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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**

Transmitted by Poland

Poland proposes the following amendments to the 1968 Vienna Convention on Signs and Signals.

GE.00-20208

1. Amendments to the Convention on Road Signs and Signals which entered into force on 30 November 1995 introduced a new sign to indicate the beginning of a built-up area E,7 b without the name of the built-up area. The existing wording of Article 13, paragraph 2 of the Convention does not correspond exactly to that regulation. In the system which uses the sign E,7b the name of the built-up area is shown on another sign, for example E,7d, which is usually placed at the administrative border of a town separate from the sign E,7b.

The proposal is to amend Article 13, paragraph 2 by replacing the words in square brackets with the words in bold characters.

Article 13, paragraph 2

“Regulatory signs placed level with or shortly after a sign [giving the name] **indicating the beginning** of a built-up area shall mean that the rule applies throughout the built-up area, unless a different rule is notified by other signs or certain sections of the road in the built-up area.”

2. The provisions of Article 29, paragraph 2 stating that blue markings may be used for markings showing places where parking is *permitted or restricted* do not comply with the provisions of Annex 1, Section C, chapter II, paragraph 9, (a), (vii) which states that blue bands at a height of approximately 2 m on lampposts, trees, etc., bordering a carriageway, or by lines on the kerb, may notify the fact, that the duration of parking is *limited* but parking is not subject to payment.

Since the limitation of the duration of parking is a kind of restriction (in the Russian version the same words are used in both provisions), the provisions of Annex 1, Section C, chapter II, paragraph 9, (a), (vii) allowing indication of restrictions of parking by blue lines, only in cases where parking is not subject to payment, are not in line with the general term *permitted or restricted* used in Article 29, paragraph 2.

According to the existing provisions of Article 29, paragraph 2, the colour blue may be used for marking all kinds of parking places.

The common approach to better utilization of parking places is various kinds of restrictions imposed on parking (limitation of duration of parking, payment, etc.). There is a need to distinguish places where parking is allowed but limited from the places where parking is allowed without any conditions. A good means of distinction would be blue markings reserved for places where parking is allowed but limited, without specifying what kind of limitation may be imposed. The blue markings should confirm the limitation described by vertical signs.

The proposal is to amend Article 29, paragraph 2 and Annex 1, Section C, chapter II, paragraph 9, (a), (vii) by deleting the words in square brackets and adding the words in bold characters.

Article 29, paragraph 2,

“If road markings are painted they shall be yellow or white, however, blue markings may be used for markings showing places where parking is permitted [or restricted] **but limited**. When both yellow and white are used in the territory of a Contracting Party, markings of the same class shall be of the same colour. For the purposes of this paragraph, the term white shall include shades of silver or light grey.”

Annex 1 Section C chapter II paragraph 9, (a), (vii)

“In zones in which the duration of parking is limited [but parking is not subject of payment], this limitation [instead of being indicated by sign C,18 supplemented by additional panels,] may be [notified] **confirmed** by a blue band at a height of approximately 2 m on lampposts, trees, etc., bordering a carriageway, or by lines on the kerb.”
