

**Economic and Social Council**Distr.: General
14 June 2018

Original: English

Economic Commission for Europe

Inland Transport Committee

Global Forum for Road Traffic Safety**Group of Experts on Road Signs and Signals****Fifteenth-session**

Geneva, 31 May and 1 June 2018

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

1. The Group of Experts on Road Signs and Signals (GE.2) held its fifteenth session in Geneva on 31 May and 1 June 2018, chaired by Mr. K. Hofman (Belgium). Representatives of the following ECE member States participated: Belgium, Estonia, Finland, France, Germany, Greece, Italy, Latvia, Lithuania, Luxembourg, Romania, Russian Federation, Sweden and Switzerland.

2. The representatives of a non-ECE member State also participated: Nigeria. The following non-governmental organizations were represented: A-Mazing Designs, Easa Husain Al-Yousifi & Sons Company and Forschungsgesellschaft Strasse-Schiene-Verkehr (FSV).

II. Adoption of the Agenda

3. The Group of Experts agreed to include presentations from representatives of Amazing Designs (sign comprehension tests) and FSV (“H additional panel” symbols for visually and hearing impaired) in the agenda (ECE/TRANS/WP.1/GE.2/29). The Chair informed the Experts that he would make a statement under the agenda item “Other Business”. Subsequently, the Group adopted the agenda.

III. Programme of Work: Taking Stock of National Legislation

A. Sign to communicate the need to crash through gates (barriers) by a vehicle when trapped at a level crossing

4. An expert from Italy introduced Informal document No. 1 on the importance of creating a sign to communicate to a driver to crash through the gates (barriers) when trapped at the level crossing. The expert from Amazing Designs presented possible risks arising from the situations when barriers are crashed and indicated that focus rather be given to preventing situations where vehicles are trapped between gates (barriers) at the level crossings.

5. Following the presentations, the Group of Experts discussed this issue and concluded that a sign to crash through gates (barriers) should be developed, preferably as a G-section's indication sign, following the approach of emergency exit sign (G-23). Experts were requested to send their suggestions for the crash-through-gates sign to the secretariat, so they can be consolidated for consideration at the next session. A possibility of using an "SOS" inscription on this sign was noted as worthy of further consideration.

B Review of recommendations on A through F signs

6. The Group of Experts continued to review its earlier recommendations for the A through F signs, based on Informal document No. 4 (February 2018) which reflects expert's responses to ECE/TRANS/WP.1/GE.2/2018/1.

7. The expert from Amazing Design introduced the results of sign comprehension tests that – the researchers believe - should be taken into consideration in reviewing the following signs: A, 20, A, 21 a (use of symbols), A, 23 (other use), A, 25, A, 26 a (use of other symbols), B, 4 (comprehension), C, 2 (comprehension), C, 3 (use of the bar and bar placement), C, 16 (application for toll collection), C, 19 (comprehension). In this context, the secretariat noted that the study has not been made available to the Group of Experts nor has it been published yet. Following these observations by the secretariat, the Group confirmed its approach to formulate the recommendations based on the common position reached at Group's sessions, making use of presentation of this study and its results, as appropriate.

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

(a) A-section signs reversibility:

- signs A, 8, A, 10, A, 11, A, 12, A, 13, A, 14, A, 15, A, 24 and A, 31 should include reversibility provisions (optional reversibility).
- signs A, 22 and A, 23 should include reversibility provisions only due to left-hand direction of traffic (mandatory reversibility).
- Signs A, 26 a, and A, 27 should include reversibility provisions only due to left-hand direction of traffic (optional reversibility).
- No other A-section signs should include reversibility provisions.

(b) Traffic light signals signs:

Only sign A, 17 a should be retained in the Convention, while signs A, 17 b and A, 17 c should be removed. The symbol of the three lights (A, 17 sign) should have a narrow dark strip added.

(c) Warning of the section of road frequented by pedestrians:

This new sign (and its definition) should be added in section A, point 12, as sign A, 12 d. The sign should depict the symbol of a pedestrian.

(d) Warning of cyclists crossing (A, 14):

This sign should depict the symbol of the bicycle only (no cyclist).

(e) Placement of stripes on signs at approaches to level crossings or swing bridges (A, 29 a, b, c):

The stripes on these signs should be placed “preferably in the centre”.

(f) Level-crossing with gates (A, 25):

The symbol should be tentatively changed to depict a rail track and a modern gate (ref. to a sign used in Chile).

(g) Level-crossing without gates (A, 26 a):

No change.

(h) Use of symbols A, 20, A, 21 a and A, 21 b:

These symbols should be removed.

(i) Intersection with a general priority rule (A, 18):

The 1968 Convention should only contain two signs, the existing A, 18 a and b as one sign, and A, 18 c as an example of the sign showing a different type of intersection with a general priority rule. Other possibilities should be provided in e-CoRSS.

(j) Intersection with a give way road (A, 19):

The Convention should only contain two signs, the existing A, 19 a as one sign, and A, 19 b as an example of sign showing a different nature of the intersection with a give way road. Other possibilities should be provided in e-CoRSS.

(k) Two-way traffic (A, 23):

Retain the sign and its definition as it is. Note, however, that a future review of the non-Convention signs may have the impact on the definition of this sign.

(l) Dangerous descent and step ascent (A, 2 and A, 3):

Remove the possibility of depicting the percentage as a “ratio”.

(m) Revision of the definitions of signs:

The non-paper submitted by the secretariat describing possible amendments of the Annexes 1 and 3 to the Convention should be issued as Informal document No. 2 for the current session (updated by the recommendations made at this session). The secretariat will post it and invite the experts to comment by 1 August 2018, so that an informal document with consolidated comments can be issued for the next session. These comments should also address the proposed change to name coding. Informal document No. 2 (May 2018) will be issued for the next session as a formal document.

(n) **Sign B, 2 b:**

Delete.

(o) **Signs B, 3 and B, 4:**

The square in the centre should be yellow only, the orange colour option should be removed.

(p) **B, 5 and B, 6:**

The arrows on the existing signs should be depicted with the same width; an alternative design option should be added for these signs following the Lithuanian example.

(q) **B-section signs reversibility:**

Signs B 5 and B, 6 should include reversibility provisions only due to the left-hand direction of traffic (mandatory reversibility).

(r) **Sign C, 1 b:**

Retain.

(s) **The use of a rider on symbols C, 3 b, c and d:**

FSV will provide designs for these symbols without the riders. The comments by experts will be consolidated to facilitate the decision on whether to retain or not the motorcyclist.

(t) **The use of oblique bar in the C-section signs:**

The provision of the Convention should allow the flexibility as to whether the bar should be placed behind or in front of the symbol. The signs in the Convention should be depicted with a bar of an appropriate width (relatively more narrow compared to the existing signs) and placed in front of the symbols.

(u) **Inscription of tonnage on C, 3 e, C, 3 f, C, 3 g:**

Retain the options as per the current provisions in the Convention.

(v) **C, 5, C, 6, C, 7 and C, 8:**

The Convention should include an example of a full number and a number with a decimal point (comma). The signs with the fraction should be depicted with a comma (e.g. not "3.6" but "3,6").

(w) **C, 2 and C, 19:**

Retain without any changes.

(x) **Reversibility of C-signs:**

Signs C, 12, C, 13aa, C, 13ba, C, 13bb and 17d should include reversibility provisions only due to left hand direction of traffic (mandatory reversibility).

(y) **C, 10: Retain without any changes.**

(z) **C, 11 and C, 12: Keep the symbols without any changes.**

(aa) **General characteristics of D-section signs:**

The Convention should only include one variant (i.e. blue ground and white symbol and inscription).

9. The Group has reached point 40 of the review of Informal document No.4.

10. The Group requested the secretariat to incorporate the changes agreed at this session into its draft final report, contained in the Annex.

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

11. FSV made a presentation about (additional panel) symbols used for hearing and visually impaired. The Group invited FSV to prepare an informal document on the subject for the next session.

12. Due to the time constraints, the Group was not able to make any further evaluation of non-Convention signs.

IV. e-CORSS

13. The secretariat briefed the Group of Experts on the e-CoRSS progress, in particular, on the improvements being done to sign images.

V. Other Business

14. The secretariat described the future steps aimed at delivering a report on the review of the Convention signs to be tabled at the WP.1 session in September 2018. The Group of Experts expressed its readiness and willingness to continue its work in 2019 on the non-Convention signs.

15. The Chair described his personal difficulties and challenges of managing and leading this Group of Experts. He expressed his regrets if in the course of running the Group he might have been too business-like and too focused on accomplishing the mandate for this Group. The Group stated it has appreciated the Chair's efforts to date.

VI. Date and Place of Next Meeting

16. The Group of Experts was informed that the next meeting is scheduled to take place on 4 and 5 September 2018 in Geneva.

VII. Adoption of the Report

17. The Group of Experts adopted the report of its fifteenth 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 agreed that additional panels should not be classified under the class of Informative signs but be a class of its own. To this end, the Group recommended an amended to Article 5 of the Convention as follows:

1. The system prescribed in this Convention differentiates between the following classes of road signs:

(a) Danger warning signs: these signs are intended to warn road-users of a danger on the road and to inform them of its nature;

(b) Regulatory signs: these signs are intended to inform road-users of special obligations, restrictions or prohibitions with which they must comply; they are subdivided into:

- (i) Priority signs;
- (ii) Prohibitory or restrictive signs;
- (iii) Mandatory signs;
- (iv) Special regulation signs;

(c) Informative signs: these signs are intended to guide road-users while they are travelling or to provide them with other information which may be useful; they are subdivided into:

- (i) Information, facilities or service signs;
- (ii) ~~Direction, position or indication signs~~ **Other information signs:**
 - Advance direction signs;
 - Direction signs;
 - Road identification signs;
 - Place identification signs;
 - Confirmatory signs;
 - Indication signs;
- ~~(iii) — Additional panels.~~

(d) **Additional panels: these signs, only used with other signs, provide additional information.**

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). In this regard the Group agreed to propose amendment to Article 7 point 4 as follows:

Dark or light graphic elements of different colours in the signs ~~may~~ **should preferably** be differentiated by means of contrasting ~~light or dark~~ **white or yellow and black or dark blue** narrow strips respectively.

It further agreed to propose to inserting a new point 4bis to Article 7 as follows:

White or yellow and black or dark blue rims may be used at the outer edge to enhance conspicuity of signs. For additional panels, it is possible to replace a black or a dark blue rim with a red rim.

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:



32.¹⁰¹ 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:
	

The Group agreed to propose an amendment to Article 9 and ANNEX 1, Section A, I, as follows:

- Article 9:
 1. Section A, ~~subsection I~~ of Annex 1 to this Convention ~~indicates~~ **provides** the models for danger warning signs; ~~Section A, subsection II indicates the symbols to be placed on these signs and gives some instructions for their use,~~ **describes the danger warning signs and gives their meaning.** In conformity with Article 46, paragraph 2 of this Convention, each State shall notify the Secretary-General whether it has selected Aa or Ab as the model for danger warning signs.⁹
 2. The number of danger warning signs shall not be increased unnecessarily, but such signs shall be sited to give warning of possible road hazards which are difficult for a driver proceeding with due caution to perceive in time.
 3. Danger warning signs shall be placed at such distance from the danger point as will make them most effective both by day and by night, having regard to road and traffic conditions, including the normal speed of vehicles and the distance at which the sign is visible.
 4. The distance between the sign and the beginning of a dangerous section of road ~~may be shown in an additional panel H, 1 of Annex 1, section H to this Convention and placed in accordance with the provisions of that section; this information must~~ **shall** be given when the distance between the sign and the beginning of the dangerous section of road cannot be judged by drivers ~~and or~~ is not what they might normally expect. **This distance shall be shown in accordance with Section H, paragraph 2(a).**
 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 and distance to swing bridges and level crossings, ~~it shall be open to Contracting Parties may to apply the following provisions: use A signs specific for approaches to swing bridges and level crossings, which are described rectangular panel having its longer sides vertical and bearing three oblique red bars on a white or yellow ground, may be placed below any danger warning signs. bearing one of the symbols A, 5; A, 25; A, 26 or A, 27 described in Annex 1, 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 on a white or yellow ground are set up at about one third and two thirds of the distance between the sign 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.

6. If a danger warning sign is used to give warning of a danger on a section of road of some length (e.g. a series of dangerous bends or a section of carriageway in bad condition) and if it is considered desirable to show the length of that section, this shall be done **in accordance with** ~~on an additional panel H, 2 of Annex 1, section H, paragraph 2(b), to this Convention, placed in accordance with the provisions of that section.~~

- Section A, I:

- DANGER WARNING SIGNS

- I. Models **and general characteristics and symbols**

1. The "A" DANGER WARNING signs shall be of model Aa or model Ab both ~~described here and reproduced in Annex 3,~~ except signs **to be placed in the immediate vicinity of level-crossings and additional signs at approaches to level-crossings or swing bridges.** ~~A, 28 and A, 29 described in paragraphs 28 and 29 below respectively.~~ Model Aa is an equilateral triangle having one side horizontal and the opposite vertex above it; the ground is white or yellow and the border red. Model Ab is a square with one diagonal vertical; the ground is yellow and the border, which is only a rim, is black. Unless the description specifies otherwise, the symbols displayed on these signs shall be black or dark blue.

2. The size of the normal sized sign of model Aa shall measure approximately 0.90 m; that of the small sized sign of model Aa shall measure not less than 0.60 m. The size of the normal sized sign of model Ab shall measure approximately 0.60 m; that of the small sign of model Ab shall measure not less than 0.40 m.

3. As regards the choice between models Aa and Ab, see Article 5, paragraph 2, and Article 9, paragraph 1, of this Convention.

~~II. Symbols and instructions for the use of signs~~ **Descriptions**

The Group further agreed that only signs of A-section as listed below should include reversibility provisions:

- signs A, 8, A, 10, A, 11, A, 12, A, 13, A, 14, A, 15, A, 24 and A, 31 should include reversibility provisions (optional reversibility),

- signs A, 22 and A, 23 should include reversibility provisions only due to left hand direction of traffic (mandatory reversibility),

- Signs A, 26 a, and A, 27 should include reversibility provisions only due to left hand direction of traffic (optional reversibility),

The Group also agreed to add a new sign, as A, 12 d, warning of the section of road frequented by pedestrians.

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.

Convention sign:	Examples from countries:
	  

Kuwait to rectify its input.

A, 1 d “DANGEROUS BEND OR BENDS”

No comment.

Convention sign:	Examples from countries:
	  

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.

The Group recommend to remove the possibility of depicting the percentage as a “ratio”.

Convention sign:	Examples from countries:
	  

A, 2 b “DANGEROUS DESCENT”

The Group recommend to remove the possibility of depicting the percentage as a “ratio”.

Convention sign:	Examples from countries:
	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.

The Group recommend to remove the possibility of depicting the percentage as a “ratio”.

Convention sign:	Examples from countries:
	

A, 3 b “STEEP ASCENT”

The Group recommend to remove the possibility of depicting the percentage as a “ratio”.

Convention sign:	Examples from countries:
	<p>No examples from countries</p>

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.

Convention sign:	Examples from countries:
	  

A, 7 a “UNEVEN ROAD”

No comment.

Convention sign:	Examples from countries:
	  

A, 7 b “UNEVEN ROAD”

Belgium to replace its input.

The Group agreed that the definition of A, 7^b requires elaboration.

Convention sign:	Examples from countries:
	  

A, 7 c “UNEVEN ROAD”

No comment.

Convention sign:	Examples from countries:
	   

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 symbol should depict only the bicycle.






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.

Convention sign:	Examples from countries:



A, 17 a “LIGHT SIGNALS“

The Group recommended that the symbol of the three lights should have a narrow dark strip added.

Convention sign:	Examples from countries:

A, 17 b “LIGHT SIGNALS“

The Group recommended removing this sign from the Convention.

Convention sign:	Examples from countries:
	<p>No examples from countries</p>





A, 17 c “LIGHT SIGNALS“

The Group recommended removing this sign from the Convention.

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.

The Group further recommended that A, 18 c should be the only example of the sign showing a different type of intersection with a general priority rule. Other possibilities should be provided in e-CoRSS.

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)





The Group recommended to delete A, 18 d from the Convention.

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.





The Group recommended to delete A, 18 e from the Convention.

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.

The Group recommended to delete A, 18 f from the Convention.

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.

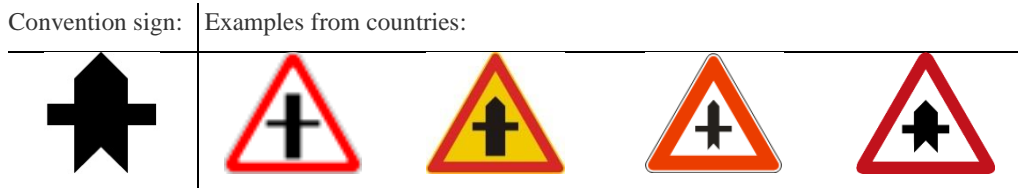
The Group recommended to delete A, 18 g from the Convention.

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.



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 further recommended that A, 19 b is the only sign showing a different nature of the intersection with a give way road. Other possibilities should be provided in e-CoRSS.



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 recommended to delete A, 19 c from the Convention.



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

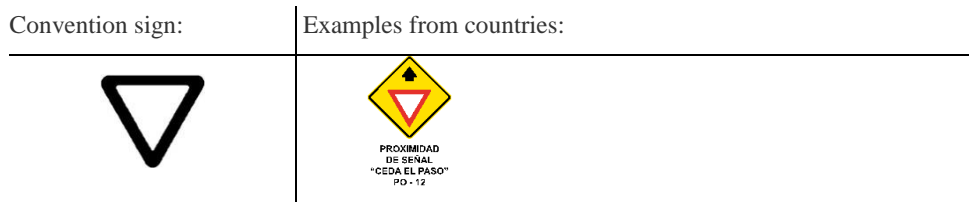
The Group noted that only a very few countries use the sign A, 20 while the majority of countries use the sign B, 1 with additional panel H, 1. This second possibility is introduced with paragraph 6 Article 10 (first sentence). However, the Group noted that both the paragraph 6 as well as point 20 (a)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

The Group recommended the following amendment to point 20 (a) while removing the sign A, 20:

20. Intersection with a road to whose users drivers must give way³⁵

(a) If the "GIVE WAY" sign B, 1 is placed at the intersection, ~~and danger warning signs of model Aa are used, the symbol A, 20 shall be used at the approach~~ **the sign B, 1 supplemented by an additional panel H, 1, described in section H, paragraph 2 (a) of this Annex shall be used at the approach to the intersection to warn of the requirement to give way. If the "GIVE WAY" sign B, 1 is placed at the intersection and danger warning signs of model Ab are used, the sign B, 1 shall be depicted on a panel of the Ab model of danger warning signs.**

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



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 point 20 (b) as follows:

(b) If the "STOP" sign B, 2 is placed at the intersection, ~~the symbol used at the approach shall be A, 21a or A, 21b whichever corresponds to the model of sign B, 2 set up~~ **and danger warning signs of model Aa are used, the sign B, 1 supplemented by an additional panel bearing the "STOP" inscription, or its equivalent in national language, symbol and a figure indicating the distance to the sign B, 2 shall be used. If the "STOP" sign B, 2 is placed at the intersection, and danger warning signs of model Ab are used, the sign B, 2 shall be depicted on a panel of the Ab model of danger warning signs.**

The Group further recommended to amend paragraph 6 of the European Agreement (second sentence) as follows (this recommendation should be reviewed):

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:
	 <small>PROXIMIDAD DE SEÑAL "FARE" PD - 13</small> 

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:
	   <small>PROXIMIDAD ROTONDA PI - 8</small>

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 agreed that the symbol should be tentatively changed to depict a rail track and a modern gate (ref. to a sign used in Chile).

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.

Convention sign:	Examples from countries:
	   

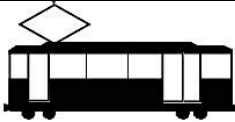




A, 26 b “OTHER LEVEL CROSSINGS”

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:
	   


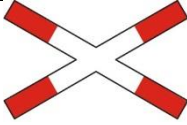


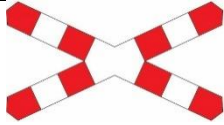







A, 28 a, A, 28 b, A, 28 c “SIGNS TO BE PLACED IN THE IMMEDIATE VICINITY OF LEVEL-CROSSINGS”

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~~ **d** shall have a white or yellow ground and a black border; the inscription on model A, 28 ~~e~~ **b** and A, 28 ~~d~~ **d** shall be in black letters. Models A, 28 ~~e~~ **b** and A, 28 ~~d~~ **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:
	 <p style="text-align: center; font-size: small;">CRUZ DE SAN ANDRÉS PI - 2</p>

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.

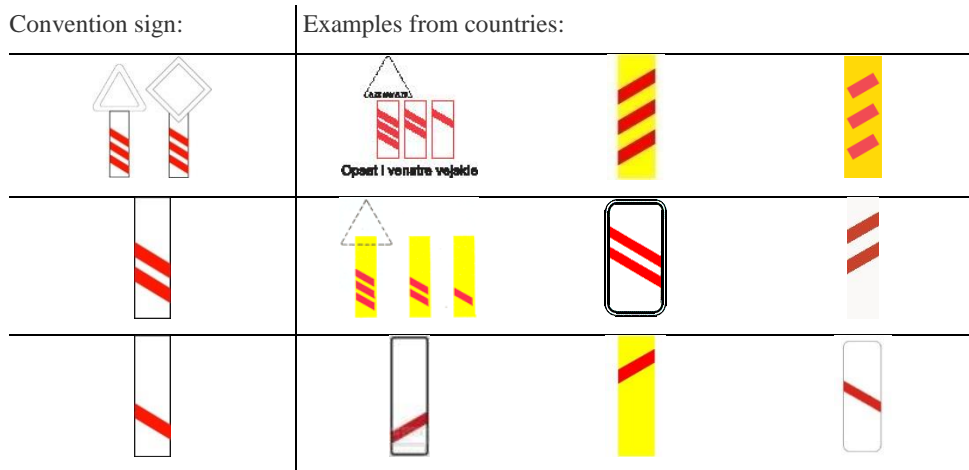
The Group believes, in terms of visibility, that the bars (one, two or three) be placed in the upper part of the panels (ref. to the sign from Finland) or preferably centred on the panels. The Group recommended including the preferred variant on the images reproduced in the Convention.

The Group further recommended to amend the text of the Convention Annex I, Section A, II Description, point 29 as follows:

29. Additional signs at approaches to level-crossings or swing bridges

(a) ~~The panels mentioned in Article 9, paragraph 5 of this Convention are~~ **Signs A, 29a, A, 29b and A, 29c may be used to give warning of and distance at approaches to level-crossings and swing bridges. These signs are rectangular having its longer sides vertical and bear respectively three, two and one oblique red stripes on a white or yellow ground, with the latter two signs set up at about two thirds and one third of the distance between the sign A, 29a and the railway line or swing bridge. These signs may be repeated on the opposite side of the carriageway. The bars stripes shall slope downwards towards the carriageway.**

(b) The danger warning sign for the level-crossing or swing bridge may be placed above signs A, 29b and A, 29c in the same way as it shall be placed above sign A, 29a.



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:
	  

General comments to B section signs

The Group agreed to propose revising Article 10 of the Convention as follows:

Article 10

Priority signs

1. The signs for notifying or informing road-users of the special rules of priority at intersections are **described in Annex 1, section B, paragraphs 1 to 4.** ~~signs B, 1; B, 2; B, 3 and B, 4.~~
2. **The signs described in Annex 1, section B, paragraphs 1 and 2 shall be placed at the intersection, if possible level with the point at which vehicles must stop or beyond which they must not pass when giving way. They may be placed elsewhere than at an intersection if the competent authorities consider it necessary. The sign of paragraph 2 shall be set up only if the competent authorities consider it advisable to require drivers to stop, in particular because of the poor visibility, for drivers, of the sections of the road, on either side of the intersection, which they are approaching.**

3. The sign described in Annex 1, section B, paragraph 3 shall may be placed at the beginning of the road and repeated after each intersection; it may also be set up before or at the intersection.
4. The sign described in Annex 1, section B, paragraph 4 shall be placed at the approach to the point from where the sign of Annex 1, section B, paragraph 3 ceases to apply.
5. The sign of Annex 1, section B, paragraph 4 may be repeated one or more times in advance of the point where the priority ends; the sign or signs set up in advance of that point shall then bear an additional panel H, 1 in accordance with Annex 1, section H, paragraph 2 (a).
5. In conformity with Article 46, paragraph 2, of this Convention, each State shall notify the Secretary-General whether it has selected B, 2a or B, 2b as which of the models for the "STOP" sign described in Annex 1, section B, paragraph 2 .¹⁰ it has selected.
6. If warning of an intersection is given on a road by danger warning signs bearing one of the A, 19 symbols described in Annex 1, Section A, paragraph 19, or if at the intersection the road is a priority road and has been marked as such by sign B, 3 as provided in of Annex 1, section B, paragraph 3 7, signs B, 1 or B, 2 of Annex 1, section B, paragraphs 1 and 2 of shall be placed at the intersection on all the other roads; however, the placing of those signs B, 1 or B, 2 shall not be mandatory on roads such as paths or earth-tracks where drivers are required to give way at the intersection even in the absence of such signs.
27. The signs for informing road-users of a rule of priority on narrow sections of road are signs B, 5 and B, 6. These signs are described in Annex 1, section B, paragraphs 5 and 6. to this Convention.
2. Sign B, 1 "GIVE WAY", shall be used to notify drivers that, at the intersection where the sign is placed, they must give way to vehicles on the road they are approaching.
3. Sign B, 2, "STOP", shall be used to notify drivers that, at the intersection where the sign is placed, they shall stop before entering the intersection and give way to vehicles on the road they are approaching. In conformity with Article 46, paragraph 2, of this Convention, each State shall notify the Secretary-General whether it has selected B, 2a or B, 2b as the model for the "STOP" sign.¹⁰
4. Sign B, 1 or B, 2 may be placed elsewhere than at an intersection if the competent authorities consider it necessary.
5. Signs B, 1 and B, 2 shall be placed at the intersection, if possible level with the point at which vehicles must stop or beyond which they must not pass when giving way.
6. To give advance warning of sign B, 1 the same sign supplemented by an additional panel H, 1, described in Annex 1, section H to the Convention, shall be used. To give advance warning of sign B, 2, sign B, 1, supplemented by a rectangular panel bearing the "STOP" symbol and a figure indicating the distance to the sign B, 2 shall be used.¹¹
7. Sign B, 3, "PRIORITY ROAD", shall be used to notify users of a road that, at intersections of that road with other roads, the drivers of vehicles moving along or coming from such other roads are required to give way to vehicles moving along that road. This sign may be set up at the beginning of the road and repeated after each intersection; it may also be set up before or at the intersection. Where sign B, 3 has been

~~set up on a road, sign B, 4, "END OF PRIORITY", shall be placed at the approach to the point where the road ceases to have priority over other roads.~~

~~Sign B, 4 may be repeated one or more times in advance of the point where the priority ends; the sign or signs set up in advance of that point shall then bear an additional panel H, 1 of Annex 1, section H.~~

~~8. — If warning of an intersection is given on a road by a danger warning sign bearing one of the A, 19 symbols, or if at the intersection the road is a priority road and has been marked as such by signs B, 3 as provided in paragraph 7 of this Article, a sign B, 1 or B, 2 shall be placed at the intersection on all the other roads; however, the placing of signs B, 1 or B, 2 shall not be mandatory on roads such as paths or earth tracks where drivers are required to give way at the intersection even in the absence of such signs.~~

~~A sign B, 2 shall be set up only if the competent authorities consider it advisable to require drivers to stop, in particular because of the poor visibility, for drivers, of the sections of the road, on either side of the intersection, which they are approaching.~~

It also agreed to propose deleting the Note at the start of Section B, as follows:

~~NOTE— At an intersection comprising a priority road in which there is a bend, an additional panel H, 8 bearing a diagram of the intersection which shows the outline of the priority road may be placed below danger signs giving warning of the intersection or below priority signs, whether they are set up at the intersection or not.~~

The Group further agreed that in this B-section only signs B 5 and B, 6 should include reversibility provisions only due to the left-hand direction of traffic (mandatory reversibility).

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).

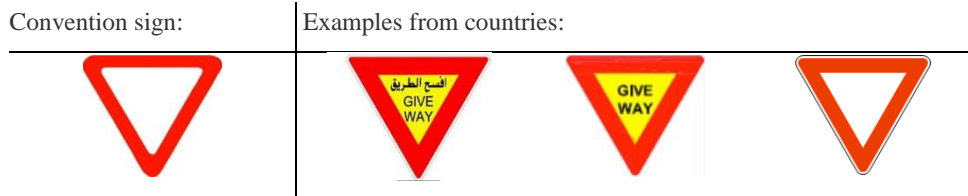
The Group proposed to revise the provisions related to B, 1 sign, as follows:

1. "GIVE WAY" sign³⁹

(a) The "GIVE WAY" sign shall be sign B, 1. **It shall be used to notify drivers that, at the intersection where the sign is placed, they must give way to vehicles on the road they are approaching. It shall consist of an equilateral triangle having one side horizontal and the opposite vertex below it. The ground shall be white or yellow and the border red. The sign shall bear no symbol.**

(b) The side of the normal sized sign shall measure approximately 0.90 m; the side of the small sign shall measure not less than 0.60 m.

(c) **Sign B, 1 may be used in conjunction with an additional panel H, 8 described in section H, paragraph 6 of this Annex, in order to indicate to road-user the outline of the priority road.**



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 exiting Article 27 and Annex 1, Section B, point 2: STOP sign (B,2) of the Convention, as follows:

- Article 27:

1. ²⁰ 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):

2. "STOP" sign⁴⁰

(a) The "STOP" sign shall be sign B, 2, **which shall be used to notify drivers that, at the intersection where the sign is placed, they shall stop before entering the intersection and give way to vehicles on the road they are approaching, of which there are two models of this sign:**

(i) ~~Model B, 2a is octagonal with a red ground surrounded by white rim and 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.~~

(b) ~~The height of the normal sized sign B, 2a and the diameter of the normal sized sign B, 2b shall be approximately 0.90 m; the same dimensions of the small signs shall be and not less than 0.60 m of the small sized sign.~~

(c) ~~As regards the choice between models B, 2a and B, 2b, see Article 5, paragraph 2, and Article 10, paragraph 3, of this Convention.~~

(d) **Signs B, 2 a and B, 2 b may be used in conjunction with an additional panel H, 8 described in section H, paragraph 6 of this Annex, in order to indicate to road-user the outline of the priority road.**

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 (recommendation for further review):

~~“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).

The Group recommended removing this sign from the Convention.

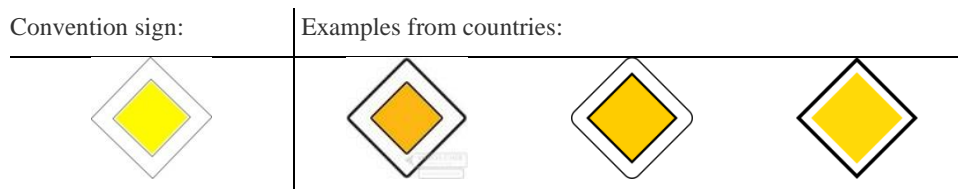
B, 3 “PRIORITY ROAD”

The Group noted that some countries do not use the black narrow strip for the yellow or orange square in the centre, and recommended that they do so. The Group further recommend that the orange colour option for inside square be removed.

It then suggested to insert the following changes to Annex 1, Section B, Point 3:

3. "PRIORITY ROAD" sign

- (a) The "PRIORITY ROAD" sign shall be sign B, 3, **which shall be used to notify users of a road that, at intersections of that road with other roads, the drivers of vehicles moving along or coming from such other roads are required to give way to vehicles moving along that road.** It shall consist of a square with one diagonal vertical. The rim of the sign shall be black; the sign shall have in its centre a yellow or orange square with a black rim; the space between the two squares shall be white.
- (b) The side of the normal sized sign shall measure approximately 0.50 m; the side of the small sign shall measure not less than 0.35 m.
- (c) **Sign B, 3 may be used in conjunction with an additional panel H, 8 described in section H, paragraph 6 of this Annex, in order to indicate to road-user the outline of the priority road.**



B, 4 “END OF PRIORITY”

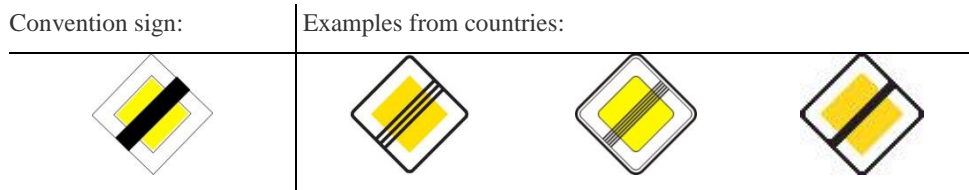
The Group noted that some countries do not use the black narrow strip for the yellow or orange square in the centre, and recommended that they do so. The Group further recommend that the orange colour option for inside square be removed.

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

4. "END OF PRIORITY" sign

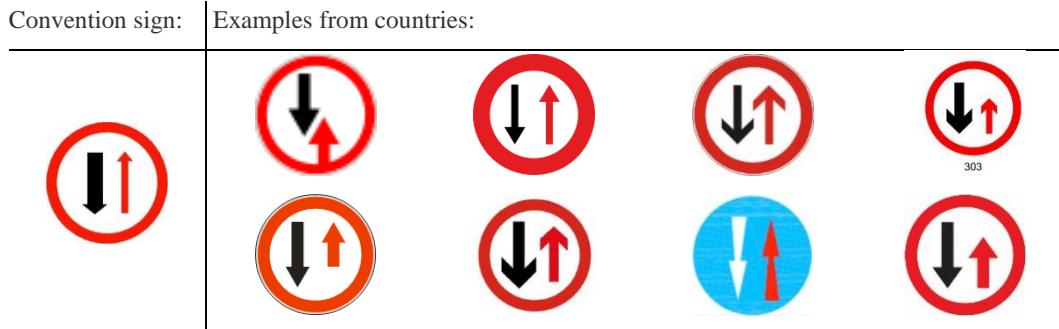
(a) The "END OF PRIORITY" sign shall be sign B, 4, **which shall be used to notify users that the road along which they are moving ceases to have priority over other roads.** It shall consist of sign B, 3 ~~above~~ with the addition of a black ~~or grey~~ ~~median~~ band perpendicular to the lower left and upper right sides of the square or, **preferably**, of ~~grey~~-black parallel lines forming such a band.

(b) **Sign B, 4 may be used in conjunction with an additional panel H, 8 described in section H, paragraph 6 of this Annex, in order to indicate to road-user the outline of the priority road.**



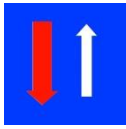
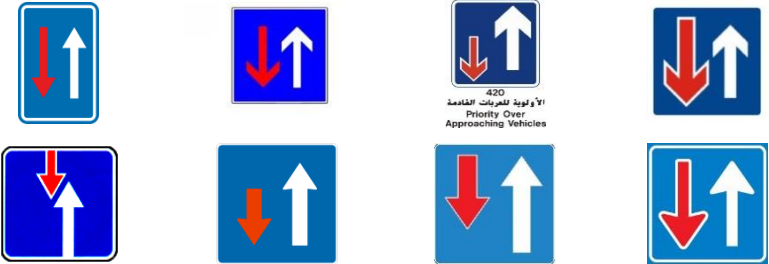
B, 5 "PRIORITY FOR ONCOMING TRAFFIC"

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 arrows are of the same width. 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." The Group further agreed that an alternative design option should be added for this sign following the Lithuanian example.



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 arrows are of the same width. 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 narrow strip should be inserted around the red arrow. The Group further agreed that an alternative design option should be added for this sign following the Lithuanian example.

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.

The Group agreed to revise Article 13 and 13bis as follows:

Article 13

Provisions applying generally to the signs described in Annex 1, sections C, and D and E to this Convention ~~Special regulation signs~~

Section E of Annex 1 to this Convention describes the special regulation signs and gives their meaning.

Article 13 bis

Special regulation signs ~~Provisions applying generally to the signs described in Annex 1, sections C, and D and E to this Convention~~

1. Prohibitory, restrictive and mandatory **as well as special regulation** signs shall be placed in the immediate vicinity of the point where the obligation, restriction, or prohibition **or special regulation** begins **or takes effect** and may be repeated if the competent authorities consider it necessary. Nevertheless, if the competent authorities consider it advisable for reasons of visibility or in order to give users advance warning, these signs may be placed at a suitable distance in advance of the point where the obligation, restriction or prohibition **or special regulation** applies. ~~An additional panel H, 1 of in accordance with Annex 1, section H, paragraph 2(a) unless provided otherwise shall be placed under signs set up in advance of the point where the obligation, restriction or prohibition applies.~~

2. ~~Regulatory~~ **Prohibitory, restrictive and mandatory** signs placed level with or shortly after a sign indicating the beginning of a built-up area shall mean that the rule applies throughout the built-up area, unless a different rule is notified by other signs on certain sections of the road in the built-up area.

3. Prohibitory and restrictive signs shall apply as from the place they are displayed until the point where a contrary sign is displayed, otherwise until the next intersection. If the prohibition or restriction should continue to be applied after the intersection the sign shall be repeated in accordance with provisions in domestic legislation. ~~Shall, however, these signs, as well as a mandatory or a special regulation sign be placed on be used on zonal validity signs,~~

4. — Where a regulatory sign applies to all roads in a zone (zonal validity), it shall be displayed in the way described in Annex 1, section E, subsection II, paragraph 8 (a) to this Convention, **they will apply to all roads in the a zone to the point where signs indicating the exit from the zone are set up.**

5. — The exit from the zones referred to in paragraph 4 above shall be indicated in the way

described in Annex 1, of section E, subsection II, paragraph 8 (b) of this Convention.

ARTICLE 13 bis

Special regulation signs

1. — Section E of Annex 1 to this Convention describes the special regulation signs and gives their meaning.

2. — Signs E, 7a; E, 7b; E, 7c or E, 7d and E, 8a; E, 8b; E, 8c or E, 8d shall notify road users that the general regulations governing traffic in built up areas in the territory of the State apply from signs E, 7a; E, 7b; E, 7c; or E, 7d to signs E, 8a; E, 8b; E, 8c; or E, 8d except in so far as different regulations may be notified by other signs on certain sections of road in the built up area. However, sign B, 4 shall always be placed on a priority road marked with sign B, 3 if that road ceases to have priority where it passes through the built up area. The provisions of Article 14, paragraphs 2, 3 and 4 apply to these signs.¹²

2 bis. — Sign E, 11a shall be used for tunnels of 1,000 m or more and in cases provided for by domestic legislation. For tunnels of 1,000 m or more, the length shall be included either in the lower part of the sign, or on an additional panel H, 2, as described in Annex 1, section H. The name of the tunnel may be indicated according to Article 8, paragraph 3 of this Convention.

3. — Signs E, 12a; E, 12b or E, 12c shall be placed at pedestrian crossings when the competent authorities consider it advisable.





4. — The special regulations signs shall be set up, with due regard to the requirements of Article 6, paragraph 1, only where the competent authorities consider it essential. They may be repeated; an additional panel placed below the sign may show the distance between the sign and the point which it indicates; this distance may also be inscribed on the lower part of the sign itself.

The Group also agreed preferably a bar should be used on signs C, 3 and C, 4. Also, the provision of the Convention should allow the flexibility as to whether the bar should be placed behind or in front of the symbol on relevant C-section signs. The signs in the Convention should however be depicted with a bar of an appropriate width (relatively more narrow compared to the existing signs) and placed in front of the symbols.

The Group further agreed that in this C-section only signs C, 12, C, 13aa, C, 13ba, C, 13bb and 17d should include reversibility provisions only due to the left-hand direction of traffic (mandatory reversibility).

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:
	  

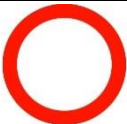

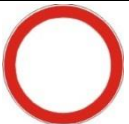

C, 1 b “NO ENTRY”

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. The Group is further considering whether or not the symbol depicted on this sign should be with or without driver.

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:
	 <p>PROHIBIDA CIRCULACION DE VEHICULOS DE CARGA RPO - 5</p>   

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, 31 “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.

It then agreed that the Convention should include an example of an integer and a number with a decimal point (comma). The sign with the fraction should be depicted with a comma (e.g. not “2.5” but “2,5”).

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.

It then agreed that the Convention should include an example of an integer and a number with a decimal point (comma). The sign with the fraction should be depicted with a comma (e.g. not “3.5” but “3,5”).

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).

It then agreed that the Convention should include an example of an integer and a number with a decimal point (comma). The sign with the fraction should be depicted with a comma (e.g. not “5.5” but “5,5”).



Kuwait to rectify its sign.

Convention sign:	Examples from countries:
	

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


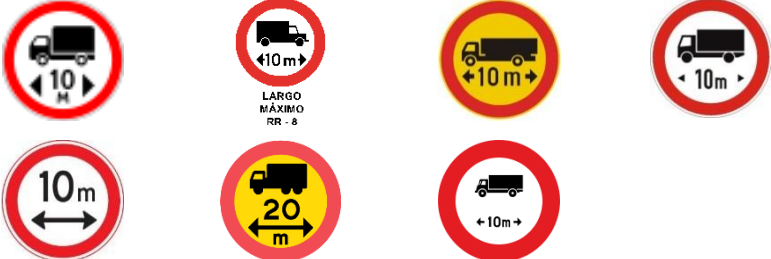
The Group noted that there was a difference in the casing of the symbol “T” (i.e. some countries use lower casing “t”), its positioning within the sign, and also that some countries used commas and period marks. The Group also noted differences in the arrowheads and axles. The Group believed that the 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 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.

The Group agreed to keep the symbol without any changes.

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.

The Group agreed to keep the symbol without any changes.

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^{aa} 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^{ba} 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>439 ممنوع استعمال النبية 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:
	   

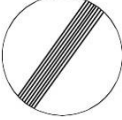




C, 17 a “END OF ALL LOCAL PROHIBITIONS IMPOSED ON MOVING VEHICLES”

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:
	   

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.





















The Group recommended the Convention to include only include one model for D signs consisting of blue ground and white symbol and inscription.

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:
	    340
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:
	    346

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~~ 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 narrow strip. The symbol should show the rear part of the truck and be placed in the upper part of the sign.



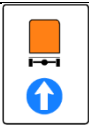

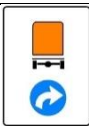

The Group considered that countries using a different symbol of the vehicles carrying dangerous goods than an orange rear part of truck are not in conformity with the Convention.

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^a, E, 1^b and E, 1^c.

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.

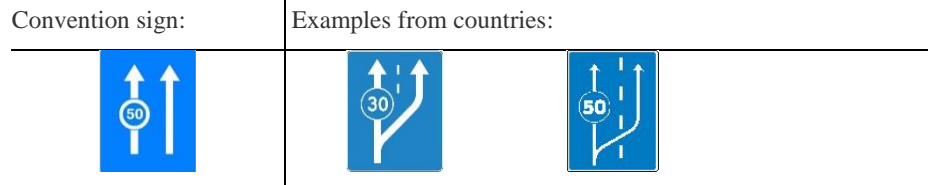
Convention sign:	Examples from countries:

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”.

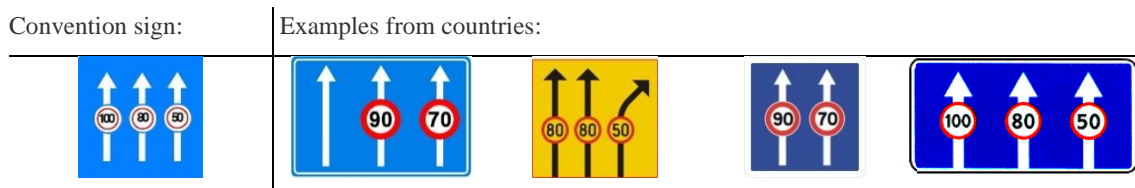
The Group recommended that for the E, 1 b sign the sign D, 7 is used with a white rim.



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.

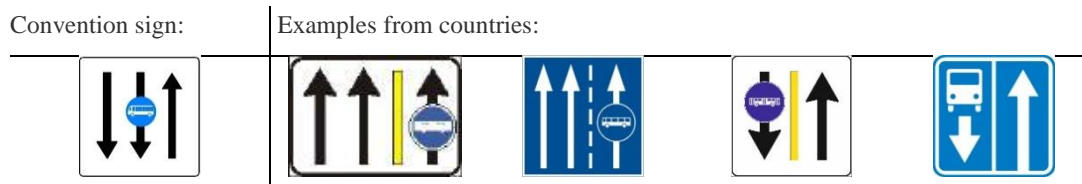


E, 2 a “SIGNS INDICATING LANES RESERVED FOR BUSES”

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.

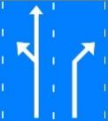


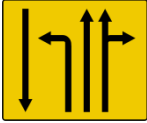
The Group recommended that the symbol in the Convention be modified by enlarging the arrow head.



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) unless sign indicating build-up area would need to bear a silhouette of a built-up area.

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:

- (a) The sign to indicate the beginning of a built-up area shall bear ~~the name of the built-up area or preferably~~ the symbol showing the silhouette of a built-up area **or**

the name of the built-up area the two combined with the symbol. Signs E, 7a; and E, 7b; ~~E, 7e and E, 7d~~ are examples of signs showing the beginning of a built-up area.






















(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~~ **a diagonal red bar band coloured red or, preferably, red parallel lines forming such a band or 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 and 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.**

Notwithstanding the provisions of Article 6, paragraph 1 of this Convention these signs may be placed on the reverse side of signs identifying a built-up area.

(c) ~~The signs covered by this paragraph shall be used in conformity with the provisions of the Convention, Article 13 bis, paragraph 2.~~ **These signs shall notify road-users that the general regulations governing traffic in built-up areas in the territory of the State apply from signs indicating the beginning to signs indicating the end of a built-up area except in so far as different regulations may be notified by other signs on certain sections of road in the built-up area. However, sign B, 4 shall always be placed on a priority road marked with sign B, 3 if that road ceases to have priority where it passes through the built-up area. The provisions of Section G, subsection I, paragraphs 6, 7 and 8 apply to these signs.**¹²

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~~ **an additional panel below the sign** or in a rectangular panel containing 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 **an additional** panel below the sign or in a rectangular panel containing 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, as follows:

(a) Sign E, 11a ‘TUNNEL’ indicates a section of road passing through a tunnel and on which special traffic rules apply. It is placed at the point from which these rules apply. **It shall be used for tunnels of 1,000 m or more and in cases provided for by domestic legislation. The length of such tunnel shall be included either in the lower part of the sign or on an additional panel in accordance with Section H, paragraph 2 (b). The name of the tunnel may be placed on an additional panel or on the sign itself ~~cluded lower part of the sign or on an additional panel according to Article 8, paragraph 3 of this Convention.~~**

(b) In order to warn road users in advance, sign E, 11a may be placed in addition at a suitable distance before the point where the special rules apply; such sign shall show, either in its lower part, **or in accordance with ~~on an additional panel H, 1, as described in section H, paragraph 2 (a) of this Annex,~~** the distance between the point at which it is set up and the point from which these special rules apply.

(c) 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 (recommendation to be reviewed).

The Group recommended to amend Annex 1, Section E, point II.10, as follows:

10. "PEDESTRIAN CROSSING" sign⁵²

- (a) Sign E, 12a, "PEDESTRIAN CROSSING", is used to show pedestrians and drivers the position of a pedestrian crossing. The ground of the panel shall be blue or black, the triangle white or yellow and the symbol black or dark blue; the symbol displayed shall be symbol A, 12.
- (b) However, the sign E, 12b, having the shape of an irregular pentagon, a blue ground and a white symbol or the sign E, 12c, having a dark ground and white symbol may also be used.
- (c) **Signs E, 12a; E, 12b or E, 12c shall be placed at pedestrian crossings when the competent authorities consider it advisable.**

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.

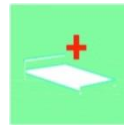
The Group recommended to replace the E, 13 b bed symbol with the bed symbol used by, for example, the Russian Federation.

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^b 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.




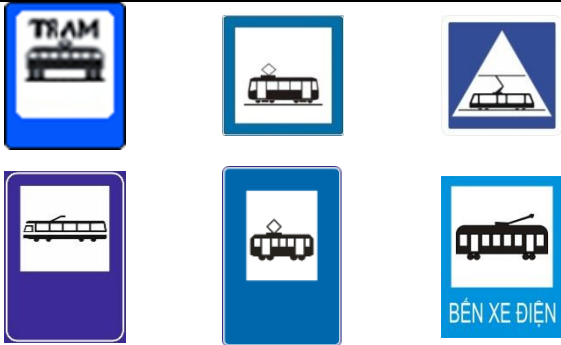
Convention sign:	Examples from countries:
	  
Convention sign:	Examples from countries:
	  

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~~ **Supplementing the Convention on Road Traffic of 1968** supplemented by the European Agreement 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.

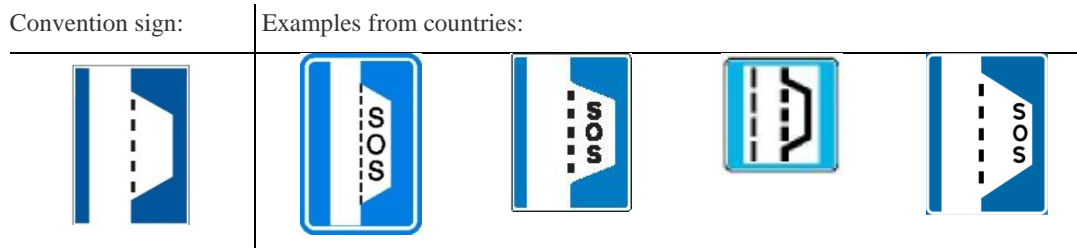
Convention sign:	Examples from countries:
	   

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 agreed to revise Article 14 as follows:

Article 14

1. Sections F and G of Annex 1 to this Convention describe the signs which convey useful information to road-users, or give examples of such signs, and also give some instructions for their use.
2. ~~The inscription of words on informative signs (ii) of Article 5, paragraph 1 (c), in countries not using the Latin alphabet shall be both in the national language and in the form of a transliteration into the Latin alphabet reproducing as closely as possible the pronunciation in the national language.~~
3. ~~In countries not using the Latin alphabet, the words in Latin characters may be entered either on the same sign as the words in the national language or on a repeat sign.~~
4. ~~A sign shall not bear inscriptions in more than two languages.~~

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, 18⁵⁹, which shall be red. The symbol F, 17⁶⁰ 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 (e.g. 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:	
	






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”

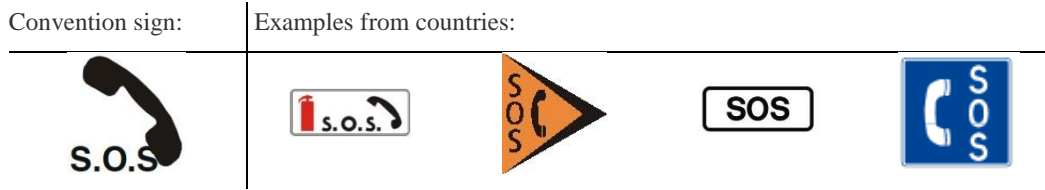
The Group recommended that the sign be removed from the European Agreement.

Convention sign:	
	

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).



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 revising Articles of the Convention relevant to the G signs, as follows:

- In the main text of the Convention:

Article 15

Advance direction signs

Advance direction signs shall be placed at such distance from the intersection as will make them most effective both by day and by night, having regard to road and traffic conditions, including the normal speed of vehicles and the distance at which the sign is visible; this distance need not exceed about 50 meters (55 yards) in built-up areas but shall be not less than 500 meters (550 yards) on motorways and other roads carrying fast traffic. The signs may be repeated. ~~An additional panel placed below the sign may show the distance between the sign and the intersection; this distance may also be shown on the lower part of the sign itself.~~

Article 16

Direction signs

- ~~1. One~~ Direction signs **shall be placed near or at an intersection and** may bear the names of several places; ~~the names shall then appear one below the other on the sign. The letters used for one place name may be larger than those used for the others only if the place in question is the largest of them.~~
- ~~2. When distances are shown, the figures expressing them shall be inscribed at the same height as the place name. On direction signs which are arrow shaped, these figures shall be placed between the place name and the point of the arrow; on rectangular shaped signs they shall be placed after the place name.~~

Article 17

Road identification signs

~~The signs used to identify roads either by their number, made up of figures, letters or a combination of figures and letters, or by their name, shall consist of that number or that name framed in a rectangle or shield. However, Contracting Parties having a route classification system may replace the rectangle by a route classification symbol.~~

Road identification signs shall be placed along roads which they identify. They may be also placed on advance direction signs or direction signs.

Article 18

Place identification signs

Place identification signs may be used to show the frontier between two countries or the boundary between two administrative divisions of the same country or the name of a river, mountain pass, beauty spot, etc. These signs shall differ conspicuously from the signs referred to in ~~Article 13 bis, paragraph 2, of this Convention~~ **Annex 1, Section E, point II.7 Signs indicating the beginning and the end of a built-up area.**

Article 19

Confirmatory signs

Confirmatory signs are used to confirm the direction of a road where the competent authorities consider it necessary, e.g. at the exit from a large built-up area. ~~They shall bear the name of one or more places, as provided in Article 16, paragraph 1, of this Convention. Where distances are shown, the figures expressing them shall be placed after the name of the locality.~~

Article 20

Indication signs

Indication signs are used to provide advisory information to road-user.

Article 21

Provisions applying generally to informative signs

1. The informative signs referred to in Articles 15 to 19 of this Convention shall be set up where the competent authorities consider it advisable. The other informative signs shall be set up, with due regard for the requirements of Article 6, paragraph 1, only where the competent authorities consider it essential; in particular, signs F, 2 to F, 7 shall be set up only on roads on which facilities for emergency repairs, refuelling, accommodation and refreshments are rare.

~~2. Informative signs may be repeated. An additional panel placed below the sign may show the distance between the sign and the point which it indicates; this distance may also be inscribed on the lower part of the sign itself.~~

Article 31

Marking for of road works

- In Annex 1:

I. General characteristics and symbols

1. ~~Informative~~ **Other information** signs are usually rectangular; however, direction signs, ~~and signs indicating the direction and distance of the nearest emergency exit~~

and signs indicating temporary conditions due to road works or detours may be in the shape of an elongated rectangle with have the longer side horizontal, terminating in an arrowhead.

2. Informative **Other information** signs shall bear either ~~white or light-coloured symbols or inscriptions on a dark ground with a white light coloured rim,~~ or dark-coloured symbols or inscriptions on a ~~white or light-coloured ground with a black dark coloured rim;~~ the colour red may be used only exceptionally and must never predominate **with the exception of the road identification signs, which may have a red ground with a light coloured rim.**

3. ~~Advance direction signs or direction signs relating to motorways or roads treated as motorways shall bear white symbols or inscriptions on a blue or green ground. On such signs the symbols used on signs E, 5_a and E, 6_a may be reproduced on reduced scale.~~ **Other information signs, except the group of indication signs, may have different colours of ground and symbols if placed on roads of different classification or, for advance direction signs and direction signs, if pointing to different points of interests (e.g. built-up areas, facilities or services).**

4. ~~Signs indicating temporary conditions such as road works, diversions or detours may have orange or yellow ground with black symbols and inscriptions.~~

5. On signs G, 1; G, 4; G, 5; G, 6 and G, 10 **bearing place names** it is recommended to show ~~place names~~**them** in the language of the country, or subdivision thereof, where the localities referred to are situated.

6. **The inscription of words on other information signs in countries not using the Latin alphabet shall be both in the national language and in the form of a transliteration into the Latin alphabet reproducing as closely as possible the pronunciation in the national language.**

7. **In countries not using the Latin alphabet, the words in Latin characters may be entered either on the same sign as the words in the national language or on a repeat sign.**

8. **A sign shall not bear inscriptions in more than two languages.**

G, 1 a, G, 1 b and G, 1 c Advance direction signs

The Group recommended revising point II Advance direction signs, as follows:

1. ~~General case~~

~~Examples of advance direction signs: G, 1_a; G, 1_b and G, 1_c.~~

2. ~~Special cases~~

(a) ~~Examples of advance direction signs for "NO THROUGH ROAD": G, 2_a and G,~~

~~2b.66~~

(b) ~~Example of advance direction sign for route to be followed in order to turn left, where a left turn at the next intersection is prohibited: G, 3.~~

~~NOTE: Advance direction signs G, 1 may bear the symbols used on other signs informing road users of the characteristics of the route or of traffic conditions (for example: signs A, 2; A, 5; C, 3_e; C, 6; E, 5_a; F, 2).~~

Signs such as those given below are examples of advance direction signs:

Sign G, 1 a, ~~and~~ G, 1 b and G, 1 c are examples of stacked advance direction signs.

Signs G, 2 a, G, 2 b and G, 2 c are examples of advance direction sign showing respectively a diagram of intersection, roundabout and road lanes.

Signs G, 3 a, G, 3 b and G, 3 c are examples of advance direction signs for placing over road lane or road lanes.

Sign G, 4 a is an example of advance direction sign for “NO THROUGH ROAD”.

Sign G, 4 b is an example for route to be followed in order to turn left, where a left turn at the next intersection is prohibited. This sign is reversed for left-hand traffic.

Sign G, 4 c is an example of advance direction sign for “EXIT”.

Advance direction signs may indicate on their lower parts the distance between the sign and the intersection or exit from a motorway. This distance may also be shown on an additional panel placed below the sign.

NOTE: Advance direction signs ~~G, 1~~, G, 1, G, 2 and G, 3 may bear the symbols used on other signs or show other signs on a reduced scale informing road users of the characteristics of the route ~~or~~, traffic conditions, facilities and services, parking or road identification (for example: signs A, 2; A, 5; C, 3e ; C, 6; E, 5a ; E, 6 a; E, 14; F, 2; G, 13). Advance direction sign G, 4 b may bear the sign C, 11 a or C, 11 b on a reduced scale.

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.

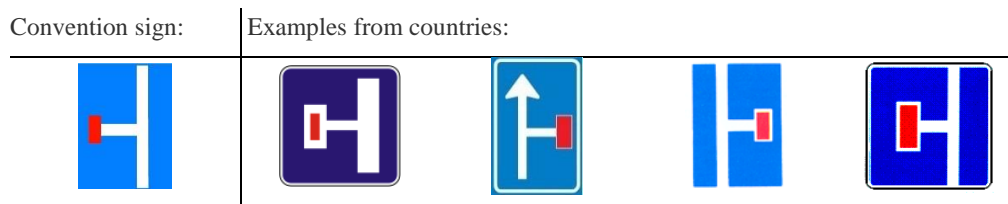
The Group also noted that the G, 2a Slovakian sign had a white border, instead of a rim, around the red bar. The Group further noted that the G, 2a sign from the Netherlands contained an arrow. The Group considered these signs not to be in conformity with the Convention.

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 (to be reviewed).

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, 4 a through G, 9 b

The Group recommended revising point III Direction signs, as follows:

- ~~1. Examples of signs showing the direction of a place: G, 4a ; G, 4b ; G, 4c and G, 5.67~~

2. — Examples of signs showing the direction of an airfield: G, 6a ; G, 6b and G, 6c
-68

3. — Sign G, 7 shows the direction of a camping site.

4. — Sign G, 8 shows the direction of a youth hostel.

5. — Examples of signs showing the direction of a car parking more particularly intended for vehicles whose drivers wish to use means of public transport: G, 9a and G, 9b . The type of public transport may be indicated on the sign by an inscription or symbol.

Signs such as those given below are examples of direction signs:

Signs G, 5 a, G, 5 b, G, 5 c, G, 5 d, G, 5 e and G, 5 f are examples of direction signs showing one direction.

G, 5 g is an example of a direction sign for exit.

Signs G, 6 a and G, 6 b are examples of direction signs showing two or three directions.

Sign G, 7 is an example of direction sign for placing over road lane or road lanes.

Direction signs bearing names of several places shall show the names one below the other. The letters used for one place name may be larger than those used for the others only if the place in question is the largest of them.

When distances are shown, the figures expressing them should preferably be inscribed at the same height as the place-name. On direction signs which are arrow-shaped, these figures should preferably be placed between the place-name and the point of the arrow; on rectangular-shaped signs they should preferably be placed after the place-name.

Direction signs G, 4; G, 5 and G, 6 may bear the symbols used on other signs or show other signs on a reduced scale informing road users of the characteristics of the route ~~or~~, traffic conditions, facilities and services, parking or road identification (for example: signs A, 2; A, 5; C, 3e ; C, 6; E, 5a ; E, 6 a; E, 14; F,2). The signs may also indicate the categories of vehicles for which they apply.

When other symbols or signs on a reduced scale are shown, they shall be placed at the sign end opposite to where the direction is shown.

Other Information signs not depicted in the Convention

The Group recommend inserting in Annex 1 new points IV and V, as follows:

IV. Road identification signs

Signs G, 8 a, G, 8 b, G, 8 c and G, 8 d are examples of road identification signs.

The road identification signs shall consist of figures, letters or combination of figures and letters, or by the road name framed in a rectangular panel or a shield panel. For Contracting Parties using a specific route classification symbol, that symbol may be used instead of the rectangle or shield.

V. Place identification signs

Sign G, 9 is an example of a place identification sign.

Place identification signs indicate on-site point without the need to specify its end.

G, 10 Confirmatory sign

The Group recommended the following change to provisions of Annex 1 on confirmatory signs:

VI. Confirmatory signs

Sign G, 10 a and G, 10 b are examples of a confirmatory signs.

Confirmatory signs shall bear the name of one or more places. Confirmatory signs bearing names of several places shall show the names one below the other. The letters used for one place name may be larger than those used for the others only if the place in question is the largest of them.

Where distances are shown, the figures expressing them shall be indicated after the name of the place.

Confirmatory signs may bear the symbols used on other signs or show other signs on a reduced scale, for example road identification signs.

Notwithstanding the provisions of Article 6, paragraph 1, of this Convention, this sign may be placed on the reverse side of another sign intended for traffic proceeding in the opposite direction.

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 the following revision to the provisions relevant to G, 11 and G, 12 signs as well as a general provision for Indication signs:

VII. Indication signs

Indication signs, unless specified otherwise, shall have a blue ground and a white symbol or inscription. If rims at the outer edge are used, they shall be white.

1. Signs indicating the number and direction of traffic lanes

Signs such as G, 11a, ~~and G, 11 b and G, 11c~~ shall be used to notify drivers on the number and direction of traffic lanes. They must comprise the same number of arrows as the number of lanes allocated to traffic in the same direction; they may also indicate lanes allocated to oncoming traffic. **These signs shall bear either light-coloured symbols or inscriptions on a dark ground, or dark-coloured symbols or inscriptions on a light-coloured ground.**

2. Signs indicating closure of a traffic lane

Signs such as G, 12a, ~~and G, 12b~~ **and G, 12 c** shall indicate to drivers closure of a traffic lane. **These signs shall bear either light-coloured symbols or inscriptions on a dark ground, or dark-coloured symbols or inscriptions on a light-coloured ground.**

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.

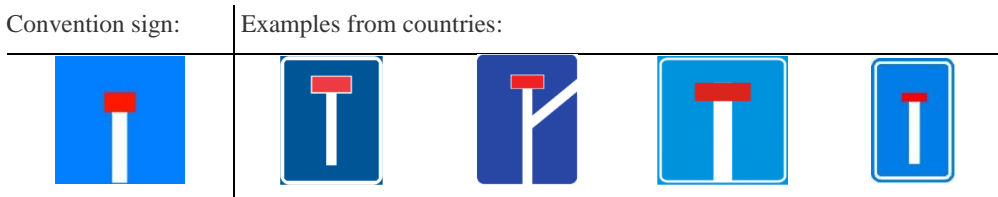
The Group was of the view that with regards to the Convention sign, there was insufficient space between the symbol and the bottom edge of the sign. The Group believed that this was not a good practice for sign legibility. It recommended that a white narrow strip be placed around the red bar.

The Group recommended the following amendment to the provision for the G, 13 sign:

Sign G, 13, "NO THROUGH ROAD", placed at the entry to a road, shall mean that there is no throughway. **The symbol shall be white and red.**

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 (new VII). Indication signs as follows:


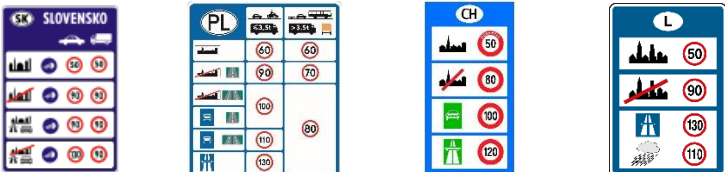
4. “GENERAL SPEED LIMITS” sign

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 **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.

Convention sign:	Examples from countries:
	

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 (new VII). 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 1** shall be red and shall bear the inscription “CLOSED”; if the section is open, **panel-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 3** shall remain blank and **panel 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 3** shall show the name of the place up to which the road is open and **panel 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.”**



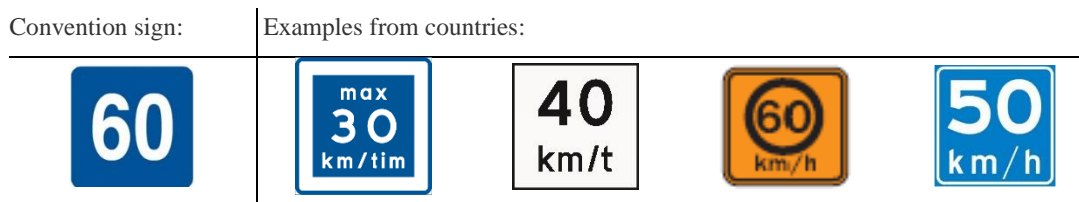
G, 16 “CHAINS OR SNOW TYRES RECOMMENDED”

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.



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 symbol 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 (new VII). 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**.

The symbol shall be white and red.

The symbol may be varied corresponding to the siting of the escape lane in relation to the road concerned.

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

The Group recommended that a blue ground and white symbol be used for these signs as well as proposed further changes to the relevant provisions of the Convention, as follows:

9. Signs notifying a pedestrian overpass or underpass

(a) Sign G, 20 a and G, 20 b ~~is-are~~ used to indicate **respectively** a pedestrian overpass or underpass.

(b) Sign G, 21 a and G, 21 b ~~is-are~~ used to indicate **respectively** an overpass or underpass without steps. The symbol for ~~handicapped~~ persons **with disabilities** may also be used on this sign.

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 (new VII) 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. **These signs shall have a blue or green ground and the oblique bars stripes and inscriptions shall be white.**

Further G signs not depicted in the Convention

The Group agreed to propose inserting signs indicating temporary conditions due to road works or detours as follows:

12. Signs indicating temporary conditions due to road works or detours

Signs such as those given below are examples of of signs used to indicate temporary conditions such as road works or detours.

Signs G, 25 a, G, 25 b, G, 25 c, G, 25, d are examples of signs showing diagrams for detours.

G, 26 a, G, 26 b and G, 26 c are example of signs showing directions for detours. These signs shall differ conspicuously from the direction signs G, 5.

G, 27 a and G, 27 b are examples of signs showing direction lanes

G, 28 is an example showing temporary closure of a lane.

The signs shall have a yellow or orange ground with black symbols and/or inscriptions. If rims at the outer edge are used, they shall be black.

The signs may bear the symbols used on other signs or contain other signs informing road users of the characteristics of the route or traffic conditions.

General observation for H category

The Group agreed to clarify the provision on general characteristics of the additional panels, Annex I, section H, point 1 as follows:

~~These panels shall have either a white or yellow ground and a black, dark blue or red rim, in which case the distance or length or symbol shall be inscribed in black or dark blue; or a black or dark blue ground and a white, yellow or red rim, in which case the distance or length or symbol shall be inscribed in white or yellow.~~

Additional panels, used with danger warning, priority and prohibitory or restrictive signs, shall have a white or yellow ground and a black or a dark blue symbol or inscription. Additional panels, used with mandatory, special regulations, and informative signs, shall have either a white or yellow ground and a black or a dark blue symbol or inscription; or they shall have a green or blue ground and a white symbol or inscription. Additional panels are always placed under the signs.

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.

The Group suggested the following corrections to the provisions (Annex 1, Section H, point 2) related to H, 1 and H, 2 additional panels:

- (a) Additional panels H, 1 show the distance from the sign to the beginning of the dangerous section of road or of the zone to which the regulation **or information** applies.
- (b) Additional panels H, 2 show the length of the dangerous section of road or of the zone to which the regulation applies.
- (c) ~~Additional panels are placed under the signs. However,~~ The distance information given on the additional panels H, 1 and H, 2 may be inscribed instead on the lower part of the sign in the case of danger warning signs of model Ab, selected prohibitory or restriction signs, selected special regulation signs and advance direction signs, ~~the information to be given on the additional panels may be inscribed on the lower part of the sign.~~


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.

The Group agreed to propose the following amendments to the provisions relevant to H,3 and H, 4 panels:

- Annex 1, Section H, point 3:
The additional panels H, 3 and H, 4 concerning parking prohibitions or restrictions are of models H, 3a; H, 3b and H, 3c and H, 4a; H, 4b and H, 4c respectively. ~~(See: section C, para. 9 (c) of this annex).~~ **Their use is defined in Section C, para 9 (c) of this Annex.**
- Annex 1, Section C, paragraph 9(c):
(c) (i) Except in special cases, the signs shall be so placed that ~~their disc they are~~ is perpendicular to the axis of the road, or at a slight angle to the plane perpendicular to that

axis. **In special cases, the signs are so placed that they are parallel to the axis of the road. When additional panels are used in those cases, they shall be of models H, 3.**

(ii) All the prohibitions and restrictions of parking shall apply only on the side of the carriageway on which the signs are placed.

(iii) Except as may be otherwise indicated:

~~On an additional panel H, 2 of section H of this annex and showing the distance over which the prohibition applies; or In conformity with subparagraph (c) (v) of this paragraph, the prohibitions shall apply from a point level with the sign to the next point of entry of a road.~~

(iv) **If the prohibition ceases to apply before the next point of entry of a road, the sign supplemented by a** ~~An additional panel H, 3a or H, 4a depicted in section H of this annex may be placed below the sign used~~ **at the point where the parking prohibition begins. An additional panel H, 3b or H, 4b depicted in section H of this annex may be used for repeating the prohibition provided that respectively additional panels H, 3 a and H, 4 a are used to indicated the beginning of the prohibition.** ~~may be placed below signs repeating the prohibition. A further prohibition sign supplemented by an~~ **An additional panel H, 3c or H, 4c depicted in section H of this annex shall be used where the prohibition ceases to apply provided that respectively additional panels H, 3 a and H, 4 a are used to indicated the beginning of the prohibition, except when another parking regulation applies.** ~~may be placed at the point where the prohibition ceases to apply. Panels H, 3 shall be placed parallel to the axis of the road, and panels H, 4 perpendicular to that axis. The distances, if any, shown by panels H, 3 or H, 4 shall be those over which the prohibition applies in the direction of the arrow.~~

(v)⁴⁵ ~~If the prohibition ceases to apply before the next point of entry of a road, the sign bearing the additional end of prohibition panel described in subparagraph (c) (iv) — above shall be set up. However, where~~ **If the prohibition applies only over a short distance, it shall be permissible to set up only one sign:**

Showing in the red circle the distance on which it applies, or



Bearing an additional panel **H, 2 H, 3, H, 3 a and H, 4 a showing the short distance.**

(vi) Where parking-meters are installed, their presence shall signify that parking is subject to payment and is limited to the period for which the meter operates.

H, 3 a Start of parking prohibition

The Group noted that images depicted in Annex 1 are reversed for H, 4 a and H, 4 c. This should be rectified.

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:
	

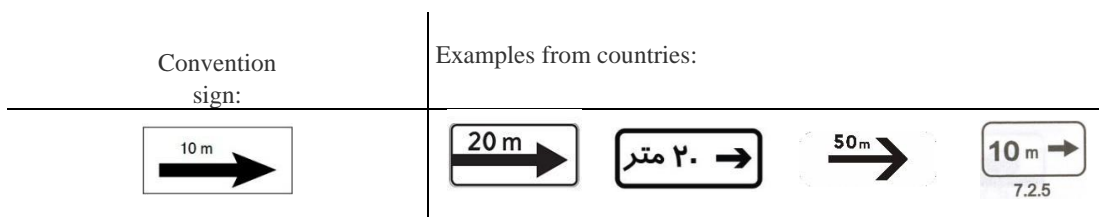
H, 3 b Directions of parking prohibitions

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.



H, 5 and H, 6 Symbols of road users

The Group agreed to propose the following amendment to Annex 1, Section H, point 4:

Additional panel H, 5 displays the symbol of particular road users category to whom regulatory signs may be restricted. to particular road users by displaying the symbol for their category. For example: H, 5a, and H, 5. All symbols from signs C, 3, E, 15 and E, 16 may be used on H, 5 panel. If necessary the symbol may be replaced by an inscription in the language of the particular country.

Additional panel H,6 shall be used in cases where the regulatory sign is to be regarded as not applying to a certain category of road users. this is indicated by the symbol for their category and by the term "except" in the language of the particular country. For example: H, 6. If necessary the symbol may be replaced by an inscription in that language. Panel H, 6 shall be similar to panel H, 5 but it shall show, in addition, the term "except" in the language of the particular country.

H, 7 Person with disabilities

The Group agreed to propose the following amendment to Annex 1, Section H, point 5:

To indicate parking space reserved for ~~handicapped~~ persons **with disabilities**, panel H, 7 a should be used with signs C, 18 or E, 14. **To indicate that parking is not prohibited for persons with disabilities panel H, 7 b should be used with signs C, 18. Panel H, 7 b shall be similar to panel H, 7 a but it shall show, in addition, the term "except" in the language of the particular country.**

H, 8 Diagram of intersection

The Group agreed to propose the following amendment to Annex 1, Section H, point 6:

The additional panel H, 8 displays a diagram of the intersection in which broad strokes indicate priority roads and thin strokes indicate the roads on which signs B, 1 or B, 2 are set up. **This panel may only be used with B, 1, B, 2, B, 3 or B, 4 signs.**

H, 9 Snow or ice

The Group agreed to propose the following amendment to Annex 1, Section H, point 7:

To indicate ~~that~~ the presence of snow or ice on the ~~of~~ section of road ahead, ~~is slippery~~
~~because of ice or snow~~ the additional panel H, 9 should be used. **This panel may only be used with A, 9 or A, 32 signs.**
