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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**

**Consolidated proposals for amendments to the Vienna Convention
on Road Signs and Signals**

Note by the secretariat

This document is a compilation of the proposals for amendments to the Vienna Convention on Road Signs and Signals adopted to date by the Working Party on Road Traffic Safety (WP.1) (see documents TRANS/WP.1/2002/23, TRANS/WP.1/2002/23/Rev.1 and TRANS/WP.1/86). The proposed amendments appear in bold and are presented in the order of the articles and annexes of the Convention.

At the end of this document can be found explanatory notes for the proposed amendments. The amendments to the explanations contained in document TRANS/WP.1/2002/23 appear in italics.

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Part I: Proposed amendments to the Vienna Convention on Road Signs and Signals

I. Article 1: Definitions

Insert a new subparagraph (e) bis to read:

“(e) bis Cycle lane means a part of a carriageway designated for cycles. A cycle lane is distinguished from the rest of the carriageway by longitudinal road markings according to Article 26 bis of this Convention.”

Insert a new subparagraph (e) ter to read:

“(e) ter Cycle track means an independent road or part of a road designated for cycles, signposted as such. A cycle track is separated from other roads or other parts of the same road by structural means.”

II. Article 13: Provisions applying generally to the signs described in Annex 1, section C and D to this Convention

Amend Article 13, paragraph 2 to read:

“2. Regulatory signs placed level with or shortly after a sign **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 on certain sections of the road in the built-up area.”**

III. Article 26 bis

Amend Article 26 bis, paragraph 1 to read:

“The marking of lanes reserved for certain categories of vehicles, **including cycle lanes, shall be by means of lines which should be clearly distinguished from other continuous or broken lines on the carriageway, notably by being wider and with less space between strokes.”**

IV. Article 29

Amend the first sentence of Article 29, paragraph 2 to read:

“2. If road markings are painted, they shall be yellow or white; however, blue may be used for markings showing places where parking is permitted **but subject to some conditions or restrictions (limit of duration, payment, category of user, etc.). ...”**

V. Annex 1, Section C, chapter II

Paragraph 9 (c) (vii) of Annex 1, Section C, chapter II, is deleted.

VI. Annex 1, Section D

Amend paragraph 3 (Compulsory roundabout) to read:

“3. Sign D,3 ‘COMPULSORY ROUNDABOUT’, shall notify drivers that they must **follow the direction at the roundabout indicated by the arrows. If the roundabout is indicated by the sign D,3 together with the sign B,1 or B,2, the driver in the roundabout has priority.**”

Part II - Explanatory notes

I. Article 1 - Definitions, subparagraphs (e) bis and (e) ter

Since cyclists are a particularly vulnerable category of users, it is proposed to introduce into the Vienna Convention on Road Signs and Signals new measures to improve and favour their safety. In addition to this article, these measures concern Article 26 bis below.

In this context, it is proposed to add definitions of the concepts of “cycle lane” and “cycle track” (subparagraphs (e) bis and (e) ter) corresponding to the two forms of adaptation of the infrastructure for cycle traffic. These two definitions will at the same time be incorporated into the Vienna Convention on Road Traffic which is the subject of a separate amendment.

II. Article 13.2

Amendments to the Convention on Road Signs and Signals which entered into force on 30 November 1995 introduced a new sign E,7^b to indicate the beginning of a built-up area. The sign does not contain the name of the built-up area which is given by another sign (E,7^a, E,7^c, E,7^d), usually placed at the administrative border of a town separate from the sign E,7^b. The existing wording of Article 13, paragraph 2 of the Convention only refers to the signs with the name of the built-up area to identify the point as from which the rules applicable to the built-up area as a whole may be indicated, using the appropriate signs. This limited concept does not always correspond to the real situation and lacks consistency in relation to the content of the first sentence of Article 33 bis, paragraph 2, which puts the signs E,7^b, E,7^a, E,7^c and E,7^d on the same level.

The purpose of the proposed amendment is therefore to bring the coverage of sign E,7^b into line with that of the other three by replacing “giving the name of” by “indicating the beginning of” in Article 13, paragraph 2.

III. Article 26 bis

*The proposal adds cycle lanes to the lanes which *must* be marked on the carriageway for certain categories of vehicles.*

IV. Article 29.2

The current provisions of Article 29, *paragraph 2*, of the Vienna Convention on Road Signs and Signals (...) *state* that blue may be used for markings *on the carriageway* showing places where parking is permitted or restricted. *The scope of this provision does not match that of paragraph 9, (c), (vii) of Annex 1, Section C, chapter II*, which states that blue bands at a height of approximately 2 m on lampposts, trees, etc., bordering a carriageway, or lines on the kerb, may notify the fact that the duration of parking is limited but parking is not subject to payment. (...)

The aim of the proposed amendment is the further clarification of the use of blue markings to indicate that although parking is permitted in the places so marked, it is nevertheless subject to some conditions or restrictions (limit of duration, payment, category of user, etc.). At the same time this amendment involves the deletion of paragraph 9 (c) (vii) of Annex 1, Section C, chapter II (see below).

V. Annex 1, Section C, chapter II

The proposal is to delete paragraph 9 (c) (vii) *which becomes unnecessary because of the proposed amendment to Article 29.2.*

VI. Annex 1, Section D, paragraph 3

The lack of precision of the existing wording of paragraph 3 of Annex 1, Section D leaves the way open for differing interpretations of the rules of priority at roundabouts (drivers already in the roundabout may thus find that drivers entering the roundabout refuse to give them priority) and may lead to a risk of confusion as to the direction to follow. In response to the concerns expressed, the aim of the proposal is to specify the rules applicable to roundabouts, in particular, the signs which should be used to indicate the direction to be followed and the priority at roundabouts.
