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Item 7 of the provisional agenda

Convention on Road Signs and Signals (1968)

**Submitted by the Chair of the Informal Intergovernmental Group of
Experts on Road Signs and Signals (IIGERSS)**

This document provides information about the current work being undertaken by IIGERSS focusing on recommended new signs to be included in the 1968 Convention on Road Signs and Signals.

1. Amendment proposals (changes of the current version of the convention and the road signs and signals therein, no new road signs)

Document ECE/TRANS/WP.1/2023/2 (available at <https://unece.org/transport/events/wp1-global-forum-road-traffic-safety-87th-session>) contains the amendment proposal of the 1968 Convention on Road Signs and Signals. Informal document n°6 contains comments from Denmark on the amendment proposal. To facilitate the discussion IIGERSS discussed Informal document No. 6 during its last session on 4-5 September and agreed to recommend to WP.1 the following changes to the amendment proposal with respect to D and H signs.

- A) The sentence “The end of compulsory cycle track (end of compulsory footpath, end of compulsory track for riders on horseback, end of compulsory path or track for two categories of road users, end of compulsory shared path or track for two categories of road users respectively) may be indicated by other means.” is to be inserted as second paragraphs in D-04.2, D-04-4, D-04-6, D-05.2, and D-05-4 descriptions). This to make it clear that end signs do not need to be placed in all cases, for example in case the end of the cycle path is obvious due to the infrastructure.
- B) “Red symbols or inscriptions may be used on additional panels only to indicate certain days such as Sundays and holidays.” is to be inserted as the second last sentence in Section H, Additional panels, General characteristics and symbols paragraph. To emphasize the distinction between workdays and Sundays and holidays, red symbols or inscriptions may be used to indicate for example that a certain limitation in parking time applies only on Sundays and holidays.

All other comments in Informal document No. 6 were discussed and IIGERSS agreed that no further changes were needed.

IIGERSS requested the secretariat to seek legal advice from the Office of Legal Affairs on a transition period mechanism (15 years) necessary to implement the amendments i.e., the 1968 Convention on Road Signs and Signals, European Agreement and Protocol on Road Markings. The same question is asked to WP1, does WP1 agree to put in the report of this session that it requested the secretariat to seek legal advice from the Office of Legal Affairs on a transition period mechanism (15 years) necessary to implement the amendments i.e., the 1968 Convention on Road Signs and Signals, European Agreement and Protocol on Road Markings. Most of the signs in the amendment do not differ to much from the existing signs, so the existing as well as the new signs may be used. However, there are some other signs, which differ a lot from the existing signs, and therefore it seems necessary to grant a transitional period. Above all, this transitional period will give clarity on the timeline to switch to the new signs (= especially for those who change the essential characteristics).

2. Work on recommendations to introduce new road signs into the convention on road signs and signals
 - (a) The Group of experts on cycling infrastructure Module (CIM) – under WP5 (Trends and Economics)

The secretariat of the Group of Experts on Cycling Infrastructure Module briefed IIGERSS experts on the CIM work related to definitions of various types of cycling infrastructure and suggested the two groups could coordinate their work, as this group also proposes to introduce some new road signs into the convention on road signs and signals. A joint session is proposed on 7 November 2023. These proposals can be found at ECE/TRANS/WP.5/GE.5/2023/2/Rev.1 (Agreed definitions for types of cycling infrastructure) and ECE/TRANS/WP.5/GE.5/2023/4 (Possible modifications to 1968 Convention on Road Signs and Signals).

Is WP1 in agreement with this? In other words, does WP1 agree that IIGERSS will have a joint session with CIM, with the purpose that CIM explains the rationale of their proposals so that IIGERSS can during its next sessions determine if the recommendations of CIM should also be recommended to WP1.

- (b) We had a discussion within IIGERSS on the introduction of a signs which indicates the presence of a cyclist crossing with in close proximity a pedestrian crossing. IIGERSS discussed this a length but could not reach an agreement on the recommendation to introduce “cyclist crossing” and “cyclist/pedestrian crossings in close proximity” signs into the 1968 Convention on Road Signs and Signals.

(c) The recommendation to introduce a sign to indicate a zero and low emission zone was accepted, Informal document No. 2 (4 September 2023) which contains a recommended image (a C category sign with motor vehicle and exhaust pipe smoke) and its definition. The proposed definition “No entry for polluting power-driven vehicles. Domestic legislation shall define polluting power-driven vehicles.” was accepted. The proposed images will be a bit refined i.e., smoke to be shown as a contour only, grill to be added, and contrast rims for the zonal validity signs to be widened.

(d) Electric charging facility, Informal document No.3 (4 September 2023). IIGERSS agreed on the “Electric charging (or other alternative fuel) facility” signs and “filling station” sign. The proposed images are to be refined and completed. The Group will continue its discussions about how to introduce the additional panel symbols for electric and alternative fuel vehicles i.e., via the new C signs or via additional panels.
