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**ECONOMIC COMMISSION FOR EUROPE**

**INLAND TRANSPORT COMMITTEE**

Working Party on Road Traffic Safety  
(Forty-first session, 31 March-3 April 2003)

**REPORT OF THE WORKING PARTY ON ROAD TRAFFIC SAFETY  
ON ITS FORTY-FIRST SESSION**

**(31 March-3 April 2003)**

**ATTENDANCE**

1. The Working Party on Road Traffic Safety held its forty-first session in Geneva from 31 March to 3 April 2003, with Mr. Bernard Périsset as Chairman and Mr. Alexander Yakimov (Russian Federation) and Mr. Dan Link (Israel) as the two Vice-Chairmen. Representatives of the following member States of the Economic Commission for Europe participated: Austria; Czech Republic; Belgium; Denmark; Estonia; Finland; France; Germany; Hungary; Iceland; Israel; Italy; Latvia; Luxembourg; Netherlands; Norway; Poland; Portugal; Romania; Russian Federation; Serbia and Montenegro; Slovak Republic; Spain; Sweden; Switzerland; United States of America. The European Commission (EC) was represented, as were the European Conference of Ministers of Transport (ECMT) and the World Health Organization (WHO).

The following non-governmental organizations were also represented: International Organization for Standardization (ISO); International Road Safety Organization (PRI); International Road Transport Union (IRU); International Federation of Motorcyclists (IFM); International Touring Alliance/International Automobile Federation (AIT/FIA); International Road Federation (IRF); International Motorcycle Manufacturers Association (IMMA); Federation of European Motorcyclists Associations (FEMA); International Federation of Pedestrians (IFP); International Driving Tests Committee (CIECA); Global Road Safety Partnership (GRSP); FIA Foundation.

## **OPENING OF THE SESSION**

2. In his opening remarks, Mr. José Capel Ferrer, Director of the UN/ECE Transport Division, asked the Working Party to consider a possible extension of the geographical scope of WP.1 in order better to reflect the global nature of the 1968 Vienna Conventions and the problem of the safety of road traffic itself. He also proposed that WP.1 should look into the possibility of establishing numerical targets for reducing accidents in the UN/ECE region, like the European Union and ECMT.

3. Several delegates supported the idea of extending the work of WP.1 to countries in other regions of the world, citing the benefits which could be gained from exchange of best practice. The representative of FEVR asked whether the Fourth Road Safety Week (5 to 11 April 2004) could not be extended to the rest of the world. The Director of the Transport Division said that he would take this idea up with the other United Nations regional commissions at a meeting to be held in June 2003. He urged all delegates to do their best to publicize the Fourth Road Safety Week in their countries.

4. The Chairman of WP.1 concluded that while there was support for extending the geographical scope of WP.1's activities, any change should first be properly thought through and planned for.

## **ADOPTION OF THE AGENDA** (*agenda item 1*)

Document: TRANS/WP.1/87

5. The Working Party adopted its agenda without amendments but decided to discuss some of the items in a different order.

## **ADOPTION OF THE REPORTS OF THE THIRTY-NINTH AND FORTIETH SESSIONS OF THE WORKING PARTY** (*agenda item 2*)

6. The Working Party adopted the reports of its thirty-ninth and fortieth sessions without amendments.

## **RESULTS OF THE SIXTY-FIFTH SESSION OF THE INLAND TRANSPORT COMMITTEE** (*agenda item 3*)

7. The secretariat reported on the results of the sixty-fifth session of the Inland Transport Committee which had a bearing on the work of WP.1, notably the approval of an additional meeting of the Working Party from 8 to 10 July 2003 and the adoption of the proposed WP.1 resolution on the Fourth Road Safety Week in the ECE Region (Resolution No. 251). The Working Party was also informed that for reasons of economy and efficiency the secretariat had been requested, in its budget proposal for 2004-2005, to reduce the number of meeting days of intergovernmental bodies, and that as from 2004, if these proposals were endorsed, the number of days allotted to WP.1 would be restricted to seven per year.

**AMENDMENTS TO AND IMPLEMENTATION OF THE 1968 CONVENTIONS ON ROAD TRAFFIC AND ON ROAD SIGNS AND SIGNALS AND THE 1971 EUROPEAN AGREEMENTS SUPPLEMENTING THEM** (*agenda item 4*)

**(a) Recapitulation of proposed amendments**

Documents: TRANS/WP.1/2002/23/Rev.1; TRANS/WP.1/2003/1; TRANS/WP.1/2003/2; TRANS/WP.1/2003/3; TRANS/WP.1/2003/4; TRANS/WP.1/2003/5

8. Following the discussions at the fortieth session of WP.1 and the observations by the Ad hoc Group of Legal Experts, the secretariat had prepared five new consolidated documents of the amendments adopted to date, published under the symbols *TRANS/WP.1/2003/1* to *TRANS/WP.1/2003/5*, each corresponding to a given legal instrument.

9. The Working Party considered each of these documents which gave rise to the following comments:

Concerning *TRANS/WP.1/2003/1*, the secretariat was requested to incorporate the amendments proposed by the Russian Federation in the Russian version to be updated for the July special session of WP.1. It was also requested to review the wording of the justifications appearing in the explanatory notes for the proposed amendments of Articles 16, 23, 41 and Annex 3. Lastly, at the request of a number of delegations, WP.1 went back to the wording of the amendment of Article 8, paragraph 6, adopted earlier, and after discussion decided to amend it to read:

“6. The driver of a vehicle shall at all times minimize any activity other than driving. Domestic legislation should lay down rules on the use of phones by drivers *of vehicles*. In any case, legislation shall prohibit the use by a driver *of a motor vehicle or moped* of a handheld phone while the vehicle is in motion.”

Concerning document *TRANS/WP.1/2003/3*, the secretariat was also asked to review the wording of the justifications for Article 13 and Annex 1, section D, paragraph 3.

10. Delegates were invited to transmit their remarks on these five documents to the secretariat within 15 days of the end of the session, so that the documents could be available for the July session in the official languages of the Economic Commission for Europe.

**(b) Definition of mopeds and motorcycles**

Documents: TRANS/WP.1/2002/4; TRANS/WP.1/2002/27 and Add.1 and Add.2; TRANS/WP.29/2002/68

11. The Chairman of WP.1 explained the background of the work on definitions of mopeds and motorcycles. He said that at the meeting of the Legal Group in Bern at the beginning of February 2003, certain reservations had been expressed about the proposed definitions and that it was necessary to consider more carefully the consequences of the new definitions on the existing

provisions of the Vienna Convention on Road Traffic and the European Agreement supplementing it. For these reasons, the Legal Group proposed not to include the question of the definitions of these vehicles in the package of amendments which would be sent to the United Nations Secretary-General in 2004.

12. The Working Party endorsed this proposal and requested the small group on mopeds and the Legal Group to continue actively their work on this question, and also maintain contact with WP.29.

**(c) Driving permits**

Documents: TRANS/WP.1/2002/22 and Add.1; TRANS/WP.1/2003/7

12. Following the presentation by Mr. Yakimov (Russian Federation), the Chairman of the small group on driving permits, of the main lines of the amendments to document *TRANS/WP.1/2003/7*, WP.1 considered the draft text article by article and took the following decisions concerning new proposals for amendments:

**Article 41**, paragraphs 2 to 6, were adopted. They are reproduced in the annex to this report.

**Article 43** was adopted in substance, but WP.1 requested the Legal Group to improve the wording of the last sentence in paragraph 2 so as to make it clearer and to bring the different language versions into line by introducing any stylistic improvements that might be necessary.

With reference to **Annex 6** (national driving permits), WP.1 requested that the footnotes of this Annex should be made consistent with those of Annex 7. It further decided the following:

- Paragraph 4, entry 3 (Date and place of birth): After discussing the possible variants for presenting this entry, it was decided to keep “Date and place of birth” as mandatory information for the driving permit, together with a footnote to be drafted by the Legal Group, amending if necessary the footnote to this entry as it currently appeared in the Vienna Convention, in order to include in particular the idea of “place of origin”.
- Paragraph 5: WP.1 asked the Legal Group to improve the working of the introductory sentence of this paragraph and requested that “*permanent*” in entry 8 should be replaced by “*normal*” to qualify the place of residence.
- Paragraph 8: In view of a lack of consistency among the different language versions in the definitions of categories and subcategories of permits and with the definitions of Community legislation, WP.1 requested the Legal Group to bring them into line with the EU definitions. It made the same request with

- reference to the pictograms, in particular for the CE category pictogram. The Working Party decided, however, not to add any information in code or in symbols to explain certain categories or subcategories of permits in relation to the pictograms.

With reference to **Annex 7** (international driving permits): The amendment to footnote 2 (page 1 of the international permit), as proposed by the Legal Group, was adopted. The same was the case for the amendments to page 2 of the model. A request was made to add the words “in the territory” to the English version in the sentence at the bottom of the square.

Model 3, left hand page: WP.1 also decided in the case of international permits not to add any information in code or in symbols to explain certain categories or subcategories of permits in relation to the pictograms.

Model 4, right hand page: It was decided to delete existing footnote 6 “thumbprint”; this would lead to a change in order of the footnotes.

**(d) Safety in road tunnels**

Documents: TRANS/WP.1/2002/28; TRANS/WP.1/2002/39; TRANS/WP.1/2003/8 and informal document No. 1

13. The Chairman of WP.1 introduced the item and recalled the context of the proposed amendments concerning safety in tunnels.
14. In considering this item, the Working Party based itself on informal document No. 1, prepared by the secretariat on the basis of the proposals adopted by the Legal Group in February 2003 and available in the three languages.
15. The representative of Norway pointed out that in the proposed European Directive, the sign E 11 was presented as prescribing the use of dipped headlights, whereas the Convention offered the option of using driving or passing lamps in tunnels.
16. Convention on Road Traffic: the Working Party adopted the proposed amendments to Article 25 bis “*Special regulations for tunnels indicated by special road signs*”.
17. Convention on Road Signs and Signals: the Working Party adopted the proposed amendments to Article 8 “*General provisions*” and Article 13 bis “*Special regulation signs*”. Austria and France entered provisional reservations concerning the content of Article 13 bis, paragraph 2 bis.
18. The Working Party adopted the proposed amendments to Annex 1, section E, subsection II, paragraph 9 with the following changes: the French text should refer to “*règles particulières*” and not “*règles spéciales*” in order to be consistent with the heading of paragraph 9. The Working Party also decided to replace the words “*beginning of the tunnel*” by “*point from which*”.

19. With reference to Annex 1, section E, subsection II, paragraph 14, the Working Party adopted the proposed text but decided to replace the words “*widening of the carriageway*” by “*pecially designed place*”. Where the colour of sign E 17 was concerned, WP.1 considered, following a discussion, that the existing wording of the sentence in subsection I of this section was adequate and that there was therefore no need to introduce new provisions relating to the colour. France entered a provisional reservation concerning this paragraph.

20. The Working Party adopted the proposed amendments to Annex 1, section F, subsections I and II.

21. The Working Party adopted the proposed amendments to Annex 1, section G, subsection V, with the following changes: the first sentence of subparagraph (b) should be amended to read: “*The signs G, 24a, G, 24b and G, 24c are examples of signs to indicate the direction and distance of the nearest emergency exits*”.

22. The Working Party also decided to consider in future the possibility of making it mandatory for certain categories of vehicles to be equipped with an extinguisher when they were required to travel through tunnels.

23. All the proposed amendments on the subject adopted by WP.1 during the session can be found in the annex to this report.

24. The Working Party was also informed by the secretary of the Working Party on the Transport of Dangerous Goods (WP.15) that the latter had decided, in accordance with the relevant recommendation of the Group of Experts on Safety in Tunnels, to introduce in ADR five categories of dangerous goods for tunnels (A, B, C, D and E), to be indicated by road signs in order to bring the information to the attention of drivers. He drew the Working Party’s attention to the importance of these future categories, the principle of which was based on the lists of permitted goods with exceptions, contrary to the principle used to date of starting from groups of prohibited goods. He also said that informal discussions were in progress within WP.15 on clarifying how to put these categories into practice including the question of signs. The Working Party asked to be kept informed of developments within WP.15 in this regard and stressed that close collaboration must be ensured between the two Working Parties through their secretaries.

**(e) Visibility and legibility of road signs and road markings**

Documents: TRANS/WP.1/2001/41; TRANS/WP.1/2002/11 and Add.1 and Add.2;  
TRANS/WP.1/2002/34; TRANS/WP.1/2003/9 and informal document No. 2

25. In considering this item, the Working Party based its discussion on informal document No. 2 on the visibility and legibility of road signs, which incorporated the proposals made by the Group of Legal Experts at its meeting in Bern. The Working Party adopted the proposed amendments to Article 7, after making some changes to the wording of Article 7, paragraph 2. The Working Party also adopted Article 29, paragraph 4, of the Convention on Road Signs and Signals and paragraph 6 of the Annex to the Protocol on Road Markings, additional to the European Agreement supplementing the 1968 Convention on Road Signs and Signals. These proposals can be found in the annex to this report.

26. In this connection, the German delegation submitted an informal document, which was distributed to the delegates, setting out its Government's point of view on the use of fluorescent signs.

**PREPARATION OF THE FOURTH ROAD SAFETY WEEK IN THE ECE REGION**  
(agenda item 5)

Documents: TRANS/WP.1/86 (annex); report of the Inland Transport Committee (annex) and informal document No. 3

27. After recalling that the Inland Transport Committee had supported the organization of a seminar for the Fourth Road Safety Week (5-11 April 2004), the Chairman of the Working Party introduced the draft programme for the seminar (5 April 2004) drawn up by the small group (France, Netherlands, Spain, Switzerland and the secretariat) at an informal meeting in Madrid on 3 March 2003 (informal document No. 3). This draft gave rise to the following remarks and comments:

- Successful local or national initiatives on the theme of the seminar - aggressiveness on the road - like the Milwaukee initiative in the United States, should be presented in this seminar;
- More time should be given to question and answer sessions with all the participants;
- The objective of the seminar should be clearly defined;
- This seminar would be an occasion to place emphasis on the synergies between the ECE campaign and WHO's World Health Day of 7 April 2004 on road safety, in the form of a statement by the Director of WHO. Similarly, it seemed important to make the most of the benefits of the hoped-for collaboration between transport and health experts.

28. Delegates were asked to make comments on the draft programme, to send in all relevant information and to suggest the names of speakers by the end of April 2003. The Working Party asked the small group to review the programme in the light of the comments made and to prepare a new draft for the special session in July 2003.

**TRANSPORT AND SECURITY** (agenda item 6)

Documents: TRANS/2002/15; TRANS/2003/6

29. After reminding the meeting of the context of ECE's approach to this subject in connection with the 11 September 2001 attacks, the secretariat said that the Inland Transport Committee had considered the progress made by its subsidiary bodies at its February 2003 session (document TRANS/2003/6) and had endorsed the activities undertaken to date. It informed the Working Party of the requests addressed to it by the Committee, namely:

- To define the concepts of “security” and “safety” in the respective spheres of competence of each of the subsidiary bodies;
- To continue to address the question of security in transport, taking into account the work of other intergovernmental bodies, in particular ECMT, in order to ensure proper alignment of future measures in this field;
- To identify possible new areas of action to be developed internationally in the future. The Vice-Chairmen of WP.1 and the Chairman of the Legal Group were asked to reflect on topics coming within the competence of WP.1 which could be included in this context;
- To inform the secretariat of any relevant measures taken in this area at national level.

30. The representative of ECMT for her part informed WP.1 of ongoing work within her organization. She recalled that the Declaration adopted in Bucharest demonstrated the concordance of opinion of all countries on the subject and said that she was following closely ongoing work within OECD on containers in maritime transport. She also referred to the work of the ECMT group on combating crime in transport. Lastly, she mentioned that she had worked with IRU on improving the safety of road transport operations.

#### **OTHER BUSINESS** (*agenda item 7*)

#### 31. Organization of a workshop on road signing at the forty-third session of the Working Party (September 2003)

The Working Party discussed the programme for the workshop, originally planned for half a day, proposed by the representative of France (informal document No. 4). The delegates proposed to add the following topics or to incorporate them into those already proposed:

- Presence of hoardings alongside road signs;
- Pedestrians' perspective on road signs;
- Choice of site for road signs;
- Impact of road signs on traffic safety.

In view of the large number of topics to be addressed, WP.1 considered that an entire day would be necessary. It was therefore decided to devote the first day of the session, which would begin at 10.30 a.m., to the workshop.

In order to ensure better preparation for the workshop, WP.1 asked delegates to transmit as soon as possible the names of participants and all the documentation on the topics in question.

#### 32. Assistance to victims of road accidents

The representative of FEVR introduced document *TRANS/2003/10* and informed the Working Party of ongoing developments with reference to the harmonization of the definition of



death and injuries in road accidents and the contents of the first aid kit, including a booklet with emergency numbers and advice on the first steps to be taken and first aid in the event of an accident. The representative of WHO said for his part that his Organization was also working on improving the reliability of road accident statistics and was currently preparing pre-hospital care guidelines in cooperation with IFRC to be published late in 2003. All of this work, which should make it possible to strengthen the resolution on assistance to accident victims, would be discussed again at the forty-third session of the Working Party.

33. Collection of information on national requirements concerning road traffic safety

The Working Party took note of documents *TRANS/WP.1/80/Rev.1* and *Corr.1*. The countries were asked to submit all their proposals for revision concerning the data contained in these documents by the end of May 2003 so that a second revision could be prepared for the forty-third session. The secretariat also requested countries which had not already done so to transmit their information on road safety campaigns in 2002, using the questionnaire prepared for the purpose, along with a list of addresses of the media to which the press releases of the Transport Division could be sent.

34. Future role of WP.1

The Working Party discussed a proposal submitted by the representative of AIT/FIA (informal document No. 5) to the effect that WP.1 should become an international road safety forum like WP.29. Several delegations expressed their support for the proposal. Others questioned the impact that such a transformation would have on the main activity of the Working Party, namely, the follow-up and development of the Vienna Conventions and the European Agreements supplementing them. They therefore stressed the need to proceed gradually in the event of a transformation of this nature and to have a clear picture of the desired end result. The Working Party considered that this subject should be studied in depth so as to evaluate all the advantages and disadvantages and supported the Chairman's proposal to consider the question initially within a small group composed of the officers (the Chairman and the two Vice-Chairmen) and the secretariat.

35. Consolidated Resolutions R.E.1 and R.E.2

The Chairman of WP.1 drew delegates' attention to the Working Party's future programme of work. He recalled that once work on the amendments to the Conventions and Agreements, which took priority, was finalized, stress would be placed on revising and updating Resolutions R.E.1 and R.E.2, which were to be supplemented by provisions concerning safety in road tunnels in order to include the recommendations considered by the "tunnel" small group in July 2002, and provisions on the problems of roadside checks, alcohol, drugs, the follow-up of the workshop on road signs, overtaking and assistance to victims. Delegations were requested to send in documents for the July 2003 session on the basis of which decisions on follow-up would be taken, including the establishment of small informal groups to discuss the subjects.

36. Forthcoming meetings of WP.1

The secretariat informed delegates that the forthcoming meetings of WP.1 would be held on:

- 8-10 July 2003 (forty-second session)
- 22-26 September 2003 (forty-third session).

**ADOPTION OF DECISIONS** (*agenda item 8*)

37. The list of decisions taken by WP.1 at its forty-first session, prepared by the secretariat, was adopted.

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## Annex

### A. Convention on Road Traffic

#### Article 25 bis Special regulations for tunnels indicated by special road signs

Paragraph 1

*Delete (c)*

Paragraph 3

*Replace the existing text by the following:*

**“3. Drivers are permitted to stop or park a vehicle only in case of emergency or danger. In doing so, they must, where possible, use the places specially indicated.”**

Paragraph 4

Existing paragraph 3 becomes paragraph 4.

#### Article 41 Driving permit

*Replace paragraphs 2 to 7 by the following:*

“2. (a) Contracting Parties shall recognize:

(i) Any domestic permit conforming to the provisions of Annex 6 to this Convention;

(ii) Any international permit conforming to the provisions of Annex 7 to this Convention, **on condition that it is presented together with the corresponding domestic permit;**

as *valid* for driving in their territories a vehicle coming within the categories covered by the *permit(s)*, provided that the *permit(s) is (are)* still valid and that *it was (they were)* issued by another Contracting Party or subdivision thereof or by an association duly empowered thereto by such other Contracting Party or one of its subdivisions;

(b) ***Driving permits issued by a Contracting Party shall be recognized on the territory of another Contracting Party until such territory becomes the normal place of residence of their holder:***

(c) The provisions of this paragraph shall not apply to learner-driver permits.

3. **Domestic legislation may limit the period of validity of a domestic driving permit. The period of validity of international driving permits may not exceed three years as from the date of their issue nor exceed the date of expiry of the domestic driving permit if this occurs earlier.**

4. Notwithstanding the provisions of *paragraph 2*:

(a) Where the validity of the driving permit is made subject by special endorsement to the condition that the holder shall wear certain devices or that the vehicle shall be equipped in a certain way to take account of the driver's disability, the permit shall not be recognized as valid unless those conditions are observed;

(b) Contracting Parties may refuse to recognize the validity in their territories of driving permits held by persons under eighteen years of age;

(c) Contracting Parties may refuse to recognize the validity in their territories, for the driving of motor vehicles or combinations of vehicles **in categories C, D, CE and DE** referred to in Annexes 6 and 7 to this Convention, of driving permits held by persons under twenty-one years of age.

5. An international permit shall be issued only to the holder of a domestic permit for the issue of which the minimum conditions laid down in this Convention have been fulfilled. ***An international driving permit shall only be issued by the Contracting Party on whose territory the holder has his normal residence and which has issued the domestic driving permit or has recognized the driving permit issued by another Contracting Party; it shall not be valid on that territory.***

6. The provisions of this Article shall not require Contracting Parties:

(a) To recognize the validity of domestic permits issued in the territory of another Contracting Party to persons who had their normal residence in their territories at the time of such issue or whose normal residence has been transferred to their territories since such issue;

(b) To recognize the validity of *domestic* permits issued to drivers whose normal residence at the time of such issue was not in the territory in which the permit was issued or who since such issue have transferred their residence to another territory.”

## **B. Convention on Road Signs and Signals**

### **Article 7**

*Amend to read:*

“1. It is recommended that domestic legislation *provide* that, in order to make them more visible and legible at night, road signs, in particular danger warning signs, regulatory signs *and direction signs* shall be lighted or *retroreflective*, provided that this does not result in road users being dazzled.

**2. Contracting Parties may also allow the use of fluorescent materials; in this case they shall define which classes of signs may make use of these materials.**

**3. Domestic legislation should draw up rules for the use of lighted, retroreflective and fluorescent signs. *It should also specify the situations in which each class of retroreflective materials shall be used.***

**4.** Dark or light graphic elements of different colours in the signs may be differentiated by means of contrasting light or dark narrow strips respectively.

**5.** Existing text of paragraph 2 (*‘Nothing in this Convention shall prohibit the use, for conveying information, warnings or rules applying only at certain times or on certain days, of signs which are visible only when the information they convey is relevant’*).

#### **Article 8**     General provisions

*Amend paragraph 3 to read:*

3. Nothing in this Convention shall prohibit the addition, *mainly* in order to facilitate the interpretation of signs, of an inscription in a rectangular panel below the sign or in a rectangular panel containing the sign; 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.

#### **Article 13 bis** Special regulation signs

*Insert a new paragraph 2 bis to read:*

*"2 bis (a) Sign E, 11<sup>a</sup> shall be used for tunnels of 1000 m or more and in cases provided for by domestic legislation. For tunnels of 1000 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."*

#### **Article 29**

*Amend paragraph 4 to read:*

**"4. Road markings** intended for moving vehicles *shall be easily recognized in good time by drivers. They must be visible during the day and at night.*

**It is recommended that such markings, especially in areas where lighting is insufficient, be retroreflectorized."**

## Annex 1, section E, chapter II

*Replace the existing text of paragraph 9 by the following:*

Paragraph 9 Signs indicating the entry to or exit from a tunnel where special rules apply

- (a) **Sign E, 11<sup>a</sup> “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.*
- (b) *In order to warn road users in advance, sign E, 11<sup>a</sup> may be placed also at a suitable distance before the point where the special rules apply; such sign shall show, either in its lower part, or on an additional panel H, 1, as described in section H of this Annex, the distance between the point at which it is set up and the point from which these special rules apply.*
- (c) **former (b).**

*Insert a new paragraph 14 to read:*

“14. Signs indicating a stopping place in case of emergency or danger

**Sign E, 17 “EMERGENCY STOPPING PLACE”** *indicates a specially designed place (lay-by) which drivers must, if possible, use 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 and/or F, 15 either in its lower part or on a rectangular panel placed below the sign. (...) This sign has two models, E, 17<sup>a</sup> and E, 17<sup>b</sup>.*

## Annex 1, section F, chapter I

*Amend the last sentence of paragraph 2 to read:*

“2. The symbol shall be black or dark blue, except symbols F, 1<sup>a</sup>, F, 1<sup>b</sup>, F, 1<sup>c</sup> **and F, 15**, which shall be red. **The symbol F, 14 may be red.**”

## Annex 1, section F, chapter II

*Add the new symbols F, 14 and F, 15 below:*

“**F, 14 ‘EMERGENCY TELEPHONE’**”

“**F, 15 ‘EXTINGUISHER’**”

**Annex 1, section G, chapter V**

*Insert a new paragraph 11 to read:*

**“11. Signs indicating emergency exits**

(a) The signs G, 23<sup>a</sup> and G, 23<sup>b</sup> indicate the location of emergency exits.

(b) The signs G, 24<sup>a</sup>, G, 24<sup>b</sup> and 24<sup>c</sup> are examples of signs to indicate the direction and distance of the nearest emergency exits. In tunnels, they shall be placed at a maximum distance of 50 m apart and at a height of 1 to 1.5 m on the sidewalls.

(c) The signs G, 23 and G, 24 have a green ground and the symbols, arrows and distance indications are white or of a light colour.”

**C. Protocol supplementing the 1968 Convention on Road Signs and Signals**

**Annex to the Protocol**

**6. Ad Article 29 of the Convention**

*Amend “Additional paragraphs to be inserted immediately after paragraph 2 of this Article” to read:*

*“Additional paragraph to be inserted immediately after paragraph 2 of this Article*

*This paragraph shall read as follows:*

Only the existing paragraph 1 remains valid (*‘If a yellow line is used to indicate a prohibition or restrictions on standing or parking, the yellow line shall, if there is a white edge-of-carriageway line, be on the outside of and adjacent to the white line.’*)”

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