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**ECONOMIC COMMISSION FOR EUROPE**

**INLAND TRANSPORT COMMITTEE**

Working Party on Road Traffic Safety  
(Thirty-eight session, 19-22 March 2002,  
agenda item 5 (f))

**REVISION OF THE CONSOLIDATED RESOLUTIONS ON ROAD TRAFFIC (R.E.1)  
AND ON ROAD SIGNS AND SIGNALS (R.E.2)**

**Road works signing**

**Transmitted by International Road Safety (PRI) and  
the International Road Federation (IRF)**

The Working Party on Road Traffic Safety at its thirty-seventh session examined the compromise text prepared by the delegations from the Russian Federation and Denmark (TRANS/WP.1/2001/33) on road works signing. The Working Party decided to come back to the question at its next session and requested PRI and IRF to present a new text as necessary for 2.2. The new text appears below in bold.

**“The minimum retroreflective level for temporary signs should correspond to the class required for permanent signs for the road category in question or when conditions are similar. It is, however, recommended, in view of the additional danger to which the presence of road works gives rise:**

- **that Class II should be made mandatory for all signs on roads with separate carriageways, particularly motorways, and, on two-way roads, for the road works sign (A15) and for all means employed to guide users when the width of the carriageway is substantially decreased, lanes are switched or the number of lanes reduced.**
- **that use should be made of a fluorescent background or surround colour on retroreflective signs so as to draw the attention of road-users to particularly dangerous situations.”**

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