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**Global Forum for Road Traffic Safety****Group of Experts on Road Signs and Signals****Seventeenth session**

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Item 2 (b) of the provisional agenda

**Programme of Work: Taking Stock of National Legislation****Review of recommendations on A through F signs****Draft final report****Submitted by the secretariat****I. Background**

1. This document contains the new structure draft final report of the Group of Experts on Road Signs and Signals. The Group of Experts is expected to review this draft, finalise and subsequently endorse it. This new structure draft final report is submitted by the secretariat at the request of the Group of Experts on Signs and Signals at their sixteenth session (ECE/TRANS/WP.1/GE.2/32, paragraph III.B.13).

**II. Introduction**

2. The Group of Experts on Road Signs and Signals (hereafter referred to as the Group) had been mandated to focus on two major tasks:

- Task 1: Assess internal inconsistencies of the 1968 Convention on Road Signs and Signals (hereafter referred to as Convention) and the 1971 European Agreement supplementing the 1968 Convention on Road Signs and Signals (hereafter referred to as Agreement) as well as the coherence of these two international legal instruments, and
- Task 2: Take stock of the existing national legislation in the Contracting Parties to both legal instruments and describe and assess the degree of implementation of these instruments in the Contracting Parties.

3. To deliver on Task 2, the Group had agreed at its second session to carry out a sign-by-sign assessment focusing on deviation identification and description, deviation evaluation, recommendations and assignment of “in-conformity indicators” for both images and definitions included in the Convention and the European Agreement. While carrying out this assessment, which at times required detailed analysis of the provisions of both legal instruments, the Group identified some inconsistencies and inaccuracies, discussed them and suggested specific amendments to the text of the Convention and the European Agreement.

4. In carrying out its tasks, the Group analysed the implementation of the Convention and the European Agreement on the basis of information provided by 36 Contracting Parties to the UNECE Road Signs Management System. These were: 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, Romania, Russian Federation, Serbia, Slovakia, Sweden, Switzerland, Tunisia, Ukraine, Uzbekistan, Viet Nam<sup>1</sup>.

5. As a result of the Group’s work, this report contains:

### **III. Report**

#### **Section 1**

#### **Conclusions and recommendations regarding the inconsistencies and inaccuracies identified by the Group in the provisions of both the Convention and the Agreement**

The Group of Experts identified inconsistencies and inaccuracies in the text of the Convention and the Agreement as provided below:

##### **Issue 1**

There are cases in the Convention when specific signs are not assigned a specific name code. Also, the current system for name coding appears to be missing internal logic. To this end, the Group.

##### **Issue 2**

The objective of the Agreement is to achieve greater uniformity vis-à-vis the Convention in the rules governing road signs, signals and symbols. Yet in a number of cases the Agreement introduces signs that are not contained in the Convention. This can be seen as an expansion of the scope of the Agreement vis-à-vis the Convention, which seems to be against the objective of the Agreement. To this end, the Group of Experts recommends that all signs except F, 16 (see issue 35) provided in the Agreement are added to the Convention through appropriate amendment. These are signs C, 3 m, C, 3 n, E, 17 a, E, 17 b, F, 14 and F, 15 (see subsection 1.2 of this document on an amendment to Annex 1 of the Convention, its section C, paragraph II.1, section E, paragraph II.14 and section F, paragraph II.2, and subsection 1.3

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<sup>1</sup> The sign-by-sign assessment only concerns signs of Contracting Parties that have been made available in time for specific sessions at which specific the signs had been analysed.

of this document on an amendment to the Agreement, its Annex, points 19, 23 and Appendix to the Annex of the Agreement)

### **Issue 3**

Article 5, paragraph 1 stipulates that the “Convention differentiates between the following classes of road signs” and some classes “are sub-divided” further. There appears need to provide consistent names for all these resulting “classes”, “sub- classes” and “groups” (“sub sub-classes”). To the end, the Group recommends to re-name the heading in Article 5, paragraph 1 (c) (ii) (see subsection 1.1 of this document on an amendment to the Convention, Article 5, paragraph 1 (c) (ii)).

### **Issue 4**

While Article 5, paragraph 1 c (ii) distinguishes six “groups” of the G “sub-class” signs, two of these “groups” – road identification and place identification signs – are not mentioned again in the Convention, i.e. there is no information in Annex 1 about them nor are the images of signs for these groups reproduced in Annex 3. This requires to be rectified. To this end, the Group recommends introducing new paragraph IV (Road identification signs) and V (Place identification signs) and adjust the numbering of subsequent points in Section G of Annex 1 (see subsection 1.2 of this document on an amendment to Annex 1 of the Convention, its section G, paragraph II.3 and II.4 and subsection 1.3 of this document on an amendment to the Agreement, its Annex, points 10 and 25bis).

### **Issue 5**

The additional panels are classified under the class of informative signs. Instead they should be a class of its own. To this end, the Group recommends an amended to Article 5 of the Convention (see subsection 1.1 of this document on an amendment to the Convention, Article 5, paragraph 1 (c) (iii) and new paragraph 1 (d)).

## Issue 6

Specific expression such as “band” versus “bar” (and adjectives used with these expressions), “strip” versus “rim”, “word” vs “inscription”, “plate” versus “panel”, “rectangular panel” vs “additional panel” are either not used in a consistent way or are incorrect. To this end, the Group recommends amending provisions of the Convention and the Agreement in which the expressions are not correctly used. (see subsection 1.1 of this document on an amendment to the Convention, Article 8, Article 27, see subsection 1.2 of this document on an amendment to Annex 1 of the Convention, its section A, paragraph II.3, II.29, section C, paragraph II.10, Section, D paragraph II.8, section E, paragraphs II.4, II.7, II.8, II.10, II.12, II.15, section F, paragraph II.2, section G, paragraphs II.6.E, II.6.K, II.6.I, subsection 1.2 of this document on an amendment to Annex 2, Chapter III, TRANSVERSE MARKINGS, paragraph B.32, subsection 1.3 of this document on an amendment to the Agreement, its Annex, points 7 and 26, and subsection 1.4 of this document on an amendment to the Protocol on Road markings, its Annex, point 7).

## Issue 7

1. The images reproduced in the Convention or the Agreement do not follow any consistent approach in using a separation between two dark or two light colours on the signs. Similarly, there is no consistent approach to using outer rims on the signs of the Convention and the Agreement. To this end, the Group recommends using, if deemed necessary by a Contracting Party, a thin light-coloured (e.g. white) separation between two dark colours used on the signs (e.g. blue and red) or a dark-coloured separation between two light colours and proposed relevant amendment of Article 7, paragraph 4 (see subsection 1.1 of this document on an amendment to the Convention, Article 7, paragraph 4).
2. Moreover, the Group recommends using, if deemed necessary by a Contracting Party, a white or yellow and black or dark blue rims at the outer edge to enhance conspicuity of signs and proposes adding relevant provision to this end (see subsection 1.1 of this document on an amendment to the Convention, Article 7, new paragraph 4bis).
3. The Group further recommends that images of the Convention signs contain the thin separation and the rims at the outer edge for signs with no borders (see subsection 1.2 of this document on an amendment to Annex 1 of the Convention, images in sections B, D, E, G and H).

## Issue 8

1. The Article 8, paragraph 1 requires that signs are based on the use of shapes, and colour characteristic specific for each class. However, there are “special regulations signs” (classified under the “regulatory signs” class) and “direction, position and indication signs” (classified under “informative signs” class) which use the same shapes and colours.
2. It should be noted that in the original text of the Convention of 1968, there was no “special regulations” signs sub-class, and all of the signs currently in that sub-class were part of “informative signs” class.
3. While it does not seem sensible to change general characteristic of neither E nor G sub-classes, the relevant provisions could be improved.
4. In addition, since “Other information signs”, except the groups of place identification signs and indication signs, are often used with different ground and symbol colours depending on the classification of roads on which they are placed or they point to, or points

of interest they point to (relevant for advance direction and direction signs), the possibility of doing so could be clarified in the Convention.

5. To this end, the Group recommends amending Annex 1, Section G, paragraph I.1 and I.2 and Introduce new paragraph I.3 as well as adjust the remaining points in Annex 1, Section G, paragraph I (see subsection 1.2 of this document on an amendment to Annex 1 of the Convention, Section G, paragraph I)

## Issue 9

The Article 8, paragraph 3 allows placing signs within a rectangular panel on which additional inscription can also be placed to facilitate the interpretation of signs. At the same time such sign, in accordance with this provision, can be confused with the zonal validity sign defined in Annex 1, section E, paragraph II.8. To this end, the Group recommends amending Article 8, paragraph 3 as well as point 7 of the European Agreement (see subsection 1.1 of this document on an amendment to the Convention, Article 8, paragraph 3 and subsection 1.3 of this document on an amendment to the Agreement, its Annex, point 7)

## Issue 10

The Articles 9 through 21 in some of their provisions provide detailed information which describe the signs of section A through G. Such descriptive information belongs rather to Annex 1. To this end, the Group recommends amendments to the Articles 9 through 21 and to relevant provisions of the Annex 1 (see subsection 1.1 of this document on an amendment to the Convention, Articles 9 through 21 and subsection 1.2 of this document on an amendment to Annex 1 of the Convention, section A, paragraph I, paragraphs II.20, II.29, section B, paragraphs 1, 2, 3 and 4, section E, paragraphs II.7, II.9, II.10, section G, paragraphs I.5, I.6 and I.7, and subsection 1.3 of this document on an amendment to the Agreement, its Annex, points 3, 9, 9bis, 10 and 25bis).

## Issue 11

1. Annex 1 is not consistent in providing definitions and descriptions for signs across and within A through H sections. There appears the need to provide consistent information on definition and description across and within the sections of Annex 1. To this end, the Group recommends revising Annex 1 to make the definitions and descriptions of signs consistent.

2. As part of the revision, the Group also recommends:

- including images of permitted sign variants in Annex 1 directly after sign definition and/or description and deleting Annex 3
- removing redundant options such as possibility of depicting the percentage as a “ratio” on signs A,2a, A,2b, A,3a and A,3b
- clarifying the models of Section F, first model being a blue or green rectangular shape with a white square placed in the centre (as the current reproduction of the F panel in Annex 3). This model should be used for F-section signs with inscriptions. The second model should be a blue or green square with a white square placed in the centre. The area of the white square inside should not be greater than  $\frac{2}{3}$  of the area of the blue square.
- renaming sign F,8 to “Picnic Site or Rest Area”

(see subsection 1.2 of this document on an amendment to Annex 1 of the Convention, all sections and subsection 1.3 of this document on an amendment to the Agreement, its Annex, points 17, 18, 19, 21, 22, 23, 24 and 26).

## Issue 12

1. The provisions on symbol reversibility appear to be unclear. Certain signs of sections A and C contain provisions saying that the symbol of these signs may be reversed, if appropriate. In addition, there is a provision contained at the end of the Annex 1 as “Note appropriate to the whole of Annex 1” stating that in countries where traffic keeps to the left, symbols shall be reversed as appropriate. To this end, in order to clarify the reversibility provisions, the Group recommends introducing through an appropriate amendment three types of reversibility provisions: optional reversibility, mandatory reversibility due to left-hand direction of traffic and optional reversibility due to left-hand direction of traffic. Signs listed below have been grouped to one of the three types of reversibility.

2. Optional reversibility: A, 8, A, 10, A, 11, A, 12, A, 13, A, 14, A, 15, A, 24 and A, 31 and E, 12, E, 15, E, 16, G, 23 and new signs G, 25 and G, 27 (see issue 26 and 34).

3. Mandatory reversibility due to left-hand direction of traffic A, 22 and A, 23, B 5 and B, 6, C, 12, C, 13aa, C, 13ba, C, 13bb and 17d, D, 3, E, 18, G, 19, G, 22 and redesigned signs G, 1 c, G, 2 b, G and G, 4 b (see issue 27).

4. Optional reversibility due to left-hand direction of traffic: A, 26 a, and A, 27.

(see subsection 1.2 of this document on an amendment to Annex 1 of the Convention, provisions provided on reversibility for each of the signs listed above as well as deletion of the Note).

## Issue 13

1. The Convention provides for some signs – e.g. signs for warning of intersections – rather many examples which may give the impression that the list of examples permitted in the Convention is exhausted. The Group believes that the number of examples should be limited to one or maximum two. To this end, the Group recommends in case of the signs for warning of intersections to only keep examples depicted on A, 18 c and A, 19 b (see subsection 1.2 of this document on an amendment to Annex 1 of the Convention, section A, paragraphs II.18 and II.19).

2. The Group further agreed that eCoRSS should be providing a possibility to show other specific nature of intersections.

## Issue 14

The Convention contains two provisions on what kind of sign/combination of signs should be used to warn of placement of sign B, 1 or signs B, 2 at the intersection. To this end, the Group recommends simplifying the text of the Convention and amending its Annex 1, Section A, paragraph 20 with removing the symbols A, 20, A 21 a and A, 21 b and by introducing relevant combination of signs and/or sign in Section B, paragraphs 1 and 2 (see subsection 1.2 of this document on an amendment to Annex 1 of the Convention, section A, Paragraphs II.20 and section B, paragraphs 1 and 2 and subsection 1.3 of this document on an amendment to the Agreement, its Annex, points 9 and 17).

## Issue 15

Annex 1, Section A, paragraph II.28 provides three models for signs to be placed in immediate vicinity of level crossing when in fact there are two models and for each model two signs depending whether the level-crossing is with one or two and more tracks. To this end, the Group recommends clarifying the paragraph 28 by proposing an amendment to it (see subsection 1.2 of this document on an amendment to Annex 1 of the Convention, section A, paragraph II.28 and subsection 1.3 of this document on an amendment to the Agreement, its Annex, point 17).

## Issue 16

1. Notes should not be used in the Convention like the “Note” in the Section B or Section C (end of paragraph II.1(c)). To this end, the Group recommends deleting the Note of Section B while inserting its provision in Section B paragraph 1, 2, 3 and 4 and deleting the Note in Section C and introducing its amended content in Section C, paragraph I (see subsection 1.2 of this document on an amendment to Annex 1 of the Convention, section B, paragraph 1, 2, 3 and 4 and section C, new paragraph I.3 and deletion of the “Note”).

2. As to the use of the bar on the signs C, 3 and C, 4, the provision of the Convention should allow the flexibility as to whether the bar should be placed behind or in front of the symbol on relevant Section C signs. The signs in the Convention should however be depicted with a bar of an appropriate width (relatively narrower compared to the existing signs) and placed in front of the symbols.

## Issue 17

The units such as tonnes, meters are placed on images of signs in an inconsistent way, ie. with or without the space between the digit and the unit. To this end, the Group recommends that when such units are used, there should be a space separating them from the digit to increase sign legibility (see subsection 1.2 of this document on an amendment to Annex 1 of the Convention, new images for signs C, 5, C, 6, C, 7, C, 8).

## Issue 18

In a number of cases, the Convention limits for no specific reason the number of colours permitted on specific signs vis-à-vis the colours defined in the general characteristics of signs like for the sign defined in Section C, paragraph II.9(a)(ii). In other cases, the colours defined in the general characteristics do not cover the colours permitted under specific signs. To this end, the Group recommends amending the relevant provisions of the Convention to name the appropriate colours (see subsection 1.2 of this document on an amendment to Annex 1 of the Convention, section C, paragraph II.10, section E, paragraph I, section F, paragraph II.2).

## Issue 19

The Convention appears not to follow any internal logic as to an order of sign listing, e.g. signs C, 3 are followed by C, 4 (where C, 4 signs contain multiple symbols of C, 3 signs) versus D, 4, D, 5 and D, 6 are not directly followed by signs that contain their symbols. Instead signs D, 11 a and D, 11 b contain multiple symbols of D, 4, D, 5 and D, 6. Another example is for E signs, where signs on specific regulations to lanes are not listed one after another. To this end, the Group recommends improving the order of signs in the Convention by amending relevant provisions (see subsection 1.2 of this document on an amendment to

Annex 1 of the Convention, section D, paragraph II.7 and II.11, section E paragraphs II.3 and II.4)

## **Issue 20**

The Convention in Section D, contains sign D, 8 that ends the regulation introduced with sign D, 7. At the same time, there are no signs that would end the regulations started by signs D, 4, D, 5, D, 6, D, 9 and D, 11. To this end, Group recommends introducing through an appropriate amendment signs that would notify of the end of regulations introduced by signs D, 4, D, 5, D, 6, D, 9 and D, 11 (see subsection 1.2 of this document on an amendment to Annex 1 of the Convention, Section D, paragraphs II.4-7 and II.9).

## **Issue 21**

The provisions regarding general characteristics and symbols for D signs, Section D, paragraph I, permit colours that are not used by the Contracting Parties – blue ground and yellow symbol – or such that resemble the characteristics of prohibitory signs. To this end, the Group recommends amending the Convention by only retaining the blue ground and white symbol as the only permitted characteristics for Section D signs (see subsection 1.2 of this document on an amendment to Annex 1 of the Convention, Section D, paragraph I).

## **Issue 22**

Article 26bis paragraph 2, Section E, sub-section II, paragraph 2 and E,2a and E,2b reproductions in Annex 3 do not appear to be consistent and thus do not clearly define signs E,2a and E,2b. To this end, the Group recommends amending Article 26bis and paragraph II.2 of Section E of Annex 1 (see subsection 1.1 of this document on an amendment to the Convention, Article 26bis paragraph 2 and subsection 1.2 of this document on an amendment to Annex 1 of the Convention, section E, paragraph II.2).

## **Issue 23**

The way the signs notifying about the end of regulations are described is inconsistent across the Convention and the Agreement. For some signs, e.g. the sign provisions such as those for E,5b and E,6b contained in Annex 1, section E, paragraphs II.5 and II.6 do not inform how these signs should look like contrary to provisions such as those for E,8a, or E,8b signs. To this end, the Group recommends amending the provisions to make them consistent and specific for all signs notifying of the end of regulations (see subsection 1.2 of this document on an amendment to Annex 1 of the Convention, section D, paragraph II.8, section E, paragraphs II.5-9 and II.14).

## **Issue 24**

1. The depiction of E, 11, E, 15 and E, 16 signs does not follow the general characteristics of E signs. To this end, the Group recommends changing the depiction to be in line with the general characteristics of E signs (see subsection 1.2 of this document on an amendment to Annex 1 of the Convention, section E, paragraphs II.9 and II.13, new images).
2. Furthermore, signs E, 15 and E, 16 do not include any definition of what the specific regulations are that should apply with these signs. To this end, the Group recommends

amending paragraph II.13 of Section E, Annex 1 by inserting the specific regulations (see subsection 1.2 of this document on an amendment to Annex 1 of the Convention, section E, paragraph II.13).

### **Issue 25**

Annex 1, Section G, paragraph I, contrary to its title, does not only provide general characteristics of Section G signs. It also provides more detailed information on some specific signs (see paragraph 3) that should, more appropriately, be placed elsewhere. To this end, the Group recommends deleting paragraph I.3 of Section G, Annex 1, while amending Annex 1, Section G, paragraphs II and III, provisions referred to as 'NOTE' (see subsection 1.2 of this document on an amendment to Annex 1 of the Convention, section G, paragraphs I, II.1 and II.2).

### **Issue 26**

1. Annex 1, Section G, paragraph I.4 provides general information on signs indicating temporary conditions such as road works, diversion or detours. This type of signs, however, is not mentioned again in Annex 1, Section G, paragraph V (Indication signs). To this end, the Group recommends deleting paragraph I.4 and adding signs indicating temporary conditions to the group of indication signs (see subsection 1.2 of this document on an amendment to Annex 1 of the Convention, section G, paragraph I and II.6.N).

2. The Group also recommends including in the Convention a sign notifying to crash through gates when a vehicle is trapped between closed gates at a level crossing. (see subsection 1.2 of this document on an amendment to Annex 1 of the Convention, section G, paragraph II.6.M).

### **Issue 27**

Annex 1, Section G, paragraph II.1 (General case) refers to examples of advance direction signs in Annex 3. There is a need to provide more representative examples. To this end, the Group recommends amending Annex 1, Section G, paragraph II (see subsection 1.2 of this document on an amendment to Annex 1 of the Convention, Section G, paragraph II.1).

### **Issue 28**

Annex 1, Section G, paragraphs III.1 and III.2 refer to examples of direction signs in Annex 3. There is a need to provide more representative examples. To this end, the Group recommends amending Annex 1, Section G, paragraph III (subsection 1.2 of this document on an amendment to Annex 1 of the Convention, section G, paragraph II.2).

### **Issue 29**

Annex 1, Section G, paragraph V.5 refers to a symbol G, 16 that is not otherwise defined in the Convention. This should be rectified and rather than a symbol a sign should be introduced recommending use of chains or snow tyres. To this end, the Group recommends amending Annex 1, Section G, paragraph V.5 (see subsection 1.2 of this document on an amendment to Annex 1 of the Convention, section G, paragraphs II.6.E and F).

### **Issue 30**

Annex 1, Section G, paragraph V.3 provides the definition of the sign G, 13. However, to be consistent with paragraph V.4, it should also prescribe the colours to be used on this sign if they should be limited vis-à-vis the colours defined under the general characteristics of Section G signs. If not, all the colours applicable to G section signs for the ground and symbol may be permitted. The same issue applies to current paragraphs V.5 through V.10. To this end, the Group recommends amending Annex 1, section G, paragraph V (subsection 1.2 of this document on an amendment to Annex 1 of the Convention, section G, paragraph II.6).

### **Issue 31**

The provision on general characteristics of the additional panels, Annex 1, Section H, paragraph 1 is unclear as to the use of the additional panels and their placement. To this end, the Group recommends amending this provision (see subsection 1.2 of this document on an amendment to Annex 1 of the Convention, section H, paragraph I and subsection 1.3 of this document on an amendment to the Agreement, its Annex, point 27).

### **Issue 32**

1. The provisions relevant to signs H,3 and H,4 in Section C, paragraph II.9(c) are unclear. Similarly, the provisions related to signs, H,5, H,6, H,7, H,8 and H,9 are not clear or not precise. To this end, the Group recommends clarifying these provisions by amending them (see subsection 1.2 of this document on an amendment to Annex 1 of the Convention, section C, paragraph II.10 (Additional Provisions applying to prohibition or restriction of standing and parking) and section H paragraphs II.2-6).

2. The images depicted in Annex 1 are reversed for H, 4 a and H, 4 c, which should be rectified.

### **Issue 33**

1. The point 4 of the Agreement allows for a transitional period from the entry into force of the Agreement, while the Convention allows for a transitional period for the entry into force of the Convention for a Contracting Party. As such the provision of the Agreement does not allow for any transitional period anymore for a new Contracting Parties. To this end, the Group recommends amending point 4 of the Agreement to make it possible for a new Contracting Party to have transitional periods (see subsection 1.3 of this document on an amendment to the Agreement, its Annex, point 4).

### **Issue 34:**

The Convention is missing some important signs and or symbols or additional sign variants. To this end, the Group recommends inserting in the Convention through an appropriate amendment the following signs/symbols:

- A,12a and E,12a as symbols comprised of a person and zebra crossing to be the only symbol for warning of and the pedestrian crossing signs (see subsection 1.1 of this document on the amendment to the Convention, Article 27 as well as subsection 1.2 of this document on an amendment to Annex 1 of the Convention, section A, paragraph 12 and section E, paragraph 10 and subsection 1.3 of this document on an amendment to the Agreement, its Annex, point 17);

- A,12d as a symbol to warn of the section of road frequented by pedestrians (see subsection 1.2 of this document on an amendment to Annex 1 of the Convention, section A, paragraph 12, sign A,12d);
- B,5 and B,6 providing an alternative design (see subsection 1.2 of this document on an amendment to Annex 1 of the Convention, section B, paragraphs II.5 and II.6) ;
- Additional signs showing an example of an integer and a number with a decimal point (comma) for signs C,5, C,6, C,7 and C,8. The sign with the fraction should be depicted with a comma (e.g. not “2.5” but “2,5”). (see subsection 1.2 of this document on an amendment to Annex 1 of the Convention, section C, paragraph II.1, signs C,5, C,6, C,7 and C,8);
- D,2c as a variant of D,2 with arrows pointing to left and right for passing an obstacle (see subsection 1.2 of this document on an amendment to Annex 1 of the Convention, section D, paragraph II.2, sign D,2c);
- Additional symbols C,3m and C,3n of the European Agreement for use within the D,10 sign, provided that signs C,3m and C,3n are added to the Convention (see also issue 2) (see subsection 1.2 of this document on an amendment to Annex 1 of the Convention, section D, paragraph 10);
- E,14b as a symbol denoting that parking is available with an option to change to other transport to consist of a blue ground and a light-coloured symbol: “P + R” with two horizontal lines placed below and above “P + R” (see subsection 1.2 of this document on an amendment to Annex 1 of the Convention, section E, paragraph 12, sign E,14b). This symbol should be the only allowed symbol for indicating places where parking of vehicles is authorized with an option to change to other transport means to Contracting Parties of the Agreement through amending the point 22 of the Agreement (see subsection 1.3 of this document on an amendment to the Agreement, its Annex, point 22);
- G, 25 as a crash through gates sign (see also issue 26);
- G,26-G,29 as signs for temporary conditions (see also issue 26);
- F,19a-F,19c as signs showing multiple facilities or service signs (see subsection 1.2 of this document on an amendment to Annex 1 of the Convention, section F, paragraph II.3);
- H,10 as an additional panel used in combination with B,1 sign to warn of a distance to a B,2 “STOP” sign placed at the intersection (see subsection 1.2 of this document on an amendment to Annex 1 of the Convention, section H, paragraph II.7).

### Issue 35

The Convention is containing signs that appear not to be in use or provide variants not in use, should not be considered road traffic signs or symbols or should be replaced by other signs. To this end, the Group recommends removing from the Convention or the Agreement the following symbols/signs:

- A, 12a and A, 12b as not useful variants (see subsection 1.2 of this document on an amendment to Annex 1 of the Convention, section A, paragraph 12);
- A,17b and A,17c as not useful variants (see subsection 1.2 of this document on an amendment to Annex 1 of the Convention, section A, paragraph II.17);

- A,18d through A,18g as confusing examples (see also issue 13) (see subsection 1.2 of this document on an amendment to Annex 1 of the Convention, section A, paragraph II.18);
- A,19c as confusing examples (see also issue 13) (see subsection 1.2 of this document on an amendment to Annex 1 of the Convention, section A, paragraph II.19);
- A,20-A,21 as not useful variants (see also issue 14) (see subsection 1.2 of this document on an amendment to Annex 1 of the Convention, section A, paragraph II.20 and Section B, paragraphs 1 and 2 and subsection 1.3 of this document on an amendment to the Agreement, its Annex, point 9);
- B,2b as not useful variant (see subsection 1.2 of this document on an amendment to Annex 1 of the Convention, section B, paragraph 2);
- The variants of B,3 and B,4 with the orange colour option for inside square as not useful variants (see subsection 1.2 of this document on an amendment to Annex 1 of the Convention, section B, paragraph 3);
- E,7d and E,8d as it replicates E,7a and E,8a showing another permitted colour variant (see subsection 1.2 of this document on an amendment to Annex 1 of the Convention, section E, paragraph II.7 and subsection 1.3 of this document on an amendment to the Agreement, its Annex, point 22);
- E,12b and E,12 c as not useful variants. (see subsection 1.2 of this document on an amendment to Annex 1 of the Convention, section E, paragraph II.10 and subsection 1.3 of this document on an amendment to the Agreement, its Annex, point 22);
- E,18a as a not useful variant (see subsection 1.2 of this document on an amendment to Annex 1 of the Convention, section E, paragraph II.15);
- F,1c as a not useful variant (see subsection 1.2 of this document on an amendment to Annex 1 of the Convention, section F, paragraph II.1);
- F,9 as a non-road traffic sign (see subsection 1.2 of this document on an amendment to Annex 1 of the Convention, section F, paragraph II.2, sign F,9);
- F,12 to be replaced by signs showing multiple facilities or service signs (see issue 34) (see subsection 1.2 of this document on an amendment to Annex 1 of the Convention, section F, paragraph II.2, sign F,12);
- F,16 as a non-road traffic sign (subsection 1.3 of this document on an amendment to the Agreement, its Annex, point 23);
- G,11b as it replicates G,11a (see subsection 1.2 of this document on an amendment to Annex 1 of the Convention, section G, paragraph II.6.A).

### **Issue 36**

The Convention is containing signs or symbols that depict unnecessary details compromising their legibility, or such that should be modernized or made more abstract and, when applicable, gender-neutral or which should have any of their element improved. To this end, the Group recommends improving the depiction of images such as:

- All signs or symbols depicting motor vehicles to make them more abstract and modern-looking (see subsection 1.2 of this document on an amendment to Annex 1 of the Convention, section A, images for A,2c, A,2d, A,3c, A,3d, A,6, A,8, A,9, A,10a, A,10b, A,14, A,24, A,27, section C, images for C, 3a, C,3b, C,3c, C,3d, C,3e, C,3f, C,3g, C,3h,

- C,3j, C, 3l, C,3m, C,3n, C,9, C,10, C,13, C, 17c, C,17d, section 4, images for D,4 and D,10, section E, images for E,6a and E,6b, E,14cE,15, E,16, section G, image for G,18;
- A,12 and A,13 by making these symbols more abstract and gender-neutral (see subsection 1.2 of this document on an amendment to Annex 1 of the Convention, section A, images for A,12 and A,13);
  - A,14 by retaining the bicycle only see subsection 1.2 of this document on an amendment to Annex 1 of the Convention, section A, image for A,14);
  - A,15 by making them more abstract (see subsection 1.2 of this document on an amendment to Annex 1 of the Convention, section A, images for A,15);
  - A,16, C,3i, C,3k, D,11, E,12 by adopting the depiction of the person on the symbol used on A,12 (A,15 by making them more abstract (see subsection 1.2 of this document on an amendment to Annex 1 of the Convention, section A, image for A,16, section C, images for C,3i, C,3k, section D, image for D,11 and section E, image for E,12);
  - A,17 by adding a narrow dark strip to the traffic light symbol (see subsection 1.2 of this document on an amendment to Annex 1 of the Convention, section A, image for A,17);
  - A,22 by providing greater space between the arrows and enlarging the arrow heads (see subsection 1.2 of this document on an amendment to Annex 1 of the Convention, section A, image A,22);
  - A,23, D,3, E,3a, E,3b by enlarging the arrow heads (see subsection 1.2 of this document on an amendment to Annex 1 of the Convention, section A, image for A,23, section D, image for D,3, section E, images for E,3a and E,3b);
  - A,25 by replacing the symbol to depict a rail track and a modern gate (ref. to a sign used in Chile) (see subsection 1.2 of this document on an amendment to Annex 1 of the Convention, section A, image for A,25);
  - B,5 and B,6 by enlarging the arrow heads and making the arrows of the same width (see subsection 1.2 of this document on an amendment to Annex 1 of the Convention, section B, images for B,5 and B,6);
  - C,3f by making it clearer that the prohibition is aimed at other than single axle trailers by adding a second axle on the trailer (see subsection 1.2 of this document on an amendment to Annex 1 of the Convention, section C, image for signs C,3f);
  - C,7 and C,8 by modifying the depiction of unit from upper to lower casing (“t”) and for C,8 changing the arrow to arrowhead only while making the digit larger (see subsection 1.2 of this document on an amendment to Annex 1 of the Convention, section C, images for C,7 and C,8);
  - C,9 by replacing the arrows with arrowheads and making the digit larger (see subsection 1.2 of this document on an amendment to Annex 1 of the Convention, section C, image for C,9);
  - C,14, D,7 and D,8 by centring the digit and placing reasonable distance between the digits (see subsection 1.2 of this document on an amendment to Annex 1 of the Convention, section C, image for C,14 and section D, images for D,7 and D,8);
  - D,5 by making the symbol of walking people more abstract (see subsection 1.2 of this document on an amendment to Annex 1 of the Convention, section D, image for D,5);
  - E,4 by removing the depiction of road markings (broken lines should be optional) (see subsection 1.2 of this document on an amendment to Annex 1 of the Convention, section E, image for E,4);

- E,10c by making sure that the E,14a sign is properly depicted in eCoRSS;
- E,13b by simplifying the bed symbol (see subsection 1.2 of this document on an amendment to Annex 1 of the Convention, section E, image for E,13b);
- F,4 by making the symbol of filling station more distinctive (see subsection 1.2 of this document on an amendment to Annex 1 of the Convention, section F, image for F,4);
- F,8 by improving the depiction of the table (add adding a person – this is debatable) (see subsection 1.2 of this document on an amendment to Annex 1 of the Convention, section F, image for F,8);
- G,13 by increasing the space between the symbol and the bottom edge of the sign (see subsection 1.2 of this document on an amendment to Annex 1 of the Convention, section G, image for G,13);
- Signs inscribing “Km” as unit by inscribing the unit with lower case (i.e. “km”) see subsection 1.2 of this document on an amendment to Annex 1 of the Convention, section G, image for G,10b, section H, image for H,2).

## 1.1 Proposal for amending specific provisions of the Convention

1. The Group of Experts recommends a number of amendments to the provisions of the Convention. Amendments to the Annex 1 are provided in section 1.2.

2. Only Articles, and their paragraphs or subparagraphs to which amendments are proposed by the Group of Experts are listed in this section. An Article (or its paragraphs or subparagraphs), which is not listed, remains unchanged.

### ARTICLE 1

#### Definitions

(b)bis “ 'Residential area' means a specially-designed area where special traffic rules apply and which is signposted as such at its entries and exits.”

Comment by the secretariat: see section 1.3

### ARTICLE 2

#### Annexes to the Convention

The annexes to this Convention **are its integral parts**, namely:

Annex 1: Road signs;

Section A: Danger warning signs;

Section B: Priority signs;

Section C: Prohibitory or restrictive signs;

Section D: Mandatory signs;

Section E: Special regulation signs;

Section F: Information, facilities or service signs;

Section G: ~~Direction, position or indication signs~~ **Other information signs**;

Section H: Additional panels;

and

Annex 2: Road markings;

~~Annex 3: Reproduction in colour of signs, symbols and panels referred to in Annex 1; are integral parts of this Convention.~~

#### ARTICLE 5

(c) Informative signs: these signs are intended to guide road-users while they are travelling or to provide them with other information which may be useful; they are subdivided into:

- (i) Information, facilities or service signs;
- (ii) ~~Direction, position or indication signs~~ **Other information signs:**

Advance direction signs;

Direction signs;

Road identification signs;

Place identification signs;

Confirmatory signs;

Indication signs;

~~(iii) Additional panels.~~

**(d) Additional panels: these signs, only used with other signs, provide additional information.**

#### ARTICLE 6

2. All signs shall apply to the drivers ~~from~~ **for** whom they are intended over the whole width of the carriageway open to traffic. However, signs may be made to apply to only one or to several lanes of the carriageway when lanes are defined by longitudinal markings. In this case, one of the following three options shall be used:

(c) Signs ~~E, 1 or E, 2~~ described in Annex 1, section E, subsection II, paragraphs 1 and 2 to this Convention or signs ~~G, 11 and G, 12~~ described in Annex 1, section G, subsection ~~VII~~, paragraphs **6 A and B 1 and 2** will be placed on the edge of the carriageway.

#### ARTICLE 7

4. Dark or light graphic elements of different colours in the signs ~~may~~ **should preferably** be differentiated by means of contrasting ~~light or dark~~ **white or yellow and black or dark blue**-narrow strips respectively.

**4(bis) White or yellow and black or dark blue rims may be used at the outer edge to enhance conspicuity of signs. For additional panels, it is possible to replace a black or a dark blue rim with a red rim.**

#### ARTICLE 8:

3. Nothing in this Convention shall prohibit the addition, ~~mainly~~ in order to facilitate the interpretation of signs, of an inscription in ~~a rectangular~~ **an additional panel below the sign or in a rectangular panel containing the sign**; such an inscription may also be placed on the sign itself, if this does not make the sign more difficult to understand for drivers who cannot understand the inscription. (Convention).

4. Where the competent authorities consider it advisable to make the meaning of a sign or symbol more explicit or to limit the application of a sign to certain periods, this can be done by inscriptions on the sign as provided in Annex 1 to this Convention or on an additional panel. If regulatory signs are to be restricted to certain road-users or if certain road-users are

to be exempt from the regulation, this is done through additional panels according to Annex 1, section H, **subsection II**, paragraph **3 and 4** (panels H, 5a ; H, 5b ; and H, 6).

ARTICLE 9:

1. Section A, ~~subsection I~~ of Annex 1 to this Convention ~~indicates~~ **provides** the models for danger warning signs; ~~Section A, subsection II indicates the symbols to be placed on these signs and gives some instructions for their use~~, **describes the danger warning signs and gives their meaning**. In conformity with Article 46, paragraph 2 of this Convention, each State shall notify the Secretary-General whether it has selected ~~Aa or Ab as the model one or model two~~ for danger warning signs.<sup>9</sup>
2. The number of danger warning signs shall not be increased unnecessarily, but such signs shall be sited to give warning of possible road hazards which are difficult for a driver proceeding with due caution to perceive in time.
3. Danger warning signs shall be placed at such distance from the danger point as will make them most effective both by day and by night, having regard to road and traffic conditions, including the normal speed of vehicles and the distance at which the sign is visible.
4. The distance between the sign and the beginning of a dangerous section of road ~~may be shown in an additional panel H, 1 of Annex 1, section H to this Convention and placed in accordance with the provisions of that section; this information must~~ **shall** be given when the distance between the sign and the beginning of the dangerous section of road cannot be judged by drivers ~~and or~~ is not what they might normally expect. **This distance shall be shown in accordance with Annex 1, Section H, subsection II, paragraph 1 (DISTANCE PANEL).**
5. Danger warning signs may be repeated, particularly on motorways and roads treated as motorways. Where they are repeated, the distance between the sign and the beginning of the dangerous section of road shall be shown in accordance with the provisions of paragraph 4 of this Article.
6. However, with respect to danger warning signs giving warning of and distance to swing bridges and level crossings, ~~it shall be open to Contracting Parties may to apply the following provisions: use A signs specific for approaches to swing bridges and level crossings and swing bridges, which are described~~ **rectangular panel having its longer sides vertical and bearing three oblique red bars on a white or yellow ground, may be placed below any danger warning signs bearing one of the symbols A, 5; A, 25; A, 26 or A, 27 described in Annex 1, section A, subsection II, paragraphs 5, 25, 26 and 27 to this Convention, provided that additional signs consisting of panels of the same shape bearing respectively one or two oblique red bars on a white or yellow ground are set up at about one third and two thirds of the distance between the sign and the railway line. These signs may be repeated on the opposite side of the carriageway. The panels mentioned in this paragraph are further depicted in Annex 1, section A, subsection II, paragraph 29 of Annex 1 to this Convention.**
7. If a danger warning sign is used to give warning of a danger on a section of road of some length (e.g. a series of dangerous bends or a section of carriageway in bad condition) and if it is considered desirable to show the length of that section, this shall be done **in accordance with** ~~on an additional panel H, 2 of Annex 1, section H, subsection II, paragraph 1 (LENGTH INDICATION PANEL), to this Convention, placed in accordance with the provisions of that section.~~

## ARTICLE 10

Priority signs

1. The signs for notifying or informing road-users of the special rules of priority at intersections are **described in Annex 1, section B, paragraphs 1 to 4.** ~~signs B, 1; B, 2; B, 3 and B, 4.~~
2. The signs described in Annex 1, section B, paragraphs 1 (“GIVE WAY” sign) and 2 (“STOP” sign) shall be placed at the intersection, if possible level with the point at which vehicles must stop or beyond which they must not pass when giving way. They may be placed elsewhere than at an intersection if the competent authorities consider it necessary. The sign of paragraph 2 shall be set up only if the competent authorities consider it advisable to require drivers to stop, in particular because of the poor visibility, for drivers, of the sections of the road, on either side of the intersection, which they are approaching.
3. The sign described in Annex 1, section B, paragraph 3 (“PRIORITY ROAD” sign) ~~shall~~ may be placed at the beginning of the road and repeated after each intersection; it may also be set up before or at the intersection.
4. The sign described in Annex 1, section B, paragraph 4 (“END OF PRIORITY” sign) shall be placed at the approach to the point from where the sign of Annex 1, section B, paragraph 3 ceases to apply.
5. The sign of Annex 1, section B, paragraph 4 (“END OF PRIORITY” sign) may be repeated one or more times in advance ~~of the point where the priority ends; the sign or signs set up in advance of that point shall then bear an additional panel H, 1~~ in accordance with Annex 1, section H, paragraph 1.
5. In conformity with Article 46, paragraph 2, of this Convention, each State shall notify the Secretary-General ~~whether it has selected B, 2a or B, 2b as which of the models for the “STOP” sign described in Annex 1, section B, paragraph 2 (“STOP” sign) <sup>10</sup> it has selected.~~

Comment: If the Group confirms to remove sign B, 2 b from the Convention, the provision above should be deleted. As per the webpage of the UN treaties office, 5 CPs declared use of B,2 b sign.

~~7. If warning of an intersection is given on a road by danger warning signs bearing one of the A, 19 symbols described in Annex 1, Section A, subsection II, paragraph 19, or if at the intersection the road is a priority road and has been marked as such by sign B, 3 as provided in provided in Annex 1, section B, paragraph 3 (“PRIORITY ROAD” sign) 7, signs B, 1 or B, 2 provided in Annex 1, section B, paragraphs 1 (“GIVE WAY” sign) and 2 (“STOP” sign) of shall be placed at the intersection on all the other roads; however, the placing of those signs B, 1 or B, 2 shall not be mandatory on roads such as paths or earth-tracks where drivers are required to give way at the intersection even in the absence of such signs.~~

~~27. The signs for informing road-users of a rule of priority on narrow sections of road are signs B, 5 and B, 6. These signs are described in Annex 1, section B, paragraphs 5 (Sign indicating priority for oncoming traffic) and 6 (Sign indicating priority over oncoming traffic). to this Convention.~~

~~2. — Sign B, 1 “GIVE WAY”, shall be used to notify drivers that, at the intersection where the sign is placed, they must give way to vehicles on the road they are approaching.~~

~~3. — Sign B, 2, “STOP”, shall be used to notify drivers that, at the intersection where the sign is placed, they shall stop before entering the intersection and give way to vehicles on the~~

road they are approaching. In conformity with Article 46, paragraph 2, of this Convention, each State shall notify the Secretary General whether it has selected B, 2a or B, 2b as the model for the "STOP" sign.<sup>10</sup>

4. — Sign B, 1 or B, 2 may be placed elsewhere than at an intersection if the competent authorities consider it necessary.

5. — Signs B, 1 and B, 2 shall be placed at the intersection, if possible level with the point at which vehicles must stop or beyond which they must not pass when giving way.

6. — To give advance warning of sign B, 1 the same sign supplemented by an additional panel H, 1, described in Annex 1, section H to the Convention, shall be used. To give advance warning of sign B, 2, sign B, 1, supplemented by a rectangular panel bearing the "STOP" symbol and a figure indicating the distance to the sign B, 2 shall be used.<sup>11</sup>

7. — Sign B, 3, "PRIORITY ROAD", shall be used to notify users of a road that, at intersections of that road with other roads, the drivers of vehicles moving along or coming from such other roads are required to give way to vehicles moving along that road. This sign may be set up at the beginning of the road and repeated after each intersection; it may also be set up before or at the intersection. Where sign B, 3 has been set up on a road, sign B, 4, "END OF PRIORITY", shall be placed at the approach to the point where the road ceases to have priority over other roads.

Sign B, 4 may be repeated one or more times in advance of the point where the priority ends; the sign or signs set up in advance of that point shall then bear an additional panel H, 1 of Annex 1, section H.

8. — If warning of an intersection is given on a road by a danger warning sign bearing one of the A, 19 symbols, or if at the intersection the road is a priority road and has been marked as such by signs B, 3 as provided in paragraph 7 of this Article, a sign B, 1 or B, 2 shall be placed at the intersection on all the other roads; however, the placing of signs B, 1 or B, 2 shall not be mandatory on roads such as paths or earth tracks where drivers are required to give way at the intersection even in the absence of such signs.

A sign B, 2 shall be set up only if the competent authorities consider it advisable to require drivers to stop, in particular because of the poor visibility, for drivers, of the sections of the road, on either side of the intersection, which they are approaching.

#### ARTICLE 13

~~Provisions applying generally to the signs described in Annex 1, sections C, and D and E to this Convention~~ Special regulation signs

**Section E of Annex 1 to this Convention describes the special regulation signs and gives their meaning.**

#### ARTICLE 13bis

~~Special regulation signs~~ Provisions applying generally to the signs described in Annex 1, sections C, and D and E to this Convention

1. Prohibitory, restrictive and mandatory **as well as special regulation** signs shall be placed in the immediate vicinity of the point where the obligation, restriction, ~~or prohibition~~ **or special regulation** begins **or takes effect** and may be repeated if the competent authorities consider it necessary. Nevertheless, if the competent authorities consider it advisable for reasons of visibility or in order to give users advance warning, these signs may be placed at a suitable distance in advance of the point where the obligation, restriction ~~or prohibition~~ **or special regulation** applies. ~~An additional panel H, 1 of~~ **in accordance with** Annex 1, section H, subsection II, paragraph 1 (DISTANCE PANEL), ~~unless provided otherwise shall be~~

~~placed under signs set up in advance of the point where the obligation, restriction or prohibition applies.~~

2. ~~Regulatory~~ **Prohibitory, restrictive and mandatory** signs placed level with or shortly after a sign indicating the beginning of a built-up area shall mean that the rule applies throughout the built-up area, unless a different rule is notified by other signs on certain sections of the road in the built-up area.

3. Prohibitory and restrictive signs shall apply as from the place they are displayed until the point where a contrary sign is displayed, otherwise until the next intersection. If the prohibition or restriction should continue to be applied after the intersection the sign shall be repeated in accordance with provisions in domestic legislation. **Shall if, however, these signs, as well as a mandatory or a special regulation sign be placed on be used on zonal validity signs,**

4. ~~Where a regulatory sign applies to all roads in a zone (zonal validity), it shall be displayed in the way described in Annex 1, section E, subsection II, paragraph 8 (a) to this Convention-, they will apply to all roads in the a zone to the point where signs indicating the exit from at the zone are set up.~~

5. ~~The exit from the zones referred to in paragraph 4 above shall be indicated in the way described in Annex 1, of section E, subsection II, paragraph 8 (b) of this Convention-~~

#### ARTICLE 13 bis

##### Special regulation signs

1. ~~Section E of Annex 1 to this Convention describes the special regulation signs and gives their meaning-~~

2. ~~Signs E, 7a; E, 7b; E, 7c or E, 7d and E, 8a; E, 8b; E, 8c or E, 8d shall notify road-users that the general regulations governing traffic in built up areas in the territory of the State apply from signs E, 7a; E, 7b; E, 7c; or E, 7d to signs E, 8a; E, 8b; E, 8c; or E, 8d except in so far as different regulations may be notified by other signs on certain sections of road in the built up area. However, sign B, 4 shall always be placed on a priority road marked with sign B, 3 if that road ceases to have priority where it passes through the built up area. The provisions of Article 14, paragraphs 2, 3 and 4 apply to these signs.12~~

2 bis. ~~Sign E, 11a shall be used for tunnels of 1,000 m or more and in cases provided for by domestic legislation. For tunnels of 1,000 m or more, the length shall be included either in the lower part of the sign, or on an additional panel H, 2, as described in Annex 1, section H. The name of the tunnel may be indicated according to Article 8, paragraph 3 of this Convention-~~

3. ~~Signs E, 12a; E, 12b or E, 12c shall be placed at pedestrian crossings when the competent authorities consider it advisable-~~

4. ~~The special regulations signs shall be set up, with due regard to the requirements of Article 6, paragraph 1, only where the competent authorities consider it essential. They may be repeated; an additional panel placed below the sign may show the distance between the sign and the point which it indicates; this distance may also be inscribed on the lower part of the sign itself~~

#### ARTICLE 14

1. Sections F and G of Annex 1 to this Convention describe the signs which convey useful information to road-users, or give examples of such signs, and also give some instructions for their use.

2. — ~~The inscription of words on informative signs (ii) of Article 5, paragraph 1 (e), in countries not using the Latin alphabet shall be both in the national language and in the form of a transliteration into the Latin alphabet reproducing as closely as possible the pronunciation in the national language.~~

3. — ~~In countries not using the Latin alphabet, the words in Latin characters may be entered either on the same sign as the words in the national language or on a repeat sign.~~

4. — ~~A sign shall not bear inscriptions in more than two languages.~~

#### ARTICLE 15

##### Advance direction signs

Advance direction signs shall be placed at such distance from the intersection as will make them most effective both by day and by night, having regard to road and traffic conditions, including the normal speed of vehicles and the distance at which the sign is visible; this distance need not exceed about 50 meters (55 yards) in built-up areas but shall be not less than 500 meters (550 yards) on motorways and other roads carrying fast traffic. The signs may be repeated. ~~An additional panel placed below the sign may show the distance between the sign and the intersection; this distance may also be shown on the lower part of the sign itself.~~

#### ARTICLE 16

##### Direction signs

1. ~~One~~ Direction signs **shall be placed near or at an intersection and** may bear the names of several places; ~~the names shall then appear one below the other on the sign. The letters used for one place name may be larger than those used for the others only if the place in question is the largest of them.~~

2. — ~~When distances are shown, the figures expressing them shall be inscribed at the same height as the place name. On direction signs which are arrow shaped, these figures shall be placed between the place name and the point of the arrow; on rectangular shaped signs they shall be placed after the place name.~~

#### ARTICLE 17

##### Road identification signs

~~The signs used to identify roads either by their number, made up of figures, letters or a combination of figures and letters, or by their name, shall consist of that number or that name framed in a rectangle or shield. However, Contracting Parties having a route classification system may replace the rectangle by a route classification symbol.~~

**Road identification signs shall be placed along roads which they identify. They may be also placed on advance direction signs or direction signs.**

#### ARTICLE 18

##### Place identification signs

Place identification signs may be ~~used~~ **placed** to show the frontier between two countries or the boundary between two administrative divisions of the same country or the name of a river, mountain pass, beauty spot, etc. These signs shall differ conspicuously from the signs referred to in ~~Article 13 bis, paragraph 2, of this Convention~~<sup>13</sup> **Annex 1, Section E, subsection II paragraph 7 (Signs indicating the beginning and the end of a built-up area).**

## ARTICLE 19

Confirmatory signs

Confirmatory signs are **used placed** to confirm the direction of a road where the competent authorities consider it necessary, e.g. at the exit from a large built-up area. ~~They shall bear the name of one or more places, as provided in Article 16, paragraph 1, of this Convention. Where distances are shown, the figures expressing them shall be placed after the name of the locality.~~

## ARTICLE 20

~~Deleted~~**Indication signs**

**Indication signs are placed to provide advisory information to road-user.**

## ARTICLE 21

Provisions applying generally to informative signs

1. The informative signs referred to in Articles 15 to 19 of this Convention shall be set up where the competent authorities consider it advisable. ~~The other informative signs~~ **Information, facilities or service signs and indication signs** shall be set up, with due regard for the requirements of Article 6, paragraph 1, only where the competent authorities consider it essential; in particular, signs ~~F, 2 to F, 7 shall be set up only on roads on which facilities for~~ **indicating** emergency repairs, refuelling, accommodation and refreshments **shall be set up only on roads on which these facilities** are rare.

2. ~~Informative signs may be repeated. An additional panel placed below the sign may show the distance between the sign and the point which it indicates; this distance may also be inscribed on the lower part of the sign itself.~~

## ARTICLE 22

~~Deleted~~

**Section H of Annex 1 to this Convention describes the additional panels and gives their meaning.**

## ARTICLE 23

Signals for vehicular traffic,

11 (a) Where green or red lights are placed above traffic lanes shown by longitudinal markings on a carriageway having more than two lanes, the red light shall mean that traffic may not proceed along the lane over which it is placed and the green light shall mean that traffic may so proceed. The red light thus placed shall be in ~~the form of two inclined crossed bars~~ **a form of X** and the green light in the form of an arrow pointing downwards.

13. In cases where traffic light signals apply to cyclists only, this restriction may be clarified, if to do so is necessary in order to avoid confusion, by including the silhouette of a cycle in the traffic light signal itself or by using a traffic light signal of small size supplemented by **an additional panel** ~~rectangular plate~~ showing a cycle.

## ARTICLE 26 BIS

2. When a lane is reserved for regular public transport service vehicles the worded road marking shall be the word "BUS" or the letter "A". The sign indicating such a ~~lane~~ **lane** shall be of the square type described in annex 1, section E, or of the round type described in annex 1, section D, of the present **additional panel described in Annex 1, section II, paragraph 3 of this** Convention, showing the white symbol of a bus on a blue ground. Diagrams 28a

and 28b shown in ~~a~~Annex 2 to this Convention are examples of markings for a lane reserved for regular public transport service vehicles.

#### ARTICLE 27:

1.<sup>20</sup> A transverse marking consisting of a continuous line across one or more traffic lanes shall mark the line behind which drivers are required **to stop** by the sign **described in Annex 1, section B, paragraph 2 (“STOP” sign)** ~~in B, 2, “STOP”, referred to in Article 10, paragraph 3, of this Convention, to stop.~~

Such a marking may also be used to show the line behind which drivers may be required to stop by a light signal, or by a signal given by an authorized official directing traffic, or before a level-crossing. ~~The word “STOP” inscription~~ may be marked on the carriageway in advance of the markings accompanying sign ~~B, 2~~ **described in Annex 1, section B, paragraph 2 (“STOP” sign)**.

2. Unless this is technically impossible, the transverse marking described in paragraph 1 of this Article shall be placed on the carriageway wherever a sign ~~B, 2~~ **described in Annex 1, section B, paragraph 2 (“STOP” sign)**, is set up.

3.<sup>21</sup> A transverse marking consisting of a broken line across one or more traffic lanes shall show the line which vehicles may not normally pass when giving way in compliance with the sign **described in Annex 1, section B, paragraph 1 (“GIVE WAY” sign)** ~~B, 1 “GIVE WAY”, referred to in Article 10, paragraph 2, of this Convention.~~ In advance of such a marking, a triangle with broad sides, having one side parallel to the marking and the opposite vertex pointing towards approaching vehicles, may be marked on the carriageway to symbolize **this sign** ~~B, 1.~~

4. To mark pedestrian crossings, relatively broad stripes, parallel to the axis of the carriageway should ~~preferably~~ be used.

#### ARTICLE 31

##### Marking Signs for of road works

## 1.2 Proposal suggesting amendments to Annexes 1, 2 and 3 of the Convention

The Group of Experts also recommends some major amendments to the provisions of Annex 1.

#### **Annex 1**

Please see the Informal Document No.1 (September 2018) for amendments to Annex 1

#### **Annex 2**

1. The Group of Experts recommends a minor amendment to the provisions of Annex 2.
2. Only points, and their paragraphs or subparagraphs of the Annex of the Agreement to which amendments are proposed by the Group of Experts are listed.

#### Chapter III

#### TRANSVERSE MARKINGS,

#### B. STOP LINES

32.<sup>101</sup> Stop lines may be supplemented by longitudinal lines (diagrams 18 and 19). They may also be supplemented by the ~~word “STOP” inscription~~ **inscribed** on the carriageway as

shown in the examples given in diagrams 20 and 21. The distance between the top of the letters of the word “STOP” inscription and the stop line should be between 2 m and 25 m.

### Annex 3

The Group suggests to move the images of sign to be directly placed after their definitions and descriptions – see a proposal for a new Annex 1 – and hence the Group suggests to delete Annex 3.

[deleted]

## 1.3. Proposal for amending the provisions of the Agreement

1. The Group of Experts recommends a number of amendments to the provisions of the Agreement.

2. Only points, and their paragraphs or subparagraphs of the Annex of the Agreement to which amendments are proposed by the Group of Experts or to which the amendments are required as a result of amendments proposed to the provisions of the Convention and its Annex are listed in this section. A point (or its paragraphs or subparagraphs), which is not listed, remains unchanged.

### 3. Ad Article 1 of the Convention (Definitions)

#### Subparagraph (b)

This subparagraph shall be read as follows:

“ 'Built-up area' means an area with entries and exits specially signposted as such;”

#### Additional subparagraph to be inserted immediately after subparagraph (b) of this article

This subparagraph shall be read as follows:

“ 'Residential area' means a specially-designed area where special traffic rules apply and which is signposted as such at its entries and exits.”

Comment by the secretariat: The Group may decide to move this definition to the Convention, which will be logical, since the signs E, 17 a and E, 17 b were proposed by the Group to be moved to the Convention.

### 4. Ad Article 3 of the Convention (Obligations of the Contracting Parties)

#### Paragraph 3

This paragraph shall be read as follows:

Any sign, symbol, installation or marking which does not conform to the system prescribed in the Convention and in this Agreement shall be replaced **by a Contracting Party** within ten years from the date of entry into force of this Agreement **in its territory**. During this period, in order to familiarize road-users with the system prescribed in the Convention and in this Agreement, previous signs, symbols and inscriptions may be retained beside those prescribed in the Convention and in this Agreement.

### 7. Ad article 8 of the Convention

Paragraph 3 This paragraph shall be read as follows:

During the transitional period of ten years prescribed in item 4 of this annex, ~~and thereafter in exceptional circumstances~~ to facilitate the interpretation of signs, an inscription may be added in a rectangular **an additional** panel below the sign or in a rectangular panel containing

~~the sign~~; such an inscription may also be placed on the sign itself, if this does not make the sign more difficult to understand for drivers who cannot understand the inscription.

8. Ad Article 9 of the Convention

Paragraph 1

Each State shall select ~~Aa~~ as the model **one** for danger warning signs.

9. Ad Article 10 of the Convention (Priority Signs)

Paragraph 3

Each State shall select B, 2a as the model for the “STOP” sign.

Comment by the secretariat: If the Group retains its recommendation to remove sign B, 2 b from the Convention then this provision marked above should be deleted. If the Group decides to keep signs B, 2 b in the Convention, then this provision should be retained but the reference should be adjusted

Paragraph 6

~~To give advance warning of sign B, 1, the same sign supplemented by additional panel H, 1 described in Annex 1, section H to the Convention shall be used.~~

~~To give advance warning of sign B, 2a, sign B, 1, supplemented by a rectangular panel bearing the “STOP” symbol and a figure indicating the distance to the sign B, 2a, shall be used.~~

9bis-[deleted]

~~— Ad Article 13 bis of the Convention (Special regulation signs)~~

~~Paragraph 2~~

~~This paragraph shall be read as follows:~~

~~“Signs E, 7a ; E, 7b or E, 7c and E, 8a ; E, 8b or E, 8c shall notify road users that the general regulations governing traffic in built up areas in the territory of the State apply from signs E, 7a ; E, 7 b or E, 7c to signs E, 8a ; E, 8b or E, 8c except insofar as different regulations may be notified by other signs on certain sections of road in the built up area. They shall bear inscriptions in a dark colour on a white or light coloured ground and shall be placed respectively at the entries and exits of a built up area. However, sign B, 4 shall always be placed on a priority road marked with sign B, 3 if that road ceases to have priority where it passes through the built up area.”~~

Comment by the secretariat: this provision is covered in the Convention except the limitation of colours. The limitation of colours for these signs is covered under point 22, paragraph 7.

10. [deleted]

~~— Ad Article 18 of the Convention (Place identification signs)~~

~~Place identification signs shall bear inscriptions in white or light colour on a dark coloured ground~~

13. Ad Article 31 of the Convention (Signs for Marking of road works)

17. Ad Annex 1, section A, subsection II, to the Convention

Paragraph 2 (Dangerous descent)

~~This paragraph shall be read as follows:~~

~~“(a) To give warning of a steep descent, symbol **Sign A, 2 a (A-02.1)** shall be used.~~

(b) The left hand part of symbol A, 2a shall occupy the left hand corner of the sign panel and its base shall extend over the whole width of the panel; the figure shows the gradient as a percentage.”

Paragraph 3 (Steep ascent)

This paragraph shall be read as follows:

“(a) To give warning of a steep ascent, symbol **Sign A, 3a (A-03.1)** shall be used.

(b) The right hand part of symbol A, 3a shall occupy the right hand corner of the sign panel and its base shall extend over the whole width of the panel; the figure shows the gradient as a percentage.”

Paragraph 12 (Pedestrian crossing)

This paragraph shall be read as follows:

“(a) Warning of a pedestrian crossing shall be given by symbol **Sign A, 12a shall be used.**

(b) The symbol may be reversed.”

Paragraph 18 (Intersection where the priority is prescribed by the general priority rule)

This paragraph shall be read as follows:

“Warning of an intersection where the priority is that prescribed by the general priority rule in force in the country shall be given by symbol A, 18a.”

Paragraph 20 (Intersection with a road to whose users drivers must give way)

This paragraph shall be read as follows:

“Sign B, 1 or sign B, 2a shall be used in conformity with the provisions of item 9 of this annex.”

Paragraph 22 (Intersection where traffic is regulated by a light signal)

This paragraph shall be read as follows:

“If traffic at the intersection is regulated by a light signal, a sign Aa, bearing the symbol A, 17 described in paragraph 17 above, may be set up to supplement or replace the signs described in paragraphs 18 to 21 above.”

Paragraph 26 (Other level crossings)

Subparagraph (b)

This subparagraph shall be read as follows:

“Warning of other level crossings shall be given by symbol **Sign A, 26a b (A-23.3) shall not be used.** or by symbol A, 27 as appropriate.”

Paragraph 28 (Signs to be placed in the immediate vicinity of level-crossings)

**Model Signs A, 28e b (A-25.2) and A, 28 d (A-25.4) of sign A, 28 shall not be used.**

18. Ad annex 1, section B, to the Convention

Paragraph 1 (“GIVE WAY” sign)

Sign B, 1 (**B-01.0**) shall bear neither symbol nor inscription.

Paragraph 2 (“STOP” sign)

This paragraph shall be read as follows:

~~“The “STOP” sign shall be sign B, 2, model B, 2a. Sign B, 2, model B, 2a shall be octagonal with a red ground, surrounded by a narrow white or light yellow border and bear the symbol “STOP” in white or light yellow; the height of the symbol shall be not less than one third of the height of the panel. The height of the normal sized sign B, 2a shall be approximately 0.90 m; the height of the small signs shall be not less than 0.60 m.”~~

19. Ad Annex 1, section C, subsections I and II, to the Convention

Paragraph 3 of subsection I shall be read as follows:

**3. Contracting Parties shall omit the red oblique bar from signs C, 3a to C, 3n and C, 4a and C, 4b (C-03.1 to C-03.14 and C-04.1 and C-04.2).**

**Subsection II**

Paragraph 1 (Prohibition and restriction of entry)

~~Model Sign C, 1b (C-01.2) of sign C, 1 shall not be used.~~

~~The two signs C, 3m and C, 3n reproduced in the appendix to this annex and having the following meaning may be used:~~

~~C, 3m “NO ENTRY FOR VEHICLES CARRYING MORE THAN A CERTAIN QUANTITY OF EXPLOSIVES OR READILY INFLAMMABLE SUBSTANCES”~~

~~C, 3n “NO ENTRY FOR VEHICLES CARRYING MORE THAN A CERTAIN QUANTITY OF SUBSTANCES LIABLE TO CAUSE WATER POLLUTION”.~~

~~The note at the end of subparagraph (c) shall be read as follows:~~

~~“Signs C, 3a to C, 3l as well as signs C, 3m and C, 3n mentioned under this item shall not incorporate an oblique red bar.”~~

Paragraph 45 (Prohibition of overtaking)

~~Models Signs variants without the red oblique bar C, 13ab and C, 13bb of the signs C, 13a and C, 13b shall not be used.~~

Paragraph 910, subparagraph (a) (ii)

~~This provision shall not be applied. The alternative variant for C, 18 (C-18.0) shall not be used.~~

Paragraph 910, subparagraph (b) (iii) Additional Provisions applying to prohibition or restriction of standing and parking

~~This provision shall not be applied. The possibility of using sign C, 18 (C-18.0) supplemented by additional inscription, as provided in Article 8, paragraph 4 of this Convention, instead of signs C, 19; C, 20a, C, 20b, and C, 20c (C-19.0, C-20.1, C-20.2 and C-20.3) shall not be applied.~~

Paragraph 910, subparagraph (c) (v) Additional Provisions applying to prohibition or restriction of standing and parking

~~The possibility, where the prohibition applies only over a short distance, of setting up only one sign showing in a red circle the distance on which the prohibition applies, shall not be used.~~

20. [deleted]

Ad Annex 1, section D, subsection I, to the Convention

Paragraph 2

This paragraph shall be read as follows:

~~“Unless provided otherwise, the signs shall be blue and the symbols shall be white or of a light colour.”~~

21 Ad Annex 1, section D, subsection II, to the Convention

Paragraph 1 (Direction to be followed)

~~Sign D, 1b shall not be used.~~ **Signs variants of rectangular shape, black ground with a white rim and a white symbol shall not be used.**

Paragraph 3 (Compulsory roundabout)

~~{Deleted}~~

22. Ad Annex 1, section E, subsection II, to the Convention

Paragraph ~~34~~ (“ONE-WAY” sign), ~~subparagraph (a) (ii)~~

The arrow of sign E, 3b shall bear an inscription only if the effectiveness of the sign is not impaired thereby.

Paragraph 5 (Signs notifying an entry to or an exit from a motorway)

**Inclusion of an a**~~Additional subparagraph, to be inserted immediately after subparagraph (a) of this paragraph~~

This subparagraph shall be read as follows:

“Sign E, 5a (**E-05.1**) may be used, and repeated, to give warning of the approach of a motorway. Each sign set up for this purpose shall carry either an inscription in its lower part showing the distance between the sign and the beginning of the motorway or an additional panel H, 1 (**H-01.0**) described in Annex 1, section H to the Convention.”

Paragraph 6 (Signs notifying an entry to or an exit from a road on which the traffic rules are the same as on a motorway)

**Inclusion of an a**~~Additional subparagraph to be inserted immediately after subparagraph (a) of this paragraph~~

This subparagraph shall be read as follows:

“Sign E, 6a (**E-06.1**) may be used and repeated to give warning of the approach to a road on which the traffic rules are the same as on a motorway. Each sign set up for this purpose shall carry either an inscription in its lower part showing the distance between the sign and the beginning of the road on which the traffic rules are the same as on a motorway or an additional panel H, 1 (**H-01.0**) described in Annex 1, section H to the Convention.”

Paragraph 7 (Signs indicating the beginning and the end of a built-up area)

~~This paragraph shall be read as follows:~~

~~“(a) The sign to indicate the beginning of a built up area shall bear the name of the built up area or the symbol showing the silhouette of a built up area or the two combined.~~

**Signs indicating the beginning and the end of a built-up area shall bear The inscriptions or the silhouette of a built up area of shall be in a dark colour on a white or light-coloured ground and the sign shall have a dark-coloured border rim.**

~~Signs E, 7a, E, 7b and E, 7c are examples of signs showing the beginning of a built up area.~~

~~(b) The sign showing the end of a built up area shall be identical except that it shall be crossed by an oblique bar coloured red or consisting of parallel lines coloured red running from the upper right edge to the lower left edge.~~

Signs E, 8a, E, 8b and E, 8c are examples of signs indicating the end of a built up area.

Notwithstanding the provisions of article 6, paragraph 1 of this Convention these signs may be placed on the reverse side of signs identifying a built up area.

(e) ~~The signs covered by this section shall be used in conformity with the provisions of the Convention, article 13 bis, paragraph 2.~~

Paragraph 10 (Pedestrian crossing)

Sign E, 12b shall not be used.

Paragraph 12 ("PARKING" sign)

~~The square panel mentioned in the first subparagraph of this paragraph shall bear t~~The letter "P" shall be used.

**Signs E, 14c and E, 14d (E-14.3 and E-14.4) shall not be used.**

Additional paragraph to be inserted immediately after paragraph 13

This paragraph shall be read as follows:

~~"Signs notifying an entry to or an exit from a residential area where special traffic rules apply~~

Sign E, 17a "RESIDENTIAL AREA" shall be placed at the point where the special rules to be observed in a residential area referred to in article 27 bis of the Convention on Road Traffic supplemented by the European Agreement begin to apply. Sign E, 17b "END OF RESIDENTIAL AREA" shall be placed at the point where those rules cease to apply."

23. Ad Annex 1, section F, subsection II to the Convention

Paragraph 1 ("FIRST-AID STATION" symbol)

Symbols F, 1b and F, 1c ~~of a cross~~ shall not be used.

*Or alternatively:*

Symbols F, 1b and F, 1c ~~of a cross~~ shall not be used.

Paragraph 2 (Miscellaneous symbols)

Additional text to be inserted at the end of this paragraph

F, 14 "RADIO STATIONS GIVING TRAFFIC INFORMATION"

~~*Inscription on white square:* Under the word "radio" there might be an indication of the name or the code of the radio station when necessary in abridged form and the number of the programme. The word "Radio" may be repeated also in the national language.~~

~~*Inscription on blue ground:* Indication of the frequency and, if necessary, the wavelength of the local radio station.~~

~~It is left to the discretion of the countries to add in the case of VHF stations the indication "MHz" or the regional code, and in the case of medium frequency or long frequency stations the indication "kc/s"~~

~~The wavelength may be given in figures with the letter m (e.g. 1500m).~~

~~F, 15 PUBLIC LAVATORY~~

~~F, 16 BEACH OR SWIMMING POOL~~

24. [deleted]

~~—— Ad Annex 1, section G, subsection II, to the Convention~~

Paragraph 2 (Special cases), subparagraph (a)

The red bar of signs G, 2a and G, 2b shall be surrounded by a white rim.

25. Ad Annex 1, section G, subsection III to the Convention

Paragraph 12

Signs G, 5c and G, 5f 4e shall not be used.

Paragraph 2

Sign G, 6c shall not be used.

**25bis Ad Annex 1, section G, subsection II to the Convention**

**Paragraph 4 (place identification signs)**

**Place identification signs shall bear inscriptions in white or light colour on a dark-coloured ground**

26. Ad Annex 1, section G, subsection II.6.V, to the Convention

Paragraph 3C (“NO THROUGH ROAD” sign)

The red bar of sign G, 13 shall be surrounded by a white ~~rim~~ **narrow strip**.

27. [deleted]

Ad Annex 1, section H, to the ConventionAdditional paragraph to be inserted immediately after paragraph 1

This paragraph shall be read as follows:

“The ground of additional panels should be preferably the same as the ground of the particular groups of signs with which they are used.”

Appendix to Annex to the European Agreement

Replace the words “Additional sign No.1” and “Additional sign No.2” by: “C, 3m” and “C,3n” respectively.

Insert new signs: E, 17a ; E, 17b ; F, 14; F, 15 and F, 16, which are reproduced at the end of this document.

#### **1.4 Proposal for amending the Protocol on Road Markings Additional to the European Agreement Supplementing the Convention**

Only points, and their paragraphs or subparagraphs of the Annex of the Agreement to which amendments are proposed by the Group of Experts are listed in this section.

Annex

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

B. Stop lines

Paragraph 32.

This paragraph shall read as follows:

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

## Section 2

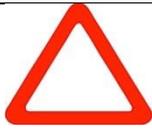
### Conclusions and recommendations on the implementation of the Convention and the Agreement to their Contracting Parties

1. The Group of Experts, after a review of signs used in Contracting Parties that have provided their signs for the review, was able to formulate specific recommendations as to their application of the Convention and the Agreement. These recommendations have been provided separately under each sign of the Convention, as applicable.
2. The Group also made a general recommendation provided below.
3. The Group recommended that either upper or mixed case letters could be used for inscriptions, but whichever approach is adopted, that it be used consistently.

Specific recommendations:

#### 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:
	

The Group agreed to propose an amendment to Article 9 and ANNEX 1, Section A, I, as follows:

#### —Article 9:

1. ~~Section A, subsection I of Annex 1 to this Convention indicates~~ **provides** the models for danger warning signs; ~~Section A, subsection II indicates the symbols to be placed on these signs and gives some instructions for their use~~ **, describes the danger warning signs and gives their meaning.** In conformity with Article 46, paragraph 2 of this Convention, each State shall notify the Secretary General whether it has selected Aa or Ab as the model for danger warning signs.<sup>9</sup>
2. ~~The number of danger warning signs shall not be increased unnecessarily, but such signs shall be sited to give warning of possible road hazards which are difficult for a driver proceeding with due caution to perceive in time.~~
3. ~~Danger warning signs shall be placed at such distance from the danger point as will make them most effective both by day and by night, having regard to road and traffic conditions, including the normal speed of vehicles and the distance at which the sign is visible.~~
4. ~~The distance between the sign and the beginning of a dangerous section of road may be shown in an additional panel H, 1 of Annex 1, section H to this Convention and placed in accordance with the provisions of that section; this information must~~ **shall** ~~be given when the distance between the sign and the beginning of the dangerous section of road cannot be judged by drivers and~~ **or** ~~is not what they might normally expect. This distance shall be shown in accordance with Section H, paragraph 2(a).~~

5. ——— Danger warning signs may be repeated, particularly on motorways and roads treated as motorways. Where they are repeated, the distance between the sign and the beginning of the dangerous section of road shall be shown in accordance with the provisions of paragraph 4 of this Article.

However, with respect to danger warning signs giving warning of and distance to swing bridges and level crossings, it shall be open to Contracting Parties ~~may~~ to apply the following provisions: ~~use A signs specific for approaches to swing bridges and level crossings and swing bridges, which are described~~ rectangular panel having its longer sides vertical and bearing three oblique red bars on a white or yellow ground, may be placed below any danger warning signs bearing one of the symbols A, 5; A, 25; A, 26 or A, 27 described in Annex 1, section A, subsection II, paragraphs 5, 25, 26 and 27 to this Convention, provided that additional signs consisting of panels of the same shape bearing respectively one or two oblique red bars on a white or yellow ground are set up at about one third and two thirds of the distance between the sign and the railway line. These signs may be repeated on the opposite side of the carriageway. The panels mentioned in this paragraph are further depicted in section A, subsection II, paragraph 29 of Annex 1 to this Convention.

6. ——— If a danger warning sign is used to give warning of a danger on a section of road of some length (e.g. a series of dangerous bends or a section of carriageway in bad condition) and if it is considered desirable to show the length of that section, this shall be done ~~in accordance with~~ on an additional panel H, 2 of Annex 1, section H, ~~paragraph 2(b)~~, to this Convention, placed in accordance with the provisions of that section.

—— Section A, I:

—— DANGER WARNING SIGNS

—— I. Models ~~and general characteristics and symbols~~

1. The "A" DANGER WARNING signs shall be of model Aa or model Ab both described here and reproduced in Annex 3, except signs ~~to be placed in the immediate vicinity of level crossings and additional signs at approaches to level crossings or swing bridges~~. A, 28 and A, 29 described in paragraphs 28 and 29 below respectively. Model Aa is an equilateral triangle having one side horizontal and the opposite vertex above it; the ground is white or yellow and the border red. Model Ab is a square with one diagonal vertical; the ground is yellow and the border, which is only a rim, is black. Unless the description specifies otherwise, the symbols displayed on these signs shall be black or dark blue.

2. The size of the normal sized sign of model Aa shall measure approximately 0.90 m; that of the small sized sign of model Aa shall measure not less than 0.60 m. The size of the normal sized sign of model Ab shall measure approximately 0.60 m; that of the small sign of model Ab shall measure not less than 0.40 m.

3. As regards the choice between models Aa and Ab, see Article 5, paragraph 2, and Article 9, paragraph 1, of this Convention.

II. Symbols and instructions for the use of signs **Descriptions**

Addressed in chapter 1 – see issue 10

————— The Group further agreed that only signs of A section as listed below should include reversibility provisions:

————— signs A, 8, A, 10, A, 11, A, 12, A, 13, A, 14, A, 15, A, 24 and A, 31 should include reversibility provisions (optional reversibility),

~~signs A, 22 and A, 23 should include reversibility provisions only due to left hand direction of traffic (mandatory reversibility),~~

~~Signs A, 26 a, and A, 27 should include reversibility provisions only due to left hand direction of traffic (optional reversibility),~~

~~The Group also agreed to add a new sign, as A, 12 d, warning of the section of road frequented by pedestrians.~~

Addressed in chapter 1 – see issue - 12

**Ab Danger warning signs**

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

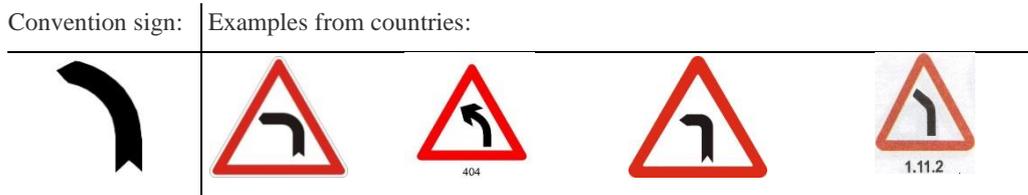
*Secretariat to rectify an erroneous entry (to not applicable).*

**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.



**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.



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

**A, 1 c “DANGEROUS BEND OR BENDS”**

No specific observations nor recommendations to Contracting Parties.

Convention sign:	Examples from countries:

*Kuwait to rectify its input.*

**A, 1 d “DANGEROUS BEND OR BENDS”**

No specific observations nor recommendations to Contracting Parties.

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.

~~The Group recommend to remove the possibility of depicting the percentage as a “ratio”.~~

Addressed in chapter 1 – see issue 11

Convention sign:	Examples from countries:

**A, 2 b “DANGEROUS DESCENT”**

No specific observations nor recommendations to Contracting Parties.

~~The Group recommend to remove the possibility of depicting the percentage as a “ratio”.~~

Addressed in chapter 1 – see issue 11

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 specific observations nor recommendations to Contracting Parties..

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.

~~The Group recommend to remove the possibility of depicting the percentage as a “ratio”.~~

Addressed in chapter 1 – see issue 11

Convention sign:	Examples from countries:
	

**A, 3 b “STEEP ASCENT”**

No specific observations nor recommendations to Contracting Parties.

~~The Group recommend to remove the possibility of depicting the percentage as a “ratio”.~~

Addressed in chapter 1 – see issue 11

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 specific observations nor recommendations to Contracting Parties.

Convention sign:	Examples from countries:
	

**A, 4 a “CARRIAGEWAY NARROWS”**

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

No specific observations nor recommendations to Contracting Parties.

Convention sign:	Examples from countries:
	  

**A, 4 b “CARRIAGEWAY NARROWS”**

No specific observations nor recommendations to Contracting Parties.

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 specific observations nor recommendations to Contracting Parties.

Convention sign:	Examples from countries:
	

**A, 7 b “UNEVEN ROAD”**

*Belgium to replace its input.*

The Group agreed that the definition of A, 7<sup>b</sup> requires elaboration.

Convention sign:	Examples from countries:
	

**A, 7 c “UNEVEN ROAD”**

No specific observations nor recommendations to Contracting Parties.

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 specific observations nor recommendations to Contracting Parties.

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 specific observations nor recommendations to Contracting Parties.

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.~~

Addressed in chapter 1 – see issue 34

Contracting Parties should note the recommendation for this sign in section 1.2 of this document.

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).

No specific observations nor recommendations to Contracting Parties.

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

Addressed in chapter 1 – see issue 36

Contracting Parties should note the recommendation for this sign in section 1.2 of this document.

Convention sign:	Examples from countries:
	 

### A, 13 “CHILDREN”

No specific observations nor recommendations to Contracting Parties.

The Group suggested modernizing the children symbol.

Addressed in chapter 1 – see issue 36

Contracting Parties should note the recommendation for this sign in section 1.2 of this document.

Convention sign:	Examples from countries:
	   

### A, 14 “CYCLISTS ENTERING OR CROSSING”

1. The Group noted that some countries did not include a person as part of the symbol.
2. 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 symbol should depict only the bicycle. Addressed in chapter 1 – see issue 36.
3. 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).
4. Contracting Parties should note the recommendation for this sign in section 1.2 of this document.

Convention sign:	Examples from countries:
	   

**A, 15 a “DOMESTIC ANIMAL CROSSING”**

*Sweden to replace the current “moose” sign.*

No specific observations nor recommendations to Contracting Parties.

Convention sign:	Examples from countries:
	   

**A, 15 b “WILD ANIMAL CROSSING”**

No specific observations nor recommendations to Contracting Parties.

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.~~ –Addressed in chapter 1 – see issue 36

No specific observations nor recommendations to Contracting Parties.

Convention sign:	Examples from countries:
	   

**A, 17 a “LIGHT SIGNALS“**

No specific observations nor recommendations to Contracting Parties.

Convention sign:	Examples from countries:
	  

#### A, 17 b “LIGHT SIGNALS“

~~The Group recommended removing this sign from the Convention.~~ Addressed in chapter 1 – see issue 35

No specific observations nor recommendations to Contracting Parties.

Contracting Parties should note the recommendation for this sign in section 1.2 of this document.

Convention sign:	Examples from countries:
	No examples from countries

#### A, 17<sup>c</sup> “LIGHT SIGNALS“

~~The Group recommended removing this sign from the Convention.~~ Addressed in chapter 1 – see issue 35

No specific observations nor recommendations to Contracting Parties.

Contracting Parties should note the recommendation for this sign in section 1.2 of this document.

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.

~~The Group further recommended that A, 18 c should be the only example of the sign showing a different type of intersection with a general priority rule. Other possibilities should be provided in e-CORSS. Addressed in chapter 1 – see issue 13~~

Contracting Parties should note the recommendation for this sign in section 1.2 of this document.

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)~~

~~The Group recommended to delete A, 18 d from the Convention. Addressed in chapter 1 – see issue 13 and 35~~

Contracting Parties should note the recommendation for this sign in section 1.2 of this document.

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.~~

~~The Group recommended to delete A, 18 e from the Convention.~~ Addressed in chapter 1 – see issue 13 and 35

Contracting Parties should note the recommendation for this sign in section 1.2 of this document.

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.~~

~~The Group recommended to delete A, 18 f from the Convention.~~ Addressed in chapter 1 – see issue 13 and 35

Contracting Parties should note the recommendation for this sign in section 1.2 of this document.

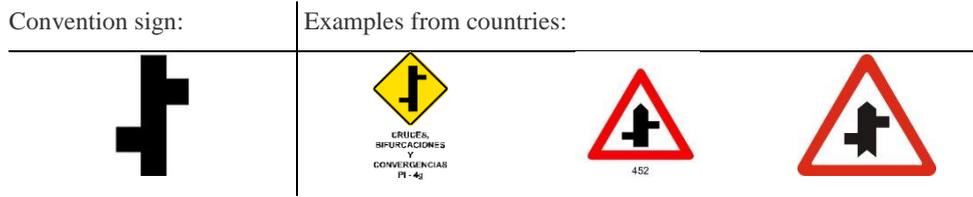
Convention sign:	Examples from countries:
	  

**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.~~

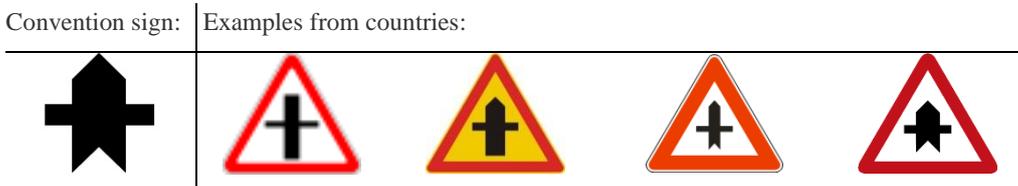
~~The Group recommended to delete A, 18 g from the Convention.~~ Addressed in chapter 1 – see issue 13 and 35

Contracting Parties should note the recommendation for this sign in section 1.2 of this document.



**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.



**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 further recommended that A, 19 b is the only sign showing a different nature of the intersection with a give way road. Other possibilities should be provided in e CoRSS. Addressed in chapter 1 – see issue 13~~

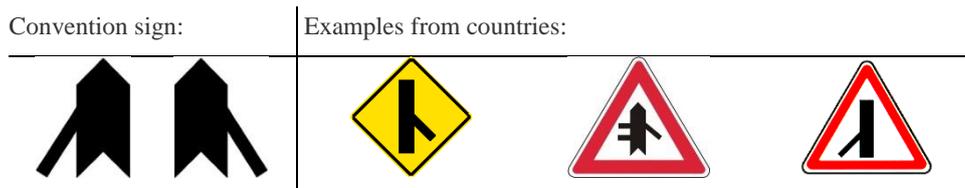


**A, 19 c “INTERSECTION WITH A ROAD THE USERS OF WHICH MUST GIVE WAY”**

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 recommended to delete A, 19 c from the Convention. Addressed in chapter 1 – see issue 13 and 35~~

Contracting Parties should note the recommendation for this sign in section 1.2 of this document.



### 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 the following amendment to point 20 (a) while removing the sign A, 20:

#### 20. Intersection with a road to whose users drivers must give way<sup>35</sup>

(a) — If the "GIVE WAY" sign B, 1 is placed at the intersection, ~~and danger warning signs of model Aa are used,~~ the symbol A, 20 shall be used at the approach ~~the sign B, 1 supplemented by an additional panel H, 1, described in section H, paragraph 2 (a) of this Annex shall be used at the approach to the intersection to warn of the requirement to give way. If the "GIVE WAY" sign B, 1 is placed at the intersection and danger warning signs of model Ab are used, the sign B, 1 shall be depicted on a panel of the Ab model of danger warning signs.~~

The Group further recommended that paragraph 6 of the European Agreement should be deleted (first sentence). Addressed in chapter 1 – see issue 14 and 35

Contracting Parties should note the recommendation for this sign in section 1.2 of this document.



### 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 point 20 (b) as follows:

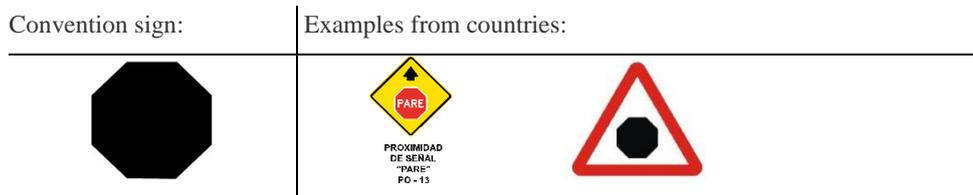
(b) — If the "STOP" sign B, 2 is placed at the intersection, the symbol used at the approach shall be A, 21a or A, 21b whichever corresponds to the model of sign B, 2 set up ~~and danger warning signs of model Aa are used, the sign B, 1 supplemented by an additional panel bearing the "STOP" inscription, or its equivalent in national language, symbol and a figure indicating the distance to the sign B, 2 shall be used.~~ ~~If the "STOP" sign B, 2 is placed at the intersection, and danger warning signs of model Ab are used, the sign B, 2 shall be depicted on a panel of the Ab model of danger warning signs.~~

The Group further recommended to amend paragraph 6 of the European Agreement (second sentence) as follows (this recommendation should be reviewed):

To give advance warning of sign B, 2 a, sign B, 1, supplemented by a rectangular ~~an additional~~ panel bearing the "STOP" symbol ~~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 Addressed in chapter 1 – see issue 14 and 35

Contracting Parties should note the recommendation for this sign in section 1.2 of this document.

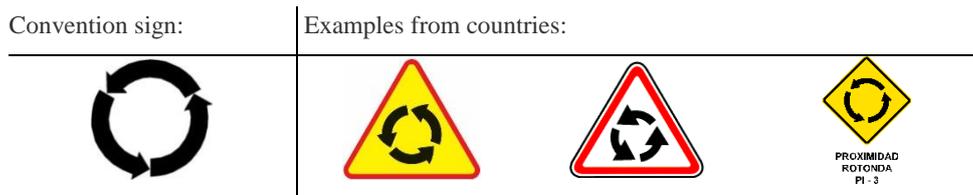


**A, 22 “ROUNDABOUT”**

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. Addressed in chapter 1 – see issue 36

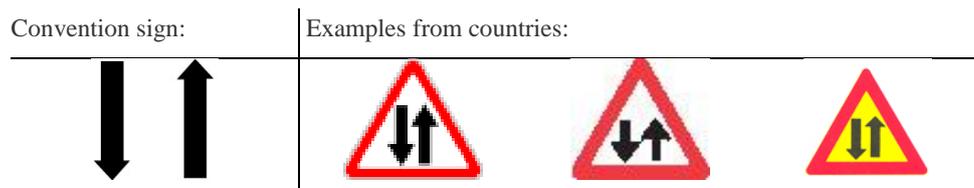
No specific observations nor recommendations to Contracting Parties.



**A, 23 “TWO-WAY TRAFFIC”**

The Group recommended that the symbol in the Convention be modified by enlarging the arrow heads. Addressed in chapter 1 – see issue 36

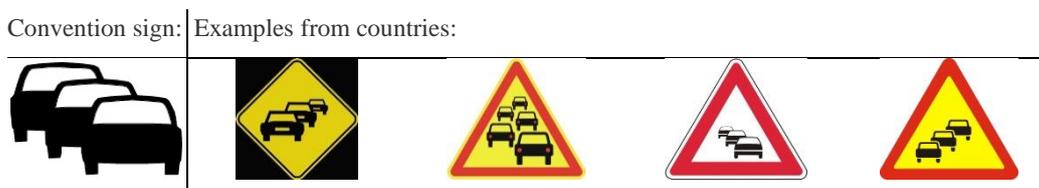
No specific observations nor recommendations to Contracting Parties.



#### 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.

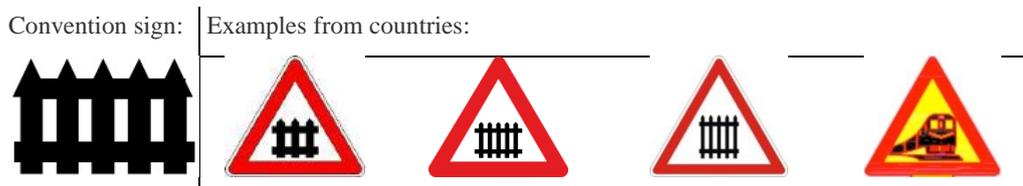


#### A, 25 “LEVEL CROSSINGS”

The Group noted that many countries used slightly different A, 25 symbols to indicate a gated level crossing except Nigeria which uses a symbol of a modern train. The Group considers that the train symbol is not in conformity with the Convention. The symbol of a train is to be used for the sign A, 26 a.

~~The Group agreed that the symbol should be tentatively changed to depict a rail track and a modern gate (ref. to a sign used in Chile). Addressed in chapter 1 – see issue 36~~

Contracting Parties should note the recommendation for this sign in section 1.2 of this document.



#### A, 26 a “OTHER LEVEL CROSSINGS”

The Group noted several countries use a modern symbol for the train (Bosnia and Herzegovina, Croatia, Iran, Luxembourg, Nigeria and Serbia). The Group considers this symbol not to be in conformity with the Convention. It does not adequately depict a train; might be confused with the bus or tram; is three dimensional; and shows two headlights instead of three (no road vehicle has three headlights while locomotives typically have three). In addition, the symbol used by Nigeria combines the symbol of a red/black coloured modern train and a stop sign. This combination is also not in conformity with the Convention.

The other countries use the symbol of a steam engine with some variations. The Group believes, they all retain the essential characteristics and therefore are in conformity with the Convention.

The Group believes that as long as the comprehension results of different symbols for the train are not available, the existing steam engine symbol should be retained.

Convention sign:	Examples from countries:
	   

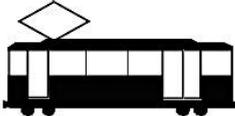
**A, 26 b “OTHER LEVEL CROSSINGS”**

No specific observations nor recommendations to Contracting Parties.

Convention sign:	Examples from countries:
	

**A, 27 “INTERSECTION WITH A TRAMWAY LINE”**

The Group believes that an essential feature of the tramway symbol is the presence of a pantograph. It should be of a diamond shape which is not the case for Albania, Denmark, France, Italy, Republic of Moldova and Vietnam. Some countries place the pantograph in the middle which the Group considers to be in conformity with the Convention. Also, the symbol should not include the tramway tracks (as it is the case for Belgium, Croatia, France, Finland, Montenegro, Norway, Poland, Slovakia and Switzerland) to ensure that the tramway symbol is understood by itself.

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”**

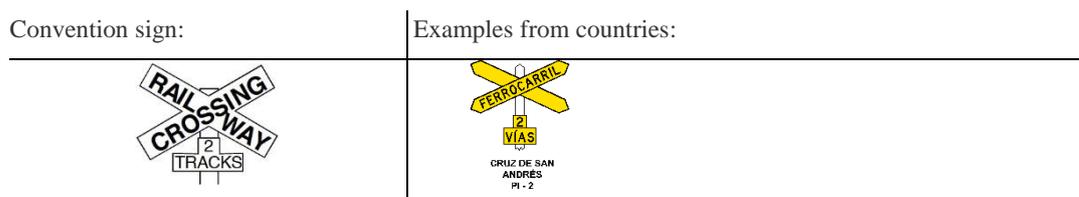
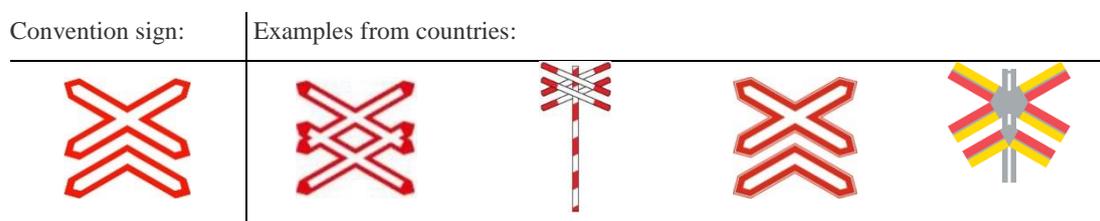
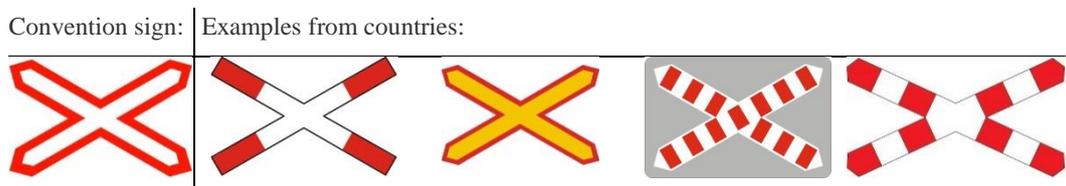
The Group noted that some countries use signs that do not appear to be in conformity with the Convention.

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 three ~~four~~ models of sign A, 28 referred to in Article 35, paragraph 2 of this Convention: A, 28 a, A, 28 b, and A, 28 c ~~and A, 28 d~~.

(b) — Models A, 28 a and A, 28 b 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 c b and A, 28 d shall have a white or yellow ground and a black border; the inscription on model A, 28 c b and A, 28 d shall be in black letters. Models A, 28 c b and A, 28 d shall be used only if the railway line comprises at least two tracks; with model A, 28 c d the additional panel shall be affixed to indicate the number of tracks. Addressed in chapter 1 – see issue 15



### 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.

The Group believes, in terms of visibility, that the bars (one, two or three) be placed in the upper part of the panels (ref. to the sign from Finland) or preferably centred on the panels. The Group recommended including the preferred variant on the images reproduced in the Convention.

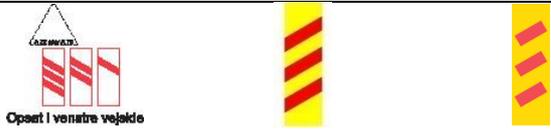
The Group further recommended to amend the text of the Convention Annex I, Section A, II Description, point 29 as follows:

#### 29. Additional signs at approaches to level crossings or swing bridges

(a) — The panels mentioned in Article 9, paragraph 5 of this Convention are Signs A, 29a, A, 29b and A, 29c ~~may be used to give warning of and distance at approaches to level crossings and swing bridges. These signs are rectangular having its longer sides vertical and bear respectively three, two and one oblique red stripes on a white or yellow ground, with the latter two signs set up at about two thirds and one third of the distance between the sign A, 29a and the railway~~

~~line or swing bridge. These signs may be repeated on the opposite side of the carriageway. The bars stripes shall slope downwards towards the carriageway.~~

(b) — ~~The danger warning sign for the level crossing or swing bridge may be placed above signs A, 29b and A, 29c in the same way as it shall be placed above sign A, 29a. Addressed in chapter 1 – see issue 10 and 11~~

Convention sign:	Examples from countries:
	
	
	

**A, 30 “AIRFIELD”**

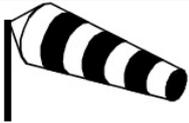
The Group also noted that some countries have the airplane symbol in a downward direction. Nevertheless, the Group believed that the essential characteristics of the symbol have been retained.

~~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:
	  

## Observations and recommendations to Contracting Parties regarding B section signs

### 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).

The Group proposed to revise the provisions related to B, 1 sign, as follows:

#### 1. “GIVE WAY” sign<sup>39</sup>

(a) ~~The “GIVE WAY” sign shall be sign B, 1. It shall be used to notify drivers that, at the intersection where the sign is placed, they must give way to vehicles on the road they are approaching. It shall consist of an equilateral triangle having one side horizontal and the opposite vertex below it. The ground shall be white or yellow and the border red. The sign shall bear no symbol.~~

(b) ~~The side of the normal sized sign shall measure approximately 0.90 m; the side of the small sign shall measure not less than 0.60 m.~~

(c) ~~Sign B, 1 may be used in conjunction with an additional panel H, 8 described in section H, paragraph 6 of this Annex, in order to indicate to road user the outline of the priority road.~~ Addressed in in chapter 1 – see issue 10 and 11

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.~~

The Group also recommended to amend the exiting Article 27 and Annex 1, Section B, point 2: STOP sign (B,2) of the Convention, as follows:

—Article 27:

1.<sup>20</sup> A transverse marking consisting of a continuous line across one or more traffic lanes shall mark the line behind which drivers are required by the sign B, 2, "STOP", referred to in Article 10, paragraph 3, of this Convention, to stop.

Such a marking may also be used to show the line behind which drivers may be required to stop by a light signal, or by a signal given by an authorized official directing traffic, or before a level crossing. The word "STOP" inscription may be marked on the carriageway in advance of the markings accompanying sign B, 2.

— Annex 1, Section B, point 2: STOP sign (B,2):

2. "STOP" sign<sup>40</sup>

(a) — The "STOP" sign shall be sign B, 2, ~~which shall be used to notify drivers that, at the intersection where the sign is placed, they shall stop before entering the intersection and give way to vehicles on the road they are approaching.~~ of which ~~There are two models of this sign:~~

(i) — Model B, 2a is octagonal with a red ground ~~surrounded by white rim and~~ bearing the word "STOP" ~~inscription~~ in white in English or in the language of the State concerned; the height of the word shall be no less than one third of the height of the panel;

(ii) — Model B, 2b is circular with a white or yellow ground and a red yellow border; it bears within it sign B, 1 without any inscription, and near the top, in large letters, the word "STOP" ~~inscription~~ in black or dark blue, in English or in the language of the State concerned.

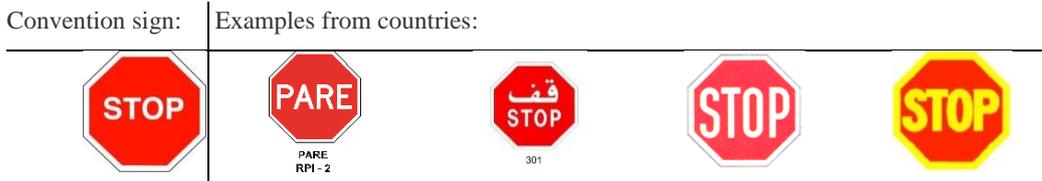
(b) — The height of the normal sized sign B, 2a and the diameter of the normal sized sign B, 2b shall be approximately 0.90 m; the same dimensions of the small signs shall be ~~and not less than 0.60 m of the small sized sign.~~

(c) — As regards the choice between models B, 2a and B, 2b, see Article 5, paragraph 2, and Article 10, paragraph 3, of this Convention.

(d) — ~~Signs B, 2 a and B, 2 b may be used in conjunction with an additional panel H, 8 described in section H, paragraph 6 of this Annex, in order to indicate to road-user the outline of the priority road.~~

The Group further recommended to amend the text of the European Agreement, Annex, point 18 Ad annex 1, section B, to the Convention, Paragraph 2 ("STOP" sign), as follows (recommendation for further review):

"The "STOP" sign shall be sign B, 2, model B, 2 a. Sign B, 2, model B, 2 a shall be octagonal with a red ground, surrounded by a narrow white or light yellow border ~~rim~~ and bear the symbol "STOP" ~~inscription~~ in white or light yellow; the height of the symbol "STOP" ~~inscription~~ shall be not less than one third of the height of the panel. The height of the normal sized sign B, 2 a shall be approximately 0.90 m; the height of the small signs shall be not less than 0.60 m." Addressed in in chapter 1 – see issue 10 and 11.



**B, 2 b "STOP"**

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

The Group recommended removing this sign from the Convention.—Addressed in in chapter 1 – see issue 35

### B, 3 “PRIORITY ROAD”

The Group noted that some countries do not use the black narrow strip for the yellow or orange square in the centre, and recommended that they do so. ~~The Group further recommend that the orange colour option for inside square be removed.~~

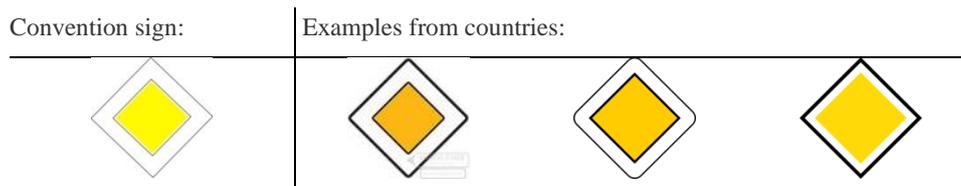
It then suggested to insert the following changes to Annex 1, Section B, Point 3:

#### 3. "PRIORITY ROAD" sign

(a) — ~~The "PRIORITY ROAD" sign shall be sign B, 3, which shall be used to notify users of a road that, at intersections of that road with other roads, the drivers of vehicles moving along or coming from such other roads are required to give way to vehicles moving along that road.~~ It shall consist of a square with one diagonal vertical. The rim of the sign shall be black; the sign shall have in its centre a yellow or orange square with a black rim; the space between the two squares shall be white.

(b) — The side of the normal sized sign shall measure approximately 0.50 m; the side of the small sign shall measure not less than 0.35 m.

(c) — ~~Sign B, 3 may be used in conjunction with an additional panel H, 8 described in section H, paragraph 6 of this Annex, in order to indicate to road-user the outline of the priority road.~~ Addressed in in chapter 1 – see issue 10, 11 and 35.



### B, 4 “END OF PRIORITY”

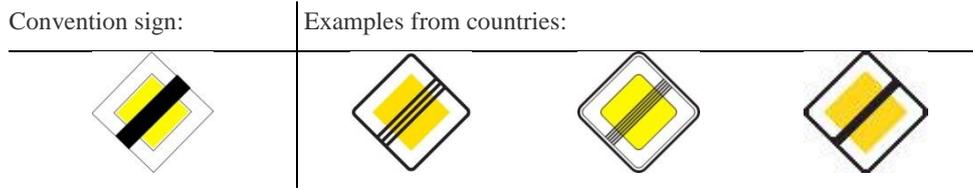
The Group noted that some countries do not use the black narrow strip for the yellow or orange square in the centre, and recommended that they do so. ~~The Group further recommend that the orange colour option for inside square be removed.~~

The Group recommended to amend the definition of sign B, 4 as follows:

#### 4. "END OF PRIORITY" sign

(a) — The "END OF PRIORITY" sign shall be sign B, 4, **which shall be used to notify users that the road along which they are moving ceases to have priority over other roads.** It shall consist of sign B, 3 above with the addition of a black or grey median band perpendicular to the lower left and upper right sides of the square or, **preferably, of grey black parallel lines forming such a band.**

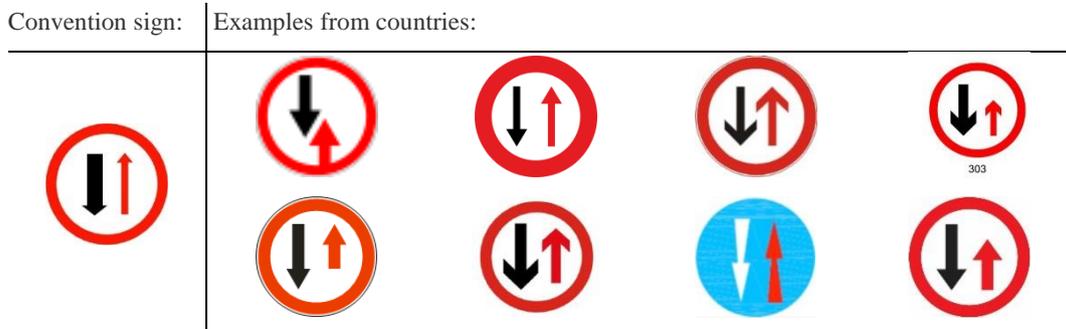
(b) — ~~Sign B, 4 may be used in conjunction with an additional panel H, 8 described in section H, paragraph 6 of this Annex, in order to indicate to road-user the outline of the priority road.~~ Addressed in in chapter 1 – see issue 10, 11 and 35.



**B, 5 “PRIORITY FOR ONCOMING TRAFFIC”**

The Group noted that some countries do not use the arrows (i.e. 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 arrows are of the same width. 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.” The Group further agreed that an alternative design option should be added for this sign following the Lithuanian example. Addressed in in chapter 1 – see issue 10, 11, 34 and 36

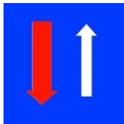
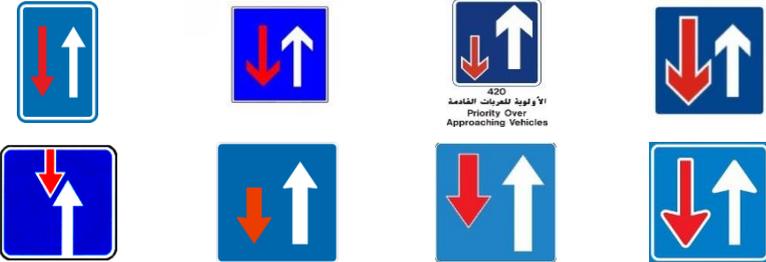
Contracting Parties should note the recommendation for this sign in section 1.2 of this document.



**B, 6 “PRIORITY OVER ONCOMING TRAFFIC”**

The Group noted that some countries do not use the arrows (i.e. 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 arrows are of the same width. 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 narrow strip should be inserted around the red arrow. The Group further agreed that an alternative design option should be added for this sign following the Lithuanian example. Addressed in in chapter 1 – see issue 10, 11, 34 and 36

Contracting Parties should note the recommendation for this sign in section 1.2 of this document.

Convention sign:	Examples from countries:
	

### Observations and recommendations to Contracting Parties regarding C section signs

The Group discussed whether the oblique bar should be in front or behind the symbol. The Group discussed the note on page 39 (immediately following C, 3.1 definition) and agreed that the oblique bar in the C, 3 and C, 4 signs should preferably be used. For consistency reasons it was also agreed that the provision on the use of the oblique bar applicable in the Convention to C, 3 signs should also apply to C, 4 signs.

The Group agreed to revise Article 13 and 13bis as follows:-

#### Article 13

Provisions applying generally to the signs described in Annex 1, sections C, and D and E to this Convention  
Special regulation signs

**Section E of Annex 1 to this Convention describes the special regulation signs and gives their meaning.**

#### Article 13 bis

Special regulation signs  
Provisions applying generally to the signs described in Annex 1, sections C, and D and E to this Convention

1. — Prohibitory, restrictive and mandatory **as well as special regulation** signs shall be placed in the immediate vicinity of the point where the obligation, restriction, or prohibition **or special regulation** begins **or takes effect** and may be repeated if the competent authorities consider it necessary. Nevertheless, if the competent authorities consider it advisable for reasons of visibility or in order to give users advance warning, these signs may be placed at a suitable distance in advance of the point where the obligation, restriction or prohibition **or special regulation** applies. An additional panel H, 1 of **in accordance with** Annex 1, section H, **paragraph 2(a) unless provided otherwise** shall be placed under signs set up in advance of the point where the obligation, restriction or prohibition applies.

2. — Regulatory **Prohibitory, restrictive and mandatory** signs placed level with or shortly after a sign indicating the beginning of a built-up area shall mean that the rule applies throughout the built-up area, unless a different rule is notified by other signs on certain sections of the road in the built-up area.

3. — Prohibitory and restrictive signs shall apply as from the place they are displayed until the point where a contrary sign is displayed, otherwise until the next intersection. If the prohibition or restriction should continue to be applied after the intersection the sign shall be repeated in accordance with provisions in domestic legislation. **Shall if, however, these signs, as well as a mandatory or a special regulation sign be placed on be used on zonal validity signs,**

4. — Where a regulatory sign applies to all roads in a zone (zonal validity), it shall be displayed in the way described in Annex 1, section E, subsection II, paragraph 8 (a) to this Convention, ~~they will apply to all roads in the a zone to the point where signs indicating the exit from athe zone are set up.~~

5. — The exit from the zones referred to in paragraph 4 above shall be indicated in the way

described in Annex 1, of section E, subsection II, paragraph 8 (b) of this Convention.

#### ARTICLE 13 bis

##### Special regulation signs

1. — Section E of Annex 1 to this Convention describes the special regulation signs and gives their meaning.

2. — Signs E, 7a; E, 7b; E, 7c or E, 7d and E, 8a; E, 8b; E, 8c or E, 8d shall notify road users that the general regulations governing traffic in built up areas in the territory of the State apply from signs E, 7a; E, 7b; E, 7c; or E, 7d to signs E, 8a; E, 8b; E, 8c; or E, 8d except in so far as different regulations may be notified by other signs on certain sections of road in the built up area. However, sign B, 4 shall always be placed on a priority road marked with sign B, 3 if that road ceases to have priority where it passes through the built up area. The provisions of Article 14, paragraphs 2, 3 and 4 apply to these signs.<sup>12</sup>

2 bis. — Sign E, 11a shall be used for tunnels of 1,000 m or more and in cases provided for by domestic legislation. For tunnels of 1,000 m or more, the length shall be included either in the lower part of the sign, or on an additional panel H, 2, as described in Annex 1, section H. The name of the tunnel may be indicated according to Article 8, paragraph 3 of this Convention.

3. — Signs E, 12a; E, 12b or E, 12c shall be placed at pedestrian crossings when the competent authorities consider it advisable.

4. — The special regulations signs shall be set up, with due regard to the requirements of Article 6, paragraph 1, only where the competent authorities consider it essential. They may be repeated; an additional panel placed below the sign may show the distance between the sign and the point which it indicates; this distance may also be inscribed on the lower part of the sign itself.

The Group also agreed preferably a bar should be used on signs C, 3 and C, 4. Also, the provision of the Convention should allow the flexibility as to whether the bar should be placed behind or in front of the symbol on relevant C-section signs. The signs in the Convention should however be depicted with a bar of an appropriate width (relatively more narrow compared to the existing signs) and placed in front of the symbols.

The Group further agreed that in this C-section only signs C, 12, C, 13aa, C, 13ba, C, 13bb and 17d should include reversibility provisions only due to the left-hand direction of traffic (mandatory reversibility). Addressed in chapter 1 – issues 10 and 11.

#### **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”**

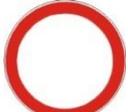
The Group noted that only one sign (C, 1 a or C, 1 b) could be used (Article 5, paragraph 2(a)).

Contracting Parties should note the recommendation for this sign in section 1.2 of this document.

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. Addressed in chapter 1 – issue 16~~

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. The Group is further considering whether or not the symbol depicted on this sign should be with or without driver.

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”**

1. 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.~~ Addressed in chapter 1 – issue 36

2. Contracting Parties should note the recommendation for this sign in section 1.2 of this document.

Convention sign:	Examples from countries:
	   

**C, 3 g “NO ENTRY FOR ANY POWER DRIVEN VEHICLE DRAWING A TRAILER”**

No specific observations nor recommendations to Contracting Parties.

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 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.~~ Addressed in chapter 1 – issue 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.~~ Addressed in chapter 1 – issue 36

Convention sign:	Examples from countries:
	   

**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.~~ Addressed in chapter 1 – issue 36

Convention sign:	Examples from countries:
	  

**C, 31 “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:
	 <p>PROHIBIDA CIRCULACIÓN DE MAQUINARIA AGRÍCOLA RPO - 10</p>  

**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).~~ Addressed in chapter 1 – issue 16.

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). Addressed in chapter 1 – issue 16.

The Group believed that bars separating the symbols were not in conformity with Section C.I, paragraph 2.

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.

It then agreed that the Convention should include an example of an integer and a number with a decimal point (comma). The sign with the fraction should be depicted with a comma (e.g. not “2.5” but “2,5”). Addressed in chapter 1 – issue 34.

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.

It then agreed that the Convention should include an example of an integer and a number with a decimal point (comma). The sign with the fraction should be depicted with a comma (e.g. not “3.5” but “3,5”). Addressed in chapter 1 – issue 34.

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” (i.e. 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. Addressed in chapter 1 – issue 36.

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 (i.e. 3.5t, 7.8t). If it is an integer (i.e. 7.00t), it should appear without any zeros or period marks (i.e. 7t).

~~It then agreed that the Convention should include an example of an integer and a number with a decimal point (comma). The sign with the fraction should be depicted with a comma (e.g. not “5.5” but “5,5”).~~ Addressed in chapter 1 – issue 34.

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” (i.e. 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.~~ Addressed in chapter 1 – issue 36.

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 (i.e. 3.5t, 7.8t). If it is an integer (i.e. 7.00t), it should appear without any zeros or period marks (i.e. 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” (i.e. 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. Addressed in chapter 1 – issue 36

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 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.

~~The Group agreed to keep the symbol without any changes.~~

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.

~~The Group agreed to keep the symbol without any changes.~~

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<sup>aa</sup> sign too.

Convention sign:	Examples from countries:
	  

### C, 13 ba “OVERTAKING BY GOODS VEHICLES 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 VEHICLES 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<sup>ba</sup> 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. Addressed in chapter 1 – issue 36.

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:
	   

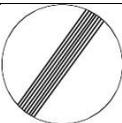
**C, 17 a “END OF ALL LOCAL PROHIBITIONS IMPOSED ON MOVING VEHICLES”**

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 2.

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 proposed to amend the Convention, Annex 1, Section C, point 8 (a) as follows: The point at which all prohibitions notified by prohibitory signs for moving vehicles cease to apply shall be indicated by sign C, 17 a "END OF ALL LOCAL PROHIBITIONS IMPOSED ON MOVING VEHICLES". This sign shall be circular and have a white or yellow ground; it shall have no border or only have preferably a black rim, and shall bear an oblique diagonal black band or preferably, black parallel lines forming such a band, sloping downward from right to left, which may be black or dark grey or, preferably, consist of black or grey parallel lines forming such a band.~~ Addressed in chapter 1 – issue 6 and 11.

Convention sign:	Examples from countries:
	

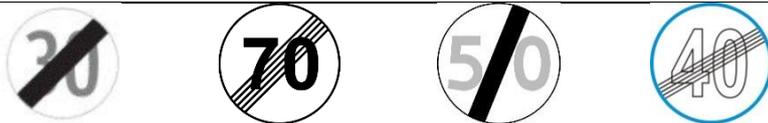
**C, 17 b “END OF SPEED LIMIT”, C, 17 c “END OF PROHIBITION OF OVERTAKING”, C, 17 d “END OF PROHIBITION OF OVERTAKING FOR GOODS VEHICLES”**

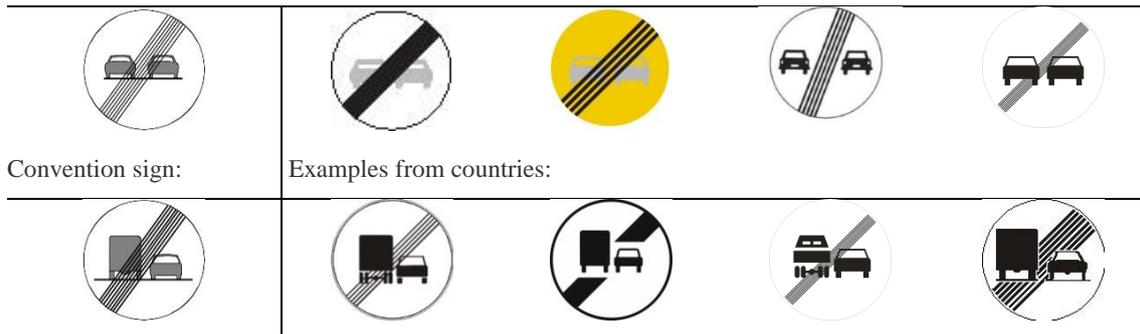
The Group believed that what has been said about the type, width and the angle of the black bar in sign C, 17 a applies to C, 17 b.

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.

~~The Group proposed to amend the Convention, Annex 1, Section C, point 8 (b) as follows: The point at which a particular prohibition or restriction notified to moving vehicles by a prohibitory or restrictive sign ceases to apply shall be indicated by sign C, 17 b "END OF SPEED LIMIT" or sign C, 17 c "END OF PROHIBITION OF OVERTAKING", or sign C, 17 d "END OF PROHIBITION OF OVERTAKING FOR GOODS VEHICLES". These signs shall be similar to sign C, 17 a, but shall show, in addition, in light grey the symbol of the prohibition or restriction which has ceased. **The diagonal oblique band can may be interrupted when crossing the grey symbol. If not interrupted, the diagonal band shall be placed over the grey symbol.**~~ Addressed in chapter 1 – issue 6 and 11.

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.

The Group recommended to amend the text of the Convention, Section C, II. Descriptions, point 9. Prohibition or restriction of standing and parking, as follows:

**9. Prohibition or restriction of standing and parking**

- (a) (ii) — ~~Sign C, 18 may be replaced by a circular sign with a red border and a red transverse oblique bar sloping downwards from left to right, bearing the letter or ideogram used in the State concerned to denote "Parking", in black on a white or yellow ground.~~
- (a) (iii) — ~~The scope of the prohibition may be restricted by inscriptions on an additional plate panel below the sign specifying, as the case may be,~~
  - ~~The days of the week or month or the times of day during which the prohibition applies;~~
  - ~~The time in excess of which parking is prohibited by sign C, 18 or standing and parking is prohibited by sign C, 19;~~
  - ~~The exceptions granted for certain classes of road user.~~

...
- (a) (iv) — ~~The time in excess of which parking or standing is prohibited may also be inscribed on the lower part of the red circle of the sign instead of appearing on an additional plate panel.~~—Addressed in chapter 1 – issue 6, 11 and 18

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:

### Observations and recommendations to Contracting Parties regarding D section signs

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

~~The Group recommended the Convention to include only include one model for D signs consisting of blue ground and white symbol and inscription.~~ Addressed in chapter 1 – issue 21.

### 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). Addressed in chapter 1 – issue 1.~~

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: 
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**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. Addressed in chapter 1 – issue 36.

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. Addressed in chapter 1 – issue 36.

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. Addressed in chapter 1 – issue 36.

Convention sign:	Examples from countries:
	

**D, 6 “COMPULSORY TRACK 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). Addressed in chapter 1 – issue 36.

No specific observations nor recommendations to Contracting Parties.

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). Addressed in chapter 1 – issue 36

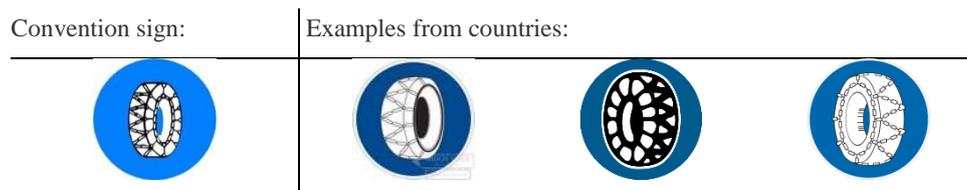
The Group decided that too much space between the digits (i.e., Czech Republic) is not in conformity with the Convention. The red oblique bar should be in front of the number and not behind.

The Group recommended to amend the definition for sign D, 8, as follows: Sign D, 8 "END OF COMPULSORY MINIMUM SPEED", shall mean that the compulsory minimum speed imposed by sign D, 7 is no longer in effect. Sign D, 8 shall to be identical to sign D, 7, except that it shall be crossed by an oblique **an oblique diagonal red bar band or, preferably, red parallel lines forming such a band** running from the upper right edge to the lower left edge sloping down from right to left. **The diagonal red band shall have a white rim to separate the red band it from the blue ground. The diagonal band can be interrupted when crossing the figure specifying the speed. If not interrupted, the diagonal red band shall be placed over the figure.** Addressed in chapter 1 – issue 6 and 11.

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.



### **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 narrow strip. 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. Addressed in chapter 1 – issue 2, 11 and 34.~~

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.

Contracting Parties should note the recommendation for this sign in section 1.2 of this document.

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

**D, 11 a and D, 11 b**

1. 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.
2. 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.
3. 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:			

**Observations and recommendations to Contracting Parties regarding E section signs**

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

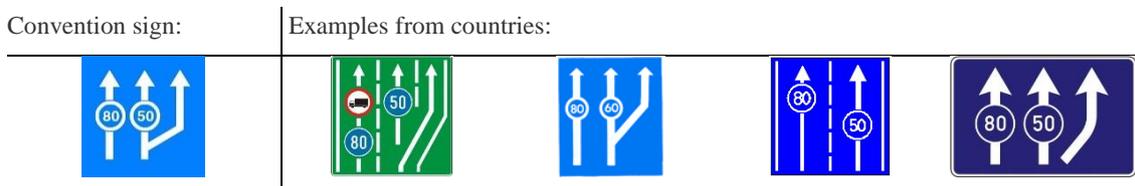
**The Group recommended to revise the definition of E sign category (Section E, SPECIAL REGULATIONS SIGNS, General Characteristics and symbols) to say:**

“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<sup>a</sup>, E, 1<sup>b</sup> and E, 1<sup>c</sup>. Addressed in chapter 1 – issue 11 and 18.

**E, 1 a “COMPULSORY MINIMUM SPEED APPLYING TO DIFFERENT LANES”**

1. Azerbaijan, Hungary, Montenegro, Moldova, Russian Federation, Ukraine and Uzbekistan wrongly use examples for E, 1 b instead of E, 1 a.
2. 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”.
3. The Group recommended that for the E, 1 a sign the sign D, 7 is used with a white rim.

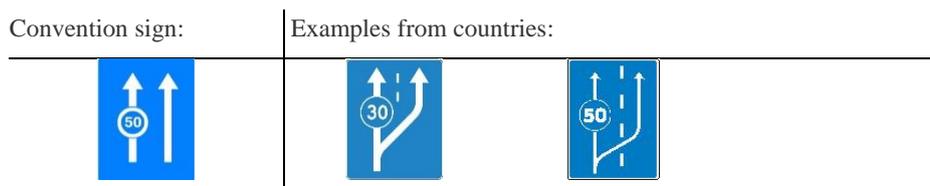


**E, 1 b “COMPULSORY MINIMUM SPEED APPLYING TO ONE LANE”**

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”.

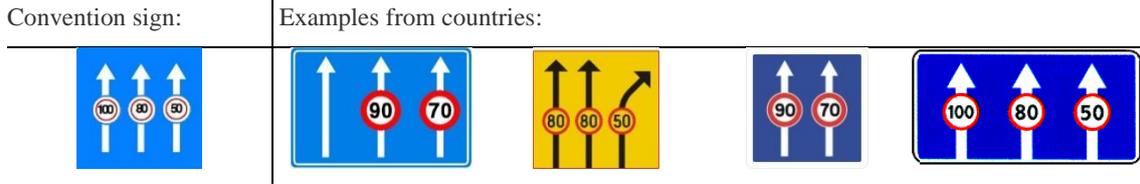
The Group recommended that for the E, 1 b sign the sign D, 7 is used with a white rim.



**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.



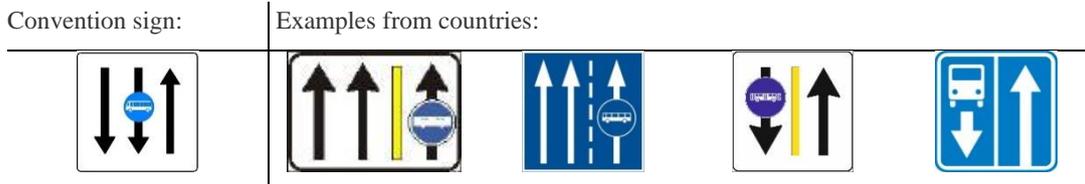
**E, 2 a “SIGNS INDICATING LANES RESERVED FOR BUSES”**

~~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.~~ Addressed in chapter 1 – issue 22.

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”.

Contracting Parties should note the recommendation for this sign in section 1.2 of this document.



**E, 2 b “SIGNS INDICATING LANES RESERVED FOR BUSES”**

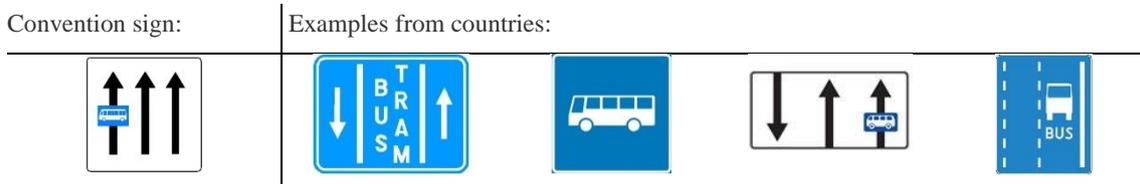
~~Article 26bis paragraph 2, Section E, sub-section II, point 2 and E, 2 a and E, 2 b reproductions in Annex 3 do not appear to be consistent and thus do not clearly define signs E, 2 a and E, 2 b.~~ Addressed in chapter 1 – issue 22.

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 ....”~~ Addressed in chapter 1 – issue 22.

Contracting Parties should note the recommendation for this sign in section 1.2 of this document.



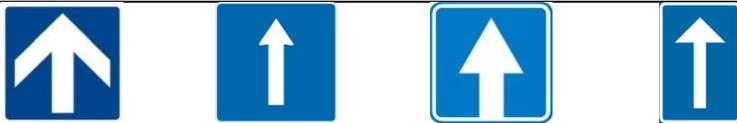
**E, 3 a “ONE WAY”**

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.~~ Addressed in chapter 1 – issue 36.

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.~~ Addressed in chapter 1 – issue 36.

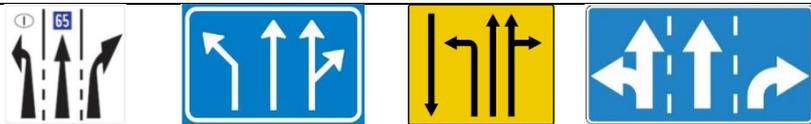
Convention sign:	Examples from countries:
	

### 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.~~ Addressed in chapter 1 – issue 19 and 36.

No specific observations nor recommendations to Contracting Parties.

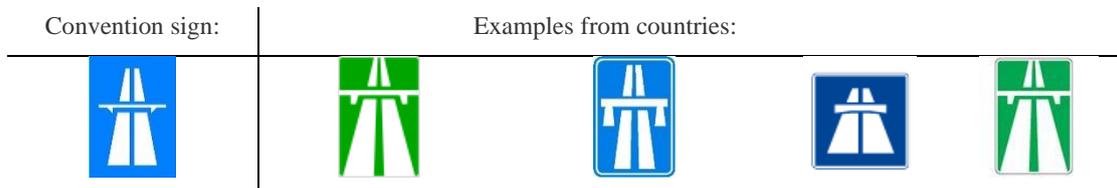
Convention sign:	Examples from countries:
	

### 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. (not relevant).~~

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. Addressed in chapter 1 – issue 11.



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

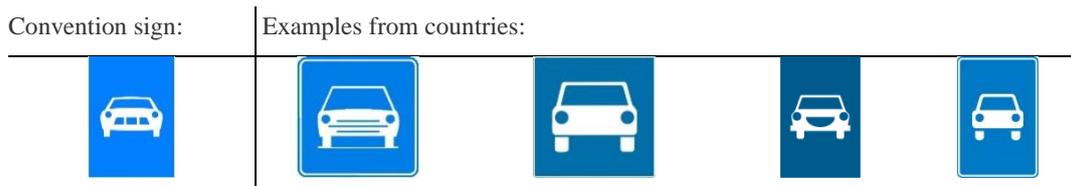
~~The Group recommended to amend the definition of the sign E, 5 b (Annex 1, Section E, point II.5), as follows: (d) These signs shall have blue or green ground and bear a light coloured symbol. The sign E, 5 b, “END OF MOTORWAY”, shall be identical to the sign E, 5 a, except that it shall be crossed by a diagonal red band or, preferably, red parallel lines forming such a band running from the upper right edge to the lower left edge. The diagonal red band shall have a white rim to separate it from the blue or green ground. The diagonal band may be interrupted when crossing the symbol. If not interrupted, the diagonal band shall be placed over the symbol. Addressed in chapter 1 – issue 23.~~



**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. Addressed in chapter 1 – issue 11.~~



### 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.

The Group recommended to amend the definition of the sign E, 6 b (Annex 1, Section E, point II.6), as follows:

— New point (b):

**Sign E, 6b, “END OF ROAD FOR MOTOR VEHICLES”, shall be placed at the point where those rules cease to apply.**

Point (b) becomes point (c)

— New point (d):

~~These signs shall have blue or green ground and bear a light coloured symbol. The sign E, 6 b, “END OF ROAD FOR MOTOR VEHICLES”, shall be identical to the sign E, 6 a, except that it shall be crossed by a diagonal red band or, preferably, red parallel lines forming such a band running from the upper right edge to the lower left edge. The diagonal red band shall have a white rim to separate it from the blue or green ground. The diagonal band may be interrupted when crossing the symbol. If not interrupted, the diagonal band shall be placed over the symbol.~~ Addressed in chapter 1 – issue 11 and 23.



### 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) unless sign indicating build-up area would need to bear a silhouette of a built-up area.

The Group further noted the differences in the signs.

The Group also recommended to amend the Annex 1, Section E, point II.7. Signs indicating the beginning and the end of a built up area, as follows:

- (a) — The sign to indicate the beginning of a built up area shall bear the name of the built up area or **preferably** the symbol showing the silhouette of a built up area or

~~the name of the built-up area the two combined with the symbol. Signs E, 7a; and E, 7b; E, 7c and E, 7d are examples of signs showing the beginning of a built-up area.~~

(b) ~~The sign showing the end of a built-up area shall be identical except that it shall be crossed by an oblique **a diagonal red bar band** coloured red **or, preferably, red parallel lines forming such a band** or consisting of parallel lines coloured red running from the upper right edge to the lower left edge. **The diagonal band may be interrupted when crossing the name of the built-up area or the symbol showing the silhouette of a built-up area or the two combined. If not interrupted, the diagonal band shall be placed over the name and/or the symbol.** Signs E, 8 a and E, 8 b; E, 8 c and E, 8 d are examples of signs indicating the end of a built-up area. **The diagonal red band shall have a white rim in sign E, 8 d to separate the band from the blue ground.**~~

Notwithstanding the provisions of Article 6, paragraph 1 of this Convention these signs may be placed on the reverse side of signs identifying a built-up area.

(c) ~~The signs covered by this paragraph shall be used in conformity with the provisions of the Convention, Article 13 bis, paragraph 2. **These signs shall notify road-users that the general regulations governing traffic in built-up areas in the territory of the State apply from signs indicating the beginning to signs indicating the end of a built-up area except in so far as different regulations may be notified by other signs on certain sections of road in the built-up area. However, sign B, 4 shall always be placed on a priority road marked with sign B, 3 if that road ceases to have priority where it passes through the built-up area. The provisions of Section G, subsection I, paragraphs 6, 7 and 8 apply to these signs.**~~<sup>12</sup>

The Group further agreed to amend European Agreement, Annex 1, point 22, ad paragraph 7, point (b) as follows:

(b) ~~The sign showing the end of a built-up area shall be identical except that it shall be crossed by an oblique bar coloured red or consisting of parallel lines coloured red running from the upper right edge to the lower left edge. Addressed in chapter 1 – issue 10, 11 and 35.~~

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 "SIGNS 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 may ~~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 (e.g. a sign with additional panel) should be reproduced.

The Group also recommended to amend Annex 1, Section E, point II.8, (b) Exit from a zone, as follows:

(i) To indicate the exit from a zone in which a sign has zonal validity, the same sign displayed on a rectangular panel shall be set up as that placed at the entry to the zone but it shall be grey on a rectangular panel with a light coloured ground. A black or dark grey diagonal band or, **preferably**, parallel grey or black lines forming such a band shall slope downwards across the sign **rectangular panel** from right to left. **The diagonal band may be interrupted when crossing the grey sign. If not interrupted, the diagonal band shall be placed over the grey sign.**

The Group recommended to amend the existing paragraph 3 of Article 8 of the Convention and the existing points 7 and 4 of the European Agreement as follows:

Nothing in this Convention shall prohibit the addition, mainly in order to facilitate the interpretation of signs, of an inscription in a rectangular **an additional panel** below the sign or in a rectangular panel containing the sign; such an inscription may also be placed on the

sign itself, if this does not make the sign more difficult to understand for drivers who cannot understand the inscription. (Convention)

During the transitional period of ten years prescribed in item 4 of this annex, and thereafter in exceptional circumstances to facilitate the interpretation of signs, an inscription may be added in a rectangular ~~an additional~~ panel below the sign or in a rectangular panel containing the sign; such an inscription may also be placed on the sign itself, if this does not make the sign more difficult to understand for drivers who cannot understand the inscription. (European Agreement, Point 7)

Any sign, symbol, installation or marking which does not conform to the system prescribed in the Convention and in this Agreement shall be replaced ~~by a Contracting Party~~ within ten years from the date of entry into force of this Agreement ~~in its territory~~. During this period, in order to familiarize road users with the system prescribed in the Convention and in this Agreement, previous signs, symbols and inscriptions may be retained beside those prescribed in the Convention and in this Agreement. (European Agreement, Point 4)

The Group of Experts agreed to discuss the use of rectangular panels or other solutions to warn road users about temporary road works (ref. Article 31) or permanent changes to the road infrastructure in the 1968 Convention and to clarify the meaning of “exceptional circumstances” (ref. to point 7 of the European Agreement) Addressed in chapter 1 – issue 6, 9, 11, 23 and 33-

**E, 9 a and E, 9 b “SIGNS 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 “SIGNS HAVING ZONAL VALIDITY”**

1. 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 “SIGNS HAVING ZONAL VALIDITY”**

2. 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 “SIGNS 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 “SIGNS 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 “SIGNS 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.~~

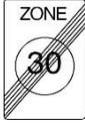
~~The Group recommended that when eCORSS is developed, the Convention image for the sign E, 10 c includes a square shape of the parking sign. Addressed in chapter 1 – issue 36.~~

Convention sign:	Examples from countries:
	   

**E, 10 d “SIGNS 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 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.~~

The Group recommended to amend Annex 1, Section E, point H.9, as follows:

(a) — ~~Sign E, 11a ‘TUNNEL’ indicates a section of road passing through a tunnel and on which special traffic rules apply. It is placed at the point from which these rules apply. **It shall be used for tunnels of 1,000 m or more and in cases provided for by domestic legislation. The length of such tunnel shall be included either in the lower part of the sign or on an additional panel in accordance with Section H, paragraph 2 (b). The name of the tunnel may be placed on an additional panel or on the sign itself eluded lower part of the sign or on an additional panel according to Article 8, paragraph 3 of this Convention.**~~

(b) — ~~In order to warn road users in advance, sign E, 11a may be placed in addition at a suitable distance before the point where the special rules apply; such sign shall show, either in its lower part, **or in accordance with** on an additional panel H, 1, as described in section H, **paragraph 2 (a)** of this Annex, the distance between the point at which it is set up and the point from which these special rules apply.~~

—(c) ~~Sign E, 11 b ‘END OF TUNNEL’ may be placed at the point from which the special rules no longer cease to apply. **Sign ‘END OF TUNNEL’ shall be identical to the sign ‘TUNNEL’ except that it shall be crossed by a diagonal red band or, preferably, of red parallel lines forming such a band running from the upper right edge to the lower left edge. The diagonal red band shall have a white rim to separate it from the blue ground. The diagonal band may be interrupted when crossing the symbol. If not interrupted, the diagonal band shall be placed over the symbol.**~~ Addressed in chapter 1 – issue 10, 11 and 23.

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 is not included in the ~~appears not to be in conformity with the~~ Convention [suggested change]. 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 (recommendation to be reviewed).~~

The Group recommended to amend Annex 1, Section E, point II.10, as follows:

#### 10. "PEDESTRIAN CROSSING" sign<sup>52</sup>

(a) — ~~Sign E, 12a, "PEDESTRIAN CROSSING", is used to show pedestrians and drivers the position of a pedestrian crossing. The ground of the panel shall be blue or black, the triangle white or yellow and the symbol black or dark blue; the symbol displayed shall be symbol A, 12.~~

(b) — ~~However, the sign E, 12b, having the shape of an irregular pentagon, a blue ground and a white symbol or the sign E, 12c, having a dark ground and white symbol may also be used.~~

(c) — ~~Signs E, 12a; E, 12b or E, 12c shall be placed at pedestrian crossings when the competent authorities consider it advisable.~~ Addressed in chapter 1 – issue 10, 11, 35 and 36

Contracting Parties should note the recommendation for this sign in section 1.2 of this document.

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. Addressed in chapter 1 – issue 36~~

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, which is considered not to be in conformity with the Convention [added].

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<sup>b</sup> 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:

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 and E, 14 c 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~~ the 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 e).

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. Addressed in chapter 1 – issue 11 and 34

Contracting Parties should note the recommendation for this sign in section 1.2 of this document.

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

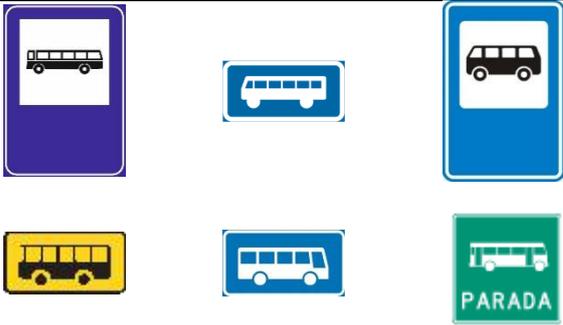
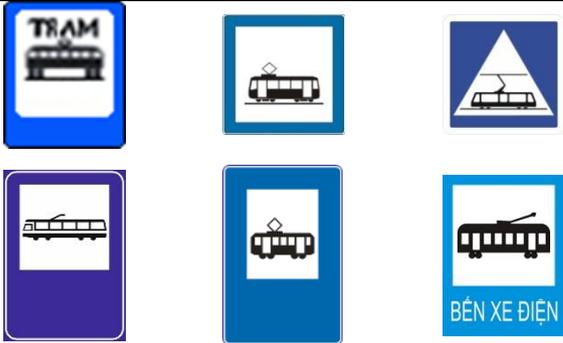
**E, 15 “BUS STOP”, E, 16 “TRAMWAY STOP”**

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.~~ Addressed in-chapter 1 – issue 24

Contracting Parties should note the recommendation for this sign in section 1.2 of this document.

<p>Convention sign:</p> 	<p>Examples from countries:</p> 
<p>Convention sign:</p> 	<p>Examples from countries:</p> 

#### E, 17 a, E, 17 b “RESIDENTIAL AREA and END OF RESIDENTIAL AREA”

The Group believes that the essential features of this sign are: symbols of a house, pavement (sidewalk), adult, child, ball and passenger car. The Group noted that a number of countries (Albania, Italy, the Russian Federation, Sweden and Ukraine) altered the sign, either by including additional features (e.g. tree) or by omitting the essential features. The Group considers these countries not to be in conformity with the European Agreement.

The Group requested Denmark and Switzerland to place their signs as examples for the zonal validity signs, ie. E, 9 and E, 10.

The Group decided to amend the point 22 of the Annex of the European Agreement as follows:

Sign E, 17 a “RESIDENTIAL AREA” shall be placed at the point where the special rules to be observed in a residential area referred to in article 27 bis of the Convention on Road Traffic supplemented by the European Agreement ~~Supplementing the Convention on Road Traffic of 1968~~ begin to apply. Sign E, 17b “END OF RESIDENTIAL AREA” shall be placed at the point where those rules cease to apply. **Sign ‘END OF RESIDENTIAL AREA’ shall be identical to the sign ‘RESIDENTIAL AREA’ except that it shall be crossed by a diagonal red band or, preferably, red parallel lines forming such a band running from the upper right edge to the lower left edge. The diagonal red band shall have a white rim to separate it from the blue ground. The diagonal band shall be placed over the symbol.”**

The Group agreed to recommend that the 1968 Convention should be amended to include sign E, 17 a, and E, 17 b of the 1971 European Agreement. Addressed in chapter 1 – issue 2, 11 and 23.

Contracting Parties should note the recommendation for this sign in section 1.2 of this document.

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

**E, 18 a “STOPPING PLACE IN CASE OF EMERGENCY OR DANGER”**

The Group noted that some countries (Croatia and Norway) included the inscription S.O.S in the sign. Placing the S.O.S inscription the Group considers to be in conformity with the Convention. Placing the inscription within a red square on the sign (Croatia) is however considered not to be in Conformity with the Convention.

The Group also noted that one country (Austria) used a sign with an inscription of a distance to the stopping place, which is considered not to be in conformity with the Convention.

The Group requested Norway to place its sign under E, 18 b.

The Group decided to propose to amend the point 14 of Section E of Annex 1 as follows:

Sign E, 18 “EMERGENCY STOPPING PLACE” indicates a place which shall only be used by drivers for stopping or parking in case of emergency or danger. If this stopping place is equipped with an emergency telephone and/or an extinguisher, the sign shall bear the symbols F, 14 F, 17 and/or F, 15 F, 18 either in its lower part or on a rectangular **an additional** panel placed below the sign. This sign has two models, E, 18 a and E, 18 b.

The Group recommended that the sign E, 18 a be removed from the Convention. In that case the last sentence of point 14 should be deleted. Addressed in-chapter 1 – issue 6 and 35

Contracting Parties should note the recommendation for this sign in section 1.2 of this document.

Convention sign:	Examples from countries:
	   

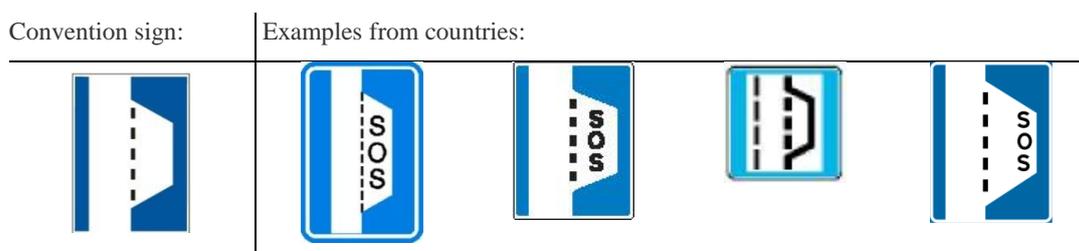
**E, 18 b “STOPPING PLACE IN CASE OF EMERGENCY OR DANGER”**

The Group noted that some countries (Belgium, Denmark, Finland, Netherlands, Portugal, Sweden and Switzerland) included the inscription S.O.S in the sign, which the Group

considers to be in conformity with the Convention. The sign from Serbia contains the inscription S.O.S on the red square, which the Group considers not to be in conformity with the Convention.

The Group also noted that the sign from Germany has a different design, which appears to be a combination of E, 18 a and E, 18 b designs, which is considered not to be in conformity with the Convention.

The Group requested Serbia to place its sign only under E, 18 a.



### Observations and recommendations to Contracting Parties regarding F section signs

The Group agreed to revise Article 14 as follows:

#### Article 14

1. — Sections F and G of Annex 1 to this Convention describe the signs which convey useful information to road users, or give examples of such signs, and also give some instructions for their use.
2. — The inscription of words on informative signs (ii) of Article 5, paragraph 1 (c), in countries not using the Latin alphabet shall be both in the national language and in the form of a transliteration into the Latin alphabet reproducing as closely as possible the pronunciation in the national language.
3. — In countries not using the Latin alphabet, the words in Latin characters may be entered either on the same sign as the words in the national language or on a repeat sign.
4. — A sign shall not bear inscriptions in more than two languages.

The Group recommends that two models should be contained in the Convention for the F-section sign. The first model should be a blue or green rectangular shape with a white square placed in the centre (as the current reproduction of the F panel in Annex 3). This model should be used for F-section signs with inscriptions. The second model should be a blue or green square with a white square placed in the centre. The area of the white square inside should not be greater than 2/3 of the area of the blue square (reference to the sign from Sweden). Addressed in chapter 1 – issue 10 and 11.

The Group noted that Italy uses the F category signs of blue and green background depending on the type of road. The Group believed that when a background colour (green or blue) is adopted, that that colour should continue to be used for the same sign.

The Group recommended to amend paragraphs 1 and 2 of Section F, INFORMATION, FACILITIES OR SERVICE SIGNS, I. General characteristics and symbols as follows:

1. — “F” signs ~~with inscriptions~~ shall have a blue or green ground; they shall bear a white or yellow rectangle ~~be a blue or green rectangle with a white or yellow square placed in the centre~~ on which the symbol shall be displayed.

~~1bis. “F” signs without inscriptions shall have a blue or green square with a white or yellow square placed in the centre. The area of the white square inside should not be greater than two-thirds of the area of the blue square.~~

~~2. — On the blue or green band **ground** at the bottom of the “F” sign **with inscription**, the distance to the facility indicated, or to the entry to the road leading to it, may be inscribed in white; on the sign bearing symbol F, 5 the word “HOTEL” or “MOTEL” may be inscribed in the same way. The signs may also be set up at the entry to the road leading to the facility and may then bear a white directional arrow on the blue or green part at the bottom.~~

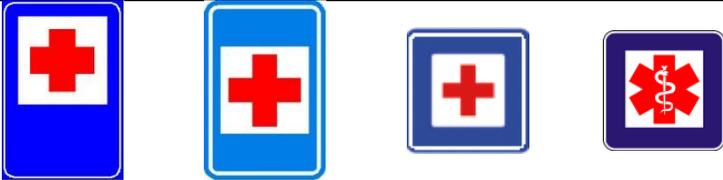
~~The symbol shall be black or dark blue, except symbols F, 1 a, F, 1 b, F, 1 c and F, 18<sup>59</sup>, which shall be red. The symbol F, 17<sup>60</sup> may be red. Addressed in chapter 1 – issue 10 and 11.~~

**F, 1 a, b, c “FIRST AID STATION”**

The Group noted that one country (Slovakia) used another symbol than those specified by the Convention’s examples. The sign of another country (Chile) is not in conformity with the Convention due to the definition used.

~~The Group recommended to remove the example F, 1 c from the Convention. — Addressed in chapter 1 – issue 35.~~

Contracting Parties should note the recommendation for this sign in section 1.2 of this document.

Convention sign:	Examples from countries:
	

**F, 2 “BREAKDOWN SERVICE”**

1. The Group noted that some countries (Chile, Iran and Nigeria) used a symbol other than that specified by the Convention. The Group agreed that those symbols reflect the essential characteristics of the sign.

2. In addition, Chile used the symbol with a blue background without a white or yellow rectangle on which the symbol should be displayed. The Group believed that this was not in conformity with the Convention and that the white/yellow rectangle should be used.

Convention sign:	Examples from countries:
	

### F, 3 “TELEPHONE”

The Group noted that Chile used the symbol with a blue background without a white or yellow rectangle on which the symbol should be displayed. The Group believed that this was not in conformity with the Convention and that the white/yellow rectangle should be used.

Convention sign:	Examples from countries:
	   

### F, 4 “FILLING STATION”

1. — The Group recommended that the symbol in the Convention be changed to be more distinctive of a filling station and that the symbol should not contain unnecessary details. See the example of Montenegro. Addressed in chapter 1 – issue 36.

2. The Group noted that Poland used the symbol (one filling station in black and another in green) and believed that using multiple colours was not in conformity with the Convention.

3. The Group also noted that Chile used the symbol with both blue and green backgrounds. The Group believed that this was also not in conformity with the Convention and that it should adopt one colour (blue or green) for the background, and that the white/yellow rectangle should be used.

Convention sign:	Examples from countries:
	   

### F, 5 “HOTEL or MOTEL”

The Group noted that some countries used a symbol other than that specified by the Convention. The Group also noted that Switzerland used an additional symbol (restaurant). The Group agreed that those symbols reflect the essential characteristics of the sign.

Convention sign:	Examples from countries:
	   

### F, 6 “RESTAURANT”

The Group noted that some countries used a symbol other than that specified by the Convention. Nigeria used a plate and utensils, which the Group believed not to be in conformity. In addition, the Republic of Moldova, Russian Federation, Ukraine and Uzbekistan used a fork and knife (parallel, not crossed). The Group believed that those symbols reflected the essential characteristics of the sign.

Convention sign:	Examples from countries:
	   

**F, 7 “REFRESHMENTS OR CAFETERIA”**

The Group noted that in a number of cases (e.g. Albania, Ukraine) the symbol differs slightly from the one in the Convention but the essential characteristics were retained.

Convention sign:	Examples from countries:
	   

**F, 8 “PICNIC SITE”**

The Group noted that ~~two countries (Belgium and Hungary) inserted the wrong signs into RSMS (F, 13 instead of F, 8).~~ Some countries use tree symbols from their region (e.g. Kuwait) which the Group considered was in conformity with the Convention.

Several countries use signs with a brown background (Albania, Chile and Italy), which are not in conformity with the Convention. The Group believed that a blue or green background should be used. The Group noted that the sign used by Nigeria (with the text “rest area”) was not in conformity with the Convention. The Group also noted that the signs from Chile and Nigeria do not have the white or yellow rectangle on which the symbol should be displayed.

~~The Group recommended that the symbol in the Convention be changed to a person sitting at a picnic table (see Chile symbol) with a tree. The Group further recommends that the symbol be renamed “Picnic Site or Rest Area”. Addressed in chapter 1 – issue 11 and 36.~~

Convention sign:	Examples from countries:
	   

**F, 9 “STARTING POINT FOR WALKS”**

No specific observations nor recommendations to Contracting Parties.

~~The Group recommended that the sign be removed from the Convention. Addressed in chapter 1 – issue 35~~

Contracting Parties should note the recommendation for this sign in section 1.2 of this document.

Convention sign:

**F, 10 “CAMPING SITE”**

The Group noted that in a number of cases the symbol differs slightly from the one in the Convention but the essential characteristics were retained. The Group also noted that the sign from Chile does not have the white or yellow rectangle on which the symbol should be displayed. The Group believed that this was not in conformity with the Convention and that the white/yellow rectangle should be used.

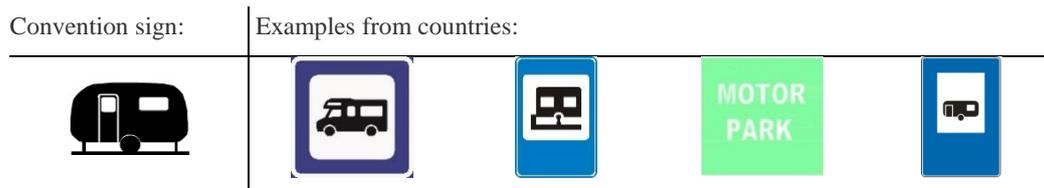
Convention sign:



Examples from countries:

**F, 11 “CARAVAN SITE”**

The Group noted that in a number of cases the symbol differs slightly from the one in the Convention but the essential characteristics were retained. The Group also noted that Norway uses the symbol of a motor home (motorised caravan) rather than a caravan, which it considered to be not in conformity with the Convention. The Group believed that the symbol of the caravan used by Ukraine has different characteristics from the symbol in the Convention, and hence is not in conformity. The Group requested that the signs used by Denmark (camping site) be placed under F, 10 only, and the signs used by Nigeria (with the text “motor park”) and Norway be moved to the non-Convention signs.



**F, 12 “CAMPING AND CARAVAN SITE”**

The Group noted that Albania, Italy and Kuwait used brown background, which is not in conformity with the Convention. The Group requested that the signs used by Denmark (camping site) be placed under F, 10 only, and Croatia (motor home) be moved to the non-Convention signs. The Group believed that the symbol of the caravan used by Ukraine has different characteristics from the symbol in the Convention, and hence is not in conformity.

Note: Group to return to discussing this sign when the multiple service sign is considered. Addressed in chapter 1 – issue 35.



**F, 13 “YOUTH HOSTEL”**

The Group noted that Albania, Italy and Kuwait used brown background, which is not in conformity with the Convention.



**F, 14 “RADIO STATIONS GIVING TRAFFIC INFORMATION”**

The Group noted that a number of countries (France, Italy, Lithuania, Romania, Russian Federation) did not have their signs in conformity with the European Agreement. These included, for example omitting the inscription of the radio frequency on the white rectangle, having the inscription “radio” in the national language only, or having the inscription “radio” on the blue background.

The Group recommended to amend point 23 of the Annex of the European Agreement as follows to ensure consistency with the Convention: “*Inscription on blue or green ground: Indication of the frequency...*”, (that the words “or green” be inserted). Addressed in chapter 1 – issue 2 and 18.

Contracting Parties should note the recommendation for this sign in section 1.2 of this document.

Convention sign:	Examples from countries:
	   

### F, 15 “PUBLIC LAVATORY”

The Group noted that a number of countries used male and female symbols (Albania and France) instead of the inscription “WC”. Sweden had a unique symbol for this sign using it for lavatories for people with reduced mobility. The Group considered that these were not in conformity with the European Agreement.

Contracting Parties should note the recommendation for this sign in section 1.2 of this document.

Convention sign:	Examples from countries:
	  

### F, 16 “BEACH OR SWIMMING POOL”

The Group recommended that the sign be removed from the European Agreement. Addressed in chapter 1 – issue 35

No specific observations nor recommendations to Contracting Parties.

Contracting Parties should note the recommendation for this sign in section 1.2 of this document.

Convention sign:	Examples from countries:
	

### F, 17 “EMERGENCY TELEPHONE”

1. The Group noted that the symbols used by many countries do not reflect the symbol as it appears in the Convention, and recommended that the countries ensure that their symbols are in conformity with the Convention, in particular ensuring that the symbol (the inscription “SOS” and the telephone image) appears in one colour (red or black/dark blue).

2. The Group also noted that some countries inserted the wrong sign (Croatia, Italy) in RSMS and that some countries used the symbol only on an additional panel (Denmark, Iran, Poland). In addition, Denmark used a white symbol (rather than black or red).

Convention sign:	Examples from countries:
	   

## F, 18 “EXTINGUISHER”

The Group noted that the symbols used by some countries (Bosnia and Herzegovina, Croatia, Montenegro, Norway, Slovakia, Switzerland) differed in varying degrees from the symbol as it appears in the Convention and recommended that the countries ensure that their symbols more closely resemble the symbol in the Convention.

The Group also noted that some countries inserted the wrong sign (France, Italy) in RSMS and also that some countries used the symbol only on an additional panel (Denmark, Poland). In addition, Denmark used a white symbol (rather than red).



### Observations and recommendations to Contracting Parties regarding G section signs

The Group recommended revising Articles of the Convention relevant to the G signs, as follows:

— In the main text of the Convention:

#### Article 15

##### Advance direction signs

~~Advance direction signs shall be placed at such distance from the intersection as will make them most effective both by day and by night, having regard to road and traffic conditions, including the normal speed of vehicles and the distance at which the sign is visible; this distance need not exceed about 50 meters (55 yards) in built-up areas but shall be not less than 500 meters (550 yards) on motorways and other roads carrying fast traffic. The signs may be repeated. An additional panel placed below the sign may show the distance between the sign and the intersection; this distance may also be shown on the lower part of the sign itself.~~

#### Article 16

##### Direction signs

~~1. — One Direction signs shall be placed near or at an intersection and may bear the names of several places; the names shall then appear one below the other on the sign. The letters used for one place name may be larger than those used for the others only if the place in question is the largest of them.~~

~~2. — When distances are shown, the figures expressing them shall be inscribed at the same height as the place name. On direction signs which are arrow shaped, these figures shall be placed between the place name and the point of the arrow; on rectangular shaped signs they shall be placed after the place name.~~

#### Article 17

##### Road identification signs

~~— The signs used to identify roads either by their number, made up of figures, letters or a combination of figures and letters, or by their name, shall consist of that number or that name framed in a rectangle or shield. However, Contracting Parties having a route classification system may replace the rectangle by a route classification symbol.~~

~~Road identification signs shall be placed along roads which they identify. They may be also placed on advance direction signs or direction signs.~~

#### Article 18

##### Place identification signs

~~Place identification signs may be used to show the frontier between two countries or the boundary between two administrative divisions of the same country or the name of a river, mountain pass, beauty spot, etc. These signs shall differ conspicuously from the signs referred to in Article 13 bis, paragraph 2, of this Convention Annex 1, Section E, point II.7 Signs indicating the beginning and the end of a built-up area.~~

#### Article 19

##### Confirmatory signs

~~Confirmatory signs are used to confirm the direction of a road where the competent authorities consider it necessary, e.g. at the exit from a large built up area. They shall bear the name of one or more places, as provided in Article 16, paragraph 1, of this Convention. Where distances are shown, the figures expressing them shall be placed after the name of the locality.~~

#### Article 20

##### Indication signs

~~Indication signs are used to provide advisory information to road-user.~~

#### Article 21

##### Provisions applying generally to informative signs

~~1. — The informative signs referred to in Articles 15 to 19 of this Convention shall be set up where the competent authorities consider it advisable. The other informative signs shall be set up, with due regard for the requirements of Article 6, paragraph 1, only where the competent authorities consider it essential; in particular, signs F, 2 to F, 7 shall be set up only on roads on which facilities for emergency repairs, refuelling, accommodation and refreshments are rare.~~

~~2. — Informative signs may be repeated. An additional panel placed below the sign may show the distance between the sign and the point which it indicates; this distance may also be inscribed on the lower part of the sign itself.~~

#### Article 31

##### Marking for of road works

~~— In Annex 1:~~

##### I. General characteristics and symbols

~~1. Informative **Other information** signs are usually rectangular; however, direction signs, **and signs indicating the direction and distance of the nearest emergency exit and signs indicating temporary conditions due to road works or detours** may be in the shape of an elongated rectangle with **have** the longer side horizontal, terminating in an arrowhead.~~

~~2. Informative **Other information** signs shall bear either white or light coloured symbols or inscriptions on a dark ground **with a white light coloured rim**, or dark coloured symbols or inscriptions on a white or light coloured ground **with a black dark coloured rim**; the colour red may be used only exceptionally and must never predominate~~

~~with the exception of the road identification signs, which may have a red ground with a light coloured rim.~~

~~3. Advance direction signs or direction signs relating to motorways or roads treated as motorways shall bear white symbols or inscriptions on a blue or green ground. On such signs the symbols used on signs E, 5<sub>a</sub> and E, 6<sub>a</sub> may be reproduced on reduced scale. Other information signs, except the group of indication signs, may have different colours of ground and symbols if placed on roads of different classification or, for advance direction signs and direction signs, if pointing to different points of interests (e.g. built-up areas, facilities or services).~~

~~4. Signs indicating temporary conditions such as road works, diversions or detours may have orange or yellow ground with black symbols and inscriptions.~~

~~5. On signs G, 1; G, 4; G, 5; G, 6 and G, 10 bearing place names it is recommended to show place names them in the language of the country, or subdivision thereof, where the localities referred to are situated.~~

~~6. The inscription of words on other information signs in countries not using the Latin alphabet shall be both in the national language and in the form of a transliteration into the Latin alphabet reproducing as closely as possible the pronunciation in the national language.~~

~~7. In countries not using the Latin alphabet, the words in Latin characters may be entered either on the same sign as the words in the national language or on a repeat sign.~~

~~8. A sign shall not bear inscriptions in more than two languages.~~ Addressed in chapter 1 – issue 8, 10, 11 and 25

#### **G, 1 a, G, 1 b and G, 1 c Advance direction signs**

No specific observations nor recommendations to Contracting Parties.

The Group recommended revising point II Advance direction signs, as follows:

##### ~~1. — General case~~

~~Examples of advance direction signs: G, 1<sub>a</sub>; G, 1<sub>b</sub> and G, 1<sub>c</sub>.~~

##### ~~2. — Special cases~~

~~(a) — Examples of advance direction signs for "NO THROUGH ROAD": G, 2<sub>a</sub> and G, 2<sub>b</sub>.~~

~~2b-66~~

~~(b) — Example of advance direction sign for route to be followed in order to turn left, where a left turn at the next intersection is prohibited: G, 3.~~

~~NOTE: Advance direction signs G, 1 may bear the symbols used on other signs informing road users of the characteristics of the route or of traffic conditions (for example: signs A, 2; A, 5; C, 3<sub>e</sub>; C, 6; E, 5<sub>a</sub>; F, 2).~~

~~Signs such as those given below are examples of advance direction signs:~~

~~Sign G, 1 a, and G, 1 b and G, 1 c are examples of stacked advance direction signs.~~

~~Signs G, 2 a, G, 2 b and G, 2 c are examples of advance direction sign showing respectively a diagram of intersection, roundabout and road lanes.~~

~~Signs G, 3 a, G, 3 b and G, 3 c are examples of advance direction signs for placing over road lane or road lanes.~~

~~Sign G, 4 a is an example of advance direction sign for “NO THROUGH ROAD”.~~

~~Sign G, 4 b is an example for route to be followed in order to turn left, where a left turn at the next intersection is prohibited. This sign is reversed for left hand traffic.~~

~~Sign G, 4 c is an example of advance direction sign for “EXIT”.~~

~~Advance direction signs may indicate on their lower parts the distance between the sign and the intersection or exit from a motorway. This distance may also be shown on an additional panel placed below the sign.~~

~~NOTE: Advance direction signs G, 1, G, 1, G, 2 and G, 3 may bear the symbols used on other signs or show other signs on a reduced scale informing road users of the characteristics of the route or , traffic conditions, facilities and services, parking or road identification (for example: signs A, 2; A, 5; C, 3e ; C, 6; E, 5a ; E, 6 a; E, 14; F, 2; G, 13). Advance direction sign G, 4 b may bear the sign C, 11 a or C, 11 b on a reduced scale. Addressed in chapter 1 – issue 11 and 27~~

Contracting Parties should note the recommendation for this sign in section 1.2 of this document.

#### G, 2a and G, 2b “NO THROUGH ROAD” (advance direction signs)

1. ~~The Group noted that Belgium inserted sign G, 13 into RSMS for both signs, and Latvia inserted G, 13 for G, 2a.~~

2. The Group also noted that the G, 2a Slovakian sign had a white border, instead of a rim, around the red bar. The Group further noted that the G, 2a sign from the Netherlands contained an arrow. The Group considered these signs not to be in conformity with the Convention.

3. The Group noted that, in the G, 2a signs of some countries (Azerbaijan, Greece, Lithuania, Republic of Moldova, Russian Federation, Ukraine, Uzbekistan and Viet Nam), and in the G, 2b sign of Greece, there was no visible space between the symbol and the edge of the sign. The Group believed that this was not a good practice for sign legibility.

4. ~~The Group recommended that the G, 2a and G, 2b sign be grouped together with the G, 13 sign (to be reviewed).~~

The Group agreed to propose amendment to the European Agreement, Annex 1, point 24, ad paragraph 2 (Special cases), subparagraph (a) as follows:

~~The red bar symbol element of signs G, 2a and G, 2b shall be surrounded by a white rim. Addressed in chapter 1 – issue 11~~

5. Contracting Parties should note the recommendation for this sign in section 1.2 of this document.

Convention sign:	Examples from countries:
	   

**G, 3 evaluation missing****Signs G, 4 a through G, 9 b**

No specific observations nor recommendations to Contracting Parties.

The Group recommended revising point III Direction signs, as follows:

1. ——— Examples of signs showing the direction of a place: G, 4a ; G, 4b ; G, 4c and G, 5.67
2. ——— Examples of signs showing the direction of an airfield: G, 6a ; G, 6b and G, 6c .68
3. ——— Sign G, 7 shows the direction of a camping site.
4. ——— Sign G, 8 shows the direction of a youth hostel.
5. ——— Examples of signs showing the direction of a car parking more particularly intended for vehicles whose drivers wish to use means of public transport: G, 9a and G, 9b . The type of public transport may be indicated on the sign by an inscription or symbol.

~~Signs such as those given below are examples of direction signs:~~

~~Signs G, 5 a, G, 5 b, G, 5 c, G, 5 d, G, 5 e and G, 5 f are examples of direction signs showing one direction.~~

~~G, 5 g is an example of a direction sign for exit.~~

~~Signs G, 6 a and G, 6 b are examples of direction signs showing two or three directions.~~

~~Sign G, 7 is an example of direction sign for placing over road lane or road lanes.~~

~~Direction signs bearing names of several places shall show the names one below the other. The letters used for one place name may be larger than those used for the others only if the place in question is the largest of them.~~

~~When distances are shown, the figures expressing them should preferably be inscribed at the same height as the place name. On direction signs which are arrow shaped, these figures should preferably be placed between the place name and the point of the arrow; on rectangular shaped signs they should preferably be placed after the place name.~~

~~Direction signs G, 4; G, 5 and G, 6 may bear the symbols used on other signs or show other signs on a reduced scale informing road users of the characteristics of the route or, traffic conditions, facilities and services, parking or road identification (for example: signs A, 2; A, 5; C, 3e ; C, 6; E, 5a ; E, 6 a; E, 14; F,2). The signs may also indicate the categories of vehicles for which they apply.~~

~~When other symbols or signs on a reduced scale are shown, they shall be placed at the sign end opposite to where the direction is shown.~~

Addressed in chapter 1 – issue 11 and 28

**Other Information signs not depicted in the Convention**

The Group recommend inserting in Annex 1 new points IV and V, as follows:

**IV. Road identification signs**

~~Signs G, 8 a, G, 8 b, G, 8 c and G, 8 d are examples of road identification signs.~~

~~The road identification signs shall consist of figures, letters or combination of figures and letters, or by the road name framed in a rectangular panel or a shield panel. For Contracting Parties using a specific route classification symbol, that symbol may be used instead of the rectangle or shield.~~

**V. Place identification signs**

~~Sign G, 9 is an example of a place identification sign.~~

~~Place identification signs indicate on-site point without the need to specify its end.~~

~~Addressed in chapter 1 – issue 4, 10 and 11~~

Contracting Parties should note the recommendation for this sign in section 1.2 of this document.

**G, 10 Confirmatory sign**

No specific observations nor recommendations to Contracting Parties.

The Group recommended the following change to provisions of Annex 1 on confirmatory signs:

**IVI. Confirmatory signs**

~~Sign G, 10 a and G, 10 b are examples of a confirmatory signs.~~

~~Confirmatory signs shall bear the name of one or more places. Confirmatory signs bearing names of several places shall show the names one below the other. The letters used for one place name may be larger than those used for the others only if the place in question is the largest of them.~~

~~Where distances are shown, the figures expressing them shall be indicated after the name of the place.~~

~~Confirmatory signs may bear the symbols used on other signs or show other signs on a reduced scale, for example road identification signs.~~

~~Notwithstanding the provisions of Article 6, paragraph 1, of this Convention, this sign may be placed on the reverse side of another sign intended for traffic proceeding in the opposite direction. Addressed in in chapter 1 – issue 10 and 11~~

Contracting Parties should note the recommendation for this sign in section 1.2 of this document.

**G, 11a, 11b, 11c, 12a and 12b Signs indicating the number and direction of traffic lanes**

1. The Group noted that some countries used different colours for the ground and symbol (i.e. blue/green ground and white symbol) in addition to the white ground and black symbol for the Convention sign. In this regard, the Group noted that the Convention did not specify what colours are permitted for this sign. However, it did note that the Convention specified that the use of orange symbols may be used for temporary indication signs. The Group also noted that the G, 11b sign in the Convention is a replication of the G, 11a sign, and that it should be replaced by the correct sign. Addressed in in chapter 1 – issue 35

2. The Group recommended the following revision to the provisions relevant to G, 11 and G, 12 signs as well as a general provision for Indication signs:

## VII. Indication signs

**Indication signs, unless specified otherwise, shall have a blue ground and a white symbol or inscription. If rims at the outer edge are used, they shall be white.**

### 1. Signs indicating the number and direction of traffic lanes

Signs such as G, 11a; ~~and G, 11 b and G, 11c~~ shall be used to notify drivers on the number and direction of traffic lanes. They must comprise the same number of arrows as the number of lanes allocated to traffic in the same direction; they may also indicate lanes allocated to oncoming traffic. ~~These signs shall bear either light coloured symbols or inscriptions on a dark ground, or dark coloured symbols or inscriptions on a light coloured ground.~~

### 2. Signs indicating closure of a traffic lane

Signs such as G, 12a, and G, 12b ~~and G, 12 c~~ shall indicate to drivers closure of a traffic lane. ~~These signs shall bear either light coloured symbols or inscriptions on a dark ground, or dark coloured symbols or inscriptions on a light coloured ground.~~

Addressed in chapter 1 – issue 10, 11 and 30.

## **G, 13 “NO THROUGH ROAD” indication sign**

1. — The Group of Experts noted that a few countries had inserted variants of the G, 13 sign or the incorrect sign into the RSMS. It was of the view that the correct signs should replace the incorrect signs.

2. The Group also noted that a number of countries did not have the white part of the symbol going to the bottom edge of the sign.

3. The Group also noted that a white narrow strip around the red bar was mandatory for Contracting Parties to the 1971 European Agreement. In this regard, a few countries were not in conformity.

4. — The Group was of the view that with regards to the Convention sign, there was insufficient space between the symbol and the bottom edge of the sign. The Group believed that this was not a good practice for sign legibility. It recommended that a white narrow strip be placed around the red bar.

5. — The Group recommended the following amendment to the provision for the G, 13 sign:

Sign G, 13, “NO THROUGH ROAD”, placed at the entry to a road, shall mean that there is no throughway. **The symbol shall be white and red.**

6. — The Group also recommended an amendment to the European Agreement, Annex 1, point 26, ad paragraph 3 (“NO THROUGH ROAD” sign) as follows:

The red bar of sign G, 13 shall be surrounded by a white rim. Addressed in chapter 1 – issue 30 and 36

Convention sign:	Examples from countries:
	   

## G, 14 “GENERAL SPEED LIMITS”

The Group noted that some countries had more than three squares in their signs and included a lot of information on their signs. The Group cautioned against information overload. The Group was of the view, that depending on the local language (i.e. reading from left to right, or right to left), that the symbol could appear to the left or right of the speed limit as appropriate for ease of comprehension.

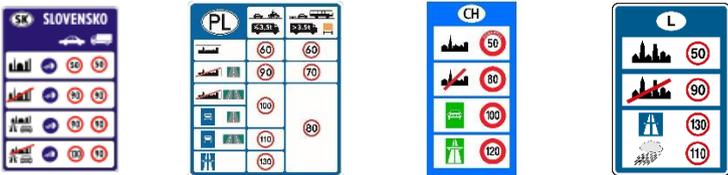
The Group recommended to amend paragraph 4 Section G, DIRECTION, POSITION OR INDICATION SIGNS, V (new VII). Indication signs as follows:

### 4. “GENERAL SPEED LIMITS” sign

~~Sign G, 14, “GENERAL SPEED LIMITS”, shall be used, especially near national frontiers, to notify the general speed limits in force in a country or in a subdivision of that country. The name or distinguishing sign of the country, possibly accompanied by the national emblem, shall be placed at the top of the sign. On the sign the general speed limits in force in a country will be shown in the following order: (1) in built up areas; (2) outside built up areas; (3) on motorways. If appropriate, the symbol of sign E, 6a, “Road for motor vehicles”, may be used to indicate the general speed limit on roads for motor vehicles.~~

~~The border ground of the sign and its upper part shall be in blue; the country name and the ground of the three squares rectangles (within the sign) shall be in white. The symbols used in the upper and central squares rectangles shall be in black and the symbol in the central square shall have an oblique red line across it contain the sign E, 7 b or its symbol, and the sign E, 8 b, or its symbol, respectively. Addressed in chapter 1 – issue 6~~

The Group also recommended that in relation to the sign in general, a speed limit should not be displayed without a corresponding applicable symbol, and vice versa.

Convention sign:	Examples from countries:
	

## G, 15 “ROAD OPEN OR CLOSED”

The Group noted that the signs reviewed inserted in the RSMS were mostly in conformity with the Convention, though a number of countries included danger warning signs in Panel 3.

The Group agreed to amend Annex I, Section G, V (new VII). Indication signs, point 5 of the Convention as follows:

### 5. “ROAD OPEN OR CLOSED” sign

~~(a) — Sign G, 15, “ROAD OPEN OR CLOSED”, shall be used to show whether a mountain road, particularly a section leading over a pass, is open or closed; the sign shall be placed at the entry to the road or roads leading to the section in question.~~

~~— The name of the section of road (or pass) shall be inscribed in white. On the sign shown, the name “Furka” is given as an example.~~

~~— Panels Rectangles 1, 2 and 3 shall be removable.~~

– (b) — If the section of the road is closed, panel **rectangle 1** shall be red and shall bear the inscription “CLOSED”; if the section is open, panel **rectangle 1** shall be green and shall bear the inscription “OPEN”. The inscriptions shall be in white and preferably in several languages.

(c) — Panels **Rectangles 2 and 3** shall have a white ground with inscriptions and symbols in black.

– If the section of road is open, panel **rectangle 3** shall remain blank and panel **rectangle 2**, according to the state of the road, shall either be blank, or display sign D, 9, “SNOW CHAINS COMPULSORY”, or display symbol G, 16, “CHAINS OR SNOW TYRES RECOMMENDED”. This symbol shall be black.

– If the section of road is closed, panel **rectangle 3** shall show the name of the place up to which the road is open and panel **rectangle 2** shall display, according to the state of the road, either the inscription “OPEN AS FAR AS” or symbol G, 16, or sign D, 9. **Rectangle 3 may also display other danger warning signs.**” Addressed in chapter 1 – issue 6



**G, 16 “CHAINS OR SNOW TYRES RECOMMENDED”**

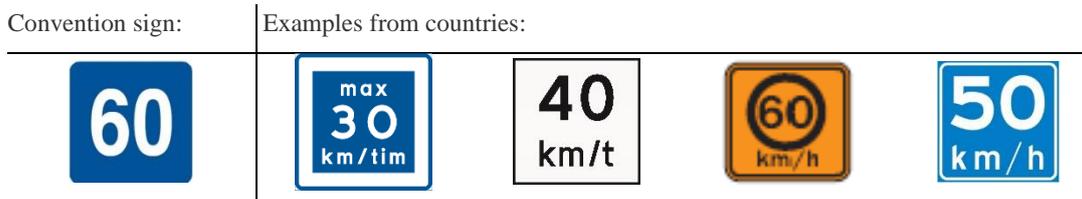
The Group noted that the signs inserted in the RSMS were in conformity with the Convention. No specific observations nor recommendations to Contracting Parties.

Contracting Parties should note the recommendation for this sign in section 1.2 of this document.

**G, 17 “ADVISORY SPEED”**

The Group noted that most countries used a dark ground and white or light inscriptions, or a white or light ground with black inscriptions.

The Group recommended that a blue ground and white inscriptions be used for this sign.



**G, 18 “ADVISED ITINERARY FOR HEAVY VEHICLES”**

The Group noted that for the countries which used this sign, most used a blue ground with a white symbol, but a few used a white ground with a black symbol. Additionally, some countries included arrows within the sign, or used an arrow shaped sign.

The Group recommended that a blue ground and white symbol be used for this sign.

**G, 19 “ESCAPE LANE”**

The Group recommended that a blue ground and white with red symbol be used for this sign.

The Group also recommended to amend the text of the Convention, Section G, V (new VII). Indication signs, point 8. Signs notifying an escape lane, as follows:

Sign G, 19 “ESCAPE LANE” shall be used to indicate an escape lane on steep descent. This sign, with an **additional panel** plate showing distance to the escape lane, should be placed in conjunction with sign A, 2 at the top of the descent, where the danger zone begins and at the entry to the escape lane. Depending on the length of the descent the sign should be repeated as necessary, again with an **additional panel** distance plate **showing distance to the escape lane.**

**The symbol shall be white and red.**

The symbol may be varied corresponding to the siting of the escape lane in relation to the road concerned. Addressed in chapter 1 – issue 6 and 30.

### **G, 20 “PEDESTRIAN OVERPASS” and G, 21 “PEDESTRIAN UNDERPASS”**

The Group recommended that a blue ground and white symbol be used for these signs as well as proposed further changes to the relevant provisions of the Convention, as follows:

#### 9. Signs notifying a pedestrian overpass or underpass

(a) — Sign G, 20 **a and G, 20 b is are** used to indicate **respectively** a pedestrian overpass or underpass.

(b) — Sign G, 21 **a and G, 21 b is are** used to indicate **respectively** an overpass or underpass without steps. The symbol for handicapped persons **with disabilities** may also be used on this sign. Addressed in chapter 1 – issue 11.

### **G, 22 “EXIT FROM A MOTORWAY”**

The Group recommended that a blue and green ground and white stripes be used for this sign.

The Group also recommended to amend the text of the Convention, Section G, V (new VII) Description, point 10. Signs notifying an exit from a motorway (G, 22) as follows:

Signs G, 22 a; G, 22 b and G, 22 c are examples of advance signs for notifying an exit from a motorway. These signs shall bear the indication of a distance to the exit from a motorway, as determined by domestic legislation, provided that signs bearing respectively one and two oblique bars stripes are set up at one third and two thirds of the distance between the sign bearing three oblique bars stripes and the exit from a motorway. **These signs shall have a blue or green ground and the oblique bars stripes and inscriptions shall be white.**

#### **Further G signs not depicted in the Convention**

The Group agreed to propose inserting signs indicating temporary conditions due to road works or detours as follows:

#### 12. Signs indicating temporary conditions due to road works or detours

**Signs such as those given below are examples of of signs used to indicate temporary conditions such as road works or detours.**

**Signs G, 25 a, G, 25 b, G, 25 c, G, 25, d are examples of signs showing diagrams for detours.**

**G, 26 a, G, 26 b and G, 26 c are example of signs showing directions for detours. These signs shall differ conspicuously from the direction signs G, 5.**

**G, 27 a and G, 27 b are examples of signs showing direction lanes**

**G, 28 is an example showing temporary closure of a lane.**

~~The signs shall have a yellow or orange ground with black symbols and/or inscriptions. If rims at the outer edge are used, they shall be black.~~

~~The signs may bear the symbols used on other signs or contain other signs informing road users of the characteristics of the route or traffic conditions.~~

Addressed in chapter 1 – issue 26 and 34

**G, 23-G.24 c assessment is missing**

**Observations and recommendations to Contracting Parties regarding H section signs**

The Group agreed to clarify the provision on general characteristics of the additional panels, Annex I, section H, point 1 as follows:

~~These panels shall have either a white or yellow ground and a black, dark blue or red rim, in which case the distance or length or symbol shall be inscribed in black or dark blue; or a black or dark blue ground and a white, yellow or red rim, in which case the distance or length or symbol shall be inscribed in white or yellow.~~

~~Additional panels, used with danger warning, priority and prohibitory or restrictive signs, shall have a white or yellow ground and a black or a dark blue symbol or inscription. Additional panels, used with mandatory, special regulations, and informative signs, shall have either a white or yellow ground and a black or a dark blue symbol or inscription; or they shall have a green or blue ground and a white symbol or inscription. Additional panels are always placed under the signs.~~

Addressed in chapter 1 – issue 31.

**H, 1 Distance from the sign to the beginning of the dangerous section of road or zone**

The Group noted that the signs inserted in the RSMS were in conformity with the Convention.

The Group suggested the following corrections to the provisions (Annex 1, Section H, point 2) related to H, 1 and H, 2 additional panels:

- (a) ~~Additional panels H, 1 show the distance from the sign to the beginning of the dangerous section of road or of the zone to which the regulation or information applies.~~
- (b) ~~Additional panels H, 2 show the length of the dangerous section of road or of the zone to which the regulation applies.~~
- (c) ~~Additional panels are placed under the signs. However, The distance information given on the additional panels H, 1 and H, 2 may be inscribed instead on the lower part of the sign in the case of danger warning signs of model Ab, selected prohibitory or restriction signs, selected special regulation signs and advance direction signs, the information to be given on the additional panels may be inscribed on the lower part of the sign. Addressed in chapter 1 – issue 11.~~

Convention sign:	Examples from countries:
	   

**H, 2 Length of the dangerous section of road or zone**

1. ~~The Group noted that most of the signs inserted in the RSMS were in conformity with the Convention.~~

2. The Group also noted that some countries did not include the two arrows in their signs. The Group believed that these were not in conformity with the Convention, and that the two arrows must be included. The Group also noted that Chile's sign which included the inscription "PROXIMOS" was not in conformity with the Convention.

3. The Group recommended that the "Km" inscription as it appears in the Convention should be amended to lower case (i.e. "km"). Addressed in chapter 1 – issue 36.

Convention sign:	Examples from countries:
	   

#### General observations for H, 3a to H, 4c signs

The Group recommended that these additional panels may also be used to indicate parking reservations for certain categories of road users by combining them with the E, 14 a sign.

The Group agreed to propose the following amendments to the provisions relevant to H,3 and H, 4 panels:

— Annex 1, Section H, point 3:

The additional panels H, 3 and H, 4 concerning parking prohibitions or restrictions are of models H, 3a; H, 3b and H, 3c and H, 4a; H, 4b and H, 4c respectively. (See: section C, para. 9 (e) of this annex). **Their use is defined in Section C, para 9 (e) of this Annex.**

— Annex 1, Section C, paragraph 9(e):

(e) (i) — Except in special cases, the signs shall be so placed that their disc **they are** is perpendicular to the axis of the road, or at a slight angle to the plane perpendicular to that axis. **In special cases, the signs are so placed that they are parallel to the axis of the road. When additional panels are used in those cases, they shall be of models H, 3.**

(ii) All the prohibitions and restrictions of parking shall apply only on the side of the carriageway on which the signs are placed.

(iii) — Except as may be otherwise indicated:

On an additional panel H, 2 of section H of this annex and showing the distance over which the prohibition applies; or In conformity with subparagraph (c) (v) of this paragraph, the prohibitions shall apply from a point level with the sign to the next point of entry of a road.

(iv) — **If the prohibition ceases to apply before the next point of entry of a road, the sign supplemented by a**An additional panel H, 3a or H, 4a depicted in section H of this annex may be placed below the sign **used** at the point where the **parking** prohibition begins. An additional panel H, 3b or H, 4b depicted in section H of this annex **may be used for repeating the prohibition provided that respectively additional panels H, 3 a and H, 4 a are used to indicated the beginning of the prohibition.** may be placed below signs repeating the prohibition. A further prohibition sign supplemented by an An additional panel H, 3c or H, 4c depicted in section H of this annex **shall be used where the prohibition ceases to apply provided that respectively additional panels H, 3 a and H, 4 a are used to indicated the beginning of the prohibition, except when another parking regulation applies.** may be placed at the point where the prohibition ceases to apply. Panels H, 3 shall be placed parallel to the axis of the road, and panels H, 4 perpendicular to that axis. The distances, if any, shown by panels H, 3 **or H, 4** shall be those over which the prohibition applies in the direction of the arrow.

(v)<sup>45</sup> — If the prohibition ceases to apply before the next point of entry of a road, the sign bearing the additional end of prohibition panel described in subparagraph (c) (iv) — above shall be set up. However, where ~~If~~ the prohibition applies only over a short distance, it shall be permissible to set up only one sign:

~~Showing in the red circle the distance on which it applies, or~~

~~Bearing an additional panel H, 2 H, 3, H, 3 a and H, 4 a showing the short distance.~~

(vi) — Where parking meters are installed, their presence shall signify that parking is subject to payment and is limited to the period for which the meter operates. Addressed in chapter 1 – issue 32

### H, 3 a Start of parking prohibition

~~The Group noted that images depicted in Annex 1 are reversed for H, 4 a and H, 4 c. This should be rectified. Addressed in chapter 1 – issue 32~~

~~The Group noted that the signs inserted in the RSMS were in conformity with the Convention. The Group also noted that Ukraine had inserted an incorrect sign, and that this should be rectified.~~

No specific observations nor recommendations to Contracting Parties.

Convention sign:	Examples from countries:
	   

### H, 3 b Directions of parking prohibitions

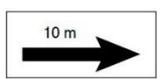
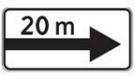
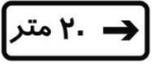
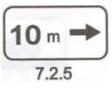
The Group noted that most countries use one arrow with two arrowheads (as per the Convention), but that some countries use two arrows (each with arrowheads). The Group considered that the latter was in conformity with the Convention. The Group also noted that some countries (Lithuania, Austria) used one arrow with two arrowheads, with a unit of measurement appearing on the top of the arrow in the middle.

The Group believed that it was important to place the sign carefully so that the direction/s of the parking prohibition is/are accurate.

### H, 3 c End of parking prohibition

~~The Group noted that the signs inserted in the RSMS were in conformity with the Convention. The Group also noted that Ukraine had inserted an incorrect sign, and that this should be rectified.~~

No specific observations nor recommendations to Contracting Parties.

Convention sign:	Examples from countries:
	   

### H, 5 and H, 6 Symbols of road users

No specific observations nor recommendations to Contracting Parties.

The Group agreed to propose the following amendment to Annex 1, Section H, point 4:

~~Additional panel H, 5 displays the symbol of particular road users category to whom Rregulatory signs may be restricted. to particular road users by displaying the symbol for their category. For example: H, 5a, and H, 5. All symbols from signs C, 3, E, 15 and E, 16 may be used on H, 5 panel. If necessary the symbol may be replaced by an inscription in the language of the particular country.~~

~~Additional panel H,6 shall be used in cases where the regulatory sign is to be regarded as not applying to a certain category of road users. this is indicated by the symbol for their category and by the term "except" in the language of the particular country. For example: H, 6. If necessary the symbol may be replaced by an inscription in that language. Panel H, 6 shall be similar to panel H, 5 but it shall show, in addition, the term "except" in the language of the particular country.~~ Addressed in chapter 1 – issue 32.

### H, 7 Person with disabilities

No specific observations nor recommendations to Contracting Parties.

The Group agreed to propose the following amendment to Annex 1, Section H, point 5:

~~To indicate parking space reserved for handicapped persons with disabilities, panel H, 7 a should be used with signs C, 18 or E, 14. To indicate that parking is not prohibited for persons with disabilities panel H, 7 b should be used with signs C, 18. Panel H, 7 b shall be similar to panel H, 7 a but it shall show, in addition, the term "except" in the language of the particular country.~~ Addressed in chapter 1 – issue 32.

### H, 8 Diagram of intersection

No specific observations nor recommendations to Contracting Parties.

The Group agreed to propose the following amendment to Annex 1, Section H, point 6:

~~The additional panel H, 8 displays a diagram of the intersection in which broad strokes indicate priority roads and thin strokes indicate the roads on which signs B, 1 or B, 2 are set up. This panel may only be used with B, 1, B, 2, B, 3 or B, 4 signs.~~ Addressed in chapter 1 – issue 32.

### H, 9 Snow or ice

No specific observations nor recommendations to Contracting Parties.

The Group agreed to propose the following amendment to Annex 1, Section H, point 7:

~~To indicate that the presence of snow or ice on the of section of road ahead, is slippery because of ice or snow the additional panel H, 9 should be used. This panel may only be used with A, 9 or A, 32 signs.~~ Addressed in chapter 1 – issue 32.