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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**

Amendment proposal on road markings

Transmitted by International Road Safety (PRI)

The present document was drawn up by PRI experts for consideration by WP.1 at its thirty-eighth session.

It presents amendments to the Convention concerning road markings with the aim of reinforcing the visibility of road signing and increasing the efficacy of this type of signing particularly at night and in the rain, conditions during which markings are even more necessary for guiding drivers and for their safety.

This proposal responds to wishes expressed during discussions at the 36th and 37th sessions of WP.1 that the recommendations regarding the reinforcement of the visibility and legibility of road signing, which were originally addressed exclusively to vertical signing, be completed by recommendations dealing with road markings.

It takes account of publications issued on the theme of road markings since the modification of the Vienna Convention, which the 1973 Protocol on Road Markings had incorporated and certain provisions of the European Agreement on this subject:

Among the reference documents, the following should be mentioned:

On road markings in general:

- European standards fixing the level of performance of road markings have been adopted and in the next few years in the European Union, products marked CE will be widely available,
- A study on road markings carried out in recent years in the framework of COST which presents some thoughts on the use and performance of road marking products in relation to road safety demands which are of concern today for all road authorities and which should lead to the definition of:
 - The right rules for markings: the roads which should be marked, the type of line and the width of the lines, the use of a continuous line, criteria for the choice of a continuous line (V 15); and
 - Harmonization of these rules at the European level as international traffic, notably on the European continent, increasingly develops.

On temporary road markings:

- A European study carried out by the IRF in 1991 “Temporary road work signing and safety” which presents the rules and practices which prevail in different European countries.
- The European Union ARROWS study published in 2000.

Currently, road markings are addressed in paragraph 29.4 of the amended Convention which entered into force on 30 November 1995.

Given the technological advances which products have undergone and above all the provisions which appear in the above-mentioned texts, outlining more precise rules which allow this type of signing to optimally fulfil its function notably in conditions of poor visibility, and taking account of the fact that temporary markings are not dealt with in the Convention, it is proposed to amend the Convention on these two points.

1. MODIFICATION OF ARTICLE 29.4

The amendment of the Convention consists of deleting the current text of Article 29.4 and replacing it by:

Road markings intended for guiding vehicles in traffic shall be visible during the night and day and in all weather conditions. It is therefore strongly recommended, particularly in zones where lighting is insufficient, that they be reflectorized.

When this visibility must be assured at night and in rain, the levels of retroreflection in humid weather or during rain shall be taken into account according to local conditions.

2. INTRODUCTION OF AN ARTICLE 29 bis dealing with temporary markings.

The amendment to the Convention consists of introducing an Article 29 bis dealing with temporary markings.

If it is necessary to temporarily suspend traffic rules provided by permanent markings, notably because of roadworks for short or longer periods of time, new traffic rules shall be signalled by markings referred to as temporary.

*Temporary markings shall be of a **colour** other than that normally used by permanent markings to guide the traffic. If this colour is used for other permanent markings (parking places, bus stops, cycle paths, etc...), the temporary markings shall have different characteristics (width, spacing) so that no confusion is caused for road users.*

*Temporary markings **shall be obligatorily reflectorized.***

When conditions require it, to make temporary markings more visible, particularly at night and in rain, it is preferable to use products with higher performance and particularly (levels of retroreflection proven in rain or damp weather) where the markings are supplemented by cats eyes.

The presence of roadworks indicated by physical means (movable concrete crash barriers, stable beacons, etc...) positioned notably to separate lanes in a roadwork zone or to separate two-way traffic, does not substitute for the presence of temporary markings, particularly when the width of the lanes permits it.

When, due to roadworks, traffic conditions, particularly the number, positioning and path of lanes, the direction of traffic must be altered significantly, and when the simultaneous presence of permanent and temporary road markings on the same section of road could cause confusion, doubt or visual disturbance for the driver, permanent road markings shall be covered or removed.

Care should be taken that, at night or in rain, the actual or visual traces left by removing or covering permanent road markings do not have an aspect similar to road markings which could cause confusion.

When conditions return to normal, care should be taken that temporary markings are removed and that no lasting residual or visual trace remains on the carriageway.
