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Group of Experts on Road Signs and Signals

Eighth session
Geneva, 1and 2 September 2016

Report of the Group of Experts on Road Signs and Signals on its Eighth session

Contents

I. Attendance

1. The Group of Experts on Road Signs and Signals (GE.2) held its eighth session in Geneva from 1-2 September 2016, chaired by Mr. Karel Hofman (Belgium). Representatives of the following UNECE member States participated: Belgium, Denmark, Finland, France, Italy, Latvia, Lithuania, Russian Federation, Spain, Sweden and Switzerland.

2. The representatives of non-ECE member States also participated: Kuwait and Nigeria. The following non-governmental organizations were represented: Easa Husain Al-Yousifi & Sons Company, Forschungsgesellschaft Strasse-Schiene-verkehr (FSV) and an independent consultant from the United States of America (A-Mazing Designs) also participated as an observer.

II. Adoption of the Agenda (agenda item 1)

3. The Group of Experts adopted the session's agenda (ECE/TRANS/WP.1/GE.2/15).

4. The Group of Experts welcomed a high-level Nigerian delegation participating in this session and was hopeful that the Nigerian interest and constructive contribution would continue in the future.

5. The Nigerian delegation noted a low level participation from other African countries, Contracting Parties to the Convention, and expressed its hope that its participation will attract participation of other African countries as well, as it would lead to an enhanced implementation of the Convention in Africa.

III. Programme of Work: Taking Stock of National Legislation (agenda item 2)

6. The Group discussed symbols denoting the availability of parking with an option to change to other transport means ("park and ride"). The delegate from Austria made a presentation on various options possible and, after discussion, the Group agreed on a particular symbol (more details available in Annex).

7. The representatives from Austria and Kuwait made presentations about the application of the oblique bar as prescribed in the Convention. The Group appreciated the information, analysis and recommendations and decided to postpone a substantive discussion on this subject until the next session.

8. The Group of Experts analyzed the signs A, 20 through A, 21 b, A, 28 a through A, 29 c and E, 9 a through E, 10 d submitted by countries to Road Signs Management System under the "Convention category" by using the methodology agreed upon at the second session, i.e. sign-by-sign assessment focusing on deviation identification and description, deviation evaluation, recommendations and assignment of "in-conformity indicators" for both images and definitions. The resulting recommendations from this analysis are included in Annex.

9. The Group of Experts noted that the Convention refers to both rectangular and square shapes for signs, however, it does not define the shapes leaving the possibility for countries to use a square shape when a rectangular shape is called for in the Convention. To this end, the Group of Experts recommended that the Convention specifies when a square or rectangular shape (not a square shape) is to be used.

10. The Group of Experts discussed the consequences of Article 8, paragraph 3 (in particular, the apparent possibility of using "signs contained in rectangular panels, see also ECE/TRANS/WP.1/2012/3) for the zonal validity signs (E, 9 and E, 10). As a result, it decided to invite France and Lithuania to study the issue further (Article 8, paras 3 and 4 of the Convention; point 7 of the European Agreement) and present preliminary results and observations at the next session. Spain volunteered to provide a similar yet complementary analysis on the "use of rectangular panels in variable message signs".

11. The Group had been requested to discuss new symbols for A, 25 and A, 26 signs as well as to propose a sign for breaking gates in case of being trapped at a level crossing. The Group decided to discuss this subject at the next session.

12. The Group thanked the Governments of Germany and Norway for contributing to the Road Signs Management System.

IV. Other Business (agenda item 3)

13. The secretariat informed the Group about the requirement to seek an extension of the Group of Experts' mandate beyond 31 December 2016. The Group does not expect to terminate its deliberations and it estimates it requires at least an additional 12 months of work. The Group of Experts requested the secretariat to initiate the necessary actions to extend the Group's mandate to 31 December 2017.

14. The secretariat also informed the Group about an offer of an in-kind contribution by Al-Yousifi and Sons Company to assist in developing e-CORSS. The Group reiterated the importance of developing an electronic version of the Convention and expressed its appreciation to Mr. Al-Yousifi for his generous offer. The Group of Experts requested the Chair and/or secretariat to brief WP.1 about this latest e-CORSS development.

V. Date and Place of Next Meeting (agenda item 4)

15. The next meeting of the Group of Experts is scheduled to take place on 7 and 8 November 2016 in Geneva. Interpretation into French and Russian will only be available on 7 November 2016.

VI. Adoption of the Report (agenda item 5)

16. The Group of Experts adopted the report of its eighth session.

Annex

A sign-by-sign assessment by the Group of Experts

The Group of Experts on Road Signs and Signals (Group) analysed the implementation of the 1968 Convention on Road Signs and Signals on the basis of information provided by 34 Contracting Parties (Albania, Austria, Azerbaijan, Belgium, Bosnia and Herzegovina, Chile, Croatia, Czech Republic, Denmark, Finland, France, Germany, Greece, Hungary, Islamic Republic of Iran, Italy, Kuwait, Latvia, Lithuania, Luxembourg, Montenegro, Netherlands, Nigeria, Poland, Portugal, Republic of Moldova, Russian Federation, Serbia, Slovakia, Sweden, Switzerland, Ukraine, Uzbekistan, Viet Nam) in the Road Signs Management System.

General recommendations/observations:

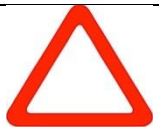
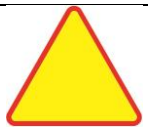
The Group recommended adopting a schematic approach (i.e. by striving to remove unnecessary details such as hats and clothing) for all symbols used in the signs in the 1968 Convention. This will promote a universal understanding of road signs around the world.

The Group recommended that when units such as tonnes, meters, etc. follow a digit or a number, there should be a space separating them to increase legibility.

The Group recommended using, if deemed necessary, a thin light-coloured (e.g. white) separation between two dark colours used on signs (eg. blue and red).

Aa "DANGER WARNING SIGNS"

A few countries appear to use a rim, rather than a border. It is necessary to consider definitions of rims and borders.

Convention sign:	Examples from countries:
	

Ab Danger warning signs

The Group noted that very few Contracting Parties use this sign.

Secretariat to rectify an erroneous entry (to not applicable).

A, 1 a "DANGEROUS BEND OR BENDS"

All signs examined appeared to convey the danger of "left bend" message.

A few countries use a strong curved (90 degree angle) bend and an arrowhead, not a curved pointed bend. The Group was divided as to whether it was worth considering matching the extent of the bend indicated on the sign to the local road conditions.

There was no agreement regarding whether the symbol used for C, 11 a should not also be used for A, 1 a.

Convention sign:	Examples from countries:
	   

A, 1 b "DANGEROUS BEND OR BENDS"

All signs examined appeared to convey the danger of "right bend" message.

A few countries use a strong curved (90 degree angle) bend and an arrowhead, not a curved pointed bend. The Group was divided as to whether it was worth considering matching the extent of the bend indicated on the sign to the local road conditions.

There was no agreement regarding whether the symbol used for C, 11 b should not also be used for A, 1 b.

Convention sign:	Examples from countries:
	  

Secretariat to verify/delete N/A responses for the Czech Republic and Ukraine.

A, 1 c "DANGEROUS BEND OR BENDS"

No comment.

Convention sign:	Examples from countries:
	  

Kuwait to rectify its input.

A, 1 d "DANGEROUS BEND OR BENDS"

No comment.

Convention sign:	Examples from countries:
	  

Secretariat to delete the extra signs from Kuwait.

A, 2 a "DANGEROUS DESCENT"

A few countries use the image of a vehicle in addition to a percentage within the sign. A few countries use an arrow instead of a vehicle. Both approaches appear to contravene the Convention.

The Group did not agree on the most appropriate symbol or combination of symbols to indicate how dangerous the descent is and its direction (percentage, vehicle with or without a driver, arrow). However, the Group believed that indicating the direction of the descent was as important as indicating the degree of the descent.

Convention sign:	Examples from countries:
	  

A, 2 b "DANGEROUS DESCENT"

No comment.

Convention sign:	Examples from countries:
	No examples from countries

A, 2 c "DANGEROUS DESCENT"

The Group did not agree on the most appropriate symbol or combination of symbols to indicate how dangerous the descent is and its direction (percentage, vehicle with or without a driver, arrow). However, the Group believed that indicating the direction of the descent was as important as indicating the degree of the descent.

Convention sign:	Examples from countries:
	  

A, 2 d "DANGEROUS DESCENT"

No comment.

Convention sign:	Examples from countries:
	

A, 3 a "STEEP ASCENT"

A few countries use the image of a vehicle in addition to a percentage within the sign. A few countries use an arrow instead of a vehicle. Both approaches appear to contravene the Convention.

The Group did not agree on the most appropriate symbol or combination of symbols to indicate how dangerous the ascent is and its direction (percentage, vehicle with or without a driver, arrow). However, the Group believed that indicating the direction of the ascent was as important as indicating the degree of the ascent.

Convention sign:	Examples from countries:
	 

A, 3 b "STEEP ASCENT"

No comment.

Convention sign:	Examples from countries:
	No examples from countries

A, 3 c "STEEP ASCENT"

The Group did not agree on the most appropriate symbol or combination of symbols to indicate how dangerous the ascent is or its direction (percentage, vehicle with or without a driver, arrow). However, the Group believed that indicating the direction of the ascent was as important as indicating the degree of the ascent.

Convention sign:	Examples from countries:
	

A, 3 d "STEEP ASCENT"

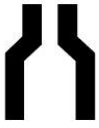
No comment.

Convention sign:	Examples from countries:
	

A, 4 a "CARRIAGEWAY NARROWS"

Kuwait to replace its input and include an additional non-Convention sign.

No comment.

Convention sign:	Examples from countries:
	  

A, 4 b "CARRIAGEWAY NARROWS"

No comment.

Convention sign:	Examples from countries:
	  

A, 5 "SWING BRIDGE"

The Group noted slight differences in the symbol of the bridge, the direction of the bridge opening (right side), the water underneath the bridge (waves replaced by solid half circles), and the use of two different colours on the same symbol (black and blue). Notwithstanding, the Group believed that the essential characteristics of the symbol have been retained.

Convention sign:	Examples from countries:
	       

A, 6 "ROAD LEADS ON TO A QUAY OR RIVER BANK"

Russian Federation to indicate that the black rim around all of its signs is not part of the symbol in the Aa "Comments" box.

The Group noted that a few countries used two different colours on the same symbol (black and blue). Notwithstanding, the Group believed that the essential characteristics of the symbol have been retained.

Convention sign:	Examples from countries:
	  

A, 7 a "UNEVEN ROAD"

No comment.

Convention sign:	Examples from countries:
	  

A, 7 b "UNEVEN ROAD"

Belgium to replace its input.

The Group agreed that the definition of A, 7[b] requires elaboration.

Convention sign:	Examples from countries:
	  

A, 7 c "UNEVEN ROAD"

No comment.

Convention sign:	Examples from countries:
	   

A, 8 "DANGEROUS SHOULDERS"

Secretariat to check the symbol of Uzbekistan

The Group noted slight differences in the symbols used and agreed that gravel should be clearly made part of the symbol.

Convention sign:	Examples from countries:
	  

A, 9 "SLIPPERY ROAD"

The Group noted that most countries used a slightly different symbol and that one country had an upright vehicle. Notwithstanding, the Group believed that the essential characteristics of the symbol have been retained.

Convention sign:	Examples from countries:
	  

A, 10 a "LOOSE GRAVEL"

France to rectify numbering.

The Group noted that most countries used a slightly different symbol and that the loose gravel was not clear in some symbols. The Group agreed that the loose gravel should be clearly shown in the symbol and that for the countries which drive on the right hand side of

the road, that the vehicle should be on the left hand side given that the danger will come from the left.

Convention sign:	Examples from countries:
	  

A, 10 b "LOOSE GRAVEL"

No comment.

Convention sign:	Examples from countries:
	

A, 11 a "FALLING ROCKS"

The Group noted that some countries included rocks on the carriageway which provide additional warning that fallen rocks are the main hazard. The Group agreed that having the rocks on the carriageway do not alter the essential characteristics of the symbol. The symbol as it presently is in the Convention should be retained.

Convention sign:	Examples from countries:
	   

A, 11 b "FALLING ROCKS"

No comment.

Convention sign:	Examples from countries:
	

A, 12 a "PEDESTRIAN CROSSING"

Secretariat to move current Lithuanian sign to non Convention signs.

The Group noted that many countries used a symbol of a person and a zebra crossing (stripes).

The Group recommended that a new A, 12 c symbol comprised of a person and zebra crossing be added to the existing symbol in the Convention, and is the preferred symbol to be used. The expert Group also recommended using the symbol of a person already existing in E, 12 c to replace the symbol in A, 12 a.

Convention sign:	Examples from countries:
	   

A, 12 b "PEDESTRIAN CROSSING"

Secretariat to move current Lithuanian sign to A, 12 a, and remove current Albanian sign (as it replicates the current Albanian one in A, 12 a).

The Group recommended using the symbol of a person already existing in E, 12 c to replace the symbol in A, 12 b.

Convention sign:	Examples from countries:
	 

A, 13 "CHILDREN"

The Group suggested modernizing the children symbol.

Convention sign:	Examples from countries:
	   

A, 14 "CYCLISTS ENTERING OR CROSSING"

The Group noted that some countries did not include a person as part of the symbol.

The Group also noted that there was a possibility that a symbol without a person sitting on the bicycle could be used. The Group recommended that the relevant text in the Convention be amended to stipulate that symbol without a person sitting on the bicycle could be used.

The Group recommended that a Contracting Party should use this symbol consistently (i.e. with or without a cyclist such as in the C, 3 c and D, 4 symbols).

Convention sign:	Examples from countries:
	   

A, 15 a "DOMESTIC ANIMAL CROSSING"

Sweden to replace the current "moose" sign.

No comment.

Convention sign:	Examples from countries:
	   

A, 15 b "WILD ANIMAL CROSSING"

No comment.

Convention sign:	Examples from countries:
	   

A, 16 "ROAD WORKS"

The Group recommended modernizing the symbol and that within each Contracting Party, the same symbol should be used consistently.

The Group also recommended that the relevant text in the Convention be amended to allow for the reversal of this symbol.

Convention sign:	Examples from countries:
	   

A, 17 a "LIGHT SIGNALS"

No comment.

Convention sign:	Examples from countries:
	  

A, 17 b "LIGHT SIGNALS"

No comment.

Convention sign:	Examples from countries:
	No examples from countries

A, 17[c] "LIGHT SIGNALS"

No comment.

Convention sign:	Examples from countries:
	  

A, 18 a "INTERSECTION WHERE THE PRIORITY IS PRESCRIBED BY THE GENERAL PRIORITY RULE"

One country uses a "plus" symbol instead of the "X" shaped symbol but under the Convention, the "plus" symbol is to be used with the Ab model. The Group agreed that the current "X" shaped symbol should be the only symbol used with Aa model.

Convention sign:	Examples from countries:
	  

A, 18 b "INTERSECTION WHERE THE PRIORITY IS PRESCRIBED BY THE GENERAL PRIORITY RULE"

No comment.

Convention sign:	Examples from countries:
	

A, 18 c "INTERSECTION WHERE THE PRIORITY IS PRESCRIBED BY THE GENERAL PRIORITY RULE"

Secretariat to remove the symbols from Albania, Lithuania and Montenegro. It will also request France and Hungary to modify their current symbols.

The Group stressed that all Contracting Parties must ensure that their general priority rule symbol should be indicated by the same width of all of the elements comprising the symbol.

Convention sign:	Examples from countries:
	  

A, 18 d "INTERSECTION WHERE THE PRIORITY IS PRESCRIBED BY THE GENERAL PRIORITY RULE"

Secretariat to remove the symbols from Lithuania, France and Serbia (or verify if it is one of the A, 19 symbols)

No comment.

Convention sign:	Examples from countries:
	  

A, 18 e "INTERSECTION WHERE THE PRIORITY IS PRESCRIBED BY THE GENERAL PRIORITY RULE"

Secretariat to remove the symbol from Albania.

No comment.

Convention sign:	Examples from countries:
	  

A, 18 f "INTERSECTION WHERE THE PRIORITY IS PRESCRIBED BY THE GENERAL PRIORITY RULE"

Secretariat to remove the symbol from Albania.

No comment.

Convention sign:	Examples from countries:
	  

A, 18 g "INTERSECTION WHERE THE PRIORITY IS PRESCRIBED BY THE GENERAL PRIORITY RULE"

Secretariat to remove the symbols from Albania and Ukraine (to be moved to A, 19 symbol). Kuwait will move its current symbol to A, 19.

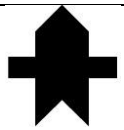
No comment.

Convention sign:	Examples from countries:
	  

A, 19 a "INTERSECTION WITH A ROAD THE USERS OF WHICH MUST GIVE WAY"

Some countries do not use the arrow head or the "V" shape at the bottom. The Group recommended using the symbol in the Convention without altering it (that is, having the arrow head and the "V" shape at the bottom). The Group clarified that the arrow head and the "V" shape at the bottom, and the differences in the proportion of the line widths, are essential characteristics of the symbol.

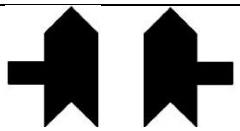
The Group suggested that the Convention should have as many examples of symbol A, 19 as it does for symbol A, 18.

Convention sign:	Examples from countries:
	   

A, 19 b "INTERSECTION WITH A ROAD THE USERS OF WHICH MUST GIVE WAY"

Some countries do not use the arrow head or the "V" shape at the bottom. The Group recommended using the symbol in the Convention without altering it (that is, having the arrow head and the "V" shape at the bottom). The Group clarified that the arrow head and the "V" shape at the bottom, and the differences in the proportion of the line widths, are essential characteristics of the symbol.

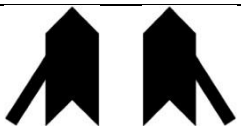
The Group suggested that the Convention should have as many examples of symbol A, 19 as it does for symbol A, 18.

Convention sign:	Examples from countries:
	  

A, 19 c "INTERSECTION WITH A ROAD THE USERS OF WHICH MUST GIVE WAY"

Some countries do not use the arrow head or the "V" shape at the bottom. The Group recommended using the symbol in the Convention without altering it (that is, having the arrow head and the "V" shape at the bottom). The Group clarified that the arrow head and the "V" shape at the bottom, and the differences in the proportion of the line widths, are essential characteristics of the symbol.

The Group suggested that the Convention should have as many examples of symbol A, 19 as it does for symbol A, 18.

Convention sign:	Examples from countries:
	  

A, 20 "INTERSECTION WITH A ROAD TO WHOSE USERS DRIVERS MUST GIVE WAY"

The Group noted that only a very few countries use the sign A, 20 while the majority of countries use the sign B, 1 with additional panel H, 1. This second possibility is introduced with paragraph 6 Article 10 (first sentence). However, the Group noted that both the paragraph 6 as well as point 20 (a) of Section A of Annex 1 require that the same warning is implemented by different signs both being obligatory.

The Group recommended that giving advance warning of B, 1 should be done in accordance with paragraph 6 Article 10 while the sign A, 20 should be removed from the Convention.

The Group further recommended that paragraph 6 of the European Agreement should be deleted (first sentence).

Convention sign:	Examples from countries:
	

A, 21 a and A, 20 b "INTERSECTION WITH A ROAD TO WHOSE USERS DRIVERS MUST GIVE WAY"

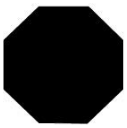
The Group noted that only a very few countries or none use the sign A, 21 a and A, 21 b while the majority of countries use the sign B, 1 supplemented by an additional panel bearing the "STOP" inscription and the figure indicating the distance to the sign B, 2 a or B, 2 b. This second possibility is introduced with paragraph 6 Article 10 (second sentence). However, the Group noted that both the paragraph 6 as well as point 20 (b) and 20 (c) of Section A of Annex 1 require that the same warning is implemented by different signs both being obligatory.

The Group recommended that giving advance warning of B, 2 a or B, 2 b should be done in accordance with paragraph 6 Article 10 while the sign A, 21 a and A, 21 b should be removed from the Convention.

The Group also recommended to amend para 6 of Article 10 as follows (second sentence): To give advance warning of sign B, 2 a or B, 2 b, sign B, 1, supplemented by an additional panel bearing the "STOP" inscription, or its equivalent in national language, and a figure indicating the distance to the sign B, 2 a or B, 2 b shall be used.

The Group further recommended to amend paragraph 6 of the European Agreement (second sentence) as follows: To give advance warning of sign B, 2 a, sign B, 1, supplemented by an additional panel bearing the "STOP" inscription, or its equivalent in national language, and a figure indicating the distance to the sign B, 2 a shall be used.

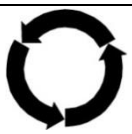
The Group recommended that the additional panel bearing the "STOP" inscription and a figure indicating the distance should be introduced to the H section of the Convention, when eCORSS is developed.

Convention sign:	Examples from countries:
	 

A, 22 "ROUNDABOUT"

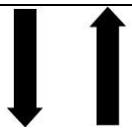
Switzerland, Belgium, Kuwait and Montenegro to rectify their current symbols.

The Group recommended that the symbol in the Convention be modified by providing greater space between the arrows and enlarging the arrow heads.

Convention sign:	Examples from countries:
	  

A, 23 "TWO-WAY TRAFFIC"

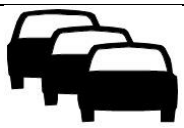
The Group recommended that the symbol in the Convention be modified by enlarging the arrow heads.

Convention sign:	Examples from countries:
	  

A, 24 TRAFFIC CONGESTION

Italy to move their current sign to the non Convention sign category.

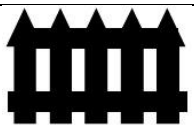
The Group noted that many countries used slightly different symbols and in some cases, more than three vehicles were included in the symbol and the vehicles have red lights. Nevertheless, the Group believed that the essential characteristics of the symbol have been retained.

Convention sign:	Examples from countries:
	   

A, 25 "LEVEL CROSSINGS"

Secretariat to advise the Group regarding preliminary feedback from the expert group on improving safety at level crossings at the next session.

The Group anticipates receiving feedback from the Group of Experts on Improving Safety at Level Crossings (GE.1) to modernize the current symbol.

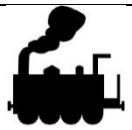
Convention sign:	Examples from countries:
	   

A, 26 a "OTHER LEVEL CROSSINGS"

Secretariat to advise the group regarding preliminary feedback from the expert group on improving safety at level crossings at the next session.

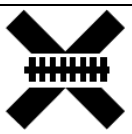
The Group anticipates receiving feedback from GE.1 to modernize the current symbol.

Convention sign:	Examples from countries:



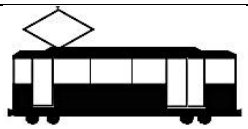
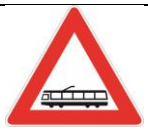
A, 26 b "OTHER LEVEL CROSSINGS"

No comment.

Convention sign:	Examples from countries:
	

A, 27 "INTERSECTION WITH A TRAMWAY LINE"

No comment.

Convention sign:	Examples from countries:
	   

A, 28 a, A, 28 b, A, 28 c "SIGNS TO BE PLACED IN THE IMMEDIATE VICINITY OF LEVEL-CROSSINGS"

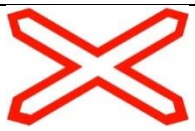
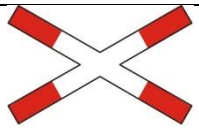
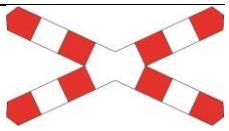
The Group noted that some countries use signs that do not appear to be in conformity with the Convention.

The Group recommended to pair the signs A, 28 a and A, 28 c (with no additional panel) to indicate the immediate vicinity of railway line with one track and to pair the signs A, 28 b and A, 28 c (with additional panel) to indicate the immediate vicinity of railway line with at least two tracks.

The Group recommended to amend the text of point 28 (a) and (b), section A, Annex I as follows:

(a) There are four models of sign A, 28 referred to in Article 35, paragraph 2 of this Convention: A, 28 a, A, 28 b, A, 28 c and A, 28 d.

(b) Models A, 28 a and A, 28 c shall have a white or yellow ground and a red or black border or may show red stripes (with or without a red or black border) on condition that neither the general appearance nor the effectiveness of the signs is impaired thereby; model A, 28 b and A, 28 d shall have a white or yellow ground and a black border; the inscription on model A, 28 b and A, 28 d shall be in black letters. Models A, 28 c and A, 28 d shall be used only if the railway line comprises at least two tracks; with model A, 28 d the additional panel shall be affixed to indicate the number of tracks.

Convention sign:	Examples from countries:
	   

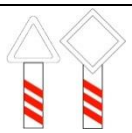
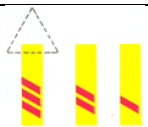
Convention sign:	Examples from countries:
	   

Convention sign:	Examples from countries:
	

A, 29 a; A, 29 b and A, 29 c "ADDITIONAL SIGNS AT APPROACHES TO LEVEL-CROSSINGS OR SWING BRIDGES"

The Group noted that one country (Sweden) uses the panel that appears not to be in conformity with the Convention.

The Group recommended to reproduce the images of signs for both sides of the carriageway.

Convention sign:	Examples from countries:
  	       

A, 30 "AIRFIELD"

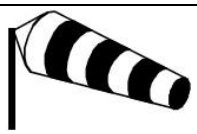
The Group also noted that some countries have the airplane symbol in a downward direction. Nevertheless, the Group believed that the essential characteristics of the symbol have been retained.

Switzerland will insert the symbol into the danger sign.

Convention sign:	Examples from countries:
	  

A, 31 "CROSS-WIND"

The Group noted that some countries use red colour for the symbol and recommended that the colour used be the same as in the Convention. For the other countries, the Group believed that the essential characteristics of the symbol have been retained.

Convention sign:	Examples from countries:
	  

A, 32 "OTHER DANGERS"

The Group noted that some countries do not use an exclamation point and recommended that that country changes its symbol to be the same as in the Convention. For the other countries, the Group believed that the essential characteristics of the symbol have been retained.

Sweden to consider the Convention in this regard and advise at the fifth session.

Convention sign:	Examples from countries:
	  

B, 1 "GIVE WAY"

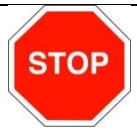
The Group noted that some countries included the text "Give way" within the sign. The Group noted that, for the countries wishing to include the text "Give way", there is the possibility that this could be done in an additional panel or within the sign itself (Article 8, paragraph 3).

Convention sign:	Examples from countries:
	  

B, 2 a "STOP"

The Group recommended that, in relation to the signs used by the countries, the size of "Stop" should be in conformity with the size specified in the text of the Convention. The

Group also recommended that the sign used in the Convention should be in conformity with the size specified in the text of the Convention.

Convention sign:	Examples from countries:
	   

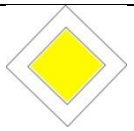
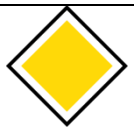
B, 2 b "STOP"

The Group noted that very few countries use this sign (refer to Part IV of the Convention).

Secretariat to look into the background regarding the earlier history (if this was the case) to remove this little used sign and advise at the fifth session.

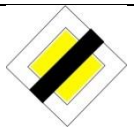
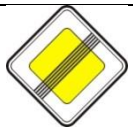
B, 3 "PRIORITY ROAD"

The Group noted that some countries do not use the black rim for the yellow square in the centre, and recommended that they do so.

Convention sign:	Examples from countries:
	  

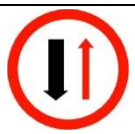
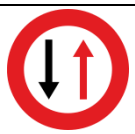
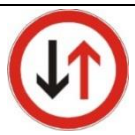
B, 4 "END OF PRIORITY"

The Group noted that some countries do not use the black rim for the yellow square in the centre, and recommended that they do so.

Convention sign:	Examples from countries:
	  

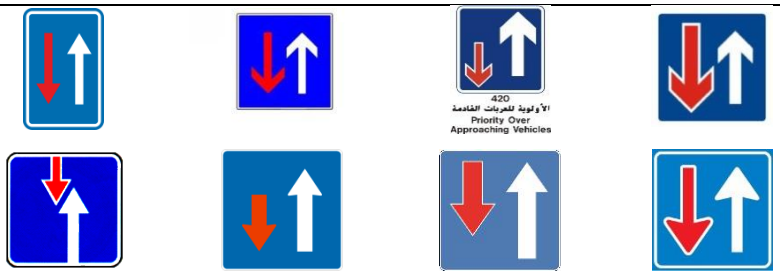
B, 5 "PRIORITY FOR ONCOMING TRAFFIC"

The Group noted that some countries do not use the arrows (ie length, width, positioning) as they appear in the Convention. The Group recommended that the arrowheads in the symbol used in Annex 3 of the Convention be enlarged, and that the signs of countries be in line with the revised symbol. The Group also recommended that the following additional words be inserted at the start of the article related to sign B, 5: "The sign indicating priority for oncoming traffic shall be sign B, 5."

Convention sign:	Examples from countries:
	   

B, 6 “PRIORITY OVER ONCOMING TRAFFIC”

The Group noted that some countries do not use the arrows (ie length, width, positioning) as they appear in the Convention. The Group recommended that the arrowheads in the symbol used in Annex 3 of the Convention be enlarged, and that the signs of countries be in line with the revised symbol. The Group also recommended that the following additional words be inserted at the start of the article related to sign B, 6: “The sign indicating priority over oncoming traffic shall be sign B, 6.” To assist colour-blind drivers, the Group recommended that a white rim should be inserted around the red arrow.

Convention sign:	Examples from countries:
	

General observation for C signs

The Group discussed whether the oblique bar should be in front or behind the symbol. The Group agreed that further discussion about the note on page 39 (immediately following C, 3 l definition) is required.

C, 1 a “NO ENTRY”

The Group noted that one country included the text “No Entry” within the sign. The Group noted that, for the countries wishing to include the text “No Entry”, there is the possibility that this could be done in an additional panel or within the sign itself (Article 8, paragraph 3).

Convention sign:	Examples from countries:
	

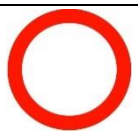
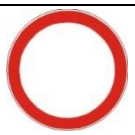
C, 1 b “NO ENTRY”

The Group noted that only one sign (C, 1 a or C, 1 b) could be used (Article 5, paragraph 2(a)).

Convention sign:	Examples from countries:
	  

C, 2 "CLOSED TO ALL VEHICLES IN BOTH DIRECTIONS"

The Group noted some visual differences in the width of the border of the red circle, but believed that the essential characteristics of the symbol have been retained.

Convention sign:	Examples from countries:
	  

C, 3 a "NO ENTRY FOR ANY POWER DRIVEN VEHICLE EXCEPT TWO-WHEELED MOTOR CYCLES WITHOUT SIDE-CAR"

The Group noted some visual differences in the car symbol, but believed that the essential characteristics of the symbol have been retained.

The secretariat to look into section D paragraph 2 of the Convention (page 43) and point 20 of the European Agreement, and advise at the fifth session.

Convention sign:	Examples from countries:
	   

C, 3 b "NO ENTRY FOR MOTOR CYCLES"

The Group noted that there were many differences in the motor cycle symbol, including the presence or absence of a motor cycle driver, but believed that the essential characteristics of the symbol have been retained. The Group emphasized that it should be clear that the symbol is referring to a motorcycle.

Convention sign:	Examples from countries:
	   

C, 3 c "NO ENTRY FOR CYCLES"

The Group noted that there were differences in the bicycle symbol, but believed that the essential characteristics of the symbol have been retained. The Group emphasized that it should be clear that the symbol is referring to a bicycle.

Convention sign:	Examples from countries:

C, 3 d "NO ENTRY FOR MOPEDS"

The Group noted that there were differences in the moped symbol, but believed that the essential characteristics of the symbol have been retained. The Group emphasized that it should be clear that the symbol is referring to a moped.

Convention sign:	Examples from countries:

C, 3 e "NO ENTRY FOR GOODS VEHICLES"

The Group noted that there were differences in the goods vehicles symbol, but believed that the essential characteristics of the symbol have been retained.

Convention sign:	Examples from countries:

C, 3 f "NO ENTRY FOR ANY POWER DRIVEN VEHICLE DRAWING A TRAILER OTHER THAN A SEMI-TRAILER OR A SINGLE AXLE TRAILER"

The Group noted that some countries used a different symbol (entire goods vehicle with single axle trailer). This is considered as a change of the essential characteristics of the symbol. Some countries also use a symbol with two axles which the Group believed better reflects the meaning of this provision. The Group recommended altering the symbol of the convention to make it clearer that the prohibition is aimed at other than single axle trailers by adding a second axle on the trailer.

Convention sign:	Examples from countries:

C, 3 g "NO ENTRY FOR ANY POWER DRIVEN VEHICLE DRAWING A TRAILER"

No comment.

Convention sign:	Examples from countries:
	  

C, 3 h "NO ENTRY FOR VEHICLES CARRYING DANGEROUS GOODS FOR WHICH SPECIAL SIGN PLATING IS PRESCRIBED"

The Group noted that countries are using different colours (yellow, orange and red) for the symbols of the vehicles carrying dangerous goods. The Group recommended that the colour used should be orange (as per the symbol in the Convention). The Group was advised that only UNECE member States that have acceded to the 1968 Convention on Road Signs and Signals are able to accede to the 1971 European Agreement Supplementing the 1968 Convention. The Group tentatively (subject to the examination of Consolidated Resolution on Road Signs and Signals as per drafting note below) agreed to recommend that the 1968 Convention should be amended to include signs C, 3 m and C, 3 n of the 1971 European Agreement.

The secretariat will inform the Group at the fifth session about the dangerous goods signs which have recently been included in the Consolidated Resolution on Road Signs and Signals (RE.2).

Convention sign:	Examples from countries:
	   

C, 3 i "NO ENTRY FOR PEDESTRIANS"

The Group noted that one country used a slightly different symbol (person standing). The Group believes that the symbol of a pedestrian has to reflect movement. The Group recommended that the symbol of a person as it exists in E, 12 c should be used for this sign.

Convention sign:	Examples from countries:
	    NO PEATONES RPO - 16

C, 3 j "NO ENTRY FOR ANIMAL-DRAWN VEHICLES"

The Group noted that some countries used a different symbol of the animal-drawn vehicles (entire animal and half of the vehicle being drawn), and considered this as a change of the essential characteristics of the symbol. The Group believed that the entire symbol as it appears in the Convention should be used.

Convention sign:	Examples from countries:
	   

C, 3 k "NO ENTRY FOR HANDCARTS"

The Group noted that there were differences in the symbols, but believed that the essential characteristics of the symbol have been retained. The Group recommended that the symbol of a person as it exists in E, 12 c and pushing a handcart should be used for this sign.

Convention sign:	Examples from countries:
	  

C, 3 l "NO ENTRY FOR POWER DRIVEN AGRICULTURAL VEHICLES"

The Group noted that there were differences in the symbols, but believed that the essential characteristics of the symbol have been retained.

Convention sign:	Examples from countries:
	  

C, 4 a "NO ENTRY FOR POWER DRIVEN VEHICLES"

The Group believed that a horizontal bar was not in conformity with Section C.I, paragraph 2. The Group recommended that a small Group (comprising of Portugal and Switzerland) be established to consider the question as to whether an oblique diagonal bar is mandatory for all C signs except for the C, 3 signs where countries are given a choice (see Note on page 39).

Convention sign:	Examples from countries:
	     

C, 4 b "NO ENTRY FOR POWER DRIVEN VEHICLES OR ANIMAL-DRAWN VEHICLES"

The Group agreed to defer discussion on this sign until the fifth session (after receiving feedback from the small group on C, 4 a).

Convention sign:	Examples from countries:
	   

C, 5 "NO ENTRY FOR VEHICLES HAVING AN OVERALL WIDTH EXCEEDING … METRES"

The Group believed that the sign in the Convention is appropriate.

Convention sign:	Examples from countries:
	  

Kuwait to rectify its sign which was erroneously entered.

C, 6 "NO ENTRY FOR VEHICLES HAVING AN OVERALL HEIGHT EXCEEDING … METRES"

The Group believed that the sign in the Convention is appropriate.

Convention sign:	Examples from countries:
	  

C, 7 "NO ENTRY FOR VEHICLES EXCEEDING … TONNES LADEN MASS"

The Group noted that one country used a sign with the image of a goods vehicle, and believe that this was a change of the essential characteristics of the symbol. The Group also noted that there was a difference in the casing of the symbol "T" (ie some countries use lower casing "t") as well as its positioning within the sign, and also that some countries used commas and period marks. The Group believed that the symbol in the Convention should be modified from upper to lower casing ("t") and that the positioning of the symbol "t" should appear where it currently appears in the Convention.

The Group also believed, that where a comma or period mark is used, that the second digit should be two-thirds the size of the first digit, and that the lower casing "t" should appear immediately after the second digit and at the same level, and be proportionately visible. If a fraction is required, the Group believed that it should be to the nearest tenth (ie 3.5t, 7.8t). If it is an integer (i.e. 7.00t), it should appear without any zeros or period marks (ie 7t).

Kuwait to rectify its sign.

Convention sign:	Examples from countries:
	       

C, 8 "NO ENTRY FOR VEHICLES HAVING A MASS EXCEEDING … TONNES ON ONE AXLE"

The Group noted that there was a difference in the casing of the symbol "T" (ie some countries use lower casing "t"), its positioning within the sign, and also that some countries used commas and period marks. The Group also noted differences in the arrowheads and axles. The Group believed that the symbol in the Convention should be modified from upper to lower casing ("t") and that the positioning of the symbol "t" should appear where it currently appears in the Convention. The group also believed that the arrow should be deleted, replaced by one arrowhead and that the number used for the first digit in the Convention symbol should be larger.

Finally, the Group believed, that where a comma or period mark is used, that the second digit should be two-thirds the size of the first digit, and that the lower casing "t" should appear immediately after the second digit and at the same level, and be proportionately visible. If a fraction is required, the Group believed that it should be to the nearest tenth (ie 3.5t, 7.8t). If it is an integer (ie 7.00t), it should appear without any zeros or period marks (ie 7t).

Convention sign:	Examples from countries:
	       

C, 9 "NO ENTRY FOR VEHICLES OR COMBINATIONS OF VEHICLES EXCEEDING … METRES IN LENGTH"

The Group noted that there was a difference in the casing of the symbol "m" (ie some countries use upper casing "M" where the Cyrillic alphabet is used) and that one country did not use the symbol of a truck. The Group believed that the symbol "m" should be placed immediately after the number, and not below the number, that the arrows be replaced by arrowheads, and that the number used in the Convention symbol should be larger.

Convention sign:	Examples from countries:
	      

C, 10 "DRIVING OF VEHICLES LESS THAN METRES APART PROHIBITED"
Some countries (e.g. Finland, Sweden) place the symbol "m" under the number and they use an arrow.

One country (Croatia) uses a symbol for goods vehicle in addition to the symbol of a passenger vehicle. The Group believed this is not in conformity with the Convention. The application of this sign can be limited to the type of vehicle by the use of the relevant additional panel.

The Group believed that the symbol "m" should be placed after the number (not below the number).

Convention sign:	Examples from countries:
	  

C, 11 a "NO LEFT TURN"

The Group considered that most countries use the sign in conformity with the Convention. Some countries (e.g. Finland) use the oblique bar that crosses from the upper right to the bottom left. The Group considered it not to be in conformity with the Convention.

Some countries (e.g. Chile) use an "arrow" symbol without any curvature.

Convention sign:	Examples from countries:
	  

C, 11 b "NO RIGHT TURN"

The Group considered that most countries use the sign in conformity with the Convention. Some countries (e.g. Austria, Switzerland) use the oblique bar that crosses from the upper left to the bottom right. The Group considered it not to be in conformity with the Convention.

Some countries (e.g. Chile) use an "arrow" symbol without any curvature.

Convention sign:	Examples from countries:
	  

C, 12 "NO U-TURNS"

The Group considered that most countries use the sign in conformity with the Convention. Some countries (e.g. the Netherlands) do not use the oblique bar on the sign. The Group considered it not to be in conformity with the Convention.

Some countries (e.g. Ukraine) use a white outline around the red oblique bar.

Convention sign:	Examples from countries:
	  

C, 13 aa "OVERTAKING PROHIBITED"

The Group noted that some countries (Austria, Czech Republic, Latvia, Slovakia, Sweden, Switzerland) included a line on the sign illustrating a pavement.

Convention sign:	Examples from countries:
	  

C, 13 ab "OVERTAKING PROHIBITED"

The Group noted that one country (Nigeria) put the vehicle symbols one below the other and not aligned horizontally. The Group also noted that one country (Kuwait) uses the oblique bar over only one of the vehicle symbols and not placed in the middle of the sign.

The Group recommended Nigeria to align both vehicle symbols and Kuwait not to use this sign, especially that Kuwait uses the C, 13[aa] sign too.

Convention sign:	Examples from countries:
	  

C, 13 ba "OVERTAKING BY GOODS VEHSILCES PROHIBITED"

The Group noted that some countries use symbols for the vehicles different than in the Convention. One country (Slovakia) uses a very narrow symbol for the truck vehicle. Some other countries (Bosnia and Herzegovina, Montenegro and Serbia) use a truck vehicle symbol that does not resemble a truck vehicle of the Convention. One country (Vietnam) puts a front image of the vehicle, which does not indicate the overtaking manoeuvre. One

country (Uzbekistan) does not align the vehicle symbols horizontally. Again, some countries include a line on the sign illustrating a pavement.

The Group recommended that no line illustrating the pavement should be included in the sign. The Group also recommended that countries should pay more attention to the design details and ensure that the vehicle symbols resemble that of the Convention.

Convention sign:	Examples from countries:
	

C, 13 bb "OVERTAKING BY GOODS VEHSILCES PROHIBITED"

The Group noted that one country (Kuwait) uses the oblique bar over the truck vehicle symbol and not placed in the middle of the sign.

The Group recommended Kuwait not to use this sign, especially that Kuwait uses the C, 13[ba] sign too. As per Article 5, para 2 (a) of the Convention a Contracting Party should adopt only one of these signs.

Convention sign:	Examples from countries:
	

C, 14 "MAXIMUM SPEED LIMITED TO THE FIGURE INDICATED"

The Group noted some visual differences in the width of the border of the red circle and the size of the digits, but believed that the essential characteristics of the sign have been retained.

The Group also noted that one country (Guyana) uses the C, 14 sign placed on a rectangular panel with additional inscriptions. While this is permitted by the Convention (Article 8, para 3), the Group was of the opinion that the sign C, 14 should not be placed on panels with additional inscriptions.

The Group also recommended that in the Convention's C, 14 sign the digit should be placed in the centre of the sign.

Convention sign:	Examples from countries:
	

C, 15 "USE OF AUDIBLE WARNING DEVICES PROHIBITED"

The Group noted some visual differences in the symbol, but believed that the essential characteristics of the sign have been retained.

Some countries (Latvia and Ukraine) do not use the oblique bar on the sign, and one country (Kuwait) used the bar from right to left. The Group considered both acts not in conformity with the Convention.

Convention sign:	Examples from countries:
	   

C, 16 "PASSING WITHOUT STOPPING PROHIBITED"

The Group noted some visual differences in the width of the border of the red circle, but believed that the essential characteristics of the sign have been retained.

The Group also noted that one country (Denmark) uses the inscription "Stop" on the sign, which should be removed as the meaning of the bar is "Stop".

The Group recommended two countries (Belgium, Netherlands) to upload, if existing, the sign C, 16 with the inscription "customs" to RSMS.

Two countries (Czech Republic and Slovakia) use a thin horizontal line instead of a black horizontal bar. The Group considered it not to be in conformity with the Convention.

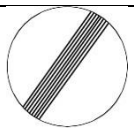
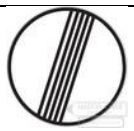
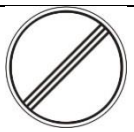
Convention sign:	Examples from countries:
	   

C, 17 a "END OF ALL LOCAL PROHIBITIONS IMPOSED ON MOVING VEHICLES"

The Group noted many visual differences in the width and the type of the black/dark grey band or grey parallel lines sloping downwards from right to left used by Contracting Parties. The Group believed all Contracting Parties should use the black/dark grey band or a band consisting of black or grey parallel lines sloping downwards from right to left.

The Group believed that the Contracting Parties should give more attention to the angle of band/parallel lines to be as in the Convention.

The Group recommended that the word "band" (Annex I, Section C, point 8 (a)) be replaced by the word "bar" to make the text of the Convention consistent.

Convention sign:	Examples from countries:
	   

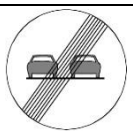
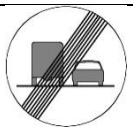
C, 17 b "END OF SPEED LIMIT", C, 17 c "END OF PROHIBITION OF OVERTAKING", C, 17 d "END OF PROHIBITION OF OVERTAKING FOR GOODS VEHICLES"

The Group believed that what has been said about the type, width and the angle of the black bar in sign C, 17 a applies to C, 17 b.

The Group noted many visual differences in the type of digits used by Contracting Parties, and recommended that all the digits/symbols should be light grey and not solid black or white. The Group recommended that the oblique bar consisting of parallel lines strikes through both digits. The solid bar can be interrupted over the digit.

The Group noted that one country (Vietnam) introduces a blue rim on the sign C, 17 b, which is not considered to be in conformity with the Convention.

[note: Proposal to be made on recommendations for C, 17 signs re use of the oblique bar]

Convention sign:	Examples from countries:			
				
Convention sign:	Examples from countries:			
				
Convention sign:	Examples from countries:			
				

C, 18 "PARKING PROHIBITED", C, 19 "STANDING AND PARKING PROHIBITED"

The Group noted some visual differences in the width of the border of the red circle (also in proportion to the width of the oblique bar), and differences in the shade of the blue colour as well as the use of white separation within the sign and a sign's white external rim (essentially done to increase the discrimination between the colours used in the sign as well as the sign and its environment). The Group believed that the essential characteristics of the sign have been retained.

The Group noted that one country (Uzbekistan) separated the red oblique bar(s) from the red border of the sign.

Convention sign:	Examples from countries:
	   
Convention sign:	Examples from countries:
	   

C, 20 a; C, 20 b "ALTERNATE PARKING"

The Group noted some visual differences in the width of the border of the red circle, in the length and width of the numerals I and II (symbol for odd days/ symbol for even days), in the shade of the blue colour as well as the use of white separation within the sign and a sign's white external rim. The Group believed that the essential characteristics of the sign have been retained.

The Group noted that one country (Uzbekistan) separated the red oblique bar(s) from the red border of the sign.

The Group noted that countries not using the numerals I and II to indicate the period of parking alternation, do not use a hyphen (Belgium, France) between the numbers indicating dates of the month (e.g. "16 31" and "16.31").

Convention sign:	Examples from countries:
	   
Convention sign:	Examples from countries:
	   

General observation for D category

The Group noted that many countries use a white outer rim to enhance the sign's conspicuity.

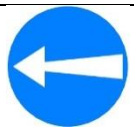
D, 1 a "DIRECTION TO BE FOLLOWED" (directions left, right, straight, etc.)

There are minor differences in shape of arrow heads, arrow tails, proportions of arrows within the sign and in the presence/absence of the white rim. However, the Group considered all signs to conform to the Convention. The Group recommended Contracting Parties to pay closer attention to the design details, in particular, to the shape of the arrow head (by making it wider to improve the legibility). Arrows used in the same category of signs should be of the same width. The tail of the arrow should not touch the edge of the sign.

In addition, for the sign arrow turning left/right, there are differences in the arrow's curvatures. The Group considered this conforming to the Convention, however, it

recommended Contracting Parties to ensure the arrow's curvature is placed towards the centre of the sign.

The Group recommended that each sign should have its own name code and requested Nigeria and Switzerland to make a proposal to that end (including D, 2; and assessing a possibility of including in the Convention the variation of D, 2 which allows left or right direction).

Convention sign:	Examples from countries:
	   
Convention sign:	Examples from countries:
	   
Convention sign:	Examples from countries:
	   
Convention sign:	Examples from countries:
	   

D, 2 "PASS THIS SIDE"

There are minor differences in shape of arrow heads, arrow tails, proportions of arrows within the sign and in the presence/absence of the white rim. However, the Group considered all signs to conform to the Convention. The Group recommended Contracting Parties to pay closer attention to the design details, in particular, to the shape of the arrow head (by making it wider to improve the legibility). The tail of the arrow should not touch the edge of the sign.

Convention sign:	Examples from countries:
	   

D, 3 "COMPULSORY ROUNDABOUT'

There are minor differences in shape of arrow heads, arrow tails, proportions of arrows within the sign and in the presence/absence of the white rim. However, the Group considered all signs to conform to the Convention.

The Group recommended that the symbol in the Convention be modified by enlarging the arrow heads.

Convention sign:	Examples from countries:
	   

D, 4 "COMPULSORY CYCLE TRACK"

There are minor differences in symbol and in the presence/absence of the white rim. However, the Group considered all signs to conform to the Convention. The Group recommended to simplify the symbol to enhance its legibility.

The Group noted that Vietnam should rectify its input.

Convention sign:	Examples from countries:
	   

D, 5 "COMPULSORY FOOTPATH"

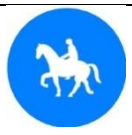
There are differences in symbol (two persons versus one person) and in the presence/absence of the white rim. The Group considered that having a one person symbol is not in conformity with the Convention.

The Group recommended to simplify the symbol to enhance its legibility. The Group agreed to review the pedestrian symbol used across all sign categories. To this end, Kuwait will report on its findings at the next session.

Convention sign:	Examples from countries:
	   

D, 6 "COMPULSORYTRACK FOR RIDERS ON HORSEBACK"

There are minor differences in symbol and in the presence/absence of the white rim. However, the Group considered all signs to conform to the Convention.

Convention sign:	Examples from countries:
	   

D, 7 "COMPULSORY MINIMUM SPEED"

The number should be centred and there should be reasonable amount of distance between the digits (applicable to the Convention's sign).

Convention sign:	Examples from countries:		
			

D, 8 "END OF COMPULSORY MINIMUM SPEED"

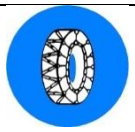
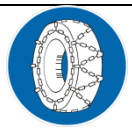
The number should be centred and there should be reasonable amount of distance between the digits (applicable to the Convention's sign).

The Group decided that too much space between the digits (ie, Czech Republic) is not in conformity with the Convention. The red oblique bar should be in front of the number and not behind.

Convention sign:	Examples from countries:		
			

D, 9 "SHOW CHAINS COMPULSORY"

The Group noted differences in the illustration of the symbol but conforming with the Convention. The Group recommended several countries (Czech Republic, Montenegro and Serbia) to use wider black lines illustrating the chains on the tyre.

Convention sign:	Examples from countries:		
			

D, 10 a, D, 10 b, D, 10, c "COMPULSORY DIRECTION FOR VEHICLES CARRYING DANGEROUS GOODS"

The Group noted that some countries are using different colours (yellow, orange and red) for the symbols of the vehicles carrying dangerous goods. The group recommended that the colour used should be orange (as per the symbol in the Convention) with a black internal rim. The symbol should show the rear part of the truck and be placed in the upper part of the sign.

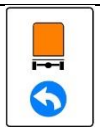
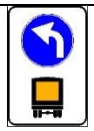
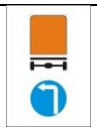
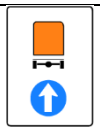
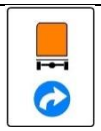
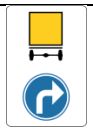
The Group considered that countries using a different symbol of the vehicles carrying dangerous goods than an orange rear part of truck are not in conformity with the Convention.

Some countries placed the truck symbol and the direction sign in a reverse order (e.g. Albania), which the Group considered not to be in conformity with the Convention.

Some countries placed the wrong direction sign respectively to D, 10 a (e.g. Belgium, Bosnia and Herzegovina, Lithuania, Montenegro, Poland and Serbia), to D, 10 b (e.g. Belgium, Bosnia and Herzegovina, Italy, Poland and Sweden) and to D, 10 c (e.g. Hungary, Lithuania, Serbia and Sweden).

The Group notes that the symbols used in signs C, 3 m and C, 3 n of the European Agreement could be used within the D, 10 signs. The Group further requested the secretariat to consult with the WP.15 secretariat whether it is desirable and report back at the next session. Should it be desirable and legitimate, the Group would propose a revision to the definition and examples of the signs of the D, 10 signs in the Convention.

The Group noted that Greece uses the E category sign with the C, 3 n symbol instead of the proper D, 10 sign and arrows instead of the proper D, 1 a signs, which is not in conformity with the Convention.

Convention sign:	Examples from countries:			
				
Convention sign:	Examples from countries:			
				
Convention sign:	Examples from countries:			
				

D, 11 a and D, 11 b

The Group recommended that the symbols of D, 4 and D, 5 should be exactly replicated in the D, 11 sign (e.g. the direction of the bicycle symbol). The actual format of the symbols will be determined at the future session.

The Group noted a white horizontal line in the D, 11 b sign separating symbols (e.g. Poland). The Group noted that when there is a separation of the path or track for different road users (by physical means or road markings), the sign D, 11 a should place the symbols side by side and separate them by a vertical line through the centre of the sign. If there is no separation of the path or track (by physical means or road markings), the symbols should be placed one above the other without any lines.

The Group agreed that using a white horizontal line is not in conformity with the Convention.

Denmark and Kuwait are requested to replace their sign accordingly.

Convention sign:	Examples from countries:
	   
Convention sign:	Examples from countries:
	   

General observation for E category

The Group noted that many countries use a white rim to enhance the sign's conspicuity.

The Group recommended to revise the definition of E sign category (Section E, SPECIAL REGULATIONS SIGNS, General Characteristics and symbols) to say:

"Special regulation signs are usually square or rectangular with a dark coloured ground and a light coloured symbol or inscription, or with a light coloured ground and a dark coloured symbol or inscription."

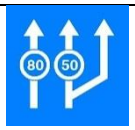
Note by the secretariat: Applicable to all E signs or to only Special Regulation Signs E, 1[a], E, 1[b] and E, 1[c].

E, 1 a "COMPULSORY MINIMUM SPEED APPLYING TO DIFFERNET LANES"

Azerbaijan, Hungary, Montenegro, Moldova, Russian Federation, Ukraine and Uzbekistan wrongly use examples for E, 1 b instead of E, 1 a.

Many countries use road markings (broken line) on this sign. The Group recommended the symbols on this sign not to include road markings ie., broken lines, as the arrows indicate the "lanes".

The Group recommended that for the E, 1 a sign the sign D, 7 is used with a white rim.

Convention sign:	Examples from countries:
	   

E, 1 b "COMPULSORY MINIMUM SPEED APPLYING TO ONE LANE"

Albania, Croatia and Greece wrongly used examples for E, 1 a instead of E, 1 b.

Many countries use road markings (broken line) on this sign. The Group recommended the symbols on this sign not to include road markings ie., broken lines as the arrows indicate the "lanes".

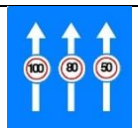
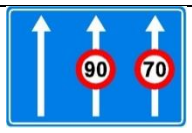
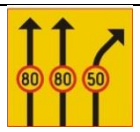
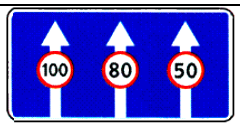
The Group recommended that for the E, 1 b sign the sign D, 7 is used with a white rim.

Convention sign:	Examples from countries:	
		

E, 1 c "SPEED LIMITS APPLYING TO DIFFERENT LANES"

Azerbaijan used a wrong example for E, 1 c sign (truck entry prohibition sign instead of speed limit sign).

The Group recommended that the E, 1 c sign is improved by placing the sign C, 14 on the arrows and adding a white rim.

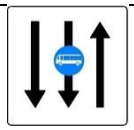
Convention sign:	Examples from countries:			
				

E, 2 a "SIGNS INDICATING LANES RESERVED FOR BUSES"

Article 26bis paragraph 2, Section E, sub-section II, point 2 and E, 2 a and E, 2 b reproductions in Annex 3 do not appear to be consistent and thus do not clearly define signs E, 2 a and E, 2 b.

Several countries (Azerbaijan, Belgium, Croatia, Latvia, Luxembourg, Montenegro and Ukraine) use examples for E, 2 a that do not correspond to the examples of the Convention.

Many countries use road markings (broken or continuous line) on this sign. The Group recommended the symbols on this sign not to include road markings as the arrows indicate the "lanes".

Convention sign:	Examples from countries:			
				

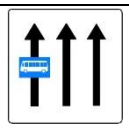
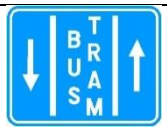
E, 2 b "SIGNS INDICATING LANES RESERVED FOR BUSES"

Article 26bis paragraph 2, Section E, sub-section II, point 2 and E, 2 a and E, 2 b reproductions in Annex 3 do not appear to be consistent and thus do not clearly define signs E, 2 a and E, 2 b.

Several countries (Belgium, Croatia, Finland, Latvia, Montenegro, Poland and Ukraine) use examples for E, 2 b that do not correspond to the examples of the Convention.

Many countries use road markings (broken or continuous line) on this sign. The Group recommended the symbols on this sign not to include road markings as the arrows indicate the "lanes".

The Group noted a spelling mistake in Article 26 bis paragraph 2. Second sentence should read "The sign indicating such a lane …."

Convention sign:	Examples from countries:
	   

E, 3 a "ONE WAY"

There are minor differences in shape of arrow heads, arrow tails, proportions of arrows within the sign. The Group recommended Contracting Parties to pay closer attention to the design details, in particular, to the shape of the arrow head (by making it wider to improve the legibility). The tail of the arrow should not touch the edge of the sign.

Some countries (e.g. Sweden) use rectangular shape for this sign.

The Group recommended that the symbol in the Convention be modified by enlarging the arrow head.

Convention sign:	Examples from countries:
	   

E, 3 b "ONE WAY"

There are minor differences in shape of arrow heads, arrow tails, proportions of arrows within the sign. The Group recommended Contracting Parties to pay closer attention to the design details, in particular, to the shape of the arrow head (by making it wider to improve the legibility). The tail of the arrow should not touch the edge of the sign.

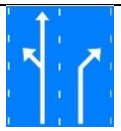
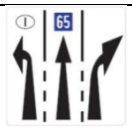
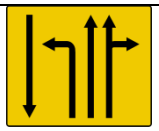
The Group recommended that the symbol in the Convention be modified by enlarging the arrow head.

Convention sign:	Examples from countries:
	   

E, 4 "PRESELECTION"

All the signs are in conformity with the Convention as they are examples. However, the Convention Section E, subsection II, point 4 is not very clear. The Group believed that the Convention sign, as reproduced in Annex 3 should not include the right and left broken line indicating the road markings. The use of road markings between the lanes e.g. indicated by broken lines should be optional.

The E, 4 sign should be placed immediately after E, 2 b sign.

Convention sign:	Examples from countries:
	   

E, 5 a "MOTORWAY"

All the signs are in conformity with the Convention. One country (Nigeria) was requested to move its sign to the section non-Convention signs.

The Group recommended Contracting Parties to pay closer attention to the design details. In particular, the symbol should not touch the edge of the sign (to improve the legibility).

The Group decided to include in the point on general characteristics and symbols (Section E, point I) an exception for E, 5 and E, 6 signs to have a blue or green ground.

Convention sign:	Examples from countries:
	   

E, 5 b "END OF MOTORWAY"

Kuwait's sign is crossed by an oblique bar running from the upper left edge to the lower right edge. The Group noted that the Convention does not specify the positioning of the oblique bar for the sign E, 5 b. However, for all the other end of regulation signs of the E section, the oblique bar crosses from the right upper edge to the lower left edge.

The Group recommended that the Convention defines the positioning of the oblique bar to cross the sign from the right upper edge to lower left edge.

The sign E, 5 b of the Netherlands includes a red oblique bar with a white outline.

Convention sign:	Examples from countries:
	   

E, 6 a "ROAD FOR MOTOR VEHICLES"

The Group noted that in some cases (Latvia) the car symbol is not placed centrally on the sign. Some countries (Belgium, the Netherlands) use a white rim. All the signs are considered in conformity with the Convention.

The Group decided that the heading 6 (subsection II of E section) and the description of the E, 6 a sign should be evaluated. The European Agreement shall be revised accordingly, if necessary.

Convention sign:	Examples from countries:
	   

E, 6 b "END OF ROAD FOR MOTOR VEHICLES"

The Group noted that in some cases (Latvia) the car symbol is not placed centrally on the sign. Some countries (Belgium, the Netherlands) use a white rim. All the signs are considered in conformity with the Convention.

Convention sign:	Examples from countries:
	   

E, 7 a; E, 7 b; E, 7 c; E, 7 d and E, 8 a; E, 8 b; E, 8 c; E, 8 d "SIGNS INDICATING THE BEGINNING AND THE END OF A BUILT-UP AREA" (general remark)

The Group discussed at length the relationship between E, 7 and E, 8 signs and the place identification signs (as defined in Article 18). Some countries (e.g. Finland, the Russian Federation, Sweden) informed the Group that they use a sign resembling the E, 7 a or E, 7 d signs (as reproduced in Annex 3) as "place identification signs". The Group agreed that the use of a sign resembling the E, 7 a or E, 7 d as place identification signs contradicts Article 18. However, the Group believed that place identification signs could not be made to differ conspicuously from the E, 7 a or E, 7 d signs (as required by Article 18).

The Group further noted the differences in the signs.

Convention sign:	Examples from countries:
	   
Convention sign:	Examples from countries:
	   
Convention sign:	Examples from countries:
	  
Convention sign:	Examples from countries:
	   

General recommendations applicable to E, 9 a through E, 10 d "SINGS HAVING ZONAL VALIDITY"

The Group recommended to amend the text of point 8 (a) (i) of Section E, Annex 1 as follows:

To indicate that a sign applies to all roads in a zone (zonal validity), the sign shall be displayed on a rectangular panel with a light-coloured ground. The word "ZONE" or its equivalent in the national language shall be displayed above or below the sign on the panel. Specific details of the restrictions, prohibitions or obligations indicated by the sign may be given below the sign on the panel or on an additional panel.

There was no consensus on this amendment proposal.

The Group recommended that if e-CORSS is developed, images of all sign options/combinations (eg. a sign with additional panel) should be reproduced.

[to be discussed further in November] The Group recommended to amend the Convention and the European Supplement as follows:

- Delete the existing paragraph 3 of Article 8 of the Convention
- Delete point 7 of the European Agreement
- Insert the following text as a new paragraph 3 of Article 8 of the Convention:

During the transitional period of fifteen years prescribed in paragraph 3 Article 3 of this Convention, and thereafter in exceptional circumstances, to facilitate the interpretation of signs, an inscription may be added in an additional panel below the sign; such an inscription may also be placed on the sign itself, if this does not make the sign more difficult to understand.

E, 9 a and E, 9 b "SINGS HAVING ZONAL VALIDITY"

The Group noted that all the signs appear to be in the conformity with the Convention, except for one country (Austria) that altered the inscription "Zone" on the sign E, 9 b. The Group requested Albania and Switzerland to introduce an appropriate zonal validity sign into RSMS.

Convention sign:	Examples from countries:			
				
				

E, 9 c "SINGS HAVING ZONAL VALIDITY"

The Group noted that all the signs appear to be in the conformity with the Convention. The Group requested Albania, Czech Republic, Denmark, Montenegro, Republic of Moldova and Switzerland to introduce an appropriate zonal validity sign into RSMS.

Convention sign:	Examples from countries:
	   

E, 9 d "SINGS HAVING ZONAL VALIDITY"

The Group noted that all the signs appear to be in the conformity with the Convention. The Group requested Denmark to introduce an appropriate zonal validity sign into RSMS.

Convention sign:	Examples from countries:
	   

E, 10 a "SINGS HAVING ZONAL VALIDITY"

The Group noted that some countries (Bosnia and Herzegovina, Croatia, Iran, Montenegro and Ukraine) do not use the color grey on a rectangular panel, which is considered not to be in conformity with the Convention.

Convention sign:	Examples from countries:
	   

E, 10 b "SINGS HAVING ZONAL VALIDITY"

The Group noted that some countries (Croatia, Iran and Montenegro) do not use the color grey on a rectangular panel, which is considered not to be in conformity with the Convention.

Convention sign:	Examples from countries:
	   

E, 10 c "SINGS HAVING ZONAL VALIDITY"

The Group noted that some countries (Greece and Ukraine) do not use the color grey on a rectangular panel, one country (Poland) use a red instead of grey diagonal band/bar. The Group requested Denmark to introduce an appropriate zonal validity sign into RSMS.

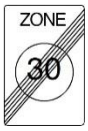
The Group recommended that when eCORSS is developed, the Convention image for the sign E, 10 c includes a square shape of the parking sign.

Convention sign:	Examples from countries:
	   

E, 10 d "SINGS HAVING ZONAL VALIDITY"

The Group noted that some countries (Bosnia and Herzegovina, Croatia, Iran and Montenegro) do not use the color grey on a rectangular panel. One country (France) uses inscription "End of the zone" instead of "Zone". One country (Italy) does not use the color grey while and the band/bar does not cross the whole E, 10 d sign. One country (Ukraine) does not use the band/bar to cross the whole E, 10 d sign. All these are considered not to be in conformity with the Convention.

The Group requested Denmark to introduce an appropriate zonal validity sign into RSMS.

Convention sign:	Examples from countries:
	   

E, 11 a "TUNNEL" and E, 11 b "END OF TUNNEL"

The Group noted that countries use different design variation for E, 11 a and E, 11 b signs. The Group believed that this is due to the fact that the reproduction (image) of these signs does not follow the description of the general characteristics for E section signs. Some countries (Chile, Montenegro, Republic of Moldova, Ukraine) use the tunnel symbol on the warning A section sign.

The Group believed that the design of the tunnel symbol should be changed and possibly follow the design e.g. by Italy and the ground of the sign should follow the general characteristics for the E section signs.

Convention sign:	Examples from countries:
	   
	   

E, 12 a; E, 12 b; E, 12 c "PEDESTRIAN CROSSING"

The Group noted that majority of countries use a symbol of a person and a zebra crossing (stripes) which appears not to be in conformity with the Convention. A few countries (Austria, Belgium, Greece, Kuwait, Vietnam) use the A, 12 a symbol.

The Group recommended that a new A, 12 c symbol comprised of a person and zebra crossing be added to the existing symbol in the Convention, and is the preferred symbol to be used.

The Group also recommended using the symbol of a person already existing in E, 12 c to replace the symbol in E, 12 a (according to the general recommendations: the Group recommended adopting a schematic approach (i.e. by striving to remove unnecessary details such as hats and clothing) for all symbols used in the signs in the 1968 Convention. This will promote a universal understanding of road signs around the world).

The Group recommended to remove the sign E, 12 b and E, 12 c from the Convention.

Convention sign:	Examples from countries:
	  
Convention sign:	Examples from countries:
	n.a.
Convention sign:	Examples from countries:
	

E, 13 a “HOSPITAL”

The Group noted that one country (Iran) uses several colours (blue and white) for the background of the sign, also uses different colour (black) for letter "H" (in comparison with illustrated white colour in the Convention).

The Group also noted that some countries (Austria, Bosnia and Herzegovina, Croatia, Montenegro, Serbia) use additional word in national language meaning "Hospital".

In addition, the Group noted that some signs should be removed from Road Signs Management System E, 13 a segment as these signs should be used only in E, 13 b segment (Lithuania, Uzbekistan).

Convention sign:	Examples from countries:
	  

E, 13 b “HOSPITAL”

The Group noted that several countries (Azerbaijan, Iran, Latvia, Lithuania, Montenegro, Republic of Moldova, Russian Federation and Ukraine) copied (mistakenly) a F-type sign. The Group requested these signs be moved to the F category.

The Group recommended to replace the E, 13 b bed symbol with the bed symbol used by, for example, the Russian Federation.

One country (Nigeria) uses a green ground on the E, 13 b sign, which is not in conformity with the Convention.

Convention sign:	Examples from countries:
	  

E, 14 a "PARKING"

All countries use the same design of sign in accordance with the Convention. There are very slight difference of symbol and the tone of blue background used in the Convention. One country (Nigeria) uses the dark green colour on the sign as ground.

The Group recommended that the use of letter P to denote parking is a preferred option (and required in the Contracting Parties to the European Agreement). However, the Group recognized the extensive use of letter E on other continents.

Convention sign:	Examples from countries:
	  

E, 14 b; E, 14 c "PARKING"

The Group noted that majority of countries do not follow the example of the sign E, 14[b] and E, 14 c but they use a sign of a different design.

The Group believed that using the "+ sign" on the E, 14 b and E, 14 c sign is required by the Convention, which is not the case in several countries (Iran, Montenegro, Serbia). When additional panels are used in combination with the E, 14 a sign then the "+ sign" together with symbol or, if not possible, name of the type of transport is to be placed on the panel.

The Group believed a symbol denoting that parking is available with an option to change to other transport means should be introduced in the Convention and thus it recommended to create a new sign. The sign will consist of a blue ground and a light coloured symbol; "P + R" with two horizontal lines placed below and above "P + R".

The Group recommended to amend point 12 (b) Section E, Annex 1, as follows:

"(b) The direction in which the parking place lies or the categories of vehicle for which it is reserved may be shown on the sign itself or on an additional panel below the sign. Such inscriptions may also limit the period for which parking is permitted or indicate that public transport is accessible from the parking place by means of a "+ sign" followed by an indication of the type of transport, in word or symbol form.

Sign E, 14 b shall indicate places where parking of vehicles is authorized with an option to change to other transport means. The sign shall consist of a blue ground and a light coloured symbol; "P + R" with two horizontal lines placed below and above "P + R".

In the "P + R" symbol, the letters P and R can be substituted by the letters or ideograms used in the State concerned to denote "Parking" and "availability of other transport means".

Signs E, 14 c and E, 14 d are examples of other signs which may be used to indicate a car park more particularly intended for vehicles whose drivers wish to use a means of public transport. (note: E, 14 c and E, 14 d above are the current E, 14 b and E, 14 c).

The Group recommended to add to point 22 of the European Agreement that only the symbol "P + R" shall be used to indicate places where parking of vehicles is authorized with an option to change to other transport means.

Convention sign:	Examples from countries:		
			
Convention sign:	Examples from countries:		
			

E, 15 "BUS STOP", E, 16 "TRAMWAY STOP"

The Group noted that countries use different design variation for E, 15 and E, 16 signs. The Group believed that this is due to the fact that the reproduction (image) of these signs does not follow the description of the general characteristics for E section signs.

The Group believed that the design of these signs should be changed to be of blue ground and a white symbol of the public transport means or of the light ground and a dark symbol.

The Group also believed that the definition in the Convention of the E, 15 and E, 16 should be elaborated to incorporate into it specific special regulations that should apply with these signs.

Convention sign:	Examples from countries:
	     
Convention sign:	Examples from countries: