



Economic Commission for Europe**Inland Transport Committee****Global Forum for Road Traffic Safety****Group of Experts on Road Signs and Signals****Seventeenth session**

Geneva, 22 and 23 November 2018

Report of the Group of Experts on Road Signs and Signals on its seventeenth session**I. Attendance**

1. The Group of Experts on Road Signs and Signals (GE.2) held its seventeenth session in Geneva on 22 and 23 November 2018, chaired by Mr. K. Hofman (Belgium). Representatives of the following ECE member States participated: Belgium, Estonia, Finland, Germany, Greece, Latvia, Lithuania, Luxembourg, Russian Federation and Sweden.
2. The representatives of a non-ECE member State also participated: Nigeria. The following private companies were represented: A-Mazing Designs, Easa Husain Al-Yousifi & Sons Company and Forschungsgesellschaft Strasse-Schiene-Verkehr (FSV).

II. Adoption of the Agenda (agenda item 1)

3. The Group of Experts adopted the session's agenda (ECE/TRANS/WP.1/GE.2/33).

III. Programme of Work: Taking Stock of National Legislation (agenda item 2)**A. Sign to communicate the need to crash through gates (barriers) by a 4 vehicle when trapped at a level crossing**

4. The Group of Experts agreed at its sixteenth session on a crash through gates (barriers) sign. This sign should be included in the convention as a G, 25 sign together with the relevant provisions on the sign placement as well as the use of an additional panel and its placement.

5. The Group of Experts endorsed the provisions developed for this sign and included in ECE/TRANS/WP.1/GE.2/2018/4/Rev.1. The Group agreed that the sign which has been developed by Forschungsgesellschaft Strasse-Schiene-Verkehr should be used. The sign should include a white rim for the entire sign and that it should also be reversible for left-hand drive.

B. Review of recommendations on A through H signs

6. Amazing Designs raised a number of issues which have yet to be resolved. The Chair requested that a document reflecting the issues and the signs concerned be sent to the Chair and secretariat for distribution and feedback from the Group of Experts via email ahead of the next session.

7. The Group of Experts continued to review its earlier recommendations for the A through H signs, based on Informal document No. 4 (February 2018) which reflects experts' responses to ECE/TRANS/WP.1/GE.2/2018/1, starting from point 64. The Group made the general observation that the examples of signs should be improved.

8. In the review, the Group agreed or confirmed its earlier recommendations or made new recommendations, as follows:

- (a) E, 18a should be deleted;
- (b) E, 18b should continue to have two possibilities for the ground colour: blue or light coloured;
- (c) E, 15 should be changed to the ISO symbol for bus which makes it unnecessary to reverse the sign for left hand traffic (which is the same as for the tram sign);
- (d) E class signs should generally keep the clause to have a light coloured or blue ground with dark coloured or light coloured inscriptions respectively. For signs with a blue ground only, this should clearly be indicated in the relevant provisions of the convention;
- (e) F, 1c should be deleted;
- (f) The hose in F, 4 should be on the left side of the pump. The signs for alternative fuelling stations should remain in R.E.2;
- (g) F, 5 should use the bed symbol of E, 13b without the red cross;
- (h) E, 13 symbol should be the same bed as the one used in F, 5, but with the red cross included (to distinguish it from the F, 5 hotel sign);
- (i) The existing symbol of the cutlery in the F, 6 sign should be retained (i.e. fork has three prongs, fork and spoon are crossed) and e-CoRRS should also display an example of the same cutlery in parallel;
- (j) F, 8 sign should include a person;
- (k) F, 9 sign should be moved to R.E.2;
- (l) F, 13 sign should be retained with the same tree (i.e. no variation);
- (m) Examples of the multiservice signs should be included in the Convention;
- (n) E-CoRSS should include examples of "F" signs with a distance inscription on the additional panel and on the sign itself;
- (o) The secretariat's proposed amendment for Section F, I, General characteristics and symbols, point 1, paragraphs 1 and 2, should be included, with revised paragraphs 1 and 2 to read as follows:

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

- “2. “F” signs **without inscriptions shall be a blue or green square or rectangle with a white square placed in the centre. The area of the white square inside shall not be greater than two-thirds of the area of the blue or green ground.**”

9. The Group of Experts discussed comments to ECE/TRANS/WP.1/GE.2/2018/4/Rev.1 suggesting amendments to Annexes 1 and 3 of the convention, with the assistance of an updated Informal document No. 1 of September 2018, starting at G section signs. The secretariat advised that changes to ECE/TRANS/WP.1/GE.2/2018/4/Rev.1, based on the comments provided to the D section signs and to A, 12/E, 12 signs at the sixteenth session, have been made.

10. In discussing updated Informal document No. 1 of September 2018, the Group made the following recommendations for A, 25, G section and H section signs (up until H, 4 signs):

(a) A, 25 sign may be reversed for left-hand drive, and the barrier shown on the sign may be of colours applied by a State concerned in accordance with Article 35, paragraph 1 of this Convention; the Convention shall depict the sign for right-hand traffic, with the pole placed on the right;

(b) Typographical changes to correct references to “Advance Direction” in the titles relating to various signs in the G section were accepted;

(c) Deletion of various footnotes were accepted where the relevant text has been deleted;

(d) Changed placement for footnote 68 was accepted;

(e) G, 8 sign may identify a road by its number represented with figures or name. There should be one G, 8 sign with images of the different examples;

(f) Footnote for G, 9 sign to read as follows: “Place identification signs shall bear inscriptions in white or light colour on a dark-coloured ground.”;

(g) G, 12a sign may be reversed;

(h) G, 12b sign to include text as follows: “These signs for closure of traffic lanes 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.”;

(i) A new G, 13 type of sign should be introduced which allows for symbols to be included on the sign to indicate that the no through road does not apply for cyclists and/or pedestrians;

(j) The G, 2a and G, 2b signs should foresee the possibility to indicate that the no through road does not apply for cyclists and/or pedestrians (cf. G, 13);

(k) In the text for G, 14, the word “three” is deleted and the words “(preferably no more than four)” are inserted after the words “within the sign”;

(l) G, 7 sign was deleted;

(m) G, 16 sign was deleted;

(n) The symbol of the snow tyre should appear next to the symbol of the snow chain in the G, 15 sign. The text for G, 15 is amended to reflect this change;

(o) The text for G, 17 sign was amended to include the following sentence: “That unit of measurement may be shown on the sign after or below the digit.”;

- (p) Other symbols may also be used in the G, 18 sign;
- (q) The symbol of the pedestrian in signs G, 20a, G, 20b, G, 21a and G, 21b are to be revised to be as close as possible to the pedestrian used in the E, 12 sign (pedestrian crossing);
- (r) In the text for signs G, 21 a and G, 21b, the reference to the symbol used in the H, 7 additional panel should be inserted after the word “disabilities”;
- (s) The white stripes in signs G, 22, b and G, 22 c shall be made wider as per the existing G, 22, b and G, 22 c signs in the Convention;
- (t) The white outer rims in signs G, 24 a, G, 24 b and G, 24 c are to be the same as the ones used in the G, 23 a and G, 23 b signs;
- (u) In the G, 26a, G, 27a, G, 27b, G, 27c and G, 28 signs, the word “Diversion” should be replaced by the name of a destination and the text was altered to reflect the possibility to use the word “Diversion” instead of the name of the destination;
- (v) The introductory text for proposed item N (signs indicating temporary conditions due to road works or diversions) was endorsed;
- (x) G, 26b sign was deleted;
- (y) The symbol for the G, 28 sign, should be rectified so that the distance between the arrows should stay the same. The second example of a reversed symbol was deleted;
- (z) Two examples of G, 29 sign will be included and the text “Lane markings may be included.” was added;
- (aa) In the text of the G, 12a sign, the text “Lane markings may be included.” was added. Two examples of G, 12a sign will be provided;
- (bb) The dimensions of the H, 2 additional panel are to be the same as the H, 1 and H, 3 additional panels;
- (cc) For the H, 3a, H, 3b and H, 3c, and H, 4b additional panels, a second example of an additional panel without the distance inscription is to be included and the following text inserted: “It may be used in combination with the E, 14 sign”;
- (dd) For H, 4a additional panel, the following text is inserted: “It may be used in combination with the E, 14 sign”;
- (ee) For H, 4 c additional panel, replace the example of the additional panel with one without the distance inscription;
- (ff) For D, 1a (D-01.8) sign, the example should be revised to reflect the arrowheads at 90° degrees angle;
- (gg) For E, 4 sign, a second example should be included to reflect the arrowheads to the right at 90° degrees angle.

11. The Chair presented a compilation of the responses received from the Group of Experts on the symbols for cycle, moped, motorcycle and pedestrian crossings. The Group decided to endorse the symbols that had received the most preferences – namely, 1B (cycle), 1M (moped), 1MC (motorcycle) and 1P (pedestrian crossing).

12. The secretariat presented its proposal to changing the sign name coding. The Group of Experts endorsed the proposal and took note of the comments regarding the use of the hyphen and dots in the sign name coding.

13. The Chair informed that the mandate of the Group of Experts had been extended until the end of June 2019 (ECE/TRANS/WP.1/165 paragraphs 24 and 25). The Group indicated

that more time was needed to complete its work including reviewing traffic light signals. In addition, the Group felt that the review of road markings is also important.

Due to time constraints, the Group of Experts was unable to examine and finalise its draft final report on the review of the convention's signs (ECE/TRANS/WP.1/GE.2/2018/5).

C. Evaluation of the non-convention signs and related observations

14. Due to time constraints, the Group was unable to resume its discussions started at the sixth session on the evaluation of the non-convention signs and related observations presented by the secretariat (ECE/TRANS/WP.1/GE.2/2016/1). The Group felt that more time was required to complete this task. The Chair requested that the Group of Experts review the documents and identify particular signs to be added to the Convention. The Group is requested to send this information to the secretariat by 15 January 2019.

15. Due to time constraints, FSV, following the request at the fifteenth session, was unable to present its informal document (Informal document No. 2, September 2018) on symbols used on additional panels for hearing and visually impaired.

IV. eCORSS (agenda item 3)

16. The secretariat informed the Group of Experts on the latest developments in e-CoRSS.

V. Other Business (agenda item 4)

17. The Group of Experts did not discuss any other matters.

VI. Date and Place of Next Meeting (agenda item 5)

18. The date and place of the next meeting has been tentatively scheduled for 7 and 8 February 2019 at the Palais des Nations in Geneva.

VII. Adoption of the Report (agenda item 6)

19. The Group of Experts adopted the report of its seventeenth session.
