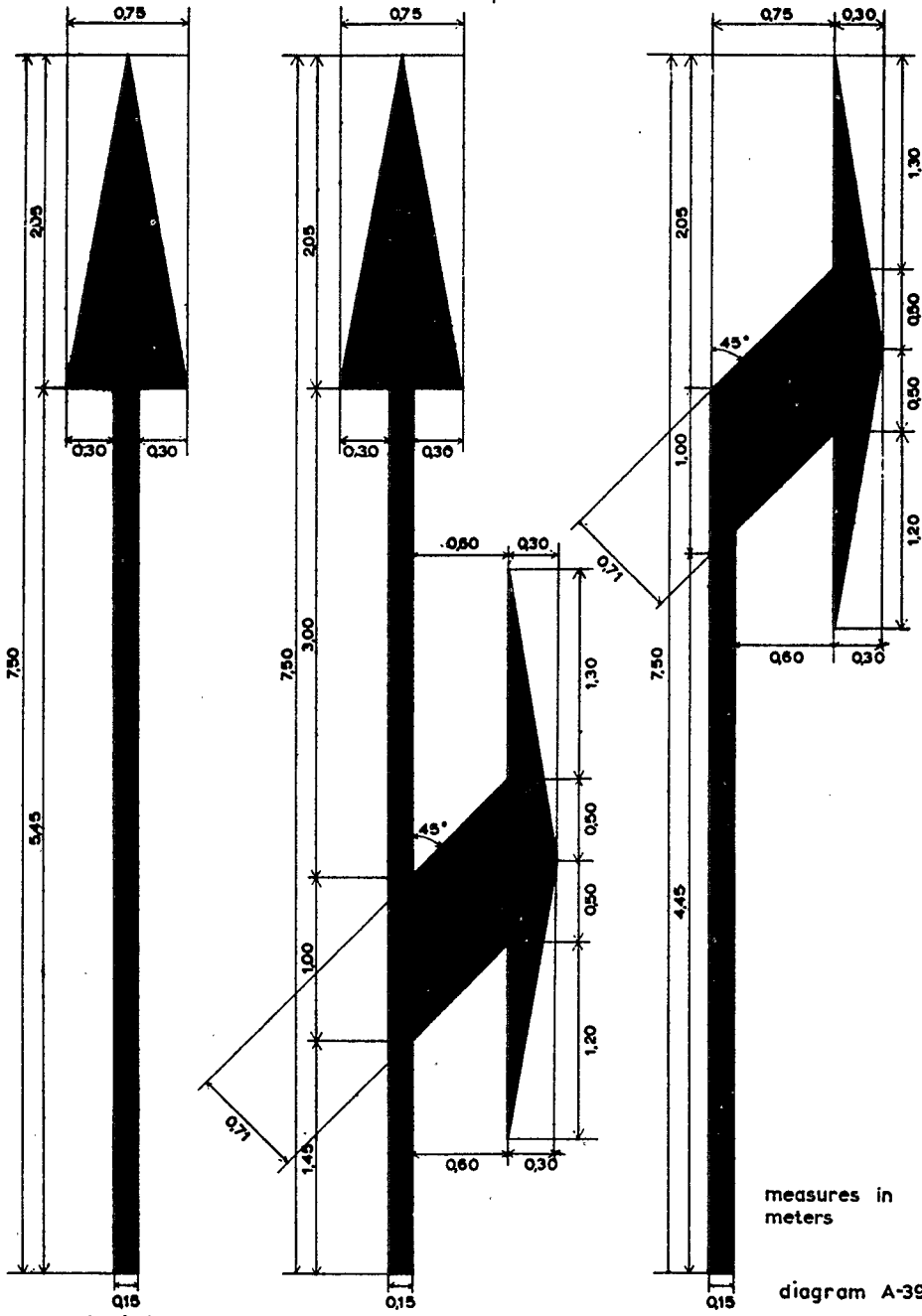


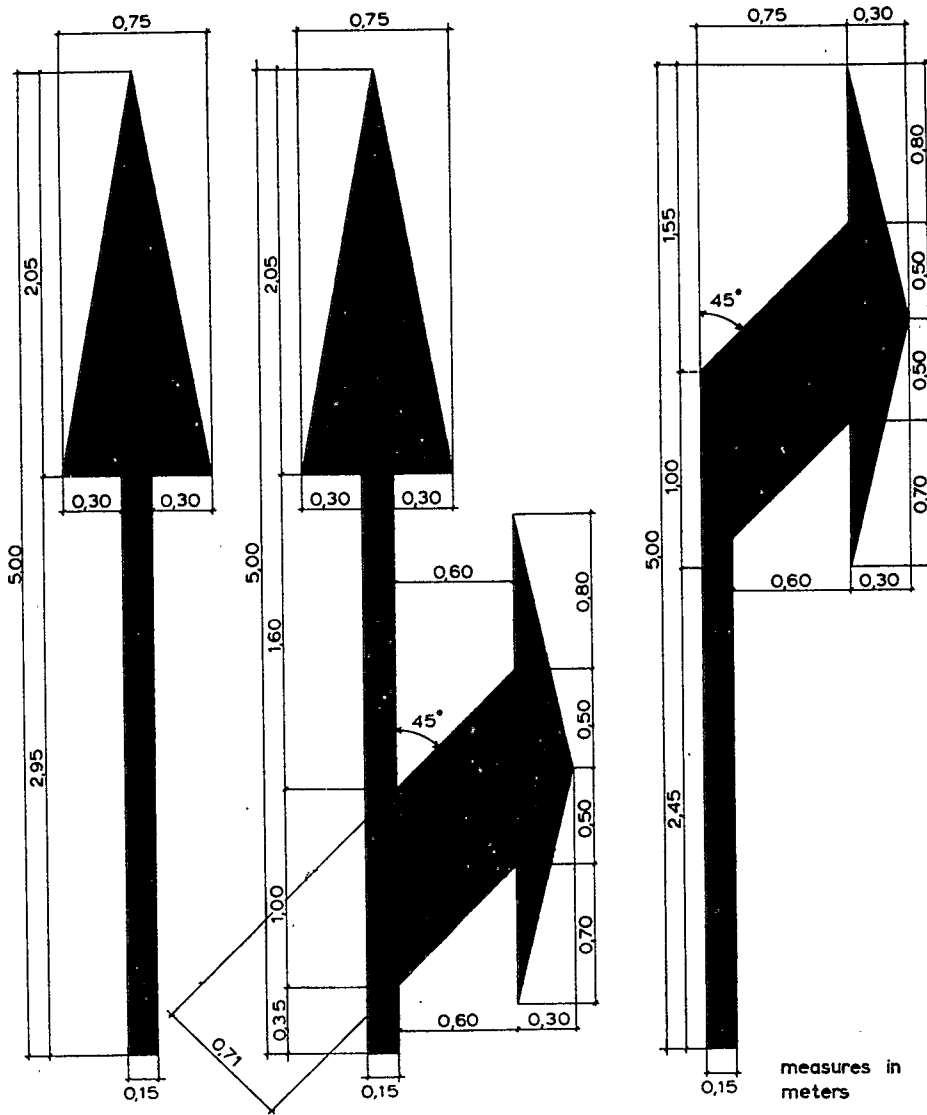
diagram A-38

Selection arrow markings



Length of the arrow: 7.50 m, speed > 60 km/h.

Selection arrow markings

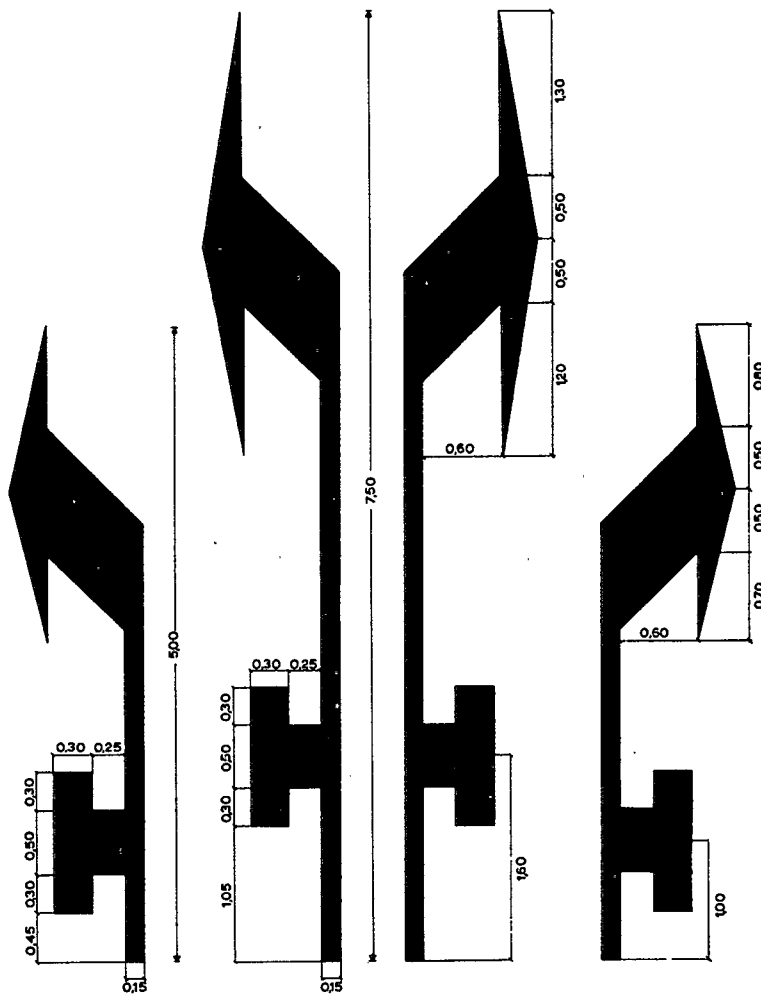


Length of the arrow: 5,00 m, speed \leq 60 km/h

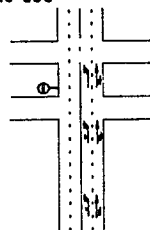
measures in meters

diagram A-40
scale 1:25

Selection arrow markings of two closely spaced intersections where preselection before the first intersection is necessary.



example of the use



measures in meters

diagram A-41

Example of oblique parallel lines.

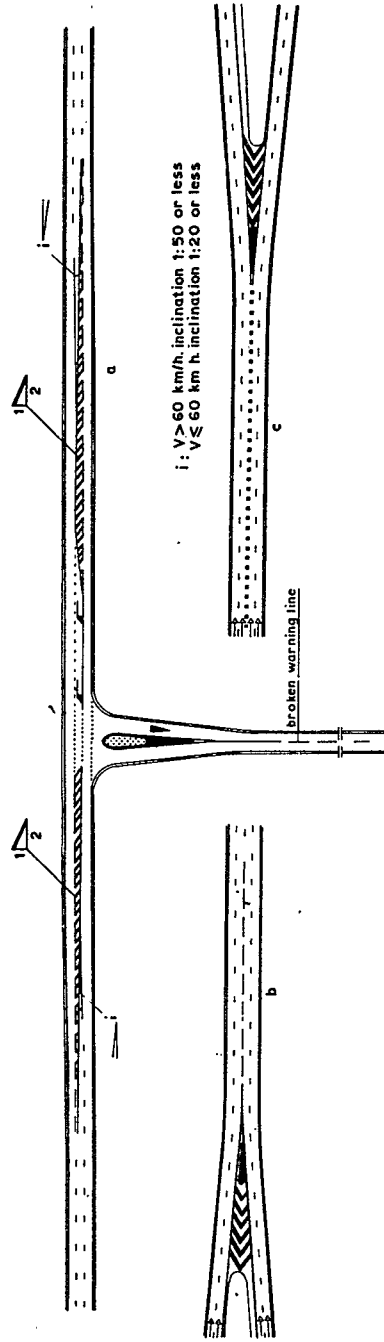
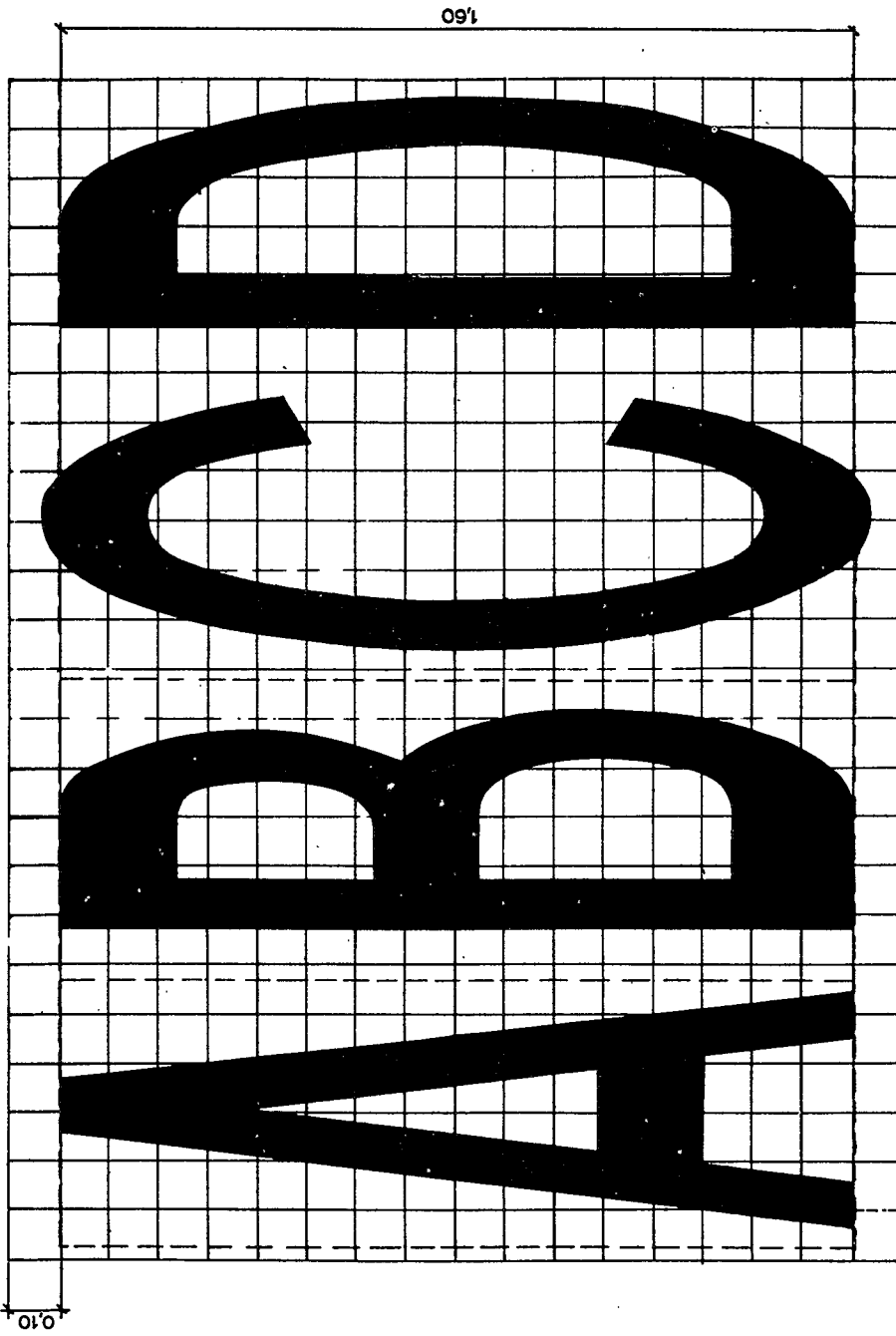
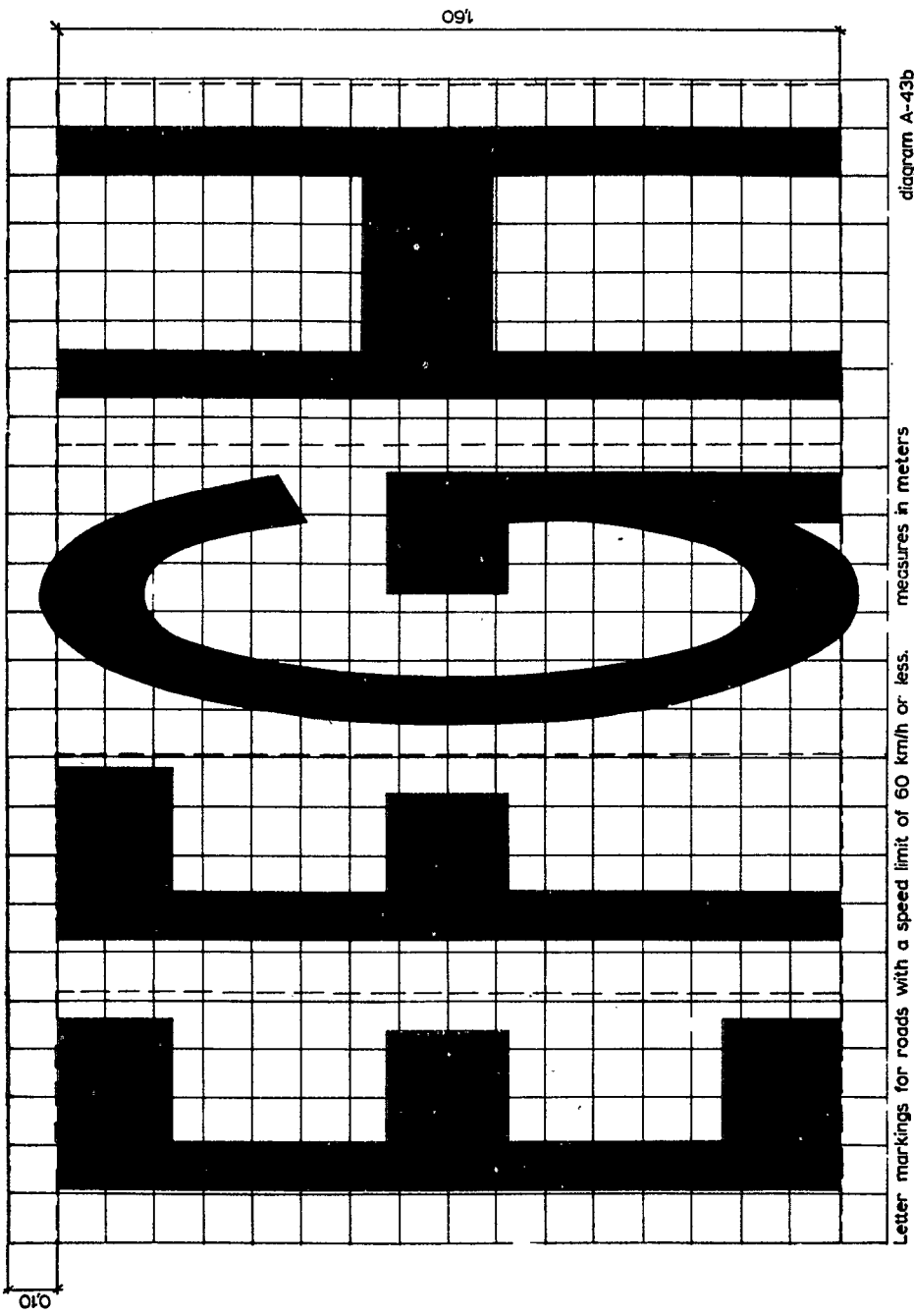


diagram A-42



measures in meters. diagram A-43a

Letter markings for roads with a speed limit of 60 km/h or less



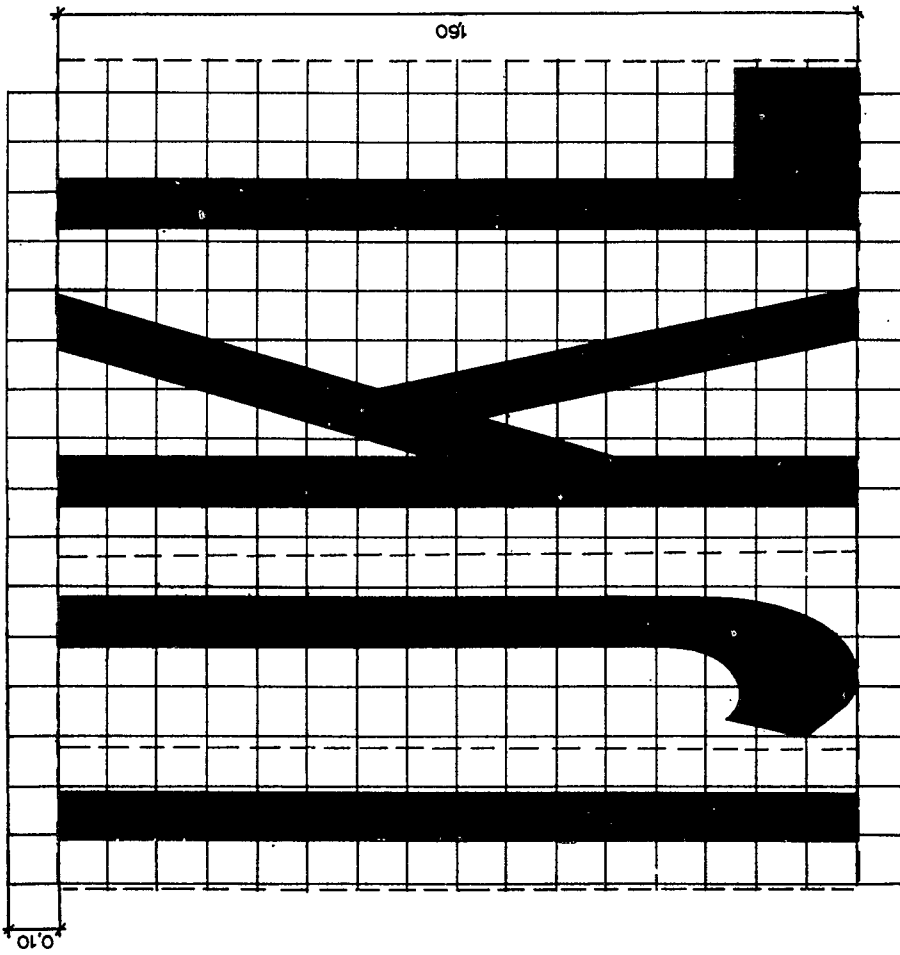


diagram A-43c

Letter markings for roads with a speed limit of 60 km/h or less. measures in meters

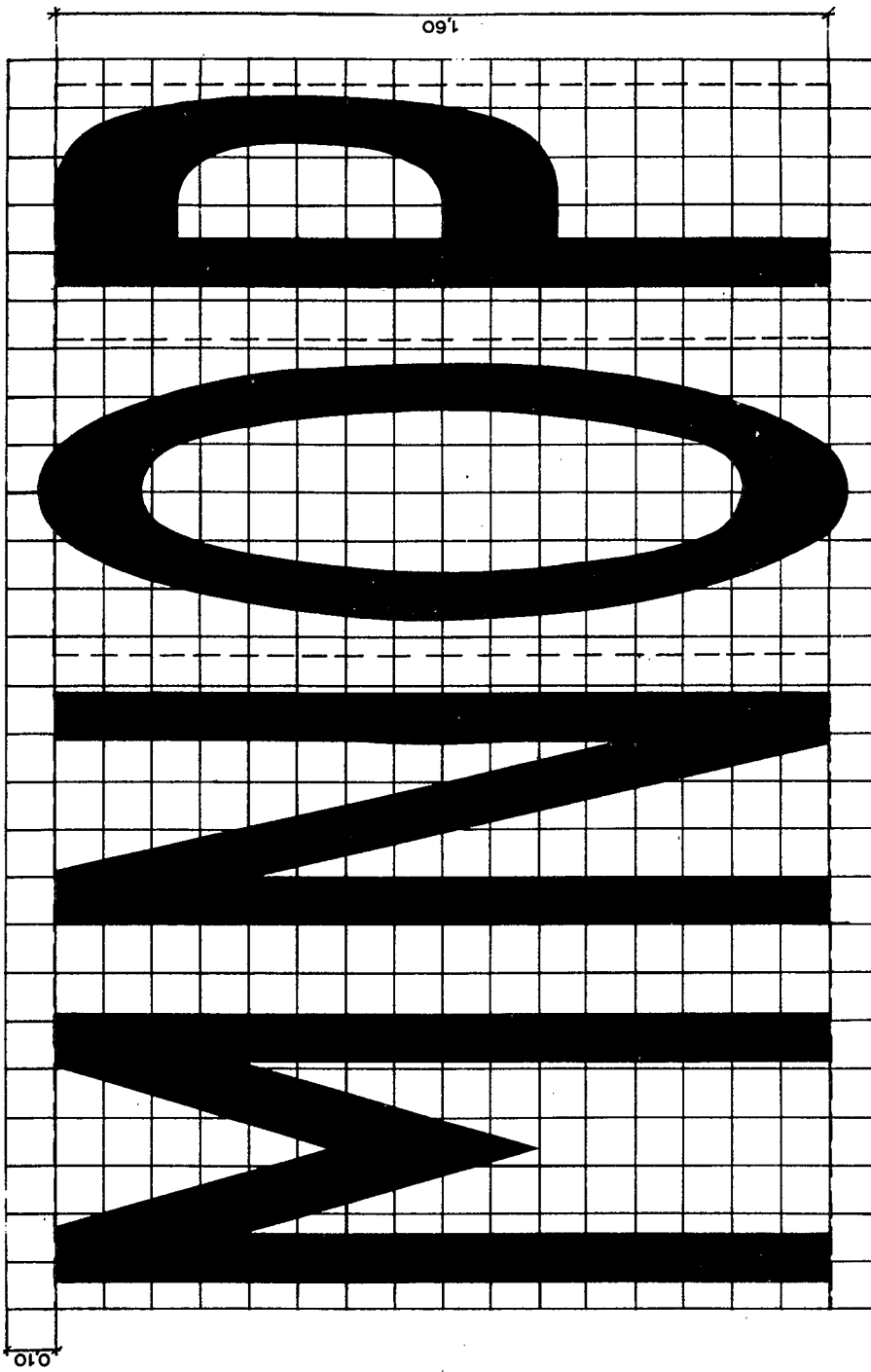
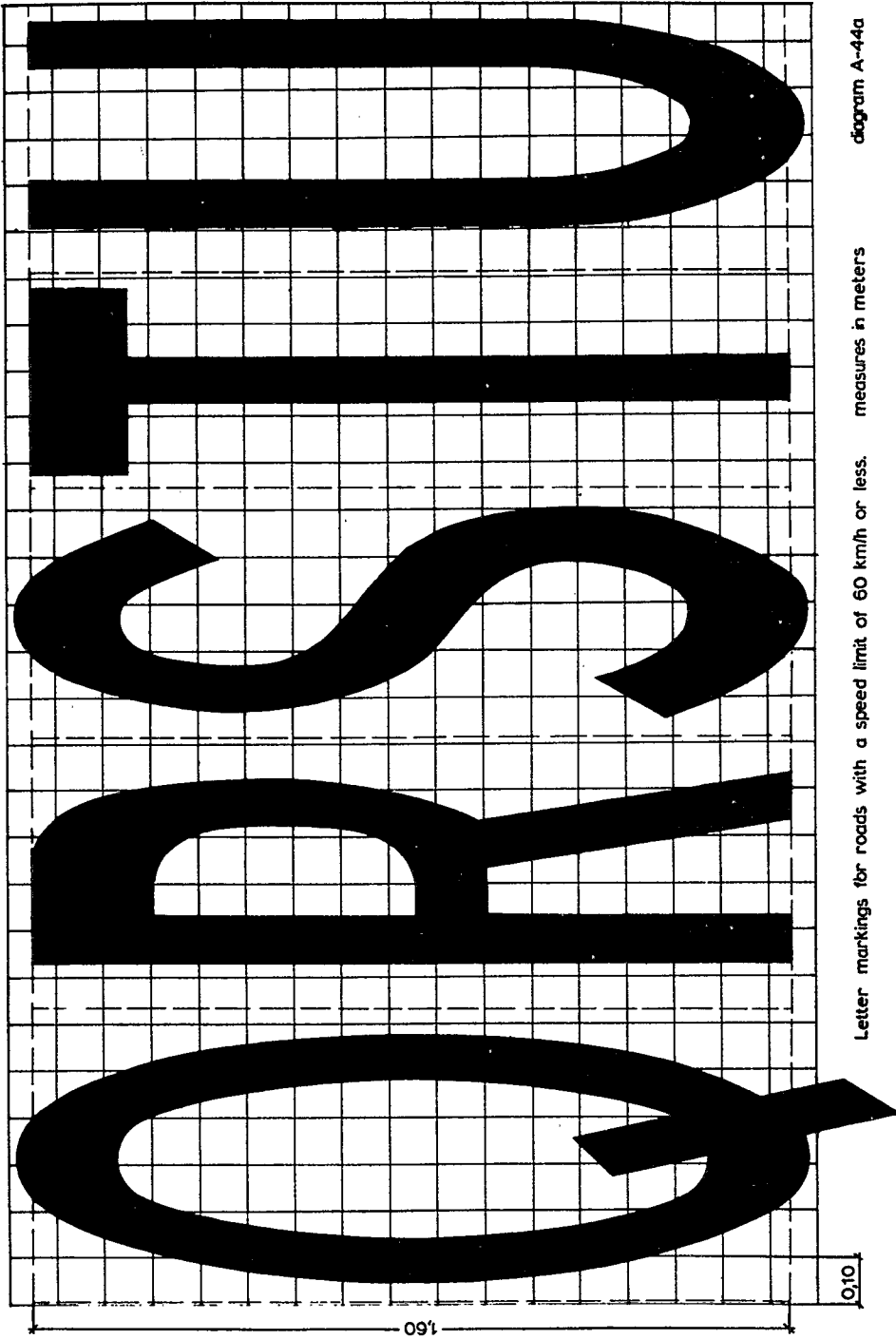


diagram A-43d

measures in meters

Letter markings for roads with a speed limit of 60 km/h or less.



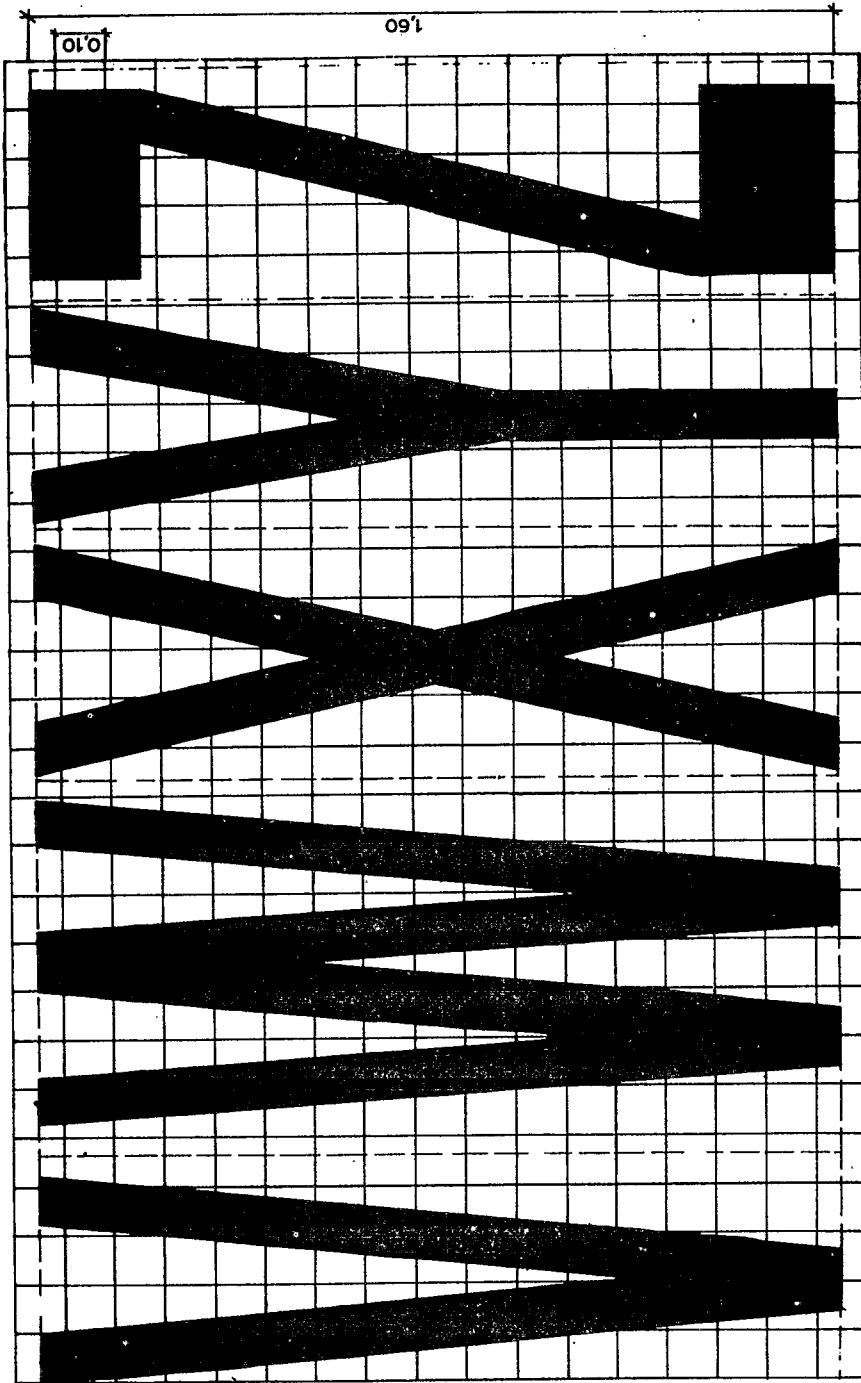
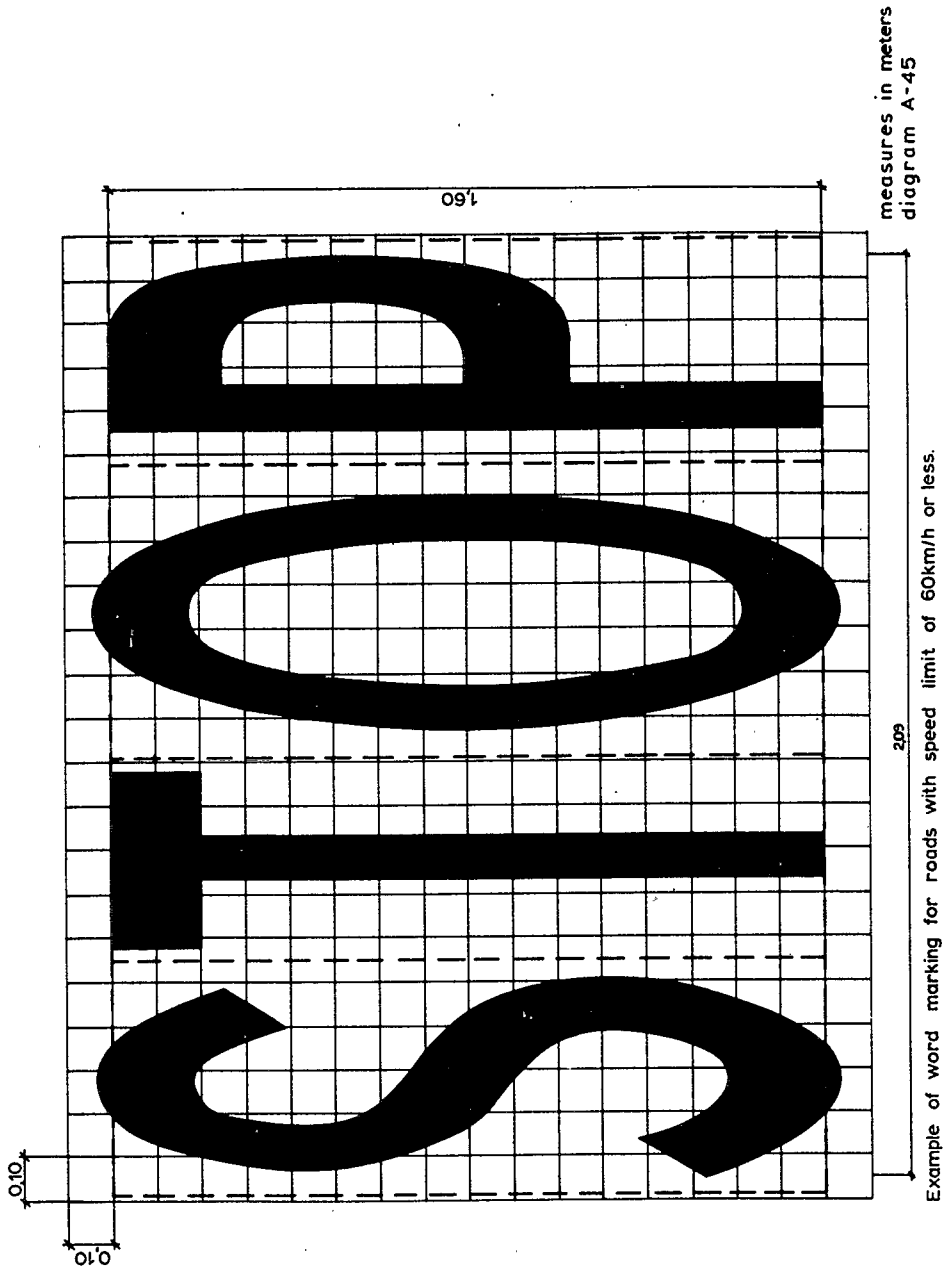


diagram A-44b

Letter markings for roads with a speed limit of 60 km/h or less. measures in meters



Example of word marking for roads with speed limit of 60 km/h. or less.

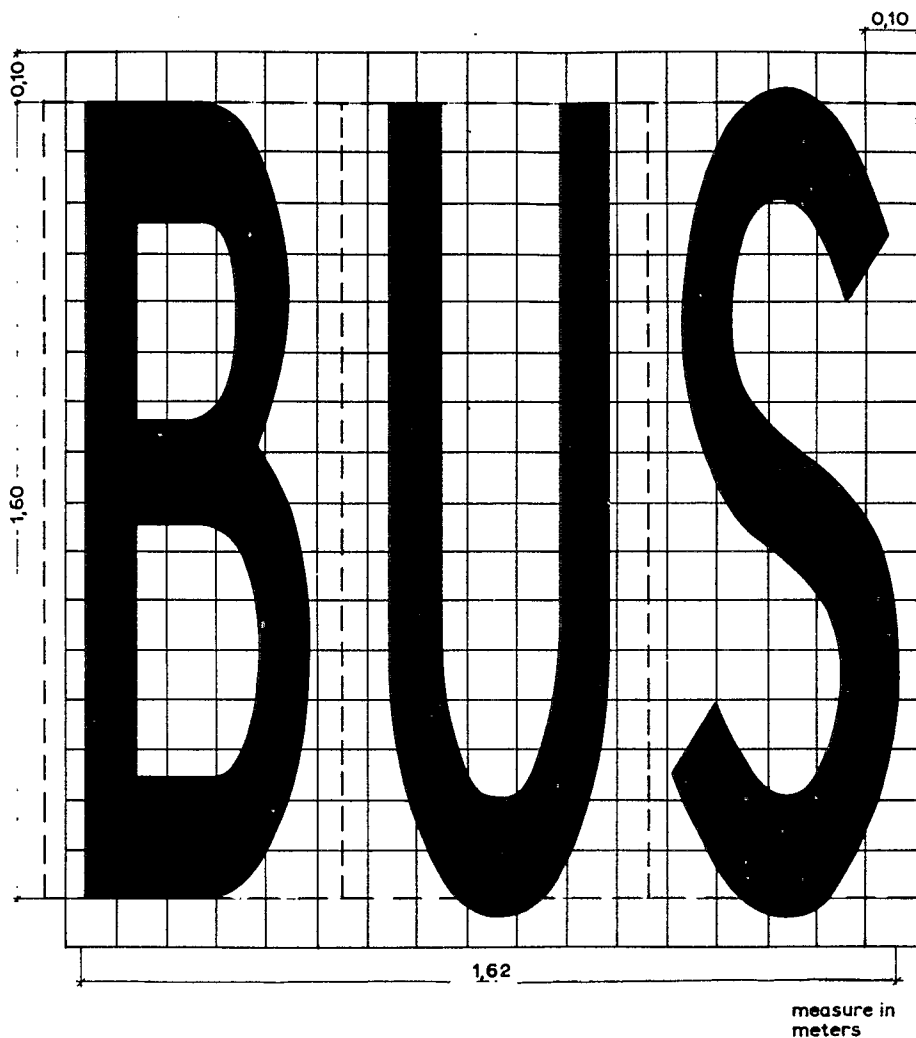


diagram A-46

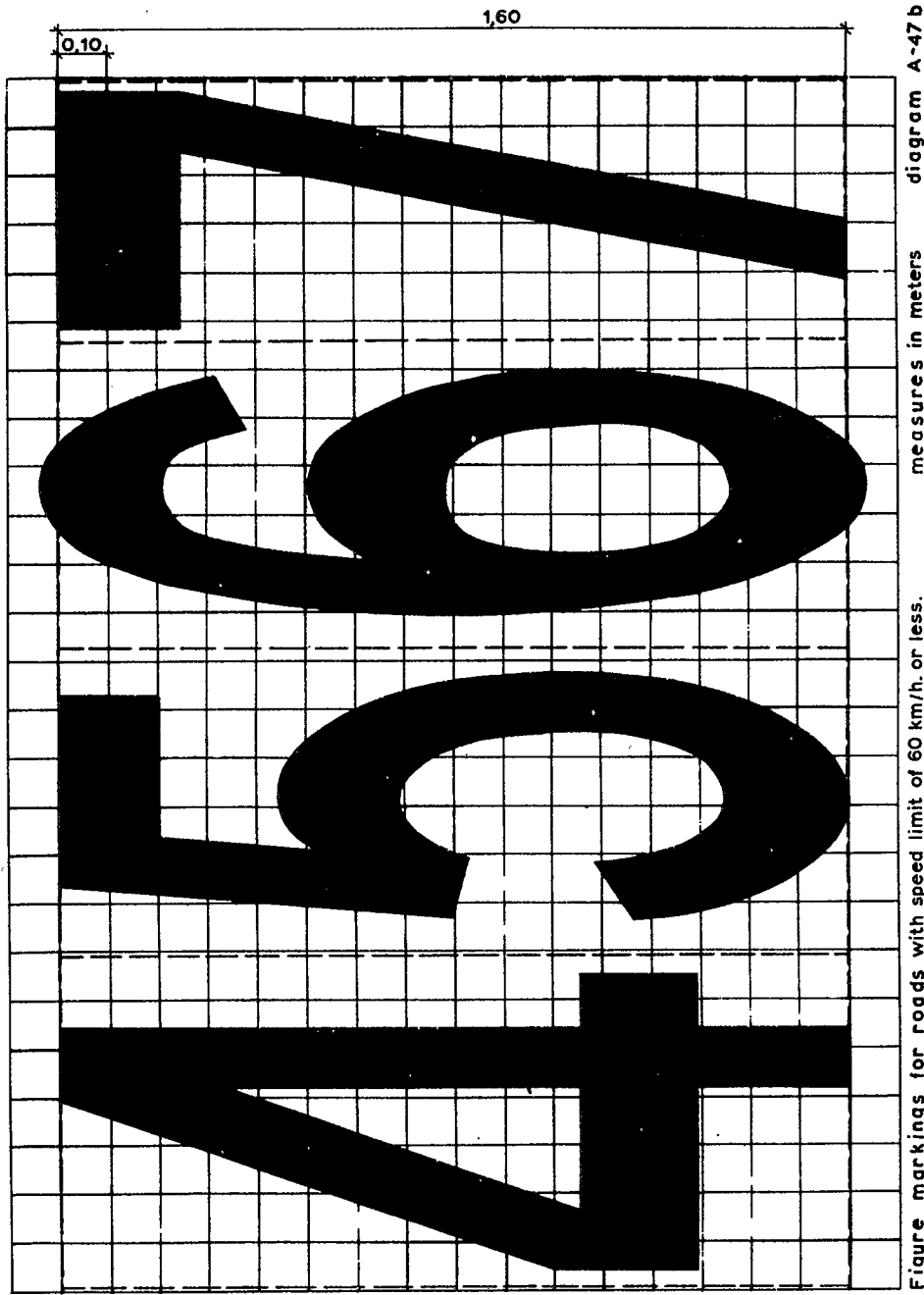


Figure markings for roads with speed limit of 60 km/h. or less. measures in meters diagram A-47 b

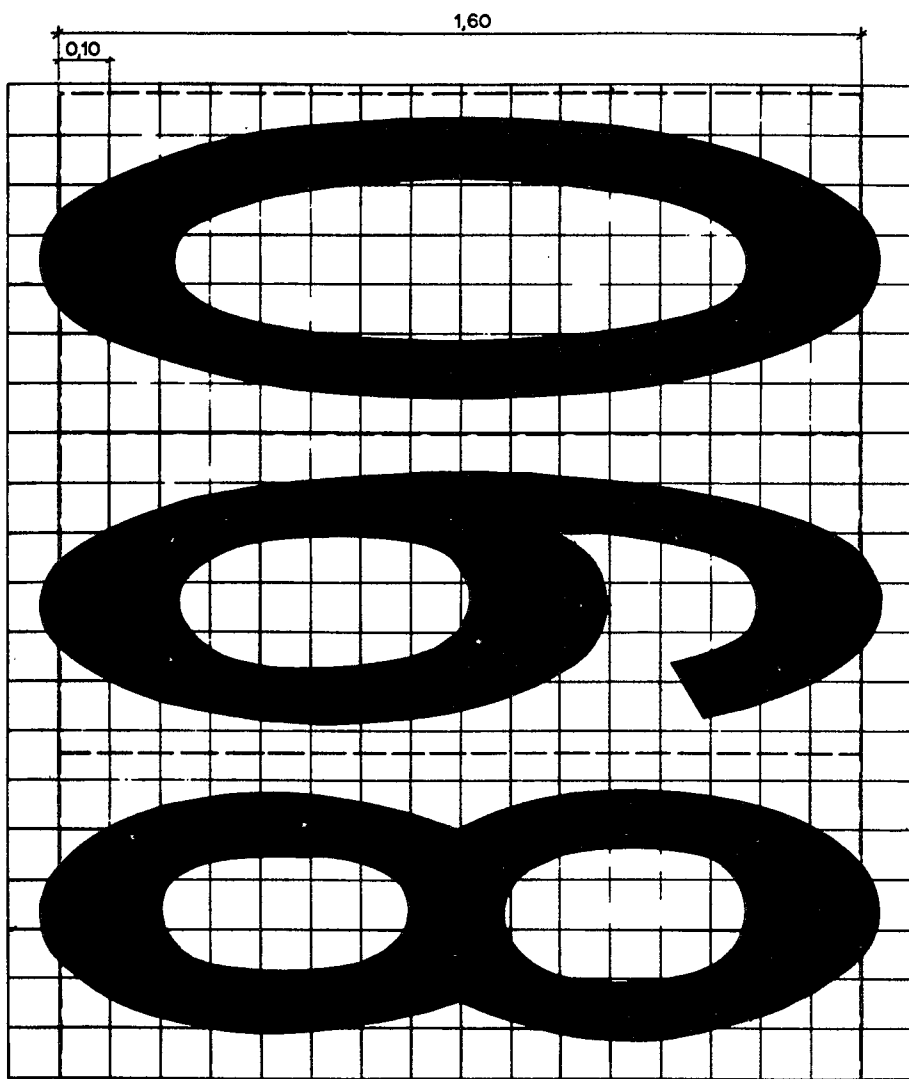
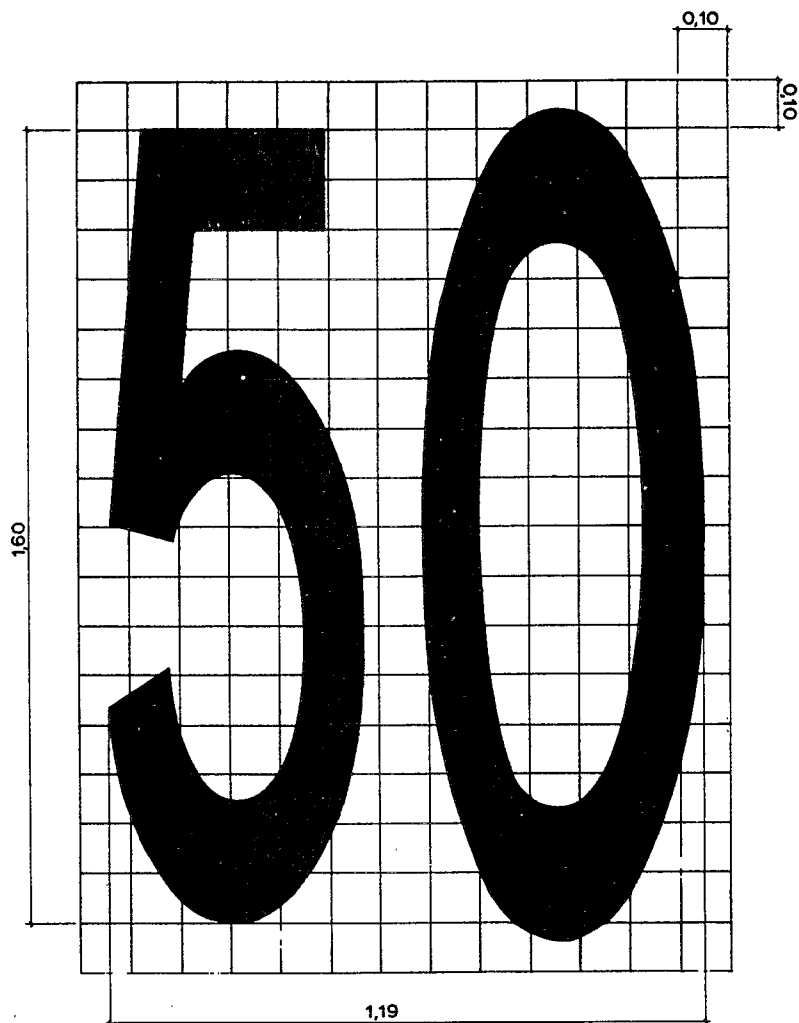
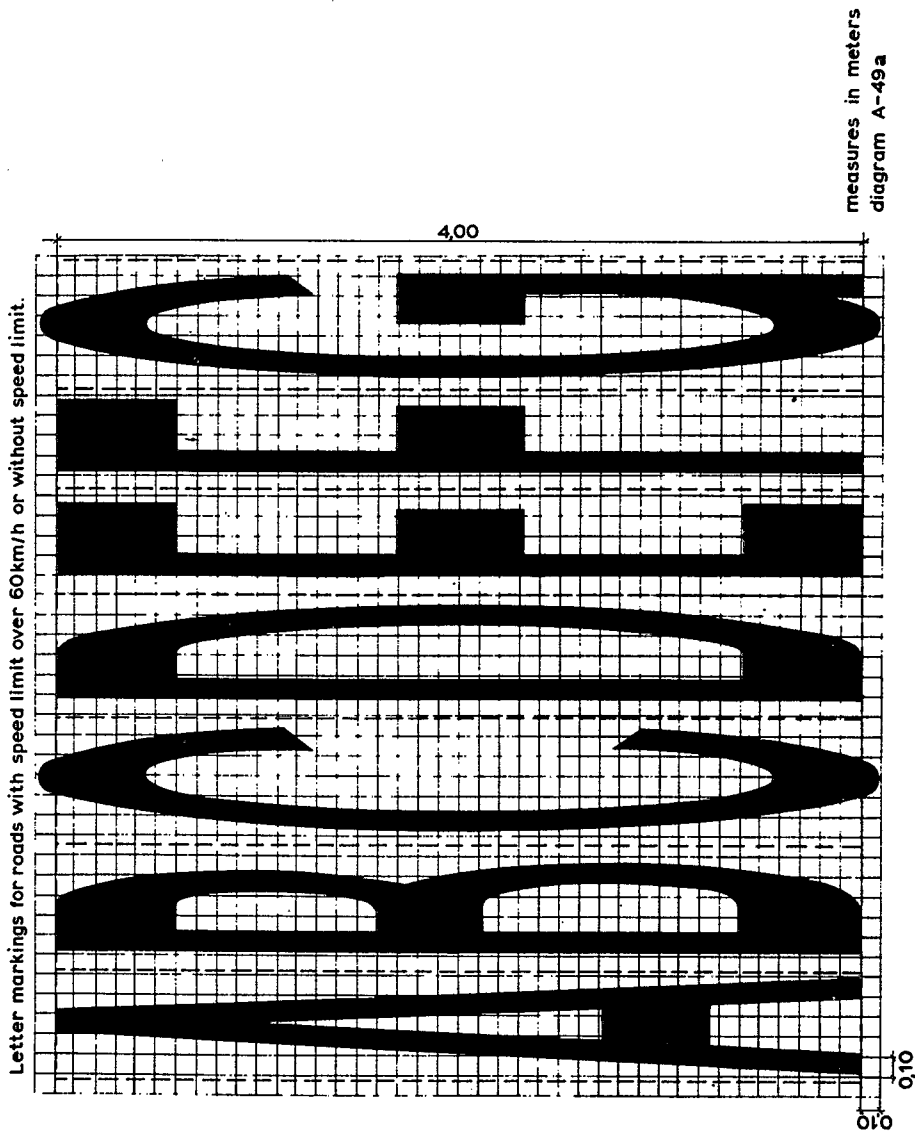


Figure markings for roads with speed limit of 60 km/h. or less measures in meters diagram A-47c

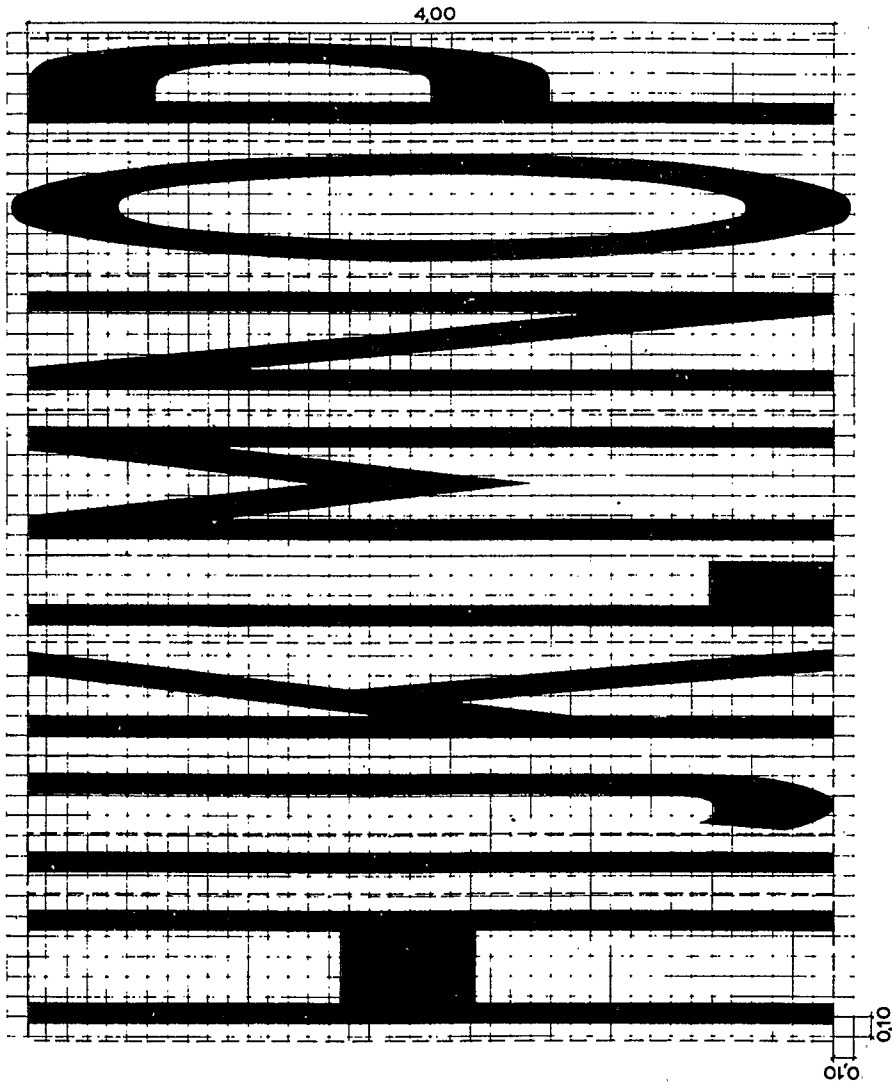
Example of figure marking for roads with speed limit of 60 km/h, or less



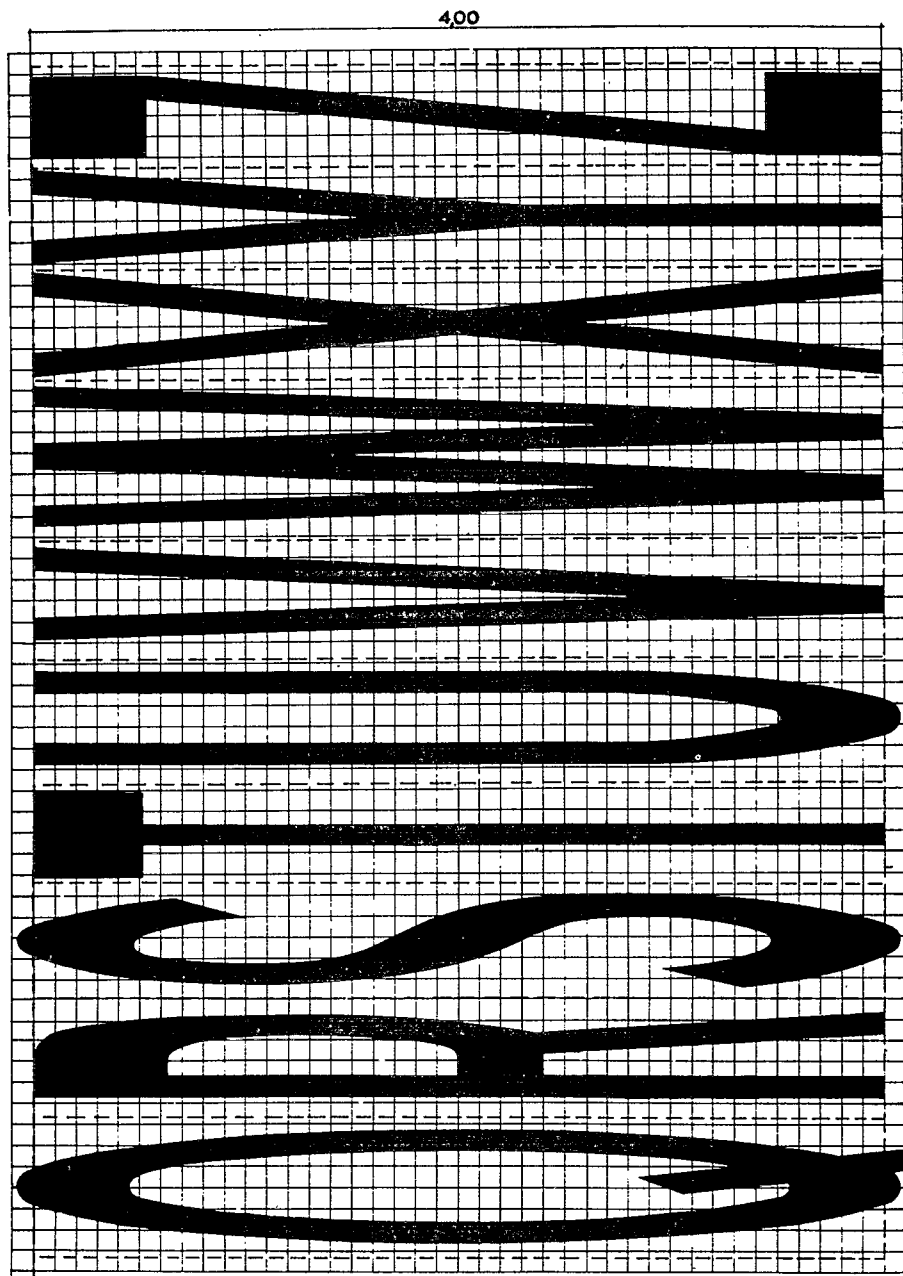
measures in
meters
diagram A-48



Letter markings for roads with speed limit over 60 km/h. or without speed limit.



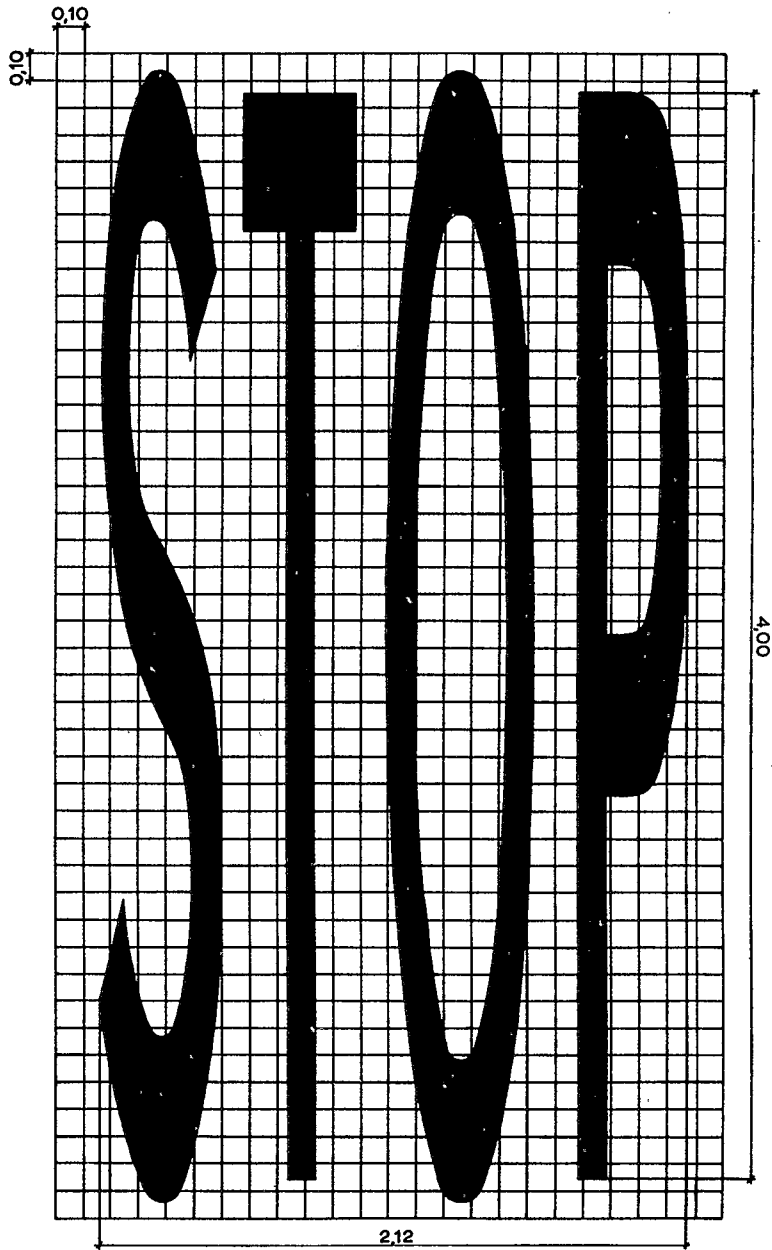
measures in
meters
diagram A-49b



Letter markings for roads with speed limit over 60 km/h or without speed limit. measure in meters diagram A-50

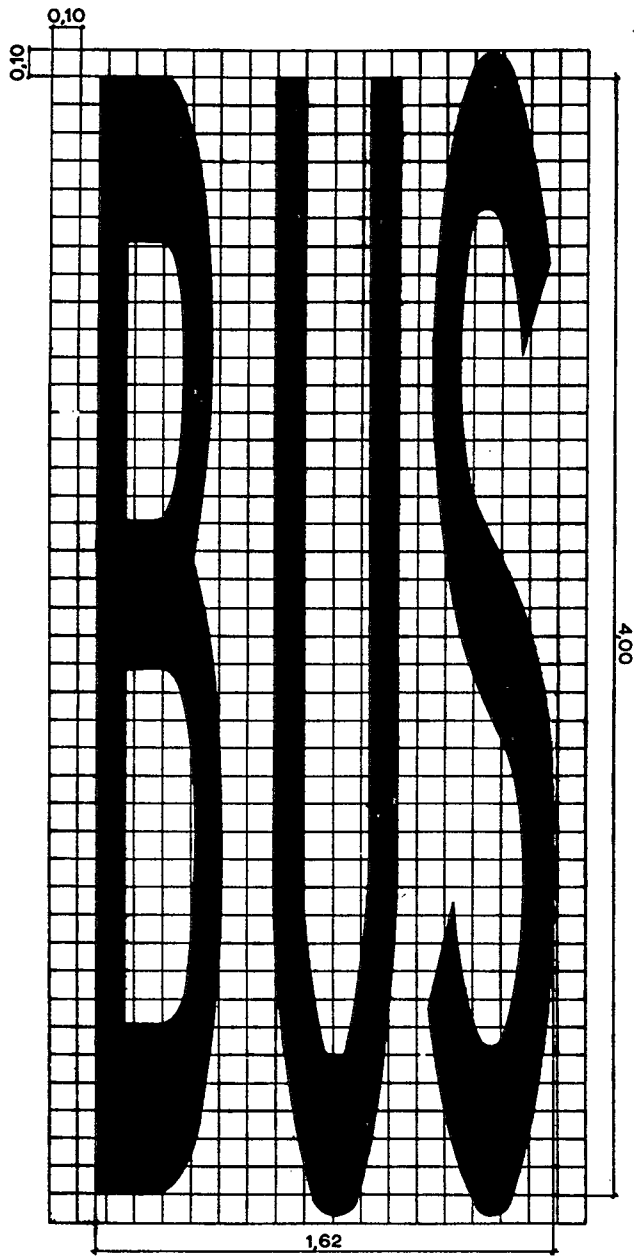
010

Example of word marking for roads with speed limit over 60 km/h. or without speed limit.



measures in meters
[diagram A-51]

Example of word marking for roads with speed limit over 60 km/h or without speed limit.



measures in meters
diagram A-52

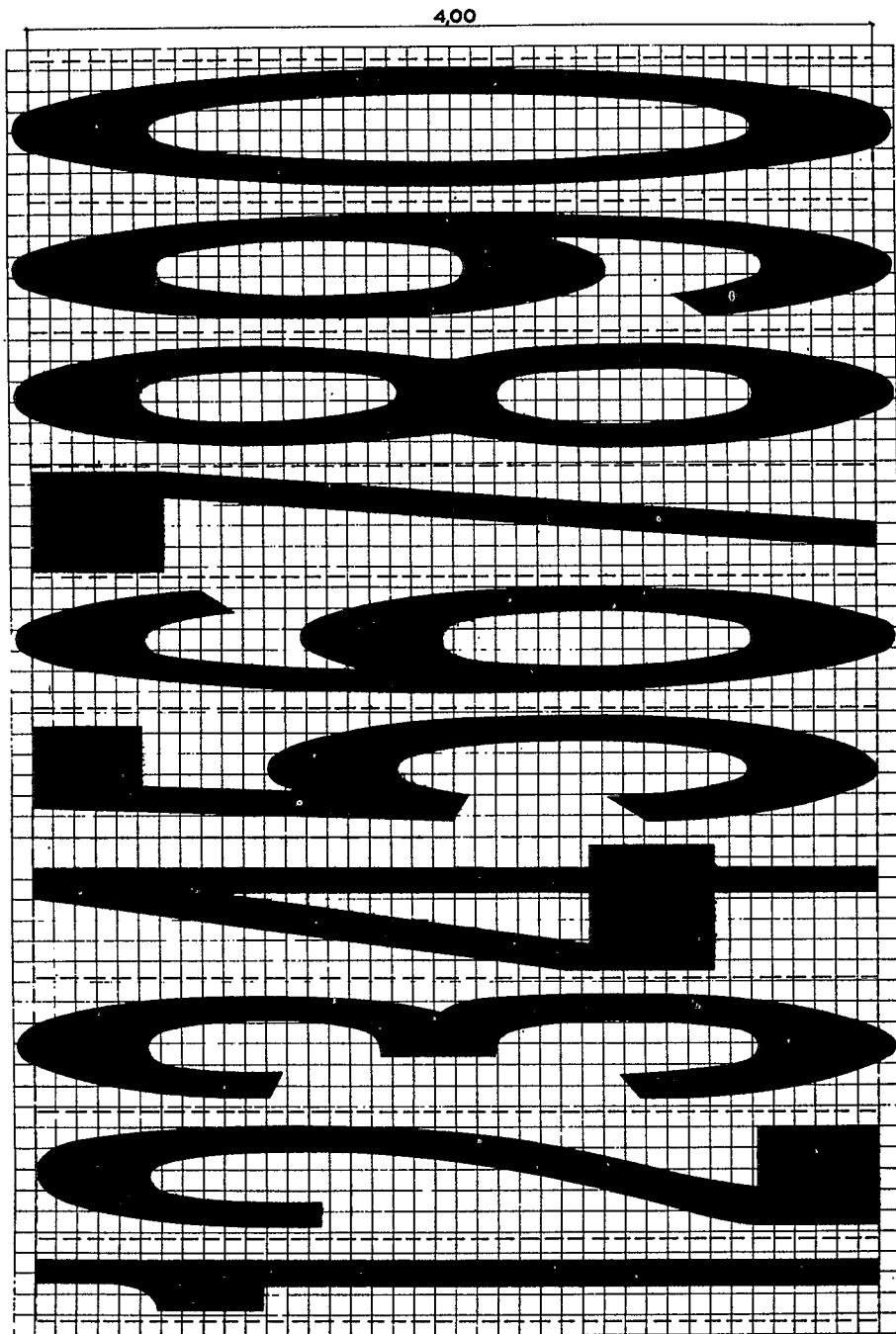


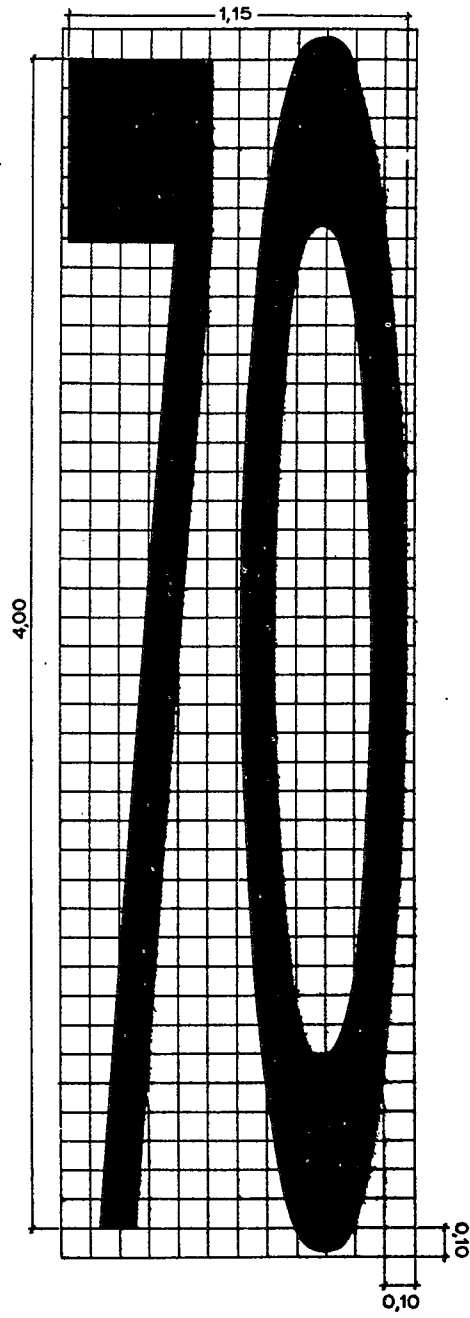
diagram A-53

measures in meters

Figure markings for roads with speed limit over 60km/h or without speed limit.

010

Example of figure marking for roads with speed limit over 60 km/h. or without speed limit.



measures in meters
diagram A-54

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Marking of parking prohibition

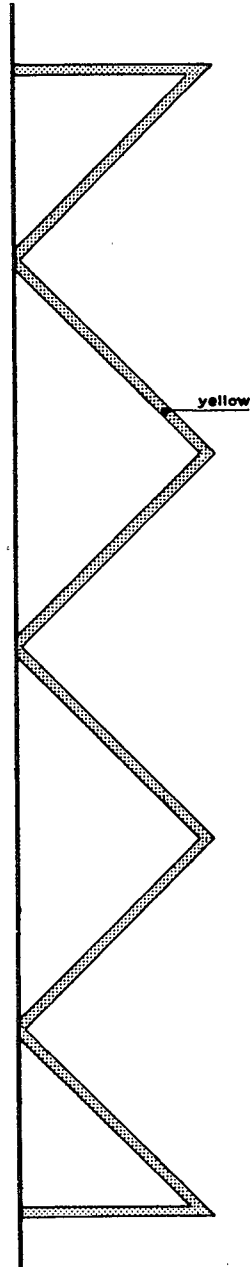


diagram A-55

Marking of parking prohibition.

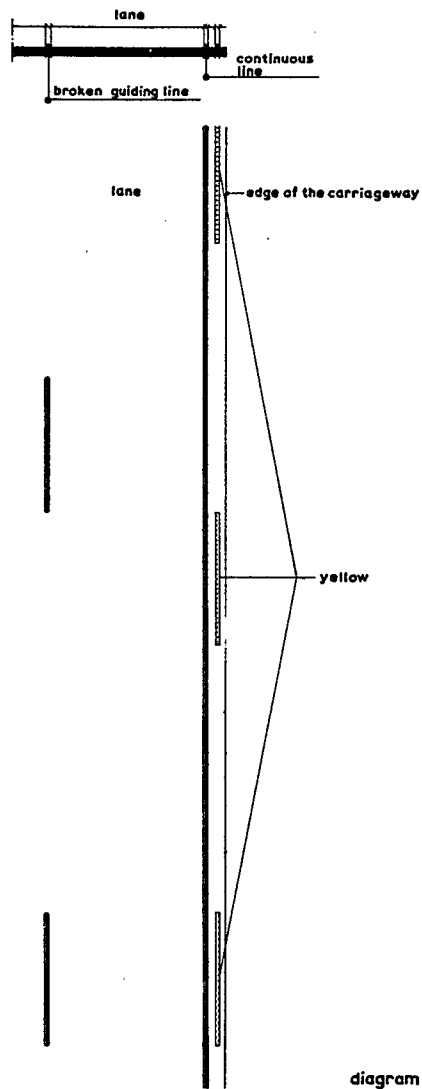


diagram A-56

Marking of an obstacle.

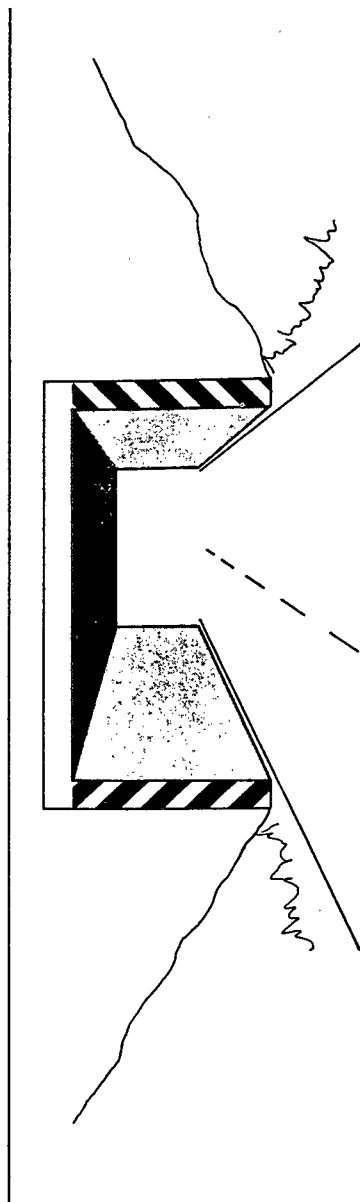


diagram A-57

For Albania:
Pour l'Albanie :
За Албанию:

For Austria:
Pour l'Autriche :
За Австрию:

Dr. RUDOLF MARTINS
Genève, le 27 février 1974

For Belgium:
Pour la Belgique :
За Бельгию:

VAN BELLINGHEN
Genève, le 13 août 1973

For Bulgaria:
Pour la Bulgarie :
За Болгарию:

For the Byelorussian Soviet Socialist Republic:
Pour la République socialiste soviétique de Biélorussie :
За Белорусскую Советскую Социалистическую Республику:

For Cyprus:
Pour Chypre :
За Кипр:

For Czechoslovakia:
Pour la Tchécoslovaquie :
За Чехословакию:

For Denmark:
Pour le Danemark :
За Данию:

For Finland:
Pour la Finlande :
За Финляндию:

For France:
Pour la France :
За Францию:

For the German Democratic Republic:
Pour la République démocratique allemande :
За Германскую Демократическую Республику:

For Germany, Federal Republic of:
Pour l'Allemagne, République fédérale d' :
За Федеративную Республику Германии:

Subject to ratification¹
Dr. OTTO-AXEL HERBST
Genève, le 15 novembre 1973

For Greece:
Pour la Grèce :
За Грецию:

For Hungary:
Pour la Hongrie :
За Венгрию:

KISS DEZSÖ
(18.12.1973)²

For Iceland:
Pour l'Islande :
За Исландию:

For Ireland:
Pour l'Irlande :
За Ирландию:

For Italy:
Pour l'Italie :
За Италию:

¹ Sous réserve de ratification.

² 18 December 1973 — 18 décembre 1973.

For Luxembourg:
Pour le Luxembourg :
За Люксембург:

A. DUHR
4.7.1973¹

For Malta:
Pour Malte :
За Мальту:

For the Netherlands:
Pour les Pays-Bas :
За Нидерланды:

For Norway:
Pour la Norvège :
За Норвегию:

For Poland:
Pour la Pologne :
За Польшу:

For Portugal:
Pour le Portugal :
За Португалию:

For Romania:
Pour la Roumanie :
За Румынию:

For Spain:
Pour l'Espagne :
За Испанию:

For Sweden:
Pour la Suède :
За Швецию:

¹ 4 July 1973 — 4 juillet 1973.

For Switzerland:
Pour la Suisse :
За Швейцарию:

JEAN HUMBERT
le 20 mars 1973

For Turkey:
Pour la Turquie :
За Турцию:

For the Ukrainian Soviet Socialist Republic:
Pour la République socialiste soviétique d'Ukraine :
За Украинскую Советскую Социалистическую Республику:

For the Union of Soviet Socialist Republics:
Pour l'Union des Républiques socialistes soviétiques :
За Союз Советских Социалистических Республик:

For the United Kingdom of Great Britain and Northern Ireland:
Pour le Royaume-Uni de Grande-Bretagne et d'Irlande du Nord :
За Соединенное Королевство Великобритании и Северной Ирландии:

For the United States of America:
Pour les Etats-Unis d'Amérique :
За Соединенные Штаты Америки:

For Yugoslavia:
Pour la Yougoslavie :
За Югославию:

DECLARATIONS AND RESERVA-
TIONS MADE UPON RATIFICA-
TION OR ACCESSION (a)

AUSTRIA

[GERMAN TEXT — TEXTE ALLEMAND]

„Aus Ziffer 6 des Anhanges zum Protokoll über Straßenmarkierungen zum Europäischen Zusatzübereinkommen zum Übereinkommen über Straßenverkehrszeichen (zu Artikel 29 des Übereinkommens) wird jene Bestimmung nach Absatz 2 nicht angewendet, derzufolge die Straßenmarkierungen weiß sein müssen.“

“[Paragraph] 6 of the Annex to the Protocol¹ on Road Markings Additional to the European Agreement² Supplementing the Convention on Road Signs and Signals³ (referring to Article 29 of the Convention) is applied with the exception of the provision under Paragraph 2 according to which road markings have to be white.”

BYELORUSSIAN SOVIET
SOCIALIST REPUBLIC (a)

[BYELORUSSIAN TEXT — TEXTE BIÉLORUSSIEN]

«Беларуская Савецкая Сацыялістычная Рэспубліка не лічыць сябе звязанай палажэннямі артыкула 9 Пратакола аб разметцы дарог ад 1 сакавіка 1973 года да Еўрапейскага пагаднення 1971 года, якое дапаўняе Канвенцыю аб дарожных знаках і сігналах 1968 года»;

«Беларуская Савецкая Сацыялістычная Рэспубліка лічыць, што палажэнні артыкула 3 Пратакола аб разметцы дарог ад 1 сакавіка 1973 года да Еўрапейскага пагаднення 1971 года, якое дапаўняе Канвенцыю аб дарожных знаках і сігналах 1968 года, адносна пашырэння дзяржавамі дзеяння Пратакола на тэрыторыі, за знешнія зносіны якіх яны нясуць адказнасць, з'яўляюцца ўстарэлымі і супярэчаць Дэкларацыі Генеральнай Асамблеі ААН аб прадастаўленні незалежнасці каланіяльным краінам і народам (рэзалюцыя Генеральнай Асамблеі ААН 1514/XV ад 14 снежня 1960 года), якая абвясціла неабходнасць неадкладна і безагаворачна пакласці канец каланіялізму ва ўсіх яго формах і праяўленнях».

DÉCLARATIONS ET RÉSERVES
FAITES LORS DE LA RATIFICA-
TION OU DE L'ADHÉSION (a)

AUTRICHE

« Le [paragraphe] 6 de l'Annexe au Protocole¹ sur les marques routières additionnel à l'Accord Européen² complétant la Convention sur la signalisation routière³ (concernant l'article 29 de la Convention) sera appliqué à l'exception de la disposition qui se réfère au paragraphe 2 et stipule que les marques routières doivent être blanches. »

RÉPUBLIQUE SOCIALISTE
SOVIÉTIQUE DE BIÉLORUSSIE (a)¹ See. p. 264 of this volume.² United Nations, *Treaty Series*, vol. 1142, p. 225.³ *Ibid.*, vol. 1091, p. 3.¹ Voir p. 276 du présent volume.² Nations Unies, *Recueil des Traités*, vol. 1142, p. 225.³ *Ibid.*, vol. 1091, p. 3.

[TRANSLATION]

The Byelorussian Soviet Socialist Republic does not consider itself bound by the provisions of article 9 of the Protocol¹ on Road Markings of 1 March 1973, additional to the European Agreement² of 1971 supplementing the Convention on Road Signs and Signals³ of 1968[.]

The Byelorussian Soviet Socialist Republic considers that the provisions of article 3 of the Protocol on Road Markings of 1 March 1973, additional to the European Agreement of 1971 supplementing the Convention on Road Signs and Signals of 1968, concerning the extension by States of the applicability of the Protocol to territories for the international relations of which they are responsible, are outdated and contrary to the Declaration of the United Nations General Assembly on the Granting of Independence to Colonial Countries and Peoples (United Nations General Assembly resolution 1514 (XV) of 14 December 1960),⁴ which proclaimed the necessity of bringing to a speedy and unconditional end colonialism in all its forms and manifestations.

CZECHOSLOVAKIA (a)

[CZECH TEXT — TEXTE TCHÈQUE]

“Přistupujíc k Protokolu, vláda Československé socialistické republiky prohlašuje v souladu s odstavcem 1 jeho článku 11, že se necítí být vázána článkem 9 Protokolu.”

[TRANSLATION]

. . . The Government of the Czechoslovak Socialist Republic declares, in accordance with article 11, paragraph 1 of the Protocol, that it does not consider itself bound by article 9 of the Protocol.

¹ See p. 264 of this volume.

² United Nations, *Treaty Series*, vol. 1142, p. 225.

³ *Ibid.*, vol. 1091, p. 3.

⁴ United Nations, *Official Records of the General Assembly, Fifteenth Session, Supplement No. 16 (A/4684)*, p. 66.

[TRADUCTION]

La République socialiste soviétique de Biélorussie ne se considère pas liée par les dispositions de l'article 9 du Protocole¹ sur les marques routières du 1^{er} mars 1973, additionnel à l'Accord européen² complétant la Convention sur la signalisation routière³ de 1968 [.]

La République socialiste soviétique de Biélorussie considère que les dispositions de l'article 3 du Protocole sur les marques routières du 1^{er} mars 1973, additionnel à l'Accord européen de 1971 complétant la Convention sur la signalisation routière de 1968, qui autorise les Etats à appliquer ledit Protocole aux territoires dont ils assurent les relations internationales, sont désuètes et contraires à la Déclaration de l'Assemblée générale des Nations Unies sur l'octroi de l'indépendance aux pays et aux peuples coloniaux [Résolution 1514 (XV) de l'Assemblée générale en date du 14 décembre 1960]⁴, où est proclamée la nécessité de mettre rapidement et inconditionnellement fin au colonialisme sous toutes ses formes et dans toutes ses manifestations.

TCHÉCOSLOVAQUIE (a)

[TRADUCTION]

. . . Le Gouvernement de la République tchécoslovaque déclare, conformément au paragraphe 1 de l'article 11 du Protocole, qu'il ne se considère pas lié par son article 9.

¹ Voir p. 276 du présent volume.

² Nations Unies, *Recueil des Traités*, vol. 1142, p. 225.

³ *Ibid.*, vol. 1091, p. 3.

⁴ Nations Unies, *Documents officiels de l'Assemblée générale, quinzième session, Supplément n° 16 (A/4684)*, p. 70.

[TRANSDUCTION — TRANSLATION]

“ . . . the Government of the Czechoslovak Socialist Republic declares in respect of Article 3 of the Protocol that the said Article is in contradiction with the Declaration of the United Nations General Assembly on Granting Independence to Colonial Countries and Peoples No. 1514/XV.”

FINLAND (a)

“With respect to Annex, paragraph 6 (amendment to Article 29 paragraph 2 of the Convention), Finland reserves the right to use yellow colour for the continuous line between the opposite directions of traffic.”

*GERMANY, FEDERAL
REPUBLIC OF*

[GERMAN TEXT — TEXTE ALLEMAND]

„Die Bundesrepublik Deutschland betrachtet sich nicht daran gebunden, dass die Zickzack-Linien zur Kennzeichnung der Flächen, auf denen das Parken verboten ist, gelb sein müssen.“

[TRANSLATION¹ — TRANSDUCTION²]

The Federal Republic of Germany does not consider itself bound by the provision that the zigzag lines showing places where parking is prohibited shall be yellow.

HUNGARY

[HUNGARIAN TEXT — TEXTE HONGROIS]

“ . . . a jegyzőkönyv 11. cikkének 1. pontja alapján a jegyzőkönyv 9. cikkének rendelkezéseit nem tekinti magára kötelezőnek.”

¹ Translation supplied by the Government of the Federal Republic of Germany.

² Traduction fournie par le Gouvernement de la République fédérale d'Allemagne.

. . . Le Gouvernement de la République tchécoslovaque déclare, en ce qui concerne l'article 3 du Protocole, que ledit article est en contradiction avec la Déclaration de l'Assemblée générale des Nations Unies sur l'octroi de l'indépendance aux pays et aux peuples coloniaux [résolution 1514 (XV)].

FINLANDE (a)

[TRANSDUCTION — TRANSLATION]

S'agissant du paragraphe 6 de l'annexe (modification du paragraphe 2 de l'article 29 de la Convention), la Finlande se réserve le droit d'utiliser la couleur jaune pour marquer la ligne continue délimitant les voies correspondant à des sens de circulation opposés.

*RÉPUBLIQUE FÉDÉRALE
D'ALLEMAGNE*

[TRANSDUCTION — TRANSLATION]

La République fédérale d'Allemagne ne se considère pas liée par l'obligation de peindre en jaune les lignes en zigzag indiquant les emplacements où le stationnement est interdit.

HONGRIE

[TRANSLATION¹ — TRADUCTION²]

... does not consider itself bound by the provisions of Article 9 of the Protocol in pursuance of Article 11, paragraph 1, thereof.

“The Presidential Council of the Hungarian People’s Republic further declares that the provisions of... the Protocol on Road Markings to the European Agreement supplementing the Convention on Road Signs and Signals, opened for signature at Geneva on 1 March 1973 are at variance with the Declaration of the United Nations General Assembly on the Granting of Independence to Colonial Countries and Peoples [resolution 1514 (XV) of 14 December 1960].”

POLAND (a)

[POLISH TEXT — TEXTE POLONAIS]

“... że Polska Rzeczpospolita Ludowa nie uważa się za związaną artykułem 9 Protokołu oraz że wszystkie oznaczenia drogi, przewidziane w punkcie 6 ustęp 2 Załącznika do wymienionego Protokołu będą barwy białej.”

[TRANSLATION — TRADUCTION]

... that the Polish People’s Republic does not consider itself bound by article 9 of the Protocol, and that all the road markings provided for in item 6, paragraph 2, of the Annex to the said Protocol shall be white.

*UKRAINIAN SOVIET
SOCIALIST REPUBLIC (a)*

[UKRAINIAN TEXT — TEXTE UKRAINIEN]

«Українська Радянська Соціалістична Республіка не вважає себе зв’язаною положеннями статті 9 Протоколу про розмітку доріг від 1 березня 1973 року до Європейської угоди 1971 року, що доповнює Конвенцію про дорожні знаки і сигнали 1968 року»;

¹ Translation supplied by the Government of Hungary.² Traduction fournie par le Gouvernement hongrois.

[TRADUCTION — TRANSLATION]

... ne se considère pas lié par les dispositions de l’article 9 du Protocole, en application de son article 11, paragraphe 1.

Le Conseil présidentiel de la République populaire hongroise déclare... que les dispositions du Protocole sur les marques routières additionnel à l’Accord européen complétant la Convention sur la signalisation routière ouvert à la signature à Genève le 1^{er} mars 1973 sont contraires à la Déclaration de l’Assemblée générale des Nations Unies sur l’octroi de l’indépendance aux pays et aux peuples coloniaux [résolution 1514 (XV) du 14 décembre 1960].

[TRADUCTION — TRANSLATION]

POLOGNE (a)[TRADUCTION¹ — TRANSLATION²]

... que la République Populaire de Pologne ne se considère pas liée par l’article 9 du Protocole, et que toutes les marques routières, prévues au point 6, alinéa 2, de l’Annexe audit Protocole seront de couleur blanc.

*RÉPUBLIQUE SOCIALISTE
SOVIÉTIQUE D’UKRAINE (a)*¹ Traduction fournie par le Gouvernement polonais.² Translation supplied by the Government of Poland.

«Українська Радянська Соціалістична Республіка вважає, що положення статті 3 Протоколу про розмітку доріг від 1 березня 1973 року до Європейської угоди 1971 року, що доповнює Конвенцію про дорожні знаки і сигнали 1968 року, щодо поширення державами дії Протоколу на території, за зовнішні зносини яких вони несуть відповідальність, є застарілими і суперечать Декларації Генеральної Асамблеї ООН про надання незалежності колоніальним країнам і народам (резолюція Генеральної Асамблеї ООН 1514 (XV) від 14 грудня 1960 року), яка проголосила необхідність негайно і беззастережно покласти край колоніалізму у всіх його формах і проявах».

[TRANSLATION]

[TRADUCTION]

The Ukrainian Soviet Socialist Republic. . .

La République socialiste soviétique d'Ukraine. . .

[For the remainder of the translation, see under Byelorussian Soviet Socialist Republic on p. 433 of this volume.]

[Pour le reste de la traduction, voir sous République socialiste soviétique de Biélorussie à la p. 433 du présent volume.]

UNION OF SOVIET SOCIALIST
REPUBLICS (a)

UNION DES RÉPUBLIQUES
SOCIALISTES SOVIÉTIQUES (a)

[RUSSIAN TEXT — TEXTE RUSSE]

«Союз Советских Социалистических Республик не считает себя связанным положениями статьи 9 Протокола о разметке дорог от 1 марта 1973 года к Европейскому соглашению 1971 года, дополняющему Конвенцию о дорожных знаках и сигналах 1968 года»;

«Союз Советских Социалистических Республик считает, что положения статьи 3 Протокола о разметке дорог от 1 марта 1973 года к Европейскому соглашению 1971 года, дополняющему Конвенцию о дорожных знаках и сигналах 1968 года, относительно распространения государствами действия Протокола на территории, за внешние сношения которых они несут ответственность, являются устаревшими и противоречат Декларации Генеральной Ассамблеи ООН о предоставлении независимости колониальным странам и народам (резолюция Генеральной Ассамблеи ООН 1514/XV от 14 декабря 1960 года), провозгласившей необходимость незамедлительно и безоговорочно положить конец колониализму во всех его формах и проявлениях».

[TRANSLATION]

[TRADUCTION]

The Union of Soviet Socialist Republics. . .

L'Union des Républiques socialistes soviétiques. . .

[For the remainder of the translation, see under Byelorussian Soviet Socialist Republic on p. 433 of this volume.]

[Pour le reste de la traduction, voir sous République socialiste soviétique de Biélorussie à la p. 433 du présent volume.]