

It shall in that case be replaced on the signs by the period of alternation, e.g., 1-15 and 16-31 for an alternation on the first and sixteenth day of each month.

(iii) Sign C, 18 may be used by States which do not adopt sign C, 19; C, 20a and C, 20b, supplemented by additional inscriptions, as provided in Article 8, paragraph 4 of this Convention.¹⁰¹

(c) (i) Except in special cases, the signs shall be so placed that their disc is perpendicular to the axis of the road, or at a slight angle to the plane perpendicular to that axis.

(ii) All the prohibitions and restrictions of parking shall apply only on the side of the carriageway on which the signs are placed.

(iii) Except as may be otherwise indicated:

On an additional panel H, 2 of section H of this annex and showing the distance over which the prohibition applies; or

In conformity with subparagraph (c) (v) of this paragraph, the prohibitions shall apply from a point level with the sign to the next point of entry of a road.

(iv) An additional panel H, 3a or H, 4a depicted in section H of this annex may be placed below the sign at the point where the prohibition begins. An additional panel H, 3b or H, 4b depicted in section H of this annex may be placed below signs repeating the prohibition. A further prohibition sign supplemented by an additional panel H, 3c or H, 4c depicted in section H of this annex may be placed at the point where the prohibition ceases to apply. Panels H, 3 shall be placed parallel to the axis of the road, and panels H, 4 perpendicular to that axis. The distances, if any, shown by panels H, 3 shall be those over which the prohibition applies in the direction of the arrow.

(v)¹⁰² If the prohibition ceases to apply before the next point of entry of a road, the sign bearing the additional end-of prohibition panel described in subparagraph (c) (iv) above shall be set up. However, where the prohibition applies only over a short distance, it shall be permissible to set up only one sign:

Showing in the red circle the distance on which it applies, or

Bearing an additional panel H, 3.

(vi) Where parking-meters are installed, their presence shall signify that parking is subject to payment and is limited to the period for which the meter operates.

(vii) *[Deleted]*

Section D

MANDATORY SIGNS

I. General characteristics and symbols

1. Mandatory signs shall be circular, except signs D, 10 described in subsection II, paragraph 10 of this section which shall be rectangular; their diameter shall be not less than 0.60m outside built-up areas and not less than 0.40 m in built-up areas. However, signs having a diameter of not less than 0.30m may be used in conjunction with traffic light signals or on bollards on traffic islands.

2. Unless provided otherwise, the signs shall be blue and the symbols shall be white or of a light colour, or, alternatively, the signs shall be white with a red rim and the symbols shall be black.¹⁰³

II. Descriptions

1. Direction to be followed¹⁰⁴

The direction in which vehicles are obliged to proceed, or the only directions in which they are permitted to proceed, shall be indicated by model D, 1a of sign D, 1, "DIRECTION TO BE FOLLOWED" on which the arrow or arrows shall point in the appropriate direction or directions. However, instead of using sign D, 1a, sign D, 1b may be used notwithstanding the provisions of subsection I of this section. Sign D, 1b shall be black with a white rim and a white symbol.

2. Pass this side

Sign D, 2 "PASS THIS SIDE", placed, notwithstanding the provisions of Article 6, paragraph 1 of this Convention, on an island or before an obstacle on the carriageway, shall mean that vehicles must pass on the side of the island or obstacle indicated by the arrow.

3. Compulsory roundabout

¹⁰¹ See also point 19 of the Annex of the European Agreement.

¹⁰² See also point 19 of the Annex of the European Agreement.

¹⁰³ See also point 20 of the Annex of the European Agreement.

¹⁰⁴ See also point 21 of the Annex of the European Agreement.

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.

4. Compulsory cycle track

Sign D, 4 "COMPULSORY CYCLE TRACK" shall notify cyclists that the track at the entrance to which it is placed is reserved for them, and shall notify the drivers of other vehicles that they are not entitled to use that track. Cyclists shall be required to use the track if the track is running along a carriageway, footpath or track for riders on horseback and leading into the same direction. However, drivers of mopeds shall also be required, in the same conditions, to use the cycle track if domestic legislation so provides or if notification of this requirement is given by an additional panel bearing an inscription or the symbol of sign C, 3d.

5. Compulsory footpath

Sign D, 5 "COMPULSORY FOOTPATH" shall notify pedestrians that the path at the entrance to which it is placed is reserved for them, and shall notify other road users that they are not entitled to use that path. Pedestrians shall be required to use the path if the path is running along a carriageway, cycle track or track for riders on horseback and leading into the same direction.

6. Compulsory track for riders on horseback

Sign D, 6 "COMPULSORY TRACK FOR RIDERS ON HORSEBACK" shall notify riders on horseback that the track at the entrance of which it is placed is reserved for them and shall notify other road users that they are not entitled to use that track. Riders on horseback shall be required to use the track if the track is running along a carriageway, cycle track or footpath and leading into the same direction.

7. Compulsory minimum speed

Sign D, 7 "COMPULSORY MINIMUM SPEED", shall mean that vehicles using the road at the entrance to which it is placed shall travel at not less than the speed specified, the figure shown on the sign shall express this speed in the unit of measurement most commonly used to express the speed of vehicles in the country concerned. After the figure specifying the speed may be added, for instance, "Km" (Kilometres) or "m" (Miles).

8. End of compulsory minimum speed

Sign D, 8 "END OF COMPULSORY MINIMUM SPEED", shall mean that the compulsory minimum speed imposed by sign D, 7 is no longer in effect. Sign D, 8 shall be identical to sign D, 7, except that it shall be crossed by an oblique red bar running from the upper right edge to the lower left edge.

9. Snow chains compulsory

Sign D, 9, "SNOW CHAINS COMPULSORY" shall mean that vehicles travelling on the road at the entrance to which it is placed shall have snow chains fitted to not less than two of their driving wheels.

10. Compulsory direction for vehicles carrying dangerous goods

Sign D, 10a; D, 10b and D, 10c shall indicate the direction in which vehicles carrying dangerous goods shall proceed.

11. Remarks concerning the combination of signs D, 4; D, 5 and D, 6

(a) Notification that a path or track is reserved to two categories of road users and prohibited to other users shall be indicated by a mandatory sign bearing the two symbols for the categories of users entitled to use the path or track at the entrance to which it is placed.

(b) When the symbols are placed side by side on the sign and separated by a vertical line through the centre of the sign, each symbol shall be understood to mean that the relevant category must use the side of the path or track reserved for that category and shall notify other road users that they are not entitled to use that side. The two sides of the path or track shall be clearly separated, by physical means or road markings.

(c) When the symbols are placed one above the other, the sign shall notify the relevant categories of users that they may jointly use the path or track. The order in which the symbols are placed shall be optional. Where necessary the precautions to be taken by both categories of users shall be laid down in domestic legislation.

Sign D, 11a and D, 11b are examples of the combination of signs D, 4 and D, 5.

Section E

SPECIAL REGULATION SIGNS

1. General characteristics and symbols

Special regulation signs are usually square or rectangular with a blue ground and a light coloured symbol or inscription, or with a light coloured ground and a dark coloured symbol or inscription.

II. Descriptions

1. Signs indicating a regulation or danger warning applying to one or more traffic lanes

Signs such as those given below shall mean that a regulation or danger warning applies only to one or more lanes, defined by longitudinal lane markings, on a multi-lane carriageway for traffic moving in the same direction. They may also indicate lanes allocated to oncoming traffic. The sign relating to the regulation or danger warning shall be shown on each of the arrows concerned:

- (i) E, 1a "COMPULSORY MINIMUM SPEED APPLYING TO DIFFERENT LANES".
- (ii) E, 1b "COMPULSORY MINIMUM SPEED APPLYING TO ONE LANE". This sign may be used as way of creating a "slow lane".
- (iii) E, 1c "SPEED LIMITS APPLYING TO DIFFERENT LANES". Borders of the circles shall be red and letters black.

2. Signs indicating lanes reserved for buses

Signs such as E, 2a and E, 2b are examples of signs showing the position of the lane reserved for buses in accordance with Article 26 bis, paragraph 2.

3. "ONE-WAY" sign

(a) Two different "ONE-WAY" signs may be set up where it is necessary to indicate a road or carriageway which is one-way:

(i) Sign E, 3a placed approximately perpendicular to the axis of the carriageway; its panel shall be square.

(ii) Sign E, 3b placed approximately parallel to the axis of the carriageway; its panel shall be an elongated rectangle the long side of which is horizontal.

The words "one way" may be inscribed on the arrow of sign E, 3b in the national language or one of the national languages of the country concerned.¹⁰⁵

(b) Signs E, 3a and E, 3b may be set up irrespective of whether prohibitory or mandatory signs are set up at the entrance to the road in question.

4. Preselection sign

Example of sign for preselection at intersections on roads with several lanes: E, 4.

5. Signs notifying an entry to or an exit from a motorway

(a) Sign E, 5a, "MOTORWAY", shall be placed at the point where the special rules to be observed on a motorway begin to apply.

¹⁰⁶ See footnote

(b) Sign E, 5b, "END OF MOTORWAY", shall be placed at the point where those rules cease to apply.

(c) Sign E, 5b may also be used and repeated to give warning of the ending of a motorway; the distance between each sign set up for this purpose and the end of the motorway shall be inscribed on the lower part of the sign.

(d) These signs shall have blue or green ground.

6. Signs notifying an entry to or exit from a road on which the traffic rules are the same as on a motorway

(a) Sign E, 6a, "ROAD FOR MOTOR VEHICLES", shall be placed at the point where special traffic rules begin to apply on roads other than motorways which are reserved for motor vehicle traffic and do not serve properties bordering on the road. An additional panel may be placed under sign E, 6a to show that, by way of exception, the access of motor vehicles to properties bordering on the road is permitted.

¹⁰⁷ See footnote

(b) Sign E, 6b, "END OF ROAD FOR MOTOR VEHICLES", may also be used and repeated to give warning of the ending of the road; the distance between each sign set up for this purpose and the end of the road shall be inscribed on the lower part of the sign.

(c) These signs shall have blue or green ground.

7. Signs indicating the beginning and the end of a built-up area¹⁰⁸

(a) The sign to indicate the beginning of a built-up area shall bear the name of the built-up area or the symbol showing the silhouette of a built-up area or the two combined. Signs E, 7a; E, 7b; E, 7c and E, 7d are examples of signs showing the beginning of a built-up area.

(b) The sign showing the end of a built-up area shall be identical except that it shall be crossed by an oblique bar coloured red or consisting of parallel lines coloured red running

¹⁰⁵ See also point 22 of the Annex of the European Agreement.

¹⁰⁶ Additional sub-paragraph introduced in the Annex of the European Agreement (see point 22)

¹⁰⁷ Additional sub-paragraph introduced in the Annex of the European Agreement (see point 22)

¹⁰⁸ See also point 22 of the Annex of the European Agreement.

from the upper right edge to the lower left edge. Signs E, 8a; E, 8b; E, 8c and E, 8d are examples of signs indicating the end of a built-up area.

Notwithstanding the provisions of Article 6, paragraph 1 of this Convention these signs may be placed on the reverse side of signs identifying a built-up area.

(c) The signs covered by this paragraph shall be used in conformity with the provisions of the Convention, Article 13 bis, paragraph 2.

8. Signs having zonal validity

(a) Beginning of a zone

(i) To indicate that a sign applies to all roads in a zone (zonal validity), the sign shall be displayed on a rectangular panel with a light-coloured ground. The word "ZONE" or its equivalent in the national language may be displayed above or below the sign on the panel. Specific details of the restrictions, prohibitions or obligations indicated by the sign may be given below the sign on the panel or on an additional panel.

Signs applying to all roads in a zone (zonal validity) shall be set up at all roads giving access to the zone concerned. The zone preferably should only include roads which have similar characteristics.

(ii) Signs E, 9a; E, 9b; E, 9c and E, 9d are examples of signs applying to all roads in a zone (zonal validity):

E, 9a - Zone in which parking is prohibited;

E, 9b - Zone in which parking is prohibited at certain times;

E, 9c - Parking zone;

E, 9d - Maximum speed zone.

(b) Exit from a zone

(i) To indicate the exit from a zone in which a sign has zonal validity, the same sign displayed on a rectangular panel shall be set up as that placed at the entry to the zone but it shall be grey on a rectangular panel with a light coloured ground. A black or dark grey diagonal band or parallel grey or black lines forming such a band shall slope downwards across the sign from right to left.

Signs indicating the exit from a zone shall be set up on all roads which may be used to leave that zone.

(ii) Signs E, 10a; E, 10c and E, 10d are examples of signs indicating the exit from a zone in which a sign applies to all roads (zonal validity):

E, 10a - End of zone in which parking is prohibited;

E, 10b - End of zone in which parking is prohibited at certain times;

E, 10c - End of parking zone;

E, 10d - End of maximum speed zone.

9. Signs notifying the entry to or exit from a tunnel where special rules apply

(a) Sign E, 11a 'TUNNEL' indicates a section of road passing through a tunnel and on which special traffic rules apply. It is placed at the point from which these rules apply.

(b) In order to warn road users in advance, sign E, 11a may be placed in addition at a suitable distance before the point where the special rules apply; such sign shall show, either in its lower part, or on an additional panel H, 1, as described in section H of this Annex, the distance between the point at which it is set up and the point from which these special rules apply.

(c) Sign E, 11b 'END OF TUNNEL' may be placed at the point from which the special rules no longer apply.

10. "PEDESTRIAN CROSSING" sign¹⁰⁹

(a) Sign E, 12a, "PEDESTRIAN CROSSING", is used to show pedestrians and drivers the position of a pedestrian crossing. The ground of the panel shall be blue or black, the triangle white or yellow and the symbol black or dark blue; the symbol displayed shall be symbol A, 12.

(b) However, the sign E, 12b, having the shape of an irregular pentagon, a blue ground and a white symbol or the sign E, 12c, having a dark ground and white symbol may also be used.

11. "HOSPITAL" sign

(a) This sign shall be used to notify drivers of vehicles that they should take the precautions required near medical establishments; in particular, that they should not make any unnecessary noise. There are two models of this sign: E, 13a and E, 13b.

(b) The red cross on sign E, 13b may be replaced by one of the symbols referred to in section F, subsection II, paragraph 1.

12. "PARKING" sign

¹⁰⁹ See also point 22 of the Annex of the European Agreement.

(a) Sign E, 14a, "PARKING", which may be set up parallel to the axis of the road, shall indicate places where the parking of vehicles is authorized. The panel shall be square¹¹⁰. It shall bear the letter or ideogram used in the State concerned to denote "Parking". The ground of this sign shall be blue.

(b) The direction in which the parking place lies or the categories of vehicle for which it is reserved may be shown on the sign itself or on an additional panel below the sign. Such inscriptions may also limit the period for which parking is permitted or indicate that public transport is accessible from the parking place by means of a "+" sign followed by an indication of the type of transport, in word or symbol form.

Signs E, 14b and E, 14c are examples of the signs which may be used to indicate a car park more particularly intended for vehicles whose drivers wish to use a means of public transport.

13. Signs notifying a bus or tramway stop

E, 15 "BUS STOP" and E, 16 "TRAMWAY STOP".

¹¹¹ See footnote

14. Signs indicating a stopping place in case of emergency or danger

Sign E, 18¹¹² "EMERGENCY STOPPING PLACE" indicates a place which shall only be used by drivers for stopping or parking in case of emergency or danger. If this stopping place is equipped with an emergency telephone and/or an extinguisher, the sign shall bear the symbols F, 14 and/or F, 15¹¹³ either in its lower part or on a rectangular panel placed below the sign. This sign has two models, E, 18a¹¹⁴ and E, 18b¹¹⁵.

Section F

INFORMATION, FACILITIES OR SERVICE SIGNS

I. General characteristics and symbols

1. "F" signs shall have a blue or green ground; they shall bear a white or yellow rectangle on which the symbol shall be displayed.

2. On the blue or green band at the bottom of the sign, the distance to the facility indicated, or to the entry to the road leading to it, may be inscribed in white; on the sign bearing symbol F, 5 the word "HOTEL" or "MOTEL" may be inscribed in the same way. The signs may also be set up at the entry to the road leading to the facility and may then bear a white directional arrow on the blue or green part at the bottom.

The symbol shall be black or dark blue, except symbols F, 1a, F, 1b, F, 1c and F, 18¹¹⁶, which shall be red. The symbol F, 17¹¹⁷ may be red.

II. Descriptions

1. "FIRST-AID STATION" symbol¹¹⁸

The symbols depicting first-aid stations in the States concerned shall be used. These symbols shall be red. Examples of these symbols are F, 1a, F, 1b and F, 1c.

2. Miscellaneous symbols

F, 2 "BREAKDOWN SERVICE"

F, 3 "TELEPHONE"

F, 4 "FILLING STATION"

F, 5 "HOTEL or MOTEL"

F, 6 "RESTAURANT"

F, 7 "REFRESHMENTS OR CAFETERIA"

F, 8 "PICNIC SITE"

F, 9 "STARTING-POINT FOR WALKS"

F, 10 "CAMPING SITE"

F, 11 "CARAVAN SITE"

F, 12 "CAMPING AND CARAVAN SITE"

F, 13 "YOUTH HOSTEL"

¹¹⁰ See also point 22 of the Annex of the European Agreement.

¹¹¹ Additional paragraph introduced in the Annex of the European Agreement (see point 22).

¹¹² See corrigendum ECE/TRANS/WP.1/2003/3/Rev.4/Corr.1. The number previously attributed was E,

17

¹¹³ See footnotes 63 and 64

¹¹⁴ See corrigendum ECE/TRANS/WP.1/2003/3/Rev.4/Corr.1. The number previously attributed was E,

17a

¹¹⁵ See corrigendum ECE/TRANS/WP.1/2003/3/Rev.4/Corr.1. The number previously attributed was E,

17b

¹¹⁶ See footnote No 66

¹¹⁷ See footnote No 65

¹¹⁸ See also point 23 of the Annex of the European Agreement.

- F, 14¹¹⁹ See footnote
 F, 15¹²⁰ See footnote
 F, 16¹²¹ See footnote
 F, 17¹²² "EMERGENCY TELEPHONE"
 F, 18¹²³ "EXTINGUISHER"
¹²⁴ See footnote

Section G

DIRECTION, POSITION OR INDICATION SIGNS

I. General characteristics and symbols

1. Informative signs are usually rectangular; however, direction signs may be in the shape of an elongated rectangle with the longer side horizontal, terminating in an arrowhead.
2. Informative signs shall bear either white or light-coloured symbols or inscriptions on a dark ground, or dark-coloured symbols or inscriptions on a white or light-coloured ground; the colour red may be used only exceptionally and must never predominate.
3. Advance direction signs or direction signs relating to motorways or roads treated as motorways shall bear white symbols or inscriptions on a blue or green ground. On such signs the symbols used on signs E, 5a and E, 6a may be reproduced on reduced scale.
4. Signs indicating temporary conditions such as road works, diversions or detours may have orange or yellow ground with black symbols and inscriptions.
5. On signs G, 1; G, 4; G, 5; G, 6 and G, 10 it is recommended to show place names in the language of the country, or subdivision thereof, where the localities referred to are situated.

II. Advance direction signs

1. General case

Examples of advance direction signs: G, 1a; G, 1b and G, 1c.

2. Special cases

- (a) Examples of advance direction signs for "NO THROUGH ROAD": G, 2a and G, 2b.¹²⁵
 (b) Example of advance direction sign for route to be followed in order to turn left, where a left turn at the next intersection is prohibited: G, 3.

NOTE: Advance direction signs G, 1 may bear the symbols used on other signs informing road users of the characteristics of the route or of traffic conditions (for example: signs A, 2; A, 5; C, 3e; C, 6; E, 5a; F, 2).

III. Direction signs

1. Examples of signs showing the direction of a place: G, 4a; G, 4b; G, 4c and G, 5.¹²⁶
 2. Examples of signs showing the direction of an airfield: G, 6a; G, 6b and G, 6c.¹²⁷
 3. Sign G, 7 shows the direction of a camping site.
 4. Sign G, 8 shows the direction of a youth hostel.
 5. Examples of signs showing the direction of a car parking more particularly intended for vehicles whose drivers wish to use means of public transport: G, 9a and G, 9b. The type of public transport may be indicated on the sign by an inscription or symbol.
- NOTE: Direction signs G, 4; G, 5 and G, 6 may bear the symbols used on other signs informing road users of the characteristics of the route or traffic conditions (for example: signs A, 2; A, 5; C, 3e; C, 6; E, 5a; F, 2)

IV. Confirmatory signs

Sign G, 10 is an example of a confirmatory sign.

Notwithstanding the provisions of Article 6, paragraph 1, of this Convention, this sign may be placed on the reverse side of another sign intended for traffic proceeding in the opposite direction.

V. Indication signs

1. Signs indicating the number and direction of traffic lanes

¹¹⁹ See also point 23 of the Annex of the European Agreement.
¹²⁰ See also point 23 of the Annex of the European Agreement.
¹²¹ See also point 23 of the Annex of the European Agreement.
¹²² See corrigendum ECE/TRANS/WP.1/2003/3/Rev.4/Corr.1. The number previously attributed was F, 14.
¹²³ See corrigendum ECE/TRANS/WP.1/2003/3/Rev.4/Corr.1. The number previously attributed was F, 15.
¹²⁴ Additional text introduced in the Annex of the European agreement (see point 23).
¹²⁵ See also point 24 of the Annex of the European Agreement.
¹²⁶ See also point 25 of the Annex of the European Agreement.
¹²⁷ See also point 25 of the Annex of the European Agreement.

Signs such as G, 11a; G, 11b and G, 11c shall be used to notify drivers on the number and direction of traffic lanes. They must comprise the same number of arrows as the number of lanes allocated to traffic in the same direction; they may also indicate lanes allocated to oncoming traffic.

2. Signs indicating closure of a traffic lane

Signs such as G, 12a and G, 12b shall indicate to drivers closure of a traffic lane.

3. "NO THROUGH ROAD" sign¹²⁸

Sign G, 13, "NO THROUGH ROAD", placed at the entry to a road, shall mean that there is no throughway.

4. "GENERAL SPEED LIMITS" sign

Sign G, 14, "GENERAL SPEED LIMITS", shall be used, especially near national frontiers, to notify the general speed limits in force in a country or in a subdivision of that country. The name or distinguishing sign of the country, possibly accompanied by the national emblem, shall be placed at the top of the sign. On the sign the general speed limits in force in a country will be shown in the following order: (1) in built-up areas; (2) outside built-up areas; (3) on motorways. If appropriate, the symbol of sign E, 6a, "Road for motor vehicles", may be used to indicate the general speed limit on roads for motor vehicles.

The border of the sign and its upper part shall be in blue; the country name and the ground of the three squares shall be in white. The symbols used in the upper and central squares shall be in black and the symbol in the central square shall have an oblique red line across it.

5. "ROAD OPEN OR CLOSED" sign

(a) Sign G, 15, "ROAD OPEN OR CLOSED", shall be used to show whether a mountain road, particularly a section leading over a pass, is open or closed; the sign shall be placed at the entry to the road or roads leading to the section in question.

The name of the section of road (or pass) shall be inscribed in white. On the sign shown, the name "Furka" is given as an example.

Panels 1, 2 and 3 shall be removable.

(b) If the section of road is closed, panel 1 shall be red and shall bear the inscription "CLOSED"; if the section is open, panel 1 shall be green and shall bear the inscription "OPEN". The inscriptions shall be in white and preferably in several languages.

(c) Panels 2 and 3 shall have a white ground with inscriptions and symbols in black. If the section of road is open, panel 3 shall remain blank and panel 2, according to the state of the road, shall either be blank, or display sign D, 9, "SNOW CHAINS COMPULSORY", or display symbol G, 16, "CHAINS OR SNOW TYRES RECOMMENDED". This symbol shall be black.

If the section of road is closed, panel 3 shall show the name of the place up to which the road is open and panel 2 shall display, according to the state of the road, either the inscription "OPEN AS FAR AS", or symbol G, 16, or sign D, 9.

6. "ADVISORY SPEED" sign

Sign G, 17 "ADVISORY SPEED" shall be used to show the speed at which it is advisable to drive if circumstances permit and if the driver is not required to comply with a lower limit specific to his category of vehicle. The figure or range of figures appearing on the sign shall indicate the speed in the unit of measurement most commonly used to express the speed of vehicles in the country concerned. This unit may be specified on the sign.

7. Sign notifying advised itinerary for heavy vehicles

G, 18 "ADVISED ITINERARY FOR HEAVY VEHICLES"

8. Sign notifying an escape lane

Sign G, 19 "ESCAPE LANE" shall be used to indicate an escape lane on steep descent. This sign, with a plate showing distance to the escape lane, should be placed in conjunction with sign A, 2 at the top of the descent, where the danger zone begins and at the entry to the escape lane. Depending on the length of the descent the sign should be repeated as necessary, again with a distance plate.

The symbol may be varied corresponding to the siting of the escape lane in relation to the road concerned.

9. Signs notifying a pedestrian overpass or underpass

(a) Sign G, 20 is used to indicate a pedestrian overpass or underpass.

(b) Sign G, 21 is used to indicate an overpass or underpass without steps. The symbol for handicapped persons may also be used on this sign.

10. Signs notifying an exit from a motorway

¹²⁸ See also point 26 of the Annex of the European Agreement.

Signs G, 22a; G, 22b and G, 22c are examples of advance signs for notifying an exit from a motorway. These signs shall bear the indication of a distance to the exit from a motorway, as determined by domestic legislation, provided that signs bearing respectively one and two oblique bars are set up at one third and two thirds of the distance between the sign bearing three oblique bars and the exit from a motorway.

11. Signs indicating emergency exits

- (a) The signs G, 23a and G, 23b indicate the location of emergency exits.
- (b) The signs G, 24a, G, 24b and G, 24c are examples of signs to indicate the direction and distance of the nearest emergency exits. In tunnels, they shall be placed at a maximum distance of 50m apart and at a height of 1 to 1.5m on the sidewalls.
- (c) The signs G, 23 and G, 24 have a green ground and the symbols, arrows and distance indications are white or of a light colour.

Section H ADDITIONAL PANELS

1. These panels shall have either a white or yellow ground and a black, dark blue or red rim, in which case the distance or length or symbol shall be inscribed in black or dark blue; or a black or dark blue ground and a white, yellow or red rim, in which case the distance or length or symbol shall be inscribed in white or yellow.

¹²⁹ See footnote

2. (a) Additional panels H, 1 show the distance from the sign to the beginning of the dangerous section of road or of the zone to which the regulation applies.

(b) Additional panels H, 2 show the length of the dangerous section of road or of the zone to which the regulation applies.

(c) Additional panels are placed under the signs. However, in the case of danger warning signs of model Ab, the information to be given on the additional panels may be inscribed on the lower part of the sign.

3. The additional panels H, 3 and H, 4 concerning parking prohibitions or restrictions are of models H, 3a; H, 3b and H, 3c and H, 4a; H, 4b and H, 4c respectively. (See: section C, para. 9 (c) of this annex).

4. Regulatory signs may be restricted to particular road users by displaying the symbol for their category. For example: H, 5a and H, 5b.

In cases where the regulatory sign is to be regarded as not applying to a certain category of road users this is indicated by the symbol for their category and by the term "except" in the language of the particular country. For example: H, 6. If necessary the symbol may be replaced by an inscription in that language.

5. To indicate parking space reserved for handicapped persons, panel H, 7 should be used with signs C, 18 or E, 14.

6. The additional panel H, 8 displays a diagram of the intersection in which broad strokes indicate priority roads and thin strokes indicate the roads on which signs B, 1 or B, 2 are set up.

7. To indicate that the section of road ahead is slippery because of ice or snow the additional panel H, 9 should be used.

NOTE APPROPRIATE TO THE WHOLE OF ANNEX I: In countries where traffic keeps to the left, signs and/or symbols shall be reversed as appropriate.

¹²⁹ Additional paragraph introduced in the Annex of the European Agreement (see point 27).

Annex 2
ROAD MARKINGS
 Chapter I
 GENERAL

1. Road surface markings (road markings) should be of non-skid materials and should not protrude more than 6 mm above the level of the carriageway. Studs or similar devices used for marking should not protrude more than 1.5 cm above the level of the carriageway (or more than 2.5 cm in the case of studs incorporating reflex reflectors); they should be used in accordance with road traffic safety requirements.

Chapter II
LONGITUDINAL MARKINGS

A. DIMENSIONS

- 2.¹³⁰ The width of continuous or broken lines used for longitudinal markings should be at least 0.10m.
3. The distance between two adjacent longitudinal lines (double line) should be between 0.10m and 0.18m.
4. A broken line shall consist of strokes of equal length separated by uniform gaps. The speed of vehicles on the section of road or in the area in question should be taken into account in determining the length of the strokes and of the gaps between them.
- 5.¹³¹ Outside built-up areas a broken line should consist of strokes between 2m and 10m long. The length of the strokes forming the approach line referred to in paragraph 23 of this Annex should be from two to three times the length of the gaps.
- 6.¹³² In built-up areas, the length and spacing of the strokes should be less than they are outside built-up areas. The strokes may be reduced to 1 m. On certain main urban arteries where traffic moves fast, however, the characteristics of longitudinal markings may be the same as outside built-up areas.

B. TRAFFIC LANE MARKINGS¹³³

7. Traffic lanes shall be marked by broken lines, by continuous lines or by other appropriate means.
- (i) Outside built-up areas
8. On two-way roads having two lanes, the centre line of the carriageway should be indicated by a longitudinal marking.¹³⁴ This marking shall normally consist of a broken line. Continuous lines should only be used for this purpose in special circumstances.
- 9.¹³⁵ On three-lane roads, the lanes should, as a general rule, be indicated by broken lines along sections where visibility is normal. In specific cases and in order to ensure greater traffic safety, continuous lines or broken lines adjacent to continuous lines may be used.
- 10.¹³⁶ On carriageways having more than three traffic lanes, the two directions of traffic should be separated by one continuous line or by two continuous lines, except in cases where the direction of traffic in the central lanes can be reversed. In addition, the traffic lanes should be marked by broken lines (diagrams 1a and 1b).

(ii) In built-up areas

- 11.¹³⁷ In built-up areas, the recommendations contained in paragraphs 8 to 10 of this Annex are applicable to two-way streets and to one-way streets with at least two traffic lanes.

¹³⁸ See footnote

12. Traffic lanes should be marked at points where the width of the roadway is reduced by kerbs, islands or directional islands.

13. At the approaches to major intersections (especially intersections where traffic is controlled), where the width is sufficient for two or more lines of vehicles, traffic lanes should be marked as shown in diagrams 2 and 3¹³⁹. In such cases, the lines marking the lanes may be supplemented with arrow markings (see para. 39 of this Annex).

¹⁴⁰ See footnote

¹³⁰ See also point 7 of the Annex of the Protocol on Road Markings

¹³¹ See also point 7 of the Annex of the Protocol on Road Markings

¹³² See also point 7 of the Annex of the Protocol on Road Markings

¹³³ See also point 7 of the Annex of the Protocol on Road Markings

¹³⁴ See also point 7 of the Annex of the Protocol on Road Markings.

¹³⁵ See also point 7 of the Annex of the Protocol on Road Markings.

¹³⁶ See also point 7 of the Annex of the Protocol on Road Markings.

¹³⁷ See also point 7 of the Annex of the Protocol on Road Markings.

¹³⁸ Additional paragraph inserted in the Annex of the Protocol on Road Markings (see point 7).

¹³⁹ See also point 7 of the Annex of the Protocol on Road Markings.

¹⁴⁰ Additional paragraph inserted in the Annex of the Protocol on Road Markings (see point 7).

C. Markings for particular situations

(i) Use of continuous lines

14. In order to improve traffic safety, the broken centre lines at certain intersections (diagram 4) should be replaced or supplemented by a continuous line (diagrams 5 and 6)¹⁴¹.

15.¹⁴² When it is necessary to prohibit the use of the part of the carriageway reserved for oncoming traffic at places where the range of vision is restricted (hill crest, bend in the road, etc.) or on sections where the carriageway is narrow or has some other peculiarity, restrictions should be imposed on sections where the range of vision is less than a certain minimum M, by means of a continuous line laid out in accordance with diagrams 7a to 16¹⁴³. In countries where the design of motor vehicles justifies it, the eye level of 1 m indicated in diagrams 7a to 10a may be raised to

1.20m.

16.¹⁴⁴ The value to be adopted for M varies with road conditions. Diagrams 7a, 7b, 8a, 8b, 8c and 8d show, for two- and three-lane roads respectively, the design of the lines at a hill crest with a restricted range of vision. These diagrams correspond to the longitudinal section at the top of the same page and to a distance M specified in paragraph 24 below: A (or D) is the point where the range of vision becomes less than M, while C (or B) is the point where the range of vision again begins to exceed M¹⁴⁵.

17.¹⁴⁶ Where the sections AB and CD overlap, i.e. when forward visibility in both directions becomes greater than M before the crest of the hill is reached, the lines should be arranged in the same way, but the continuous lines alongside a broken line should not overlap. This is indicated in diagrams 9, 10a and 10b.

18.¹⁴⁷ Diagrams 11a and 11b show the position of the lines for the same case on a curve with restricted range of vision on a two-lane road.

19.¹⁴⁸ On three-lane roads two methods are possible. These are shown in diagrams 8a, 8b, 8c and 8d (or 10a and 10b). Diagram 8a (or 8b or 10a) should be used on roads carrying a substantial proportion of two-wheeled vehicles and diagrams 8c and 8d (or 10b) where the traffic consists mainly of four-wheeled vehicles. Diagram 11c shows the arrangement of the lines for the same case on a curve with restricted range of vision on a three-lane road.

20.¹⁴⁹ Diagrams 12, 13 and 14 show the lines which indicate narrowing of the carriageway.

21.¹⁵⁰ In diagrams 8a, 8b, 8c, 8d, 10a and 10b, the inclination of the oblique transition lines to the centre line should not exceed 1/20.

22. In diagrams 13 and 14 which show the lines used to indicate a change in width of the available carriageway, as well as in diagrams 15, 16 and 17 which show obstacles necessitating a deviation from the continuous line (s), the inclination of the line (s) should preferably be less than 1/50 on fast roads and less than 1/20 on roads where speeds do not exceed 50km/h (30m.p.h.).¹⁵¹

In addition, the oblique continuous lines should be preceded, in the direction to which they apply, by a continuous line parallel to the centre line of the roadway, the length of the continuous line being the distance covered in one second at the driving speed adopted.

23.¹⁵² When it is not necessary to mark the traffic lanes by broken lines on a normal section of road, the continuous line should be preceded by an approach line consisting of a broken line, for a distance of at least 50m, depending on the normal speed of the vehicles using the

¹⁴¹ See also point 7 of the Annex of the Protocol on Road Markings.

¹⁴² See also point 7 of the Annex of the Protocol on Road Markings.

¹⁴³ The definition of range of vision used in this paragraph is the distance at which an object 1 metre (3ft. 4in.) above the surface of the carriageway can be seen by an observer on the road whose eye is also 1 metre (3ft. 4in.) above the carriageway.

¹⁴⁴ See also point 7 of the Annex of the Protocol on Road Markings.

¹⁴⁵ The marking between A and D shown in diagrams 7a and 7b may be replaced by a single continuous centre line, without a broken line alongside, preceded by a broken centre line consisting of at least three strokes. Nevertheless, this simplified arrangement should be used with caution and only in exceptional cases, since it prevents the driver from overtaking for a certain distance even though the range of vision is adequate. It is desirable to avoid using both methods on the same route or on the same type of route in the same area, as this may lead to confusion.

¹⁴⁶ See also point 7 of the Annex of the Protocol on Road Markings.

¹⁴⁷ See also point 7 of the Annex of the Protocol on Road Markings.

¹⁴⁸ See also point 7 of the Annex of the Protocol on Road Markings.

¹⁴⁹ See also point 7 of the Annex of the Protocol on Road Markings.

¹⁵⁰ See also point 7 of the Annex of the Protocol on Road Markings.

¹⁵¹ See also point 7 of the Annex of the Protocol on Road Markings.

¹⁵² See also point 7 of the Annex of the Protocol on Road Markings.

road. Where the traffic lanes are marked by broken lines on a normal section of road, the continuous line should also be preceded by an approach line for a distance of at least 50m, depending on the normal speed of the vehicles using the road. The marking may be supplemented by one or more arrows showing drivers which lane they should take.

(ii) Conditions for the use of continuous lines

24. The choice of range of vision to be used in determining the sections on which a continuous line is or is not desirable, and the choice of the length of the line, is bound to be a compromise. The following table gives the recommended value of M for various approach speeds:¹⁵³

Approach speed	Range of values of M
100 km/h (60 m.p.h.)	160 m to 320 m
80 km/h (50 m.p.h.)	130 m to 260 m
65 km/h (40 m.p.h.)	90 m to 180 m
50 km/h (30 m.p.h.)	60 m to 120 m

25. For speeds not given in the preceding table the value of M should be calculated by interpolation or extrapolation.

D. Border lines indicating the limits of the carriageway

26. The limits of the carriageway shall preferably be marked by continuous lines. Studs, buttons or reflex reflectors may be used in conjunction with these lines.¹⁵⁴

E. Marking of obstructions

27.¹⁵⁵ Diagrams 15, 16 and 17 show the markings to be used near an island or any other obstruction on the carriageway.

F. Guidelines for turning vehicles

28.¹⁵⁶ At certain intersections it is desirable to show drivers how to turn left, in countries with right-hand traffic, or how to turn right in countries with left-hand traffic.

G. Road markings for a lane reserved for certain categories of vehicle

28 bis. The marking of lanes reserved for certain categories of vehicle shall be by means of lines which should be clearly distinguished from other continuous or broken lines of the carriageway, notably by being wider and with less space between strokes. With respect to a lane reserved primarily for buses, the word "BUS" or the letter "A" shall be marked on the reserved lane wherever necessary and specifically at the beginning of the lane and after intersections. Diagrams 28a and 28b show examples of markings for a lane reserved for regular public transport service vehicles.

Chapter III TRANSVERSE MARKINGS

A. GENERAL

29. Because of the angle at which the driver sees markings on the carriageway, transverse markings shall be wider than longitudinal markings.

B. STOP LINES

30. The minimum width of a stop line shall be 0.20m and the maximum 0.60m. A width of 0.30m is recommended.¹⁵⁷

31. When used in conjunction with a STOP sign, the stop line should be placed in such a position that a driver who stops immediately behind the line has the clearest possible view of the traffic on the other arms of the intersection consistent with the requirements of other vehicular and pedestrian traffic.

32.¹⁵⁸ Stop lines may be supplemented by longitudinal lines (diagrams 18 and 19). They may also be supplemented by the word "STOP" inscribed on the carriageway as shown in the examples given in diagrams 20 and 21. The distance between the top of the letters of the word "STOP" and the stop line should be between 2m and 25m.

C. LINES INDICATING POINTS AT WHICH DRIVERS MUST GIVE WAY

33.¹⁵⁹ The minimum width of these lines should be 0.20m and the maximum width 0.60m; if there are two lines, the distance between them should be at least 0.30m. The line may be replaced by triangles marked side by side on the ground with their vertices pointing towards

¹⁵³ The approach speed used in this calculation is the speed which 85 per cent of the vehicles do not exceed, or the design speed if it is higher.

¹⁵⁴ Additional sentences introduced in the Annex of the Protocol on Road Markings (see point 7).

¹⁵⁵ See also point 7 of the Annex of the Protocol on Road Markings.

¹⁵⁶ See also point 7 of the Annex of the Protocol on Road Markings.

¹⁵⁷ See also point 7 of the Annex of the Protocol on Road Markings.

¹⁵⁸ See also point 7 of the Annex of the Protocol on Road Markings.

¹⁵⁹ See also point 7 of the Annex of the Protocol on Road Markings.

the driver who is required to give way. The bases of these triangles should measure at least 0.40m but not more than 0.60m and their height should be at least 0.60m but not more than 0.70m.

34. Transverse marking (s) should be placed in the same positions as the stop lines referred to in paragraph 31 of this Annex.

35. ¹⁶⁰The marking (s) referred to in paragraph 34 above may be supplemented by a triangle drawn on the carriageway as shown in the example given in diagram 22. The distance between the base of the triangle and the transverse marking should be between 2m and 25m. The base of the triangle shall be at least 1m; its height shall be three times its base.

36. This transverse marking may be supplemented by longitudinal lines.

D. PEDESTRIAN CROSSINGS

37. ¹⁶¹The space between the stripes marking a pedestrian crossing should be at least equal to the width of the stripes and not more than twice that width; the width of a space and a stripe together should be between 1m and 1.40m. The minimum width recommended for pedestrian crossings is 2.5m on roads on which the speed limit is 60km/h, and 4m on roads in which the speed limit is higher or there is no speed limit.

E. CYCLIST CROSSINGS

38. ¹⁶²Cyclist crossings should be indicated by two broken lines. The broken line should preferably be made up of squares (0.40-0.60) x (0.40-0.60) m. The distance between the squares should be 0.40-0.60m. The width of the crossings should be not less than 1.80m. Studs and buttons are not recommended.

Chapter IV OTHER MARKINGS

A. ARROW MARKINGS

39. ¹⁶³On roads having sufficient traffic lanes to separate vehicles approaching an intersection, the lanes which traffic should use may be indicated by arrow markings on the surface of the carriageway (diagrams 2, 3, 19 and 23). Arrows may also be used on a one-way road to confirm the direction of traffic. The arrow should not be less than 2 m long. They may be supplemented by word markings on the carriageway.

B. OBLIQUE PARALLEL LINES

40. ¹⁶⁴Diagrams 24 and 25 give examples of areas which vehicles should not enter.

C. WORD MARKINGS

41. Word markings on the carriageway may be used for the purpose of regulating traffic or warning or guiding road users. The words used should preferably be either place names, highway numbers or words which are easily understandable internationally (e.g. "Stop", "Bus", "Taxi").

42. ¹⁶⁵The letters should be considerably elongated in the direction of traffic movement because of the small angle at which they are seen by approaching drivers (diagram 20).

43. ¹⁶⁶Where approach speeds exceed 50km/h (30 m.p.h.), the letters should be at least 2.5m in height.

D. STANDING AND PARKING REGULATIONS

44. Standing and parking restrictions may be indicated by markings on the kerbs or on the carriageway. Parking space limits may be indicated on the surface of the carriageway by appropriate lines.

E. MARKINGS ON THE CARRIAGEWAY AND ON ADJACENT STRUCTURES

(i) Markings indicating parking restrictions

45. ¹⁶⁷Diagram 26 gives an example of a zigzag line.

(ii) Marking of obstructions

46. ¹⁶⁸Diagram 27 gives an example of a marking on an obstacle.

¹⁶⁰ See also point 7 of the Annex of the Protocol on Road Markings.

¹⁶¹ See also point 7 of the Annex of the Protocol on Road Markings.

¹⁶² See also point 7 of the Annex of the Protocol on Road Markings.

¹⁶³ See also point 7 of the Annex of the Protocol on Road Markings.

¹⁶⁴ See also point 7 of the Annex of the Protocol on Road Markings.

¹⁶⁵ See also point 7 of the Annex of the Protocol on Road Markings.

¹⁶⁶ See also point 7 of the Annex of the Protocol on Road Markings.

¹⁶⁷ See also point 7 of the Annex of the Protocol on Road Markings.

¹⁶⁸ See also point 7 of the Annex of the Protocol on Road Markings.

PART II
EUROPEAN AGREEMENT SUPPLEMENTING THE CONVENTION ON ROAD SIGNS AND
SIGNALS OF 1968
DONE AT GENEVA ON 1 MAY 1971

*(Consolidated version**)*

** Including the amendments to the European Agreement which entered into force on 27 November 1995 (marked in the margin with a single line), and the amendments which entered into force on 28 March 2006 (marked in the margin with a double line).

EUROPEAN AGREEMENT SUPPLEMENTING THE CONVENTION ON ROAD SIGNS AND
SIGNALS OPENED FOR SIGNATURE AT VIENNA ON 8 NOVEMBER 1968

The contracting parties, being also parties to the convention on road signs and signals opened for signature at Vienna on 8 November 1968, desiring to achieve greater uniformity in the rules governing road signs, signals and symbols and road markings in Europe, have agreed as follows:

Article 1

The Contracting Parties, being also Parties to the Convention on Road Signs and Signals opened for signature at Vienna on 8 November 1968, shall take appropriate measures to ensure that the system of road signs and signals and of road markings applied in their territories conforms to the provisions of the annex to this Agreement.

Article 2

1. This Agreement shall be open until 30 April 1972 for signature by States which are signatories to the Convention on Road Signs and Signals opened for signature at Vienna on 8 November 1968, or have acceded thereto, and are either members of the United Nations Economic Commission for Europe or have been admitted to the Commission in a consultative capacity in conformity with paragraph 8 of the terms of reference of the Commission.
2. This Agreement shall be subject to ratification after the State concerned has ratified the Convention on Road Signs and Signals opened for Signature at Vienna on 8 November 1968, or has acceded thereto. The instruments of ratification shall be deposited with the Secretary-General of the United Nations.
3. This Agreement shall remain open for accession by any of the States referred to in paragraph 1 of this article which are Parties to the Convention on Road Signs and Signals opened for signature at Vienna on 8 November 1968. The instruments of accession shall be deposited with the Secretary-General.

Article 3

1. Any State may, at the time of signing or ratifying this Agreement, or of acceding thereto, or at any time thereafter, declare by notification addressed to the Secretary-General that the Agreement shall become applicable to all or any of the territories for the international relations of which it is responsible. The Agreement shall become applicable to the territory or territories named in the notification thirty days after the receipt of the notification by the Secretary-General or on the date of entry into force of the Agreement for the State making the notification, whichever is the later.
2. Any State which has made a declaration under paragraph 1 of this article may at any time thereafter declare by notification addressed to the Secretary-General that the Agreement shall cease to be applicable to the territory named in the notification and the Agreement shall cease to be applicable to such territory one year from the date of receipt by the Secretary-General of the notification.

Article 4

1. This Agreement shall enter into force twelve months after the date of deposit of the tenth instrument of ratification or accession.
2. For each State ratifying, or acceding to, this Agreement after the deposit of the tenth instrument of ratification or accession, the Agreement shall enter into force twelve months after the date of deposit by such State of its instrument of ratification or accession.
3. If the date of entry into force applicable in pursuance of paragraphs 1 and 2 of this article precedes that resulting from the application of Article 39 of the Convention on Road Signs and Signals opened for signature at Vienna on 8 November 1968, this Agreement shall enter into force within the meaning of paragraph 1 of this article on the later of those two dates.

Article 5

Upon its entry into force, this Agreement shall terminate and replace, in relations between the Contracting Parties, the provisions concerning the Protocol on Road Signs and Signals contained in the European Agreement supplementing the Convention on Road Traffic and the Protocol on Road Signs and Signals of 1949, signed at Geneva on 16 September 1950, the Agreement on Signs for Road Works signed at Geneva on 16 December 1955, and the European Agreement on Road Markings signed at Geneva on 13 December 1957.

Article 6

1. After this Agreement has been in force for twelve months, any Contracting Party may propose one or more amendments to the Agreement. The text of any proposed amendment, accompanied by an explanatory memorandum, shall be transmitted to the Secretary-General, who shall communicate it to all Contracting Parties. The Contracting Parties shall have the opportunity of informing him within a period of twelve months following the date of its circulation whether they: (a) accept the amendment; or (b) reject the amendment; or (c) wish that a conference be convened to consider the amendment. The Secretary-General shall also transmit the text of the proposed amendment to the other States referred to in article 2 of this Agreement.

2. (a) Any proposed amendment communicated in accordance with paragraph 1 of this article shall be deemed to be accepted if within the period of twelve months referred to in the preceding paragraph less than one-third of the Contracting Parties inform the Secretary-General that they either reject the amendment or wish that a conference be convened to consider it. The Secretary-General shall notify all Contracting Parties of each acceptance or rejection of any proposed amendment and of requests that a conference be convened. If the total number of such rejections and requests received during the specified period of twelve months is less than one-third of the total number of Contracting Parties, the Secretary-General shall notify all Contracting Parties, that the amendment will enter into force six months after the expiry of the period of twelve months referred to in paragraph 1 of this article for all Contracting Parties except those which, during the period specified, have rejected the amendment or requested the convening of a conference to consider it.

(b) Any Contracting Party which, during the said period of twelve months, has rejected a proposed amendment or requested the convening of a conference to consider it may at any time after the end of such period notify the Secretary-General that it accepts the amendment, and the Secretary-General shall communicate such notification to all other Contracting Parties. The amendment shall enter into force, with respect to the Contracting Party which has notified its acceptance, six months after the date on which the Secretary-General received the notification.

3. If a proposed amendment has not been accepted in accordance with paragraph 2 of this article and if within the period of twelve months specified in paragraph 1 of this article less than half of the total number of the Contracting Parties inform the Secretary-General that they reject the proposed amendment and if at least one-third of the total number of Contracting Parties, but not less than five, inform him that they accept it or wish a conference to be convened to consider it, the Secretary-General shall convene a conference for the purpose of considering the proposed amendment or any other proposal which may be submitted to him in accordance with paragraph 4 of this article.

4. If a conference is convened in accordance with paragraph 3 of this article, the Secretary-General shall invite to it all the Contracting Parties and the other States referred to in article 2 of this Agreement. He shall request all States invited to the Conference to submit to him, at least six months before its opening date, any proposals which they may wish the Conference to consider in addition to the proposed amendment and shall communicate such proposals, at least three months before the opening date of the conference, to all States invited to the Conference.

5. (a) Any amendment to this Agreement shall be deemed to be accepted if it has been adopted by a two-thirds majority of the States represented at the Conference, provided that such majority comprises at least two-thirds of the Contracting Parties represented at the Conference. The Secretary-General shall notify all Contracting Parties of the adoption of the amendment, and the amendment shall enter into force twelve months after the date of this notification for all Contracting Parties except those which during that period have notified the Secretary-General that they reject the amendment.

(b) A Contracting Party which has rejected an amendment during the said period of twelve months may at any time notify the Secretary-General that it accepts the amendment, and the Secretary-General shall communicate such notification to all the other Contracting Parties.

The amendment shall enter into force, with respect to the Contracting Party which has notified its acceptance, six months after receipt by the Secretary-General of the notification or at the end of the said period of twelve months, whichever is later.

6. If the proposed amendment is not deemed to be accepted pursuant to paragraph 2 of this article and if the conditions prescribed by paragraph 3 of this article for convening a conference are not fulfilled, the proposed amendment shall be deemed to be rejected.

7. Independently of the amendment procedure prescribed in paragraphs 1-6 of this article, the annex to this Agreement may be amended by agreement between the competent administrations of all Contracting Parties. If the administration of a Contracting Party states that its national law obliges it to subordinate its agreement to the grant of a specific authorization or to the approval of a legislative body, the competent administration of the Contracting Party in question shall be considered to have consented to the amendment to the annex only at such time as it notifies the Secretary-General that it has obtained the required authorization or approval. The agreement between the competent administrations may provide that, during a transitional period, the former provisions of the annex shall remain in force, in whole or in part, simultaneously with the new provisions. The Secretary-General shall appoint the date of entry into force of the new provisions. 8. Each State shall, at the time of signing, ratifying, or acceding to, this Agreement, inform the Secretary-General of the name and address of its administration competent in the matter of agreement as contemplated in paragraph 7 of this article.

Article 7

Any Contracting Party may denounce this Agreement by written notification addressed to the Secretary-General. The denunciation shall take effect one year after the date of receipt by the Secretary-General of such notification. Any Contracting Party which ceases to be a Party to the Convention on Road Signs and Signals opened for signature at Vienna on 8 November 1968 shall on the same date cease to be a Party to this Agreement.

Article 8

This Agreement shall cease to be in force if the number of Contracting Parties is less than five for any period of twelve consecutive months, or at such time as the Convention on Road Signs and Signals opened for signature at Vienna on 8 November 1968 ceases to be in force.

Article 9

1. Any dispute between two or more Contracting Parties which relates to the interpretation or application of this Agreement and which the Parties in dispute are unable to settle by negotiation or other means of settlement shall be referred to arbitration if any of the Contracting Parties in dispute so requests, and shall, to that end, be submitted to one or more arbitrators selected by mutual agreement between the Parties in dispute. If the Parties in dispute fail to agree on the choice of an arbitrator or arbitrators within three months after the request for arbitration, any of those Parties may request the Secretary-General of the United Nations to appoint a single arbitrator to whom the dispute shall be submitted for decision.

2. The award of the arbitrator or arbitrators appointed in accordance with paragraph 1 of this article shall be binding upon the Contracting Parties in dispute.

Article 10

Nothing in this Agreement shall be construed as preventing a Contracting Party from taking such action, compatible with the provisions of the Charter of the United Nations and limited to the exigencies of the situation, as it considers necessary to its external or internal security.

Article 11

1. Any State may, at the time of signing this Agreement or of depositing its instrument of ratification or accession, declare that it does not consider itself bound by article 9 of this Agreement. Other Contracting Parties shall not be bound by article 9 with respect to any Contracting Party which has made such a declaration.

2. Reservations to this Agreement, other than the reservation provided for in paragraph 1 of this article, shall be permitted on condition that they are formulated in writing and, if formulated before the deposit of the instrument of ratification or accession, are confirmed in that instrument.

3. Any State shall, at the time of depositing its instrument of ratification of this Agreement or of accession thereto, notify the Secretary-General in writing to what extent any reservation made by it to the Convention on Road Signs and Signals opened for signature at Vienna on 8

November 1968 apply to this Agreement. Any reservations to the Convention on Road Signs and Signals which have not been included in the notification made at the time of depositing the instrument of ratification of this Agreement or of accession thereto shall be deemed to be inapplicable to this Agreement.

4. The Secretary-General shall communicate the reservations and notifications made pursuant to this article to all States referred to in article 2 of this Agreement.

5. Any State which has made a declaration, a reservation or a notification under this article may withdraw it at any time by notification addressed to the Secretary-General.

6. Any reservation made in accordance with paragraph 2 or notified in accordance with paragraph 3 of this article,

(a) modifies, for the Contracting Party which has made or notified the reservation, the provisions of the Agreement to which the reservation relates, to the extent of the reservation;

(b) modifies those provisions to the same extent for the other Contracting Parties in their relations with the Contracting Party which made or notified the reservation.

Article 12

In addition to the declarations, notifications and communications provided for in articles 6 and 11 of this Agreement, the Secretary-General shall notify the Contracting Parties and the other States referred to in article 2 of the following:

(a) signatures, ratifications and accessions under article 2;

(b) notifications and declarations under article 3;

(c) the dates of entry into force of this Agreement in accordance with article 4;

(d) the date of entry into force of amendments to this Agreement in accordance with article 6, paragraphs 2, 5 and 7;

(e) denunciations under article 7;

(f) the termination of this Agreement under article 8.

Article 13

After 30 April 1972, the original of this Agreement shall be deposited with the Secretary-General of the United Nations, who shall send certified true copies to all the States referred to in article 2 of this Agreement.

In witness whereof, the undersigned, being duly authorized thereto, have signed this Agreement. Done at Geneva, this first day of May nineteen hundred and seventy one, in a single copy in the English, French and Russian languages, the three texts being equally authentic.

ANNEX (of the European Agreement)

1. For the purpose of this annex, the term "Convention" means the Convention on Road Signs and Signals opened for signature at Vienna on 8 November 1968.

2. This annex contains only the additions to, and modifications of the corresponding provisions of the Convention.

3. Ad Article 1 of the Convention (Definitions)

Subparagraph (b)

This subparagraph shall be read as follows:

" 'Built-up area' means an area with entries and exits specially signposted as such;"

Additional subparagraph to be inserted immediately after subparagraph (b) of this article

This subparagraph shall be read as follows:

" 'Residential area' means a specially-designed area where special traffic rules apply and which is signposted as such at its entries and exits."

Subparagraph (1)

Three-wheeled vehicles whose unladen mass does not exceed 400 kg shall be treated as motor cycles.

Additional subparagraph to be inserted at the end of this article

This subparagraph shall be read as follows:

"Persons pushing or pulling a child's carriage, a bath chair or invalid chair, or any other small vehicle without an engine, or pulling a cycle or moped and handicapped persons travelling in invalid chairs propelled by such persons or moving at walking pace shall be treated as pedestrians."

4. Ad Article 3 of the Convention (Obligations of the Contracting Parties)

Paragraph 3

This paragraph shall be read as follows:

"Any sign, symbol, installation or marking which does not conform to the system prescribed in the Convention and in this Agreement shall be replaced within ten years from the date of entry into force of this Agreement. During this period, in order to familiarize roadusers with the system prescribed in the Convention and in this Agreement, previous signs, symbols and inscriptions may be retained beside those prescribed in the Convention and in this Agreement."

5. Ad Article 6 of the Convention

Paragraph 4

The provisions of this paragraph, which are recommendations in the Convention, shall be obligatory.

6. Ad Article 7 of the Convention

Paragraph 1

Additional sentence to be inserted at the end of this paragraph

This sentence shall be read as follows:

"In addition, in the case of such signs it is recommended that signs lighted or equipped with reflecting material or reflecting devices and signs not so lighted or equipped should not be used on the same section of road."

7. Ad article 8 of the Convention

Paragraph 3

This paragraph shall be read as follows:

"During the transitional period of ten years prescribed in item 4 of this annex, and thereafter in exceptional circumstances to facilitate the interpretation of signs, an inscription may be added in a rectangular panel below the sign or in a rectangular panel containing the sign; such an inscription may also be placed on the sign itself, if this does not make the sign more difficult to understand for drivers who cannot understand the inscription."

8. Ad Article 9 of the Convention

Paragraph 1

Each State shall select Aa as the model for danger warning signs.

9. Ad Article 10 of the Convention (Priority Signs)

Paragraph 3

Each State shall select B, 2a as the model for the "STOP" sign.

Paragraph 6

To give advance warning of sign B, 1, the same sign supplemented by additional panel H, 1 described in Annex 1, section H to the Convention shall be used.

To give advance warning of sign B, 2a, sign B, 1, supplemented by a rectangular panel bearing the "STOP" symbol and a figure indicating the distance to the sign B, 2a, shall be used.

9 bis Ad Article 13 bis of the Convention (Special regulation signs)

Paragraph 2

This paragraph shall be read as follows:

"Signs E, 7a; E, 7b or E, 7c and E, 8a; E, 8b or E, 8c shall notify road-users that the general regulations governing traffic in built-up areas in the territory of the State apply from signs E, 7a; E, 7b or E, 7c to signs E, 8a; E, 8b or E, 8c except insofar as different regulations may be notified by other signs on certain sections of road in the built-up area. They shall bear inscriptions in a dark colour on a white or light-coloured ground and shall be placed respectively at the entries and exits of a built-up area. However, sign B, 4 shall always be placed on a priority road marked with sign B, 3 if that road ceases to have priority where it passes through the built-up area."

10. Ad Article 18 of the Convention (Place identification signs)

Place identification signs shall bear inscriptions in white or light colour on a dark-coloured ground.

11. Ad Article 23 of the Convention (Signals for vehicular traffic)

[paragraphs deleted]

Additional paragraph to be inserted immediately after paragraph 11 of this article

This paragraph shall be read as follows:

"In special cases where it is not necessary to use light signals continuously, a signal in the form of a non-flashing amber light followed by a non-flashing red light may be used; the nonflashing amber light may be preceded by a flashing amber light."

12. Ad Article 24 of the Convention (Signals for pedestrians only)

Paragraph 1, subparagraph (a) (ii)

This provision shall not be applied.

Paragraph 2

This paragraph shall be read as follows:

"Light signals for pedestrians shall be of the two-colour system, comprising two lights, red and green respectively. Two lights shall never be shown simultaneously."

Paragraph 3

This paragraph shall be read as follows:

"The lights shall be arranged vertically, with the red light always at the top and the green light always at the bottom. The red light shall be in the form of a standing pedestrian or of standing pedestrians and the green light in the form of a walking pedestrian or of walking pedestrians."

13. Ad Article 31 of the Convention (Signs for road works)

Paragraph 2

The barriers shall not be painted with alternate black and white or black and yellow stripes.

14. Ad Article 32 of the Convention (Marking by lights or reflecting devices)

This article shall be read as follows:

"1. It is recommended that attention should be drawn to the presence of bollards or islands on the carriageway by means of white or yellow lights or white or yellow reflecting devices.

2. If the edges of the carriageway are marked by means of lights or reflecting devices, the lights or reflecting devices shall be either:

(a) all white or light yellow; or

(b) white or light yellow to mark the edge of the carriageway opposite to the direction of traffic, and red or dark yellow to mark the edge of the carriageway appropriate to the direction of traffic.

(c) Each State Party to this Agreement shall adopt for the whole of its territory the same colour or the same system of colours for the lights or reflecting devices referred to in this article".

15. Ad Article 33 of the Convention

Paragraph 1, subparagraph (a)

This subparagraph shall be read as follows:

"Where a signalling system is installed at a level-crossing to give warning of the approach of trains or of the imminent closing of the gates (barriers) or half-gates (half-barriers), it shall consist of a red flashing light or of red lights flashing alternately, as specified in article 23, paragraph 1 (b), of the Convention. At level-crossings which have neither gates (barriers) nor half-gates (half-barriers), the signalling system shall preferably consist of two red lights flashing alternately. However:

(i) Flashing red lights may be supplemented or replaced by light signals of the three-colour red-amber-green system described in article 23, paragraph 2, of the Convention, or by such a signal without the green light if other three-colour light signals are installed on the road near the level-crossing or if the crossing is equipped with gates (barriers). Flashing red lights at

level-crossings having half-gates (half-barriers) may not be replaced in the manner specified in the preceding sentence; they may however be supplemented in that manner on condition that other three-colour light signals are installed on the road near the level-crossing;
(ii) On earth-tracks (dirt roads) where traffic is very light, and on footpaths, only a sound signal need be used."

Paragraph 2

This paragraph shall be read as follows:

"The light signals shall be installed on the edge of the carriageway appropriate to the direction of traffic; whenever conditions such as the visibility of the signals or the density of traffic so require, the lights shall be repeated on the other side of the road. However, if it is considered preferable because of local conditions, the lights may be repeated above the carriageway or on an island in the carriageway."

16. Ad Article 35 of the Convention

Paragraph 1

The gates (barriers) and half-gates (half-barriers) of level-crossings shall not be marked in alternate stripes of black and white or black and yellow.

17. Ad Annex 1, section A, subsection II, to the Convention

Paragraph 2 (Dangerous descent)

This paragraph shall be read as follows:

"(a) To give warning of a steep descent, symbol A, 2a shall be used.

(b) The left-hand part of symbol A, 2a shall occupy the left-hand corner of the sign panel and its base shall extend over the whole width of the panel; the figure shows the gradient as a percentage."

Paragraph 3 (Steep ascent)

This paragraph shall be read as follows:

"(a) To give warning of a steep ascent, symbol A, 3a shall be used.

(b) The right-hand part of symbol A, 3a shall occupy the right-hand corner of the sign panel and its base shall extend over the whole width of the panel; the figure shows the gradient as a percentage."

Paragraph 12 (Pedestrian crossing)

This paragraph shall be read as follows:

"(a) Warning of a pedestrian crossing shall be given by symbol A, 12a.

(b) The symbol may be reversed."

Paragraph 18 (Intersection where the priority is prescribed by the general priority rule)

This paragraph shall be read as follows:

"Warning of an intersection where the priority is that prescribed by the general priority rule in force in the country shall be given by symbol A, 18a."

Paragraph 20 (Intersection with a road to whose users drivers must give way)

This paragraph shall be read as follows:

"Sign B, 1 or sign B, 2a shall be used in conformity with the provisions of item 9 of this annex."

Paragraph 22 (Intersection where traffic is regulated by a light signal)

This paragraph shall be read as follows:

"If traffic at the intersection is regulated by a light signal, a sign Aa, bearing the symbol A, 17 described in paragraph 17 above, may be set up to supplement or replace the signs described in paragraphs 18 to 21 above."

Paragraph 26 (Other level crossings)

Subparagraph (b)

This subparagraph shall be read as follows:

"Warning of other level-crossings shall be given by symbol A, 26a or by symbol A, 27 as appropriate."

Paragraph 28 (Signs to be placed in the immediate vicinity of level-crossings)

Model A, 28c of sign A, 28 shall not be used.

Models A, 28a and A, 28b may show red stripes on condition that neither the general appearance nor the effectiveness of the signs is impaired thereby.

18. Ad annex 1, section B, to the Convention

Paragraph 1 ("GIVE WAY" sign)

Sign B, 1 shall bear neither symbol nor inscription.

Paragraph 2 ("STOP" sign)

This paragraph shall be read as follows:

"The "STOP" sign shall be sign B, 2, model B, 2a. Sign B, 2, model B, 2a shall be octagonal with a red ground, surrounded by a narrow white or light yellow border and bear the symbol

"STOP" in white or light yellow; the height of the symbol shall be not less than one third of the height of the panel. The height of the normal-sized sign B, 2a shall be approximately 0.90 m; the height of the small signs shall be not less than 0.60 m."

19. Ad Annex 1, section C, subsection II, to the Convention

Paragraph 1 (Prohibition and restriction of entry)

Model C, 1b of sign C, 1 shall not be used.

The two signs C, 3m and C, 3n reproduced in the appendix to this annex and having the following meaning may be used:

C, 3m "NO ENTRY FOR VEHICLES CARRYING MORE THAN A CERTAIN QUANTITY OF EXPLOSIVES OR READILY INFLAMMABLE SUBSTANCES"

C, 3n "NO ENTRY FOR VEHICLES CARRYING MORE THAN A CERTAIN QUANTITY OF SUBSTANCES LIABLE TO CAUSE WATER POLLUTION".

The note at the end of subparagraph (c) shall be read as follows:

"Signs C, 3a to C, 3l as well as signs C, 3m and C, 3n mentioned under this item shall not incorporate an oblique red bar."

Paragraph 4 (Prohibition of overtaking)

Models C, 13ab and C, 13bb of the signs C, 13a and C, 13b shall not be used.

Paragraph 9, subparagraph (a) (ii)

This provision shall not be applied.

Paragraph 9, subparagraph (b) (iii)

This provision shall not be applied.

Paragraph 9, subparagraph (c) (v)

The possibility, where the prohibition applies only over a short distance, of setting up only one sign showing in a red circle the distance on which the prohibition applies, shall not be used.

20. Ad Annex 1, section D, subsection I, to the Convention

Paragraph 2

This paragraph shall be read as follows:

"Unless provided otherwise, the signs shall be blue and the symbols shall be white or of a light colour."

21. Ad Annex 1, section D, subsection II, to the Convention

Paragraph 1 (Direction to be followed)

Sign D, 1b shall not be used.

Paragraph 3 (Compulsory roundabout)

[Deleted]

22. Ad Annex 1, section E, subsection II, to the Convention

Paragraph 3 ("ONE-WAY" sign), subparagraph (a) (ii)

The arrow of sign E, 3b shall bear an inscription only if the effectiveness of the sign is not impaired thereby.

Paragraph 5 (Signs notifying an entry to or an exit from a motorway)

Additional subparagraph, to be inserted immediately after subparagraph (a) of this paragraph

This subparagraph shall be read as follows:

"Sign E, 5a may be used, and repeated, to give warning of the approach of a motorway. Each sign set up for this purpose shall carry either an inscription in its lower part showing the distance between the sign and the beginning of the motorway or an additional panel H, 1 described in Annex 1, section H to the Convention."

Paragraph 6 (Signs notifying an entry to or an exit from a road on which the traffic rules are the same as on a motorway)

Additional subparagraph to be inserted immediately after subparagraph (a) of this paragraph

This subparagraph shall be read as follows:

"Sign E, 6a may be used and repeated to give warning of the approach to a road on which the traffic rules are the same as on a motorway. Each sign set up for this purpose shall carry either an inscription in its lower part showing the distance between the sign and the beginning of the road on which the traffic rules are the same as on a motorway or an additional panel H, 1 described in Annex 1, section H to the Convention."

Paragraph 7 (Signs indicating the beginning and the end of a built-up area)

This paragraph shall be read as follows:

"(a) The sign to indicate the beginning of a built-up area shall bear the name of the built-up area or the symbol showing the silhouette of a built-up area or the two combined. The inscriptions shall be in a dark colour on a white or light-coloured ground and the sign shall have a dark-coloured border.

Signs E, 7a, E, 7b and E, 7c are examples of signs showing the beginning of a built-up area.

(b) The sign showing the end of a built-up area shall be identical except that it shall be crossed by an oblique bar coloured red or consisting of parallel lines coloured red running from the upper right edge to the lower left edge.

Signs E, 8a, E, 8b and E, 8c are examples of signs indicating the end of a built-up area.

Notwithstanding the provisions of article 6, paragraph 1 of this Convention these signs may be placed on the reverse side of signs identifying a built-up area.

(c) The signs covered by this section shall be used in conformity with the provisions of the Convention, article 13 bis, paragraph 2."

Paragraph 10 (Pedestrian crossing)

Sign E, 12b shall not be used.

Paragraph 12 ("PARKING" sign)

The square panel mentioned in the first subparagraph of this paragraph shall bear the letter "P".

Additional paragraph to be inserted immediately after paragraph 13

This paragraph shall be read as follows:

"Signs notifying an entry to or an exit from a residential area where special traffic rules apply
Sign E, 17a "RESIDENTIAL AREA" shall be placed at the point where the special rules to be observed in a residential area referred to in article 27 bis of the Convention on Road Traffic supplemented by the European Agreement begin to apply. Sign E, 17b "END OF RESIDENTIAL AREA" shall be placed at the point where those rules cease to apply."

23. Ad Annex 1, section F, subsection II to the Convention

Paragraph 1 ("FIRST-AID STATION" symbol)

Symbols F, 1b and F, 1c shall not be used.

Paragraph 2 (Miscellaneous symbols)

Additional text to be inserted at the end of this paragraph

F, 14 "RADIO STATIONS GIVING TRAFFIC INFORMATION"

Inscription on white square: Under the word "radio" there might be an indication of the name or the code of the radio station when necessary in abridged form and the number of the programme. The word "Radio" may be repeated also in the national language.

Inscription on blue ground: Indication of the frequency and, if necessary, the wavelength of the local radio station.

It is left to the discretion of the countries to add in the case of VHF stations the indication "MHz" or the regional code, and in the case of medium-frequency or long-frequency stations the indication "kc/s"

The wavelength may be given in figures with the letter m (e.g. 1500m).

F, 15 PUBLIC LAVATORY

F, 16 BEACH OR SWIMMING POOL

24. Ad Annex 1, section G, subsection II, to the Convention

Paragraph 2 (Special cases), subparagraph (a)

The red bar of signs G, 2a and G, 2b shall be surrounded by a white rim.

25. Ad Annex 1, section G, subsection III, to the Convention

Paragraph 1

Sign G, 4c shall not be used.

Paragraph 2

Sign G, 6c shall not be used.

26. Ad Annex 1, section G, subsection V, to the Convention

Paragraph 3 ("NO THROUGH ROAD" sign)

The red bar of sign G, 13 shall be surrounded by a white rim.

27. Ad Annex 1, section H, to the Convention

Additional paragraph to be inserted immediately after paragraph 1

This paragraph shall be read as follows:

"The ground of additional panels should be preferably the same as the ground of the particular groups of signs with which they are used."

Appendix to Annex to the European Agreement

Replace the words "Additional sign No.1" and "Additional sign No.2" by: "C, 3m" and "C, 3n" respectively.

Insert new signs: E, 17a; E, 17b; F, 14; F, 15 and F, 16, which are reproduced at the end of this document.

PART III
PROTOCOL ON ROAD MARKINGS, ADDITIONAL TO THE EUROPEAN AGREEMENT
SUPPLEMENTING THE CONVENTION ON ROAD SIGNS AND SIGNALS OF 1968
DONE AT GENEVA ON 1 MARCH 1973

*(Consolidated version^{***})*

^{***} Including the amendments to the Protocol on Road Markings, which entered into force on 28 March 2006 (marked in the margin with a double line).

PROTOCOL ON ROAD MARKINGS, ADDITIONAL TO THE EUROPEAN AGREEMENT
SUPPLEMENTING THE CONVENTION ON ROAD SIGNS AND SIGNALS OPENED FOR
SIGNATURE AT VIENNA ON 8 NOVEMBER 1968

The contracting parties, being also parties to the convention on road signs and signals opened for signature at Vienna on 8 November 1968 and to the European Agreement supplementing that Convention and opened for signature at Geneva on 1 May 1971, desiring to achieve greater uniformity in Europe in the rules governing road markings, have agreed, as follows:

Article 1

The Contracting Parties, being also Parties to the Convention on Road Signs and Signals opened for signature at Vienna on 8 November 1968 and to the European Agreement supplementing that Convention and opened for signature at Geneva on 1 May 1971, shall take appropriate measures to ensure that the system of road markings applied in their territories conforms to the provision of the annex to this Protocol.

Article 2

1. This Protocol shall be open until 1 March 1974 for signature by States which are signatories to, or have acceded to, the Convention on Road Signs and Signals opened for signature at Vienna on 8 November 1968 and to the European Agreement supplementing that Convention and opened for signature at Geneva on 1 May 1971, and are either members of the United Nations Economic Commission for Europe or have been admitted to the Commission in a consultative capacity in conformity with paragraph 8 of the terms of reference of the Commission.

2. This Protocol shall be subject to ratification after the State concerned has ratified, or acceded to, the Convention on Road Signs and Signals opened for signature at Vienna on 8 November 1968 and the European Agreement supplementing that Convention and opened for signature at Geneva on 1 May 1971. The instruments of ratification shall be deposited with the Secretary-General of the United Nations.

3. This Protocol shall remain open for accession by any of the States referred to in paragraph 1 of this article which are Parties to the Convention on Road Signs and Signals opened for signature at Vienna on 8 November 1968 and to the European Agreement supplementing that Convention and opened for signature on 1 May 1971. The instruments of accession shall be deposited with the Secretary-General.

Article 3

1. Any State may, at the time of signing or ratifying this Protocol, or of acceding thereto, or at any time thereafter, declare by notification addressed to the Secretary-General that the Protocol shall become applicable to all or any of the territories for the international relations of which it is responsible. The Protocol shall become applicable to the territory or territories named in the notification thirty days after the receipt of the notification by the Secretary-General or on the date of entry into force of the Protocol for the State making the notification, whichever is the later.

2. Any State which has made a declaration under paragraph 1 of this article may at any time thereafter declare by notification addressed to the Secretary-General that the Protocol shall cease to be applicable to the territory named in the notification, and the Protocol shall cease to be applicable to such territory one year from the date of receipt by the Secretary-General of the notification.

Article 4

1. This Protocol shall enter into force twelve months after the date of deposit of the tenth instrument of ratification or accession.

2. For each State ratifying, or acceding to, this Protocol after the deposit of the tenth instrument of ratification or accession, the Protocol shall enter into force twelve months after the date of deposit by such State of its instrument of ratification or accession.

3. If the date of entry into force applicable in pursuance of paragraphs 1 and 2 of this article precedes that resulting from the application of Article 39 of the Convention on Road Signs and Signals opened for signature at Vienna on 8 November 1968, this Protocol shall enter into force within the meaning of paragraph 1 of this article on the later of those two dates.

Article 5

Upon its entry into force, this Protocol shall terminate and replace, in relations between the Contracting Parties, the provisions concerning the Protocol on Road Signs and Signals contained in the European Agreement supplementing the Convention on Road Traffic and the Protocol on Road Signs and Signals of 1949 signed at Geneva on 16 September 1950, the Agreement on Signs for Road Works signed at Geneva on 16 December 1955, and the European Agreement on Road Markings signed at Geneva on 13 December 1957.

Article 6

1. After this Protocol has been in force for twelve months, any Contracting Party may propose one or more amendments to the Protocol. The text of any proposed amendment, accompanied by an explanatory memorandum, shall be transmitted to the Secretary-General, who shall communicate it to all Contracting Parties. The Contracting Parties shall have the opportunity of informing him within a period of twelve months following the date of its circulation whether they: (a) accept the amendment; or (b) reject the amendment; or (c) wish that a conference be convened to consider the amendment. The Secretary-General shall also transmit the text of the proposed amendment to the other States referred to in article 2 of this Protocol.

2. (a) Any proposed amendment communicated in accordance with paragraph 1 of this article shall be deemed to be accepted if within the period of twelve months referred to in the preceding paragraph less than one-third of the Contracting Parties inform the Secretary-General that they either reject the amendment or wish that a conference be convened to consider it. The Secretary-General shall notify all Contracting Parties of each acceptance or rejection of any proposed amendment and of requests that a conference be convened. If the total number of such rejections and requests received during the specified period of twelve months is less than one-third of the total number of Contracting Parties, the Secretary-General shall notify all Contracting Parties that the amendment will enter into force six months after the expiry of the period of twelve months referred to in paragraph 1 of this article for all Contracting Parties except those which, during the period specified, have rejected the amendment or requested the convening of a conference to consider it.

(b) Any Contracting Party which, during the said period of twelve months, has rejected a proposed amendment or requested the convening of a conference to consider it may at any time after the end of such period notify the Secretary-General that it accepts the amendment, and the Secretary-General shall communicate such notification to all the other Contracting Parties. The amendment shall enter into force, with respect to the Contracting Party which has notified its acceptance, six months after the date on which the Secretary-General receives the notification.

3. If a proposed amendment has not been accepted in accordance with paragraph 2 of this article and if within the period of twelve months specified in paragraph 1 of this article less than half of the total number of the Contracting Parties inform the Secretary-General that they reject the proposed amendment and if at least one-third of the total number of Contracting parties, but not less than five, inform him that they accept it or wish a conference to be convened to consider it, the Secretary-General shall convene a conference for the purpose of considering the proposed amendment or any other proposal which may be submitted to him in accordance with paragraph 4 of this article.

4. If a conference is convened in accordance with paragraph 3 of this article, the Secretary-General shall invite to it all the Contracting Parties and the other States referred to in article 2 of this Protocol. He shall request all States invited to the conference to submit to him, at least six months before its opening date, any proposals which they may wish the conference to consider in addition to the proposed amendment and shall communicate such proposals, at least three months before the opening date of the conference, to all States invited to the conference.

5. (a) Any amendment to this Protocol shall be deemed to be accepted if it has been adopted by a two-thirds majority of the States represented at the conference, provided that such

majority comprises at least two-thirds of the Contracting Parties represented at the conference. The Secretary-General shall notify all Contracting Parties of the adoption of the amendment, and the amendment shall enter into force twelve months after the date of this notification for all Contracting Parties except those which during that period have notified the Secretary-General that they reject the amendment.

(b) A Contracting Party which has rejected an amendment during the said period of twelve months may at any time notify the Secretary-General that it accepts the amendment, and the Secretary-General shall communicate such notification to all the other Contracting parties. The amendment shall enter into force, with respect to the Contracting Party which has notified its acceptance, six months after receipt by the Secretary-General of the notification or at the end of the said period of twelve months, whichever is later.

6. If the proposed amendment is, not deemed to be accepted pursuant to paragraph 2 of this article and if the conditions prescribed by paragraph 3 of this article for convening a conference are not fulfilled, the proposed amendment shall be deemed to be rejected.

7. Independently of the amendment procedure prescribed in paragraphs 1-6 of this article, the annex to this Protocol may be amended by agreement between the competent administrations of all Contracting Parties. If the administration of a Contracting Party states that its national law obliges it to subordinate its agreement to the grant of a specific authorization or to the approval of a legislative body, the competent administration of the Contracting Party in question shall be considered to have consented to the amendment to the annex only at such time as it notifies the Secretary-General that it has obtained the required authorization or approval. The Agreement between the competent administrations may provide that, during a transitional period, the former provisions of the annex shall remain in force, in whole or in part, simultaneously with the new provisions. The Secretary-General shall appoint the date of entry into force of the new provisions.

8. Each State shall, at the time of signing, ratifying, or acceding to this Protocol, inform the Secretary-General of the name and address of its administration competent in the matter of agreement as contemplated in paragraph 7 of this article.

Article 7

Any Contracting Party may denounce this Protocol by written notification addressed to the Secretary-General. The denunciation shall take effect one year after the date of receipt by the Secretary-General of such notification. Any Contracting Party which ceases to be a Party to the Convention on Road Signs and Signals opened for signature at Vienna on 8 November 1968 and to the European Agreement supplementing that Convention and opened for signature at Geneva on 1 May 1971, shall on the same date cease to be a party to this Protocol.

Article 8

This Protocol shall cease to be in force if the number of Contracting Parties is less than five for any period of twelve consecutive months, or at such time as the Convention on Road Signs and Signals opened for signature at Vienna on 8 November 1968, or the European Agreement supplementing that Convention and opened for Signature at Geneva on 1 May 1971, ceases to be in force.

Article 9

1. Any dispute between two or more Contracting Parties which relates to the interpretation or application of this Protocol and which the Parties in dispute are unable to settle by negotiation or other means of settlement shall be referred to arbitration if any of the Contracting Parties in dispute so requests, and shall, to that end, be submitted to one or more arbitrators selected by mutual agreement between the Parties in dispute. If the parties in dispute fail to agree on the choice of an arbitrator or arbitrators within three months after the request for arbitration, any of those Parties may request the Secretary-General of the United Nations to appoint a single arbitrator to whom the dispute shall be submitted for decision.

2. The award of the arbitrator or arbitrators appointed in accordance with paragraph 1 of this article shall be binding upon the Contracting Parties in dispute.

Article 10

Nothing in this Protocol shall be construed as preventing a Contracting Party from taking such action, compatible with the provisions of the Charter of the United Nations and limited to the exigencies of the situation, as it considers necessary to its external or internal security.

Article 11

1. Any State may, at the time of signing this Protocol or of depositing its instrument of ratification or accession, declare that it does not consider itself bound by article 9 of this Protocol. Other Contracting Parties shall not be bound by article 9 with respect to any Contracting Party which has made such a declaration.
2. Reservations to this Protocol, other than the reservation provided for in paragraph 1 of this article, shall be permitted on condition that they are formulated in writing and, if formulated before the deposit of the instrument of ratification or accession, are confirmed in that instrument.
3. Any State shall, at the time of depositing its instrument of ratification of this Protocol or of accession thereto, notify the Secretary-General in writing to what extent any reservation made by it to the Convention on Road Signs and Signals opened for signature at Vienna on 8 November 1968, or to the European Agreement supplementing that Convention and opened for signature at Geneva on 1 May 1971, apply to this Protocol. Any reservations to the Convention on Road Signs and Signals which have not been included in the notification made at the time of depositing the instrument of ratification of this Protocol or of accession thereto shall be deemed to be inapplicable to this Protocol.
4. The Secretary-General shall communicate the reservations and notifications made pursuant to this article to all States referred to in article 2 of this Protocol.
5. Any State which has made a declaration, a reservation or a notification under this article may withdraw it at any time by notification addressed to the Secretary-General.
6. Any reservation made in accordance with paragraph 2 or notified in accordance with paragraph 3 of this article,
 - (a) modifies, for the Contracting Party which has made or notified the reservation, the provisions of the Protocol to which the reservation relates to the extent of the reservations;
 - (b) modifies those provisions to the same extent for the other Contracting Parties in their relations with the Contracting Party which made or notified the reservation.

Article 12

In addition to the declarations, notifications and communications provided for in articles 6 and 11 of this Protocol, the Secretary-General shall notify the Contracting Parties and the other States referred to in article 2 of the following:

- (a) signatures, ratifications and accessions under article 2;
- (b) notifications and declarations under article 3;
- (c) the dates of entry into force of this Protocol in accordance with article 4;
- (d) the date of entry into force of amendments to this Protocol in accordance with article 6, paragraphs 2, 5, and 7;
- (e) denunciations under article 7;
- (f) the termination of this Protocol under article 8.

Article 13

After 1 March 1974, the original of this Protocol shall be deposited with the Secretary-General of the United Nations, who shall send certified true copies to all the States referred to in article 2 of this Protocol.

In witness whereof, the undersigned, being duly authorized thereto, have signed this Protocol.

ANNEX (of the Protocol on Road Markings)

1. For the purposes of applying this annex, the term "Convention" means the Convention on Road Signs and Signals, opened for signature at Vienna on 8 November 1968.

2. This annex contains only additions to and modifications of the corresponding provisions of the Convention.

3. Ad Article 26 of the Convention

Paragraph 2

Additional subparagraph to be inserted immediately after subparagraph (b) of this paragraph
This additional subparagraph shall read as follows:

"Double broken lines may be used to delineate a lane or lanes in which the direction of the traffic flow may be reversed in conformity with Article 23, paragraph 11, of the Convention."

Paragraph 4

Additional phrase to be inserted between "carriageway" and "shall"

With the addition of this phrase, the paragraph shall read as follows:

"For the purposes of this article, longitudinal lines used to mark the edges of the carriageway in order to make them more visible, longitudinal lines connected to transverse lines used to demarcate parking spaces on the carriageway, and longitudinal lines showing a prohibition or restrictions on standing or parking shall not be regarded as longitudinal markings".

4. Ad Article 27 of the Convention

Paragraph 1

Two adjacent continuous lines shall not be used to mark the stop line.

Paragraph 3

Two adjacent broken lines shall not be used to show the line which vehicles may not normally pass when giving way in compliance with the sign B, 1 "Give way."

Paragraph 5

This paragraph shall read as follows:

"To mark cyclist crossings, broken lines consisting of squares or parallelograms shall be used."

5. Ad Article 28 of the Convention

Additional paragraphs to be inserted immediately after paragraph 3 of this Article

These paragraphs shall read as follows:

"A continuous line on the kerb or on the edge of the carriageway shall mean that as far as the line extends, and at the side of the carriageway on which the line is applied, standing and parking are prohibited or are subject to restrictions indicated by other means.

A broken line on the kerb or on the edge of the carriageway shall mean that as far as the line extends, and at the side of the carriageway on which the line is applied, parking is prohibited or is subject to restrictions indicated by other means.

The marking of a traffic lane by a continuous or broken line accompanied by signs or worded road markings designating certain categories of vehicles, such as buses, taxis, etc., shall mean that the use of the lane is reserved to the vehicles so indicated."

6. Ad Article 29 of the Convention

Paragraph 2

This paragraph shall read as follows:

"The road markings shall be white. The term "white" includes shades of silver or light grey.

However:

- markings showing places where parking is subject to some conditions or restrictions may be blue;"

- zigzag lines showing places where parking is prohibited shall be yellow;

- the continuous or broken line on the kerb or on the edge of the carriageway to show that standing or parking is prohibited or restricted shall be yellow."

Additional paragraph to be inserted immediately after paragraph 2 of this Article

This paragraph shall read as follows:

"If a yellow line is used to indicate a prohibition or restrictions on standing or parking, the yellow line shall, if there is a white edge-of-carriageway line, be on the outside of and adjacent to the white line."

7. Ad Annex 8 to the Convention (Road Markings) – Chapter II (Longitudinal markings)
diagram A-1)

A. Dimensions

Paragraph 2

This paragraph shall read as follows:

"The width of continuous or broken lines used for longitudinal markings should be at least 0.10 m (4 in.). The width of a broken line used to indicate the separation between a through

lane and an acceleration lane, a deceleration lane or a combination of an acceleration lane and a deceleration lane, should be at least double that of a normal broken line."

Paragraph 5

This paragraph shall read as follows:

"(a) A broken line used for guiding traffic in accordance with Article 26, paragraph 2 (a) (i), of the Convention shall consist of strokes not less than 1 m (3 ft. 4 in.) long. The length of the gaps should normally be from two to four times the length of the strokes. The length of the gaps should not exceed 12 m (40 ft.).

(b) The length of the strokes of a broken line used for warning in accordance with Article 26, paragraph 2 (a) (ii), of the Convention should be from two to four times the length of the gaps."

Paragraph 6

This paragraph shall read as follows:

"A continuous line should be not less than 20 m (65 ft.) long."

B. Traffic lane markings

The distinction between (i) "Outside built-up areas" and (ii) "In built-up areas" shall not apply.

Paragraph 8, first sentence

This sentence shall read as follows: "On two-way carriageways having two lanes, the centre line of the carriageway should be indicated by a longitudinal marking (diagram A-2)."

Paragraph 9

This paragraph shall read as follows:

"On two-way carriageways having three lanes, the lanes should, as a general rule, be indicated by broken lines (diagram A-3). One or two continuous lines or a broken line adjacent to a continuous line should be used only in specific cases. Two continuous lines may be used on approaches to hill crests, intersections and level crossings and where there is reduced visibility".

Paragraph 10

This paragraph shall read as follows:

"On two-way carriageways having more than three lanes, the two directions of traffic should be separated by a continuous line. However, on the approaches to level crossings and in other special circumstances, two continuous lines may be used. The lanes shall be marked by broken lines (diagram A-4). When only one continuous line is used it shall be wider than the lane-lines used on the same section of road."

Paragraph 11

This paragraph shall read as follows:

"If the additional subparagraph inserted after Article 26, paragraph 2 (b), of the Convention is applied, each edge of the reversible lane (s) may be marked by a double broken warning line used in conformity with Article 26, paragraph 2 (a) (ii), of the Convention (diagrams A-5 and A-6)."

Additional paragraph to be inserted immediately after paragraph 11

This paragraph shall read as follows:

"Diagram A-7 gives an example of the marking of a one-way road. Diagram A-8 gives an example of the marking of a carriageway of a motorway."

Paragraph 13

The words "diagrams 2 and 3" shall read: "diagram A-31."

Additional paragraph to be inserted after paragraph 13

This paragraph shall read as follows:

"Diagrams A-9 and A-10 give examples of the marking of acceleration lanes and of deceleration lanes. Diagram A-11 gives an example of the marking of a combination of an acceleration lane and a deceleration lane."

C. Markings for particular situations

Paragraph 14

The words "diagram 4" and "diagrams 5 and 6" shall be replaced by "diagram A-33".

Paragraph 15

This paragraph shall read as follows:

"Range of vision" means the distance at which an object of a certain height placed on the carriageway can be seen by an observer on the carriageway whose eye is at the same height or lower.¹⁶⁹ When it is necessary to prohibit the use of the part of the carriageway reserved for oncoming traffic at certain intersections, or at places where the range of vision is restricted

¹⁶⁹ In view of the present characteristics of motor vehicle design it is suggested that 1 m (3 ft. 4 in.) should be regarded as the height of the eye and 1.20 m (4 ft.) as the height of the object.

(hill crest, bend in the road, etc.) or on sections where the carriageway is narrow or has some other peculiarity, restrictions should be imposed, on sections where the range of vision is less than a certain minimum M, by means of continuous lines laid out in accordance with diagram A-12 to A-19. Where local circumstances make it impossible to use continuous lines, warning lines in conformity with Article 26, paragraph 2 (a) (ii), of the Convention should be used."

Paragraph 16

This paragraph shall read as follows:

"The value to be adopted for M varies with road and traffic conditions. In the diagrams A-12 to A-19, A (or D) is the point where the range of vision becomes less than M, while C (or B) is the point where the range of vision again begins to exceed M."

Paragraph 17

This paragraph shall read as follows:

"Diagrams A-12 (a), A-12 (b), A-13 (a), A-15 and A-16 give examples of the marking of two-lane roads in various cases (bend or vertical curve, existence or absence of a central area where the range of vision exceeds M in both directions)."

Paragraph 18

This paragraph shall read as follows:

"On three-lane roads two methods are possible:

(a) The carriageway may be reduced to two broader lanes, a procedure which may be regarded as preferable if the road carries a large proportion of two-wheeled vehicles and/or if the section reduced to two lanes is relatively short and remote from any other similar section (diagrams A-12 (c), A-12 (d), A-13 (b), A-17 and A-18).

(b) To take advantage of the full width of the carriageway, one of the two directions of traffic may be offered two lanes. On vertical curves the privileged direction should be the ascending one. Diagram A-12 (e) gives an example of a hill crest where AB and CD do not overlap. Where they do overlap, this type of marking prevents overtaking in the central area where the range of vision is sufficient in both directions. To avoid this the marking of diagram A-13 (c) may be adopted. Diagram A-14 shows the marking of a convex change of slope. The marking is the same whether AB and CD overlap or not. On level bends two lanes may be offered to vehicles travelling on the outside of the bend, such vehicles having better visibility when overtaking. Diagram A-19 gives an example of such marking, which is the same whether AB and CD overlap or not."

Paragraphs 19 to 21

The provisions of these paragraphs shall not apply.

Paragraph 22, first sentence

"This sentence shall read as follows: "In diagrams A-20 and A-21, which show the lines used to indicate a change in width of the available carriageway, and in diagram A-22, which shows an obstacle or the beginning of a central reservation necessitating a deviation of the continuous line (s), the inclination of the line (s) should preferably be 1/50 or less on fast roads and 1/20 or less on roads where speeds do not exceed 60 km / h (37 m.p.h)."

Paragraph 23

This paragraph shall read as follows:

"A continuous line should be preceded by a warning line in accordance with Article 26, paragraph 2 (a) (ii), of the Convention for a distance of at least 100 m (333 ft.) on fast roads and at least 50 m (166 ft.) on roads where speeds do not exceed 60km/h. This warning line may be supplemented or replaced by deviation arrows (deflecting arrows). Diagrams A-23 and A-24 give examples of such arrows. Where more than two arrows are used, the distance between successive arrows should diminish as the hazard is approached (diagrams A-25 and A-26)."

D. Border lines indicating the limits of the carriageway

Paragraph 26

Additional sentences to be inserted at the end of this paragraph

These sentences shall read as follows:

"The width of the border line should be at least 0.10 m (4 in.). The width of the border line on a motorway or similar road should be at least 0.15 m (6 in.)."

E. Marking of obstructions

Paragraph 27

This paragraph shall read as follows:

"Diagrams A-22 and A-27 give examples of the markings to be used near an island or any other obstruction on the carriageway."

F. Guide lines and arrows at intersections

Paragraph 28

This paragraph shall read as follows:

"At certain intersections, if it is desirable to show drivers how to cross the intersection and how to turn left in countries with right-hand traffic or how to turn right in countries with left-hand traffic, guide lines or arrows may be used. The recommended length of strokes and gaps is 0.50 m (1 ft. 8 in.) (diagrams A-28 and A-29). The guide lines shown in diagram A-29 (a) may be supplemented by arrows. The arrows shown in diagram A-29 (b) may be supplemented by guide lines."

Ad Annex 8 to the Convention (Road markings) Chapter III (Transverse markings)

B. Stop lines

Paragraph 30

A reference to diagram A-30 shall be added at the end of this paragraph.

Paragraph 32

This paragraph shall read as follows:

"Stop lines may be supplemented by longitudinal lines (diagram A-31). They may also be supplemented by the word "STOP" inscribed on the carriageway (diagram A-32)."

C. Line indicating points at which drivers must give way

Paragraph 33

This paragraph shall read as follows:

"The minimum width of the line should be 0.20 m (8 in.) and the maximum width 0.60 m (24 in.) (diagram A-34 (a)). The length of the strokes should be at least twice their width. The line may be replaced by triangles marked side by side on the ground with their vertices pointing towards the driver who is required to give way. The bases of these triangles should measure at least 0.40 m (16 in.) but not more than 0.60 m (24 in.) and their height should be at least 0.60 m (24 in.) but not more than 0.70 m (28 in.) (diagram A-34 (b))."

Paragraph 35

This paragraph shall read as follows:

"The marking(s) referred to in paragraph 34 above may be supplemented by a triangle drawn on the carriageway as shown in the examples given in diagrams A-34 and A-35."

D. Pedestrian crossings

Paragraph 37

This paragraph shall read as follows:

"The space between the stripes marking a pedestrian crossing should be at least equal to the width of the stripes and not more than twice that width: the width of a space and stripe together should be between 0.80 m (2 ft. 8 in.) and 1.40 m (4 ft. 8 in.). The minimum width recommended for pedestrian crossings is 2.50 m (8 ft.) on roads on which the speed limit is 60 km / h (37 m.p.h) or less (diagram A-36). On other roads the minimum width of pedestrian crossings is 4 m (13 ft.). For safety reasons, pedestrian crossings on such roads should be equipped with traffic light signals."

E. Cyclist crossings

Paragraph 38

This paragraph shall read as follows:

"Cyclist crossings should be indicated by two broken lines. The broken line should preferably be made up of squares (0.40-0.60) x (0.40-0.60) m [(16-24) x (16-24) in.] separated by gaps equal in length to the side of the squares. The width of the crossings should be not less than 1.80 m (6 ft.) for one-way cycle tracks and not less than 3 m (9 ft. 9 in) for two-way cycle tracks. On oblique crossings the squares may be replaced by parallelograms with their sides parallel respectively to the centre line of the road and to the centre line of the track (diagram A-37). Studs and buttons should not be used. Diagram A-38 gives an example of an intersection where the cycle track is part of a priority road."

9. Ad Annex 8 to the Convention (Road markings)- Chapter IV (Other marking)

A. Lane selection arrow markings

Paragraph 39

This paragraph shall read as follows:

"On roads having sufficient traffic lanes to separate vehicles approaching an intersection, the lanes to be used may be indicated by lane selection arrow markings on the surface of the carriageway (diagrams A-39 to A-41). Lane selection arrows may also be used on a one-way road to confirm the direction of traffic. The lane selection arrows should be not less than 2 m (6 ft. 7 in.) long. They may be supplemented by word markings on the carriageway."

B. Oblique parallel lines

Paragraph 40

This paragraph shall read as follows:

"Oblique parallel lines should be so inclined as to deflect traffic from the area they define. Chevron markings, likewise so inclined as to deflect traffic from the hazard, may be used at points of divergence and convergence (diagram A-42). Diagram A-42 a gives an example of an area which vehicles moving alongside the continuous line must not enter and which vehicles moving alongside the broken line may enter only with care. Diagram A-21 shows the marking of areas entry into which is strictly prohibited."

C. Word markings

Paragraph 42

This paragraph shall read as follows:

"The letters and numerals should be considerably elongated in the direction of traffic movement because of the small angle at which they are seen by approaching drivers. Where approach speeds do not exceed 60 km/h (37 m.p.h) the letters and numerals should be at least 1.60 m (5 ft. 4 in.) in height (diagram A-43 to A-48). Where approach speeds exceed 60 km/h, the letters and numerals should be at least 2.50 m (8 ft.) in height. Examples of letters and numerals 4 m in height are given in diagrams A-49 to A-54."

Paragraph 43

The Provision of this paragraph shall not be applied.

E. Markings on the carriageway and on adjacent structures

(i) Markings indicating parking restrictions

Paragraph 45

This paragraph shall read as follows:

"Diagrams A-55 and A-56 give examples of markings indicating a prohibition on parking."

(ii) Marking of obstructions

Paragraph 46

This paragraph shall read as follows:

"Diagram A-57 gives an example of a marking on an obstacle. Such markings should take the form of alternate black and white or alternate black and yellow stripes."