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MULTILATERAL

Convention on road signs and signals (with annexes). Concluded at Vienna on 8 November 1968

Authentic texts: English, French, Chinese, Russian and Spanish.

Registered ex officio on 6 June 1978.

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Convention sur la signalisation routière (avec annexes). Conclue à Vienne le 8 novembre 1968

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Enregistrée d'office le 6 juin 1978.

CONVENTION¹ ON ROAD SIGNS AND SIGNALS

The Contracting Parties,

Recognizing that international uniformity of road signs, signals and symbols and of road markings is necessary in order to facilitate international road traffic and to increase road safety,

Have agreed upon the following provisions:

CHAPTER I. GENERAL PROVISIONS

Article 1. DEFINITIONS

For the purpose of this Convention, the following expressions shall have the meanings hereby assigned to them:

(a) The "domestic legislation" of a Contracting Party means the entire body of national or local laws and regulations in force in the territory of that Contracting Party;

(b) "Built-up area" means an area with entries and exits specially signposted as such, or otherwise defined in domestic legislation;

(c) "Road" means the entire surface of any way or street open to public traffic;

(d) "Carriageway" means the part of a road normally used by vehicular traffic; a road may comprise several carriageways clearly separated from one another by, for example, a dividing strip or a difference of level;

¹ Came into force on 6 June 1978 in respect of the following States, i.e., 12 months after the date of deposit of the fifteenth instrument of ratification or accession with the Secretary-General of the United Nations, in accordance with article 39 (1):

<i>State</i>	<i>Date of deposit of the instrument of ratification or accession (a)</i>	<i>State</i>	<i>Date of deposit of the instrument of ratification or accession (a)</i>
San Marino	20 July 1970	Ukrainian Soviet Socialist Republic*	12 July 1974
France*	9 December 1971	Chile	27 December 1974
Senegal	19 April 1972 <i>a</i>	Luxembourg*	25 November 1975
Bahrain	4 May 1973 <i>a</i>	Hungary*	16 March 1976
German Democratic Republic*	11 October 1973 <i>a</i>	Iran	21 May 1976
Philippines	27 December 1973	Seychelles*	11 April 1977 <i>a</i>
Union of Soviet Socialist Republics*	7 June 1974	Yugoslavia	6 June 1977
Byelorussian Soviet Socialist Republic*	18 June 1974		

Subsequently, the Convention came into force for the States listed below, 12 months from the date of the deposit of their instrument of ratification or accession with the Secretary-General of the United Nations, in accordance with article 39 (2):

<i>State</i>	<i>Date of deposit of the instrument of accession (a)</i>
Zaire*	25 July 1977 <i>a</i>
(With effect from 25 July 1978.)	
Cuba*	30 September 1977 <i>a</i>
(With effect from 30 September 1978.)	

* For the texts of the reservations and declarations made upon ratification or accession, see p. 375 of this volume.

(e) "Lane" means any one of the longitudinal strips into which the carriageway is divisible, whether or not defined by longitudinal road markings, which is wide enough for one moving line of motor vehicles other than motor cycles;

(f) "Intersection" means any level crossroad, junction or fork, including the open areas formed by such crossroads, junctions or forks;

(g) "Level-crossing" means any level intersection between a road and a railway or tramway track with its own track formation;

(h) "Motorway" means a road specially designed and built for motor traffic, which does not serve properties bordering on it, and which

- (i) is provided, except at special points or temporarily, with separate carriageways for the two directions of traffic, separated from each other either by a dividing strip not intended for traffic or, exceptionally, by other means;
- (ii) does not cross at level with any road, railway or tramway track, or footpath; and
- (iii) is specially sign-posted as a motorway;

(i) A vehicle is said to be:

- (i) "standing" if it is stationary for the time needed to pick up or set down persons or to load or unload goods; and
- (ii) "parked" if it is stationary for any reason other than the need to avoid interference with another road-user or collision with an obstruction or to comply with traffic regulations, and if the period during which the vehicle is stationary is not limited to the time needed to pick up or set down persons or goods;

Nevertheless, it shall be open to Contracting Parties to regard as "standing" any vehicle which is stationary within the meaning of sub-paragraph (ii) above for a period not exceeding that fixed by domestic legislation, and to regard as "parked" any vehicle which is stationary within the meaning of sub-paragraph (i) above for a period exceeding that fixed by domestic legislation;

(j) "Cycle" means any vehicle which has at least two wheels and is propelled solely by the muscular energy of the persons on that vehicle, in particular by means of pedals or hand-cranks;

(k) "Moped" means any two-wheeled or three-wheeled vehicle which is fitted with an internal combustion engine having a cylinder capacity not exceeding 50 cc (3.05 cu. in.) and a maximum design speed not exceeding 50 km (30 miles) per hour. Contracting Parties are free, however, not to regard as mopeds, under their domestic legislation, vehicles which do not have the characteristics of a cycle with respect to their use, in particular the characteristic that they can be propelled by pedals, or whose maximum design speed, whose weight, or certain of whose engine characteristics exceed certain limits. Nothing in this definition shall be construed as preventing Contracting Parties from treating mopeds exactly as cycles in applying the provisions of their domestic legislation regarding road traffic;

(l) "Motor cycle" means any two-wheeled vehicle, with or without a side-car, which is equipped with a propelling engine. Contracting Parties may also treat as motor cycles in their domestic legislation three-wheeled vehicles whose unladen weight does not exceed 400 kg (900 lb). The term "motor cycle" does not include mopeds, although Contracting Parties may, provided they make a declaration to this effect in conformity with Article 46, paragraph 2, of this Convention, treat mopeds as motor cycles for the purposes of the Convention;

(m) "Power-driven vehicle" means any self-propelled road vehicle, other than a moped in the territories of Contracting Parties which do not treat mopeds as motor cycles, and other than a rail-borne vehicle;

(n) "Motor vehicle" means any power-driven vehicle which is normally used for carrying persons or goods by road or for drawing, on the road, vehicles used for the carriage of persons or goods. This term embraces trolley-buses, that is to say, vehicles connected to an electric conductor and not rail-borne. It does not cover vehicles, such as agricultural tractors, which are only incidentally used for carrying persons or goods by road or for drawing, on the road, vehicles used for the carriage of persons or goods;

(o) "Trailer" means any vehicle designed to be drawn by a power-driven vehicle and includes semi-trailers;

(p) "Semi-trailer" means any trailer designed to be coupled to a motor vehicle in such a way that part of it rests on the motor vehicle and that a substantial part of its weight and of the weight of its load is borne by the motor vehicle;

(q) "Driver" means any person who drives a motor vehicle or other vehicle (including a cycle), or who guides cattle, singly or in herds, or flocks, or draught, pack or saddle animals on a road;

(r) "Permissible maximum weight" means the maximum weight of the laden vehicle declared permissible by the competent authority of the State in which the vehicle is registered;

(s) "Laden weight" means the actual weight of the vehicle as loaded, with the crew and passengers on board;

(t) "Direction of traffic" and "appropriate to the direction of traffic" mean the right-hand side if, under domestic legislation, the driver of a vehicle must allow an oncoming vehicle to pass on his left; otherwise these expressions mean the left-hand side;

(u) The requirement that a driver shall "give way" to other vehicles means that he must not continue or resume his advance or manoeuvre if by so doing he might compel the drivers of other vehicles to change the direction or speed of their vehicles abruptly.

Article 2. ANNEXES TO THE CONVENTION

The annexes to this Convention, namely:

- Annex 1: Danger warning signs, other than those placed at approaches to intersections or level-crossings;
 - Annex 2: Signs regulating priority at intersections, danger warning signs at approaches to intersections and signs regulating priority on narrow sections of road;
 - Annex 3: Signs concerning level-crossings;
 - Annex 4: Regulatory signs other than priority, standing and parking signs;
 - Annex 5: Informative signs other than parking signs;
 - Annex 6: Standing and parking signs;
 - Annex 7: Additional panels;
 - Annex 8: Road markings;
 - Annex 9: Reproduction in colour of signs, symbols and panels referred to in Annexes 1 to 7;*
- are integral parts of this Convention.

* Printed texts of this Convention may show the signs, symbols and panels under relevant parts of the texts.

Article 3. OBLIGATIONS OF THE CONTRACTING PARTIES

1. (a) The Contracting Parties to this Convention accept the system of road signs, signals and symbols and road markings described herein and undertake to adopt it as soon as possible. To this end,

- (i) where this Convention prescribes a sign, symbol or marking for signifying a certain rule or conveying certain information to road-users, the Contracting Parties undertake, subject to the time-limits specified in paragraphs 2 and 3 of this Article, not to use any other sign, symbol or marking for signifying that rule or conveying that information;
- (ii) where this Convention does not prescribe a sign, symbol or marking for signifying a certain rule or conveying certain information to road-users, it shall be open to the Contracting Parties to use for these purposes any sign, symbol or marking they wish, provided that such sign, symbol or marking is not assigned a different meaning in this Convention and provided that it conforms to the system prescribed by this Convention.

(b) With a view to improving traffic control techniques, and having regard to the usefulness of carrying out experiments before proposing amendments to this Convention, it shall be open to Contracting Parties to derogate from the provisions of this Convention, for experimental purposes and temporarily, on certain sections of road.

2. Contracting Parties undertake to replace or supplement, not later than four years from the date of entry into force of this Convention in their territories, any sign, symbol, installation or marking which, although it has the characteristics of a sign, symbol, installation or marking belonging to the system prescribed by this Convention, is used with a different meaning from that assigned to it in this Convention.

3. Contracting Parties undertake to replace, within fifteen years from the date of entry into force of this Convention in their territories, any sign, symbol, installation or marking which does not conform to the system prescribed in this Convention. During this period, in order to familiarize road-users with the system prescribed in this Convention, previous signs and symbols may be retained beside those prescribed in this Convention.

4. Nothing in this Convention may be construed as requiring the Contracting Parties to adopt all the types of sign and marking prescribed in this Convention. On the contrary, Contracting Parties shall limit the number of types of sign or marking they adopt to what is strictly necessary.

Article 4

The Contracting Parties undertake that it shall be prohibited:

- (a) to affix to a sign, to its support or to any other traffic control device anything not related to the purpose of such sign or device; if, however, Contracting Parties or sub-divisions thereof authorize a non-profit-making association to install informative signs, they may permit the emblem of that association to appear on the sign or on its support provided this does not make it less easy to understand the sign;
- (b) to install any board, notice, marking or device which might be confused with signs or other traffic control devices, might render them less visible or effective, or might dazzle road-users or distract their attention in a way prejudicial to traffic safety.

CHAPTER II. ROAD SIGNS

Article 5

1. The system prescribed in this Convention differentiates between the following classes of road signs:

- (a) Danger warning signs: these signs are intended to warn road-users of a danger on the road and to inform them of its nature;
- (b) Regulatory signs: these signs are intended to inform road-users of special obligations, restrictions or prohibitions with which they must comply; they are sub-divided into:
 - (i) priority signs;
 - (ii) prohibitory or restrictive signs; and
 - (iii) mandatory signs;
- (c) Informative signs: these signs are intended to guide road-users while they are travelling or to provide them with other information which may be useful; they are sub-divided into:
 - (i) advance signs;
 - (ii) direction signs;
 - (iii) road identification signs;
 - (iv) place identification signs;
 - (v) confirmatory signs;
 - (vi) other signs providing useful information for drivers of vehicles;
 - (vii) other signs indicating facilities which may be useful to road-users.

2. Where this Convention allows a choice between several signs or several symbols:

- (a) Contracting Parties undertake to adopt only one of such signs or symbols for the whole of their territories;
- (b) Contracting Parties shall endeavour to reach regional agreements on the same choice;
- (c) the provisions of Article 3, paragraph 3, of this Convention shall apply to signs and symbols of the types which are not chosen.

Article 6

1. Signs shall be so placed that the drivers for whom they are intended can recognize them easily and in time. They shall normally be placed on the side of the road appropriate to the direction of traffic; they may, however, be placed or repeated above the carriageway. Any sign placed on the side of the road appropriate to the direction of traffic shall be repeated above or on the other side of the carriageway if local conditions are such that it might not be seen in time by the drivers for whom it is intended.

2. All signs shall apply to the drivers for whom they are intended over the whole width of the carriageway open to traffic. However, signs may be made to apply to only one or to several lanes of the carriageway when lanes are defined by longitudinal markings.

3. Where in the opinion of competent authorities a sign would be ineffective if placed on the verge of a road with separated carriageways, it may be placed on the dividing strip and in this case need not be repeated on the verge.

4. It is recommended that domestic legislation should provide:
- (a) that signs shall be so placed that they do not obstruct vehicular traffic on the carriageway and, if placed on the verges, obstruct pedestrians as little as possible. The difference in level between the carriageway on the side where a sign is placed and the lower edge of the sign shall be as uniform as possible for signs of the same class on the same route;
 - (b) that the dimensions of sign panels shall be such that the sign is easily visible for a distance and can be easily understood by a person approaching it; subject to the provisions of sub-paragraph (c) of this paragraph, these dimensions shall be adapted to the normal speed of vehicles;
 - (c) that the dimensions of danger warning signs and of regulatory signs shall be standardized in the territory of each Contracting Party. As a general rule, there shall be four sizes for each type of sign: small, normal, large and very large. Small signs shall be used where conditions do not permit the use of normal signs or where traffic can only move slowly; they may also be used to repeat a preceding sign. Large signs shall be used on very wide roads carrying high-speed traffic. Very large signs shall be used on roads carrying very high-speed traffic, such as motorways.

Article 7

1. It is recommended that domestic legislation should provide that in order to make them more visible and legible at night, road signs, in particular danger warning signs and regulatory signs other than those regulating standing and parking in lighted streets of built-up areas, shall be lighted or equipped with reflecting material or reflecting devices, provided that this does not result in road-users being dazzled.

2. Nothing in this Convention shall prohibit the use, for conveying information, warnings or rules applying only at certain times or on certain days, of signs which are visible only when the information they convey is relevant.

Article 8

1. In order to facilitate international understanding of signs, the system of signs and signals prescribed in this Convention is based on the use of shapes and colours characteristic of each class of sign and, wherever possible, on the use of graphic symbols rather than inscriptions. Where Contracting Parties consider it necessary to modify the symbols prescribed, the modifications made shall not alter their essential characteristics.

2. Contracting Parties wishing to adopt, in accordance with Article 3, paragraph 1 (a)(ii), of this Convention, any sign or symbol not prescribed in this Convention shall endeavour to secure regional agreement on such new sign or symbol.

3. Nothing in this Convention shall prohibit the addition, in order to facilitate the interpretation of signs, of an inscription 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.

4. Where the competent authorities consider it advisable to make the meaning of a sign or symbol more explicit or, in the case of regulatory signs, to limit their application to certain categories of road-user or certain periods, and where it would not be possible to convey the necessary information by an additional symbol or by numerals as provided in the annexes to this Convention, an inscription shall be placed

below the sign in a rectangular panel, though such inscriptions may be replaced or supplemented by one or more symbols placed in the same panel.

5. The inscriptions referred to in paragraphs 3 and 4 of this Article shall be in the national language or in one or more of the national languages, and also, if the Contracting Party concerned considers it advisable, in other languages, in particular official languages of the United Nations.

Danger Warning Signs

Article 9

1. Section A of Annex 1 to this Convention indicates the models for danger warning signs; Section B indicates the symbols to be placed on these signs and gives some instructions for their use. However, danger warning signs and symbols giving warning of an intersection are described in Annex 2 to this Convention and danger warning symbols giving warning of a level-crossing are described in Annex 3. In conformity with Article 46, paragraph 2, of this Convention, each State shall notify the Secretary-General whether it has selected A^a or A^b as the model for danger warning signs.

2. The number of danger warning signs shall not be increased unnecessarily, but such signs shall be sited to give warning of possible road hazards which are difficult for a driver proceeding with due caution to perceive in time.

3. Danger warning signs shall be placed at such distance from the danger point as will make them most effective both by day and by night, having regard to road and traffic conditions, including the normal speed of vehicles and the distance at which the sign is visible.

4. The distance between the sign and the beginning of a dangerous section of road may be shown in an additional panel conforming to model 1 in Annex 7 to this Convention and placed in accordance with the provisions of that Annex; this information must be given when the distance between the sign and the beginning of the dangerous section of road cannot be judged by drivers and is not what they might normally expect.

5. Danger warning signs may be repeated, particularly on motorways and roads treated as motorways. Where they are repeated, the distance between the sign and the beginning of the dangerous section of road shall be shown in accordance with the provisions of paragraph 4 of this Article. However, with respect to danger warning signs giving warning of swing bridges and level-crossings it shall be open to Contracting Parties to apply the provisions of Article 35, paragraph 3, of this Convention or of Annex 1 thereto, section B, paragraph 5, instead of the provisions of this paragraph.

6. If a danger warning sign is used to give warning of a danger on a section of road of some length (e.g. a series of dangerous bends or a section of carriageway in bad condition) and if it is considered desirable to show the length of that section, this shall be done on an additional panel conforming to model 2 of Annex 7 to this Convention, placed in accordance with the provisions of that Annex.

Regulatory Signs Other than Standing and Parking Signs

Article 10. PRIORITY SIGNS

1. The signs for notifying or informing road-users of the special rules of priority at intersections are signs B, 1; B, 2; B, 3 and B, 4, which are described in An-

nex 2, section A, to this Convention. The signs for informing road-users of a rule of priority on narrow sections of road are signs B, 5 and B, 6, which are described in Annex 2, section C.

2. Sign B, 1, "Give way", shall be used to notify drivers that, at the intersection where the sign is placed, they must give way to vehicles on the road they are approaching.

3. Sign B, 2, "Stop", shall be used to notify drivers that, at the intersection where the sign is placed, they shall stop before entering the intersection and give way to vehicles on the road they are approaching. In conformity with Article 46, paragraph 2, of this Convention, each State shall notify the Secretary-General whether it has selected B, 2^a or B, 2^b as the model for the "Stop" sign.

4. Sign B, 2 shall be placed elsewhere than at an intersection if the competent authorities consider it necessary to notify drivers that they are required to stop level with the sign and not move off again until they have ascertained that they can do so without danger.

5. Signs B, 1 and B, 2 shall be placed at the intersection, if possible level with the point at which vehicles must stop or beyond which they must not pass when giving way.

6. Sign A with symbol A, 23 or symbol A, 24 may be used as an advance warning sign for sign B, 1 or sign B, 2 respectively. However, in States which use sign A^a as [a] danger warning sign, the advance warning signs for sign B, 1 or sign B, 2 may be the same signs supplemented by an additional panel of model 1, as indicated in Annex 7 to this Convention.

7. Sign B, 3, "Priority road", shall be used to notify users of a road that, at intersections of that road with other roads, the drivers of vehicles moving along or coming from such other roads are required to give way to vehicles moving along that road. This sign may be set up at the beginning of the road and repeated after each intersection; it may also be set up before or at the intersection. Where sign B, 3 has been set up on a road, sign B, 4, "End of priority", shall be placed at the approach to the point where the road ceases to have priority over other roads. Sign B, 4 may be repeated one or more times in advance of the point where the priority ends; the sign or signs set up in advance of that point shall then bear an additional panel conforming to model 1 in Annex 7.

8. If warning of an intersection is given on a road by a danger warning sign bearing one of the A, 22 symbols, or if at the intersection the road is a priority road and has been marked as such by signs B, 3 as provided in paragraph 7 of this Article, a sign B, 1 or B, 2 shall be placed at the intersection on all the other roads; however, the placing of sign B, 1 or B, 2 shall not be mandatory on roads such as paths or earth-tracks where drivers are required to give way at the intersection even in the absence of such signs. A sign B, 2 shall be set up only if the competent authorities consider it advisable to require drivers to stop, in particular because of the poor visibility, for drivers, of the sections of the road, on either side of the intersection, which they are approaching.

Article 11. PROHIBITORY OR RESTRICTIVE SIGNS

Section A of Annex 4 to this Convention describes the prohibitory and restrictive signs, other than standing and parking signs, and gives their meaning. It also describes the signs notifying the end of these prohibitions and restrictions or of any one of them.

Article 12. MANDATORY SIGNS

Section B of Annex 4 to this Convention describes the mandatory signs and gives their meaning.

Article 13. PROVISIONS APPLYING GENERALLY TO THE SIGNS DESCRIBED IN ANNEX 4 TO THIS CONVENTION

1. Prohibitory, restrictive and mandatory signs shall be placed in the immediate vicinity of the point where the obligation, restriction or prohibition begins and may be repeated if the competent authorities consider it necessary. Nevertheless, if the competent authorities consider it advisable for reasons of visibility or in order to give users advance warning, these signs may be placed at a suitable distance in advance of the point where the obligation, restriction or prohibition applies. An additional panel conforming to model 1 of Annex 7 shall be placed under signs set up in advance of the point where the obligation, restriction or prohibition applies.

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

Informative Signs Other than Parking Signs

Article 14

1. Annex 5 to this Convention describes the signs, other than parking signs, which convey useful information to road-users, or gives examples of such signs; it also gives some instructions for their use.

2. The inscription of words on informative signs (i) to (v) of Article 5, paragraph 1 (c), in countries not using the Latin alphabet shall be both in the national language and in the form of a transliteration into the Latin alphabet reproducing as closely as possible the pronunciation in the national language.

3. In countries not using the Latin alphabet, the words in Latin characters may be entered either on the same sign as the words in the national language or on a repeat sign.

4. A sign shall not bear inscriptions in more than two languages.

Article 15. ADVANCE DIRECTION SIGNS

Advance direction signs shall be placed at such distance from the intersection as will make them most effective both by day and by night, having regard to road and traffic conditions, including the normal speed of vehicles and the distance at which the sign is visible; this distance need not exceed about 50 metres (55 yards) in built-up areas but shall be not less than 500 metres (550 yards) on motorways and other roads carrying fast traffic. The signs may be repeated. An additional panel placed below the sign may show the distance between the sign and the intersection; this distance may also be shown on the lower part of the sign itself.

Article 16. DIRECTION SIGNS

1. One direction sign may bear the names of several places; the names shall then appear one below the other on the sign. The letters used for one place name may be larger than those used for the others only if the place in question is the largest of them.

2. When distances are shown, the figures expressing them shall be inscribed at the same height as the place name. On direction signs which are arrow-shaped, these figures shall be placed between the place-name and the point of the arrow; on rectangular-shaped signs they shall be placed after the place-name.

Article 17. ROAD IDENTIFICATION SIGNS

The signs used to identify roads either by their number, made up of figures, letters or a combination of figures and letters, or by their name, shall consist of that number or that name framed in a rectangle or shield. However, Contracting Parties having a route classification system may replace the rectangle by a route classification symbol.

Article 18. PLACE IDENTIFICATION SIGNS

1. Place identification signs may be used to show the frontier between two countries or the boundary between two administrative divisions of the same country or the name of a built-up area, river, mountain pass, beauty spot, etc.

2. Sign E, 9^a or E, 9^b shall be placed at the beginning of a built-up area; sign E, 9^c or E, 9^d shall be placed at the end of a built-up area. Domestic legislation may provide that these signs shall notify road-users that the traffic regulations applicable in its territory to built-up areas apply from sign E, 9^a or E, 9^b to sign E, 9^c or E, 9^d except insofar as different regulations may be notified by other signs on certain sections of road in the 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.

3. Place identification signs giving information other than the name of a built-up area shall differ conspicuously, particularly in colour, from signs E, 9^a to E, 9^d.

Article 19. CONFIRMATORY SIGNS

Confirmatory signs are used to confirm the direction of a road where the competent authorities consider it necessary, e.g. at the exit from a large built-up area. They shall bear the name of one or more places, as provided in Article 16, paragraph 1, of this Convention. Where distances are shown, the figures expressing them shall be placed after the name of the locality.

Article 20. SIGN AT PEDESTRIAN CROSSINGS

Sign E, 11^a or E, 11^b shall be placed at pedestrian crossings when the competent authorities consider it advisable.

Article 21. PROVISIONS APPLYING GENERALLY TO INFORMATIVE SIGNS

1. The informative signs referred to in Articles 15 to 20 of this Convention shall be set up where the competent authorities consider it advisable. The other informative signs shall be set up, with due regard for the requirements of Article 6, paragraph 1, only where the competent authorities consider it essential; in particular, signs F, 2 to F, 7 shall be set up only on roads on which facilities for emergency repairs, refuelling, accommodation and refreshments are rare.

2. Informative signs may be repeated. An additional panel placed below the sign may show the distance between the sign and the point which it indicates; this distance may also be inscribed on the lower part of the sign itself.

Standing and Parking Signs

Article 22

Annex 6 to this Convention describes in section A the signs prohibiting or restricting standing or parking and in section B the other signs giving useful information on parking; the meaning of the signs is explained and some instructions for their use are given.

CHAPTER III. TRAFFIC LIGHT SIGNALS

Article 23. SIGNALS FOR VEHICULAR TRAFFIC

1. Subject to the provisions of paragraph 12 of this Article, the only lights which may be used as light signals for regulating vehicle traffic, other than those intended solely for public transport vehicles, are the following, which shall have the meanings here assigned to them:

(a) Non-flashing lights:

- (i) a green light shall mean that traffic may proceed; however, a green light for controlling traffic at an intersection shall not authorize drivers to proceed if traffic is so congested in the direction in which they are about to proceed that if they entered the intersection they would probably not have cleared it by the next change of phase;
- (ii) a red light shall mean that traffic may not proceed; vehicles shall not pass the stop line or, if there is no stop line, shall not pass beyond the level of the signal or, if the signal is placed in the middle or on the opposite side of an intersection, shall not enter the intersection or move on to a pedestrian crossing at the intersection;
- (iii) an amber light, which shall appear alone or at the same time as the red light; when appearing alone it shall mean that no vehicle may pass the stop line or beyond the level of the signal unless it is so close to the stop line or signal when the light appears that it cannot safely be stopped before passing the stop line or beyond the level of the signal. Where the signal is placed in the middle or on the opposite side of an intersection the appearance of the amber light shall mean that no vehicle may enter the intersection or move on to a pedestrian crossing at the intersection unless it is so close to the crossing or the intersection when the light appears that it cannot be safely stopped before entering the intersection or moving on to the pedestrian crossing. When shown at the same time as the red light, it shall mean that the signal is about to change, but shall not affect the prohibition of passing indicated by the red light;

(b) Flashing lights:

- (i) a red flashing light; or two red lights flashing alternately, one light appearing when the other is extinguished, and mounted on the same support, at the same height, and facing the same direction shall mean that vehicles shall not pass the stop line or, if there is no stop line, shall not pass beyond the level of the signal; these lights may be used only at level-crossings, at approaches to swing bridges or ferryboat landing stages, and to indicate that traffic may not proceed because of fire-fighting vehicles entering the road or of the approach of an aircraft which will cross the road at a low altitude;

- (ii) a single amber flashing light or two amber lights flashing alternately shall mean that drivers may proceed but shall do so with particular care.
2. The signals of the three-colour system shall consist of three non-flashing lights, which shall be red, amber and green respectively; the green light shall appear only when the red and amber lights are extinguished.
3. The signals of the two-colour system shall consist of a non-flashing red light and a non-flashing green light. The red light and the green light shall not appear at the same time. Signals of the two-colour system shall be used only in temporary installations, subject to the period allowed under Article 3, paragraph 3, of this Convention for the replacement of existing installations.
4. The lights of the three-colour and two-colour systems referred to in paragraphs 2 and 3 of this Article shall be arranged vertically or horizontally.
5. Where the lights are arranged vertically, the red light shall be placed uppermost; where the lights are arranged horizontally, the red light shall be placed on the side opposite to that appropriate to the direction of traffic.
6. In the three-colour system, the amber light shall be placed in the middle.
7. All the lights in the signals of the three-colour and two-colour systems referred to in paragraphs 2 and 3 of this Article shall be circular. The red flashing lights referred to in paragraph 1 of this Article shall likewise be circular.
8. A flashing amber light may be installed alone; such a light may also be used in place of a three-colour system at times when traffic is light.
9. Where the green light in a three-colour system shows one or more arrows, the lighting of the arrow or arrows shall mean that vehicles may proceed only in the direction or directions thus indicated. Arrows meaning that traffic may proceed straight ahead shall point upwards.
10. Where a signal of a three-colour system includes one or more additional green lights showing one or more arrows, the lighting of such additional arrow or arrows shall, no matter what phase the three-colour system may be in at the time, mean that traffic may proceed in the direction or directions indicated by the arrow or arrows; it shall also mean that, when vehicles are in a lane reserved for traffic in the direction indicated by the arrow or the direction such traffic is required to take, their drivers must proceed in the direction indicated if by stopping they would obstruct the movement of vehicles behind them in the same lane, provided always that vehicles in the traffic stream they are joining must be allowed to pass and that pedestrians must not be endangered. These additional green lights should preferably be placed at the same level as the normal green light.
11. Where green or red lights are placed above traffic lanes shown by longitudinal markings on a carriageway having more than two lanes, the red light shall mean that traffic may not proceed along the lane over which it is placed and the green light shall mean that traffic may so proceed. The red light thus placed shall be in the form of two inclined crossed bars and the green light in the form of an arrow pointing downwards.
12. Domestic legislation may provide for the installation at certain level-crossings of a slow-flashing lunar white light meaning that traffic may proceed.
13. In cases where traffic light signals apply to cyclists only, this restriction may be clarified, if to do so is necessary in order to avoid confusion, by including the silhouette of a cycle in the signal itself or by using a signal of small size supplemented by a rectangular plate showing a cycle.

Article 24. SIGNALS FOR PEDESTRIANS ONLY

1. The only lights which may be used as light signals for pedestrians only are the following, which shall have the meanings here assigned to them:

(a) Non-flashing lights:

- (i) a green light shall mean that pedestrians may cross;
- (ii) an amber light shall mean that pedestrians may not cross, but that those already on the carriageway may continue to the other side;
- (iii) a red light shall mean that pedestrians may not enter the carriageway;

(b) Flashing lights:

A flashing green light shall mean that the period during which pedestrians may cross the carriageway is about to end and the red light is about to appear.

2. Light signals for pedestrians shall preferably be of the two-colour system, comprising two lights, red and green respectively; however, they may be of the three-colour system, comprising three lights, red, amber and green respectively. Two lights shall never be shown simultaneously.

3. 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 preferably 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.

4. Light signals for pedestrians shall be so designed and arranged as to exclude any possibility of their being mistaken by drivers for light signals for vehicular traffic.

*CHAPTER IV. ROAD MARKINGS**Article 25*

Carriageway markings (road markings) shall be used, when the competent authority considers it necessary, to regulate traffic or to warn or guide road-users. They may be used either alone or in conjunction with other signs or signals to emphasize or clarify their meaning.

Article 26

1. A longitudinal marking consisting of a continuous line on the carriageway shall mean that vehicles are not permitted to cross or straddle that line and, when the line separates the two directions of traffic, that vehicles are not permitted to travel on that side of the line which, for the driver, is opposite to the edge of the carriageway appropriate to the direction of traffic. A longitudinal marking consisting of two continuous lines shall have the same meaning.

2. (a) A longitudinal marking consisting of a broken line on the carriageway shall not have a prohibitory meaning, but shall be used either:

- (i) to demarcate lanes for the purpose of guiding traffic; or
- (ii) to give warning of the approach to a continuous line and the prohibition that line conveys, or of the approach to another section of road presenting a particular danger.

(b) The ratio between the length of the gaps between the strokes and the length of the strokes shall be substantially smaller where broken lines are used for the purposes referred to in sub-paragraph (a) (ii) of this paragraph than where they are used for the purpose referred to in sub-paragraph (a) (i) thereto.

3. Where a longitudinal marking consists of a continuous line adjacent to a broken line on the carriageway, drivers shall take account only of the line that appears on their side. This provision shall not prevent drivers who have overtaken in the manner permitted from resuming their normal position on the carriageway.

4. For the purposes of this Article, longitudinal lines used to mark the edges of the carriageway in order to make them more visible and longitudinal lines connected to transverse lines used to demarcate parking spaces on the carriageway shall not be regarded as longitudinal markings.

Article 27

1. A transverse marking consisting of a continuous line or of two adjacent continuous lines across one or more traffic lanes shall mark the line behind which drivers are required by the sign B, 2, "Stop", referred to in Article 10, paragraph 3, of this Convention, to stop. Such a marking may also be used to show the line behind which drivers may be required to stop by a light signal, or by a signal given by an authorized official directing traffic, or before a level-crossing. The word "STOP" may be marked on the carriageway in advance of the markings accompanying sign B, 2.

2. Unless this is technically impossible, the transverse marking described in paragraph 1 of this Article shall be placed on the carriageway wherever a sign B, 2 is set up.

3. A transverse marking consisting of a broken line, or of two adjacent broken lines, across one or more traffic lanes shall show the line which vehicles may not normally pass when giving way in compliance with the sign B, 1, "Give way", referred to in Article 10, paragraph 2, of this Convention. In advance of such a marking, a triangle with broad sides, having one side parallel to the marking and the opposite vertex pointing towards approaching vehicles, may be marked on the carriageway to symbolize sign B, 1.

4. To mark pedestrian crossings, relatively broad stripes, parallel to the axis of the carriageway, should preferably be used.

5. To mark cyclist crossings, either transverse lines, or other markings which cannot be confused with those of pedestrian crossings, shall be used.

Article 28

1. Other markings on the carriageway, such as arrows, parallel or oblique stripes, or inscriptions, may be used to repeat the instructions given by signs or to give road-users information which cannot be suitably conveyed by signs. Such markings shall be used, in particular, to show the boundaries of parking zones or strips, to mark bus or trolleybus stops where parking is prohibited, and for preselection before intersections. However, if there is an arrow on the carriageway where it is divided into traffic lanes by means of longitudinal markings, drivers shall follow the direction or one of the directions indicated in the lane along which they are travelling.

2. Subject to the provisions of Article 27, paragraph 4, of this Convention which relate to pedestrian crossings, the marking of part of the carriageway or of an area raised slightly above the level of the carriageway by parallel oblique stripes framed by a continuous line, or by broken lines, shall, in the case of areas framed by a continuous line, mean that vehicles must not enter that area, and in the case of areas framed by broken lines, that vehicles shall not enter that area unless it can be seen that it is safe to do so or in order to turn into a joining road on the opposite side of the carriageway.

3. A zigzag line at the side of the carriageway shall mean that parking on that side of the carriageway is prohibited as far as the line extends.

Article 29

1. The road markings mentioned in Articles 26 to 28 of this Convention may be painted on the carriageway or applied in any other way provided that it is equally effective.

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

3. In tracing out the inscriptions, symbols and arrows of road markings, account shall be taken of the need to elongate them considerably in the direction of movement of traffic, because of the very narrow angle at which they are seen by drivers.

4. It is recommended that road markings intended for moving vehicles should be reflectorized if the density of traffic so requires and if lighting is poor or there is no lighting.

Article 30

Annex 8 to this Convention is a set of recommendations relating to the layout and design of road markings.

CHAPTER V. MISCELLANEOUS

Article 31. SIGNS FOR ROAD WORKS

1. The limits of road works on the carriageway shall be clearly shown.

2. Where the extent of the road works and the volume of traffic justify it, the limits of the works shall be marked by setting up continuous or discontinuous barriers painted with alternate red and white, red and yellow, black and white, or black and yellow stripes, and in addition, at night, if the barriers are not reflectorized, by lights and reflecting devices. Reflecting devices and fixed lights used for this purpose shall be red or dark yellow and flashing lights shall be dark yellow. However:

- (a) lights and devices visible only to traffic moving in one direction and marking the limits of road works on the opposite side of the road from that traffic may be white;
- (b) lights and devices marking the limits of road works separating the two directions of traffic may be white or light yellow.

Article 32. MARKING BY LIGHTS OR REFLECTING DEVICES

Each Contracting Party shall adopt for the whole of its territory the same colour or the same system of colours for the lights or reflecting devices used to mark the edge of the carriageway.

Level-Crossings

Article 33

1. (a) 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 this Convention. 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 this 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;
 - (ii) on earth-tracks (dirt roads) where traffic is very light and footpaths, only a sound signal need be used.
- (b) The light signals may be supplemented by a sound signal in all cases.

2. 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 on an island in the middle of the carriageway, or placed above the carriageway.

3. In accordance with Article 10, paragraph 4, of this Convention, sign B, 2, "Stop", may be set up at a level-crossing which has neither gates, half-gates nor light signals giving warning of the approach of trains; at level-crossings where this sign is displayed, drivers shall stop at the stop line or, in the absence of such a line, level with the sign and not move off again until they have ascertained that no train is approaching.

Article 34

1. At level-crossings equipped with gates or staggered half-gates on either side of the railway line, the presence of such gates or half-gates across the road shall mean that no road-user may proceed beyond the nearest gate or half-gate; the movement of gates towards a position across the road and the movement of half-gates shall have the same meaning.

2. The showing of the red light or lights mentioned in Article 33, paragraph 1, sub-paragraph (a) of this Convention, or the operation of the sound signal mentioned in the said paragraph 1, shall likewise mean that no road-user may proceed beyond the stop line or, if there is no stop line, beyond the level of the signal. The showing of the amber light of the three-colour system mentioned in Article 33, paragraph 1 (a) (i), shall mean that no road-user may proceed beyond the stop line or, if there is no stop line, beyond the level of the signal, unless the vehicle concerned is so close to the signal when the amber light appears that it cannot safely be stopped before passing the signal.

Article 35

1. The gates and half-gates of level-crossings shall be clearly marked in alternate stripes of red and white, red and yellow, black and white, or black and yellow. They may, however, be coloured white or yellow only, provided that a large red disc is displayed at the centre.

2. At all level-crossings which have neither gates nor half-gates there shall be placed, in the immediate vicinity of the railway line, a sign B, 7 as described in Annex 3. If there is a light signal giving warning of the approach of trains or a sign B, 2, "Stop", the sign B, 7 shall be placed on the same support as the light signal or the sign B, 2. Placing of the sign B, 7 is not mandatory at:

- (a) an intersection between a road and a railway track at which rail traffic proceeds very slowly and road traffic is regulated by a railwayman making the necessary hand signals; or
- (b) an intersection between a railway track and either an earth-track (dirt road) where traffic is very light, or a footpath.

3. A rectangular panel having its longer sides vertical and bearing three oblique red bars on a white or yellow ground may be placed below any danger warning sign bearing one of the symbols A, 26 and A, 27 described in Annex 3 to this Convention, provided that additional signs consisting of panels of the same shape bearing respectively one and two oblique red bars on a white or yellow ground are set up at about one-third and two-thirds of the distance between the sign and the railway line. These signs may be repeated on the opposite side of the carriageway. The panels mentioned in this paragraph are further depicted in Section C of Annex 3 to this Convention.

Article 36

1. Because of the special danger presented by level-crossings, the Contracting Parties undertake:

- (a) to have one of the danger warning signs bearing one of the symbols A, 26 and A, 27 placed in advance of all level-crossings; however, no sign need be set up
 - (i) in special cases which may arise in built-up areas;
 - (ii) on earth-tracks (dirt roads) and paths where power-driven vehicle traffic is exceptional;
- (b) to have all level-crossings equipped with gates or half-gates or with a signal giving warning of the approach of trains, unless road-users can see the railway line on both sides of the level-crossing for such a distance that, allowing for the maximum speed of the trains, the driver of a road vehicle approaching the railway line from either side has time to stop before proceeding on to the level-crossing if a train is in sight, and in addition that road-users who are already on the crossing when a train appears have time to reach the other side; however, it shall be open to the Contracting Parties to derogate from the provisions of this sub-paragraph at level-crossings where trains travel relatively slowly or motor vehicle traffic on the road is light;
- (c) to have every level-crossing having gates or half-gates operated from a position from which such gates or half-gates cannot be seen equipped with one of the systems for signalling the approach of trains referred to in Article 33, paragraph 1, of this Convention;
- (d) to have every level-crossing having gates or half-gates operated automatically by the approach of trains equipped with one of the systems for signalling the approach of trains referred to in Article 33, paragraph 1, of this Convention;
- (e) in order to make gates and half-gates more visible, to have them equipped with reflecting material or reflecting devices and, if need be, to illuminate them at night; in addition, on roads where there is heavy motor traffic at night, to equip the danger warning signs installed in advance of the level-crossing with reflecting material or reflecting devices and, if need be, to illuminate them at night;
- (f) wherever possible, near level-crossings equipped with half-gates to have a longitudinal marking placed in the middle of the carriageway prohibiting vehicles which approach the level-crossing from encroaching on the half of the carriageway reserved for traffic in the opposite direction or even to install directional islands separating the two opposed streams of traffic.

2. The provisions of this Article shall not apply in the cases referred to in the last sentence of Article 35, paragraph 2, of this Convention.

CHAPTER VI. FINAL PROVISIONS

Article 37

1. This Convention shall be open at United Nations Headquarters, New York, until 31 December 1969 for signature by all States Members of the United Nations or of any of the specialized agencies or of the International Atomic Energy Agency or Parties to the Statute of the International Court of Justice, and by any other State invited by the General Assembly of the United Nations to become a Party to the Convention.

2. This Convention is subject to ratification. The instruments of ratification shall be deposited with the Secretary-General of the United Nations.

3. This Convention shall remain open for accession by any of the States referred to in paragraph 1 of this Article. The instruments of accession shall be deposited with the Secretary-General.

Article 38

1. Any State may, at the time of signing or ratifying this Convention or of acceding thereto, or at any time thereafter, declare by notification addressed to the Secretary-General that the Convention shall become applicable to all or any of the territories for the international relations of which it is responsible. The Convention 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 Convention for the State making the notification, whichever is the later.

2. Any State which makes a notification under paragraph 1 of this Article shall notify on behalf of the territories on whose behalf that notification was made the declarations provided for in Article 46, paragraph 2 of this Convention.

3. 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 Convention shall cease to be applicable to the territory named in the notification and the Convention shall cease to be applicable to such territory one year from the date of receipt by the Secretary-General of the notification.

Article 39

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

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

Article 40

Upon its entry into force, this Convention shall terminate and replace, in relations between the Contracting Parties, the Convention concerning the Unification of Road Signals, opened for signature at Geneva on 30 March 1931,¹ or the Protocol on Road Signs and Signals, opened for signature at Geneva on 19 September 1949.²

¹ United Nations, *Treaty Series*, vol. 150, p. 247.

² *Ibid.*, vol. 182, p. 229.

Article 41

1. After this Convention has been in force for one year, any Contracting Party may propose one or more amendments to the Convention. 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 all other States referred to in Article 37, paragraph 1 of this Convention.

2. (a) Any proposed amendment communicated in accordance with the preceding paragraph 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 the preceding paragraph 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 Parties which have notified their acceptance, six months after receipt by the Secretary-General of their 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 ten, 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 States referred to in Article 37, paragraph 1 of this Convention. 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 Convention 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 number of

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 his 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.

Article 42

Any Contracting Party may denounce this Convention by written notification to the Secretary-General. The denunciation shall take effect one year after the date of receipt by the Secretary-General of such notification.

Article 43

This Convention shall cease to be in force if the number of Contracting Parties is less than five for any period of twelve consecutive months.

Article 44

Any dispute between two or more Contracting Parties which relates to the interpretation or application of this Convention and which the Parties are unable to settle by negotiation or other means of settlement may be referred, at the request of any of the Contracting Parties concerned, to the International Court of Justice for decision.

Article 45

Nothing in this Convention 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 46

1. Any State may, at the time of signing this Convention or of depositing its instrument of ratification or accession, declare that it does not consider itself bound by Article 44 of this Convention. Other Contracting Parties shall not be bound by Article 44 with respect to any Contracting Party which has made such a declaration.

2. (a) At the time of depositing its instrument of ratification or accession, every State shall, by notification addressed to the Secretary-General, declare for the purposes of the application of this Convention:

- (i) which of the models A^a and A^b it chooses as a danger warning sign (Article 9, paragraph 1); and
- (ii) which of the models B, 2^a and B, 2^b it chooses as a stop sign (Article 10, paragraph 3).

Any State may subsequently, at any time, by notification addressed to the Secretary-General, alter its choice by replacing its declaration by another.¹

(b) At the time of depositing its instrument of ratification or accession, every State may, by notification addressed to the Secretary-General, declare that for the purposes of the application of this Convention, it treats mopeds as motor cycles (Article 1, (I)).

By notification addressed to the Secretary-General, any State may subsequently, at any time, withdraw its declaration.

3. The declarations provided for in paragraph 2 of this Article shall become effective six months after the date of receipt by the Secretary-General of notification of them or on the date on which the Convention enters into force for the State making the declaration, whichever is the later.

4. Reservations to this Convention and its annexes, 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. The Secretary-General shall communicate such reservations to all States referred to in Article 37, paragraph 1 of this Convention.

5. Any Contracting Party which has formulated a reservation or made a declaration under paragraphs 1 and 4 of this Article may withdraw it at any time by notification addressed to the Secretary-General.

6. A reservation made in accordance with paragraph 4 of this Article

- (a) modifies for the Contracting Party which made the reservation the provisions of the Convention 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 entered the reservation.

Article 47

In addition to the declarations, notifications and communications provided for in Articles 41 and 46 of this Convention, the Secretary-General shall notify all the States referred to in Article 37, paragraph 1, of the following:

- (a) signatures, ratifications and accessions under Article 37;
- (b) declarations under Article 38;
- (c) the dates of entry into force of this Convention in accordance with Article 39;
- (d) the date of entry into force of amendments to this Convention in accordance with Article 41, paragraphs 2 and 5;
- (e) denunciations under Article 42;
- (f) the termination of this Convention under Article 43.

Article 48

The original of this Convention, of which the Chinese, English, French, Russian and Spanish texts done in a single copy are equally authentic, shall be deposited with the Secretary-General of the United Nations, who shall send certified true copies thereof to all the States referred to in Article 37, paragraph 1, of this Convention.

¹ See p. 369 of this volume for the designations under article 46(2).

IN WITNESS WHEREOF the undersigned Plenipotentiaries, being duly authorized by their respective Governments, have signed this Convention.

DONE at Vienna this eighth day of November, one thousand nine hundred and sixty-eight.

A N N E X 1

DANGER WARNING SIGNS, OTHER THAN THOSE PLACED AT APPROACHES TO INTERSECTIONS OR LEVEL-CROSSINGS

NOTE: For danger warning signs at approaches to intersections, see Annex 2, section B. For danger warning signs at approaches to level-crossings, see Annex 3, sections A and C.

Section A. MODELS FOR DANGER WARNING SIGNS

The A "Danger warning" sign shall be of model A^a or model A^b. Model A^a is an equilateral triangle having one side horizontal and the opposite vertex above it; the ground is white or yellow and the border red. Model A^b is a square with one diagonal vertical; the ground is yellow and the border, which is only a rim, is black. Unless the description specifies otherwise, the symbols displayed on these signs shall be black or dark blue.

The side of the normal sized sign of model A^a shall measure approximately 0.90 m (3 ft.); that of the small sized side of model A^a shall measure not less than 0.60 m (2 ft.). The side of the normal sized sign of model A^b shall measure approximately 0.60 m (2 ft.); that of the small sign of model A^b shall measure not less than 0.40 m (1 ft. 4 in.).

As regards the choice between models A^a and A^b, see Article 5, paragraph 2, and Article 9, paragraph 1, of this Convention.

Section B. SYMBOLS FOR DANGER WARNING SIGNS AND INSTRUCTIONS FOR THE USE OF SUCH SIGNS

1. Dangerous bend or bends

Warning of a dangerous bend or succession of dangerous bends shall be given by one of the following symbols, whichever is appropriate:

A, 1^a: Left bend

A, 1^b: Right bend

A, 1^c: Double bend, or succession of more than two bends, the first to the left

A, 1^d: Double bend, or succession of more than two bends, the first to the right

2. Dangerous descent

To give warning of a steep descent symbol A, 2^a shall be used with the sign of model A^a, or symbol A, 2^b with the sign of model A^b.

The left-hand part of symbol A, 2^a shall occupy the left-hand corner of the sign panel and its base shall extend over the whole width of the panel. The figure in symbols A, 2^a and A, 2^b shows the gradient as a percentage; it may be replaced by a ratio (1:10).

It shall, however, be open to Contracting Parties, taking into account as far as possible the provisions of Article 5, paragraph 2 (b) of this Convention, to use, instead of symbol A, 2^a or A, 2^b, symbol A, 2^c if they have adopted the sign of model A^a and symbol A, 2^d if they have adopted the sign of model A^b.

3. Steep ascent

To give warning of a steep ascent, symbol A, 3^a shall be used with the sign of model A^a, or symbol A, 3^b with the sign of model A^b.

The right-hand part of symbol A, 3^a shall occupy the right-hand corner of the sign panel and its base shall extend over the whole width of the panel. The figure in symbols A, 3^a and

A, 3^b shows the gradient as a percentage; it may be replaced by a ratio (1:10). It shall, however, be open to Contracting Parties which have chosen symbol A, 2^c as the symbol for a dangerous descent to use symbol A, 3^c instead of A, 3^a, and to Contracting Parties which have chosen symbol A, 2^d to use symbol A, 3^d instead of A, 3^b.

4. *Carriageway narrows*

Warning that the carriageway ahead is narrower shall be given by the symbol A, 4^a or by a symbol showing the outline of the road more clearly, such as A, 4^b.

5. *Swing bridge*

Warning of a swing bridge shall be given by the symbol A, 5.

A rectangular panel of model A, 29^a described in Annex 3, Section C, may be placed below the danger warning sign bearing symbol A, 5, provided that panels of model A, 29^b and A, 29^c described in that Annex are set up at approximately one third and two thirds of the distance between the sign bearing symbol A, 5 and the swing bridge.

6. *Road leads on to quay or river bank*

Warning that the road is about to lead on to a quay or river bank shall be given by symbol A, 6.

7. *Uneven road*

Warning of dips, hump bridges or ridges, or of sections where the carriageway is in bad condition shall be given by symbol A, 7^a.

To give warning of a hump bridge or ridge, symbol A, 7^a may be replaced by symbol A, 7^b.

To give warning of a dip, symbol A, 7^a may be replaced by symbol A, 7^c.

8. *Slippery road*

Warning that the section of road ahead may be particularly slippery shall be given by symbol A, 8.

9. *Loose gravel*

Warning of a section of road on which gravel may be thrown up shall be given by symbol A, 9^a used with the sign of model A^a or by the symbol A, 9^b with the sign of model A^b.

Where traffic keeps to the left, the symbol shall be reversed.

10. *Falling rocks*

Warning of a section of road on which there is danger from falling rocks and the consequent presence of rocks on the carriageway shall be given by symbol A, 10^a used with the sign of model A^a or by symbol A, 10^b with the sign of model A^b.

The right-hand part of the symbol shall occupy the right-hand corner of the sign panel in both cases.

The symbol may be reversed.

11. *Pedestrian crossing*

Warning of a pedestrian crossing indicated either by road markings, or by signs E, 11^a or E, 11^b shall be given by symbol A, 11, of which there are two models: A, 11^a and A, 11^b.

The symbol may be reversed.

12. *Children*

Warning of a section of road frequented by children, such as the exit from a school or playground, shall be given by symbol A, 12.

The symbol may be reversed.

13. *Cyclists entering or crossing*

Warning of a point at which cyclists frequently enter or cross the road shall be given by symbol A, 13.

The symbol may be reversed.

14. *Cattle or other animals crossing*

Warning of a section of road on which there is a particular danger of animals crossing shall be given by a symbol representing the silhouette of the animal, domestic or wild, most frequently encountered, such as symbol A, 14^a for a domestic animal and symbol A, 14^b for a wild animal.

The symbol may be reversed.

15. *Road works*

Warning that work is in progress on the section of road ahead shall be given by symbol A, 15.

16. *Light signals*

If it is considered essential to give warning of a section of road on which traffic is regulated by three-colour light signals, because road-users would not expect such a section, symbol A, 16 shall be used. There are three models of symbol A, 16: A, 16^a; A, 16^b and A, 16^c, which correspond to the arrangements of lights in the three-colour system described in Article 23, paragraphs 4 to 6, of this Convention.

This symbol shall be in the three colours of the lights of which it gives warning.

17. *Airfield*

Warning of a section of road likely to be flown over at low altitude by aircraft taking off from or landing on an airfield shall be given by the symbol A, 17.

The symbol may be reversed.

18. *Cross-wind*

Warning of a section of road on which there is often a strong cross-wind shall be given by symbol A, 18.

The symbol may be reversed.

19. *Two-way traffic*

Warning of a section of road temporarily or permanently carrying two-way traffic on the same carriageway when, on the previous section, traffic was carried on a one-way road or on a road comprising several one-way traffic carriageways shall be given by the symbol A, 19.

The sign bearing this symbol shall be repeated at the beginning of the section and along the section as frequently as may be necessary. Where traffic keeps to the left, the arrows shall be reversed.

20. *Other dangers*

Warning of a section of road on which there is a danger other than those enumerated in paragraphs 1 to 19 above or in Annexes 2 and 3 may be given by the symbol A, 20.

It shall, however, be open to Contracting Parties to adopt graphic symbols in conformity with the provisions of Article 3, paragraph 1 (a)(ii), of this Convention.

Sign A, 20 may be used, in particular, to give warning of intersections with railway tracks at which rail traffic proceeds very slowly and road traffic is regulated by a railwayman accompanying the railway vehicles and making the necessary hand signals.

A N N E X 2

SIGNS REGULATING PRIORITY AT INTERSECTIONS, DANGER WARNING SIGNS AT APPROACHES TO INTERSECTIONS AND SIGNS REGULATING PRIORITY ON NARROW SECTIONS OF ROAD

NOTE: At an intersection comprising a priority road in which there is a bend, a panel bearing a diagram of the intersection which shows the outline of the priority road may be placed below danger signs giving warning of the intersection or below signs regulating priority, whether they are set up at the intersection or not.

*Section A. SIGNS REGULATING PRIORITY AT INTERSECTIONS*1. *"Give way" sign*

The "Give way" sign shall be sign B, 1. It shall consist of an equilateral triangle having one side horizontal and the opposite vertex below it. The ground shall be white or yellow and the border red. The sign shall bear no symbol.

The side of the normal sized sign shall measure approximately 0.90 m (3 ft.); the side of the small sign shall measure not less than 0.60 m (2 ft.).

2. *"Stop" sign*

The "Stop" sign shall be sign B, 2, of which there are two models:

- model B, 2^a is octagonal with a red ground bearing the word "STOP" in white in English or in the language of the State concerned; the height of the word "STOP" shall be not less than one third of the height of the panel;
- model B, 2^b is circular with a white or yellow ground and a red border; it bears within it sign B, 1 without any inscription, and near the top, in large letters, the word "STOP" in black or dark blue, in English or in the language of the State concerned.

The height of the normal sized sign B, 2^a and the diameter of the normal sized sign B, 2^b shall be approximately 0.90 m (3 ft.); the same dimensions of the small signs shall be not less than 0.60 m (2 ft.).

As regards the choice between models B, 2^a and B, 2^b, see Article 5, paragraph 2, and Article 10, paragraph 3, of this Convention.

3. *"Priority road" sign*

The "Priority road" sign shall be sign B, 3. It shall consist of a square with one diagonal vertical. The rim of the sign shall be black; the sign shall have in its centre a yellow or orange square with a black rim; the space between the two squares shall be white.

The side of the normal sized sign shall measure approximately 0.50 m (1 ft. 8 in.); the side of the small sign shall measure not less than 0.35 m (1 ft. 2 in.).

4. *"End of priority" sign*

The "End of priority" sign shall be sign B, 4. It shall consist of sign B, 3 above with the addition of a black or grey median band perpendicular to the lower left and upper right sides of the square, or of black or grey parallel lines forming such a band.

*Section B. DANGER WARNING SIGNS AT APPROACHES TO INTERSECTIONS*1. *Signs*

Danger warning signs at approaches to intersections shall be of model A^a or model A^b, described in Annex 1, section A.

2. *Symbols*

The symbols shall be black or dark blue.

(a) As regards the symbol to be placed on sign A^a or A^b, the following cases shall be distinguished:

- (i) Intersection where the priority is that prescribed by the general priority rule in force in the country: symbol A, 21^a shall be used with sign A^a and symbol A, 21^b shall be used with sign A^b.

Symbols A, 21^a and A, 21^b may be replaced by symbols which show the nature of the intersection more clearly, such as A, 21^c; A, 21^d; A, 21^e; A, 21^f and A, 21^g.

- (ii) Intersection with a road the users of which must give way: the symbol used shall be A, 22^a.

Symbol A, 22^a may be replaced by symbols which show the nature of the intersection more clearly, such as A, 22^b and A, 22^c. These symbols may be used on a road only if sign B, 1 or sign B, 2 is placed on the road or roads with which it forms the intersection of which warning is given, or if these roads are such (for example, paths or earth-tracks) that,

under domestic legislation, drivers using them are required to give way at the intersection even in the absence of such signs. The use of these symbols on roads on which sign B, 3 is set up shall be confined to certain exceptional cases.

(iii) Intersection with a road to whose users drivers must give way.

If the "Give way" sign B, 1 is placed at the intersection, the symbol A, 23 shall be used.

If the "Stop" sign B, 2 is placed at the intersection, the symbol used shall be A, 24^a or A, 24^b, whichever corresponds to the model of sign B, 2 set up.

However, instead of sign A^a with these symbols, sign B, 1 or B, 2 may be used in conformity with Article 10, paragraph 6, of this Convention.

(iv) Roundabout: the symbol used shall be A, 25.

Where traffic keeps to the left, the direction of the arrows shall be reversed.

(b) If traffic at the intersection is regulated by a light signal, a sign A^a or A^b, bearing symbol A, 16, described in Annex 1, section B, may be set up to supplement or replace the signs described in this section.

Section C. SIGNS REGULATING PRIORITY ON NARROW SECTIONS OF ROAD

1. *Sign indicating priority for oncoming traffic*

If, on a narrow section of road where passing is difficult or impossible, traffic is regulated and if, because drivers can see the whole length of the section clearly both at night and by day, such regulation is carried out by giving priority to traffic moving in one direction and not by installing traffic light signals, sign B, 5, "Priority for oncoming traffic", shall be set up facing the traffic on the side which does not have priority. This sign shall mean that entry into the narrow section is prohibited so long as it is not possible to pass through that section without obliging oncoming vehicles to stop.

This sign shall be round, with a white or yellow ground and a red border; the arrow indicating the direction having priority shall be black and that indicating the other direction red.

In States where traffic keeps to the left, the position of the arrows shall be reversed.

2. *Sign indicating priority over oncoming traffic*

To notify drivers that on a narrow section of road they have priority over oncoming vehicles the sign used shall be B, 6.

This sign shall be rectangular with a blue ground; the arrow pointing upwards shall be white and the other arrow red.

Where traffic keeps to the left, the position of the arrows shall be reversed.

When sign B, 6 is used, a sign B, 5 shall be placed on the road, at the other end of the narrow section, for traffic moving in the opposite direction.

A N N E X 3

SIGNS CONCERNING LEVEL-CROSSINGS

Section A. DANGER WARNING SIGNS

The sign to be used shall be sign A^a or sign A^b, described in Annex 1, section A. As regards the symbol to be placed on the sign, the following cases shall be distinguished:

- (a) Warning of level-crossings with gates or staggered half-gates on either side of the railway line shall be given by the symbol A, 26.
- (b) Warning of other level-crossings shall be given by the symbol A, 27, of which there are two models: A, 27^a and A, 27^b.
- (c) To give warning of an intersection with a tramway line, provided that such intersection is not a level-crossing as defined in Article 1 of this Convention, symbol A, 28 may be used.

NOTE: If it is considered necessary to give warning of intersections between a road and a railway track at which rail traffic proceeds very slowly and road traffic is regulated by a railwayman accompanying the railway vehicles and making the necessary hand signals, sign A, 20, described in Annex 1, section B, shall be used.

Section B. SIGNS TO BE PLACED IN THE IMMEDIATE VICINITY OF LEVEL-CROSSINGS

There are three models of sign B, 7 referred to in Article 35, paragraph 2, of this Convention: B, 7^a; B, 7^b and B, 7^c.

Models B, 7^a and B, 7^b shall have a white or yellow ground and a red or black border; model B, 7^c shall have a white or yellow ground and a black border; the inscription on model B, 7^c shall be in black letters. Model B, 7^b shall be used only if the railway line comprises at least two tracks; with model B, 7^c the additional panel shall be affixed only if the line comprises at least two tracks, in which case it shall indicate the number of tracks.

The normal length of the arms of the cross shall be not less than 1.20 m (4 ft.). If sufficient space is not available, the sign may be placed with its points directed upwards and downwards.

Section C. ADDITIONAL SIGNS AT APPROACHES TO LEVEL-CROSSINGS

The panels mentioned in Article 35, paragraph 3, of this Convention are signs A, 29^a; A, 29^b and A, 29^c. The bars shall slope downwards towards the carriageway.

The danger warning sign for the level-crossing may be placed above signs A, 29^b and A, 29^c in the same way as it shall be placed above sign A, 29^a.

ANNEX 4

REGULATORY SIGNS OTHER THAN PRIORITY, STANDING AND PARKING SIGNS

NOTE: For signs regulating priority, see Annex 2; for signs regulating standing and parking, see Annex 6.

Section A. PROHIBITORY OR RESTRICTIVE SIGNS

1. Characteristics of signs and symbols

(a) Prohibitory and restrictive signs shall be circular; their diameter shall be not less than 0.60 m (2 ft.) outside built-up areas and not less than 0.40 m (16 in.) in built-up areas.

(b) Unless otherwise specified where the signs in question are described prohibitory or restrictive signs shall have a white or yellow ground with a wide red border; the symbols and the inscriptions, if any, shall be black or dark blue and the oblique bars, if any, shall be red and shall slope downwards from left to right.

2. Description of signs

(a) Prohibition and restriction of entry

(i) Notification that entry is prohibited for all vehicles shall be given by sign C, 1, "No entry", of which there are two models: C, 1^a and C, 1^b.

(ii) Notification that all vehicular traffic is prohibited in both directions shall be given by sign C, 2, "Closed to all vehicles in both directions".

(iii) Notification that entry is prohibited for a certain category of vehicle or road user only, shall be given by a sign bearing as a symbol the silhouette of the vehicles or road users whose entry is prohibited. Signs C, 3^a; C, 3^b; C, 3^c; C, 3^d; C, 3^e; C, 3^f; C, 3^g; C, 3^h; C, 3ⁱ; and C, 3^k shall have the following meanings:

C, 3^a: "No entry for any power-driven vehicle except two-wheeled motor cycles without side-car"

C, 3^b: "No entry for motor cycles"

C, 3^c: "No entry for cycles"

C, 3^d: "No entry for mopeds"

C, 3^e: "No entry for goods vehicles"

The inscription of a tonnage figure, either in a light colour on the silhouette of the vehicle or, in accordance with Article 8, paragraph 4, of this Convention, on an additional panel placed below sign C, 3^e, shall mean that the prohibition applies only if the permissible maximum weight of the vehicle or combination of vehicles exceeds that figure.

C, 3^f: "No entry for any power-driven vehicle drawing a trailer other than a semi-trailer or a single-axle trailer"

The inscription of a tonnage figure, either in a light colour on the silhouette of the trailer or, in accordance with Article 8, paragraph 4, of this Convention, on an additional panel placed below sign C, 3^f, shall mean that the prohibition applies only if the permissible maximum weight of the trailer exceeds that figure.

It shall be open to Contracting Parties, in cases where they see fit to do so, to replace, in the symbol, the silhouette of the rear end of a lorry by that of the rear end of a private car, and the trailer silhouette by that of a trailer which can be attached to a private car.

C, 3^g: "No entry for pedestrians"

C, 3^h: "No entry for animal-drawn vehicles"

C, 3ⁱ: "No entry for handcarts"

C, 3^k: "No entry for power-driven agricultural vehicles"

NOTE: It shall be open to Contracting Parties to omit from signs C, 3^a to C, 3^k the red oblique bar joining the upper left quadrant and the lower right quadrant or, provided that this does not make the symbol less easy to see and understand, not to interrupt the bar where it crosses the symbol.

(iv) Notification that entry is prohibited for several categories of vehicle or road user may be given either by displaying as many prohibitory signs as there are prohibited classes, or by a single prohibitory sign which shows the silhouettes of the various vehicles or road users whose entry is prohibited. Signs C, 4^a, "No entry for power-driven vehicles", and C, 4^b, "No entry for power-driven vehicles or animal-drawn vehicles", are examples of such signs.

Signs showing more than two silhouettes may not be set up outside built-up areas, and signs showing more than three silhouettes may not be set up in built-up areas.

(v) Notification that entry is prohibited for vehicles whose weight or dimensions exceed certain limits shall be given by the signs:

C, 5: "No entry for vehicles having an over-all width exceeding ...metres (...feet)"

C, 6: "No entry for vehicles having an over-all height exceeding ...metres (...feet)"

C, 7: "No entry for vehicles exceeding ...tons laden weight"

C, 8: "No entry for vehicles having a weight exceeding ...tons on one axle"

C, 9: "No entry for vehicles or combinations of vehicles exceeding ...metres (...feet) in length".

(vi) Notification that vehicles shall not be driven closer together than the distance indicated on the sign shall be given by sign C, 10, "Driving of vehicles less than ...metres (...yards) apart prohibited".

(b) *Prohibition of turning*

Notification that turning is prohibited (to the right or to the left according to the direction of the arrow) shall be given by sign C, 11^a, "No left turn", or sign C, 11^b, "No right turn".

(c) *Prohibition of U-turns*

Notification that U-turns are prohibited shall be given by sign C, 12, "No U-turns".

(d) *Prohibition of overtaking*

(i) Notification that, in an addition to the general rules on overtaking laid down by the regulations in force, the overtaking of power-driven vehicles other than two-wheeled mopeds and two-wheeled motor cycles without side-car travelling on a road is prohibited, shall be given by sign C, 13^a, "Overtaking prohibited". There are two models of this sign: C, 13^{aa} and C, 13^{ab}.

(ii) Notification that overtaking is prohibited only for goods vehicles having a permissible maximum weight exceeding 3.5 tons (7,700 pounds) shall be given by sign C, 13^b, "Overtaking by goods vehicles prohibited". There are two models of this sign: C, 13^{ba} and C, 13^{bb}.

An inscription on an additional panel placed below the sign in accordance with Article 8, paragraph 4, of this Convention may change the permissible maximum weight above which the prohibition applies.

(iii) Where traffic keeps to the left, the colours of the motor vehicles shown on signs C, 13^{aa} and C, 13^{ba} shall be reversed.

(e) *Speed limit*

Notification of a speed limit shall be given by sign C, 14, "Maximum speed limited to the figure indicated". The figure appearing on the sign shall indicate the maximum speed in the unit of measurement most commonly used to express the speed of vehicles in the country concerned. After or below the figure expressing the speed may be added, for instance, "Km" (kilometres) or "m" (miles).

To indicate a speed limit applicable only to vehicles of a permissible maximum weight exceeding a given figure, an inscription comprising that figure shall be placed on an additional panel below the sign in accordance with Article 8, paragraph 4, of this Convention.

(f) *Prohibition of the use of audible warning devices*

Notification that the use of audible warning devices is prohibited except to avoid an accident shall be given by sign C, 15, "Use of audible warning devices prohibited". This sign, if not placed at the beginning of a built-up area beside or shortly after the sign identifying the built-up area, shall be accompanied by an additional panel, model 2, described in Annex 7, showing the distance over which the prohibition applies. It is recommended that this sign should not be placed at the beginning of built-up areas when the prohibition applies in all built-up areas and that it be provided that the sign identifying a built-up area placed at the beginning of that area shall notify road-users that the traffic regulations applicable to built-up areas in that country apply from that point onwards.

(g) *Prohibition of passing without stopping*

Notification of the proximity of a Custom-house at which a stop is compulsory shall be given by sign C, 16, "Passing without stopping prohibited". Notwithstanding Article 8 of this Convention, the symbol of this sign shall include the word "Customs", preferably in two languages; Contracting Parties using C, 16 signs shall endeavour to reach a regional agreement to the effect that this word shall appear in the same language on all the signs they set up.

This sign may also be used to notify drivers that passing without stopping is prohibited for other reasons; in this case the word "Customs" shall be replaced by another very brief inscription indicating the reason for the stop.

(h) *End of prohibition or restriction*

(i) The point at which all prohibitions notified by prohibitory signs for moving vehicles cease to apply shall be indicated by sign C, 17^a, "End of all local prohibitions imposed on moving vehicles". This sign shall be circular and have a white or yellow ground; it shall have no border or only a black rim, and shall bear a diagonal band, sloping downward from right to left, which may be black or dark grey or consist of black or grey parallel lines.

(ii) The point at which a particular prohibition or restriction notified to moving vehicles by a prohibitory or restrictive sign ceases to apply shall be indicated by sign C, 17^b, "End of speed limit", or sign C, 17^c, "End of prohibition of overtaking". These signs shall be similar to sign C, 17^a, but shall show, in addition, in light grey, the symbol of the prohibition or restriction which has ceased.

Notwithstanding the provisions of Article 6, paragraph 1, of this Convention, the signs referred to in this sub-paragraph (h) may be placed on the reverse side of the prohibitory or restrictive sign intended for traffic coming in the opposite direction.

Section B. MANDATORY SIGNS

1. General characteristics of signs and symbols

(a) Mandatory signs shall be circular; their diameter shall be not less than 0.60 m (2 ft.) outside built-up areas and not less than 0.40 m (16 in.) in built-up areas. However, signs having a diameter of not less than 0.30 m (12 in.) may be used in conjunction with traffic light signals or on bollards on traffic islands.

(b) 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.

2. Description of signs

(a) Direction to be followed

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, 1^a 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, 1^a, sign D, 1^b may be used notwithstanding the provisions of paragraph 1 of this section. Sign D, 1^b shall be black with a white rim and a white symbol.

(b) 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.

(c) Compulsory roundabout

Sign D, 3, "Compulsory roundabout", shall notify drivers that they must comply with the rules concerning roundabouts.

Where traffic keeps to the left, the direction of the arrows shall be reversed.

(d) Compulsory cycle track

Sign D, 4, "Compulsory cycle track", shall notify cyclists that they must use the cycle track at the entrance to which it is placed, and shall notify the drivers of other vehicles that they are not entitled to use that track. However, drivers of mopeds may also be required 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, 3^d.

(e) Compulsory foot-path

Sign D, 5, "Compulsory foot-path", shall notify pedestrians that they must use the path at the entrance to which it is placed, and shall notify other road users that they are not entitled to use that path.

(f) Compulsory track for riders on horseback

Sign D, 6, "Compulsory track for riders on horseback", shall notify riders on horseback that they must use the track at the entrance to which it is placed, and shall notify other road-users that they are not entitled to use that track.

(g) 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).

(h) *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.

(i) *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.

A N N E X 5

INFORMATIVE SIGNS OTHER THAN PARKING SIGNS

NOTE: For informative signs relating to parking, see Annex 6.

General characteristics of signs and symbols in sections A to F

(for characteristics of signs and symbols in section G, see that section)

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.

Section A. ADVANCE DIRECTION SIGNS

1. *General case*

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

The colours are blue, white and black.

2. *Special cases*

(a) Examples of advance direction signs for "No through road": E, 2^a and E, 2^b.

(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: E, 3.

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

Section B. DIRECTION SIGNS

1. Examples of signs showing the direction of a place: E, 5^a; E, 5^b; E, 5^c; and E, 5^d.

2. Examples of signs showing the direction of an airfield: E, 6^a; E, 6^b and E, 6^c.

3. Sign E, 7 shows the direction of a camping site.

4. Sign E, 8 shows the direction of a youth hostel.

Section C. PLACE IDENTIFICATION SIGNS

The long side of the rectangle forming these signs shall be horizontal.

1. Examples of signs showing the beginning of a built-up area: E, 9^a and E, 9^b.

2. Examples of signs showing the end of a built-up area: E, 9^c and E, 9^d.

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.

Section D. CONFIRMATORY SIGNS

Sign E, 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.

Section E. PEDESTRIAN CROSSING

Sign E, 11^a, "Pedestrian crossing", is used to show pedestrians and drivers the position of a pedestrian crossing.

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, 11.

However, the sign E, 11^b, having the shape of an irregular pentagon, a blue ground and a white symbol may also be used.

Section F. OTHER SIGNS PROVIDING USEFUL INFORMATION FOR DRIVERS OF VEHICLES

These signs shall have a blue ground.

1. "Hospital" sign

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, 12^a and E, 12^b.

The red cross on sign E, 12^b may be replaced by one of the symbols referred to in section G, paragraph 2 (a).

2. "One-way road" sign

Two different "One-way road" signs may be set up where it is considered necessary to confirm to road-users that they are on a one-way road:

- (a) Sign E, 13^a, placed approximately perpendicular to the axis of the carriageway; its panel shall be square.
- (b) Sign E, 13^b, 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, 13^b in the national language or one of the national languages of the country concerned.

Signs E, 13^a and E, 13^b may be set up irrespective of whether prohibitory or mandatory signs are set up at the entrance to the road in question.

3. "No through road" sign

Sign E, 14, "No through road", placed at the entry to a road, shall mean that there is no throughway.

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

Sign E, 15, "Motorway", shall be placed at the point where the special rules to be observed on a motorway begin to apply. Sign E, 16, "End of motorway", shall be placed at the point where these rules cease to apply.

Sign E, 16 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.

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

Sign E, 17, "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, 17 to show that, by way of exception, the access of motor vehicles to properties bordering on the road is permitted.

Sign E, 18, "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.

6. *Signs notifying a bus or tramway stop*

E, 19, "Bus stop", and E, 20 "Tramway stop"

7. *"Road open or closed" sign*

Sign E, 21, "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.

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.

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 E, 22, "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 E, 22, or sign D, 9.

Section G. SIGNS GIVING NOTICE OF FACILITIES WHICH MAY BE USEFUL TO ROAD USERS

1. *Characteristics of the signs and symbols in this section*

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

(b) 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, 1^a, F, 1^b and F, 1^c, which shall be red.

2. *Description of symbols*

(a) *"First-aid station" symbols*

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

(b) *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"

ANNEX 6

STANDING AND PARKING SIGNS

Section A. SIGNS PROHIBITING OR RESTRICTING STANDING OR PARKING

General characteristics of signs and symbols

These signs shall be circular; their diameter shall not be less than 0.60 m (2 feet) outside built-up areas and not less than 0.25 m (10 inches) in built-up areas. Except where otherwise specified in this annex, the ground shall be blue and the border and oblique bars shall be red.

Description of signs

1. (a) Places where parking is prohibited shall be indicated by sign C, 18, "Parking prohibited"; places where standing and parking are prohibited shall be indicated by sign C, 19, "Standing and parking prohibited".

(b) Sign C, 18 may be replaced by a circular sign with a red border and a red transverse bar, bearing the letter or ideogram used in the State concerned to denote "Parking", in black on a white or yellow ground.

(c) The scope of the prohibition may be restricted by inscriptions on an additional plate below the sign specifying, as the case may be,

- (i) the days of the week or month or the times of day during which the prohibition applies;
- (ii) the time in excess of which parking is prohibited by sign C, 18 or standing and parking is prohibited by sign C, 19;
- (iii) the exceptions granted for certain classes of road-user.

(d) The time in excess of which parking or standing is prohibited may also be inscribed on the lower part of the red circle of the sign instead of appearing on an additional plate.

2. (a) Where parking is authorized on opposite sides of the road alternately, signs C, 20^a and C, 20^b, "Alternate parking", shall be used instead of sign C, 18;

(b) The prohibition of parking shall apply to the sign C, 20^a side on odd number dates and to the sign C, 20^b side on even number dates; the time at which the side changes shall be prescribed by domestic legislation and need not necessarily be midnight. Domestic legislation may also prescribe an alternation other than a daily alternation for parking; the numerals I and II 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.

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

3. (a) 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.

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

(c) Except as may be otherwise indicated

- on an additional panel conforming to model 2 of Annex 7 and showing the distance over which the prohibition applies; or
 - in conformity with sub-paragraph (e) of this paragraph,
- the prohibitions shall apply from a point level with the sign to the next point of entry of a road.

(d) An additional panel conforming to model 3^a or 4^a depicted in Annex 7 may be placed below the sign at the point where the prohibition begins. An additional panel conforming to model 3^b or 4^b depicted in Annex 7 may be placed below signs repeating the prohibition. A further prohibition sign supplemented by an additional panel conforming to model 3^c or 4^c depicted in Annex 7 may be placed at the point where the prohibition ceases to apply. The

panels of model 3 shall be placed parallel to the axis of the road, and the panels of model 4 perpendicular to that axis. The distances, if any, shown by the panels of model 3 shall be those over which the prohibition applies in the direction of the arrow.

(e) 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 sub-paragraph (d) 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 over which it applies, or
- bearing an additional panel of model 3.

(f) 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.

(g) In zones in which the duration of parking is limited but parking is not subject to payment, this limitation, instead of being indicated by signs C, 18 supplemented by additional panels, may be notified by a blue band at a height of approximately 2 m on lamp-posts, trees, etc., bordering the carriageway, or by lines on the kerb.

4. To indicate, in built-up areas, the entry to a zone in which all parking, whether subject to payment or not, is limited as to time, sign C, 21, "Limited duration parking zone", may be set up. The ground of this sign, on which sign C, 18 shall be displayed, shall be of a light colour. Sign C, 18 may be replaced by sign E, 23; in that case the ground may be blue.

A parking disc or parking meter may be depicted on the lower part of the panel to show the system of limitation applied in the zone.

Where necessary the days and times of day during which the limitation applies and the system of limitation may be shown on the sign itself or on an additional plate below the sign C, 21.

Section B. SIGNS PROVIDING USEFUL INFORMATION ON PARKING

1. "Parking" sign

Sign E, 23, "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 square. It shall bear the letter or ideogram used in the State concerned to denote "Parking". The ground of this sign shall be blue.

Symbols or inscriptions on an additional plate below the sign or on the sign itself may show the direction in which the parking place lies or the categories of vehicle for which it is reserved; such inscriptions may also limit the period for which parking is permitted.

2. Sign indicating the exit from a limited duration parking zone

To indicate, in built-up areas, the exit from a zone in which all parking is limited as to time and the entries to which are shown by sign C, 21, containing sign C, 18, sign E, 24 shall be used; this sign shall consist of a square of a light colour containing sign C, 18 in light grey, with a black or dark-grey diagonal band or parallel grey or black lines forming such a band. If the entries to the parking zone are shown by sign C, 21, containing sign E, 23, the exits may be shown by a panel with a black or dark-grey diagonal band or parallel grey or black lines forming such a band, and a parking disc on a light ground.

A N N E X 7

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 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 shall be inscribed in white or yellow.

2. (a) Additional panels of "Model 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 of "Model 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 A^b, the information to be given on the additional panels may be inscribed on the lower part of the sign.

3. The additional panels of "Model 3" and "Model 4" concerning parking prohibitions or restrictions are of models 3^a, 3^b and 3^c and 4^a, 4^b and 4^c respectively. (See Annex 6, Section A, paragraph 3.)

A N N E X 8

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. The width of continuous or broken lines used for longitudinal markings should be at least 0.10 m (4 in.).

3. The distance between two adjacent longitudinal lines (double line) should be between 0.10 m (4 in.) and 0.18 m (7 in.).

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. Outside built-up areas a broken line should consist of strokes between 2 m (6 ft. 6 in.) and 10 m (32 ft.) 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. 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 (3 ft. 4 in.). 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 markings*

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. This marking shall normally consist of a broken line. Continuous lines should only be used for this purpose in special circumstances.

9. 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. 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 1 a and 1 b).

(ii) *In built-up areas*

11. 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.

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 3. In such cases, the lines marking the lanes may be supplemented with arrow markings (see paragraph 39 of this Annex).

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).

15. 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 7 a to 16*. In countries where the design of motor vehicles justifies it, the eye level of 1 m indicated in diagrams 7 a to 10 a may be raised to 1.20 m.

16. The value to be adopted for M varies with road conditions. Diagrams 7 a, 7 b, 8 a, 8 b, 8 c and 8 d 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 M**.

17. 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, 10 a and 10 b.

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

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

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

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

** The marking between A and D shown in diagrams 7 a and 7 b 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.

21. In diagrams 8 a, 8 b, 8 c, 8 d, 10 a and 10 b, 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 50 km/h (30 m.p.h.). 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. 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 50 m, depending on the normal speed of the vehicles using the 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 50 m, 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:*

<i>Approach speed</i>	<i>Range of values of M</i>
100 km/h (60 m.p.h.)	160 m (480 ft.) to 320 m (960 ft.)
80 km/h (50 m.p.h.)	130 m (380 ft.) to 260 m (760 ft.)
65 km/h (40 m.p.h.)	90 m (270 ft.) to 180 m (540 ft.)
50 km/h (30 m.p.h.)	60 m (180 ft.) to 120 m (360 ft.)

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.

E. *Marking of obstructions*

27. 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. 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.

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 0.20 m (8 in.) and the maximum 0.60 m (24 in.). A width of 0.30 m (12 in.) is recommended.

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.

* 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.

32. 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 example 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 2 m (6 ft. 7 in.) and 25 m (82 ft. 2 in.).

C. Lines indicating points at which drivers must give way

33. The minimum width of these lines should be 0.20 m (8 in.) and the maximum width 0.60 m (24 in.); if there are two lines, the distance between them should be at least 0.30 m (12 in.). 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.).

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

35. The 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 2 m (6 ft. 7 in.) and 25 m (82 ft. 2 in.). The base of the triangle shall be at least 1 m (3 ft. 4 in.); its height shall be three times its base.

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

D. Pedestrian crossings

37. 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 a stripe together should be between 1 m (3 ft. 4 in.) and 1.40 m (4 ft. 8 in.). The minimum width recommended for pedestrian crossings is 2.5 m (8 ft.) on roads on which the speed limit is 60 km/h, and 4 m (13 ft.) on roads in which the speed limit is higher or there is no speed limit.

E. Cyclist crossings

38. Cyclist crossings should be indicated by two broken lines. The broken line should preferably be made up of squares $(0.40-0.60) \times (0.40-0.60)$ m [(16-24) \times (16-24) in.]. The distance between the squares should be 0.40-0.60 m (16-24 in.). The width of the crossings should be not less than 1.80 m (6 ft.). Studs and buttons are not recommended.

CHAPTER IV. OTHER MARKINGS

A. Arrow markings

39. On 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 arrows should not be less than 2 m (6 ft. 7 in.) long. They may be supplemented by word markings on the carriageway.

B. Oblique parallel lines

40. Diagrams 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. The 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. Where approach speeds exceed 50 km/h (30 m.p.h.), the letters should be at least 2.5 m (8 ft.) 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. Diagram 26 gives an example of a zigzag line.

(ii) *Marking of obstructions*

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

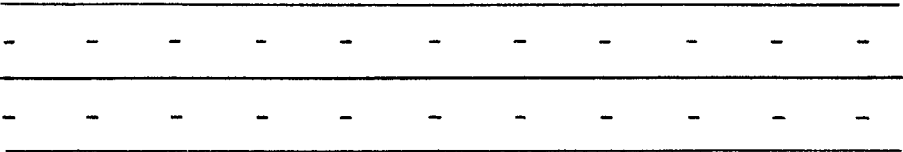


Diagram 1a

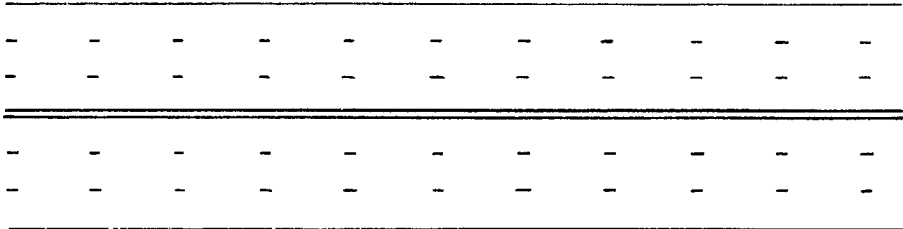


Diagram 1b

N.B. The figures given in diagrams 2, 4, 5, 6, 18 and 19 for the length of the strokes and the gaps between them should be considered only as a rough guide.

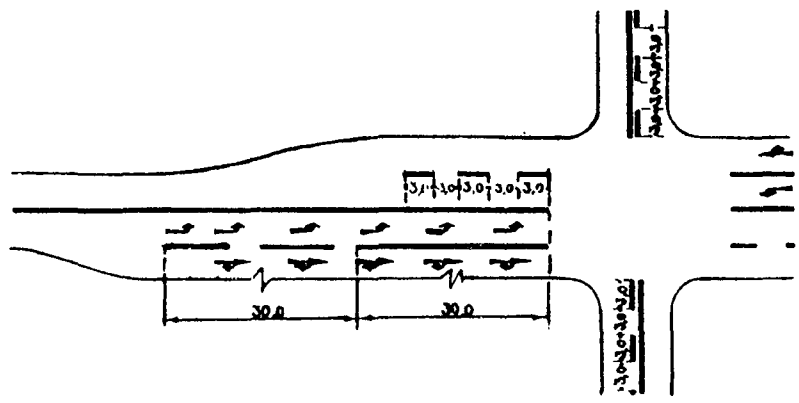


Diagram 2

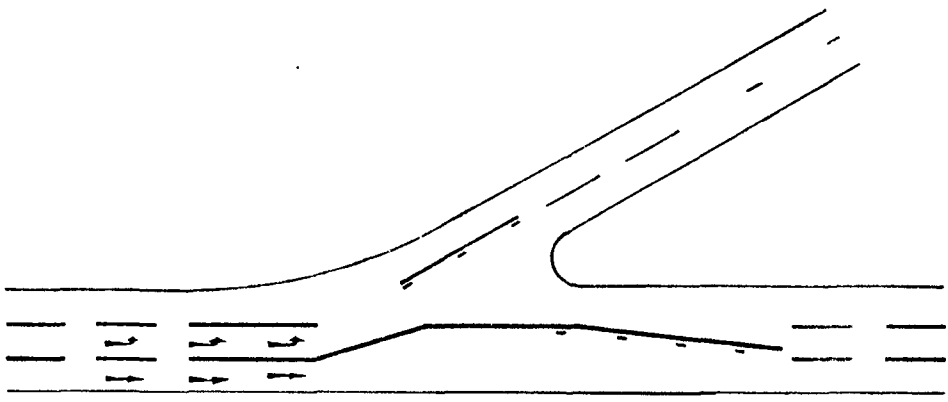


Diagram 3

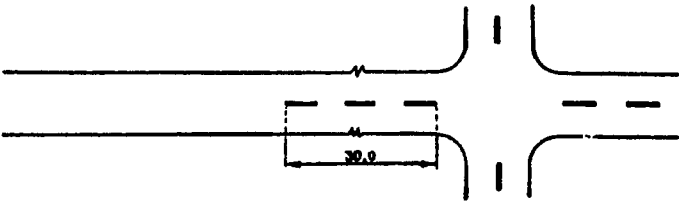


Diagram 4

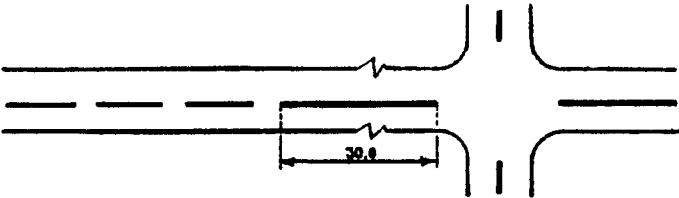


Diagram 5

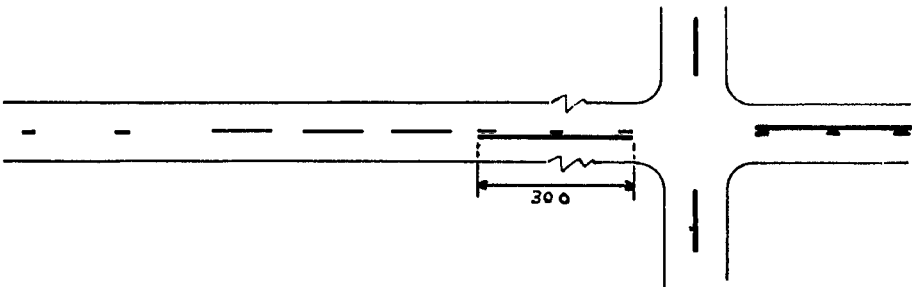


Diagram 6

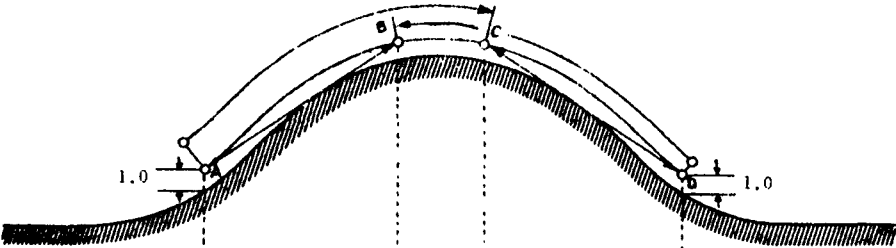


Diagram 7a

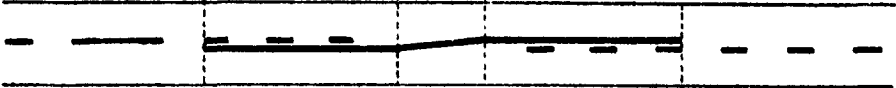


Diagram 7b



Diagram 8a



Diagram 8b

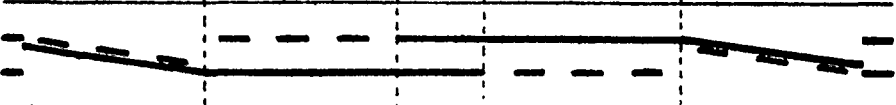


Diagram 8c

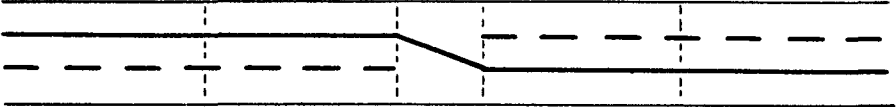


Diagram 8d

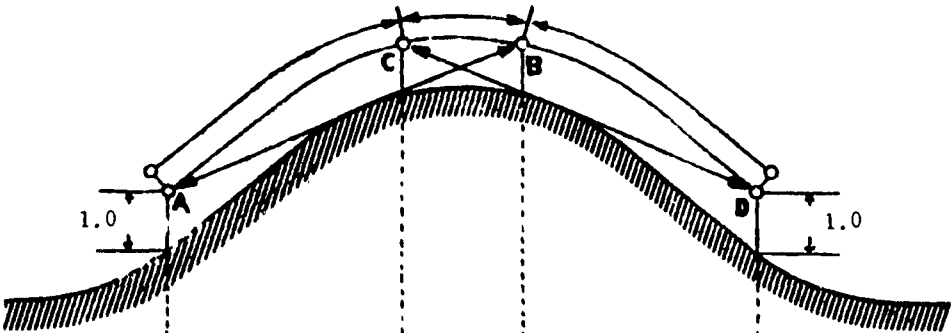


Diagram 9



Diagram 10a

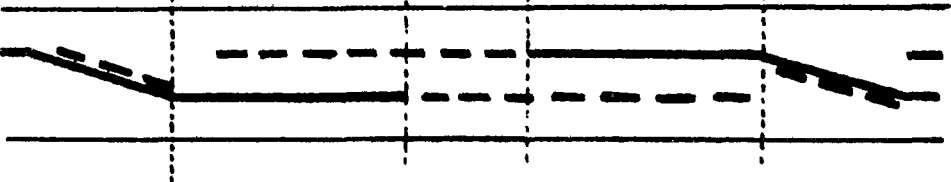


Diagram 10b

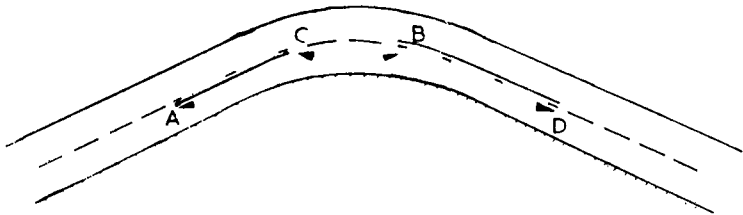


Diagram 11a

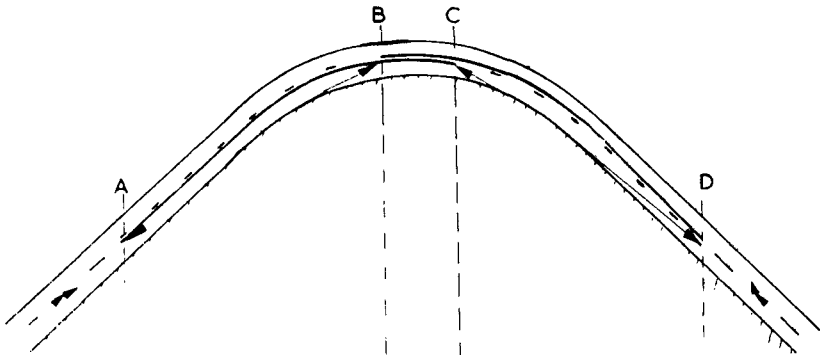


Diagram 11b

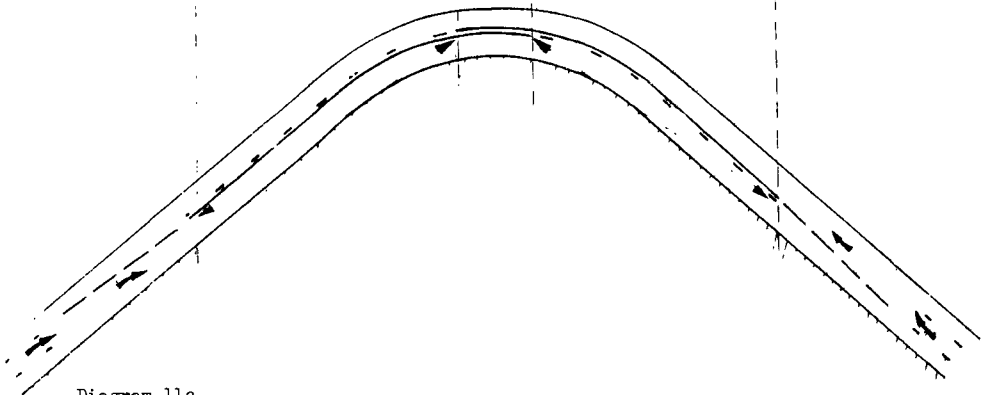


Diagram 11c

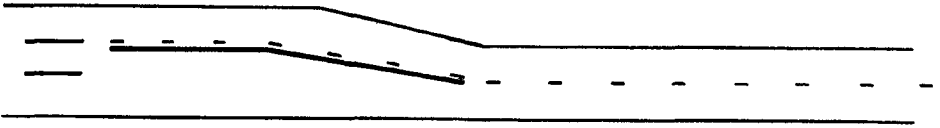


Diagram 12

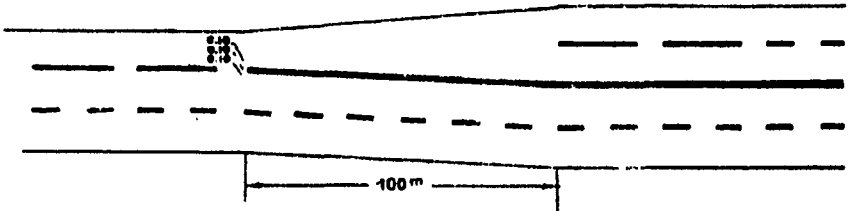


Diagram 13

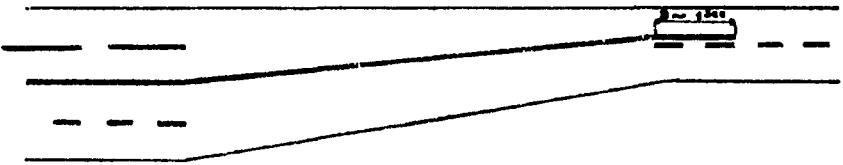


Diagram 14

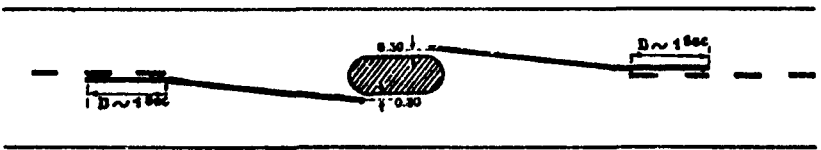


Diagram 15

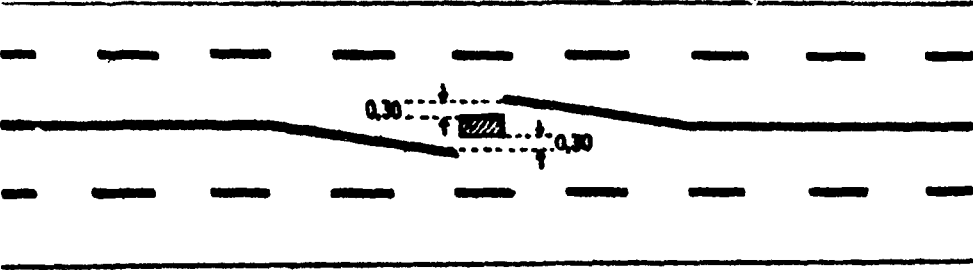


Diagram 16

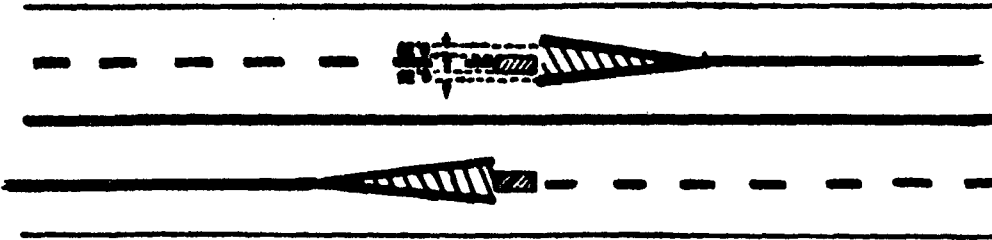


Diagram 17

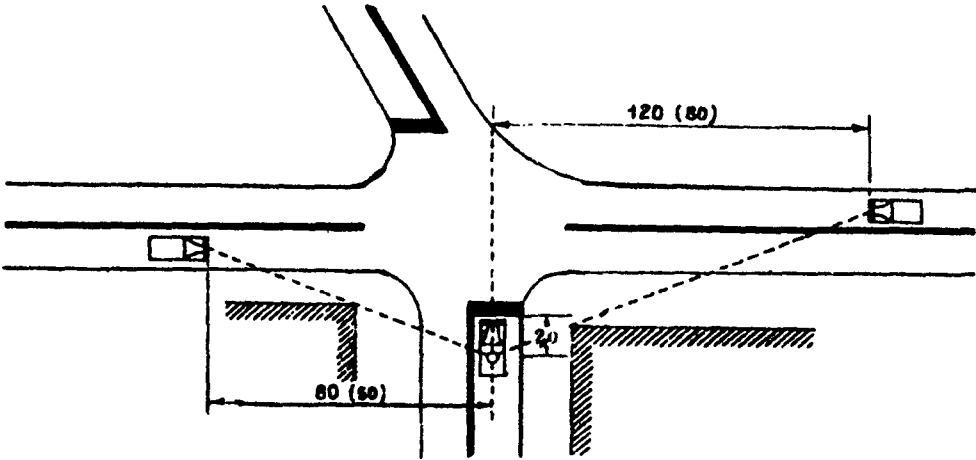


Diagram 18

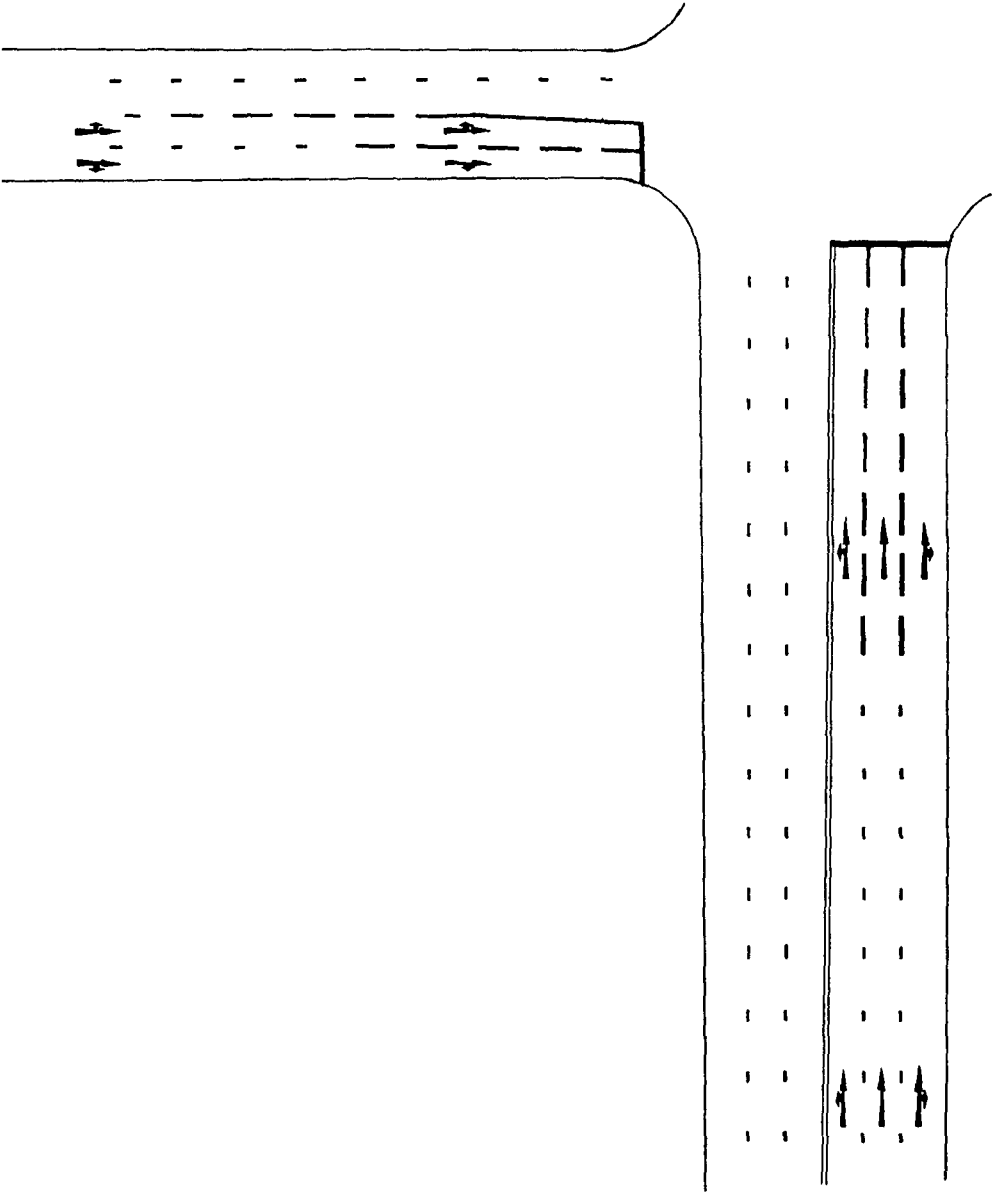


Diagram 19

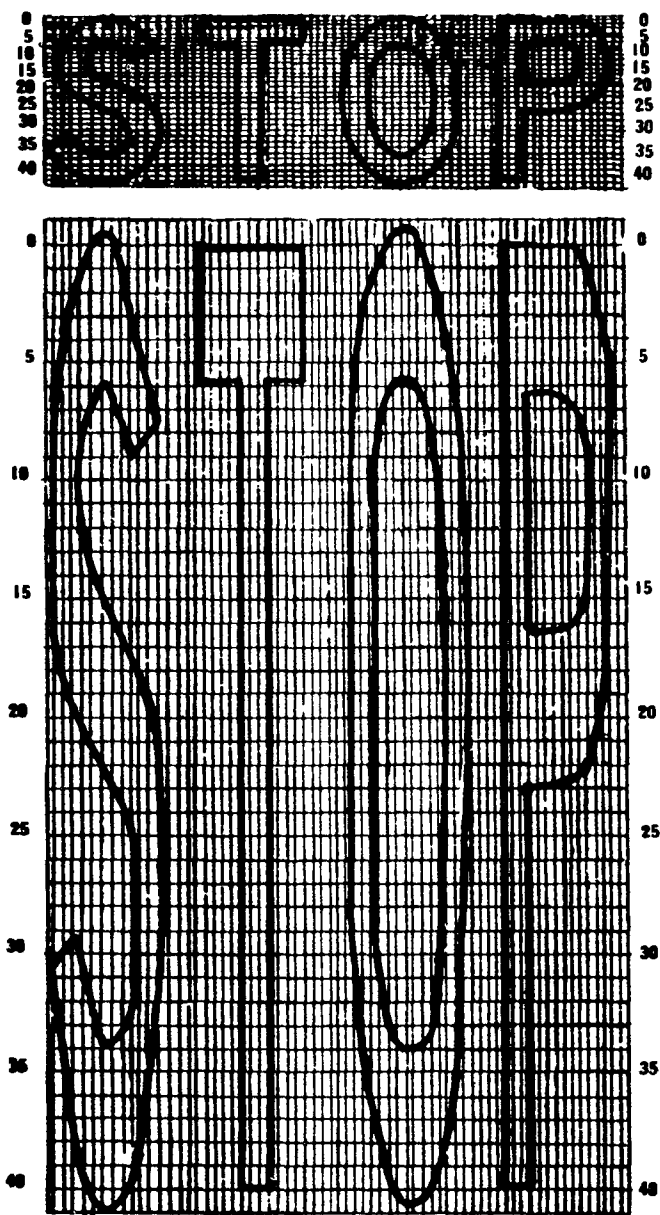


Diagram 20

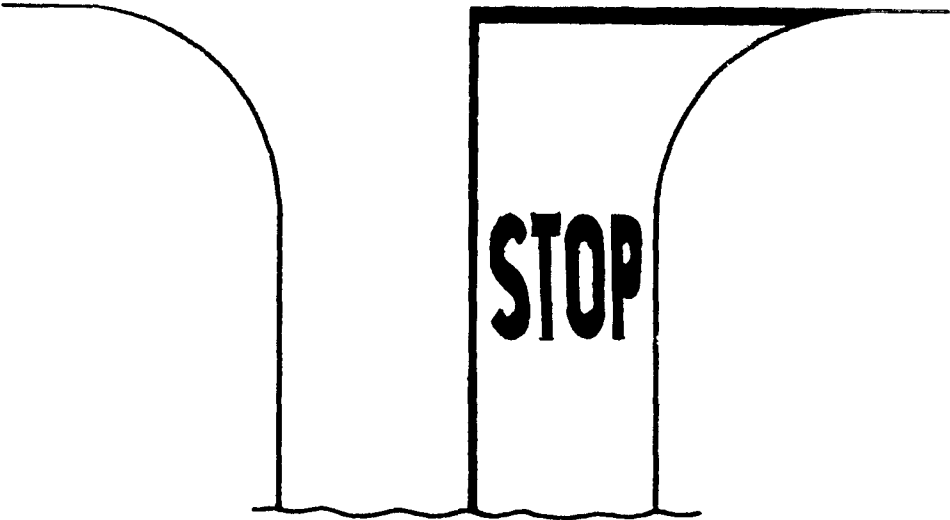


Diagram 21

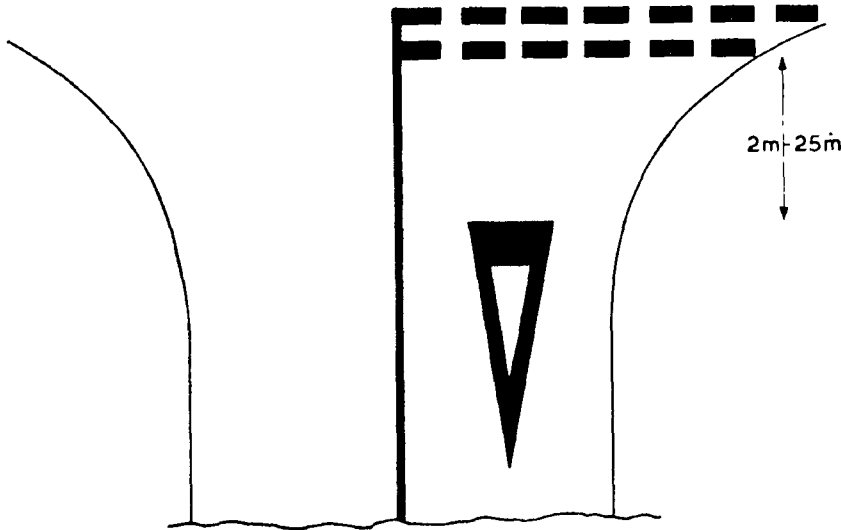
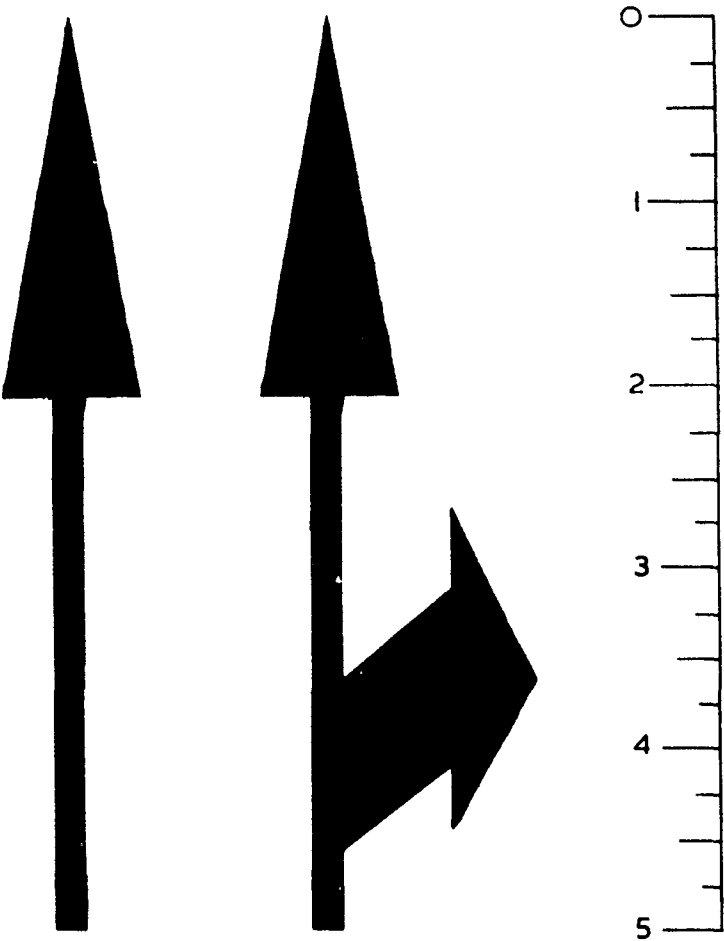


Diagram 22



Standards recommended for drawing arrow markings in perspective to indicate both the direction straight ahead and a turn.

Diagram 23

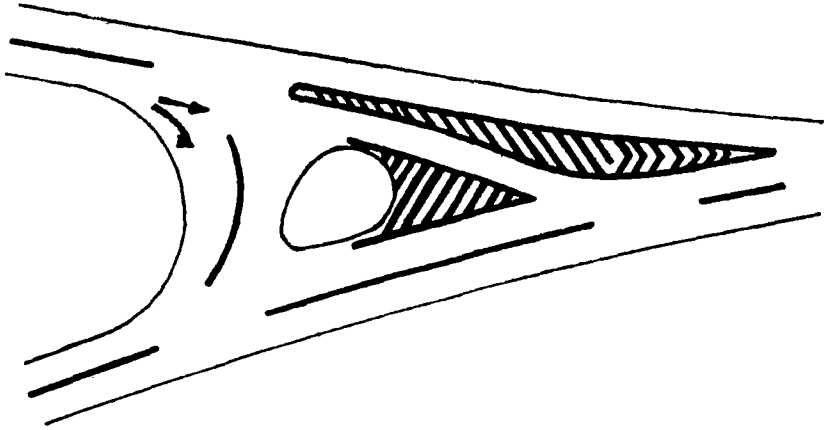


Diagram 24

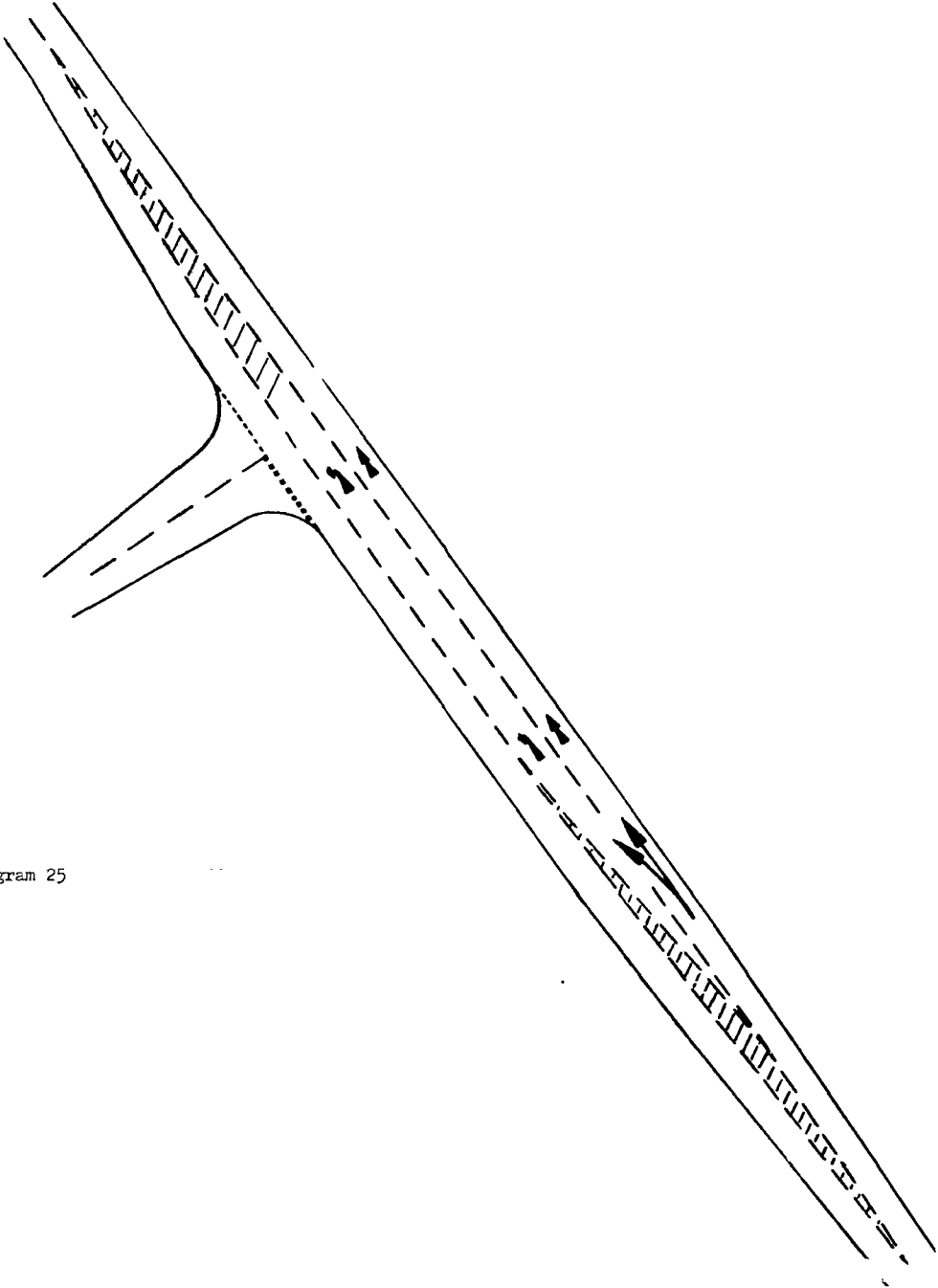


Diagram 25



Diagram 26

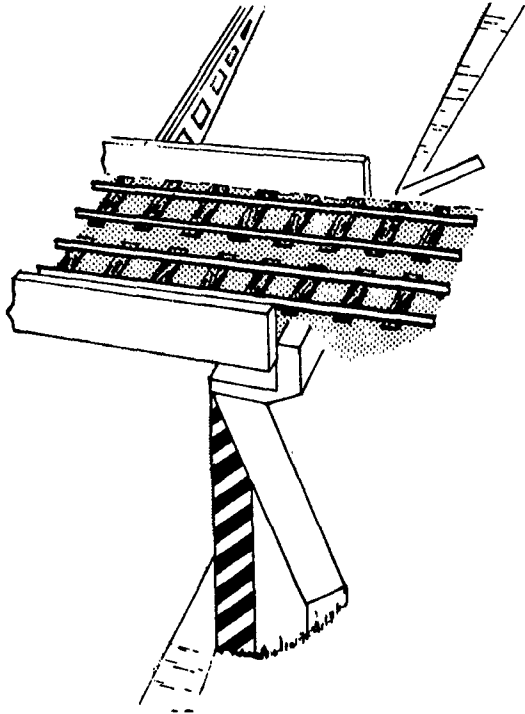
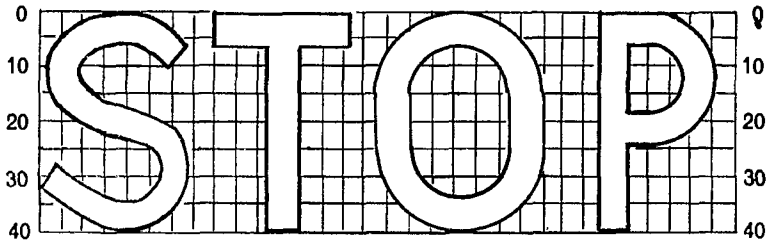
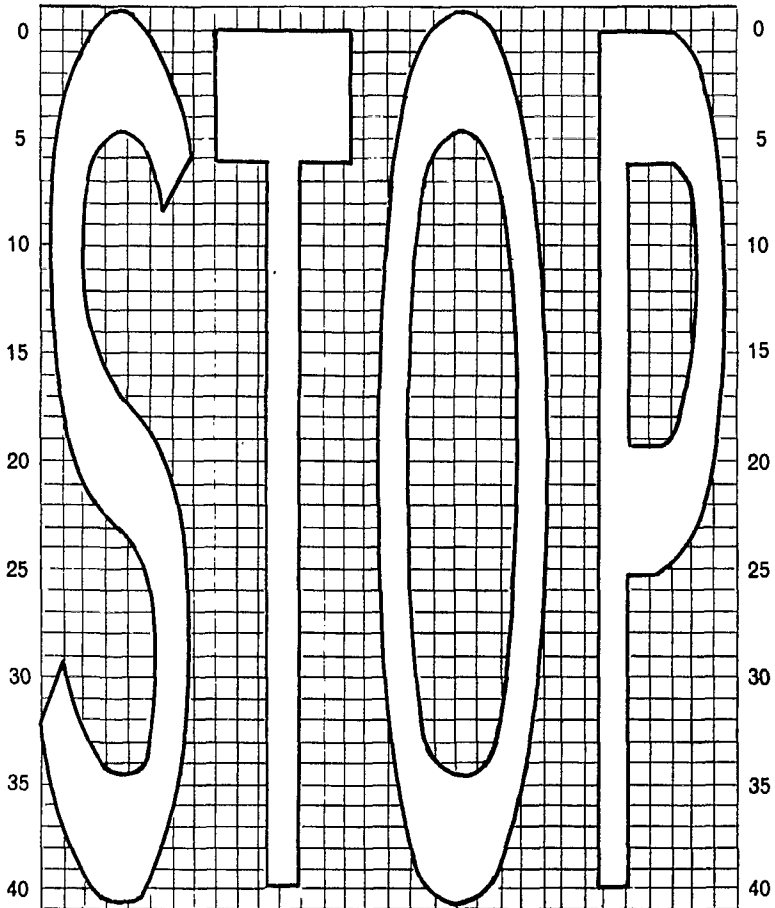


Diagram 27

附圖 20

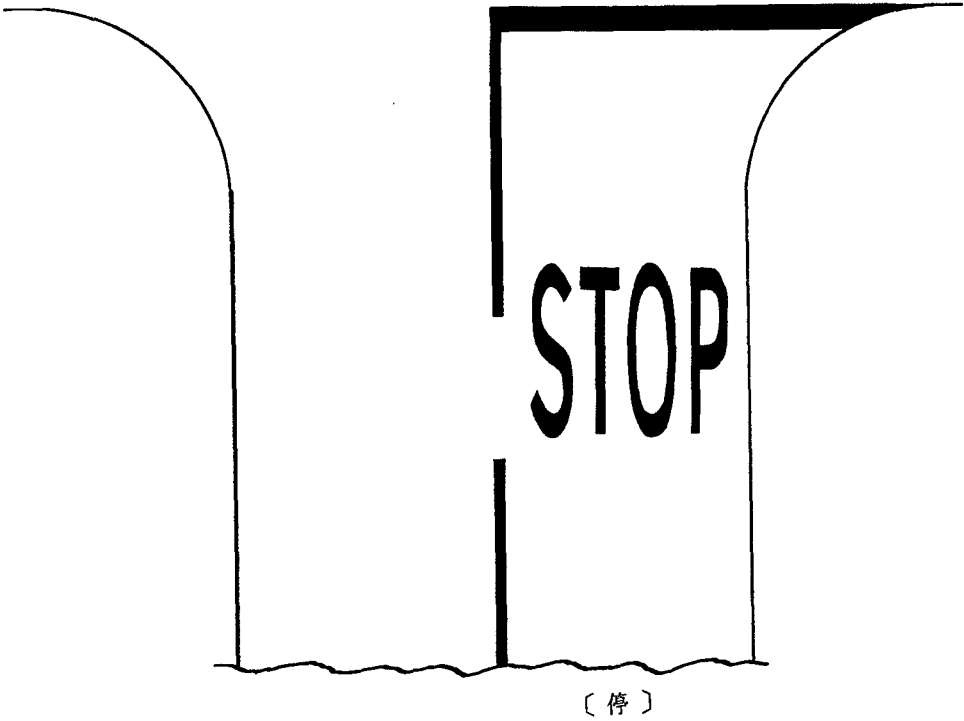


〔 停 〕



〔 停 〕

附圖 21



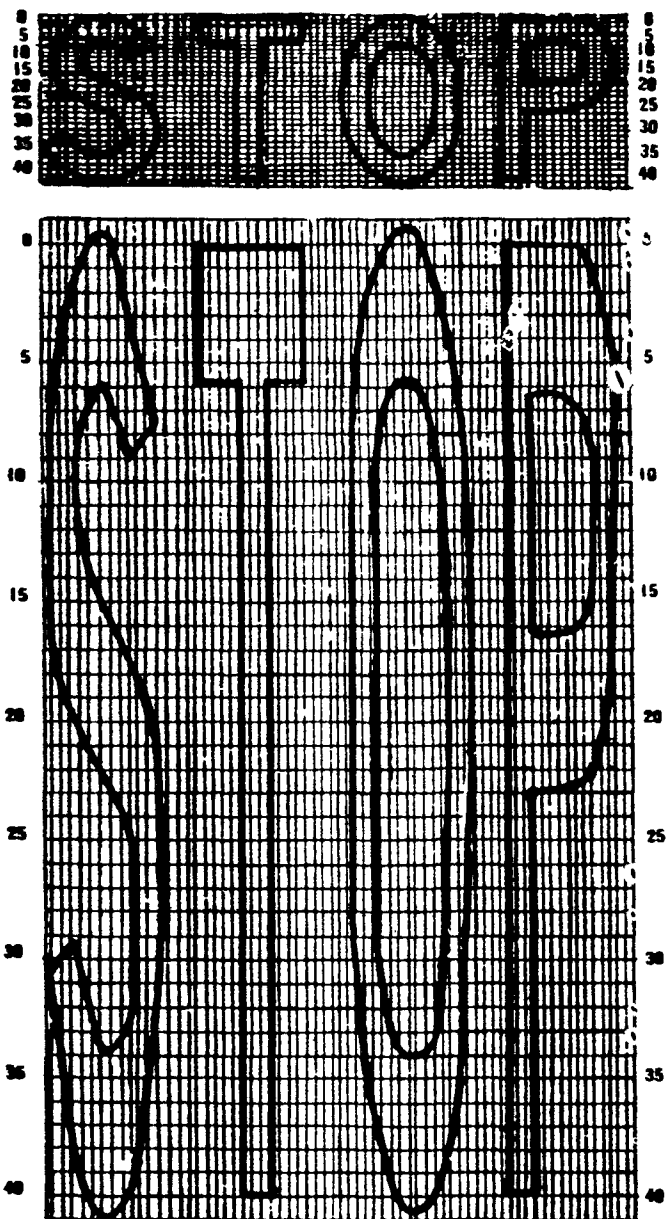


Диаграмма 20

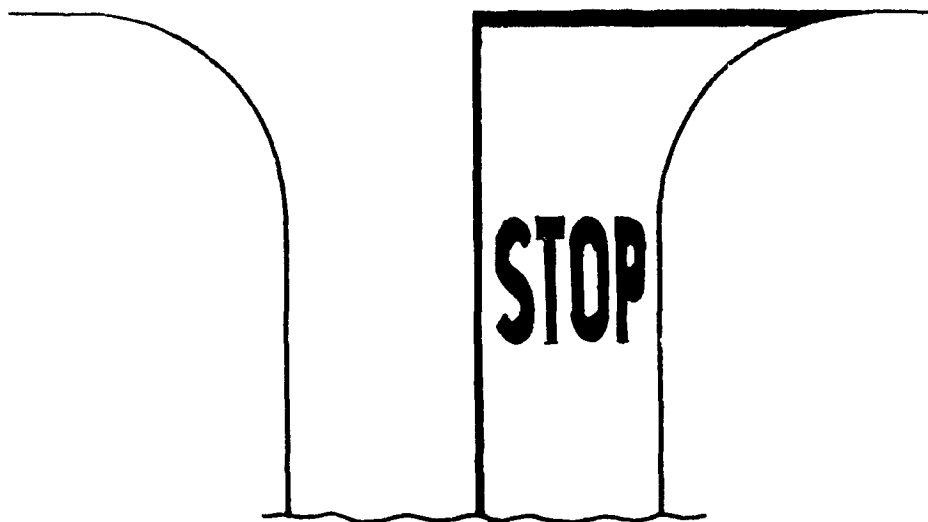


Диаграмма 21

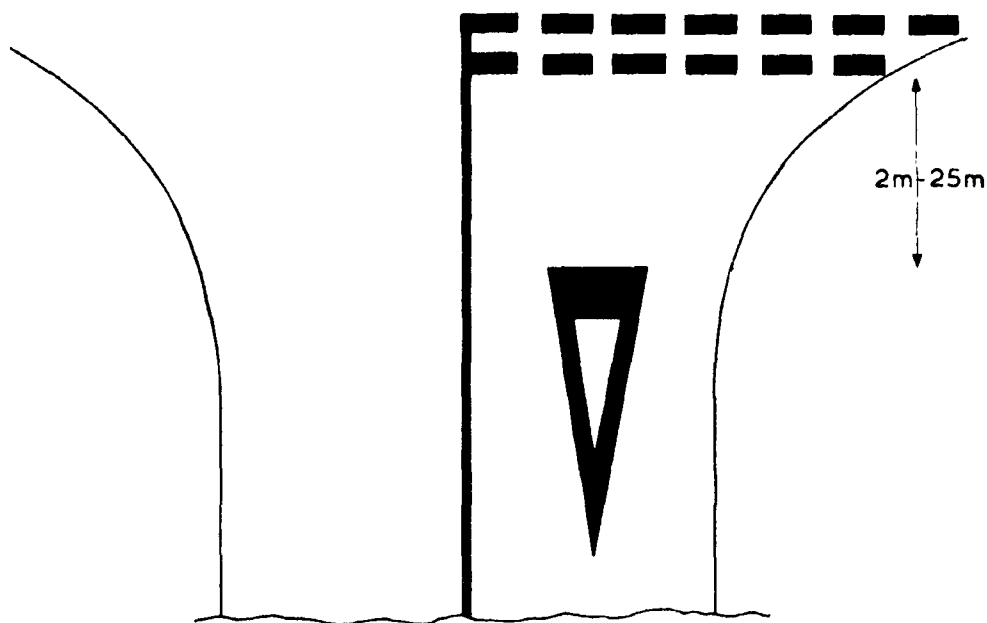


Диаграмма 22

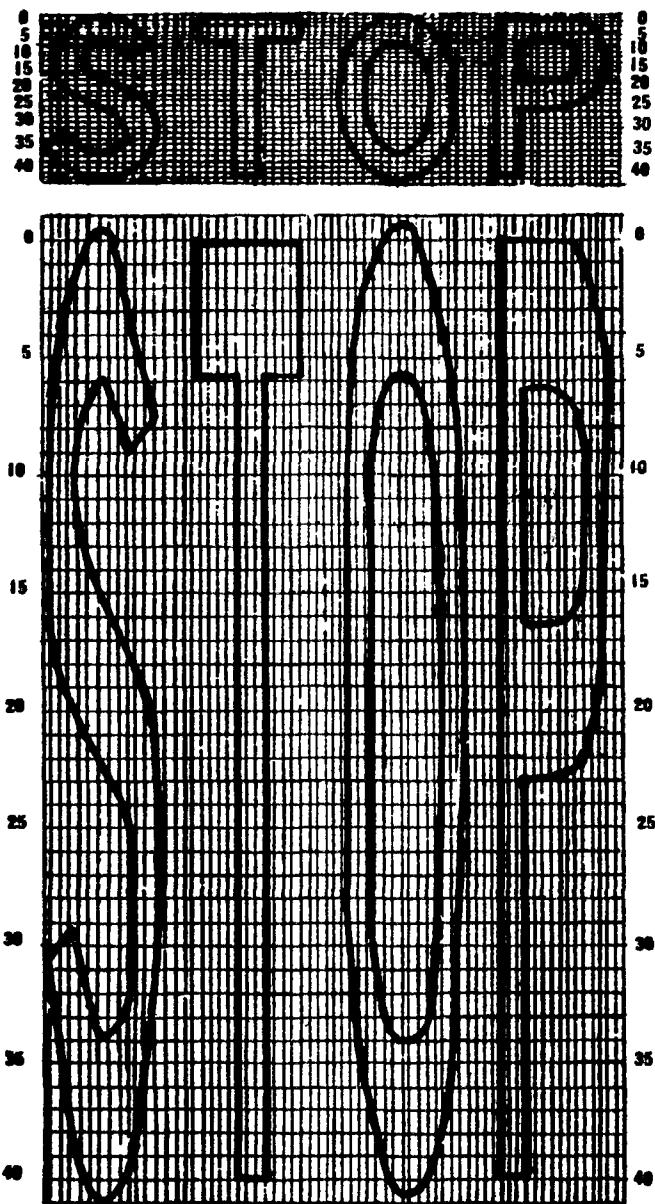


Diagrama 20

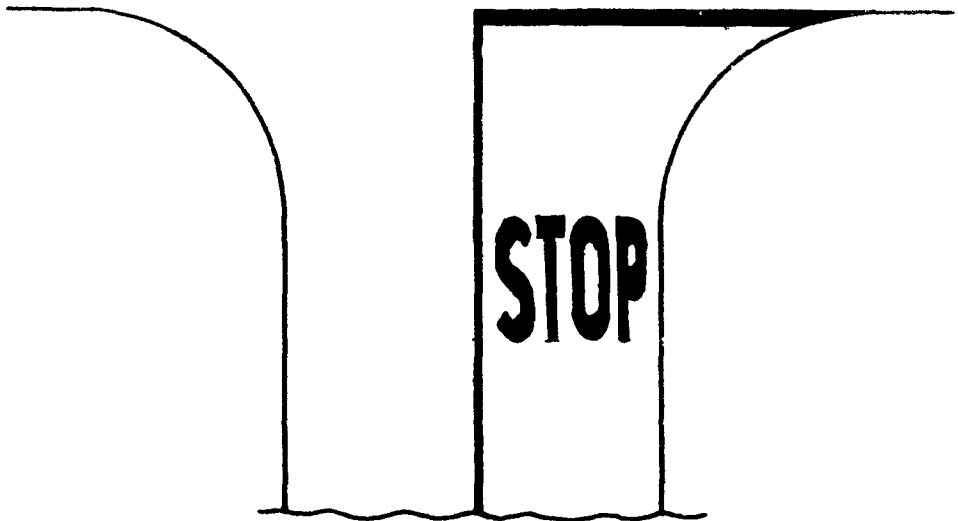


Diagrama 21

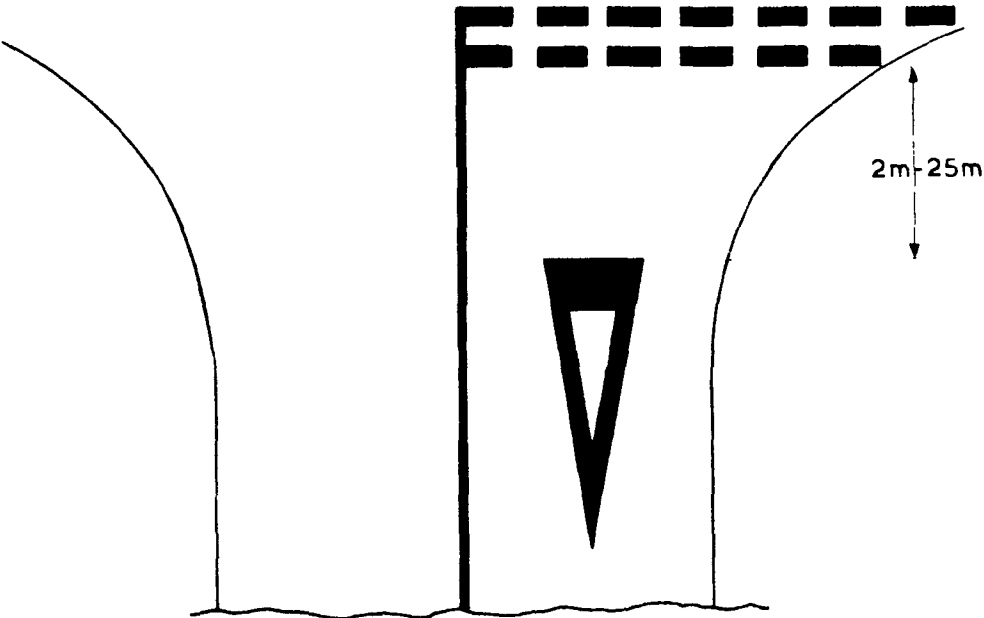


Diagrama 22

A N N E X 9

REPRODUCTION IN COLOUR OF SIGNS, SYMBOLS AND PANELS
REFERRED TO IN ANNEXES 1 TO 7

A N N E X E 9

REPRODUCTION EN COULEUR DES SIGNAUX, SYMBOLES ET PANNEAUX
DONT IL EST QUESTION DANS LES ANNEXES 1 A 7

附件九

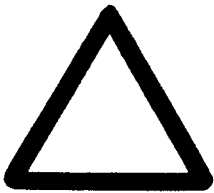
附件一至七所稱標誌、圖案及標牌之顏色複製

П Р И Л О Ж Е Н И Е 9

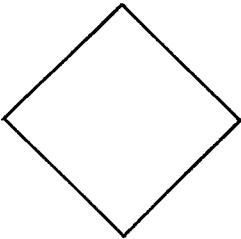
ЦВЕТНОЕ ИЗОБРАЖЕНИЕ СИГНАЛЬНЫХ ЗНАКОВ, ОБОЗНАЧЕНИЙ
И ТАБЛИЧЕК, О КОТОРЫХ ИДЕТ РЕЧЬ В ПРИЛОЖЕНИЯХ 1—7

A N E X O 9

REPRODUCCIÓN EN COLOR DE LAS SEÑALES, LOS SÍMBOLOS Y LAS PLACAS
DE QUE TRATAN LOS ANEXOS 1 A 7



A^a



A^b



A, 1^a



A, 1^b



A, 1^c



A, 1^d



A, 2^a



A, 2^b



A, 2^c



A, 2^d



A, 3^a



A, 3^b



A, 3^c



A, 3^d



A, 4^a



A, 4^b



A, 5



A, 6



A, 7^a



A, 7^b



A, 7^c



A, 8



A, 9^a



A, 9^b



A, 10^a



A, 10^b



A, 11^a



A, 11^b



A, 12



A, 13



A, 14^a



A, 14^b



A, 15



A, 16^b



A, 16^a



A, 16^c



A, 17



A, 18



A, 19



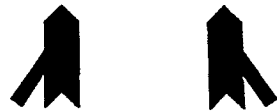
A, 20



A, 21^a



A, 21^b

A, 21^cA, 21^dA, 21^eA, 21^fA, 21^gA, 22^aA, 22^bA, 22^c

A, 23

A, 24^aA, 24^b



A, 25



A, 26



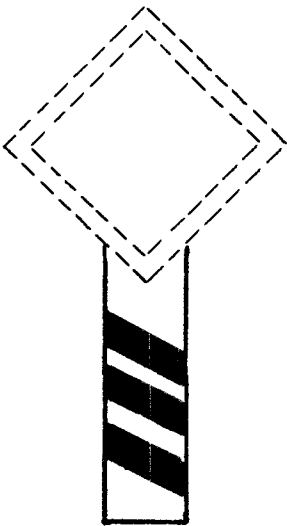
A, 27^a



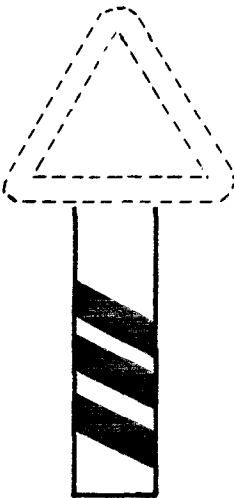
A, 27^b



A, 28



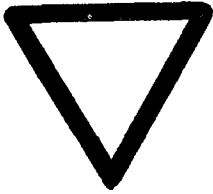
A, 29^a



A, 29^b



A, 29^c



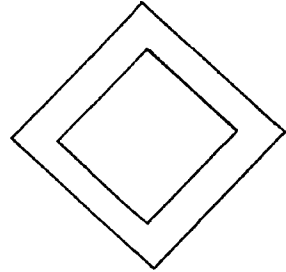
B, 1



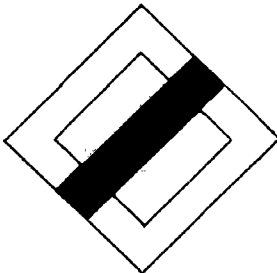
B, 2^a



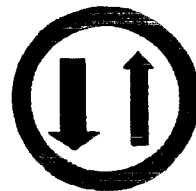
B, 2^b



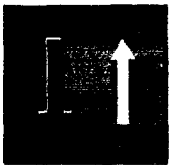
B, 3



B, 4



B, 5



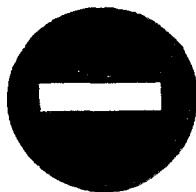
B, 7^a



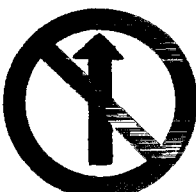
B, 7^b



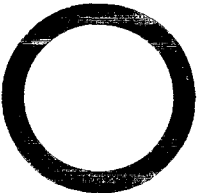
B, 7^c



C, 1^a



C, 1^b



C, 2



C, 3^a



C, 3^b



C, 3^c



C, 3^d



C, 3^e



C, 3^f



C, 3^g



C, 3^h



C, 3^j



c, 3^k



c, 4^a



c, 4^b



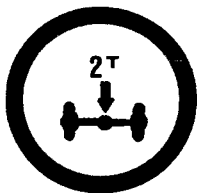
c, 5



c, 6



c, 7



c, 8



c, 9



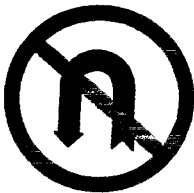
c, 10



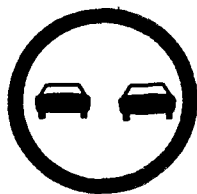
c, 11^a



c, 11^b



c, 12

C, 13^{aa}C, 13^{ab}C, 13^{ba}C, 13^{bb}

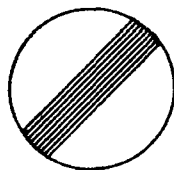
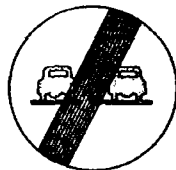
C, 14

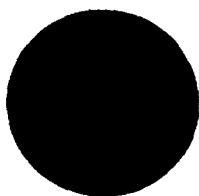


C, 15

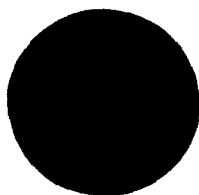


C, 16

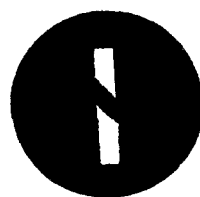
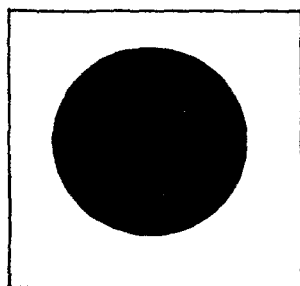
C, 17^aC, 17^bC, 17^c



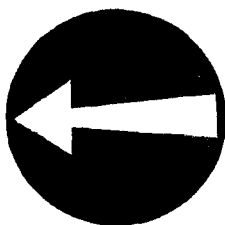
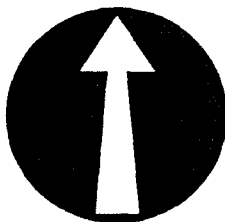
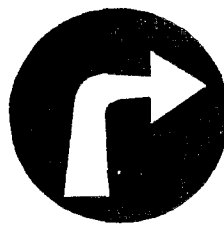
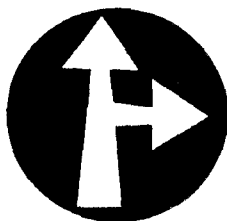
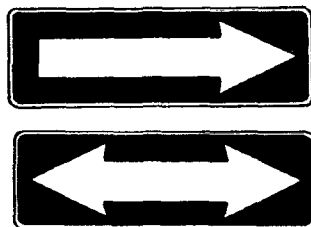
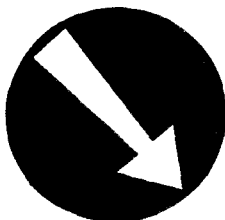
C, 18



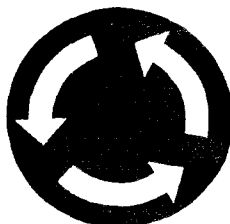
C, 19

C, 20^aC, 20^b

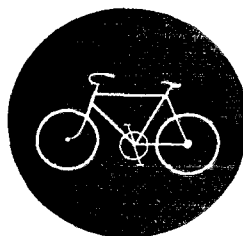
C, 21

D, 1^aD, 1^aD, 1^aD, 1^aD, 1^b

D, 2



D, 3



D, 4



D, 5



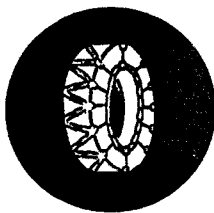
D, 6



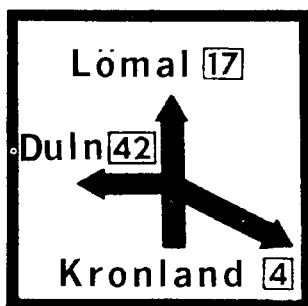
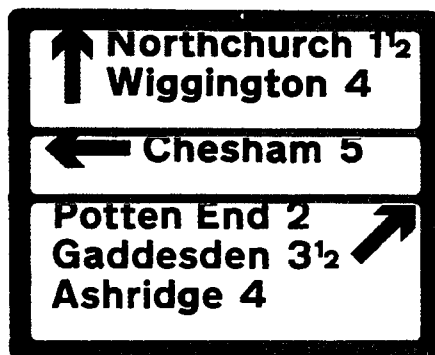
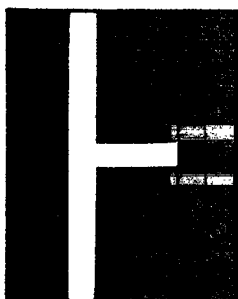
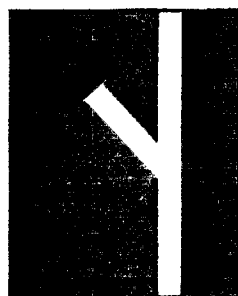
D, 7

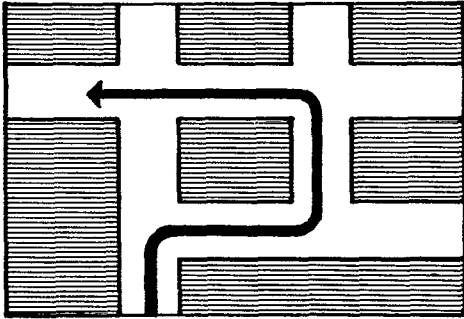


D, 8

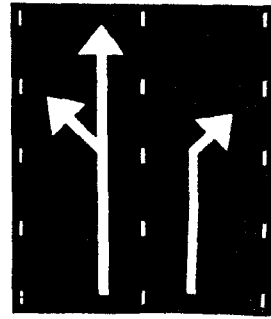


D, 9

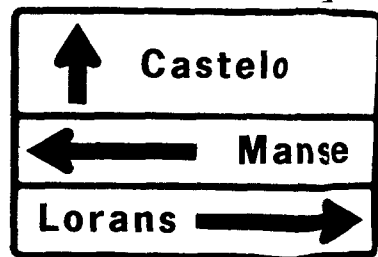
E, 1^aE, 1^bE, 1^cE, 2^aE, 2^b



E, 3



E, 4

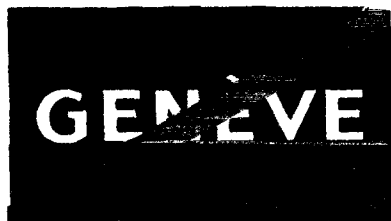
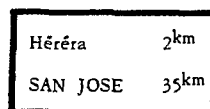
E, 5^aE, 5^bE, 5^cE, 5^dE, 6^aE, 6^b

E, 6^c

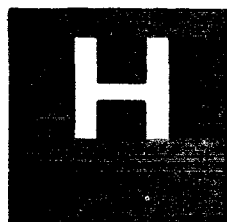
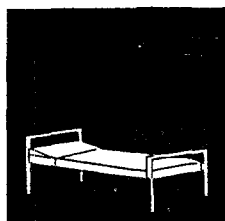
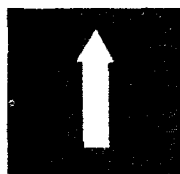
E, 7



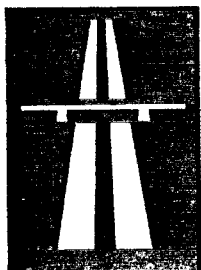
E, 8

E, 9^aE, 9^bE, 9^cE, 9^d

E, 10

E, 11^aE, 11^bE, 12^aE, 12^bE, 13^aE, 13^b

E, 14



E, 15



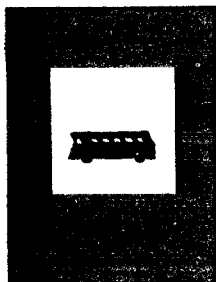
E, 16



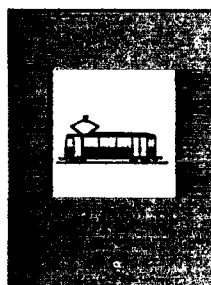
E, 17



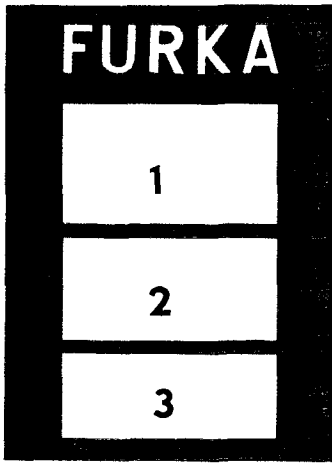
E, 18



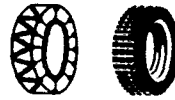
E, 19



E, 20



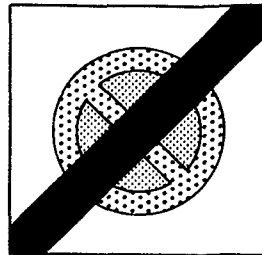
E, 21



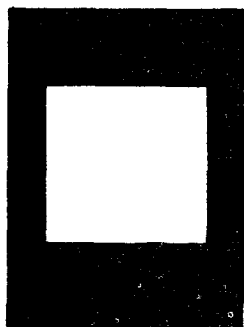
E, 22



E, 23



E, 24



F

F, 1^aF, 1^bF, 1^c

F, 2



F, 3



F, 4



F, 5



F, 6



F, 7



F, 8



F, 9



F, 10



F, 11



F, 12



F, 13

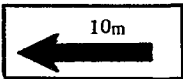
MODELS OF ADDITIONAL PANELS
MODÈLES DE PANNEAUX ADDITIONNELS
附加標牌之式樣
ОБРАЗЦЫ ДОПОЛНИТЕЛЬНЫХ ТАБЛИЧЕК
MODELOS DE PLACAS ADICIONALES



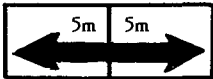
1



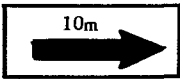
2



3^a



3^b



3^c



4^a



4^b



4^c

For Afghanistan:
Pour l'Afghanistan :
阿富汗:
За Афганистан:
Por el Afganistán:

For Albania:
Pour l'Albanie :
阿尔巴尼亚:
За Албанию:
Por Albania:

For Algeria:
Pour l'Algérie :
阿尔及利亚:
За Алжир:
Por Argelia:

For Argentina:
Pour l'Argentine :
阿根廷:
За Аргентину:
Por la Argentina:

For Australia:
Pour l'Australie :
澳大利亚:
За Австралию:
Por Australia:

For Austria:
Pour l'Autriche :
奥地利:
За Австрию:
Por Austria:

KURT WALDHEIM
OTTO MITTERER

For Barbados:
Pour la Barbade :
巴巴多斯:
За Барбадос:
Por Barbados:

For Belgium:
Pour la Belgique :
比利时:
За Бельгию:
Por Bélgica:

GEORGES PUTTEVILS

For Bolivia:
Pour la Bolivie :
玻利维亚:
За Боливию:
Por Bolivia:

For Botswana:
Pour le Botswana :
博茨瓦纳:
За Ботсвану:
Por Botswana:

For Brazil:
Pour le Brésil :
巴西:
За Бразилию:
Por el Brasil:

SYLVIO CARLOS DINIZ BORGES

For Bulgaria:
Pour la Bulgarie :
保加利亚:
За България:
Por Bulgaria:

БОРАЧЕВ^{1, 2}

С оговоркой в соответствии с пунктом 1 статьи 46³

For Burma:
Pour la Birmanie :
缅甸:
За Бирму:
Por Birmania:

For Burundi:
Pour le Burundi :
布隆迪:
За Бурунди:
Por Burundi:

¹ Borachev — Boratchev.

² See p. 369 of this volume for the texts of the reservations and declarations made upon signature — Voir p. 369 du présent volume pour les textes des réserves et déclarations faites lors de la signature.

³ Subject to a reservation in accordance with paragraph 1 of article 46 — Avec la réserve prévue au paragraphe 1 de l'article 46.

For the Byelorussian Soviet Socialist Republic:

Pour la République socialiste soviétique de Biélorussie :

白俄罗斯苏维埃社会主义共和国：

За Белорусскую Советскую Социалистическую Республику:

Por la República Socialista Soviética de Bielorrusia:

А. ЗУБОВИЧ^{1, 2}

С оговоркой в соответствии с пунктом 1 статьи 46³

For Cambodia:

Pour le Cambodge :

柬埔寨：

За Камбоджу:

Por Camboya:

For Cameroon:

Pour le Cameroun :

喀麥隆：

За Камерун:

Por el Camerún:

For Canada:

Pour le Canada :

加拿大：

За Канаду:

Por el Canadá:

For the Central African Republic:

Pour la République centrafricaine :

中非共和国：

За Центральноафриканскую Республику:

Por la República Centrafricana:

¹ A. Zubovich — A. Zoubovitch.

² See p. 369 of this volume for the texts of the reservations and declarations made upon signature — Voir p. 369 du présent volume pour les textes des réserves et déclarations faites lors de la signature.

³ Subject to a reservation in accordance with paragraph 1 of article 46 — Avec la réserve prévue au paragraphe 1 de l'article 46.

For Ceylon:
Pour Ceylan :
錫蘭:
За Цейлон:
Por Ceilán:

For Chad:
Pour le Tchad :
乍得:
За Чад:
Por el Chad:

For Chile:
Pour le Chili :
智利:
За Чили:
Por Chile:

MIGUEL SERRANO

For China:
Pour la Chine :
中国:
За Китай:
Por China:

LIU CHIEH
December 19, 1969

For Colombia:
Pour la Colombie :
哥伦比亚:
За Колумбию:
Por Colombia:

For the Congo (Brazzaville):
Pour le Congo (Brazzaville) :
剛果（布拉斯維爾）：
За Конго (Браззавиль):
Por el Congo (Brazzaville):

For the Congo (Democratic Republic of):
Pour le Congo (République démocratique du) :
剛果（民主共和國）：
За Демократическую Республику Конго:
Por el Congo (República Democrática de):

For Costa Rica:
Pour le Costa Rica :
哥斯達黎加：
За Коста-Рику:
Por Costa Rica:

FRANZ JOS. HASLINGER

For Cuba:
Pour Cuba :
古巴：
За Кубу:
Por Cuba:

For Cyprus:
Pour Chypre :
塞浦路斯：
За Кипр:
Por Chipre:

For Czechoslovakia:
Pour la Tchécoslovaquie :
捷克斯洛伐克:
За Чехословакию:
Por Checoslovaquia:

Avec une réserve en ce qui concerne l'article 44¹.

JOSEF DYKAST

For Dahomey:
Pour le Dahomey :
达荷美:
За Дагомею:
Por el Dahomey:

For Denmark:
Pour le Danemark :
丹麦:
За Данию:
Por Dinamarca:

KRISTIAN FRØSIG
AAGE ANDERSEN

For the Dominican Republic:
Pour la République Dominicaine :
多米尼加共和国:
За Доминиканскую Республику:
Por la República Dominicana:

For Ecuador:
Pour l'Équateur :
厄瓜多尔:
За Эквадор:
Por el Ecuador:

ARSENIO LARCO DÍAZ

¹ With a reservation in regard to article 44.

For El Salvador:
Pour El Salvador :
萨尔瓦多:
За Сальвадор:
Por El Salvador:

For Ethiopia:
Pour l'Éthiopie :
埃塞俄比亚:
За Эфиопию:
Por Etiópia:

For the Federal Republic of Germany:
Pour la République fédérale d'Allemagne :
德意志联邦共和国:
За Федеративную Республику Германии:
Por la República Federal de Alemania:

OTTO LINDER

For Finland:
Pour la Finlande :
芬兰:
За Финляндию:
Por Finlandia:

MAX JAKOBSON
Dec. 16, 1969

For France:
Pour la France :
法国:
За Францию:
Por Francia:

JEAN GABARRA

For Gabon:
Pour le Gabon :
加蓬:
За Габон:
Por el Gabón:

For Gambia:
Pour la Gambie :
冈比亚:
За Гамбию:
Por Gambia:

For Ghana:
Pour le Ghana :
加纳:
За Гану:
Por Ghana:

RICHARD M. AKWEI
22nd August, 1969

For Greece:
Pour la Grèce :
希腊:
За Грецию:
Por Grecia:

For Guatemala:
Pour le Guatemala :
危地马拉:
За Гватемалу:
Por Guatemala:

For Guinea:
Pour la Guinée :
几内亚:
За Гвинею:
Por Guinea:

For Guyana:
Pour la Guyane :
圭亚那:
За Гайану:
Por Guyana:

For Haiti:
Pour Haïti :
海地:
За Гаити:
Por Haití:

For the Holy See:
Pour le Saint-Siège :
教廷:
За Святейший Престол:
Por la Santa Sede:

GEROLAMO PRIGIONE

For Honduras:
Pour le Honduras :
洪都拉斯:
За Гондурас:
Por Honduras:

For Hungary:
Pour la Hongrie :
匈牙利:
За Венгрию:
Por Hungría:

LÁSZLÓ FÖLDVARI¹

For Iceland:
Pour l'Islande :
冰島:
За Исландию:
Por Islandia:

For India:
Pour l'Inde ;
印度:
За Индию:
Por la India:

For Indonesia:
Pour l'Indonésie :
印度尼西亚:
За Индонезию:
Por Indonesia:

JUNUS POHAN

Indonesia does not consider itself bound by article 44.

In conformity with article 1 moped will be deemed as motor-cycle.²

¹ See p. 369 of this volume for the texts of the reservations and declarations made upon signature — Voir p. 369 du présent volume pour les textes des réserves et déclarations faites lors de la signature.

² L'Indonésie ne se considère pas liée par l'article 44. Conformément à l'article premier, le terme «cyclomoteur» sera réputé désigner un «moped».

For Iran:
Pour l'Iran :
伊朗:
За Иран:
Por el Irán:

ASLAN AFSHAR

For Iraq:
Pour l'Irak :
伊拉克:
За Ирак:
Por el Irak:

For Ireland:
Pour l'Irlande :
爱尔兰:
За Ирландию:
Por Irlanda:

For Israel:
Pour Israël :
以色列:
За Израиль:
Por Israel:

For Italy:
Pour l'Italie :
意大利:
За Италию:
Por Italia:

LIONELLO COZZI

For the Ivory Coast:

Pour la Côte-d'Ivoire :

象牙海岸:

За Берёг Слоновой Кости:

Por la Costa de Marfil:

For Jamaica:

Pour la Jamaïque :

牙买加:

За Ямайку:

Por Jamaica:

For Japan:

Pour le Japon :

日本:

За Японию:

Por el Japón:

For Jordan:

Pour la Jordanie :

约旦:

За Иорданию:

Por Jordania:

For Kenya:

Pour le Kenya :

肯尼亚:

За Кению:

Por Kenya:

For Kuwait:

Pour le Koweït :

科威特:

За Кувейт:

Por Kuwait:

For Laos:

Pour le Laos :

老挝:

За Лаос:

Por Laos:

For Lebanon:

Pour le Liban :

黎巴嫩:

За Ливан:

Por el Líbano:

For Lesotho:

Pour le Lesotho :

莱索托:

За Лесото:

Por Lesotho:

For Liberia:

Pour le Libéria :

利比里亚:

За Либерию:

Por Liberia:

For Libya:

Pour la Libye :

利比亚:

За Ливию:

Por Libia:

For Liechtenstein:

Pour le Liechtenstein :

列支敦士登:

За Лихтенштейн:

Por Liechtenstein:

For Luxembourg:

Pour le Luxembourg :

卢森堡:

За Люксембург:

Por Luxemburgo:

RENÉ LOGELIN

For Madagascar:

Pour Madagascar :

马达加斯加:

За Мадагаскар:

Por Madagascar:

For Malawi:

Pour le Malawi :

马拉维:

За Малави:

Por Malawi:

For Malaysia:

Pour la Malaisie :

马来西亚:

За Малайскую Федерацию:

Por Malasia:

For the Maldive Islands:

Pour les îles Maldives :

馬爾代夫羣島:

За Мальдивские острова:

Por las Islas Maldivas:

For Mali:
Pour le Mali :
马里:
За Мали:
Por Malí:

For Malta:
Pour Malte :
马耳他:
За Мальту:
Por Malta:

For Mauritania:
Pour la Mauritanie :
毛里塔尼亚:
За Мавританию:
Por Mauritania:

For Mauritius:
Pour Maurice :
毛里求斯:
За Маврикий:
Por Mauricio:

For Mexico:
Pour le Mexique :
墨西哥:
За Мексику:
Por México:

G. MORALES GARZA

For Monaco:

Pour Monaco :

摩纳哥 :

За Монако:

Por Mónaco:

For Mongolia:

Pour la Mongolie :

蒙古 :

За Монголию:

Por Mongolia:

For Morocco:

Pour le Maroc :

摩洛哥 :

За Марокко:

Por Marruecos:

For Nepal:

Pour le Népal :

尼泊尔 :

За Непал:

Por Nepal:

For the Netherlands:

Pour les Pays-Bas :

荷兰 :

За Нидерланды:

Por los Países Bajos:

For New Zealand:

Pour la Nouvelle-Zélande :

新西兰 :

За Новую Зеландию:

Por Nueva Zelandia:

For Nicaragua:
Pour le Nicaragua :
尼加拉瓜:
За Никарагуа:
Por Nicaragua:

For the Niger:
Pour le Niger :
尼日尔:
За Нигер:
Por el Níger:

For Nigeria:
Pour la Nigéria :
尼日利亚:
За Нигерию:
Por Nigeria:

For Norway:
Pour la Norvège :
挪威:
За Норвегию:
Por Noruega:

EDVARD HAMBRO
December 23, 1969

For Pakistan:
Pour le Pakistan :
巴基斯坦:
За Пакистан:
Por el Pakistán:

For Panama:
Pour le Panama :
巴拿马:
За Панаму:
Por Panamá:

For Paraguay:
Pour le Paraguay :
巴拉圭:
За Парагвай:
Por el Paraguay:

For Peru:
Pour le Pérou :
秘鲁:
За Перу:
Por el Perú:

For the Philippines:
Pour les Philippines :
菲律宾:
За Филиппины:
Por Filipinas:

BALTAZAR AQUINO
ROMEO FLORES EDU

For Poland:
Pour la Pologne ?
波兰:
За Польшу:
Por Polonia:

Sous réserve de n'être pas lié par l'article 44, conformément au paragraphe 1 de l'article 46 de la Convention¹.
JÓZEF WOJCIECHOWSKI

¹ Subject to a reservation [that Poland] shall not be bound by article 44, in accordance with paragraph 1 of article 46 of the Convention.

For Portugal:
Pour le Portugal :
葡萄牙:
За Португалию:
Por Portugal:

ARMANDO DE PAULA COELHO
MARIO JOSÉ DE ABREU E SILVA

For the Republic of Korea:
Pour la République de Corée :
大韩民国:
За Корейскую Республику:
Por la República de Corea:

YONG SHIK KIM
29 Dec. 1969

For the Republic of Viet-Nam:
Pour la République du Viet-Nam :
越南共和国:
За Республику Вьетнам:
Por la República de Viet-Nam:

For Romania:
Pour la Roumanie :
罗马尼亚:
За Румынию:
Por Rumania:

La République socialiste de Roumanie ne se considère pas liée par les dispositions de l'article 44 de la présente Convention¹.

VICTOR MATREVICI

¹ The Socialist Republic of Romania does not consider itself bound by the provisions of article 44 of this Convention.

For Rwanda:
Pour le Rwanda :
卢旺达:
За Руанду:
Por Rwanda:

For San Marino:
Pour Saint-Marin :
圣马力诺:
За Сан-Марино:
Por San Marino:

WILHELM MULLER-FEMBECK

For Saudi Arabia:
Pour l'Arabie Saoudite :
沙特阿拉伯:
За Саудовскую Аравию:
Por Arabia Saudita:

For Senegal:
Pour le Sénégal :
塞内加尔:
За Сенегал:
Por el Senegal:

For Sierra Leone:
Pour le Sierra Leone :
塞拉勒窝内:
За Сьерра-Леоне:
Por Sierra Leona:

For Singapore:

Pour Singapour :

新加坡 :

За Сингапур:

Por Singapur:

For Somalia:

Pour la Somalie :

索马里 :

За Сомали:

Por Somalia:

For South Africa:

Pour l'Afrique du Sud :

南非 :

За Южную Африку:

Por Sudáfrica:

For Southern Yemen:

Pour le Yémen du Sud :

南也門 :

За Южный Йемен:

Por el Yemen Meridional:

For Spain:

Pour l'Espagne :

西班牙 :

За Испанию:

Por España:

Declaro, según el artº 46, que España no se considera obligada por el artº 44 y formula su reserva al artº 38¹

JOAQUÍN BUÑO-DULCE

M. de C. D.

(*Ad referendum*)

¹ I declare, in accordance with article 46, that Spain does not consider itself bound by article 44 and enters a reservation with respect to article 38 — Je déclare, conformément à l'article 46, que l'Espagne ne se considérera pas liée par l'article 44 et qu'elle formule une réserve au sujet de l'article 38.

For the Sudan:
Pour le Soudan :
苏丹:
За Судан:
Por el Sudán:

For Swaziland:
Pour Souaziland :
斯威士兰:
За Свазиленд:
Por Swazilandia:

For Sweden:
Pour la Suède :
瑞典:
За Швецию:
Por Suecia:

BERTIL HOLMQUIST

For Switzerland:
Pour la Suisse :
瑞士:
За Швейцарию:
Por Suiza:

OSCAR SCHURCH

For Syria:
Pour la Syrie :
叙利亚:
За Сирию:
Por Siria:

For Thailand:

Pour la Thaïlande :

泰国:

За Таиланд:

Por Tailandia:

MANU AMATAYAKUL

Thailand will not be bound by Art. 46 of this Convention.
Thailand will consider mopeds as motor-cycles.¹

For Togo:

Pour le Togo :

多哥:

За Того:

Por el Togo:

For Trinidad and Tobago:

Pour la Trinité-et-Tobago :

特立尼达和多巴哥:

За Тринидад и Тобаго:

Por Trinidad y Tabago:

For Tunisia:

Pour la Tunisie :

突尼斯:

За Тунис:

Por Túnez:

For Turkey:

Pour la Turquie :

土耳其:

За Турцию:

Por Turquía:

¹ La Thaïlande ne sera pas liée par l'article 46 de cette Convention. La Thaïlande considérera que le terme «cyclomoteurs» désigne des «motocycles».

For Uganda:
Pour l'Ouganda :
乌干达:
За Уганду:
Por Uganda:

For the Ukrainian Soviet Socialist Republic:
Pour la République socialiste soviétique d'Ukraine :
乌克兰苏维埃社会主义共和国:
За Украинскую Советскую Социалистическую Республику:
Por la República Socialista Soviética de Ucrania:

М. Яшник^{1, 2}

С оговоркой в соответствии с пунктом 1 статьи 46³

For the Union of Soviet Socialist Republics:
Pour l'Union des Républiques socialistes soviétiques :
苏维埃社会主义共和国联盟:
За Союз Советских Социалистических Республик:
Por la Unión de Repúblicas Socialistas Soviéticas:

С оговоркой в соответствии с пунктом 1 статьи 46³

Б. Шумилин^{4, 2}

For the United Arab Republic:
Pour la République arabe unie :
阿拉伯聯合共和國:
За Объединенную Арабскую Республику:
Por la República Árabe Unida:

¹ M. Yashnik — M. Yachnik.

² See p. 369 of this volume for the texts of the reservations and declarations made upon signature — Voir p. 369 du présent volume pour les textes des réserves et déclarations faites lors de la signature.

³ Subject to a reservation in accordance with paragraph 1 of article 46 — Avec la réserve prévue au paragraphe 1 de l'article 46.

⁴ B. Shumilin — B. Choumilin.

For the United Kingdom of Great Britain and Northern Ireland:
Pour le Royaume-Uni de Grande-Bretagne et d'Irlande du Nord :
大不列颠及北爱尔兰联合王国:
За Соединенное Королевство Великобритании и Северной Ирландии:
Por el Reino Unido de Gran Bretaña e Irlanda del Norte:

JAMES RICHARD MADGE

For the United Republic of Tanzania:
Pour la République-Unie de Tanzanie :
坦桑尼亚联合共和国:
За Объединенную Республику Танзания:
Por la República Unida de Tanzania:

For the United States of America:
Pour les Etats-Unis d'Amérique :
美利坚合众国:
За Соединенные Штаты Америки:
Por los Estados Unidos de América:

For the Upper Volta:
Pour la Haute-Volta :
上沃尔特:
За Верхнюю Вольту:
Por el Alto Volta:

For Uruguay:
Pour l'Uruguay :
乌拉圭:
За Уругвай:
Por el Uruguay:

For Venezuela:
Pour le Venezuela :
委 内 瑞 拉:
За Венесуэлу:
Por Venezuela:

Ad referendum

FRANCISCO AZPURUA ESPINOZA

For Western Samoa:
Pour le Samoa-Occidental :
西 萨 摩 亚:
За Западное Самоа:
Por Samoa Occidental:

For Yemen:
Pour le Yémen :
也 门:
За Йемен:
Por el Yemen:

For Yugoslavia:
Pour la Yougoslavie :
南 斯 拉 夫:
За Югославию:
Por Yugoslavia:

LAZAR MOJSOV

For Zambia:
Pour la Zambie :
赞 比 亚:
За Замбию:
Por Zambia:

DESIGNATIONS
UNDER ARTICLE 46(2)DÉSIGNATIONS EN APPLICATION
DE L'ARTICLE 46, PARAGRAPHE 2

<i>State</i>	<i>Model Danger Warning Sign</i>	<i>Model Stop Signal</i>	<i>Etat</i>	<i>Modèle Signal d'avertissement de danger</i>	<i>Modèle Signal d'arrêt</i>
Bahrain	A ^a	B,2 ^b	Bahreïn	A ^a	B,2 ^b
Chile	A ^b	B,2 ^a	Chili	A ^b	B,2 ^a
Cuba	A ^a	B,2 ^b	Cuba	A ^a	B,2 ^b
France	(see reser- vation)	(see reser- vation)	France	(voir réserve)	(voir réserve)
German Demo- cratic Repub- lic	A ^a	B,2 ^a	Hongrie	A ^a	B,2 ^a
Hungary	A ^a	B,2 ^a	Iran	A ^a	B,2 ^a
Iran	A ^a	B,2 ^a	Luxembourg	A ^a	B,2 ^a
Luxembourg ..	A ^a	B,2 ^b	Philippines	A ^a	B,2 ^a
Philippines	A ^a	B,2 ^a	République Démocratique Allemande	A ^a	B,2 ^a
San Marino ...	A ^a	B,2 ^b	République Socia- liste Soviétique d'Ukraine	A ^a	B,2 ^a
Senegal	A ^a	B,2 ^b	Saint-Marin	A ^a	B,2 ^b
Seychelles	A ^a	B,2 ^a	Sénégal	A ^a	B,2 ^b
Ukrainian Soviet Social- ist Republic .	A ^a	B,2 ^a	Seychelles	A ^a	B,2 ^a
Union of Soviet Socialist Republics ...	A ^a	B,2 ^a	Union des Répu- bliques socia- listes sovié- tiques	A ^a	B,2 ^a
Yugoslavia	A ^a	B,2 ^a	Yougoslavie	A ^a	B,2 ^a
Zaire	A ^a	B,2 ^a	Zaire	A ^a	B,2 ^a

RESERVATIONS AND DECLARA-
TIONS MADE UPON SIGNATURERÉSERVES ET DÉCLARATIONS
FAITES LORS DE LA SIGNATURE

BULGARIA

BULGARIE

[RUSSIAN TEXT — TEXTE RUSSE]

«По статье 44. Народная Республика Болгария не считает себя связанной положениями статьи 44 Конвенции о дорожных знаках и сигналах относительно передачи споров о толковании или применении Конвенции для разрешения и со следующими заявлениями Международному Суду по просьбе любой из сторон;»

«По статье 37. Народная Республика Болгария заявляет, что положение статьи 37 Конвенции о дорожных знаках и сигналах, согласно которым ряд государств не может стать участником этой Конвенции, носят дискриминационный характер, и считает, что Конвенция о дорожных знаках и сигналах должна быть открыта для участия всех заинтересованных государств без какой-либо дискриминации и ограничений;»

«По статье 38. Народная Республика Болгария заявляет, что положения статьи 38 Конвенции о дорожных знаках и сигналах являются устаревшими и противоречат Декларации Генеральной Ассамблеи Организации Объединенных Наций о предоставлении независимости колониальным странам и народам (резолюция № 1514/XV от 14 декабря 1960 года).»

[TRANSLATION]

In respect of article 44. The People's Republic of Bulgaria does not consider itself bound by the provisions of article 44 of the Convention on Road Signs and Signals stating that disputes which relate to the interpretation or application of the Convention may be referred, at the request of any of the Parties, to the International Court of Justice for decision.

In respect of article 37. The People's Republic of Bulgaria declares that the provisions of article 37 of the Convention on Road Signs and Signals, under which a number of States may not become parties to this Convention, are discriminatory in character, and it considers that the Convention on Road Signs and Signals should be open for participation by all interested States without any discrimination or restriction.

In respect of article 38. The People's Republic of Bulgaria declares that the provisions of article 38 of the Convention on Road Signs and Signals are anachronistic and at variance with the Declaration of the United Nations General Assembly on the Granting of Independence to Colonial Countries and Peoples (resolution 1514 (XV) of 14 December 1960).¹

[TRADUCTION]

A l'égard de l'article 44. La République populaire de Bulgarie ne se considère pas liée par la disposition de l'article 44 de la Convention sur la signalisation routière selon laquelle tout différend touchant à l'interprétation ou l'application de la Convention pourra être porté, à la requête de l'une quelconque des Parties contractantes, devant la Cour internationale de Justice pour être tranché par elle.

A l'égard de l'article 37. La République populaire de Bulgarie déclare que la disposition de l'article 37 de la Convention sur la signalisation routière, d'où il découle qu'un certain nombre d'Etats ne peuvent adhérer à cette Convention, a un caractère discriminatoire et elle considère que la Convention sur la signalisation routière doit être ouverte à l'adhésion de tous les Etats intéressés, sans discrimination ni restrictions d'aucune sorte.

A l'égard de l'article 38. La République populaire de Bulgarie déclare que les dispositions de l'article 38 de la Convention sur la signalisation routière sont périmées et sont contraires à la Déclaration de l'Assemblée générale de l'Organisation des Nations Unies sur l'octroi de l'indépendance aux pays et aux peuples coloniaux (résolution 1514 [XV] du 14 décembre 1960).¹

¹ United Nations, *Official Records of the General Assembly, Fifteenth Session, Supplement No. 16 (A/4684)*, p. 66.

¹ Nations Unies, *Documents officiels de l'Assemblée générale, quinzième session, Supplément no 16 (A/4684)*, p. 70.

**BYEŁORUSSIAN SOVIET
SOCIALIST REPUBLIC**

**RÉPUBLIQUE SOCIALISTE
SOVIÉTIQUE DE BIÉLORUSSIE**

[RUSSIAN TEXT — TEXTE RUSSE]

«По статье 44. Белорусская Советская Социалистическая Республика не считает себя связанной положениями статьи 44 Конвенции о дорожных знаках и сигналах относительно передачи споров о толковании или применении Конвенции для разрешения Международному Суду по просьбе любой из сторон;»

«По статье 37. Белорусская Советская Социалистическая Республика заявляет, что положения статьи 37 Конвенции о дорожных знаках и сигналах, согласно которым ряд государств не может стать участником этой Конвенции, носят дискриминационный характер, и считает, что Конвенция о дорожных знаках и сигналах должна быть открыта для участия всех заинтересованных государств без какой-либо дискриминации и ограничений;»

«По статье 38. Белорусская Советская Социалистическая Республика заявляет, что положения статьи 38 Конвенции о дорожных знаках и сигналах являются устаревшими и противоречат Генеральной Ассамблее Организации Объединенных Наций о предоставлении независимости колониальным странам и народам (резолюция 1514 [XV] от 14 декабря 1960 года).»

[TRANSLATION]

In respect of article 44. The Byelorussian Soviet Socialist Republic does not consider itself bound by the provisions of article 44 of the Convention on Road Signs and Signals stating that disputes which relate to the interpretation or application of the Convention may be referred, at the request of any of the Parties, to the International Court of Justice for decision.

In respect of article 37. The Byelorussian Soviet Socialist Republic declares that the provisions of article 37 of the Convention on Road Signs and Signals, under which a number of States may not become parties to this Convention, are discriminatory in character, and it considers that the Convention on Road Signs and Signals should be open for participation by all interested States without any discrimination or restriction.

In respect of article 38. The Byelorussian Soviet Socialist Republic declares that the provisions of article 38 of the Convention on Road Signs and Sig-

[TRADUCTION]

A l'égard de l'article 44. La République socialiste soviétique de Biélorussie ne se considère pas liée par la disposition de l'article 44 de la Convention sur la signalisation routière selon laquelle tout différend touchant à l'interprétation ou l'application de la Convention pourra être porté, à la requête de l'une quelconque des Parties contractantes, devant la Cour internationale de Justice pour être tranché par elle.

A l'égard de l'article 37. La République socialiste soviétique de Biélorussie déclare que la disposition de l'article 37 de la Convention sur la signalisation routière, d'où il découle qu'un certain nombre d'Etats ne peuvent adhérer à cette Convention, a un caractère discriminatoire et elle considère que la Convention sur la signalisation routière doit être ouverte à l'adhésion de tous les Etats intéressés, sans discrimination ni restrictions d'aucune sorte.

A l'égard de l'article 38. La République socialiste soviétique de Biélorussie déclare que les dispositions de l'article 38 de la Convention sur la signalisation rou-

nals are anachronistic and at variance with the Declaration of the United Nations General Assembly on the Granting of Independence to Colonial Countries and Peoples (resolution 1514 (XV) of 14 December 1960).¹

tière sont périmées et sont contraires à la Déclaration de l'Assemblée générale de l'Organisation des Nations Unies sur l'octroi de l'indépendance aux pays et aux peuples coloniaux (résolution 1514 [XV] du 14 décembre 1960).¹

HUNGARY

HONGRIE

[RUSSIAN TEXT — TEXTE RUSSE]

«1. Формулировка пункта 1 статьи 37 Конвенции противоречит целям и принципам, зафиксированным в Уставе Организации Объединенных Наций. Всем государствам без всякого ограничения должна быть предоставлена возможность для участия в Конвенции.»

«2. Положения, записанные в статье 38 Конвенции, как таковые, являются устаревшими и не соответствуют принципам современного международного права, сегодняшнему состоянию международных отношений и находятся в противоречии с резолюцией № 1514 (XV) от 14 декабря 1960 года Генеральной Ассамблеи Организации Объединенных Наций.»

[TRANSLATION]

[TRADUCTION]

1. The wording of article 37, paragraph 1, of the Convention is at variance with the purposes and principles expressed in the Charter of the United Nations. All States, without any restriction, should be given the possibility of participating in the Convention.

2. The provisions of article 38 of the Convention, as such, are anachronistic and are not in conformity with the principles of contemporary international law or the present state of international relations, and they are at variance with the United Nations General Assembly resolution 1514 (XV) of 14 December 1960.¹

1. Le libellé du paragraphe 1 de l'article 37 de la Convention est contraire aux buts et aux principes de la Charte de l'Organisation des Nations Unies. Tous les Etats, sans restriction aucune, doivent avoir la possibilité d'adhérer à la Convention.

2. Les dispositions de l'article 38 de la Convention, sous leur forme actuelle, sont périmées; elles ne correspondent pas aux principes du droit international contemporain et à l'état actuel des relations internationales et sont en contradiction avec la résolution 1514 (XV) du 14 décembre 1960¹ de l'Assemblée générale de l'Organisation des Nations Unies.

¹ United Nations, *Official Records of the General Assembly, Fifteenth Session, Supplement No. 16* (A/4684), p. 66.

¹ Nations Unies, *Documents officiels de l'Assemblée générale, quinzième session, Supplément no 16* (A/4684), p. 70.

UKRAINIAN SOVIET
SOCIALIST REPUBLICRÉPUBLIQUE SOCIALISTE
SOVIÉTIQUE D'UKRAINE

[RUSSIAN TEXT — TEXTE RUSSE]

«По статье 44. Украинская Советская Социалистическая Республика не считает себя связанной положениями статьи 44 Конвенции о дорожных знаках и сигналах относительно передачи споров о толковании или применении Конвенции для разрешения Международному Суду по просьбе любой из сторон;»

«По статье 37. Украинская Советская Социалистическая Республика заявляет, что положения статьи 37 Конвенции о дорожных знаках и сигналах, согласно которым ряд государств не может стать участником этой Конвенции, носят дискриминационный характер, и считает, что Конвенция о дорожных знаках и сигналах должна быть открыта для участия всех заинтересованных государств без какой-либо дискриминации и ограничений;»

«По статье 38. Украинская Советская Социалистическая Республика заявляет, что положения статьи 38 Конвенции о дорожных знаках и сигналах являются устаревшими и противоречат Декларации Генеральной Ассамблеи Организации Объединенных Наций о предоставлении независимости колониальным странам и народам (резолюция 1514 [XV] от 14 декабря 1960 года);»

[TRANSLATION]

[TRADUCTION]

In respect of article 44. The Ukrainian Soviet Socialist Republic does not consider itself bound by the provisions of article 44 of the Convention on Road Signs and Signals stating that disputes which relate to the interpretation or application of the Convention may be referred, at the request of any of the Parties, to the International Court of Justice for decision.

In respect of article 37. The Ukrainian Soviet Socialist Republic declares that the provisions of article 37 of the Convention on Road Signs and Signals, under which a number of States may not become parties to this Convention, are discriminatory in character, and it considers that the Convention on Road Signs and Signals should be open for participation by all interested States without any discrimination or restriction.

In respect of article 38. The Ukrainian Soviet Socialist Republic declares that the provisions of article 38 of the Convention on Road Signs and Signals

A l'égard de l'article 44. La République socialiste soviétique d'Ukraine ne se considère pas liée par la disposition de l'article 44 de la Convention sur la signalisation routière selon laquelle tout différend touchant à l'interprétation ou l'application de la Convention pourra être porté, à la requête de l'une quelconque des Parties contractantes, devant la Cour internationale de Justice pour être tranché par elle.

A l'égard de l'article 37. La République socialiste soviétique d'Ukraine déclare que la disposition de l'article 37 de la Convention sur la signalisation routière, d'où il découle qu'un certain nombre d'Etats ne peuvent adhérer à cette Convention, a un caractère discriminatoire et elle considère que la Convention sur la signalisation routière doit être ouverte à l'adhésion de tous les Etats intéressés, sans discrimination ni restrictions d'aucune sorte.

A l'égard de l'article 38. La République socialiste soviétique d'Ukraine déclare que les dispositions de l'article 38 de la Convention sur la signalisation

are anachronistic and at variance with the Declaration of the United Nations General Assembly on the Granting of Independence to Colonial Countries and Peoples (resolution 1514 (XV) of 14 December 1960).¹

routière sont périmées et sont contraires à la Déclaration de l'Assemblée générale de l'Organisation des Nations Unies sur l'octroi de l'indépendance aux pays et aux peuples coloniaux (résolution 1514 [XV] du 14 décembre 1960).¹

*UNION OF SOVIET
SOCIALIST REPUBLICS*

*UNION DES RÉPUBLIQUES
SOCIALISTES SOVIÉTIQUES*

[RUSSIAN TEXT — TEXTE RUSSE]

«По статье 44. Союз Советских Социалистических Республик не считает себя связанным положениями статьи 44 Конвенции о дорожных знаках и сигналах относительно передачи споров о толковании или применении Конвенции для разрешения Международному суду по просьбе любой из сторон»;

«По статье 37. Союз Советских Социалистических Республик заявляет, что положения статьи 37 Конвенции о дорожных знаках и сигналах, согласно которым ряд государств не может стать участником этой Конвенции, носят дискриминационный характер, и считает, что Конвенция о дорожных знаках и сигналах должна быть открыта для участия всех заинтересованных государств без какой-либо дискриминации и ограничений»;

«По статье 38. Союз Советских Социалистических Республик заявляет, что положения статьи 38 Конвенции о дорожных знаках и сигналах являются устаревшими и противоречат Декларации Генеральной Ассамблеи Организации Объединенных Наций о предоставлении независимости колониальным странам и народам (резолюция 1514 [XV] от 14 декабря 1960 года)».

[TRANSLATION]

[TRADUCTION]

In respect of article 44. The Union of Soviet Socialist Republics does not consider itself bound by the provisions of article 44 of the Convention on Road Signs and Signals stating that disputes which relate to the interpretation or application of the Convention may be referred, at the request of any of the Parties, to the International Court of Justice for decision.

In respect of article 37. The Union of Soviet Socialist Republics declares that the provisions of article 37 of the Convention on Road Signs and Signals, under which a number of States may not become parties to this Convention, are

A l'égard de l'article 44. L'Union des Républiques socialistes soviétiques ne se considère pas liée par la disposition de l'article 44 de la Convention sur la signalisation routière selon laquelle tout différend touchant à l'interprétation ou l'application de la Convention pourra être porté, à la requête de l'une quelconque des Parties contractantes, devant la Cour internationale de Justice pour être tranché par elle.

A l'égard de l'article 37. L'Union des Républiques socialistes soviétiques déclare que la disposition de l'article 37 de la Convention sur la signalisation routière, d'où il découle qu'un certain nombre d'Etats ne peuvent adhérer à cette

¹ United Nations, *Official Records of the General Assembly, Fifteenth Session, Supplement No. 16* (A/4684), p. 66.

¹ Nations Unies, *Documents officiels de l'Assemblée générale, quinzième session, Supplément no 16* (A/4684), p. 70.

discriminatory in character, and it considers that the Convention on Road Signs and Signals should be open for participation by all interested States without any discrimination or restriction.

In respect of article 38. The Union of Soviet Socialist Republics declares that the provisions of article 38 of the Convention on Road Signs and Signals are anachronistic and at variance with the Declaration of the United Nations General Assembly on the Granting of Independence to Colonial Countries and Peoples (resolution 1514 (XV) of 14 December 1960).¹

RESERVATIONS AND DECLARATIONS MADE UPON RATIFICATION OR ACCESSION (a)

BYELORUSSIAN SOVIET SOCIALIST REPUBLIC

[BYELORUSSIAN TEXT — TEXTE BIÉLORUSSE]

«Беларуская Савецкая Сацыялістычная Рэспубліка не лічыць сябе звязанай палажэннямі артыкула 44 Канвенцыі аб дарожных знаках і сігналах адносна перадачы спрэчак аб тлумачэнні або прымяненні Канвенцыі для вырашэння Міжнароднаму Суду па просьбе любога з бакоў»;

«Беларуская Савецкая Сацыялістычная Рэспубліка заяўляе, што палажэнні артыкула 37 Канвенцыі аб дарожных знаках і сігналах, згодна з якімі шэраг дзяржаў не можа стаць удзельнікам гэтай Канвенцыі, носяць дыскрымінацыйны характар, і лічыць, што Канвенцыя аб дарожных знаках і сігналах павінна быць адкрыта для ўдзелу ўсіх зацікаўленых дзяржаў без якой-небудзь дыскрымінацыі і абмежаванняў»;

«Беларуская Савецкая Сацыялістычная Рэспубліка заяўляе, што палажэнні артыкула 38 Канвенцыі аб дарожных знаках і сігналах з'яўляюцца ўстарэлымі і супярэчаць Дэкларацыі Генеральнай Асамблеі Арганізацыі Аб'яднаных Нацый аб прадастаўленні незалежнасці каланіяльным краінам і народам (рэзалюцыя 1514 [XV] ад 14 снежня 1960 года)».

[Confirming the reservation and declarations made upon signature; for the texts, see p. 369 of this volume.]

Convention, a un caractère discriminatoire et elle considère que la Convention sur la signalisation routière doit être ouverte à l'adhésion de tous les Etats intéressés, sans discrimination ni restrictions d'aucune sorte.

A l'égard de l'article 38. L'Union des Républiques socialistes soviétiques déclare que les dispositions de l'article 38 de la Convention sur la signalisation routière sont périmées et sont contraires à la Déclaration de l'Assemblée générale de l'Organisation des Nations Unies sur l'octroi de l'indépendance aux pays et aux peuples coloniaux (résolution 1514 [XV] du 14 décembre 1960).¹

RÉSERVES ET DÉCLARATIONS FAITES LORS DE LA RATIFICATION OU DE L'ADHÉSION (a)

RÉPUBLIQUE SOCIALISTE SOVIÉTIQUE DE BIÉLORUSSIE

[Avec confirmation de la réserve et des déclarations formulées lors de la signature; pour les textes, voir p. 369 du présent volume.]

¹ United Nations, *Official Records of the General Assembly, Fifteenth Session, Supplement No. 16* (A/4684), p. 66.

¹ Nations Unies, *Documents officiels de l'Assemblée générale, quinzième session, Supplément no 16* (A/4684), p. 70.

CUBA (a)

CUBA (a)

[SPANISH TEXT — TEXTE ESPAGNOL]

“La República de Cuba considera que las disposiciones del artículo 37 de la Convención, no obstante tratar ésta de asuntos que afectan los intereses de todos los Estados, es de naturaleza discriminatoria ya que excluyen del derecho de firma y adhesión a un número de Estados, lo cual es contrario al ‘Principio de Igualdad Soberana de los Estados’.”

“La República de Cuba declara que las disposiciones del artículo 38 de la Convención ya no son aplicables por ser contrarias a la Declaración sobre la Concesión de la Independencia de los Países y Pueblos Coloniales (resolución 1514) hecha por la Asamblea General de las Naciones Unidas el 14 de diciembre de 1960 en la que se proclama la necesidad de poner fin rápida e incondicionalmente al colonialismo en todas sus formas y manifestaciones.”

“Que el Gobierno Revolucionario de la República de Cuba no se considera obligado por las disposiciones contenidas en el artículo 44 de la Convención en virtud del cual la Corte Internacional de Justicia tendrá jurisdicción obligatoria en las controversias que versen sobre la interpretación o aplicación de la Convención. Con respecto a la competencia de la Corte Internacional de Justicia, Cuba sostiene que para someter una controversia a la solución de la Corte debe obtenerse, en cada caso particular, el consentimiento de todas las partes interesadas en la controversia.”

[TRANSLATION]

[TRADUCTION]

The Republic of Cuba considers that the provisions of article 37 of the Convention, although concerned with matters which affect the interests of all States, are discriminatory in nature since they deny a number of States the right to sign or become a Party to the Convention and this is contrary to the principle of the sovereign equality of States.

The Republic of Cuba declares that the provisions of article 38 of the Convention are no longer applicable because they are contrary to the Declaration on the Granting of Independence to Colonial Countries and Peoples (resolution 1514 (XV)), adopted by the United Nations General Assembly on 14 December 1960,¹ which proclaims the necessity of bringing to a speedy and unconditional end colonialism in all its forms and manifestations.

La République de Cuba considère que les dispositions de l'article 37 de la Convention, laquelle traite pourtant de questions intéressant tous les Etats, sont de nature discriminatoire puisqu'elles privent un certain nombre d'Etats du droit de la signer et d'y adhérer, ce qui est contraire au principe de l'égalité souveraine des Etats.

La République de Cuba déclare que les dispositions de l'article 38 de la Convention ne sont plus applicables parce que contraires à la Déclaration sur l'octroi de l'indépendance aux pays et aux peuples coloniaux (résolution 1514) dans laquelle l'Assemblée générale des Nations Unies a proclamé le 14 décembre 1960¹ la nécessité de mettre rapidement et inconditionnellement fin au colonialisme sous toutes ses formes et dans toutes ses manifestations.

¹ United Nations, *Official Records of the General Assembly, Fifteenth Session, Supplement No. 16* (A/4684), p. 66.

¹ Nations Unies, *Documents officiels de l'Assemblée générale, quinzième session, Supplément no 16* (A/4684), p. 70.

The Revolutionary Government of the Republic of Cuba does not consider itself bound by the provisions of article 44 of the Convention, under which the International Court of Justice is to have compulsory jurisdiction in any dispute which may arise regarding the interpretation or application of the Convention. With regard to the competence of the International Court of Justice, Cuba maintains that, in order for a dispute to be submitted for settlement by the Court, the consent of all the parties concerned in the dispute must be obtained in each individual case.

FRANCE

[TRANSLATION — TRADUCTION]

The French Government enters a reservation with regard to the application of article 10, paragraph 6, of the Convention on Road Signs and Signals in respect of metropolitan France and French overseas territories:

Decisions adopted under the Economic Commission for Europe provide for advance warning of sign B,2a (Stop) by means of sign B,1, supplemented by a rectangular panel bearing the "Stop" symbol and a figure indicating the distance to sign B,2a. This rule conflicts with the provisions of article 10 of the Convention.

GERMAN DEMOCRATIC REPUBLIC (a)

[GERMAN TEXT — TEXTE ALLEMAND]

„Die Regierung der Deutschen Demokratischen Republik erklärt . . . daß sie sich . . . an Artikel 44 der Konvention über die Straßensignalisation als nicht gebunden betrachtet.“

[TRANSLATION]

. . . The Government of the German Democratic Republic declares that it

Le Gouvernement révolutionnaire de la République de Cuba ne se considère pas lié par les dispositions énoncées à l'article 44 de la Convention, en vertu desquelles la Cour internationale de Justice aura juridiction obligatoire dans les différends touchant l'interprétation ou l'application de la Convention. En ce qui concerne la compétence de la Cour internationale de Justice, Cuba soutient que l'assentiment de toutes les parties en cause est requis, dans chaque cas particulier, pour qu'un différend puisse être soumis à la Cour.

FRANCE

«Le Gouvernement français fait toutes réserves sur l'application, en ce qui concerne le territoire français et les territoires d'Outre-Mer, de l'article 10, paragraphe 6, de la Convention sur la signalisation.

«En effet, conformément aux décisions adoptées dans le cadre de la Commission économique pour l'Europe, il a été prévu que la présignalisation du signal B,2a (Stop) se ferait à l'aide du signal B,1 complété par un panneau rectangulaire qui portera le symbole stop et un chiffre indiquant à quelle distance se trouve le signal B,2a. Cette règle se trouve en contradiction avec les dispositions de l'article 10 de la Convention.»

RÉPUBLIQUE DÉMOCRATIQUE ALLEMANDE (a)

[TRADUCTION]

. . . Le Gouvernement de la République démocratique allemande déclare

does not consider itself bound by article 44 of the Convention on Road Signs and Signals.

qu'il ne se considère pas lié par l'article 44 de la Convention sur la signalisation routière.

HUNGARY

HONGRIE

[Confirming the declaration in respect of articles 37 and 38 made upon signature; for the text, see p. 372 of this volume.]

[Avec confirmation de la déclaration à l'égard des articles 37 et 38 formulée lors de la signature; pour le texte, voir p. 372 du présent volume.]

[HUNGARIAN TEXT—TEXTE HONGROIS]

„A Magyar Népköztársaság Elnöki Tanácsa az egyezmény 10. cikke 6. pontjának a B,2 jelzőtábla előjelzésére vonatkozó rendelkezését az egyezményt kiegészítő európai megállapodásban meghatározott eltérő tartalommal tekinti magára kötelezőnek; az egyezmény 46. cikkének 1. pontja alapján az egyezmény 44. cikkének rendelkezéseit nem tekinti magára kötelezőnek.“

[TRANSLATION]

[TRADUCTION]

The Presidential Council of the Hungarian People's Republic considers itself bound by the provision of article 10, paragraph 6, of the Convention, relative to the [advance warning signs for sign B, 2], subject to its tenor as defined in the European Agreement supplementary thereto.

It does not consider itself bound by the provisions of article 44 of the Convention, in pursuance of article 46, paragraph 1, thereof.

Le Conseil présidentiel de la République populaire hongroise se considère lié par la disposition de l'article 10, paragraphe 6, de la Convention, relative aux panneaux de présignalisation annonçant le signal B, 2, dans la teneur qui lui est donnée par l'Accord européen complétant ladite Convention.

Il ne se considère pas lié par les dispositions de l'article 44 de la Convention, en application de son article 46, paragraphe 1.

LUXEMBOURG

LUXEMBOURG

[TRANSLATION — TRADUCTION]

With regard to the provisions of article 10, paragraph 6:

The advance warning sign for sign B,2a shall be sign B, 1, supplemented by a rectangular panel bearing the word "Stop" and a figure indicating the distance to sign B,2a.

With regard to the provisions of article 23, paragraph 7:

Red or yellow arrows shall be used on a black circular background.

A l'égard de l'article 10, paragraphe 6 :

«La présignalisation du signal B, 2a se fera à l'aide du signal B, 1 complété par un panneau rectangulaire portant le mot «Stop» et un chiffre indiquant à quelle distance se trouve le signal B,2a.»

A l'égard de l'article 23, paragraphe 7 :

«Des flèches rouges ou jaunes seront employées sur fond circulaire noir.»

SEYCHELLES (a)

"In compliance with article 46 (2) of the Convention on Road Signs and Signals the Government of the Republic of Seychelles declares that [it] treats mopeds as motor cycles."

SEYCHELLES (a)

[TRADUCTION — TRANSLATION]

Conformément à l'article 46, paragraphe 2, de la Convention sur la signalisation routière, le Gouvernement de la République des Seychelles déclare qu'il assimile les cyclomoteurs aux motocycles.

UKRAINIAN SOVIET
SOCIALIST REPUBLICRÉPUBLIQUE SOCIALISTE
SOVIÉTIQUE D'UKRAINE

[UKRAINIAN TEXT — TEXTE UKRAINIEN]

«Українська Радянська Соціалістична Республіка не вважає себе зв'язаною положеннями статті 44 Конвенції про дорожні знаки і сигнали щодо передачі спорів про тлумачення або застосування Конвенції для розв'язання Міжнародному Суду на прохання будь-якої з сторін».

«Українська Радянська Соціалістична Республіка заявляє, що положення статті 37 Конвенції про дорожні знаки і сигнали, згідно з якими ряд держав не може стати учасником цієї Конвенції, мають дискримінаційний характер, і вважає, що Конвенція про дорожні знаки і сигнали повинна бути відкрита для часті всіх заінтересованих держав без будь-якої дискримінації чи обмежень».

«Українська Радянська Соціалістична Республіка заявляє, що положення статті 38 Конвенції про дорожні знаки і сигнали є застарілими і суперечать Декларації Генеральної Асамблеї Організації Об'єднаних Націй про надання незалежності колоніальним країнам і народам (резолюція 1514 [XV] від 14 грудня 1960 року)».

[Confirming the reservation and declarations made upon signature; for the texts, see p. 373 of this volume.]

[Avec confirmation de la réserve et des déclarations formulées lors de la signature; pour les textes, voir p. 373 du présent volume.]

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[Confirming the reservation and declarations made upon signature; for the texts, see p. 374 of this volume.]

[Avec confirmation de la réserve et des déclarations formulées lors de la signature; pour les textes, voir p. 374 du présent volume.]

ZAIRE (a)

ZAIRE (a)

[TRANSLATION — TRADUCTION]

With reference to the pertinent provisions of the Convention, Zaire shall not treat mopeds as motor cycles.

«Aux termes de [la Convention], la République du Zaïre oppose pour la non-assimilation des cyclomoteurs aux motocycles.»