

UNITED NATIONS
ECONOMIC
AND
SOCIAL COUNCIL



GENERAL

E/CN.2/94
E/CN.2/CONF.1/3
20 December 1950
ORIGINAL: ENGLISH

TRANSPORT AND COMMUNICATIONS COMMISSION
Fifth session
Lake Success, New York
19 March 1951

TRANSPORT AND COMMUNICATIONS COMMISSION
GROUP OF EXPERTS ON ROAD SIGNS AND SIGNALS
First session
New York, N. Y.

PROGRESS REPORT SUBMITTED BY THE GROUP OF EXPERTS ON ROAD SIGNS
AND SIGNALS TO THE FIFTH SESSION OF THE TRANSPORT
AND COMMUNICATIONS COMMISSION

Table of Contents

	<u>Page</u>
I. INTRODUCTION	3
II. SURVEY OF THE EXISTING SITUATION	5
General.	5
Africa	6
Asia and the Far East.	7
Europe	7
The Middle East.	8
North America.	9
Central and South America.	9
III. GENERAL CONSIDERATIONS REGARDING UNIFICATION OF ROAD SIGNS AND SIGNALS.	11
IV. ROAD SIGNS	12
A. Danger (Warning) Signs	12
Suggested Scheme for Unification of Danger (Warning) Signs . .	12
Studies for a Uniform System of Danger (Warning) Signs	13
General Provisions for the Conduct of Tests.	14
Position Signs for Level-crossings	15
B. Signs giving definite Instructions (Regulatory Signs).	16
C. Informative Signs (Guide Signs).	17

V. SIGNALS TO
E/CN.2/94
E/CN.2/CONF.1/3

Table of Contents
(Continued)

	<u>Page</u>
V. SIGNALS TO BE MADE BY TRAFFIC POLICE.	18
VI. TRAFFIC LIGHT SIGNALS	18
VII. ROAD MARKINGS	19
ANNEXES	
1 - Agenda of the First Session of the Group of Experts on Road Signs and Signals.	20
2 - Chart for Field Test Observations	21
3 - Summary Sheet for Field Test Observations	22

I. INTRODUCTION

The Group of Experts on Road Signs and Signals was set up in accordance with Economic and Social Council Resolution 272 (X), supplemented by Resolution 10 of the fourth session of the Transport and Communications Commission. The latter resolution requested the Secretary-General, in consultation with the Chairman of the Commission, to designate not more than seven experts with particular knowledge covering conditions in the various geographical regions of the world, who should meet for the purpose of

"(1) Studying the problem of devising a unified world-wide system of road signs and signals, and

"(2) Preparing a draft convention embodying such a system; and should report to the fifth session of the Transport and Communications Commission on their progress."

In accordance with the above resolution, the Secretary-General, in consultation with the Chairman of the Transport and Communications Commission, designated as members of the Group the following experts:

Mr. Orhan Barin
Chief Traffic Engineer
Ministry of Public Works
Turkey

Mr. T. P. Phalla
Director General
Civil Aviation
India

Mr. J. E. Durr
Chief Engineer
Government of South Rhodesia

Mr. R. E. Hilts
Deputy Commissioner
Bureau of Public Roads
United States of America

Mr. Andre Rumpler
Director of Roads
Ministry of Public Works, Transport and Tourism
France

Mr. Oscar Tenhamm
Director General of Public Works
Ministry of Public Works and Communications
Chile.

/The first

The first session of the Group of Experts met at United Nations Headquarters, New York, N. Y., on 20 November 1950. Mr. A. D. K. Owen, Assistant Secretary-General for Economic Affairs, opened the session on behalf of the Secretary-General. Mr. B. Lukac, Director, Transport and Communications Division, explained the items of the provisional agenda.

Mr. Andre Rumpler (France) was elected Chairman of the Group for its first session.

The Secretariat consisted of Mrs. Helen M. Eek, Chief, Inland Transport Section, Secretary of the Group of Experts, and Mr. S. Ambrozek, Assistant Secretary of the Group of Experts.

The Provisional Agenda (document E/CN.2/CONF.1/2) was adopted.

On the invitation of Mr. Hilts, extended on behalf of the United States Bureau of Public Roads, the Group of Experts made a field trip through ten States of the United States, including the District of Columbia, in order to see the practical application of the American system of road signs, signals and markings.

After having considered the items of the agenda, the Group adopted the present Progress Report and concluded its first session on 20 December 1950. Before concluding the Group expressed the opinion that its second session should be held towards the beginning of the summer of 1951. In the interests of observing the European system of road signs and signals in function it was considered necessary that the session be held at the European Office of the United Nations.

II. SURVEY OF THE EXISTING SITUATION

General

Two principal systems of road signs and signals, and variations thereof, are at present used in the world. They are commonly referred to as the "European" and the "American" systems. These two systems are described in the 1949 Protocol on Road Signs and Signals and in the 1948 Manual on Uniform Traffic Control Devices for Streets and Highways, respectively. Hereafter in this Report the two above-mentioned documents will be referred to respectively as the "Protocol" and the "Manual".

Both the Protocol and the Manual provide for three more or less corresponding classes of road signs, (1) danger (warning) signs, (2) signs giving definite instructions (regulatory signs), (3) informative signs (guide signs). The basic differences between the two systems lie (1) in the reliance of the "European" system on indications by means of symbols, while the "American" system, although using symbols in some cases, relies in other cases on indications by means of inscriptions; (2) in the shapes and the colours used for the various classes of signs.

Both documents also provide for traffic signals and road markings. As regards these provisions, the main difference between them is that the Manual covers these subjects more fully and in greater detail.

With respect to road signs, the two main points of difference are not, on close analysis, irreconcilable. However, the differences in shapes and colours used for the various categories of signs and the means by which indications are given on the signs require previous education in both systems to make them clearly understandable to drivers coming from countries using one system to countries using the other system.

The Protocol has not yet come into force. The system prescribed in it is, however, an expanded version of the one already in use in Europe under the 1931 Convention concerning the Unification of Road Signals which was in turn an expansion of the system contained in the 1926 Convention on Motor Traffic.

Variations of this system have been developed and used in different parts of the world. Some of these modified versions of the European system place the symbol on a separate plate below the main sign plate.

The principal variation in the application of the American system in different

/countries is

countries is in the variation of language used for inscriptions in the different countries using this system.

A survey of the rules applied in various countries to traffic lights and road markings indicates that no opposing principles have been introduced.

As regards traffic lights, the three-light system is generally considered preferable but the two-light system is also extensively used at present in many parts of the world.

Traffic lanes are indicated on the more heavily traveled roads in regions where this is financially possible. The situation varies at the present time from country to country in respect of the regulatory character of such markings. There is so far no world-wide uniform interpretation of the meaning of a line whether broken or continuous.

Africa

The European system was introduced throughout the whole continent of Africa following the conclusion of the 1926 Motor Convention. This system being largely pictorial and not reliant on word messages was considered acceptable in this region in view of the diversity of languages and the varying educational standards of the population. North Africa has continued to use the European system as developed under the 1931 Convention. Owing to particular climatic conditions and traffic requirements several variations of the system came into existence in the other parts of Africa.

In order to facilitate inter-territorial traffic, attempts at unification were, however, soon made. A uniform system for South Africa had been devised in 1937 and subsequently proclaimed but was not put into operation on any substantial scale due to the outbreak of the Second World War.

The matter was re-opened at the time of the United Nations Conference on Road and Motor Transport, held in Geneva in 1949, and reviewed again in detail at the Central and Southern Africa Transport Conference of all the countries and territories south of the Sahara, held in Johannesburg in October-November, 1950. This Conference recommended a new system containing features designed to solve the particular problems encountered in Central and Southern Africa.

The main feature of this system is the placing of the symbol on a separate rectangular plate below a triangle, for danger signs, or a disc for mandatory signs. The triangle or disc is red, the rectangular plate is yellow with black symbols.

/In the case of

In the case of informative signs, the direction and place signs have a black ground and white letters. Certain signs are included for advance information regarding road conditions, with symbols from the corresponding danger signs.

Since the colours blue and green are not suitable for use on road signs in this region, only blue parking signs in urban areas are recommended. An effective sign system is necessary in this region in view of the very high rate of traffic accidents.

Road signs of the above type have been used for some time in the Union of South Africa, Southern and Northern Rhodesia, and were introduced more recently in South West Africa and Swaziland. The signs at present used in the Belgian Congo and French Equatorial Africa follow more closely the European system.

Asia and the Far East

Road signs in this region have to overcome the problem of diversity of languages; therefore the use of symbols is general. The number of signs used is limited in order to avoid confusion and therefore the systems used by countries are comparatively simple. Signs giving definite instructions are limited almost exclusively to large cities.

So far as specific systems are concerned, countries in this region follow several different ones. Certain countries such as Iran and Thailand have introduced regulations based closely on the 1931 Convention. However, the European system as such does not appear to be used in many parts of this region. In India, Pakistan, Ceylon, Malaya, Australia and New Zealand, danger signs are generally the red hollow triangle surmounting a rectangular plate bearing the symbol and inscription as in the British system. The other classes of signs are also based on this system.

Japan has had its own system, into which, since the end of the second World War, danger signs of the American type have been introduced. Signs giving definite instructions and informative signs have not been changed, and their design in certain aspects resembles the European system.

Europe

The system of road signs used in this region has been developed almost simultaneously with the American system. The first attempts at world-wide uniformity in this respect were made in 1926 with the conclusion of the Convention on Motor Traffic. Further progress was made later as a result of the 1931

/Convention on

Convention on Road Signals, the 1939 Draft Convention, under consideration by the League of Nations, and finally the Protocol.

The most recent development in this respect was the conclusion at Geneva on 16 September 1950 of the Regional Agreement Implementing the 1949 Convention and Protocol.

All their distinctive features -- colour, size and symbols -- vary only to a small degree from country to country. Even these slight variations would, however, disappear to a large extent with the adoption of the Protocol.

An important exception to this rule is the fact that the United Kingdom has adopted an alternative system in which symbols and inscriptions are shown on a separate plate appearing below the characteristic triangle or disc. Inscriptions are used extensively in all classes of signs.

The European system has given full satisfaction and conforms to the requirements of the large volume of inter-European traffic. It is considered that only a minimum amount of training is necessary for drivers to become familiar with the meaning to be attached to the shapes and colours of signs.

The Middle East

The European system has been in use in most of the Middle East, although the signposting of roads is not very extensive. Availability of local materials, funds and technical means for this purpose have caused modifications to be made with regard to size, shape, colour and manner of erection of signs. In all probability, indications by means of symbols will continue to be a necessity in this region.

In some countries the road signs used reflect very little technical thought or planning and there is a definite need for organization and uniformity. In general, the investment in road signs in this region is not very high.

In Egypt the European system has been used with modifications, in particular with the addition of sign plates carrying inscriptions in Arabic and English or Arabic, English and French.

It should be noted that in Turkey the American system has been introduced on an experimental basis on certain routes and has proved more effective than the European signs previously used, mainly due to the fact that the American signs were erected in full conformity with detailed standards.

North America

The first steps aiming at unification of the American system were made in the United States about 1925. The first Manual of signs intended for rural highways was published in 1927 by the American Association of State Highway Officials. In subsequent years, co-ordination of rural standards with those for urban signs and signals was considered and in 1935 the first Manual on Uniform Traffic Control Devices was completed. It covered both rural and urban requirements and included signals and pavement markings in addition to signs. This Manual has been periodically revised, the latest edition having been published in 1948.

This Manual has served also as the model for the provincial regulations of most of Canada and for the regulations of Mexico.

The American system employs both symbols and word messages, and some signs are composed of a combination of the two. Symbols are preferred to inscriptions where simple symbols can be devised to convey messages as clearly as the equivalent inscriptions.

The guiding principle of this system has been simplicity with regard to both shape and colour. Moreover, for warning signs in particular, the chief aim has been to achieve the highest possible degree of effectiveness. The division into three categories -- namely, warning signs, regulatory signs, and guide signs -- has also been maintained with the accompanying allocation of distinctive shapes and colours for each category. There is no substantial difference between the American system and the European system as regards informative signs, although the American system has a more fully developed group of signs for route marking. While the American system makes considerable use of inscriptions, it is not considered as being inconvenient to have in some cases a bilingual inscription, as is the case in some Canadian provinces. Nor is it considered inconvenient that two neighbouring countries use the same signs with inscriptions in different languages -- i.e. English in the United States of America and Spanish in Mexico.

Central and South America

The systematic use of standardized road signs prevails in only a few countries of this region. The general practice is to follow the American system. This has been recommended at a number of Pan American Congresses. Some countries have already adopted the Manual as a standard, with inscriptions in the language of the country concerned.

/Some countries

Some countries in this region have made considerable progress in providing signs and there has been general and active interest in the development of a uniform system of road signs. The need for uniformity becomes more pressing with the gradual extension of the Pan American system of highways.

In view of the present lack of development of definite systems in several countries, there should be no great difficulty in this region in accepting a new unified system when one is agreed upon.

III. GENERAL CONSIDERATIONS REGARDING UNIFICATION OF ROAD SIGNS AND SIGNALS

A uniform world-wide system of road signs and signals should be based on the results of scientific investigations. The Experts are undertaking such investigations in their own countries between the first and second sessions of the Group. The conditions for carrying out these investigations are laid down in a later chapter of this report.

It is recognized, that the problem of devising and developing a unified system of road signs for the world requires time. The adoption of such a system, as it would deviate in some respects at least from each of the existing systems, could only be accomplished on a world-wide basis over a long period of time. In some regions the problem of changing over to a new system might not be great in view of the small present investments involved but elsewhere, and in Europe and North America particularly, there are serious obstacles to a fundamental change over a short period. The European and American systems of road signs have been developed on the basis of long experience and research. Very large financial investments have been made and the populations of the regions concerned have become so accustomed to the systems in force that their re-education to a new system could be accomplished only gradually.

While the unification of road signs and signals on a world-wide basis is essential but a long-term undertaking, steps in the direction of such a long-term project may and should be taken on a short-term basis. It is indeed essential to devise some immediate measures to meet the actual need for uniformity arising from a present and growing problem, that of increasing the safety of motorists who travel to different countries and regions and who must understand the road signs of the countries in which they are travelling. Unless a measure of uniformity is agreed upon now the task of unification will become increasingly difficult as systems in different regions develop on divergent lines. This applies particularly to road signs but the task of ensuring uniform methods concerning the use of road markings and traffic light signals is also of growing importance.

All interested organizations should be urged to join in educational programmes for familiarizing road users with any system of traffic control devices adopted.

IV. ROAD SIGNS

It is considered that a uniform system of road signs would retain the three categories of signs now in general use, namely

- A. danger (warning) signs
- B. signs giving definite instructions (regulatory signs)
- C. Informative signs (guide signs)

The permanent division of danger signs into types, one of which warns of serious danger, the other of less serious danger, is considered undesirable.

A. Danger (Warning) Signs

The remarks in Chapter III on the need for uniformity of road signs have particular urgency in the case of signs indicating danger. In fact, the problem of devising a uniform system is intimately tied up with the unification of danger signs. It is intended to formulate definite proposals in this field when evidence gained from tests and research is available and therefore consideration of the ultimate uniform system has been reserved until such time.

Nevertheless, certain constituent elements can be tentatively indicated at this stage, the adoption of which may eventually contribute to developing a uniform system of warning signs.

Suggested Scheme for Unification of Danger (Warning) Signs

The measures which can be taken on the basis of the available studies and present possibilities in order to unify the present systems are as follows:

- (1) To promote as soon as possible and as far as possible, the use of appropriate symbols replacing inscriptions;
- (2) The symbols for curves and intersections should be developed in conformity with the general scheme indicated by the Manual;
- (3) Other symbols of the Protocol should be made the subject of research and possible revision for future general adoption;
- (4) Uniform colours should be universally adopted for the background and symbols of all danger (warning) signs. At this preliminary stage, it appears that the most suitable colours may be yellow for the background and black or a similar dark colour for the symbols;
- (5) Until the completion of unification of symbols and shapes, at least certain selected signs and signs carrying word messages calling for extreme caution should be combined with a general insignia of danger still to be decided on.

(6) The St. Andrew's cross sign should be used as a uniform world-wide position sign at level crossings. It is desirable to reach an agreement on a world-wide basis as to a standard colour or colours for this sign.

(7) Under the uniform system, position signs indicating road works should if necessary, be supplemented by barriers in a colour or colours suitably contrasting with the surroundings, and where necessary reflectorized or illuminated.

(8) Temporary danger (warning) signs covering emergency requirements should be devised in accordance with the design standards for permanent danger (warning) signs wherever possible.

Studies for a Uniform System of Danger (Warning) Signs

Investigations into systems of warning signs should be directed at evolving an international system giving the greatest degree of uniformity consistent with maximum effectiveness.

These investigations should in particular take into consideration the following physical elements of design of signs:

- (1) dimensions of signs, symbols and/or inscriptions;
- (2) colours;
- (3) shape;
- (4) placement of signs.

As the use of appropriate symbols is considered to be the best universal method of conveying information to the road user, members of this Group will initiate further studies with regard to symbols for consideration at the next session of the Group. These investigations will include the minimum dimensions of signs, symbols and inscriptions, as well as the position of symbols and their arrangement within the signs and the number and arrangement of colours, so that they may be the most readily comprehended by road users. The question of ready recognition of signs both by day and by night and in all conditions of climate and visibility will be prominently borne in mind.

The most appropriate shapes of signs to indicate unmistakeably danger (warning), and the best possible utilization of the surface area of the signs, should be carefully considered.

The members of the Group will also present at the next session such economic data as they may feel necessary in connexion with the entire problem.

/General

General Provisions for the Conduct of Tests

1. As regards the implementation of the tests it is recommended:

- (i) To request the participation of traffic, highway and road safety authorities and road users, and to carry out laboratory tests on the human reactions to certain colours in different lighting conditions.
- (ii) To carry out tests under various conditions of topography, climate and lighting.
- (iii) To carry out comparative tests between different types of signs, taking for these tests the normal dimensions of signs (Protocol - equilateral triangle with sides 90 cm; Manual - diamond 24 x 24 in.; South and Central Africa Conference - equilateral triangle and square, all sides 61 cm).
- (iv) To carry out comparative tests:
Firstly - between the signs in the colours of the Protocol (white ground, black symbol, red border, its width taken as 7 cm), the Manual (the 3/8" outside border and ground, yellow; the 5/8" inside border and symbol or inscription black), and the South and Central Africa Transport Conference (hollow triangle with red border 10 cm wide, square yellow, symbol black);
Secondly - between signs with the following colours:
Signs of the Protocol: yellow ground, black narrow border and black symbols;
Signs of the Manual: red border - one inch wide - white or light yellow ground, black or dark blue symbols or inscriptions;
Signs of the Central and South Africa Transport Conference: upper triangle, yellow, no border;
square, yellow, symbol - black.
- (v) Signs should be placed in such a manner that the height of the sign above road level and the distance of the sign from the edge of the carriageway conform with the usual practice in the country where the tests are made.
- (vi) The following signs should be tested:
Protocol signs - I,3; I,7; I,9; I,13
Manual signs - W-2; W-6; W-32; W-18
South and Central - a8; a1; a7; a27.

2. The procedure concerning the tests should be as follows:
- (i) The signs of the above-mentioned size, colour and shapes shall be manufactured of uniform material and tested for visibility and legibility against the following backgrounds where they exist in the country concerned or are material:
 - (a) Trees and bushes
 - (b) Bare land (arid country)
 - (c) Snow
 - (d) Built-up areas
 - (ii) The tests shall be repeated under the following weather conditions:
 - (a) Clear and sunny
 - (b) Cloudy
 - (c) Rainy
 - (d) Snowing
 - (iii) The tests shall be repeated at the following times of day:
 - (a) Daytime (3 hours either side of the meridian)
 - (b) At night
 - (iv) The tests shall be made on a two-lane highway.
 - (v) The speed of the vehicle making the observation shall be 50 miles per hour for day or night tests.

3. The results should be recorded as follows:

- (i) The results of tests shall be tabulated on charts shown in Annex 2.
- (ii) The charts for field test observations shall be averaged and tabulated into a summary sheet of field test observations shown in Annex 3.

Positions signs for level-crossings

When considering position signs for level-crossings, the Group noted that a Joint Working Party of Road and Rail Experts on Safety at Level-Crossings had been convened by the Inland Transport Committee of the Economic Commission for Europe, in order to prepare uniform provisions concerning safety at level-crossings.

The Group considers that it would be helpful to have at its second session the findings of the Working Party resulting from its study of this problem and hopes that they will be available.

P. Signs giving definite Instructions (Regulatory Signs)

(1) Stop sign

Owing to the importance of the stop sign it has been found preferable to study it separately from other signs giving definite instructions (regulatory signs). The adoption of a uniform STOP sign in a world-wide system is essential. It is suggested that the shape of such a sign might be an equilateral octagon and its colours those of warning signs.

Further search for an appropriate symbol for this sign is desirable. Serious consideration should be given to the possible adoption of the English word STOP in Latin characters for this sign, it being understood that it could be replaced by the word "stop", in the national language and characters of the country where the sign is erected. Attention should be given however, to the uniform selection of the equivalent of the word "stop" by all countries using the same language.

It is considered that provisions concerning the placing of stop signs should be essentially the same for all intersections, whether in built-up areas or in open country. If necessary for emphasis or where the sign is not clearly visible from a reasonable stopping distance, the stop sign should be preceded by the appropriate advance warning sign.

(11) Prohibitory Signs

In the search for a common ground of understanding between prohibitory symbols and the inscriptions required in many countries, the members of the Group felt that careful and detailed thought and investigation should be given to this subject. It was decided to study this difficult problem so that their recommendations would be based upon their several studies with the view to a better common interpretation in the use of symbols and the meaning of their equivalent inscriptions.

Search for uniformity in prohibitory signs will be along the following lines:

- (1) combination of the disc, in a colour or colours to be decided, with a supplementary rectangular plate bearing the symbol and/or inscription.
- (2) determination of appropriate symbols to be placed either on the disc or on the supplementary plate.

When considering the "Restricted Parking" sign, the Group agreed to recommend the gradual adoption of the practice of placing explanatory inscriptions on these signs indicating the hours between which the restrictions apply.

(iii) Mandatory Signs

The following signs should be included in this class:

- The sign "Direction to be Followed", the symbol being a horizontally placed arrow.
- The sign for refuge island and similar obstructions in the road, the symbol being a horizontally placed double arrow when the traffic is free to pass on either side.

Signs indicating tracks or roads reserved to certain classes of traffic need not be included in the uniform system.

C. Informative Signs (Guide Signs)

It was agreed to accept the rectangle as the general shape for informative (guide) signs with the exception that the direction signs may have one side of the rectangle in the form of an arrow-head.

Search for uniformity of colour of these signs will be continued at the next session of the group.

V. SIGNALS TO BE MADE BY TRAFFIC POLICE

Hand signals used by traffic police are not uniform in various countries. They depend on traffic conditions existing in these countries. It is therefore considered that the basis of uniformity lies in a minimum of standardized signals. The study of such signals will be initiated by the Group of Experts for presentation at the next session.

VI. TRAFFIC LIGHT SIGNALS

It is considered that the provisions of the Protocol with regard to this subject might be taken as the basis for the uniform agreement with certain amendments regarding the placing of signals and the use of the flashing red light.

Lights should always be placed vertically, except in very special cases, for example where the clearance is limited.

The flashing red light or two alternately flashing red lights should indicate that all traffic is required to come to a full stop and then proceed only when this can be done safely.

The desirability of arriving at a uniform method for enabling colour-blind persons to distinguish the red signal has been recognized and it has been noted that the use of a horizontal opaque bar across the red light has been recommended as a uniform method in cases where authorities might wish to make such additional provisions. It is considered necessary, however, to seek additional advice of medical authorities regarding the characteristics of colour-blindness in various regions.

VII. ROAD MARKINGS

Longitudinal markings

The marking of lanes on pavements is considered a particularly efficient means of ensuring the safety of traffic and of expediting the flow of that traffic when it reaches a certain volume.

When such marking is intended only as a guide to lane movements, broken lines, white or yellow, should be used. When the markings are intended to restrict overtaking and passing at dangerous points such as curves, hillcrests, intersections, and level crossings, or on roadways having two or more lanes in each direction, solid lines, white or yellow, should be used.

In countries where traffic moves to the right (left), a vehicle should not cross a solid line to the left (right) of the lane in which it is moving. A vehicle may, however, cross a solid line if that line is to the left (right) of, and adjacent to, a broken line.

Transverse lines

When vehicles are required to stop before a pedestrian crossing, the line behind which they are required to stop shall be marked on the pavement either by a solid line or by studs or by other appropriate means.

ANNEX 1

Agenda of the First Session of the Group of
Experts on Road Signs and Signals

1. Adoption of the agenda
2. Election of Chairman
3. Road signs
4. Markings and traffic light signals
5. Signals by traffic police
6. Preparation of Progress Report for the fifth session of the Transport and
Communications Commission
7. Date and place of the second session of the Group.

ANNEX 2

CHART FOR FIELD TEST OBSERVATIONS

Sign*	Observer (Driver)	T i m e		Weather	Background	Distance sign first sighted	Distance symbol or inscription understood
		Day	Night				
I,3 P	Driver	14:45		clear	bushy	300 m.	125 m.
I,3 M	"	"		"	"	"	"

* In this column signs should be designated by the diagram numbers referred to in paragraph (1) (vi), the General Provisions for the Conduct of Tests, and the letters P, for signs in the colours of the Protocol, or M, for signs in colours of the Manual.

ANNEX 3

SUMMARY SHEET FOR FIELD TEST OBSERVATIONS

SIGNS*	Day	Night	Weather	Background	Average Distance sign first sighted	Average Distance symbol or inscription understood
I,3 P	x		clear	bushy	300	125
W,2 M	x		"	"	250	100
"	x		"	"	325	
"	x		"	"	270	

N.B. Each line is the summary of all observations on one sign under the same conditions.

* In this column signs should be designated by diagram numbers as referred to in the General Provisions for the Conduct of Tests, paragraph (1) (vi) and letters P (indicating that the sign has the colours of the Protocol) or M (indicating signs in colours of the Manual).
