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Working Party on Road Traffic Safety
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**AMENDMENTS TO AND IMPLEMENTATION OF THE 1968 CONVENTIONS ON
ROAD TRAFFIC AND ON ROAD SIGNS AND SIGNALS AND THE 1971 EUROPEAN
AGREEMENTS SUPPLEMENTING THEM**

Proposals to Harmonize Regulatory and Danger Warning Road Signs
and their Legal Application, and
Direction Indication Systems for International Road Traffic on the "E" Road Network
(RightWay Reports I and II)

Transmitted by the International Road Federation (IRF) in collaboration with AIT/FIA

I. Introduction

1. At its thirty-sixth session, the representatives of AIT/FIA and IRF were invited to inform the Working Party at the present session on the existing work undertaken by these organizations related to the harmonization of road signing in general.
2. The aim is to prepare proposals to amend the 1968 Conventions on Road Traffic and on Road Signs and Signals on the following subjects:
 - harmonization of regulatory and danger warning signs and their legal application in national legislation and,
 - harmonization of destination information for international traffic using the E Road network.

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II. Harmonization of regulatory and danger warning signs

3. In 1996, the IRF established on behalf of the Commission of the European Union, a computerized programme which allows the comparison of each regulatory, danger warning and indication sign found on roads of the 15 member States. This programme raises several reasons to prepare proposals for harmonized practices regarding sign use, legal rules and their interpretation by drivers, diversity of dimensions, designs and sizes of the four categories of Regulatory and Danger Warning Road Signs described in the 1968 Convention on Road Signs and Signals and the 1971 European Agreement supplementing it in their current form. In addition, a certain number of signs found in the Conventions are not used in all the different countries, causing doubt for drivers in international traffic and possibly creating driving hazards for them.

4. The IRF and AIT/FIA will illustrate and comment on this programme at the present session and invite delegates to submit their comments and proposals. Delegates from any other interested country will be invited to consider the enlargement of the existing comparison established in the IRF programme. Subsequently, a number of proposals will be prepared for consideration at the next session of the Working Party in spring 2002.

5. These should be considered together with any other existing proposals by the Working Party, for instance regarding the inclusion of new signs that are currently in use but not found in the Conventions and Agreements supplementing them.

III. Establishment of an International Direction Indication System on the E Road network (RightWay Reports)

6. The IRF, together with the Dutch Automobile Club (ANWB), representing the AIT/FIA, has designed an electronic tool for use by EU Member States that makes it possible for responsible authorities to define at any time destinations or attractive points for international traffic at any exchange and junction of their respective road networks according to a common philosophy. For example,

- it fixes a name of a destination according to a logical concept,
- provides the correct language to be used and,
- the place on any itinerary, from where it is to be mentioned.

7. In 1996 an independent Group of International Experts (RightWay Group) chaired by the IRF, began working on this subject. The results are provided in two reports. The first report (RightWay I) dated 1998, establishes the philosophy whereby the main attractive points (destinations) for international traffic on the Trans European Road Network (TERN) have been determined and endorsed by the respective government authorities of the EU responsible for road traffic management and signing.

8. Naturally, destinations found on the E Road network outside the TERN in the member States of the EU are also mentioned. Indeed it is recommended that the names of destinations are used in the same way for:

- regular road direction indication,
- re-routing of traffic by category, mode of transport, or after an incident, accident or road works etc.,

- variable message signing and most importantly,
- electronic driving assistance (ITS) and radio and telematic information to drivers (GPS, UMTS).

9. The second report (RightWay II) was finalised in 2001. It is supplemented by the electronic tool mentioned in point 12 above. Internationally recognised choices of the names of attractive points for international traffic on the E Road and TERN networks will lead to better driver information and thus safer traffic.

10. The IRF and AIT/FIA will present the results of the RightWay work to the Working Party and demonstrate the electronic tool at the present session.

IV. Conclusions

11. The aim of the presentation of these two subjects to the present session of WP.1 is
- to encourage WP.1 to endorse the RightWay reports and hopefully,
 - to consider enlarging the scope of this work to States outside the EU.
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