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

Geneva, 21-22 November 2017

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

1. The Group of Experts on Road Signs and Signals (GE.2) held its thirteenth session in Geneva on 21 and 22 November 2017, chaired by Mr. Karel Hofman (Belgium). Representatives of the following UNECE member States participated: Belgium, Denmark, Estonia, Finland, Germany, Greece, Italy, Latvia, Luxembourg, Republic of Moldova, Romania, Russian Federation, Slovakia, Spain, Sweden and Switzerland.
2. The representatives of non-ECE member State also participated: Nigeria. The following non-governmental organizations were represented: Easa Husain Al-Yousifi & Sons Company, Forschungsgesellschaft Strasse-Schiene-verkehr (FSV), and an independent consultant from the United States of America (A-Mazing Designs).

## **II. Adoption of the Agenda (agenda item 1)**

3. The Group of Experts adopted the session's agenda ECE/TRANS/WP.1/GE.2/25.

## **III. Programme of Work: Taking Stock of National Legislation (agenda item 2)**

### **A. Analysis of information collected via the web-based Road Signs Management System: remaining G and H section signs**

4. The secretariat presented ECE/TRANS/WP.1/GE.2/2017/3 and Informal document No. 3 providing a few additions to the formal document containing the amendment proposals to the articles 14 to 21 and section G of the Annex I of the Convention. The Group of Experts discussed the amendment proposals and introduced several changes. It requested that Informal document No. 3 is updated and circulated to experts together with a questionnaire that could facilitate the review of the updated document by experts vis-à-vis the suggested images of the G signs introduced with the amendment proposals. The secretariat was requested to prepare the questionnaire and to provide access to the sign images as soon as possible through eCoRSS. The experts committed to provide responses to the questionnaire back to the secretariat in time to prepare a document for the next session listing outstanding issues on G signs.

5. Due to time constraints, the Group of Experts was unable to consider the Informal document No. 1 (November 2017) in relation to the H, 3, H, 4 and other H section signs.

6. Due to time constraints, the Group of Experts was not able to continue with its stock take of the information collected via the web-based Road Signs Management System from H, 4 a onwards. The Group agreed to revert to this task at the next session by using the methodology agreed upon at the second session, i.e. sign-by-sign assessment focusing on deviation identification and description, deviation evaluation, recommendations and assignment of "in-conformity indicators" for both images and definitions. The experts of Kuwait will facilitate discussion by providing their analysis for the signs H, 4 to H, 9.

### **B. New design for signs G, 1a, G, 1b, and G, 1c**

7. The Group of Experts agreed to discontinue discussing this item separately as it is covered under agenda item 2 (a).

### **C. Secretariat's amendment proposal**

8. The Group of Experts endorsed ECE/TRANS/WP.1/GE.2/2017/4 and requested the secretariat to incorporate it into the Annex of the report.

9. The Group of Experts also reviewed ECE/TRANS/WP.1/GE.2/2017/5, introduced further changes to it and requested the secretariat to incorporate it into the Annex of the report.

10. The Group of Experts requested that the secretariat considers the references to "strips" and "rims" in the Convention and the Annex to date, and provides an amendment proposal in an informal document at the next session to ensure consistency if such is required.

11. The secretariat presented Informal document no. 2 which contains amendment proposals to Articles 9 through 14 of the Convention. The Group reviewed this document, made changes and requested that the revised document be provided at the next session as a formal document. Denmark proposed to further contribute by making a proposal on how to further amend Article 9 of the Convention and to introduce a provision on how to give a warning of a dangerous section of a road that begins in a specific distance from the sign.

### **D. Sign to communicate the need to crash through gates (barriers) of a vehicle if trapped at a level crossing**

12. Due to time constraints, the Group of Experts was not able to discuss this item and agreed to revert to it at the next session.

### **E. Use of an oblique bar in the C, 3, C, 4a and C, 4b signs**

13. The Group of Experts were of the view that the oblique bar in the C, 3 and C, 4 signs should preferably be used. For consistency reasons it was agreed that the provision on the use of the oblique bar applicable in the Convention to C, 3 signs should also apply to C, 4 signs.

### **F. Amendment proposal to the text of point 8 (a) (i) of Section E, Annex 1**

14. The Group of Experts agreed to discontinue discussing this item separately as it is covered under agenda item 2 (a).

### **G. Use of rectangular panels or other solutions to warn road users about temporary road works**

15. The Group of Experts agreed to discontinue discussing this item separately as it is covered under agenda item 2 (a).

### **H. Evaluation of the non-Convention signs and related observations**

16. Due to time constraints, the Group decided to revert to this issue at the next session.

#### **IV. Other Business (agenda item 3)**

17. At the last session, the secretariat provided a detailed presentation on e-CoRSS and informed the Group of Experts that e-CoRSS would be made available to them for testing together with a list of questions to be answered before this session. The secretariat summarized the results of testing undertaken by experts. The Group of Experts requested that the questionnaire be provided as a formal document at the next session so that all of the experts may respond to it. It was further requested that responses to the questionnaire be sent to the secretariat within four weeks of their receipt.

18. The Chair informed the Group of Experts that their request to extend the mandate until the end of 2018 was approved by WP.1 at its 75th session.

19. The representatives of the International Road Sign Comprehension Evaluation Project made a presentation focusing on results of comprehension test of some 16 signs from the Convention and Consolidated Resolution on Road Signs and Signals. The presentation also showed the reaction time of the test respondents. The Group of Experts took note of the presentation and thanked the speakers. It agreed to contemplate about the results of the comprehension evaluation when reviewing its earlier recommendations related to the specific Convention signs reviewed in the project. A-mazing Designs will undertake to provide a summary of the presentation in time for the next session.

#### **V. Date and Place of Next Meeting (agenda item 4)**

20. The Group of Experts was informed that the next meeting will take place on 15-16 February 2018 in Geneva.

#### **VI. Adoption of the Report (agenda item 5)**

21. The Group of Experts adopted the report of its thirteenth session

## Annex

### A sign-by-sign assessment by the Group of Experts

The Group of Experts on Road Signs and Signals (Group) analysed the implementation of the 1968 Convention on Road Signs and Signals on the basis of information provided by 36 Contracting Parties (Albania, Austria, Azerbaijan, Belgium, Bosnia and Herzegovina, Chile, Croatia, Czech Republic, Denmark, Finland, France, Germany, Greece, Hungary, Islamic Republic of Iran, Italy, Kuwait, Latvia, Lithuania, Luxembourg, Montenegro, Netherlands, Nigeria, Poland, Portugal, Republic of Moldova, Romania, Russian Federation, Serbia, Slovakia, Sweden, Switzerland, Tunisia, Ukraine, Uzbekistan, Viet Nam) in the Road Signs Management System.

#### General recommendations/observations

The Group recommended adopting a schematic approach (i.e. by striving to remove unnecessary details such as hats and clothing) for all symbols used in the signs in the 1968 Convention. This will promote a universal understanding of road signs around the world.

The Group recommended that when units such as tonnes, meters, etc. follow a digit or a number, there should be a space separating them to increase legibility.

The Group recommended using, if deemed necessary, a thin light-coloured (e.g. white) separation between two dark colours used on signs (e.g. blue and red).

The Group recommended that all of the signs specified in the European Agreement (C, 3m, C, 3n, E, 17a, E, 17b, F, 14, F, 15, except F, 16) also be included in the Convention.

The Group recommended that either upper or mixed case letters could be used for inscriptions, but whichever approach is adopted, that it be used consistently.

The Group recommended the following amendments which are not linked to any specific sign (amendments to articles linked to specific signs are proposed together with sign assessment):

- Article 23, Signals for vehicular traffic, paragraph 11 (a):

Where green or red lights are placed above traffic lanes shown by longitudinal markings on a carriageway having more than two lanes, the red light shall mean that traffic may not proceed along the lane over which it is placed and the green light shall mean that traffic may so proceed. The red light thus placed shall be in the form of two inclined ~~crossed bars~~ **a form of X** and the green light in the form of an arrow pointing downwards.

- Article 23, Signals for vehicular traffic, paragraph 13:

13. In cases where traffic light signals apply to cyclists only, this restriction may be clarified, if to do so is necessary in order to avoid confusion, by including the silhouette of a cycle in the traffic light signal itself or by using a traffic light signal of small size supplemented by an additional panel ~~rectangular plate~~ showing a cycle.

- Annex 2, Chapter III, TRANSVERSE MARKINGS, point B STOP LINES, to ensure consistent use of terms, as follows:

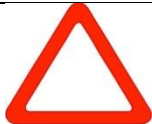

32.<sup>101</sup> Stop lines may be supplemented by longitudinal lines (diagrams 18 and 19). They may also be supplemented by the ~~word~~ "STOP" **inscription-inscribed** on the carriageway as shown in the examples given in diagrams 20 and 21. The distance between the top of the letters of the ~~word~~ "STOP" **inscription** and the stop line should be between 2 m and 25 m.

- Protocol on Road Markings, Additional to the European Agreement Supplementing the Convention, Annex, Ad Annex 8 to the Convention (Road markings) Chapter III (Transverse markings), B. Stop lines, Paragraph 32, **to ensure consistent use of terms, as follows:**

“Stop lines may be supplemented by longitudinal lines (diagram A-31). They may also be supplemented by the ~~word~~ “STOP” **inscription inscribed** on the carriageway

**Aa “DANGER WARNING SIGNS”**

A few countries appear to use a rim, rather than a border. It is necessary to consider definitions of rims and borders.

Convention sign:	Examples from countries:
	

**Ab Danger warning signs**

The Group noted that very few Contracting Parties use this sign.






*Secretariat to rectify an erroneous entry (to not applicable).*

**A, 1 a “DANGEROUS BEND OR BENDS”**

All signs examined appeared to convey the danger of “left bend” message.

A few countries use a strong curved (90 degree angle) bend and an arrowhead, not a curved pointed bend. The Group was divided as to whether it was worth considering matching the extent of the bend indicated on the sign to the local road conditions.

There was no agreement regarding whether the symbol used for C, 11 a should not also be used for A, 1 a.

Convention sign:	Examples from countries:
	   

**A, 1 b “DANGEROUS BEND OR BENDS”**

All signs examined appeared to convey the danger of “right bend” message.

A few countries use a strong curved (90 degree angle) bend and an arrowhead, not a curved pointed bend. The Group was divided as to whether it was worth considering matching the extent of the bend indicated on the sign to the local road conditions.

There was no agreement regarding whether the symbol used for C, 11 b should not also be used for A, 1 b.

Convention sign:	Examples from countries:



Secretariat to verify/delete N/A responses for the Czech Republic and Ukraine.

**A, 1 c “DANGEROUS BEND OR BENDS”**

No comment.



Kuwait to rectify its input.

**A, 1 d “DANGEROUS BEND OR BENDS”**

No comment.



Secretariat to delete the extra signs from Kuwait.

**A, 2 a “DANGEROUS DESCENT”**

A few countries use the image of a vehicle in addition to a percentage within the sign. A few countries use an arrow instead of a vehicle. Both approaches appear to contravene the Convention.

The Group did not agree on the most appropriate symbol or combination of symbols to indicate how dangerous the descent is and its direction (percentage, vehicle with or without a driver, arrow). However, the Group believed that indicating the direction of the descent was as important as indicating the degree of the descent.



**A, 2 b “DANGEROUS DESCENT”**

No comment.







No examples from countries

**A, 2 c “DANGEROUS DESCENT”**

The Group did not agree on the most appropriate symbol or combination of symbols to indicate how dangerous the descent is and its direction (percentage, vehicle with or without a driver, arrow). However, the Group believed that indicating the direction of the descent was as important as indicating the degree of the descent.

Convention sign:



Examples from countries:



**A, 2 d “DANGEROUS DESCENT”**

No comment.

Convention sign:



Examples from countries:



**A, 3 a “STEEP ASCENT”**

A few countries use the image of a vehicle in addition to a percentage within the sign. A few countries use an arrow instead of a vehicle. Both approaches appear to contravene the Convention.

The Group did not agree on the most appropriate symbol or combination of symbols to indicate how dangerous the ascent is and its direction (percentage, vehicle with or without a driver, arrow). However, the Group believed that indicating the direction of the ascent was as important as indicating the degree of the ascent.

Convention sign:



Examples from countries:



**A, 3 b “STEEP ASCENT”**

No comment.

Convention sign:



Examples from countries:

No examples from countries

**A, 3 c “STEEP ASCENT”**

The Group did not agree on the most appropriate symbol or combination of symbols to indicate how dangerous the ascent is or its direction (percentage, vehicle with or without a driver, arrow). However, the Group believed that indicating the direction of the ascent was as important as indicating the degree of the ascent.

Convention sign:	Examples from countries:
	

**A, 3 d “STEEP ASCENT”**

No comment.

Convention sign:	Examples from countries:
	

**A, 4 a “CARRIAGEWAY NARROWS”**

*Kuwait to replace its input and include an additional non-Convention sign.*

No comment.

Convention sign:	Examples from countries:
	

**A, 4 b “CARRIAGEWAY NARROWS”**

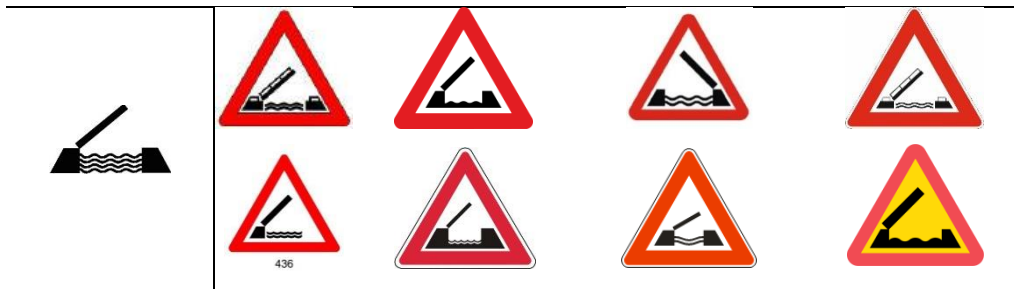
No comment.

Convention sign:	Examples from countries:
	

**A, 5 “SWING BRIDGE”**

The Group noted slight differences in the symbol of the bridge, the direction of the bridge opening (right side), the water underneath the bridge (waves replaced by solid half circles), and the use of two different colours on the same symbol (black and blue). Notwithstanding, the Group believed that the essential characteristics of the symbol have been retained.

Convention sign:	Examples from countries:



**A, 6 “ROAD LEADS ON TO A QUAY OR RIVER BANK”**

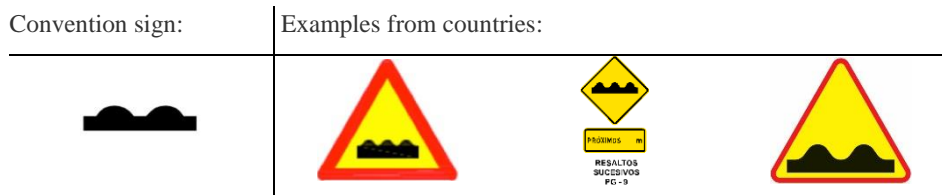
*Russian Federation to indicate that the black rim around all of its signs is not part of the symbol in the Aa “Comments” box.*

The Group noted that a few countries used two different colours on the same symbol (black and blue). Notwithstanding, the Group believed that the essential characteristics of the symbol have been retained.



**A, 7 a “UNEVEN ROAD”**

No comment.



**A, 7 b “UNEVEN ROAD”**

*Belgium to replace its input.*

The Group agreed that the definition of A, 7<sup>b</sup> requires elaboration.



**A, 7 c “UNEVEN ROAD”**

No comment.







**A, 8 “DANGEROUS SHOULDERS“**

*Secretariat to check the symbol of Uzbekistan*

The Group noted slight differences in the symbols used and agreed that gravel should be clearly made part of the symbol.

Convention sign:	Examples from countries:
	  

**A, 9 “SLIPPERY ROAD”**

The Group noted that most countries used a slightly different symbol and that one country had an upright vehicle. Notwithstanding, the Group believed that the essential characteristics of the symbol have been retained.

Convention sign:	Examples from countries:
	  

**A, 10 a “LOOSE GRAVEL”**

*France to rectify numbering.*

The Group noted that most countries used a slightly different symbol and that the loose gravel was not clear in some symbols. The Group agreed that the loose gravel should be clearly shown in the symbol and that for the countries which drive on the right hand side of the road, that the vehicle should be on the left hand side given that the danger will come from the left.

Convention sign:	Examples from countries:
	  

**A, 10 b “LOOSE GRAVEL”**

No comment.

Convention sign:	Examples from countries:



**A, 11 a “FALLING ROCKS”**

The Group noted that some countries included rocks on the carriageway which provide additional warning that fallen rocks are the main hazard. The Group agreed that having the rocks on the carriageway do not alter the essential characteristics of the symbol. The symbol as it presently is in the Convention should be retained.

Convention sign:	Examples from countries:

**A, 11 b “FALLING ROCKS”**

No comment.

Convention sign:	Examples from countries:

**A, 12 a “PEDESTRIAN CROSSING”**

Secretariat to move current Lithuanian sign to non Convention signs.

The Group noted that many countries used a symbol of a person and a zebra crossing (stripes).

The Group recommended that a new A, 12 c symbol comprised of a person and zebra crossing be added to the existing symbol in the Convention, and is the preferred symbol to be used. The expert Group also recommended using the symbol of a person already existing in E, 12 c to replace the symbol in A, 12 a.

Convention sign:	Examples from countries:

**A, 12 b “PEDESTRIAN CROSSING”**

Secretariat to move current Lithuanian sign to A, 12 a, and remove current Albanian sign (as it replicates the current Albanian one in A, 12 a).

The Group recommended using the symbol of a person already existing in E, 12 c to replace the symbol in A, 12 b.

Convention sign:	Examples from countries:



**A, 13 “CHILDREN”**

The Group suggested modernizing the children symbol.

Convention sign:

Examples from countries:



**A, 14 “CYCLISTS ENTERING OR CROSSING”**

The Group noted that some countries did not include a person as part of the symbol.

The Group also noted that there was a possibility that a symbol without a person sitting on the bicycle could be used. The Group recommended that the relevant text in the Convention be amended to stipulate that symbol without a person sitting on the bicycle could be used.

The Group recommended that a Contracting Party should use this symbol consistently (i.e. with or without a cyclist such as in the C, 3 c and D, 4 symbols).

Convention sign:

Examples from countries:



**A, 15 a “DOMESTIC ANIMAL CROSSING”**

Sweden to replace the current “moose” sign.

No comment.

Convention sign:

Examples from countries:



**A, 15 b “WILD ANIMAL CROSSING”**

No comment.

Convention sign:

Examples from countries:



**A, 16 “ROAD WORKS”**





The Group recommended modernizing the symbol and that within each Contracting Party, the same symbol should be used consistently.

The Group also recommended that the relevant text in the Convention be amended to allow for the reversal of this symbol.

Convention sign:	Examples from countries:
	   


**A, 17 a “LIGHT SIGNALS“**

No comment.

Convention sign:	Examples from countries:
	  




**A, 17 b “LIGHT SIGNALS“**

No comment.

Convention sign:	Examples from countries:
	No examples from countries





**A, 17 c “LIGHT SIGNALS“**

No comment.

Convention sign:	Examples from countries:
	  

**A, 18 a “INTERSECTION WHERE THE PRIORITY IS PRESCRIBED BY THE GENERAL PRIORITY RULE”**

One country uses a “plus” symbol instead of the “X” shaped symbol but under the Convention, the “plus” symbol is to be used with the Ab model. The Group agreed that the current “X” shaped symbol should be the only symbol used with Aa model.

Convention sign:	Examples from countries:
	  

**A, 18 b “INTERSECTION WHERE THE PRIORITY IS PRESCRIBED BY THE GENERAL PRIORITY RULE”**

No comment.

Convention sign:	Examples from countries:
	

**A, 18 c “INTERSECTION WHERE THE PRIORITY IS PRESCRIBED BY THE GENERAL PRIORITY RULE”**

*Secretariat to remove the symbols from Albania, Lithuania and Montenegro. It will also request France and Hungary to modify their current symbols.*

The Group stressed that all Contracting Parties must ensure that their general priority rule symbol should be indicated by the same width of all of the elements comprising the symbol.

Convention sign:	Examples from countries:
	

**A, 18 d “INTERSECTION WHERE THE PRIORITY IS PRESCRIBED BY THE GENERAL PRIORITY RULE”**

*Secretariat to remove the symbols from Lithuania, France and Serbia (or verify if it is one of the A, 19 symbols)*

No comment.



Convention sign:	Examples from countries:
	  

**A, 18 e “INTERSECTION WHERE THE PRIORITY IS PRESCRIBED BY THE GENERAL PRIORITY RULE”**

*Secretariat to remove the symbol from Albania.*

No comment.

Convention sign:	Examples from countries:
	  

**A, 18 f “INTERSECTION WHERE THE PRIORITY IS PRESCRIBED BY THE GENERAL PRIORITY RULE”**

*Secretariat to remove the symbol from Albania.*

No comment.

Convention sign:	Examples from countries:
	  

**A, 18 g “INTERSECTION WHERE THE PRIORITY IS PRESCRIBED BY THE GENERAL PRIORITY RULE”**

*Secretariat to remove the symbols from Albania and Ukraine (to be moved to A, 19 symbol). Kuwait will move its current symbol to A, 19.*






No comment.

Convention sign:	Examples from countries:
	  

**A, 19 a “INTERSECTION WITH A ROAD THE USERS OF WHICH MUST GIVE WAY”**

Some countries do not use the arrow head or the “V” shape at the bottom. The Group recommended using the symbol in the Convention without altering it (that is, having the arrow head and the “V” shape at the bottom). The Group clarified that the arrow head and the “V” shape at the bottom, and the differences in the proportion of the line widths, are essential characteristics of the symbol.

The Group suggested that the Convention should have as many examples of symbol A, 19 as it does for symbol A, 18.

Convention sign:	Examples from countries:
	   

**A, 19 b “INTERSECTION WITH A ROAD THE USERS OF WHICH MUST GIVE WAY”**

Some countries do not use the arrow head or the “V” shape at the bottom. The Group recommended using the symbol in the Convention without altering it (that is, having the arrow head and the “V” shape at the bottom). The Group clarified that the arrow head and the “V” shape at the bottom, and the differences in the proportion of the line widths, are essential characteristics of the symbol.

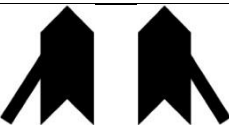



The Group suggested that the Convention should have as many examples of symbol A, 19 as it does for symbol A, 18.

Convention sign:	Examples from countries:
	  

**A, 19 c “INTERSECTION WITH A ROAD THE USERS OF WHICH MUST GIVE WAY”**

Some countries do not use the arrow head or the “V” shape at the bottom. The Group recommended using the symbol in the Convention without altering it (that is, having the arrow head and the “V” shape at the bottom). The Group clarified that the arrow head and the “V” shape at the bottom, and the differences in the proportion of the line widths, are essential characteristics of the symbol.

The Group suggested that the Convention should have as many examples of symbol A, 19 as it does for symbol A, 18.

Convention sign:	Examples from countries:
	  

**A, 20 “INTERSECTION WITH A ROAD TO WHOSE USERS DRIVERS MUST GIVE WAY”**

The Group noted that only a very few countries use the sign A, 20 while the majority of countries use the sign B, 1 with additional panel H, 1. This second possibility is introduced with paragraph 6 Article 10 (first sentence). However, the Group noted that both the paragraph 6 as well as point 20 (a) of Section A of Annex 1 require that the same warning is implemented by different signs both being obligatory.

The Group recommended that giving advance warning of B, 1 should be done in accordance with paragraph 6 Article 10 while the sign A, 20 should be removed from the Convention.

The Group further recommended that paragraph 6 of the European Agreement should be deleted (first sentence).

Convention sign:	Examples from countries:
	

### A, 21 a and A, 20 b “INTERSECTION WITH A ROAD TO WHOSE USERS DRIVERS MUST GIVE WAY”

The Group noted that only a very few countries or none use the sign A, 21 a and A, 21 b while the majority of countries use the sign B, 1 supplemented by an additional panel bearing the “STOP” inscription and the figure indicating the distance to the sign B, 2 a or B, 2 b. This second possibility is introduced with paragraph 6 Article 10 (second sentence). However, the Group noted that both the paragraph 6 as well as point 20 (b) and 20 (c) of Section A of Annex 1 require that the same warning is implemented by different signs both being obligatory.

The Group recommended that giving advance warning of B, 2 a or B, 2 b should be done in accordance with paragraph 6 Article 10 while the sign A, 21 a and A, 21 b should be removed from the Convention.

The Group also recommended to amend para 6 of Article 10 as follows (second sentence):

To give advance warning of sign B, 2 a or B, 2 b, sign B, 1, supplemented by a ~~rectangular~~ **an additional** panel bearing the "STOP" ~~symbol~~ **inscription, or its equivalent in national language**, and a figure indicating the distance to the sign B, 2 a or B, 2 b shall be used.

The Group further recommended to amend paragraph 6 of the European Agreement (second sentence) as follows:

To give advance warning of sign B, 2 a, sign B, 1, supplemented by a ~~rectangular~~ **an additional** panel bearing the "STOP" ~~symbol~~ **inscription, or its equivalent in national language**, and a figure indicating the distance to the sign B, 2 a shall be used.


The Group recommended that the additional panel bearing the "STOP" inscription and a figure indicating the distance should be introduced to the H section of the Convention, when eCORSS is developed.

Convention sign:	Examples from countries:
	 

### A, 22 “ROUNDABOUT”

*Switzerland, Belgium, Kuwait and Montenegro to rectify their current symbols.*

The Group recommended that the symbol in the Convention be modified by providing greater space between the arrows and enlarging the arrow heads.

Convention sign:	Examples from countries:
	  

**A, 23 “TWO-WAY TRAFFIC”**






The Group recommended that the symbol in the Convention be modified by enlarging the arrow heads.

Convention sign:	Examples from countries:
	  

**A, 24 TRAFFIC CONGESTION**

*Italy to move their current sign to the non Convention sign category.*






The Group noted that many countries used slightly different symbols and in some cases, more than three vehicles were included in the symbol and the vehicles have red lights. Nevertheless, the Group believed that the essential characteristics of the symbol have been retained.

Convention sign:	Examples from countries:
	   

**A, 25 “LEVEL CROSSINGS”**

The Group noted that many countries used slightly different A, 25 symbols to indicate a gated level crossing except Nigeria which uses a symbol of a modern train. The Group considers that the train symbol is not in conformity with the Convention. The symbol of a train is to be used for the sign A, 26 a.

The Group believes that as long as the comprehension results of different symbols for level crossing with gates are not available, the existing symbol should be retained. The Group requested the secretariat to inform the Group of Experts on Improving Safety at Level Crossings about its recommendation.

Convention sign:	Examples from countries:
	   

**A, 26 a “OTHER LEVEL CROSSINGS”**

The Group noted several countries use a modern symbol for the train (Bosnia and Herzegovina, Croatia, Iran, Luxembourg, Nigeria and Serbia). The Group considers this symbol not to be in conformity with the Convention. It does not adequately depict a train; might be confused with the bus or tram; is three dimensional; and shows two headlights instead of three (no road vehicle has three headlights while locomotives typically have three). In addition, the symbol used by Nigeria combines the symbol of a red/black coloured modern train and a stop sign. This combination is also not in conformity with the Convention.



The other countries use the symbol of a steam engine with some variations. The Group believes, they all retain the essential characteristics and therefore are in conformity with the Convention.

The Group believes that as long as the comprehension results of different symbols for the train are not available, the existing steam engine symbol should be retained. The Group requested the secretariat to inform the Group of Experts on Improving Safety at Level Crossings about its recommendation.

Convention sign:	Examples from countries:
	

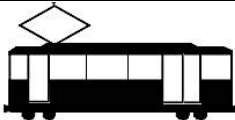

**A, 26 b “OTHER LEVEL CROSSINGS”**

No comment.

Convention sign:	Examples from countries:
	

**A, 27 “INTERSECTION WITH A TRAMWAY LINE”**

The Group believes that an essential feature of the tramway symbol is the presence of a pantograph. It should be of a diamond shape which is not the case for Albania, Denmark, France, Italy, Republic of Moldova and Vietnam. Some countries place the pantograph in the middle which the Group considers to be in conformity with the Convention. Also, the symbol should not include the tramway tracks (as it is the case for Belgium, Croatia, France, Finland, Montenegro, Norway, Poland, Slovakia and Switzerland) to ensure that the tramway symbol is understood by itself.

Convention sign:	Examples from countries:
	




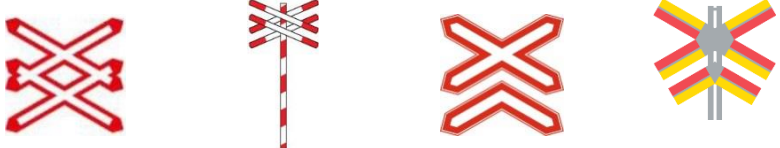


**A, 28 a, A, 28 b, A, 28 c “SIGNS TO BE PLACED IN THE IMMEDIATE VICINITY OF LEVEL-CROSSINGS”**

The Group noted that some countries use signs that do not appear to be in conformity with the Convention.

The Group recommended to pair the signs A, 28 a and A, 28 c (with no additional panel) to indicate the immediate vicinity of railway line with one track and to pair the signs A, 28 b and A, 28 c (with additional panel) to indicate the immediate vicinity of railway line with at least two tracks.

The Group recommended to amend the text of point 28 (a) and (b), section A, Annex I as follows:

- (a) There are ~~three~~ **four** models of sign A, 28 referred to in Article 35, paragraph 2 of this Convention: A, 28 a, A, 28 b, ~~and~~ A, 28 c **and A, 28 d**.
- (b) Models A, 28 a and A, 28 ~~b~~ **c** shall have a white or yellow ground and a red or black border **or may show red stripes (with or without a red or black border) on condition that neither the general appearance nor the effectiveness of the signs is impaired thereby**; model A, 28 ~~e b~~ **and A, 28 d** shall have a white or yellow ground and a black border; the inscription on model A, 28 ~~e b~~ **and A, 28 d** shall be in black letters. Models A, 28 ~~e b~~ **and A, 28 d** shall be used only if the railway line comprises at least two tracks; with model A, 28 ~~e d~~ the additional panel shall be affixed to indicate the number of tracks.

Convention sign:	Examples from countries:
	
Convention sign:	Examples from countries:
	
Convention sign:	Examples from countries:
	

**A, 29 a; A, 29 b and A, 29 c “ADDITIONAL SIGNS AT APPROACHES TO LEVEL-CROSSINGS OR SWING BRIDGES”**

The Group noted that one country (Sweden) uses the panel that appears not to be in conformity with the Convention.

The Group recommended to reproduce the images of signs for both sides of the carriageway.

The Group believes, in terms of visibility, that the bars (one, two or three) be placed in the upper part of the panels (ref. to the sign from Finland) or centred on the panels. The Group recommended to alter the images reproduced in the Convention accordingly.

The Group further recommended to amend the text of the Convention as follows:

- Article 9, para 5:

Danger warning signs may be repeated, particularly on motorways and roads treated as motorways. Where they are repeated, the distance between the sign and the beginning of the dangerous section of road shall be shown in accordance with the provisions of paragraph 4 of this Article.






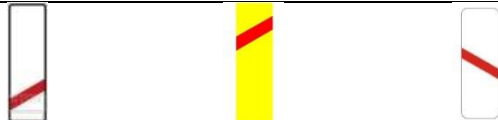
However, with respect to danger warning signs giving warning of swing bridges and level crossings, it shall be open to Contracting Parties to apply the following provisions:

A rectangular panel having its longer sides vertical and bearing three oblique red **bars stripes** on a white or yellow ground may be placed below any danger warning sign bearing one of the symbols A, 5; A, 25; A, 26 or A, 27 described in Annex I, section A, subsection II, paragraphs 5, 25, 26 and 27 to this Convention, provided that additional signs consisting of panels of the same shape bearing respectively one or two oblique red **bars stripes** on a white or yellow ground are set up at about one third and two thirds of the distance between the signs and the railway line. These signs may be repeated on the opposite side of the carriageway. The panels mentioned in this paragraph are further depicted in section A, subsection II, paragraph 29 of Annex 1 to this Convention.

- Annex I, Section A, II Description, point 29

29. Additional signs at approaches to level-crossings or swing bridges (A, 29)

- (a) The panels mentioned in Article 9, paragraph 5 of this Convention are signs A, 29 a, A, 29 b, and A, 29 c. The **bars stripes** shall slope downwards towards the carriageway.



Convention sign:	Examples from countries:
	
	
	

### A, 30 "AIRFIELD"

The Group also noted that some countries have the airplane symbol in a downward direction. Nevertheless, the Group believed that the essential characteristics of the symbol have been retained.

*Switzerland will insert the symbol into the danger sign.*



Convention sign:	Examples from countries:
	  

**A, 31 “CROSS-WIND”**


The Group noted that some countries use red colour for the symbol and recommended that the colour used be the same as in the Convention. For the other countries, the Group believed that the essential characteristics of the symbol have been retained.

Convention sign:	Examples from countries:
	  

**A, 32 “OTHER DANGERS”**





The Group noted that some countries do not use an exclamation point and recommended that that country changes its symbol to be the same as in the Convention. For the other countries, the Group believed that the essential characteristics of the symbol have been retained.

*Sweden to consider the Convention in this regard and advise at the fifth session.*

Convention sign:	Examples from countries:
	  

**B, 1 “GIVE WAY”**

The Group noted that some countries included the text “Give way” within the sign. The Group noted that, for the countries wishing to include the text “Give way”, there is the possibility that this could be done in an additional panel or within the sign itself (Article 8, paragraph 3).

Convention sign:	Examples from countries:
	  

**B, 2 a “STOP”**

The Group recommended that, in relation to the signs used by the countries, the size of “Stop” should be in conformity with the size specified in the text of the Convention. The Group also recommended that the sign used in the Convention should be in conformity with the size specified in the text of the Convention.



The Group also recommended to amend the existing Article 27 and Annex 1, Section B, point 2: STOP sign (B,2) of the Convention, as follows:

- Article 27:

1.<sup>20</sup> A transverse marking consisting of a continuous line across one or more traffic lanes shall mark the line behind which drivers are required by the sign B, 2, "STOP", referred to in Article 10, paragraph 3, of this Convention, to stop.

Such a marking may also be used to show the line behind which drivers may be required to stop by a light signal, or by a signal given by an authorized official directing traffic, or before a level-crossing. ~~The word "STOP"~~ **inscription** may be marked on the carriageway in advance of the markings accompanying sign B, 2.

- Annex 1, Section B, point 2: STOP sign (B,2):

(a) The "STOP" sign shall be sign B, 2, or which there are two models:

(i) Model B, 2a is octagonal with a red ground bearing the ~~word~~ **"STOP" inscription** in white in English or in the language of the State concerned; the height of the word shall be no less than one third of the height of the panel;

(ii) Model B, 2b is circular with a white or yellow ground and a ~~red yellow~~ border; it bears within it sign B, 1 without any inscription, and near the top, in large letters, the ~~word~~ **"STOP" inscription** in black or dark blue, in English or in the language of the State concerned.

The Group further recommended to amend the text of the European Agreement, Annex, point 18 Ad annex 1, section B, to the Convention, Paragraph 2 ("STOP" sign), as follows:

"The "STOP" sign shall be sign B, 2, model B, 2 a. Sign B, 2, model B, 2 a shall be octagonal with a red ground, surrounded by a ~~narrow white or light yellow border~~ **rim** and bear the ~~symbol~~ **"STOP" inscription** in white ~~or light yellow~~; the height of the ~~symbol~~ **"STOP" inscription** shall be not less than one third of the height of the panel. The height of the normal-sized sign B, 2 a shall be approximately 0.90 m; the height of the small signs shall be not less than 0.60 m."



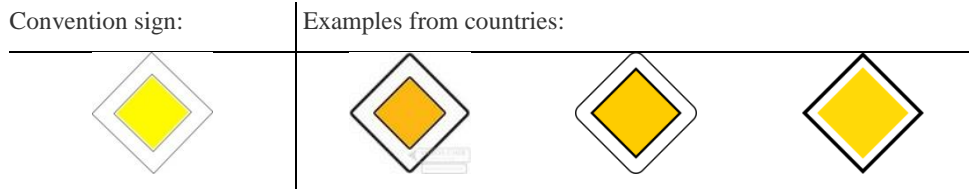
### B, 2 b "STOP"

The Group noted that very few countries use this sign (refer to Part IV of the Convention).

*Secretariat to look into the background regarding the earlier history (if this was the case) to remove this little used sign and advise at the fifth session.*

### B, 3 "PRIORITY ROAD"

The Group noted that some countries do not use the black rim for the yellow square in the centre, and recommended that they do so.

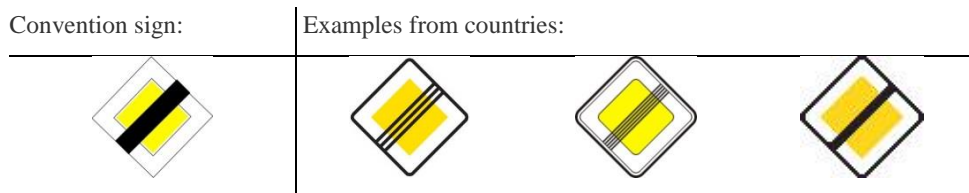


**B, 4 “END OF PRIORITY”**

The Group noted that some countries do not use the black rim for the yellow square in the centre, and recommended that they do so.

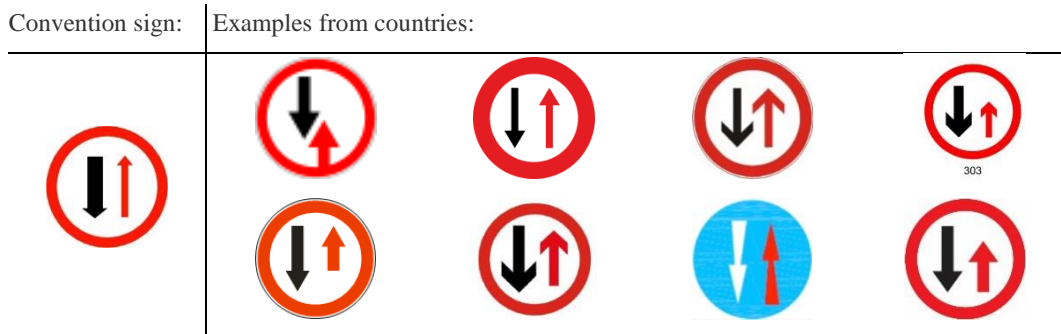
The Group recommended to amend the definition of sign B, 4 as follows:

The "END OF PRIORITY" sign shall be sign B, 4. It shall consist of sign B, 3 ~~above~~ with the addition of a black or grey median band perpendicular to the lower left and upper right sides of the square or, preferably, of grey-black parallel lines forming such a band.



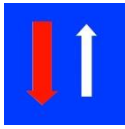
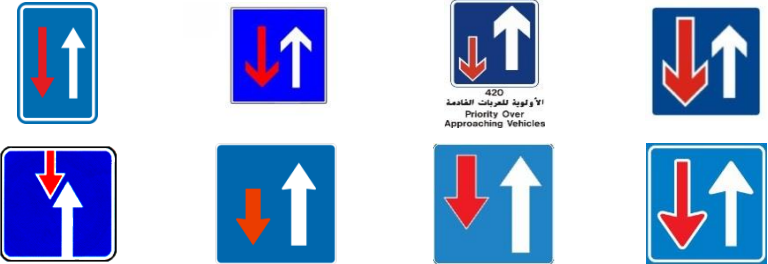
**B, 5 “PRIORITY FOR ONCOMING TRAFFIC”**

The Group noted that some countries do not use the arrows (i.e. length, width, positioning) as they appear in the Convention. The Group recommended that the arrowheads in the symbol used in Annex 3 of the Convention be enlarged, and that the signs of countries be in line with the revised symbol. The Group also recommended that the following additional words be inserted at the start of the article related to sign B, 5: “The sign indicating priority for oncoming traffic shall be sign B, 5.”



**B, 6 “PRIORITY OVER ONCOMING TRAFFIC”**

The Group noted that some countries do not use the arrows (i.e. length, width, positioning) as they appear in the Convention. The Group recommended that the arrowheads in the symbol used in Annex 3 of the Convention be enlarged, and that the signs of countries be in line with the revised symbol. The Group also recommended that the following additional words be inserted at the start of the article related to sign B, 6: “The sign indicating priority over oncoming traffic shall be sign B, 6.” To assist colour-blind drivers, the Group recommended that a white rim should be inserted around the red arrow.

Convention sign:	Examples from countries:
	

**General observation for C signs**

The Group discussed whether the oblique bar should be in front or behind the symbol. The Group discussed the note on page 39 (immediately following C, 3 1 definition) and agreed that the oblique bar in the C, 3 and C, 4 signs should preferably be used. For consistency reasons it was also agreed that the provision on the use of the oblique bar applicable in the Convention to C, 3 signs should also apply to C, 4 signs.

**C, 1 a “NO ENTRY”**

The Group noted that one country included the text “No Entry” within the sign. The Group noted that, for the countries wishing to include the text “No Entry”, there is the possibility that this could be done in an additional panel or within the sign itself (Article 8, paragraph 3).

Convention sign:	Examples from countries:
	

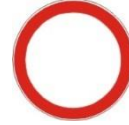
**C, 1 b “NO ENTRY”**

The Group noted that only one sign (C, 1 a or C, 1 b) could be used (Article 5, paragraph 2(a)).

Convention sign:	Examples from countries:
	

**C, 2 “CLOSED TO ALL VEHICLES IN BOTH DIRECTIONS”**

The Group noted some visual differences in the width of the border of the red circle, but believed that the essential characteristics of the symbol have been retained.

Convention sign:	Examples from countries:
	  

**C, 3 a “NO ENTRY FOR ANY POWER DRIVEN VEHICLE EXCEPT TWO-WHEELED MOTOR CYCLES WITHOUT SIDE-CAR”**






The Group noted some visual differences in the car symbol, but believed that the essential characteristics of the symbol have been retained.

The secretariat to look into section D paragraph 2 of the Convention (page 43) and point 20 of the European Agreement, and advise at the fifth session.

Convention sign:	Examples from countries:
	   

**C, 3 b “NO ENTRY FOR MOTOR CYCLES”**

The Group noted that there were many differences in the motor cycle symbol, including the presence or absence of a motor cycle driver, but believed that the essential characteristics of the symbol have been retained. The Group emphasized that it should be clear that the symbol is referring to a motorcycle.

Convention sign:	Examples from countries:
	   

**C, 3 c “NO ENTRY FOR CYCLES”**

The Group noted that there were differences in the bicycle symbol, but believed that the essential characteristics of the symbol have been retained. The Group emphasized that it should be clear that the symbol is referring to a bicycle.

Convention sign:	Examples from countries:
	   

**C, 3 d “NO ENTRY FOR MOPEDS”**

The Group noted that there were differences in the moped symbol, but believed that the essential characteristics of the symbol have been retained. The Group emphasized that it should be clear that the symbol is referring to a moped.

Convention sign:	Examples from countries:

**C, 3 e “NO ENTRY FOR GOODS VEHICLES”**

The Group noted that there were differences in the goods vehicles symbol, but believed that the essential characteristics of the symbol have been retained.

Convention sign:	Examples from countries:

**C, 3 f “NO ENTRY FOR ANY POWER DRIVEN VEHICLE DRAWING A TRAILER OTHER THAN A SEMI-TRAILER OR A SINGLE AXLE TRAILER”**

The Group noted that some countries used a different symbol (entire goods vehicle with single axle trailer). This is considered as a change of the essential characteristics of the symbol. Some countries also use a symbol with two axles which the Group believed better reflects the meaning of this provision. The Group recommended altering the symbol of the convention to make it clearer that the prohibition is aimed at other than single axle trailers by adding a second axle on the trailer.

Convention sign:	Examples from countries:

**C, 3 g “NO ENTRY FOR ANY POWER DRIVEN VEHICLE DRAWING A TRAILER”**

No comment.

Convention sign:	Examples from countries:

**C, 3 h “NO ENTRY FOR VEHICLES CARRYING DANGEROUS GOODS FOR WHICH SPECIAL SIGN PLATING IS PRESCRIBED”**

The Group noted that countries are using different colours (yellow, orange and red) for the symbols of the vehicles carrying dangerous goods. The Group recommended that the colour used should be orange (as per the symbol in the Convention). The Group was advised that only UNECE member States that have acceded to the 1968 Convention on Road Signs and Signals are able to accede to the 1971 European Agreement Supplementing the 1968

Convention. The Group agreed to recommend that the 1968 Convention should be amended to include signs C, 3 m and C, 3 n of the 1971 European Agreement.

Convention sign:	Examples from countries:
	

**C, 3 i “NO ENTRY FOR PEDESTRIANS”**

The Group noted that one country used a slightly different symbol (person standing). The Group believes that the symbol of a pedestrian has to reflect movement. The Group recommended that the symbol of a person as it exists in E, 12 c should be used for this sign.

Convention sign:	Examples from countries:
	

**C, 3 j “NO ENTRY FOR ANIMAL-DRAWN VEHICLES”**

The Group noted that some countries used a different symbol of the animal-drawn vehicles (entire animal and half of the vehicle being drawn), and considered this as a change of the essential characteristics of the symbol. The Group believed that the entire symbol as it appears in the Convention should be used.

Convention sign:	Examples from countries:
	

**C, 3 k “NO ENTRY FOR HANDCARTS”**

The Group noted that there were differences in the symbols, but believed that the essential characteristics of the symbol have been retained. The Group recommended that the symbol of a person as it exists in E, 12 c and pushing a handcart should be used for this sign.

Convention sign:	Examples from countries:
	

**C, 3 l “NO ENTRY FOR POWER DRIVEN AGRICULTURAL VEHICLES”**








The Group noted that there were differences in the symbols, but believed that the essential characteristics of the symbol have been retained.



Convention sign:	Examples from countries:
	   

**C, 4 a “NO ENTRY FOR POWER DRIVEN VEHICLES”**

The Group believed that a horizontal bar was not in conformity with Section C.I, paragraph 2. The Group recommended that a small Group (comprising of Portugal and Switzerland) be established to consider the question as to whether an oblique diagonal bar is mandatory for all C signs except for the C, 3 signs where countries are given a choice (see Note on page 39).

Convention sign:	Examples from countries:
	     


**C, 4 b “NO ENTRY FOR POWER DRIVEN VEHICLES OR ANIMAL-DRAWN VEHICLES”**

The Group agreed to defer discussion on this sign until the fifth session (after receiving feedback from the small group on C, 4 a).

Convention sign:	Examples from countries:
	   

**C, 5 “NO ENTRY FOR VEHICLES HAVING AN OVERALL WIDTH EXCEEDING ... METRES”**

The Group believed that the sign in the Convention is appropriate.

Convention sign:	Examples from countries:
	  

*Kuwait to rectify its sign which was erroneously entered.*

**C, 6 “NO ENTRY FOR VEHICLES HAVING AN OVERALL HEIGHT EXCEEDING ... METRES”**

The Group believed that the sign in the Convention is appropriate.










Convention sign:	Examples from countries:
	  

**C, 7 “NO ENTRY FOR VEHICLES EXCEEDING ... TONNES LADEN MASS”**

The Group noted that one country used a sign with the image of a goods vehicle, and believe that this was a change of the essential characteristics of the symbol. The Group also noted that there was a difference in the casing of the symbol “T” (i.e. some countries use lower casing “t”) as well as its positioning within the sign, and also that some countries used commas and period marks. The Group believed that the symbol in the Convention should be modified from upper to lower casing (“t”) and that the positioning of the symbol “t” should appear where it currently appears in the Convention.

The Group also believed, that where a comma or period mark is used, that the second digit should be two-thirds the size of the first digit, and that the lower casing “t” should appear immediately after the second digit and at the same level, and be proportionately visible. If a fraction is required, the Group believed that it should be to the nearest tenth (i.e. 3.5t, 7.8t). If it is an integer (i.e. 7.00t), it should appear without any zeros or period marks (i.e. 7t).

*Kuwait to rectify its sign.*


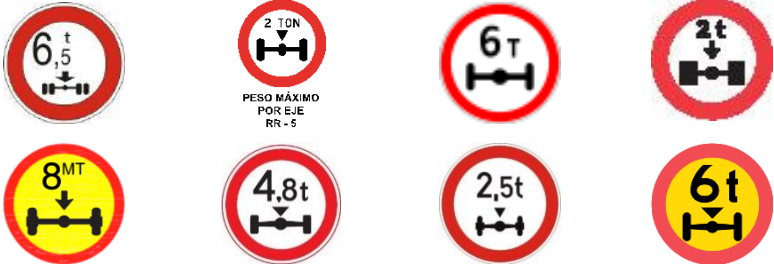
Convention sign:	Examples from countries:
	   
	   

**C, 8 “NO ENTRY FOR VEHICLES HAVING A MASS EXCEEDING ... TONNES ON ONE AXLE”**

The Group noted that there was a difference in the casing of the symbol “T” (i.e. some countries use lower casing “t”), its positioning within the sign, and also that some countries used commas and period marks. The Group also noted differences in the arrowheads and axles. The Group believed that the symbol in the Convention should be modified from upper to lower casing (“t”) and that the positioning of the symbol “t” should appear where it currently appears in the Convention. The group also believed that the arrow should be deleted, replaced by one arrowhead and that the number used for the first digit in the Convention symbol should be larger.


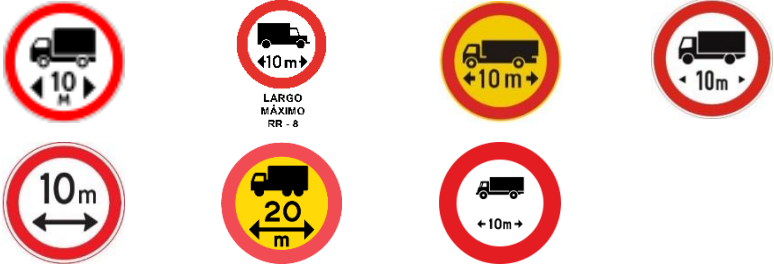
Finally, the Group believed, that where a comma or period mark is used, that the second digit should be two-thirds the size of the first digit, and that the lower casing “t” should appear immediately after the second digit and at the same level, and be proportionately visible. If a fraction is required, the Group believed that it should be to the nearest tenth (i.e. 3.5t, 7.8t). If it is an integer (i.e. 7.00t), it should appear without any zeros or period marks (i.e. 7t).



Convention sign:	Examples from countries:
	

**C, 9 “NO ENTRY FOR VEHICLES OR COMBINATIONS OF VEHICLES EXCEEDING ... METRES IN LENGTH”**

The Group noted that there was a difference in the casing of the symbol “m” (i.e. some countries use upper casing “M” where the Cyrillic alphabet is used) and that one country did not use the symbol of a truck. The Group believed that the symbol “m” should be placed immediately after the number, and not below the number, that the arrows be replaced by arrowheads, and that the number used in the Convention symbol should be larger.



Convention sign:	Examples from countries:
	

**C, 10 “DRIVING OF VEHICLES LESS THAN METRES APART PROHIBITED”**

Some countries (e.g. Finland, Sweden) place the symbol “m” under the number and they use an arrow.

One country (Croatia) uses a symbol for goods vehicle in addition to the symbol of a passenger vehicle. The Group believed this is not in conformity with the Convention. The application of this sign can be limited to the type of vehicle by the use of the relevant additional panel.

The Group believed that the symbol “m” should be placed after the number (not below the number).

Convention sign:	Examples from countries:
	

**C, 11 a “NO LEFT TURN”**

The Group considered that most countries use the sign in conformity with the Convention. Some countries (e.g. Finland) use the oblique bar that crosses from the upper right to the bottom left. The Group considered it not to be in conformity with the Convention.

Some countries (e.g. Chile) use an “arrow” symbol without any curvature.

Convention sign:	Examples from countries:
	  

**C, 11 b “NO RIGHT TURN”**

The Group considered that most countries use the sign in conformity with the Convention. Some countries (e.g. Austria, Switzerland) use the oblique bar that crosses from the upper left to the bottom right. The Group considered it not to be in conformity with the Convention.

Some countries (e.g. Chile) use an “arrow” symbol without any curvature.

Convention sign:	Examples from countries:
	  

**C, 12 “NO U-TURNS”**

The Group considered that most countries use the sign in conformity with the Convention. Some countries (e.g. the Netherlands) do not use the oblique bar on the sign. The Group considered it not to be in conformity with the Convention.

Some countries (e.g. Ukraine) use a white outline around the red oblique bar.

Convention sign:	Examples from countries:
	  

**C, 13 aa “OVERTAKING PROHIBITED”**

The Group noted that some countries (Austria, Czech Republic, Latvia, Slovakia, Sweden, Switzerland) included a line on the sign illustrating a pavement.

Convention sign:	Examples from countries:
	  

**C, 13 ab “OVERTAKING PROHIBITED”**

The Group noted that one country (Nigeria) put the vehicle symbols one below the other and not aligned horizontally. The Group also noted that one country (Kuwait) uses the oblique bar over only one of the vehicle symbols and not placed in the middle of the sign.

The Group recommended Nigeria to align both vehicle symbols and Kuwait not to use this sign, especially that Kuwait uses the C, 13<sup>aa</sup> sign too.

Convention sign:	Examples from countries:
	  

**C, 13 ba “OVERTAKING BY GOODS VEHICLES PROHIBITED”**

The Group noted that some countries use symbols for the vehicles different than in the Convention. One country (Slovakia) uses a very narrow symbol for the truck vehicle. Some other countries (Bosnia and Herzegovina, Montenegro and Serbia) use a truck vehicle symbol that does not resemble a truck vehicle of the Convention. One country (Vietnam) puts a front image of the vehicle, which does not indicate the overtaking manoeuvre. One country (Uzbekistan) does not align the vehicle symbols horizontally. Again, some countries include a line on the sign illustrating a pavement.

The Group recommended that no line illustrating the pavement should be included in the sign. The Group also recommended that countries should pay more attention to the design details and ensure that the vehicle symbols resemble that of the Convention.

Convention sign:	Examples from countries:
	       

**C, 13 bb “OVERTAKING BY GOODS VEHICLES PROHIBITED”**

The Group noted that one country (Kuwait) uses the oblique bar over the truck vehicle symbol and not placed in the middle of the sign.

The Group recommended Kuwait not to use this sign, especially that Kuwait uses the C, 13<sup>ba</sup> sign too. As per Article 5, para 2 (a) of the Convention a Contracting Party should adopt only one of these signs.





Convention sign:	Examples from countries:
	

**C, 14 “MAXIMUM SPEED LIMITED TO THE FIGURE INDICATED”**

The Group noted some visual differences in the width of the border of the red circle and the size of the digits, but believed that the essential characteristics of the sign have been retained.

The Group also noted that one country (Guyana) uses the C, 14 sign placed on a rectangular panel with additional inscriptions. While this is permitted by the Convention (Article 8, para 3), the Group was of the opinion that the sign C, 14 should not be placed on panels with additional inscriptions.






The Group also recommended that in the Convention’s C, 14 sign the digit should be placed in the centre of the sign.

Convention sign:	Examples from countries:
	  

**C, 15 “USE OF AUDIBLE WARNING DEVICES PROHIBITED”**

The Group noted some visual differences in the symbol, but believed that the essential characteristics of the sign have been retained.

Some countries (Latvia and Ukraine) do not use the oblique bar on the sign, and one country (Kuwait) used the bar from right to left. The Group considered both acts not in conformity with the Convention.

Convention sign:	Examples from countries:
	    <p style="text-align: center; font-size: small;">439 ممنوع استعمال الطنبیه Sounding or Horn Prohibited</p>

**C, 16 “PASSING WITHOUT STOPPING PROHIBITED”**

The Group noted some visual differences in the width of the border of the red circle, but believed that the essential characteristics of the sign have been retained.

The Group also noted that one country (Denmark) uses the inscription “Stop” on the sign, which should be removed as the meaning of the bar is “Stop”.

The Group recommended two countries (Belgium, Netherlands) to upload, if existing, the sign C, 16 with the inscription “customs” to RSMS.

Two countries (Czech Republic and Slovakia) use a thin horizontal line instead of a black horizontal bar. The Group considered it not to be in conformity with the Convention.

Convention sign:	Examples from countries:
	   



**C, 17 a “END OF ALL LOCAL PROHIBITIONS IMPOSED ON MOVING VEHICLES”**

The Group noted many visual differences in the width and the type of the black/dark grey band or grey parallel lines sloping downwards from right to left used by Contracting

Parties. The Group believed all Contracting Parties should use the black/dark grey band or a band consisting of black or grey parallel lines sloping downwards from right to left.

The Group believed that the Contracting Parties should give more attention to the angle of band/parallel lines to be as in the Convention.

The Group proposed to amend the Convention, Annex 1, Section C, point 8 (a) as follows: The point at which all prohibitions notified by prohibitory signs for moving vehicles cease to apply shall be indicated by sign C, 17 a "END OF ALL LOCAL PROHIBITIONS IMPOSED ON MOVING VEHICLES". This sign shall be circular and have a white or yellow ground; ~~it shall have no border or only have preferably~~ a black rim, and shall bear an ~~oblique diagonal black band or preferably, black parallel lines forming such a band,~~ sloping downward from right to left, ~~which may be black or dark grey or, preferably, consist of black or grey parallel lines forming such a band.~~

Convention sign:	Examples from countries:
	

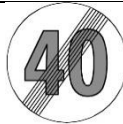
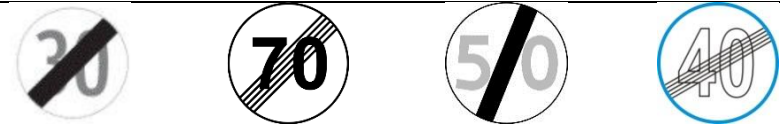
**C, 17 b "END OF SPEED LIMIT", C, 17 c "END OF PROHIBITION OF OVERTAKING", C, 17 d "END OF PROHIBITION OF OVERTAKING FOR GOODS VEHICLES"**

The Group believed that what has been said about the type, width and the angle of the black bar in sign C, 17 a applies to C, 17 b.

The Group noted many visual differences in the type of digits used by Contracting Parties, and recommended that all the digits/symbols should be light grey and not solid black or white. The Group recommended that the oblique bar consisting of parallel lines strikes through both digits. The solid bar can be interrupted over the digit.

The Group noted that one country (Vietnam) introduces a blue rim on the sign C, 17 b, which is not considered to be in conformity with the Convention.

The Group proposed to amend the Convention, Annex 1, Section C, point 8 (b) as follows: The point at which a particular prohibition or restriction notified to moving vehicles by a prohibitory or restrictive sign ceases to apply shall be indicated by sign C, 17 b "END OF SPEED LIMIT" or sign C, 17 c "END OF PROHIBITION OF OVERTAKING", or sign C, 17 d "END OF PROHIBITION OF OVERTAKING FOR GOODS VEHICLES". These signs shall be similar to sign C, 17 a, but shall show, in addition, in light grey the symbol of the prohibition or restriction which has ceased. **The diagonal oblique band can may be interrupted when crossing the grey symbol. If not interrupted, the diagonal band shall be placed over the grey symbol.**

Convention sign:	Examples from countries:
	
Convention sign:	Examples from countries:



**C, 18 “PARKING PROHIBITED”, C, 19 “STANDING AND PARKING PROHIBITED”**

The Group noted some visual differences in the width of the border of the red circle (also in proportion to the width of the oblique bar), and differences in the shade of the blue colour as well as the use of white separation within the sign and a sign’s white external rim (essentially done to increase the discrimination between the colours used in the sign as well as the sign and its environment). The Group believed that the essential characteristics of the sign have been retained.

The Group noted that one country (Uzbekistan) separated the red oblique bar(s) from the red border of the sign.

The Group recommended to amend the text of the Convention, Section C, II. Descriptions, point 9. Prohibition or restriction of standing and parking, as follows:

**9. Prohibition or restriction of standing and parking**

- (a) (ii) Sign C, 18 may be replaced by a circular sign with a red border and a red ~~transverse~~ **oblique** bar **sloping downwards from left to right**, bearing the letter or ideogram used in the State concerned to denote "Parking", in black on a white or yellow ground.
- (a) (iii) The scope of the prohibition may be restricted by inscriptions on an additional ~~plate~~ **panel** below the sign specifying, as the case may be,
  - The days of the week or month or the times of day during which the prohibition applies;
  - The time in excess of which parking is prohibited by sign C, 18 or standing and parking is prohibited by sign C, 19;
  - The exceptions granted for certain classes of road user.
  - ...
- (a) (iv) The time in excess of which parking or standing is prohibited may also be inscribed on the lower part of the red circle of the sign instead of appearing on an additional ~~plate~~ **panel**.



Convention sign:	Examples from countries:
Convention sign:	Examples from countries:

### C, 20 a; C, 20 b “ALTERNATE PARKING”

The Group noted some visual differences in the width of the border of the red circle, in the length and width of the numerals I and II (symbol for odd days/ symbol for even days), in the shade of the blue colour as well as the use of white separation within the sign and a sign’s white external rim. The Group believed that the essential characteristics of the sign have been retained.

The Group noted that one country (Uzbekistan) separated the red oblique bar(s) from the red border of the sign.

The Group noted that countries not using the numerals I and II to indicate the period of parking alternation, do not use a hyphen (Belgium, France) between the numbers indicating dates of the month (e.g. “16 31” and “16.31”).

Convention sign:	Examples from countries:
Convention sign:	Examples from countries:

### General observation for D category





















The Group noted that many countries use a white outer rim to enhance the sign’s conspicuity.

### D, 1 a “DIRECTION TO BE FOLLOWED” (directions left, right, straight, etc.)

There are minor differences in shape of arrow heads, arrow tails, proportions of arrows within the sign and in the presence/absence of the white rim. However, the Group considered all signs to conform to the Convention. The Group recommended Contracting Parties to pay closer attention to the design details, in particular, to the shape of the arrow head (by making it wider to improve the legibility). Arrows used in the same category of signs should be of the same width. The tail of the arrow should not touch the edge of the sign.

In addition, for the sign arrow turning left/right, there are differences in the arrow’s curvatures. The Group considered this conforming to the Convention, however, it recommended Contracting Parties to ensure the arrow’s curvature is placed towards the centre of the sign.

The Group recommended that each sign should have its own name code and requested Nigeria and Switzerland to make a proposal to that end (including D, 2; and assessing a possibility of including in the Convention the variation of D, 2 which allows left or right direction).

Convention sign:	Examples from countries:
	   
Convention sign:	Examples from countries:
	   
Convention sign:	Examples from countries:
	   
Convention sign:	Examples from countries:
	   

**D, 2 “PASS THIS SIDE”**

There are minor differences in shape of arrow heads, arrow tails, proportions of arrows within the sign and in the presence/absence of the white rim. However, the Group considered all signs to conform to the Convention. The Group recommended Contracting Parties to pay closer attention to the design details, in particular, to the shape of the arrow head (by making it wider to improve the legibility). The tail of the arrow should not touch the edge of the sign.

Convention sign:	Examples from countries:
	   

**D, 3 “COMPULSORY ROUNDABOUT”**

There are minor differences in shape of arrow heads, arrow tails, proportions of arrows within the sign and in the presence/absence of the white rim. However, the Group considered all signs to conform to the Convention.



The Group recommended that the symbol in the Convention be modified by enlarging the arrow heads.

Convention sign:	Examples from countries:
	   

**D, 4 “COMPULSORY CYCLE TRACK”**

There are minor differences in symbol and in the presence/absence of the white rim. However, the Group considered all signs to conform to the Convention. The Group recommended to simplify the symbol to enhance its legibility.

The Group noted that Vietnam should rectify its input.

Convention sign:	Examples from countries:
	   

**D, 5 “COMPULSORY FOOTPATH”**



There are differences in symbol (two persons versus one person) and in the presence/absence of the white rim. The Group considered that having a one person symbol is not in conformity with the Convention.

The Group recommended to simplify the symbol to enhance its legibility. The Group agreed to review the pedestrian symbol used across all sign categories. To this end, Kuwait will report on its findings at the next session.

Convention sign:	Examples from countries:
	   



**D, 6 “COMPULSORY TRACK FOR RIDERS ON HORSEBACK”**

There are minor differences in symbol and in the presence/absence of the white rim. However, the Group considered all signs to conform to the Convention.

Convention sign:	Examples from countries:
	   

**D, 7 “COMPULSORY MINIMUM SPEED”**

The number should be centred and there should be reasonable amount of distance between the digits (applicable to the Convention’s sign).

Convention sign:	Examples from countries:
	  

**D, 8 “END OF COMPULSORY MINIMUM SPEED”**

The number should be centred and there should be reasonable amount of distance between the digits (applicable to the Convention’s sign).

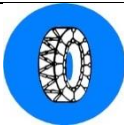


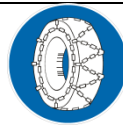
The Group decided that too much space between the digits (i.e., Czech Republic) is not in conformity with the Convention. The red oblique bar should be in front of the number and not behind.

The Group recommended to amend the definition for sign D, 8, as follows: Sign D, 8 "END OF COMPULSORY MINIMUM SPEED", shall mean that the compulsory minimum speed imposed by sign D, 7 is no longer in effect. Sign D, 8 shall ~~to be~~ be identical to sign D, 7, except that it shall be crossed by ~~an oblique~~ **an oblique diagonal red bar-band or, preferably, red parallel lines forming such a band** ~~running from the upper right edge to the lower left edge sloping down from right to left. The diagonal red band shall have a white rim to separate the red band it from the blue ground. The diagonal band can be interrupted when crossing the figure specifying the speed. If not interrupted, the diagonal red band shall be placed over the figure.~~

Convention sign:	Examples from countries:
	  

**D, 9 “SHOW CHAINS COMPULSORY”**

The Group noted differences in the illustration of the symbol but conforming with the Convention. The Group recommended several countries (Czech Republic, Montenegro and Serbia) to use wider black lines illustrating the chains on the tyre.

Convention sign:	Examples from countries:
	  

**D, 10 a, D, 10 b, D, 10, c “COMPULSORY DIRECTION FOR VEHICLES CARRYING DANGEROUS GOODS”**

The Group noted that some countries are using different colours (yellow, orange and red) for the symbols of the vehicles carrying dangerous goods. The group recommended that the colour used should be orange (as per the symbol in the Convention) with a black internal rim. The symbol should show the rear part of the truck and be placed in the upper part of the sign.

The Group considered that countries using a different symbol of the vehicles carrying dangerous goods than an orange rear part of truck are not in conformity with the Convention.

Some countries placed the truck symbol and the direction sign in a reverse order (e.g. Albania), which the Group considered not to be in conformity with the Convention.

Some countries placed the wrong direction sign respectively to D, 10 a (e.g. Belgium, Bosnia and Herzegovina, Lithuania, Montenegro, Poland and Serbia), to D, 10 b (e.g. Belgium, Bosnia and Herzegovina, Italy, Poland and Sweden) and to D, 10 c (e.g. Hungary, Lithuania, Serbia and Sweden).

The Group notes that the symbols used in signs C, 3 m and C, 3 n of the European Agreement could be used within the D, 10 signs. The Group further requested the secretariat to consult with the WP.15 secretariat whether it is desirable and report back at the next session. Should it be desirable and legitimate, the Group would propose a revision to the definition and examples of the signs of the D, 10 signs in the Convention.

The Group noted that Greece uses the E category sign with the C, 3 n symbol instead of the proper D, 10 sign and arrows instead of the proper D, 1 a signs, which is not in conformity with the Convention.

Convention sign:	Examples from countries:
Convention sign:	Examples from countries:
Convention sign:	Examples from countries:

**D, 11 a and D, 11 b**

The Group recommended that the symbols of D, 4 and D, 5 should be exactly replicated in the D, 11 sign (e.g. the direction of the bicycle symbol). The actual format of the symbols will be determined at the future session.

The Group noted a white horizontal line in the D, 11 b sign separating symbols (e.g. Poland). The Group noted that when there is a separation of the path or track for different road users (by physical means or road markings), the sign D, 11 a should place the symbols side by side and separate them by a vertical line through the centre of the sign. If there is no separation of the path or track (by physical means or road markings), the symbols should be placed one above the other without any lines.

The Group agreed that using a white horizontal line is not in conformity with the Convention.

Denmark and Kuwait are requested to replace their sign accordingly.

Convention sign:	Examples from countries:
Convention sign:	Examples from countries:

**General observation for E category**

The Group noted that many countries use a white rim to enhance the sign’s conspicuity.

The Group recommended to revise the definition of E sign category (Section E, SPECIAL REGULATIONS SIGNS, General Characteristics and symbols) to say:

“Special regulation signs are usually square or rectangular with a dark coloured ground and a light coloured symbol or inscription, or with a light coloured ground and a dark coloured symbol or inscription.”

Note by the secretariat: Applicable to all E signs or to only Special Regulation Signs E, 1<sup>a</sup>, E, 1<sup>b</sup> and E, 1<sup>c</sup>.

**E, 1 a “COMPULSORY MINIMUM SPEED APPLYING TO DIFFERENT LANES”**

Azerbaijan, Hungary, Montenegro, Moldova, Russian Federation, Ukraine and Uzbekistan wrongly use examples for E, 1 b instead of E, 1 a.

Many countries use road markings (broken line) on this sign. The Group recommended the symbols on this sign not to include road markings ie., broken lines, as the arrows indicate the “lanes”.

The Group recommended that for the E, 1 a sign the sign D, 7 is used with a white rim.

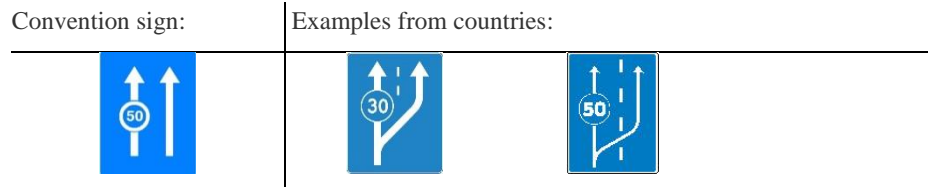
Convention sign:	Examples from countries:

**E, 1 b “COMPULSORY MINIMUM SPEED APPLYING TO ONE LANE”**

Albania, Croatia and Greece wrongly used examples for E, 1 a instead of E, 1 b.

Many countries use road markings (broken line) on this sign. The Group recommended the symbols on this sign not to include road markings ie., broken lines as the arrows indicate the “lanes”.

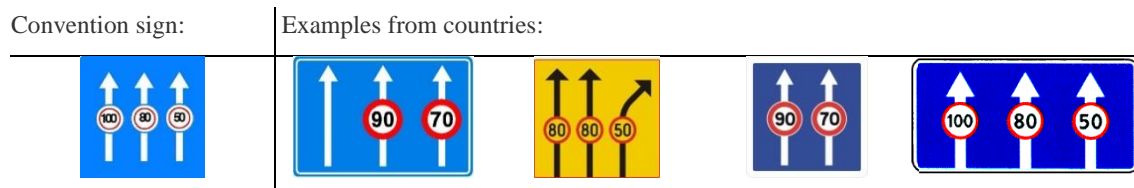
The Group recommended that for the E, 1 b sign the sign D, 7 is used with a white rim.



### E, 1 c “SPEED LIMITS APPLYING TO DIFFERENT LANES”

Azerbaijan used a wrong example for E, 1 c sign (truck entry prohibition sign instead of speed limit sign).

The Group recommended that the E, 1 c sign is improved by placing the sign C, 14 on the arrows and adding a white rim.

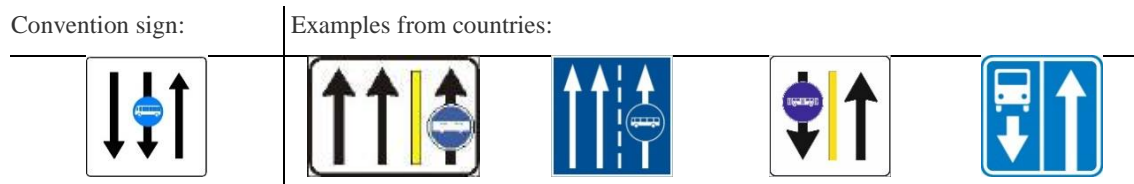


### E, 2 a “SIGNS INDICATING LANES RESERVED FOR BUSES”

Article 26bis paragraph 2, Section E, sub-section II, point 2 and E, 2 a and E, 2 b reproductions in Annex 3 do not appear to be consistent and thus do not clearly define signs E, 2 a and E, 2 b.

Several countries (Azerbaijan, Belgium, Croatia, Latvia, Luxembourg, Montenegro and Ukraine) use examples for E, 2 a that do not correspond to the examples of the Convention.

Many countries use road markings (broken or continuous line) on this sign. The Group recommended the symbols on this sign not to include road markings as the arrows indicate the “lanes”.



### E, 2 b “SIGNS INDICATING LANES RESERVED FOR BUSES”

Article 26bis paragraph 2, Section E, sub-section II, point 2 and E, 2 a and E, 2 b reproductions in Annex 3 do not appear to be consistent and thus do not clearly define signs E, 2 a and E, 2 b.

Several countries (Belgium, Croatia, Finland, Latvia, Montenegro, Poland and Ukraine) use examples for E, 2 b that do not correspond to the examples of the Convention.

Many countries use road markings (broken or continuous line) on this sign. The Group recommended the symbols on this sign not to include road markings as the arrows indicate the “lanes”.

The Group noted a spelling mistake in Article 26 bis paragraph 2. Second sentence should read “The sign indicating such a lane ....”



**E, 3 a “ONE WAY”**

There are minor differences in shape of arrow heads, arrow tails, proportions of arrows within the sign. The Group recommended Contracting Parties to pay closer attention to the design details, in particular, to the shape of the arrow head (by making it wider to improve the legibility). The tail of the arrow should not touch the edge of the sign.

Some countries (e.g. Sweden) use rectangular shape for this sign.

The Group recommended that the symbol in the Convention be modified by enlarging the arrow head.



**E, 3 b “ONE WAY”**

There are minor differences in shape of arrow heads, arrow tails, proportions of arrows within the sign. The Group recommended Contracting Parties to pay closer attention to the design details, in particular, to the shape of the arrow head (by making it wider to improve the legibility). The tail of the arrow should not touch the edge of the sign.

The Group recommended that the symbol in the Convention be modified by enlarging the arrow head.



**E, 4 “PRESELECTION”**

All the signs are in conformity with the Convention as they are examples. However, the Convention Section E, subsection II, point 4 is not very clear. The Group believed that the Convention sign, as reproduced in Annex 3 should not include the right and left broken line indicating the road markings. The use of road markings between the lanes e.g. indicated by broken lines should be optional.

The E, 4 sign should be placed immediately after E, 2 b sign.






Convention sign:	Examples from countries:
	   

### E, 5 a “MOTORWAY”

All the signs are in conformity with the Convention. One country (Nigeria) was requested to move its sign to the section non-Convention signs.

The Group recommended Contracting Parties to pay closer attention to the design details. In particular, the symbol should not touch the edge of the sign (to improve the legibility).

The Group decided to include in the point on general characteristics and symbols (Section E, point I) an exception for E, 5 and E, 6 signs to have a blue or green ground.

Convention sign:	Examples from countries:
	   

### E, 5 b “END OF MOTORWAY”

Kuwait’s sign is crossed by an oblique bar running from the upper left edge to the lower right edge. The Group noted that the Convention does not specify the positioning of the oblique bar for the sign E, 5 b. However, for all the other end of regulation signs of the E section, the oblique bar crosses from the right upper edge to the lower left edge.

The sign E, 5 b of the Netherlands includes a red oblique bar with a white outline.

The Group recommended to amend the definition of the sign E, 5 b (Annex 1, Section E, point II.5), as follows: (d) These signs shall have blue or green ground **and bear a light coloured symbol. The sign E,5 b, “END OF MOTORWAY”, shall be identical to the sign E, 5 a, except that it shall be crossed by a diagonal red band or, preferably, red parallel lines forming such a band running from the upper right edge to the lower left edge. The diagonal red band shall have a white rim to separate it from the blue or green ground. The diagonal band may be interrupted when crossing the symbol. If not interrupted, the diagonal band shall be placed over the symbol.**

Convention sign:	Examples from countries:
	   

### E, 6 a “ROAD FOR MOTOR VEHICLES”

The Group noted that in some cases (Latvia) the car symbol is not placed centrally on the sign. Some countries (Belgium, the Netherlands) use a white rim. All the signs are considered in conformity with the Convention.

The Group decided that the heading 6 (subsection II of E section) and the description of the E, 6 a sign should be evaluated. The European Agreement shall be revised accordingly, if necessary.





**E, 6 b “END OF ROAD FOR MOTOR VEHICLES”**

The Group noted that in some cases (Latvia) the car symbol is not placed centrally on the sign. Some countries (Belgium, the Netherlands) use a white rim. All the signs are considered in conformity with the Convention.

The Group recommended to amend the definition of the sign E, 6 b (Annex 1, Section E, point II.6), as follows:

- New point (b):

**Sign E, 6b , "END OF ROAD FOR MOTOR VEHICLES ", shall be placed at the point where those rules cease to apply.**

Point (b) becomes point (c)

- New point (d):

**These signs shall have blue or green ground and bear a light coloured symbol. The sign E, 6 b, “END OF ROAD FOR MOTOR VEHICLES”, shall be identical to the sign E, 6 a, except that it shall be crossed by a diagonal red band or, preferably, red parallel lines forming such a band running from the upper right edge to the lower left edge. The diagonal red band shall have a white rim to separate it from the blue or green ground. The diagonal band may be interrupted when crossing the symbol. If not interrupted, the diagonal band shall be placed over the symbol.**



**E, 7 a; E, 7 b; E, 7 c; E, 7 d and E, 8 a; E, 8 b; E, 8 c; E, 8 d “SIGNS INDICATING THE BEGINNING AND THE END OF A BUILT-UP AREA” (general remark)**

The Group discussed at length the relationship between E, 7 and E, 8 signs and the place identification signs (as defined in Article 18). Some countries (e.g. Finland, the Russian Federation, Sweden) informed the Group that they use a sign resembling the E, 7 a or E, 7 d signs (as reproduced in Annex 3) as “place identification signs”. The Group agreed that the use of a sign resembling the E, 7 a or E, 7 d as place identification signs contradicts Article 18. However, the Group believed that place identification signs could not be made to differ conspicuously from the E, 7 a or E, 7 d signs (as required by Article 18).

The Group further noted the differences in the signs.

The Group also recommended to amend the Annex 1, Section E, point II.7. Signs indicating the beginning and the end of a built-up area, as follows:









- (b) The sign showing the end of a built-up area shall be identical except that it shall be crossed by ~~an oblique a diagonal red bar band coloured red~~ or, preferably, red parallel



lines forming such a band consisting of parallel lines coloured red running from the upper right edge to the lower left edge. **The diagonal band may be interrupted when crossing the name of the built-up area or the symbol showing the silhouette of a built-up area or the two combined. If not interrupted, the diagonal band shall be placed over the name and/or the symbol.** Signs E, 8 a; E, 8 b; E, 8 c and E, 8 d are examples of signs indicating the end of a built-up area. **The diagonal red band shall have a white rim in sign E, 8 d to separate the band from the blue ground.**

The Group further agreed to amend European Agreement, Annex 1, point 22, ad paragraph 7, point (b) as follows:

(b) ~~The sign showing the end of a built-up area shall be identical except that it shall be crossed by an oblique bar coloured red or consisting of parallel lines coloured red running from the upper right edge to the lower left edge.~~

Convention sign:	Examples from countries:
	
Convention sign:	Examples from countries:
	
Convention sign:	Examples from countries:
	
Convention sign:	Examples from countries:
	

#### General recommendations applicable to E, 9 a through E, 10 d “SIGNS HAVING ZONAL VALIDITY”

The Group recommended to amend the text of point 8 (a) (i) of Section E, Annex 1 as follows:

To indicate that a sign applies to all roads in a zone (zonal validity), the sign shall be displayed on a rectangular panel with a light-coloured ground. The word "ZONE" or its equivalent in the national language ~~may~~ shall be displayed above or below the sign on the panel. Specific details of the restrictions, prohibitions or obligations indicated by the sign may be given below the sign on the panel or on an additional panel.

There was no consensus on this amendment proposal.

The Group recommended that if e-CORSS is developed, images of all sign options/combinations (e.g. a sign with additional panel) should be reproduced.

The Group also recommended to amend Annex 1, Section E, point II.8, (b) Exit from a zone, as follows:

(i) To indicate the exit from a zone in which a sign has zonal validity, the same sign displayed on a rectangular panel shall be set up as that placed at the entry to the zone but it shall be grey on a rectangular panel with a light coloured ground. A black or dark grey diagonal band or, **preferably**, parallel grey or black lines forming such a band shall slope downwards across the ~~sign~~ **rectangular panel** from right to left. **The diagonal band may be interrupted when crossing the grey sign. If not interrupted, the diagonal band shall be placed over the grey sign.**

The Group recommended to amend the existing paragraph 3 of Article 8 of the Convention and the existing points 7 and 4 of the European Agreement as follows:

Nothing in this Convention shall prohibit the addition, ~~mainly~~ in order to facilitate the interpretation of signs, of an inscription in ~~a rectangular panel below the sign or in a rectangular panel containing the sign~~ **an additional panel below the sign**; such an inscription may also be placed on the sign itself, if this does not make the sign more difficult to understand for drivers who cannot understand the inscription. (Convention)











During the transitional period of ten years prescribed in item 4 of this annex, ~~and thereafter in exceptional circumstances~~ to facilitate the interpretation of signs, an inscription may be added in ~~a rectangular panel below the sign or in a rectangular panel containing the sign~~ **an additional panel below the sign**; such an inscription may also be placed on the sign itself, if this does not make the sign more difficult to understand for drivers who cannot understand the inscription. (European Agreement, Point 7)

Any sign, symbol, installation or marking which does not conform to the system prescribed in the Convention and in this Agreement shall be replaced **by a Contracting Party** within ten years from the date of entry into force of this Agreement **in its territory**. During this period, in order to familiarize road-users with the system prescribed in the Convention and in this Agreement, previous signs, symbols and inscriptions may be retained beside those prescribed in the Convention and in this Agreement. (European Agreement, Point 4)

The Group of Experts agreed to discuss the use of rectangular panels or other solutions to warn road users about temporary road works (ref. Article 31) or permanent changes to the road infrastructure in the 1968 Convention and to clarify the meaning of “exceptional circumstances” (ref. to point 7 of the European Agreement).

**E, 9 a and E, 9 b “SIGNS HAVING ZONAL VALIDITY”**

The Group noted that all the signs appear to be in the conformity with the Convention, except for one country (Austria) that altered the inscription “Zone” on the sign E, 9 b. The Group requested Albania and Switzerland to introduce an appropriate zonal validity sign into RSMS.

Convention sign:	Examples from countries:				
					
					

**E, 9 c “SIGNS HAVING ZONAL VALIDITY”**

The Group noted that all the signs appear to be in the conformity with the Convention. The Group requested Albania, Czech Republic, Denmark, Montenegro, Republic of Moldova and Switzerland to introduce an appropriate zonal validity sign into RSMS.

Convention sign:	Examples from countries:
	   

#### E, 9 d “SIGNS HAVING ZONAL VALIDITY”

The Group noted that all the signs appear to be in the conformity with the Convention. The Group requested Denmark to introduce an appropriate zonal validity sign into RSMS.

Convention sign:	Examples from countries:
	   

#### E, 10 a “SIGNS HAVING ZONAL VALIDITY”

The Group noted that some countries (Bosnia and Herzegovina, Croatia, Iran, Montenegro and Ukraine) do not use the color grey on a rectangular panel, which is considered not to be in conformity with the Convention.

Convention sign:	Examples from countries:
	   

#### E, 10 b “SIGNS HAVING ZONAL VALIDITY”

The Group noted that some countries (Croatia, Iran and Montenegro) do not use the color grey on a rectangular panel, which is considered not to be in conformity with the Convention.

Convention sign:	Examples from countries:
	   

#### E, 10 c “SIGNS HAVING ZONAL VALIDITY”

The Group noted that some countries (Greece and Ukraine) do not use the color grey on a rectangular panel, one country (Poland) use a red instead of grey diagonal band/bar. The Group requested Denmark to introduce an appropriate zonal validity sign into RSMS.

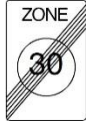




The Group recommended that when eCORSS is developed, the Convention image for the sign E, 10 c includes a square shape of the parking sign.

Convention sign:	Examples from countries:
	   

**E, 10 d “SIGNS HAVING ZONAL VALIDITY”**

The Group noted that some countries (Bosnia and Herzegovina, Croatia, Iran and Montenegro) do not use the color grey on a rectangular panel. One country (France) uses inscription “End of the zone” instead of “Zone”. One country (Italy) does not use the color grey while the band/bar does not cross the whole E, 10 d sign. One country (Ukraine) does not use the band/bar to cross the whole E, 10 d sign. All these are considered not to be in conformity with the Convention.

The Group requested Denmark to introduce an appropriate zonal validity sign into RSMS.

Convention sign:	Examples from countries:
	   











**E, 11 a “TUNNEL” and E, 11 b “END OF TUNNEL”**

The Group noted that countries use different design variation for E, 11 a and E, 11 b signs. The Group believed that this is due to the fact that the reproduction (image) of these signs does not follow the description of the general characteristics for E section signs. Some countries (Chile, Montenegro, Republic of Moldova, Ukraine) use the tunnel symbol on the warning A section sign.

The Group believed that the design of the tunnel symbol should be changed and possibly follow the design e.g. by Italy and the ground of the sign should follow the general characteristics for the E section signs.

The Group recommended to amend Annex 1, Section E, point II.9 (c), as follows:

Sign E, 11 b ‘END OF TUNNEL’ may be placed at the point from which the special rules ~~no longer~~ cease to apply. **Sign ‘END OF TUNNEL’ shall be identical to the sign ‘TUNNEL’ except that it shall be crossed by a diagonal red band or, preferably, of red parallel lines forming such a band running from the upper right edge to the lower left edge. The diagonal red band shall have a white rim to separate it from the blue ground. The diagonal band may be interrupted when crossing the symbol. If not interrupted, the diagonal band shall be placed over the symbol.**

Convention sign:	Examples from countries:
	   
	   








**E, 12 a; E, 12 b; E, 12 c “PEDESTRIAN CROSSING”**

The Group noted that majority of countries use a symbol of a person and a zebra crossing (stripes) which appears not to be in conformity with the Convention. A few countries (Austria, Belgium, Greece, Kuwait, Vietnam) use the A, 12 a symbol.

The Group recommended that a new A, 12 c symbol comprised of a person and zebra crossing be added to the existing symbol in the Convention, and is the preferred symbol to be used.

The Group also recommended using the symbol of a person already existing in E, 12 c to replace the symbol in E, 12 a (according to the general recommendations: the Group recommended adopting a schematic approach (i.e. by striving to remove unnecessary details such as hats and clothing) for all symbols used in the signs in the 1968 Convention. This will promote a universal understanding of road signs around the world).

The Group recommended to remove the sign E, 12 b and E, 12 c from the Convention.

Convention sign:	Examples from countries:
	  
Convention sign:	Examples from countries:
	n.a.
Convention sign:	Examples from countries:
	

**E, 13 a “HOSPITAL”**

The Group noted that one country (Iran) uses several colours (blue and white) for the background of the sign, also uses different colour (black) for letter "H" (in comparison with illustrated white colour in the Convention).

The Group also noted that some countries (Austria, Bosnia and Herzegovina, Croatia, Montenegro, Serbia) use additional word in national language meaning "Hospital".

In addition, the Group noted that some signs should be removed from Road Signs Management System E, 13 a segment as these signs should be used only in E, 13 b segment (Lithuania, Uzbekistan).





Convention sign:	Examples from countries:
	  

**E, 13 b “HOSPITAL”**

The Group noted that several countries (Azerbaijan, Iran, Latvia, Lithuania, Montenegro, Republic of Moldova, Russian Federation and Ukraine) copied (mistakenly) a F-type sign. The Group requested these signs be moved to the F category.

The Group recommended to replace the E, 13 b bed symbol with the bed symbol used by, for example, the Russian Federation.

One country (Nigeria) uses a green ground on the E, 13 b sign, which is not in conformity with the Convention.

Convention sign:	Examples from countries:
	  

**E, 14 a “PARKING”**

All countries use the same design of sign in accordance with the Convention. There are very slight difference of symbol and the tone of blue background used in the Convention. One country (Nigeria) uses the dark green colour on the sign as ground.

The Group recommended that the use of letter P to denote parking is a preferred option (and required in the Contracting Parties to the European Agreement). However, the Group recognized the extensive use of letter E on other continents.

Convention sign:	Examples from countries:
	   

**E, 14 b; E, 14 c “PARKING”**

The Group noted that majority of countries do not follow the example of the sign E, 14<sup>b</sup> and E, 14 c but they use a sign of a different design.

The Group believed that using the “+ sign” on the E, 14 b and E, 14 c sign is required by the Convention, which is not the case in several countries (Iran, Montenegro, Serbia). When additional panels are used in combination with the E, 14 a sign then the “+ sign” together with symbol or, if not possible, name of the type of transport is to be placed on the panel.

The Group believed a symbol denoting that parking is available with an option to change to other transport means should be introduced in the Convention and thus it recommended to create a new sign. The sign will consist of a blue ground and a light coloured symbol; “P + R” with two horizontal lines placed below and above “P + R”.

The Group recommended to amend point 12 (b) Section E, Annex 1, as follows:









The direction in which the parking place lies or the categories of vehicle for which it is reserved may be shown on the sign itself or on an additional panel below the sign. Such inscriptions may also limit the period for which parking is permitted or indicate that public transport is accessible from the parking place by means of a "+ sign" followed by an indication of the type of transport, in word or symbol form.

**Sign E, 14 b and E, 14 c shall indicate places where parking of vehicles is authorized with an option to change to other transport means. The sign shall consist of a blue ground and a light coloured symbol; “P + R” with two horizontal lines placed below and above “P + R”.**

**In the “P + R” symbol, the letters P and R can be substituted by the letters or ideograms used in the State concerned to denote "Parking" and “availability of other transport means”.**

Signs **E, 14 c and E, 14 d** are examples of ~~other~~ signs which may be used to indicate a car park more particularly intended for vehicles whose drivers wish to use a means of public transport. (note: E, 14 c and E, 14 d above are the current E, 14 b and E, 14 c).

The Group recommended to add to point 22 of the European Agreement that only the symbol “P + R” shall be used to indicate places where parking of vehicles is authorized with an option to change to other transport means.

Convention sign:	Examples from countries:
	  
Convention sign:	Examples from countries:
	  




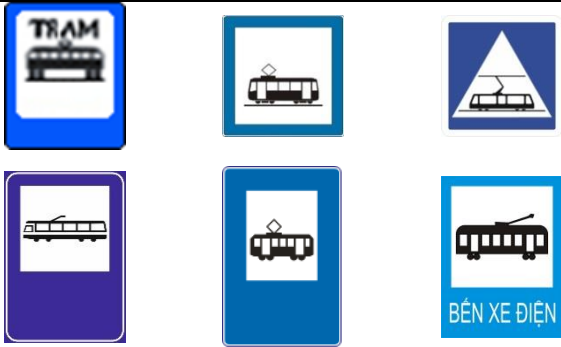
**E, 15 “BUS STOP”, E, 16 “TRAMWAY STOP”**

The Group noted that countries use different design variation for E, 15 and E, 16 signs. The Group believed that this is due to the fact that the reproduction (image) of these signs does not follow the description of the general characteristics for E section signs.

The Group believed that the design of these signs should be changed to be of blue ground and a white symbol of the public transport means or of the light ground and a dark symbol.

The Group also believed that the definition in the Convention of the E, 15 and E, 16 should be elaborated to incorporate into it specific special regulations that should apply with these signs.



<p>Convention sign:</p> 	<p>Examples from countries:</p> 
<p>Convention sign:</p> 	<p>Examples from countries:</p> 

**E, 17 a, E, 17 b “RESIDENTIAL AREA and END OF RESIDENTIAL AREA”**

The Group believes that the essential features of this sign are: symbols of a house, pavement (sidewalk), adult, child, ball and passenger car. The Group noted that a number of countries (Albania, Italy, the Russian Federation, Sweden and Ukraine) altered the sign, either by including additional features (e.g. tree) or by omitting the essential features. The Group considers these countries not to be in conformity with the European Agreement.









The Group requested Denmark and Switzerland to place their signs as examples for the zonal validity signs, ie. E, 9 and E, 10.

The Group decided to amend the point 22 of the Annex of the European Agreement as follows:

Sign E, 17 a “RESIDENTIAL AREA” shall be placed at the point where the special rules to be observed in a residential area referred to in article 27 bis of ~~the Convention on Road Traffic supplemented by the European Agreement~~ **Supplementing the Convention on Road Traffic of 1968** begin to apply. Sign E, 17b “END OF RESIDENTIAL AREA” shall be placed at the point where those rules cease to apply. **Sign ‘END OF RESIDENTIAL AREA’ shall be identical to the sign ‘RESIDENTIAL AREA’ except that it shall be crossed by a diagonal red band or, preferably, red parallel lines forming such a band running from the upper right edge to the lower left edge. The diagonal red band shall have a white rim to separate it from the blue ground. The diagonal band shall be placed over the symbol.”**

The Group agreed to recommend that the 1968 Convention should be amended to include sign E, 17 a, and E, 17 b of the 1971 European Agreement.



Convention sign:	Examples from countries:
	  
Convention sign:	Examples from countries:
	  

**E, 18 a “STOPPING PLACE IN CASE OF EMERGENCY OR DANGER”**

The Group noted that some countries (Croatia and Norway) included the inscription S.O.S in the sign. Placing the S.O.S inscription the Group considers to be in conformity with the Convention. Placing the inscription within a red square on the sign (Croatia) is however considered not to be in Conformity with the Convention.






The Group also noted that one country (Austria) used a sign with an inscription of a distance to the stopping place, which is considered not to be in conformity with the Convention.

The Group requested Norway to place its sign under E, 18 b.

The Group decided to propose to amend the point 14 of Section E of Annex 1 as follows:

Sign E, 18 “EMERGENCY STOPPING PLACE” indicates a place which shall only be used by drivers for stopping or parking in case of emergency or danger. If this stopping place is equipped with an emergency telephone and/or an extinguisher, the sign shall bear the symbols ~~F, 14~~ **F, 17** and/or ~~F, 15~~ **F, 18** either in its lower part or on ~~a rectangular~~ **an additional panel placed below the sign**. This sign has two models, E, 18 a and E, 18 b.

The Group recommended that the sign E, 18 a be removed from the Convention. In that case the last sentence of point 14 should be deleted.

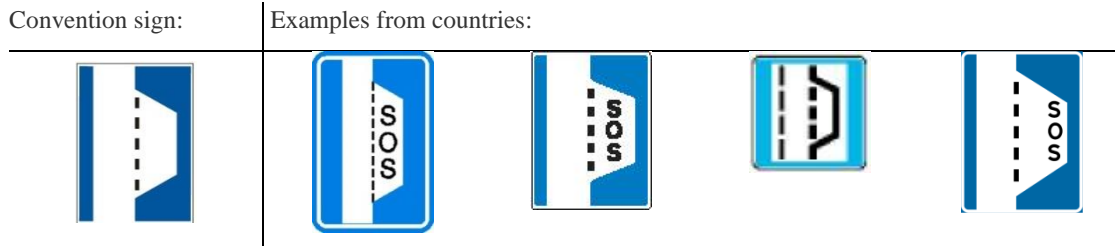
Convention sign:	Examples from countries:
	   

**E, 18 b “STOPPING PLACE IN CASE OF EMERGENCY OR DANGER”**

The Group noted that some countries (Belgium, Denmark, Finland, Netherlands, Portugal, Sweden and Switzerland) included the inscription S.O.S in the sign, which the Group considers to be in conformity with the Convention. The sign from Serbia contains the inscription S.O.S on the red square, which the Group considers not to be in conformity with the Convention.

The Group also noted that the sign from Germany has a different design, which appears to be a combination of E, 18 a and E, 18 b designs, which is considered not to be in conformity with the Convention.

The Group requested Serbia to place its sign only under E, 18 a.



**General observation for F category**

The Group recommends that two models should be contained in the Convention for the F-section sign. The first model should be a blue or green rectangular shape with a white square placed in the centre (as the current reproduction of the F panel in Annex 3). This model should be used for F-section signs with inscriptions. The second model should be a blue or green square with a white square placed in the centre. The area of the white square inside should not be greater than 2/3 of the area of the blue square (reference to the sign from Sweden).

The Group noted that Italy uses the F category signs of blue and green background depending on the type of road. The Group believed that when a background colour (green or blue) is adopted, that that colour should continue to be used for the same sign.

The Group recommended to amend paragraphs 1 and 2 of Section F, INFORMATION, FACILITIES OR SERVICE SIGNS, I. General characteristics and symbols as follows:

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

**1bis. “F” signs without inscriptions shall have a blue or green square with a white or yellow square placed in the centre. The area of the white square inside should not be greater than two-thirds of the area of the blue square.**






2. On the blue or green ~~band~~ **ground** at the bottom of the “F” sign **with inscription**, the distance to the facility indicated, or to the entry to the road leading to it, may be inscribed in white; on the sign bearing symbol F, 5 the word “HOTEL” or “MOTEL” may be inscribed in the same way. The signs may also be set up at the entry to the road leading to the facility and may then bear a white directional arrow on the blue or green part at the bottom.

The symbol shall be black or dark blue, except symbols F, 1 a, F, 1 b, F, 1 c and F, 18<sup>59</sup>, which shall be red. The symbol F, 17<sup>60</sup> may be red.

**F, 1 a, b, c “FIRST AID STATION”**

The Group noted that one country (Slovakia) used another symbol than those specified by the Convention’s examples. The sign of another country (Chile) is not in conformity with the Convention due to the definition used.




The Group recommended to remove the example F, 1 c from the Convention.

Convention sign:	Examples from countries:
	   

## F, 2 “BREAKDOWN SERVICE”

The Group noted that some countries (Chile, Iran and Nigeria) used a symbol other than that specified by the Convention. The Group agreed that those symbols reflect the essential characteristics of the sign.

In addition, Chile used the symbol with a blue background without a white or yellow rectangle on which the symbol should be displayed. The Group believed that this was not in conformity with the Convention and that the white/yellow rectangle should be used.

Convention sign:	Examples from countries:
	  

## F, 3 “TELEPHONE”

The Group noted that Chile used the symbol with a blue background without a white or yellow rectangle on which the symbol should be displayed. The Group believed that this was not in conformity with the Convention and that the white/yellow rectangle should be used.






Convention sign:	Examples from countries:
	   

## F, 4 “FILLING STATION”

The Group recommended that the symbol in the Convention be changed to be more distinctive of a filling station and that the symbol should not contain unnecessary details. See the example of Montenegro.

The Group noted that Poland used the symbol (one filling station in black and another in green), and believed that using multiple colours was not in conformity with the Convention.

The Group also noted that Chile used the symbol with both blue and green backgrounds. The Group believed that this was also not in conformity with the Convention and that it should adopt one colour (blue or green) for the background, and that the white/yellow rectangle should be used.

Convention sign:	Examples from countries:
	   






**F, 5 “HOTEL or MOTEL”**

The Group noted that some countries used a symbol other than that specified by the Convention. The Group also noted that Switzerland used an additional symbol (restaurant). The Group agreed that those symbols reflect the essential characteristics of the sign.

Convention sign:	Examples from countries:
	   

**F, 6 “RESTAURANT”**

The Group noted that some countries used a symbol other than that specified by the Convention. Nigeria used a plate and utensils, which the Group believed not to be in conformity. In addition, the Republic of Moldova, Russian Federation, Ukraine and Uzbekistan used a fork and knife (parallel, not crossed). The Group believed that those symbols reflected the essential characteristics of the sign.

Convention sign:	Examples from countries:
	   

**F, 7 “REFRESHMENTS OR CAFETERIA”**

The Group noted that in a number of cases (e.g. Albania, Ukraine) the symbol differs slightly from the one in the Convention but the essential characteristics were retained.

Convention sign:	Examples from countries:
	   





**F, 8 “PICNIC SITE”**

The Group noted that two countries (Belgium and Hungary) inserted the wrong signs into RSMS (F, 13 instead of F, 8). Some countries use tree symbols from their region (eg Kuwait) which the Group considered was in conformity with the Convention.

Several countries use signs with a brown background (Albania, Chile and Italy), which are not in conformity with the Convention. The Group believed that a blue or green background should be used. The Group noted that the sign used by Nigeria (with the text “rest area”) was not in conformity with the Convention. The Group also noted that the signs from Chile

and Nigeria do not have the white or yellow rectangle on which the symbol should be displayed.

The Group recommended that the symbol in the Convention be changed to a person sitting at a picnic table (see Chile symbol) with a tree. The Group further recommends that the symbol be renamed “Picnic Site or Rest Area”.

Convention sign:	Examples from countries:
	   

### F, 9 “STARTING POINT FOR WALKS”

The Group recommended that the sign be removed from the Convention.

Convention sign:	Examples from countries:
	

### F, 10 “CAMPING SITE”

The Group noted that in a number of cases the symbol differs slightly from the one in the Convention but the essential characteristics were retained. The Group also noted that the sign from Chile does not have the white or yellow rectangle on which the symbol should be displayed. The Group believed that this was not in conformity with the Convention and that the white/yellow rectangle should be used.

Convention sign:	Examples from countries:
	    

### F, 11 “CARAVAN SITE”






The Group noted that in a number of cases the symbol differs slightly from the one in the Convention but the essential characteristics were retained. The Group also noted that Norway uses the symbol of a motor home (motorised caravan) rather than a caravan, which it considered to be not in conformity with the Convention. The Group believed that the symbol of the caravan used by Ukraine has different characteristics from the symbol in the Convention, and hence is not in conformity. The Group requested that the signs used by Denmark (camping site) be placed under F, 10 only, and the signs used by Nigeria (with the text “motor park”) and Norway be moved to the non-Convention signs.

Convention sign:	Examples from countries:
	   

**F, 12 “CAMPING AND CARAVAN SITE”**

The Group noted that Albania, Italy and Kuwait used brown background, which is not in conformity with the Convention. The Group requested that the signs used by Denmark (camping site) be placed under F, 10 only, and Croatia (motor home) be moved to the non-Convention signs. The Group believed that the symbol of the caravan used by Ukraine has different characteristics from the symbol in the Convention, and hence is not in conformity.

Note: Group to return to discussing this sign when the multiple service sign is considered.

Convention sign:	Examples from countries:
	   

**F, 13 “YOUTH HOSTEL”**






The Group noted that Albania, Italy and Kuwait used brown background, which is not in conformity with the Convention.

Convention sign:	Examples from countries:
	   

**F, 14 “RADIO STATIONS GIVING TRAFFIC INFORMATION”**


The Group noted that a number of countries (France, Italy, Lithuania, Romania, Russian Federation) did not have their signs in conformity with the European Agreement. These included, for example omitting the inscription of the radio frequency on the white rectangle, having the inscription “radio” in the national language only, or having the inscription “radio” on the blue background.

The Group recommended to amend point 23 of the Annex of the European Agreement as follows to ensure consistency with the Convention: “*Inscription on blue or green ground: Indication of the frequency...*”, (that the words “or green” be inserted).

Convention sign:	Examples from countries:
	   


### F, 15 “PUBLIC LAVATORY”

The Group noted that a number of countries used male and female symbols (Albania and France) instead of the inscription “WC”. Sweden had a unique symbol for this sign using it for lavatories for people with reduced mobility. The Group considered that these were not in conformity with the European Agreement.

Convention sign:	Examples from countries:
	  

### F, 16 “BEACH OR SWIMMING POOL”

The Group recommended that the sign be removed from the European Agreement.

Convention sign:	Examples from countries:
	

### F, 17 “EMERGENCY TELEPHONE”

The Group noted that the symbols used by many countries do not reflect the symbol as it appears in the Convention, and recommended that the countries ensure that their symbols are in conformity with the Convention, in particular ensuring that the symbol (the inscription “SOS” and the telephone image) appears in one colour (red or black/dark blue).

The Group also noted that some countries inserted the wrong sign (Croatia, Italy) in RSMS and that some countries used the symbol only on an additional panel (Denmark, Iran, Poland). In addition, Denmark used a white symbol (rather than black or red).

Convention sign:	Examples from countries:
	   

### F, 18 “EXTINGUISHER”

The Group noted that the symbols used by some countries (Bosnia and Herzegovina, Croatia, Montenegro, Norway, Slovakia, Switzerland) differed in varying degrees from the symbol as it appears in the Convention, and recommended that the countries ensure that their symbols more closely resemble the symbol in the Convention.

The Group also noted that some countries inserted the wrong sign (France, Italy) in RSMS and also that some countries used the symbol only on an additional panel (Denmark, Poland). In addition, Denmark used a white symbol (rather than red).



**General observation for G section signs**

The Group recommended to amend Annex I, Section G, III. Direction signs, point 5 of the Convention as indicated: "...NOTE: Direction signs G, 4; G, 5 and G, 6 may bear the symbols used on other signs informing road users of the characteristics of the route or traffic conditions (for example: signs A, 2; A, 5; C, 3e; C, 6; E, 5a; F,2). **The signs may also indicate the categories of vehicles for which the signs apply.**"

**G, 2a and G, 2b "NO THROUGH ROAD" (advance direction signs)**

The Group noted that Belgium inserted sign G, 13 into RSMS for both signs, and Latvia inserted G, 13 for G, 2a.

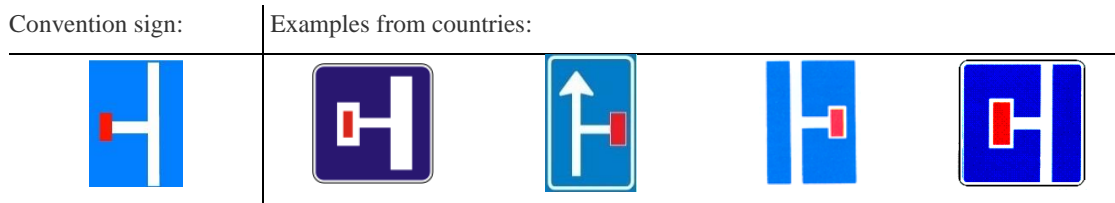
The Group also noted that the G, 2a Slovakian sign had a white border, instead of a rim, around the red bar. The Group further noted that the G, 2a sign from the Netherlands contained an arrow. The Group considered these signs not to be in conformity with the Convention.

The Group noted that, in the G, 2a signs of some countries (Azerbaijan, Greece, Lithuania, Republic of Moldova, Russian Federation, Ukraine, Uzbekistan and Viet Nam), and in the G, 2b sign of Greece, there was no visible space between the symbol and the edge of the sign. The Group believed that this was not a good practice for sign legibility.

The Group recommended that the G, 2a and G, 2b sign be grouped together with the G, 13 sign.

The Group agreed to propose amendment to the European Agreement, Annex 1, point 24, ad paragraph 2 (Special cases), subparagraph (a) as follows:

The red ~~bar~~ **symbol element** of signs G, 2a and G, 2b shall be surrounded by a white rim.



**Signs G, 3 to G, 10 will be discussed at the future sessions.**

**G, 11a, 11b, 11c, 12a and 12b Signs indicating the number and direction of traffic lanes**

The Group noted that some countries used different colours for the ground and symbol (i.e. blue/green ground and white symbol) in addition to the white ground and black symbol for the Convention sign. In this regard, the Group noted that the Convention did not specify what colours are permitted for this sign. However, it did note that the Convention specified that the use of orange symbols may be used for temporary indication signs. The Group also noted that the G, 11b sign in the Convention is a replication of the G, 11a sign, and that it should be replaced by the correct sign.



The Group recommended that discussion on section G, 11 a, G, 11 b, G, 11 c, G, 12 a and G, 12 b signs be deferred. The secretariat will prepare an amendment proposal regarding the colours and details of these signs to facilitate discussion.

Discussion to be continued

### **G, 13 “NO THROUGH ROAD” indication sign**

The Group of Experts noted that a few countries had inserted variants of the G, 13 sign or the incorrect sign into the RSMS. It was of the view that the correct signs should replace the incorrect signs.

The Group also noted that a number of countries did not have the white part of the symbol going to the bottom edge of the sign.

The Group also noted that a white narrow strip around the red bar was mandatory for Contracting Parties to the 1971 European Agreement. In this regard, a few countries were not in conformity.

The Group was of the view that with regards to the Convention sign, there was insufficient space between the symbol and the bottom edge of the sign. The Group believed that this was not a good practice for sign legibility. It recommended that a white narrow strip be placed around the red bar.

The Group recommended the following amendment to article 7 para 4 of the Convention: “Dark or light graphic elements of different colours in the signs ~~shall may~~ be differentiated by means of contrasting light or dark narrow strips respectively.”

The Group also recommended an amendment to the European Agreement, Annex 1, point 26, ad paragraph 3 (“NO THROUGH ROAD” sign) as follows:

~~The red bar of sign G, 13 shall be surrounded by a white rim.~~



### **G, 14 “GENERAL SPEED LIMITS”**

The Group noted that some countries had more than three squares in their signs and included a lot of information on their signs. The Group cautioned against information overload. The Group was of the view, that depending on the local language (i.e. reading from left to right, or right to left), that the symbol could appear to the left or right of the speed limit as appropriate for ease of comprehension.

The Group recommended to amend paragraph 4 Section G, DIRECTION, POSITION OR INDICATION SIGNS, V. Indication signs as follows:

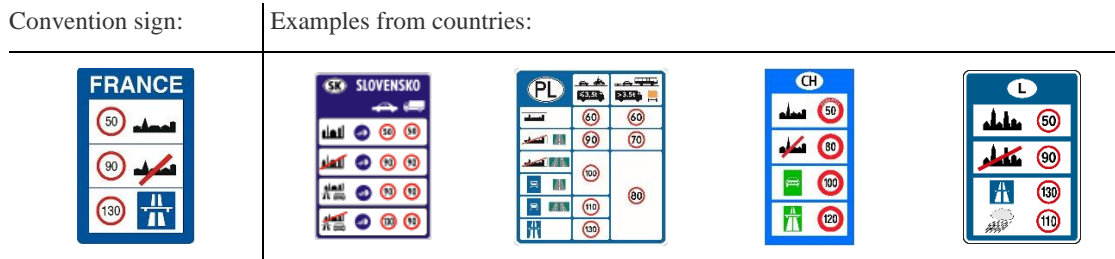
#### 4. “GENERAL SPEED LIMITS” sign

Sign G, 14, “GENERAL SPEED LIMITS”, shall be used, especially near national frontiers, to notify the general speed limits in force in a country or in a subdivision of that country. The name or distinguishing sign of the country, possibly accompanied by the national emblem, shall be placed at the top of the sign. On the sign the general speed limits in force in a country will be shown in the following order: (1) in built-up areas; (2) outside

built-up areas; (3) on motorways. If appropriate, the symbol of sign E, 6a, “Road for motor vehicles”, may be used to indicate the general speed limit on roads for motor vehicles.

The ~~border ground~~ of the sign ~~and its upper part~~ shall be in blue; the country name and the ground of the three squares ~~squares rectangles~~ (within the sign) shall be in white. The symbols used in the upper and central ~~squares rectangles~~ shall be in black and the symbol in the central square shall have an oblique red line across it ~~contain the sign E, 7 b or its symbol, and the sign E, 8 b, or its symbol, respectively.~~

The Group also recommended that in relation to the sign in general, a speed limit should not be displayed without a corresponding applicable symbol, and vice versa.



**G, 15 “ROAD OPEN OR CLOSED”**

The Group noted that the signs inserted in the RSMS were mostly in conformity with the Convention, though a number of countries included danger warning signs in Panel 3.

The Group agreed to amend Annex I, Section G, V. Indication signs, point 5 of the Convention as follows:

5. “ROAD OPEN OR CLOSED” sign

(a) Sign G, 15, “ROAD OPEN OR CLOSED”, shall be used to show whether a mountain road, particularly a section leading over a pass, is open or closed; the sign shall be placed at the entry to the road or roads leading to the section in question.

The name of the section of road (or pass) shall be inscribed in white. On the sign shown, the name “Furka” is given as an example.

~~Panels~~ **Rectangles** 1, 2 and 3 shall be removable.

(b) If the section of the road is closed, ~~panel-rectangle~~ **rectangle** 1 shall be red and shall bear the inscription “CLOSED”; if the section is open, ~~panel-rectangle~~ **rectangle** 1 shall be green and shall bear the inscription “OPEN”. The inscriptions shall be in white and preferably in several languages.

(c) ~~Panels~~ **Rectangles** 2 and 3 shall have a white ground with inscriptions and symbols in black.

If the section of road is open, ~~panel rectangle~~ **rectangle** 3 shall remain blank and ~~panel rectangle~~ **rectangle** 2, according to the state of the road, shall either be blank, or display sign D, 9, “SNOW CHAINS COMPULSORY”, or display symbol G, 16, “CHAINS OR SNOW TYRES RECOMMENDED”. This symbol shall be black.

If the section of road is closed, ~~panel rectangle~~ **rectangle** 3 shall show the name of the place up to which the road is open and ~~panel rectangle~~ **rectangle** 2 shall display, according to the state of the road, either the inscription “OPEN AS FAR AS” or symbol G, 16, or sign D, 9. **Rectangle 3 may also display other danger warning signs.”**

Convention sign:	Examples from countries:
	   






### G, 16 “CHAINS OR SNOW TYRES RECOMMENDED”

The Group noted that the signs inserted in the RSMS were in conformity with the Convention.

### G, 17 “ADVISORY SPEED”

The Group noted that most countries used a dark ground and white or light inscriptions, or a white or light ground with black inscriptions.

The Group recommended that a blue ground and white inscriptions be used for this sign.

Convention sign:	Examples from countries:
	   

### G, 18 “ADVISED ITINERARY FOR HEAVY VEHICLES”

The Group noted that for the countries which used this sign, most used a blue ground with a white symbol, but a few used a white ground with a black symbol. Additionally, some countries included arrows within the sign, or used an arrow shaped sign.

The Group recommended that a blue ground and white inscriptions be used for this sign.

### G, 19 “ESCAPE LANE”

The Group recommended that a blue ground and white with red symbol be used for this sign.

The Group also recommended to amend the text of the Convention, Section G, V. Indication signs, point 8. Signs notifying an escape lane, as follows:

Sign G, 19 “ESCAPE LANE” shall be used to indicate an escape lane on steep descent. This sign, with an **additional panel** ~~plate~~ showing distance to the escape lane, should be placed in conjunction with sign A, 2 at the top of the descent, where the danger zone begins and at the entry to the escape lane. Depending on the length of the descent the sign should be repeated as necessary, again with an **additional panel** ~~distance plate~~ **showing distance to the escape lane.**

### G, 20 “PEDESTRIAN OVERPASS” and G, 21 “PEDESTRIAN UNDERPASS”

The Group recommended that a blue ground and white symbol be used for these signs.

### G, 22 “EXIT FROM A MOTORWAY”

The Group recommended that a blue and green ground and white stripes be used for this sign.

The Group also recommended to amend the text of the Convention, Section G, V Description, point 10, Signs notifying an exit from a motorway (G, 22 ) as follows:

Signs G, 22 a; G, 22 b and G, 22 c are examples of advance signs for notifying an exit from a motorway. These signs shall bear the indication of a distance to the exit from a motorway, as determined by domestic legislation, provided that signs bearing respectively one and two oblique ~~bars~~ **stripes** are set up at one third and two thirds of the distance between the sign bearing three oblique ~~bars~~ **stripes** and the exit from a motorway.

**H, 1 Distance from the sign to the beginning of the dangerous section of road or zone**

The Group noted that the signs inserted in the RSMS were in conformity with the Convention.

Convention sign:	Examples from countries:

**H, 2 Length of the dangerous section of road or zone**

The Group noted that most of the signs inserted in the RSMS were in conformity with the Convention.

The Group also noted that some countries did not include the two arrows in their signs. The Group believed that these were not in conformity with the Convention, and that the two arrows must be included. The Group also noted that Chile’s sign which included the inscription “PROXIMOS” was not in conformity with the Convention.

The Group recommended that the “Km” inscription as it appears in the Convention should be amended to lower case (i.e. “km”).

Convention sign:	Examples from countries:

**General observations for H, 3a to H, 4c signs**

The Group recommended that these additional panels may also be used to indicate parking reservations for certain categories of road users by combining them with the E, 14 a sign.

**H, 3 a Start of parking prohibition**

The Group noted that the signs inserted in the RSMS were in conformity with the Convention. The Group also noted that Ukraine had inserted an incorrect sign, and that this should be rectified.

Convention sign:	Examples from countries:

**H, 3 b Directions of parking prohibitions**

The Group noted that most countries use one arrow with two arrowheads (as per the Convention), but that some countries use two arrows (each with arrowheads). The Group considered that the latter was in conformity with the Convention. The Group also noted that some countries (Lithuania, Austria) used one arrow with two arrowheads, with a unit of measurement appearing on the top of the arrow in the middle.

The Group believed that it was important to place the sign carefully so that the direction/s of the parking prohibition is/are accurate.

**H, 3 c End of parking prohibition**

The Group noted that the signs inserted in the RSMS were in conformity with the Convention. The Group also noted that Ukraine had inserted an incorrect sign, and that this should be rectified.

Convention sign:	Examples from countries:
	    7.2.5