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Item 4 of the provisional agenda

Convention on Road Signs and Signals (1968)

Group of Experts on Road Signs and Signals

Submitted by the Government of Denmark*

This document contains observations and proposals related to amendment proposals to the 1968 Convention on Road Signs and Signals, the European Agreement supplementing the Convention, and the Protocol on Road Markings, Additional to the European Agreement which are to be discussed at this session.

* Reproduced as received.

Informal document with proposal for presentation to WP.1. Global Forum for Road Traffic Safety to the next session of WP.1 scheduled for 13 to 17 March 2023 in Geneva.

WP.1 will consider at its regular session in March 2023 proposals for amendments, prepared by the established expert group of WP1, to the Convention on Road Signs and Signals and the European Agreement supplementing the Convention, the Protocol on Road Markings, Additional to the European Agreement.

Denmark is of the opinion that even more parts of the Convention should be reviewed due to many new developments and opportunities that have occurred in the field of road traffic since the Conventions were originally written. A wide range of issues such as road signs, road markings, road signals, climate and CO₂ measures, tolling stations, etc. should be addressed and, if agreement can be reached, added to the Convention.

- a) From the Danish side, on the basis of the experience with the expert group so far, we would like to propose that an informal working group be set up to deal with the subjects which the contracted parties find to be out of date or lacking in the current convention.

Denmark proposes an informal group with reference to WP1, because such a group will be able to work faster and not be so costly, as, for example, interpreting assistance is omitted. The work of the group will be conducted in English. The group must be an intergovernmental group and exclusively consist of representatives from the contracted parties. ECE must facilitate the meetings, as has been the case for the previous expert group. The group is proposed to meet once or twice a year in Geneva, while the other meetings during the year are conducted as virtual meetings.

It must be ensured that there is still coherence between the conventions on road traffic and the convention on road signs and signals.

At the most recent meetings of the expert group on signs and signals, a number of signs have been discussed which are not part of the current convention on signs and signals.

- b) From the Danish side, we have expressed concern at the meetings about some of the new road signs, such as cycle crossings near pedestrian crossings. This is because, in our opinion, the convention on road traffic is not clear about the obligation to give way when exiting a path onto a road¹. It is very important that the right-of-way conditions are clearly defined, and that the traffic rules at such cycle crossings are connected with the other traffic rules. This becomes particularly important when it is proposed to give the cycle crossing sign the same appearance as the sign for pedestrian crossings, only with the change that the pedestrian symbol is replaced by or combined with the cycle symbol. But the traffic rules for cycle crossings and pedestrian crossings are not the same.

Denmark wishes to promote cycling, but this must not be at the expense of road safety.

Therefore, the convention on road traffic regulations in the area should be reviewed².

¹ The Convention on Road Traffic Article 18 paragraph 2 and Article 1 definitions (g) bis, (g) ter, and (h) on cycle lane, cycle path and road junction respectively

² See informal document No. 3 of 6 October 2022 prepared by Denmark and presented at the expert group's 8th informal meeting on 11 October 2022.