

UNITED NATIONS CONFERENCE ON ROAD AND MOTOR TRANSPORT

Geneva

Item 4 of the Agenda

WORKING PAPER I: DRAFT PROVISIONS FOR INSERTION
IN A CONVENTION ON ROAD AND MOTOR TRANSPORT
PREPARED BY THE SUB-COMMITTEE ON ROAD TRANSPORT
OF THE INLAND TRANSPORT COMMITTEE OF THE ECONOMIC
COMMISSION FOR EUROPE (Document E/CONF.8/3)

Joint amendment to Article 9 of Annex 4 submitted by the
General Committee of the AIT/FIA and the FIAC.*

ANNEX 4

Article 9

General

1. The danger signs shall indicate three categories of hazards:
 - (a) Serious hazards characterizing sections of road on which speed must be reduced.
 - (b) Light hazards characterizing sections of road on which speed must be moderate and on which high speed is impossible.
 - (c) Hazards arising from the intersection of two roads, one of which has priority.
2.
 - (a) The danger signs indicating hazards of the 1st category shall be triangular in shape with the point upwards.
 - (b) The danger signs indicating hazards of the 2nd category shall be squares mounted on their tip.

* As there were insufficient copies available of the signs proposed by the General Committee of the AIT/FIA and the FIAC, documents containing these signs have been circulated to the members of Committee 3 of the Conference only. The Secretariat, however, has a few copies available for consultation purposes.

(c) The danger signs indicating hazards of the 3rd category shall be triangles with the point downwards.

3. For the standard triangular sign the length of the side shall not be less than 0.90 m. and for the reduced size, not less than 0.60 m.

For the standard square sign the length of the side shall not be less than 0.60 m. and for the reduced size, not less than 0.45 m.

4. These signs shall have a red border. Where a symbol is prescribed this shall preferably be black or dark on a white or light ground. When no symbol is prescribed the ground shall be white or of a light colour.

(Paragraphs 4, 5, 6 and 7 of Article 9, Annex 4 of the draft prepared by the Economic Commission for Europe remain unchanged).

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/COMMENTARY

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1. The over-increasing speed of motor vehicles nowadays makes it necessary to give drivers a very clear indication of the hazards of the road by distinguishing between those which constitute a serious danger and others, thereby calling the attention of drivers to the degree of danger confronting them.

For example, the sign "uneven road" as used at present is the same for a slight depression which can be crossed at a relatively high speed as for a deep depression which necessitates a considerable reduction of speed. This defect has caused many serious accidents. It is therefore advisable, for the greater safety of road users, to make the proposed distinction. The types of sign which strike the motorist most are those least commonly seen in everyday life, i.e. the triangle and the square mounted on its tip, which have been adopted in the system proposed.

2. The adoption of this type of sign enables the aspects of the European and the American systems most important to the motorist, namely, the protection of his life and that of other road users, to be harmonized.

3. In practice this system would affect only a few of the signs which have been adopted in the draft convention. Designed to meet safety requirements, it would be applied, inter alia, to "uneven road" (Art.10), "dangerous bend" (Art.11) and if necessary to "carriageway narrows" (Article 15).

4. Furthermore, the introduction of this system would not seriously burden the budgets of the various States since the equipment which would be replaced could be used again.
