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INLAND TRANSPORT COMMITTEE

Working Party on Road Traffic Safety
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**AMENDMENTS TO AND IMPLEMENTATION OF THE 1968 CONVENTIONS ON
ROAD TRAFFIC AND ON ROAD SIGNS AND SIGNALS AND THE 1971
EUROPEAN AGREEMENTS SUPPLEMENTING THEM**

Legibility and visibility of road signs

Transmitted by Prévention Routière Internationale (PRI)

1. At its thirty-sixth session, WP.1 invited PRI to submit a proposal to amend the text of Article 7 of the above-mentioned Convention.
2. This proposal also replaces the additional sentence found in the same article of the 1971 European Agreement supplementing the 1968 Convention on Road Signs and Signals, Amendment 1. PRI proposes to delete it.
3. The proposal below reflects the adjustment of the text of Article 7 to the needs of drivers in modern road traffic and the state of the art of modern technology as it is known today.

PROPOSAL

1. AMENDMENT OF ARTICLE 7 of the 1968 CONVENTION ON ROAD SIGNS AND SIGNALS

Replace the text of Article 7 by the following new text:

"1. It is recommended that domestic legislation should provide for mandatory use of retro-reflective materials on all road signs namely, danger warning, regulatory, information signs and direction indicators, in order to make them more visible and readable at night. In certain cases, for example in tunnels, they may be illuminated (externally or internally).

2. In order to meet drivers' needs, but without them being dazzled, the choice of the luminance level for lighted signs and the choice of the class of retro-reflection on signs equipped with retro-reflective materials, should take into consideration:

- 2.1 the luminous environment
- 2.2 the position of the sign (on the left or right shoulder, above the carriageway, etc.)
- 2.3 type of road (dual carriageways, bi-directional roads, etc.)
- 2.4 number of lanes and speed of traffic
- 2.5 the traffic volume and number of heavy vehicles.

3. Furthermore, on the same section of road or when different signs are seen at the same time by a driver:

3.1 Unless required for specific safety reasons, lighted and non-lighted signs should not be mixed together;

3.2 The use of the highest performing retro-reflective material should be prescribed;

3.3 Retro-reflective signs of different classes of materials should be prohibited.

4. In addition, in order to enhance the visibility of signs indicating specific dangers or safety prescriptions, by daylight and during adverse weather conditions, the use of fluorescent colours on backgrounds of these signs should be recommended.

5. (existing text of paragraph 2).

II. AMENDMENT TO THE 1971 EUROPEAN AGREEMENT SUPPLEMENTING THE CONVENTION ON ROAD SIGNS AND SIGNALS

Delete paragraph 6 referring to the sentence added to Article 7, paragraph 1.
