



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

Geneva, 20 and 21 June 2019

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

1. The Group of Experts on Road Signs and Signals (GE.2) held its nineteenth session in Geneva on 20 and 21 June 2019, chaired by Mr. K. Hofman (Belgium). Representatives of the following ECE member States participated: Belgium, Denmark, Estonia, Finland, France, Germany, Latvia, Lithuania, Luxembourg, Russian Federation, Slovakia, Sweden and Switzerland.
2. The representatives of a non-ECE member State also participated: Nigeria. The following private companies were represented: Chartered Institute of Logistics and Transport, Easa Husain Al-Yousifi & Sons Company, A-Mazing Designs and Forschungsgesellschaft Strasse-Schiene-Verkehr (FSV).

II. Adoption of the Agenda

3. The Group of Experts adopted the session's agenda (ECE/TRANS/WP.1/GE.2/37).

III. Programme of Work**A. Adoption of the final report by the Group of Experts**

4. On 5 April 2019, the secretariat distributed a draft final report to the Group inviting the experts to provide specific proposals for change by 10 June 2019 (in track changes). The secretariat received written comments from Belgium, Finland and Slovakia.
5. Following discussion, the Group of Experts finalised and adopted its final report on the convention's signs (ECE/TRANS/WP.1/GE.2/2018/5/Rev.1 was revised at the session). Signs C, 3 m and C, 3 n, were missing from Section 2 of the report and should be included. In addition, the recommendations proposed by A-mazing Designs sent via email to the Chair and the secretariat on 21 June 2019 would be circulated to the Group of Experts, so as to reach consensus via email within the Group of Experts on the recommendations (if any) that would be included in the final report by Friday, 28 June 2019.

6. The Group also finalised and adopted Informal document No. 1 based on ECE/TRANS/WP.1/GE.2/2018/4/Rev.2 which included updated signs, with the following changes still to be made:

- (a) Sign A, b – the symbol of the arrow should be enlarged;
- (b) Sign 2, a – increase the size of the digits and percentage symbols, delete references to “gradient” in the text, and the digit “1” should be corrected with a cap;
- (c) Sign 4, b – text to be modified to say that this sign shall not be used to indicate a lane reduction;
- (d) Sign A, 13 – the text “such as the exit” will be replaced with “within the proximity of...”;
- (e) (Sign A, 9 and throughout the convention – the symbol of the rear of the car shall have no lights or number plate;
- (f) Sign A, 25 – for the reversed symbols, the symbol element of the track should not be reversed;
- (g) References to “railway line” should be replaced with “railway”. Similarly, for “tramway line”;
- (h) Sign A, 28 d – the “2 tracks” symbol should be made more visible (i.e. more space around the symbol);
- (i) Sign A, 29 c – replace “swing” with “opening”;
- (j) Sign A, 31 – increase the width of the narrow lines of the contours of the cross wind symbol;
- (k) Sign B, 4 – the black lines of the band should be the same width as those used in the C, 17 a sign;
- (l) Sign B, 5 a – the arrows should be of the same width as those used in the B, 5 b sign;
- (m) Sign B, 5 b – there should be more space between the arrows and the border, and more space between the arrowheads, as well as the arrow indicating the priority should be made longer, and the other arrow indicating the non-priority should be shortened;
- (n) Sign B, 6 b – make the same changes as B, 5 b;
- (o) Sign C, 4 a – the example provided for this sign means “No entry for power driven vehicles”;
- (p) Sign C, 8 b – the “t” symbol is to be enlarged as per the “t” symbol used for signs C, 8 a and C, 7 b;
- (q) Sign D, 1 b – delete this sign, and reflect likewise in the European Agreement;
- (r) Sign D, 4 b – the parallel lines forming the band should be of the same width as those used for sign C, 17 (end of prohibition of overtaking);
- (s) Sign D, 7 – amend the text to use the same language in relation to the unit of measurement as per the text for sign G, 17;
- (t) Sign E, 2 a – the symbol of the bus should be placed within a box over the arrow symbol of the extreme right lane;
- (u) Sign E, 2 b – text to be amended to refer to “specific types”;
- (v) Sign E, 3 a – text to be amended to include “or rectangular” after “square”;
- (w) Sign E, 3 b – text to be corrected to “reversed” (not “revered”) and the horizontal arrowheads should be made bigger;
- (x) Sign E, 4 – all the dashes in the sign are to be of equal length;
- (y) Sign E, 9 – the definition of what a zone should be will be included in the text;

(z) Signs E, 11a and E, 11, b – the white stones indicating the tunnel to be enlarged, and a white line between the black and blue to be inserted for visibility. In addition, Slovakia will send their version of this sign to the secretariat as an example;

(aa) Sign E, 12 – the white triangle and symbol within it to be enlarged;

(bb) Sign E, 13 b – the bed symbol of sign F, 5 is to be used (i.e. with a blanket);

(cc) Sign E, 14 a - text to be amended to include “or rectangular” after “square”;

(dd) Sign E, 17 a and b – text to be amended to read “E, 17 a/ E, 17 b notifies road users about the beginning/end of a residential area where special regulations governing traffic in residential areas in the territory of the state apply.”;

(ee) General characteristics (Section F) – last sentence in paragraph 3 to read as follows, “The signs may also be set up along main roads or at the entry to the road leading to the facility and may then bear a white advance directional or directional arrow on the lower part of the sign, respectively”;

(ff) Sign F, 1 – enlarge the red cross symbol;

(gg) Sign F, 6 – the fork symbol will be altered;

(hh) Sign F, 8 – the symbol of the sign should replicate the ISO symbol;

(ii) Sign F, 11 – the caravan symbol in the square sign variant should have the same dimensions as the caravan symbol in the rectangular sign variant;

(jj) Sign F, 17 – the letters used for the inscription “SOS” should be placed closer together, and there should be more space between the last “S” of “SOS” and the symbol of the phone, and use should be made of the white space available on the sign;

(kk) Sign F, 19 c – the fork symbol will be altered;

(ll) Sign G, 1 c – the advance direction arrow for proceeding straight ahead should be placed on the left side of the sign;

(mm) Sign G, 2 b – the sign shall be revised for legibility reasons;

(nn) Sign G, 3 a – the inscription of “Domodedovo” should replace “Domodedowo”;

(oo) Sign G, 4 a – the example of the sign is to be deleted and replaced by the existing G, 2 a and G, 2 b signs as per the convention, and the text will be amended so that the colour blue must be used;

(pp) Sign G, 4 b – the example of the yellow sign is to be replaced with an example of a sign with colour that is more commonly used;

(qq) Sign G, 6 b – the example of the sign provided will be replaced with a sign with blue colour. In addition, the sign should be made smaller so that the destinations shall be closer to the arrow;

(rr) Sign G, 7 b – the text is to commence with the word “Any”;

(ss) Sign G, 11 b – the obstacles in the sign should be filled, rather than just being in outline. In addition, the two arrows on the left side are to point downwards (not upwards) as per G, 11 c of the convention;

(tt) Sign G, 12 a - the examples of the signs currently provided will be replaced with signs with colours that are more commonly used, and the left arrow of the sign without a road marking shall be placed closer to the centre. In addition, the G, 12 a sign as per the convention should be provided as the first example;

(uu) Sign G, 13 – more space (2.5 times of the space in the unmodified sign) to be added between the border and the base of the symbol;

(vv) Signs G, 14 and G, 15 – the white rims will be placed at the outer edge of the signs;

(ww) Sign G, 16 – the symbol of the snow tire to be revised per the example sent by FSV;

(xx) Sign G, 21 b (and additional panel H, 7) – the symbol of the wheel chair to be revised per the example sent by FSV;

(yy) Sign G, 22 a – the image of the reversed sign is to be corrected;

(zz) Sign G, 24 a – check the placement of the tunnel sign per the European Union directive;

(aaa) Sign G, 25 – replace the sign with the revised version;

(bbb) The possibility to use H, 2 signs (with the mention of the start and end of a section) before the beginning of a section will be considered as part of the work on non-convention signs;

(ccc) Signs H, 3 and H, 4 – the word “parking” is revised to “parking, parking prohibition or restriction” where it appears. The language will be further adapted in order to allow the use of these additional panels with a parking authorisation, in particular by taking into account the definition of E, 14 sign concerning marking of direction on additional panels; and

(ddd) Sign H, 3 – the signs which contain arrows without a distance inscription shall be centred.

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

7. 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 that were presented by the secretariat (ECE/TRANS/WP.1/GE.2/2016/1 and Informal document No. 2 (February 2019)).

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

IV. Other Business

9. At the seventy-eighth session of WP.1, the Group of the Chair had requested an extension of its mandate until the end of 2019. The Chair informed the Group that WP.1 had taken note of the request that had been sent to the WP.1 Chair. The Chair also advised that after discussion, WP.1 had instructed the Group to complete its work on the 1968 convention signs by June and to submit the final report (on the convention’s signs) to WP.1 in September 2019. The Group was requested to complete its assessment of non-convention signs by the end of 2020. To make this possible, WP.1 had decided to extend the Group’s mandate until 31 December 2020. The extension would be subject to approvals from the Inland Transport Committee (February 2020) and from the Executive Committee of the Commission (March or April 2020) (ECE/TRANS/WP.1/167, paras. 30 to 33).

10. The Group of Experts was of the view that the oral presentation made by A-mazing Designs at the eighteenth session should be posted on the website.

11. The Group of Experts did not discuss other matters of interest.

V. Adoption of the Report

12. The Group of Experts adopted the report of this session.
