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Item 2 (a) of the provisional agenda

Programme of Work: Taking Stock of National Legislation

Analysis of information collected via the web-based Road Signs

Management System: G and H section signs

Note by the secretariat

1. This document presents the responses to questionnaire (ECE/TRANS/WP.1/GE.2/2018/1) related to road signs of H section, i.e. additional panels. These responses are expected to assist the Group of Experts in reviewing ECE/TRANS/WP.1/GE.2/2018/2 containing amendment proposals to Section H and Section C para 9 (c) of Annex 1 of Annex 1 of the Convention on Road Signs and Signals.

3. The following countries provided responses: Belgium, Denmark, Estonia, Finland, France, Kuwait, Lithuania, Slovakia and Sweden

1.A Question

Q.H.1. Which kind of ground, rim and symbol/inscription combination should the H panel have? Do you believe that the rim colour, unless red, should match the symbol inscription colour?

1.B Responses

1. Belgium - white or blue ground, respective black or white symbol/inscription, respective black or white rim. The rim should match the symbol/inscription colour, unless red.
2. Denmark – follow the colour combination of the main sign (if E, 5 has a green ground, additional panel should have a green ground too).
3. Estonia – regular additional panels should have only white ground with a black rim, temporary additional panels could be yellow with a black rim. The inscription should only be black, the symbol could also be red.
4. Finland – in countries which use additional panel only with one combination of colours, the ground is typically white with black symbol and inscription. In Finland, there are two categories of additional panels: it is a blue ground additional panel with a white rim, inscription and/or symbol when the main sign is blue, and for main signs with other than a blue ground the additional panel is yellow with black symbols and inscriptions. In the second case the rim can be either red (if the main sign is from a warning, prohibitory or restriction class/subclass) or black.
5. France – the rim does not need to match the symbol or inscription colour.
6. Kuwait – blue ground and white rim, inscription and symbol or white ground and black rim, inscription and symbol
7. Lithuania – ground shall be white while the rim, inscription and symbol should be black.
8. Slovakia – should follow the combination of colours of the main sign. The rim should match the colour of the symbol/inscription, unless red.
9. Sweden – should follow the combination of colours of the main sign. A red inscription may be sometimes necessary.

1.C Commentary:

It appears that white (or light) and white (or light) or blue are the suggested ground colours for the additional panel. For countries that wish to inscribe distance information using the same ground colour for relevant signs of E, F or G sections, the secretariat would like to note that the Convention contains provisions allowing inscription in the lower part of these signs: Annex 1, Section E, points 5 (c), 6 (b), 8 (a)(i), 9(b), 12 (b), Section F, point 2, Section G, point II (see ECE/TRANS/WP.1/GE.2/2017/3/Rev.1), thus the inscription is made on the same ground colour.

In this case, Annex 1, Section H, point 1 could read:

Additional panels shall have either a white or yellow ground, a black symbol or inscription, and a black or red rim; or they shall have a blue ground, a white symbol or inscription, and a white rim. Additional panels are always placed under the signs.

2.A Question

Q.H.2. Do you believe that all symbols from signs C, 3, E, 15 and E, 16 should be allowed for use on H, 5 and H, 6 panels?

2.B Responses

1. YES – Belgium, Estonia, Finland (and some additional ones), France, Kuwait, Lithuania, Slovakia (but also e-bikes, e-cars and autonomous vehicles should also be added), Sweden
2. NO - Denmark (only examples should be included in the Convention as they are, there should be no exhaustive list provided)

2.C Commentary:

The change proposed does not indicate an exhaustive list. There can only be one image presented in the published text of the Convention for this sign, while e-CoRSS could show other user categories too.

If the Group wishes to add additional symbols such as e-bikes, e-cars and autonomous vehicles to the Convention, the time is right to do so.

3.A Question

Q.H.3. Do you believe that the definition for H, 9 is appropriate?

3.B Responses

1. YES – Estonia, Kuwait, Lithuania, Sweden
2. NO – Belgium (ice and snow), France, Slovakia
3. No comment – Denmark, Finland
4. In addition, Belgium, Kuwait and Slovakia suggest introducing into the Convention a sign with a definition danger warning of ice and snow ahead, with an image as below:



3.C Commentary:

The panel H, 9 is to be used in combination with the danger warning sign A, 32 “Other danger”. In case, a danger warning sign as the one proposed by Belgium, Kuwait and Slovakia is introduced in the Convention, would there be at the same time the need to keep

additional panel H, 9? In any case, the definition should be discussed, since for a number of experts it appears to be inappropriate.

4.A Question

Q.H.4. Do you have any specific comments on the amendment proposal contained in ECE/TRANS/WP.1/GE.2/2018/2?

4.B Responses

1. NO – Estonia, France, Kuwait, Lithuania,
2. Not sure yet – Finland
3. Belgium – proposes to make the definitions simpler and will offer a proposal at the next session
4. Denmark – in point 1: refer to the placement of additional panel as “usually under the signs”; in 2 (c) insert “however” as follows: “..... additional panels H, 1 and H, 2 may, however, be inscribed” believing that the information is better legible when placed on additional panel; replace should with may in para (iv) of point (c) of para 9 section C as follows: “....An additional panel H, 3c or H, 4c depicted in section H of this annex ~~shall~~ may be used where the.... “; change 3rd para of (v) as follows: “Bearing an additional panel ~~H, 2 H, 3~~ H, 3 or H, 4 showing the short distance”; do not amend points 4 and 5, if the point 4 is amended as proposed the symbol cannot be replaced with inscription. Additional panel H, 7 as depicted in the Convention should not be used with sign C, 18 because the grounds do not match.
5. Slovakia – additional panel should not be classified under the class of informative signs but as a separate sign class.
6. Sweden – No sure about H, 7 b sign, as proposed in the amendment in ECE/TRANS/WP.1/GE.2/2018/2, point 5.

4.C Commentary:

It is not clear to the secretariat why it is proposed to add the word “usually” when referring to the placement of additional panel under the main sign. Are there situations, where additional panel is to be placed otherwise than under the sign?

Regarding the provision (c)(iv), it should be important to show where the prohibition starts but also where it ends. In the secretariat opinion the word “shall” needs to be used.

If it is believed that H,2 panel should not be used showing short distance then the 3rd para of (v) should be as follows: “Bearing an additional panel ~~H, 2 H, 3~~ **H, 3 or H, 4 showing both the arrows and the inscription of the short distance.**”

Regarding point 4, in the current reading of the Convention, only the symbol placed on panel H, 6 can be replaced with the inscription. The text on replacing the symbol with inscription can be retained. Should it however be retained only with regard to H, 6 or this should also apply to H, 5?

There are two options:

Option 1 – replacement of the symbol with inscription is possible for both H, 5 and H, 6:

4. **Additional panel H, 5 displays the symbol of particular road users category to whom R**~~regulatory 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 i~~n 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.**

Option 2 replacement of the symbol with inscription is possible only for H, 6:

4. **Additional panel H, 5 displays the symbol of particular road users category to whom R**~~regulatory 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.**

Additional panel H,6 shall be used i~~n 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. If necessary the symbol used on this panel may be replaced by an inscription in that language.**

Regarding point 5, panel H, 7, the image in the Convention (hard copy) for H, 7 presents only one possible colour variant of this sign, while as per point 1 other colour variants are also possible. Furthermore, the current point 5 only makes sense for the combination of H, 7 with E, 14. This combination means “parking reserved for persons with disabilities”. A combination of H, 7 with C, 18, as per the system of the Convention, should be interpreted as: “parking prohibited for persons with disabilities”. If there is a panel giving the message “except the persons with disabilities”, only then the combination with C, 18 becomes sensible.

Regarding classification of additional panels under the informative class, the secretariat agrees that it would be more sensible to put them as separate class being “Additional panels”. In this case, the Article 5 of the Convention should be amended as follows:

Article 5:

1. The system prescribed in this Convention differentiates between the following classes of road signs:

(a) Danger warning signs: these signs are intended to warn road-users of a danger on the road and to inform them of its nature;

(b) Regulatory signs: these signs are intended to inform road-users of special obligations, restrictions or prohibitions with which they must comply; they are subdivided into:

(i) Priority signs;

(ii) Prohibitory or restrictive signs;

(iii) Mandatory signs;

(iv) Special regulation signs;

(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 panels are used in combination with signs of other three classes to further specify their meaning.**

The last sentence in ECE/TRANS/WP.1/GE.2/2018/2, point 1 or its alternative should say **Additional panels shall always be placed under danger warning, regulatory or other information signs.** The word “other” was missing.
