



Informal Intergovernmental expert
group on road signs and signals
(IIGERS)

Copyright 12/3/2024 Karel
Hofman, all rights reserved. For
reproduction permission and all
other issues, please contact
karel.hofman@mobilit.fgov.be

Steps

- September 2012 – WP1(ECE/TRANS/WP.1/137) :
 - Formal expert group
 - Preparation Terms of Reference
- March 2013 – WP1 adopted (ECE/TRANS/WP1/139)
the Terms of Reference
(ECE/TRANS/WP.1/2013/2/Rev.1)
- March 2014 – first session of Group of Experts on
Signs and Signals (ECE/TRANS/WP.1/GE.2/2)

A coherent, simpler and better structured Convention via 3 main objectives:

1. assess the internal consistencies of the 1968 Convention on Road Signs and Signals and the 1971 European Agreement supplementing the 1968 Convention on Road Signs and Signals. Consider the coherence of these two international legal instruments

Issue 7

Specific terms such as “band” and “bar” (and adjectives used with these expressions), “strip” and “rim”, “word” and “inscription”, “plate” and “panel”, “rectangular panel” and “additional panel” are either used inconsistently or incorrectly. To this end, the Group recommends amending provisions of the Convention and the European Agreement in which these terms are not correctly used (see subsection 1.1 of this document on amendments to the Convention,

Issue 12

1. Annex 1 is not consistent in providing definitions and descriptions for signs. To this end, the Group recommends revising Annex 1 to make the definitions and descriptions of signs consistent.
2. Therefore the Group recommends:
 - including images of permitted sign variants in Annex 1 directly after sign definition and/or description and deleting Annex 3;

Issue 14

1. The Convention provides for some signs – e.g. signs for warning of intersections – many examples which may give the impression that the list of examples permitted in the Convention is exhaustive. The Group believes that the number of examples should be one or two. To this end, the Group recommends in case of the signs for warning of intersections to only keep examples A, 18 a and b and A, 19 a and b (see see subsection 1.2 of this document on an amendment to Annex 1 of the Convention, section A, paragraphs II.18 and II.19).
2. The Group further agreed that electronic Convention on Road Signs and Signals (e- CoRSS) should provide other types of intersections.

Issue 37

In the Convention, there are some signs and symbols that contain unnecessary details which compromise their legibility. The Group believed that some symbols should be modernized or made more abstract and, when applicable, made gender-neutral. To this end, the Group recommends the following:



2. take stock of the existing national legislation (of each Contracting Party to these two legal instruments) to describe and assess the degree of implementation of the 1968 Convention on Road Signs and Signals and the 1971 European Agreement supplementing the 1968 Convention on Road Signs and Signals in these Contracting Parties.

C, 3 b “NO ENTRY FOR MOTOR CYCLES”

The Group noted that there were many differences in the motor cycle symbol, including the presence or absence of a motor cycle driver, but believed that the essential characteristics of the symbol have been retained. The Group emphasized that it should be clear that the symbol is referring to a motorcycle. The Group is further considering whether or not the symbol depicted on this sign should be with or without driver.

Convention sign:



Examples from countries:



C, 3 i “NO ENTRY FOR PEDESTRIANS”

The Group noted that one country used a slightly different symbol (person standing). The Group believes that the symbol of a pedestrian has to reflect movement. Addressed in chapter 1 – issue 37

Convention sign:

Examples from countries:



328



D, 5 “COMPULSORY FOOTPATH”

There are differences in symbol (two persons versus one person) and in the presence/absence of the white rim. The Group considered that having a one person symbol is not in conformity with the Convention.

Addressed in chapter 1 – issue 37.

Convention sign:	Examples from countries:
	   

3. write and submit a final report. In general, the report will aim at identifying any perceived inadequacies and inconsistencies of the two legal instruments; and inconsistencies between these two legal instruments and the existing national legislation.

Final report = written reflection of the two previous tasks.

https://unece.org/sites/default/files/2021-12/ECE-TRANS-WP.1-2019-4-Rev1e_1.pdf (final report)

4. not in Tor but done with pleasure 😊:

Amendment proposals to the legal instruments.

https://unece.org/sites/default/files/2023-07/ECE-TRANS-WP1-2023-4e_1.pdf (Amendment proposals to the Protocol on Road Markings, additional to the European Agreement Supplementing the Convention on Road Signs and Signals)

<https://unece.org/sites/default/files/2023-07/ECE-TRANS-WP1-2023-3e.pdf> (Amendment proposal to the European Agreement Supplementing the 1968 Convention on Road Signs and Signals)

<https://unece.org/sites/default/files/2024-02/ECE-TRANS-WP1-2023-2-Rev1e.pdf> (Amendment proposals to the 1968 Convention on Road Signs and Signals)

ARTICLE 2

Annexes to the Convention

~~The annexes to this Convention, namely:~~

Annex 1: Road signs;

Section A: Danger warning signs;

Section B: Priority signs;

Section C: Prohibitory ~~or~~ **and** restrictive signs;

Section D: Mandatory signs;

Section E: Special regulation signs;

Section F: Information, facilities or service signs;

Section G: ~~Direction, position or indication signs;~~ **Other information signs;**

Section H: Additional panels;

Annex 2: Road markings;

~~Annex 3: Reproduction in colour of signs, symbols and panels referred to in Annex 1;~~ **and Annex 2** are integral parts of this Convention.

MAXIMUM SPEED LIMIT

C-14.1 notifies that the figure indicated on the sign is the permitted maximum speed. ~~(a) 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. The figure shall be provided~~ in the unit of measurement most commonly used to express the speed of vehicles in the country concerned. **That unit of measurement may be shown on the sign after or below the figure. If shown, "km" (for Kilometres) or "m" (for Miles) shall be used as appropriate.** ~~After or below the figure expressing the speed may be added, for instance, "Km" (Kilometres) or "m" (Miles).~~

~~(b)~~To indicate a speed limit applicable only to vehicles of a permissible maximum mass 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.

Image of an example of C-14.1



COMPULSORY SHARED PATH OR TRACK FOR TWO CATEGORIES OF ROAD USERS

D-05.3 notifies the two categories of road users depicted by symbols on this sign that the path or track, at the entrance of which it is placed, is reserved for their shared use; and notifies other road users that they are not entitled to use that path or track. The road users depicted by symbols on this sign shall be required to use that path or track.

The symbols of the road users shall be placed one above the other on this sign. The order in which the symbols are placed shall be optional. Where necessary the precautions to be taken by both categories of users shall be laid down in domestic legislation.

Image of an example of D-05.3



END OF COMPULSORY SHARED PATH OR TRACK FOR TWO CATEGORIES OF ROAD USERS

D-05.4 notifies the two categories of road users depicted by symbols on this sign of the end of the compulsory shared path or track for them. This sign shall be identical to the sign D-05.3, except that it shall be crossed by an oblique red band or, preferably, red parallel lines forming such a band sloping down from right to left. The band can be interrupted when crossing the symbols. If not interrupted, the red band shall be placed over the symbols.

Notwithstanding the provisions of Article 6, paragraph 1 of this Convention, this sign may be placed on the reverse side of the sign D-05.3 for the same road users coming in the opposite direction.

Image of an example of D-05.4



Electronic version of the Convention on Road Signs and Signals (no replacement)

- Group of Experts on Road Signs and Signals, May 2016 (ECE/TRANS/WP.1/GE.2/14, §7)
- WP1, September 2016 (ECE/TRANS/WP.1/155, §26)
- Modern user friendly tool
- Will simply reflect the decisions of WP1(&EGRSS)
- Higher degree of implementation
- New ratifications
- WP1 in 21st Century

Search

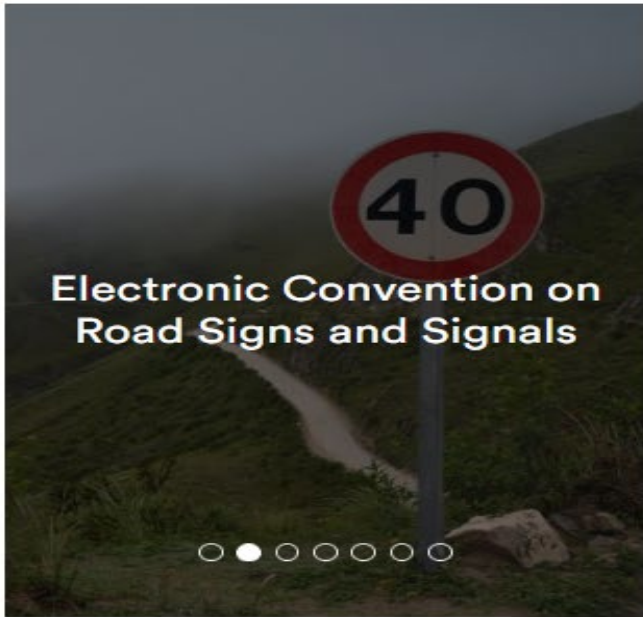
Name Sign Code Symbol Name



Danger Warning



Priority




Electronic Convention on Road Signs and Signals

● ● ● ● ● ● ●




Prohibitory Restrictive



Mandatory



Special Regulation



Information, Facilities or Services



Advance Direction



Direction



Place/Road Identification/Confirmatory



Indication

Additional Panels

Global Forum for Road traffic Safety (parent body of IGRSS):

- September 2022: the report of IIGERSS which contains as well an analysis of the inconsistencies between the legal instruments as between the existing national legislation and the legal instruments, was adopted;
- September 2023: final discussion on the 3 amendment proposals (convention on road signs and signals, the European agreement supplementing the convention and the protocol on road markings) – two changes need to be done (point 32 & 33 of the report of the September 2023 session:

32. The IIGERSS Chair introduced Informal document No. 10 where the Group makes proposals regarding a possible inclusion of two new provisions into ECE/TRANS/WP.1/2023/2. After discussion of point “A”, WP.1 endorsed the inclusion of a modified sentence which will say: “The end of compulsory cycle track (end of compulsory footpath, end of compulsory track for riders on horseback, end of compulsory path or track for two categories of road users, end of compulsory shared path or track for two categories of road users respectively) may be indicated.” This sentence is to be inserted as second paragraphs in D-04.2, D-04.4, D-04.6, D-05.2, and D-05.4 descriptions. Point “B” in



33. In addition, WP.1 agreed to include a provision in ECE/TRANS/WP.1/2023/2 dealing with a 15-year transitional period necessary to implement the changes to the 1968 Convention on Road Signs and Signals (along the lines of Article 3). WP.1 also agreed that IIGERSS may consider the work done by the Group of Experts on Cycling Infrastructure Module when preparing any recommendations to introduce new road signs into the 1968 Convention on Road Signs and Signals.



Next steps

The amendment proposals need to be brought in line with the September decision of the Global Forum for Road traffic Safety.

- March 2024: final discussion within global forum;
- March – September 2024: final comments by contracting parties;
- September 2024: final adoption by the Global Forum;
- September 2024 – December 2024: work on the electronic version of the convention;
- October 2024: notification from the secretary general of the UN;
- Amendments will go into force around June 2026.


New signs


- “cyclist ~~crossing~~” and “cyclist ~~and~~ pedestrian crossing in close proximity”.
- “No entry for polluting power-driven vehicles. Domestic legislation shall define polluting power-driven vehicles.”





- Electric charging and alternative fuels signs (agreement on the principles, sign images in preparation)

- Road signs for (small) vehicles

Motorized Vehicle Symbol	Alternative Symbol	Title	Alternative Titles
 1		Tricycles and Quadricycles	

#	Symbol	Definition
1		NO ENTRY FOR MOTOR TRICYCLES AND QUADRICYCLES C, 3o (C-03.15) notifies that entry is prohibited for motor tricycles and quadricycles.

 5	Buses	Large Buses
--	-------	-------------

4		NO ENTRY FOR BUSES C, 3q (C-03.17) notifies that entry is prohibited for buses.
---	---	---

- Symbol minibus (in preparation, distinct from symbols large bus and passenger car)

- Cycling infrastructure module?????