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**ECONOMIC COMMISSION FOR EUROPE**

INLAND TRANSPORT COMMITTEE

Working Party on Road Traffic Safety  
(Forty-first session, 31 March – 3 April 2003,  
agenda item 4 (e))

**AMENDMENTS TO AND IMPLEMENTATION OF THE 1968 CONVENTIONS ON  
ROAD TRAFFIC AND ON ROAD SIGNS AND SIGNALS AND THE 1971 EUROPEAN  
AGREEMENTS SUPPLEMENTING**

**Legibility and visibility of road signs**

Transmitted by the Swiss delegation

At its fortieth session, the Working Party considered again draft amendments concerning the visibility and legibility of road signs (Articles 7, 29.4 and 29 bis of the Convention on Road Signs and Signals).

Delegations will find hereafter the new proposal presented by the delegation of Switzerland taking into account the comments made at the fortieth session.

## PROPOSALS TO AMEND THE 1968 CONVENTION ON ROAD SIGNS AND SIGNALS

### I. Article 7

*Amend Article 7 to read:*

1. It is recommended that domestic legislation *provide* that, in order to make them more visible and legible at night, road signs, in particular danger warning signs, regulatory (...) *and direction signs* shall be lighted or *retro*-reflective ~~panels~~, provided that this does not result in road users being dazzled.
2. ~~Danger warning signs and regulatory signs may make use of fluorescent materials.~~  
**Contracting Parties may also allow the use of fluorescent materials; in this case they define, which classes of signs may make use of these materials.**
3. **National legislation should draw up rules for the use of lighted, retro-reflective and fluorescent signs, in particular specifying the situations in which each class of retro-reflection shall be used.**
4. Dark or light graphic elements of different colours in the signs may be differentiated by means of contrasting light or dark narrow strips respectively.
5. Existing text of para.2 (*“Nothing in this Convention shall prohibit the use, for conveying information, warnings or rules applying only at certain times or on certain days, of signs which are visible only when the information they convey is relevant”*).

### II. Article 29

*Amend Paragraph 4 to read:*

- “4. **Road markings** intended for ~~guiding~~ moving vehicles ~~in traffic~~ shall be easily recognized in good time by the drivers for whom they are intended. They must be visible ~~in all weather conditions both~~ during the day and at night.

**It is recommended that such markings, especially in areas where lighting is insufficient, be retroreflectorised.**

### III. Article 29 Bis (*text adopted at the 39<sup>th</sup> session, see report TRANS/WP.1/85*)

- “1. **When permanent road markings are to be modified for a specific period, in particular because of road works or diversions, temporary markings shall be applied in colours different from the colours used for permanent markings.**
  2. **Temporary markings shall take precedence over permanent markings and road users are required to conform to them. When the simultaneous presence of permanent and temporary road markings could be a source of confusion, the permanent markings shall be covered over or removed.**
  3. **Temporary markings shall preferably be retroreflective and may be supplemented by beacons, catseyes or reflectors with a view to improving traffic guidance.”**
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