

Progress achieved by the Group of Experts on Road Signs and Signals

Lukasz Wyrowski and Robert Nowak, Sustainable Transport Division
WP.1 73th session, Geneva, 19-22 September 2016



Progress

Convention sign =	Examples from countries =
→ A-1-b "DANGEROUS BEND OR BENDS" All signs examined appeared to convey the danger. A few countries use a strong curved (90 degree) angle pointed bend. The Group was divided as to whether extent of the bend indicated on the sign to the left. There was no agreement regarding whether the symbol used for A-1-b.	
Convention sign =	Examples from countries =
→ A-1-c "DANGEROUS BEND OR BENDS" No comment.	
Convention sign =	Examples from countries =
→ A-1-d "DANGEROUS BEND OR BENDS" No comment.	
Convention sign =	Examples from countries =
→ A-2 "DANGEROUS DESCENT" A few countries use the image of a vehicle in addition to a few countries use an arrow instead of a vehicle. Both Convention.	

Convention sign =	Examples from countries =
→ C-3-k "NO ENTRY FOR HANDCARRIED" The Group noted that there were different characteristics of the symbol have been of a person as it exists in E, 12 c and plus.	
Convention sign =	Examples from countries =
→ C-3-l "NO ENTRY FOR POWER DRIVEN" The Group noted that there were different characteristics of the symbol have been.	
Convention sign =	Examples from countries =
→ C-4 "NO ENTRY FOR POWER DRIVEN" The Group believed that a horizontal bar 2. The Group recommended that a small be established to consider the question as for all C signs except for the C, 3 signs - page 39.	
Convention sign =	Examples from countries =
→ C-4-b "NO ENTRY FOR POWER DRIVEN VEHICLES" The Group agreed to defer discussion on feedback from the small group on C-4.	

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










The Group noted many visual differences and recommended that all the digits white. The Group recommended through both digits. The solid.








The Group noted that one country which is not considered to be in conformity with the Convention. **Proposal to be made on next meeting.**







Convention sign =	Examples from countries =
→ C-18 "PARKING PROHIBITED" The Group noted some visual differences in proportion to the width of the red bar as well as the use of white space (essentially done to increase the contrast of the sign and its environment). The Group noted that one country border of the sign.	








Convention sign =	Examples from countries =
→ E-9-d "SIGNS HAVING ZONAL VALIDITY" The Group noted that all the signs appear to be in conformity with the Convention. The Group requested Denmark to introduce an appropriate zonal validity sign into R.S.M.S.	
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 R.S.M.S. The Group recommended that when QRSS is developed, the Convention image for the sign E-10-c includes a square shape of the parking sign.	

Progress

AP		Black spots (indicating an area where many accidents with fatalities happened) =	Republic of Moldova =	What is the purpose of the sign? What is its main aim? =
AP		Dangerous curve =	Serbia =	The Convention requires that warning succession of dangerous bends shall be symbolized by A, 1 and 4. As such this sign is redundant. =
AP		Narrow Bridge =	Nigeria =	If the coming way narrows, this should be A, 4 a. As such it does not seem necessary to have a warning of a narrow coming to a bridge. =
AP		Cameroway Widens =	Nigeria =	As such there is probably no danger of widening of the road. Therefore it does not provide any warning to that end. This is redundant. =
AP		Blind People Crossing =	Nigeria =	A number of countries use additional road sections where visually impaired people are crossing, it is not clear if the symbol from far, as visually impaired people =
AP		Y-Junction (Skew Junction) =	Nigeria =	These Y-junction signs are covered by sign A, 13. The Convention says (see symbol A, 13) sign may be replaced by a sign showing the nature of the intersection as though it were a through junction. =
AP		Intersection with Major Road =	Nigeria =	The Convention prescribes the sign A, 14 intersection with a road the users of =
AP		Ferry =	Nigeria =	It is not clear which is the danger that sign. Should it be a road leading to a sign A, 6 should be used. =
AP		Proximity of restriction of maximum weight =	Chile =	Instead of creating an additional warning restriction can be provided by the prohibitory sign in combination with =

C		No entry for vehicles as shown =	Serbia =	This sign, in principle, should be covered by the Convention with the sign C, 4 however as such the symbol is not included in the symbols used in signs C, 3 through 8 =
C		No entry to bicycles, mopeds and invalid carriages =	Netherlands =	This sign, in principle, should be covered by the Convention with the sign C, 4 although it requires the red oblique bar on the sign. The symbol should also be placed "diagonally" and not on one top of the other. =
C		Entry prohibited for several categories of vehicles =	Switzerland =	The Convention allows a prohibition sign showing three symbols for placing it in built-up areas. Sign C, 4 b is an example for that included in the Convention (see item 1. The prohibition and restriction of entry, sub-item (d), page 30). The inside red bars are not allowed by the Convention =
C		No entry for pedestrians, cycles and mopeds =	Finland =	This is the Convention C, 4 a sign. The symbols as provided are not complex only. The symbols should however be placed "diagonally" and not on one top of the other =
C		Prohibition of passing without stopping due to police =	Switzerland, Latvia, Republic of Moldova =	This is a Convention sign C, 16 – see Annex, Item 7. The prohibition of passing without stopping, sub-item (b), page 41. It should not be included under a non-Convention sign, unless it has a different definition than that provided by the Convention, although it would then be not in conformity with the Convention. =
C		Prohibition of passing without stopping =	Chile =	The sign on the bottom should not say "STOP" as it is already in the meaning of the sign. The inscription should say "Police and Police" =
C		Prohibition of passing without stopping at a red light =	Greece =	This is a Convention sign C, 16 – see Annex, Item 7. The prohibition of passing without stopping, sub-item (b), page 41. It should not be included under a non-Convention sign, unless it has a different definition than that provided by the Convention, although it would then be not in conformity with the Convention. =

D		Heavy vehicles keep to right lane =	Chile =	
D		Stop/Go (A hand held sign at road work where two-way traffic must use a single file road, visibility is limited, or construction vehicles are at) =	Nigeria =	It may be useful to try to harmonize this sign (very likely use this type of sign too) =
D		Open circulation for vehicles not exceeding 3,5 tons =	Azerbaijan, Uzbekistan, Ukraine =	The car symbol varies between countries. This sign should normally mean compulsory vehicles. The open circulation for vehicles should be indicated normally with a prohibitory sign of circulation of vehicles above 3,5 tons – sign C, 3, 5 tons. =
D		Exclusive track for buses or trolley =	Greece, Switzerland, Austria (indicated as non-categorized) =	The bus symbol varies between countries. =
D		Only public transport =	Chile =	The meaning should be normally compulsory transport buses. It should be used only above the sign is placed on the right side, it would not as it would apply to all lanes. =
D		Exclusive track for tramway =	Luxembourg =	The Convention refers to such a sign in para 2 but does not provide any examples regarding the sign. =

E		Road with a lane for Public Passenger Vehicles =	Russian Federation, Uzbekistan, Republic of Moldova =	This is sign E, 2 a, though the Convention requires that the bus is shown on a sign, either of D or E type, see para 26 b/a, page 19. =
E		End of Road with a lane for Public Passenger Vehicles =	Azerbaijan, Latvia, Russian Federation, Uzbekistan, Republic of Moldova, Ukraine =	
E		Lane for public transport vehicles ahead, indicates the point where a lane for public transport vehicles starts =	Croatia, Poland, Austria (indicated as non-categorized), Serbia =	This is type of sign E, 2, though the Convention requires that the bus is shown on a sign, either of D or E type, see para 26 b/a, page 19 and, as per the Expert Group, the lanes should be indicated by arrows only, as the road marking shall be removed. =
E		Bus lane =	Chile =	As above =
E		End of lane for public transport vehicles ahead, indicates the point where a lane for public transport vehicles ends =	Croatia =	It would be logical to present an example of the sign in the Convention showing the end of a bus or of lanes a type of E, 2 sign. =
E		Lane for specified vehicles =	Poland (indicated as non-categorized) =	These types of signs are of the type E, 2. As for now the Convention defines E, 2 sign as indicating lanes reserved for buses. These signs would be included under the E, 2 sign if the Convention would refer to "lanes reserved for vehicles shown on the sign". =
E		Opposite direction of traffic for specified vehicles =	Poland (indicated as non-categorized) =	

Progress



eCoRSS

Review of "non-Convention Road Signs Management"

Note by the Secretariat

This document contains a number reviewing road "non-Convention" signs (RSMS) by Contracting Parties to the 1968 Convention on Road Signs and Signals and to the 1971 European Agreement Supplementing the Convention. The Group of Experts on Road Signs and Signals is limited to consider these observations.

I. Introduction

1. The secretariat has reviewed the road "non-Convention" signs that were added to the Road Signs Management System (RSMS) by Contracting Parties to the 1968 Convention on Road Signs and Signals and to the 1971 European Agreement Supplementing the Convention.
2. During the review, the secretariat made a number of observations, which may be relevant to the Group of Experts on Signs and Signals in their work on assessing the inconsistencies and inadequacies in the 1968 Convention on Road Signs and Signals, and the 1971 European Agreement Supplementing the Convention, and between these legal instruments and national legislation in the Contracting Parties.
3. The observations below are grouped as general or sign subclass-specific observations. The Group of Experts is invited to consider these observations.

II. General observations

A. Observation 1

4. The 1968 Convention is not consistent in its system of describing signs. Article 5 identifies the classes and subclasses of the Convention's signs. Articles 9 to 21 provide more detailed definitions of these sign subclasses (*note*: the way the subclasses are defined is not consistent). Article 31 separately defines road work signs.
5. Annex 1 does not provide descriptions of all signs which are identified and defined in the text of the Convention (i.e. road identification signs and includes identification signs as well as road works signs). Similarly, Annex 1, section G, point I (general characteristics and symbols), para. 4 refers to temporary condition signs, including road works signs, which must be signs other than those referred to in Article 31.
6. Furthermore, the signs, symbols and panels (referred to in Annex 1) do not always have corresponding colour reproductions (images) provided in Annex 3.
7. For example, images of A, 4 a and A, 4 b (Annex 3) do not illustrate all cases of narrowing of the carriageway as referred to in Annex 1 under Section A, para 4. The same applies to D, 2 sign. However, it would seem useful to illustrate with A, 4 a, A, 4 b and A, 4 c and with D, 2 a, D, 2 b and D, 2 c number codes all possible cases for respectively narrowing of carriageway or passing an obstacle. Illustrations are provided below:



8. For some signs, such as the temporary conditions signs (Annex 1, section G, point I general characteristics and symbols, para. 4), Annex 3 does not provide any examples.
9. This lack of consistency is probably the cause of confusion as to whether a particular sign is or is not a Convention's sign. It is to be noted that RSMS includes as Convention signs only those signs that are reproduced in Annex 3, i.e. not all signs that are defined in the Convention.
10. A possible solution for consideration: introduce a consistent way in which the Convention defines, describes and reproduces its signs. To this end, identify all Convention classes and subclasses of signs in Article 5. Define all these classes and subclasses in a

Progress in numbers



- More than 160 Convention's signs reviewed
- Each signed reviewed based on input to RSMS by 32 CP (EG evaluated some 4,000 national signs)
- Preliminary assessment of a secretariat's paper reviewing over 1,400 non-Convention signs used in CPs
- Formulation of over 100 recommendations

The screenshot shows the 'ROAD SIGNS MANAGEMENT SYSTEM - ADMIN AREA' interface. At the top, there is a navigation bar with the UNECE logo and the text 'ROAD SIGNS MANAGEMENT SYSTEM - ADMIN AREA'. Below this, there is a section for 'Analyze Standard Inputs' with a dropdown menu for 'Choose Road Sign code' set to 'D_10a'. The main content area is divided into two sections: 'CONVENTION ROAD SIGNS' and 'LOCAL ROAD SIGNS'. The 'CONVENTION ROAD SIGNS' section contains a table with columns for 'Convention Code', 'Image', 'Convention', 'Description (ENG)', 'Description (FRE)', and 'Description (RUS)'. The 'LOCAL ROAD SIGNS' section contains a table with columns for 'Domestic Code', 'Image', 'Country', 'Description', 'Comments', and 'Matching'. Each row in the 'LOCAL ROAD SIGNS' table includes 'Edit' and 'View Contact' buttons. The interface is clean and professional, with a blue and white color scheme.

CONVENTION ROAD SIGNS					
Convention Code	Image	Convention	Description (ENG)	Description (FRE)	Description (RUS)
D_10a		1968	Compulsory Direction for Dangerous Goods Vehicles	Direction obligatoire pour les véhicules transportant des marchandises dangereuses	Обязательное направление движения транспортных средств, перевозящих опасные грузы

LOCAL ROAD SIGNS					
Domestic Code	Image	Country	Description	Comments	Matching
N/A		Finland	N/A	N/A	<input type="checkbox"/> Edit View Contact
C117-821c2		France	Présignalisation d'une section de route comportant un tunnel dont l'accès est interdit à certains véhicules transportant des marchandises dangereuses.		<input type="checkbox"/> Edit View Contact
N/A		Greece	N/A	N/A	<input type="checkbox"/> Edit View Contact
18/b		Hungary	no special description		<input type="checkbox"/> Edit View Contact
1951		Iran	Compulsory Direction for Dangerous Goods Vehicles		<input type="checkbox"/> Edit View Contact
no picture		Italy	Compulsory Direction for Dangerous Goods Vehicles	It's usually installed before the beginning of compulsory direction	<input type="checkbox"/> Edit View Contact
N/A		Kuwait	N/A	N/A	<input type="checkbox"/> Edit View Contact
422		Latvia	Vehicles Carrying Dangerous Cargo Run to the Left	The outer black line is not a part of the design of the sign. The sign is surrounded by a white edging Contrast	<input type="checkbox"/> Edit View Contact
418		Lithuania	Vehicles carrying dangerous goods must turn left	Vehicles carrying dangerous goods are allowed to travel only to the left	<input type="checkbox"/> Edit View Contact
N/A		Luxembourg	N/A	N/A	<input type="checkbox"/> Edit View Contact

Type of recommendations



- Changes to symbols to improve legibility
- Modernization of symbols to improve understanding
- Changes to design (white rim between two dark colors) also to improve legibility
- Amendments to Convention's Articles to address internal inconsistencies and/or to improve understanding
- Amendments to sign definitions/name coding to clarify signs as necessary



Type of recommendations



- Introduction of new symbols
- Removal of signs
- Changes to CPs' signs



A way forward



- The Group of Experts requested an extension of its mandate (required at least until end of 2017)
- eCoRSS
- Establishment of a trust fund