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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**

Visibility and legibility of road signs

Proposal transmitted by the International Road Safety Organization (PRI)

1. At earlier sessions members of the Working Party on Road Traffic Safety (WP.1) commented on the draft amendments to article 7 of the Convention submitted under the symbol TRANS/WP.1/2001/41.

The majority of the members of WP.1 who made comments recognized the need to reinforce the existing text so as to take account of developments that have emerged in the last few decades, particularly as regards:

- traffic conditions: density, mix of types of vehicles or users, volume of heavy vehicle traffic;
- the population with driver access to vehicles: constantly increasing numbers and ageing of the population;
- vehicle performances and in particular the speeds used.

These developments materialize in increased user needs, particularly as regards the visibility and legibility of road signs, by night and by day. However, the hope was expressed that amendments to the text of the Convention would be restricted to setting out essential rules.

A new draft amendment is therefore proposed to article 7 of the Vienna Convention on Road Signs and Signals to read as follows (*additions or amendments to the present text appear in bold*):

“It is recommended that domestic legislation should, ~~provide that~~ in order to make them ~~more~~ visible and legible at night, **make mandatory the use of boards** lighted or equipped with reflecting material ~~or reflecting devices~~ **for** road signs, in particular danger warning signs ~~and~~, **direction signs** and regulatory signs other than those regulating standing and parking in lighted streets of built-up areas, provided that this does not result in road-users being dazzled.

Domestic rules defining the choice between signs lighted or equipped with reflecting material and the choice of the class of reflection shall be based on the real needs of users and take particular account of the road environment, the nature and intensity of the traffic and the location of the sign.

The use of reflecting and fluorescent material could also be usefully recommended when the visibility of the sign is of primordial importance for safety, at dawn or dusk or in unfavourable weather conditions.”

2. It would be useful to attach to this article 7 of the Convention a recommendation to be incorporated in Consolidated Resolution R.E.2 on the subject of reinforcing the visibility and legibility of road signs, a first draft of which was submitted under the symbol TRANS/WP.1/2001/16 and should be supplemented by a chapter on road markings.
