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**Economic Commission for Europe**

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Group of Experts on Road Signs and Signals

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**Proposal to amend the 1968 Convention on Road Signs and Signals**

**Submitted by Lithuania**

This proposal from Lithuania is to amend Article 13, Paragraph 3 of the 1968 Convention on Road Signs and Signals to make the provision less ambiguous and more accurate.

**Status quo:**

Article 13, Paragraph 3 of the Convention states:

“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.”

**Issue:**

The above-mentioned provision does not apply to the area of the intersection (where the general speed limit applies).

**Example and explanations:**



Picture No 1. Road segment of the A1 primary road Vilnius – Kaunas with highlighted intersections and speed limits

When the road owner / operator is using road signs or variable message signs (further – VMS) there are some practical issues for vehicle drivers in applying the provision of Article 13, Paragraph 3 of the Convention.

Imagine you have a general summer speed limit on the Motorway 130 km/h and would like to use VMS in order to temporarily reduce speed up to 110 km/h due to slippery road (because of the rain). You use the first VMS and the speed limit now is 110 km/h.

Afterwards you approach the first intersection and the speed limit of 110 km/h ceases to apply. The abnormal matter is that the speed limit at the intersection is a general speed limit, which is 130 km/h. When you pass the first intersection, you have a second VMS with a temporarily reduction of the speed up to 90 km/h due to more slippery road (because of the heavy rain). You use the second VMS and the speed limit now is 90 km/h (reminder: it was 130 km/h at the intersection).

Then you approach a second intersection and the speed limit of 90 km/h ceases to apply. The repetitive abnormal matter is that the speed limit at the intersection is a general speed limit, which is 130 km/h. When you pass the second intersection, you have a third VMS with a temporarily reduction of the speed up to 70 km/h due to slippery road and other dangers (for example, road accident). You use the third VMS and the speed limit now is 70 km/h (reminder: it was 130 km/h at the intersection).

To conclude, it is obvious that we have an issue of so-called “jumping speed”, because the Article 13, Paragraph 3 of the Convention does not apply to the area of the intersection (where the general speed limit applies).

**Proposal (please see the added text in bold):**

The solution to solve the issue would be to introduce an amendment to the Article 13, Paragraph 3 of the Convention, so that the provision would apply not only until the next intersection, but also to the area of the intersection (that is – including the area of the intersection).

Therefore, Article 13, Paragraph 3 of the Convention should be amended as follows:

“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 **end of 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.”

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