

Uradni list Republike Slovenije



Mednarodne pogodbe

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114. Akt o nasledstvu Konvencije o prometnih znakih, sklenjene na Dunaju, dne 8. novembra 1968 (MNKPZ)

A K T

O NASLEDSTVU KONVENCIJE O PROMETNIH ZNAKIH, SKLENJENE NA DUNAJU, DNE 8. NOVEMBRA 1968 (MNKPZ)

Na podlagi 3. člena Ustavnega zakona za izvedbo Temeljne ustavne listine o samostojnosti in neodvisnosti Republike Slovenije (Uradni list RS, št. 1/91-I) v zvezi z določbami 1. člena Ustavnega zakona za izvedbo Ustave Republike Slovenije (Uradni list RS, št. 33/91 in 21/94), Državni zbor Republike Slovenije odloča, da se notificira nasledstvo Republike Slovenije glede Konvencije o prometnih znakih, sklenjene na Dunaju 8. novembra 1968.

Konvencija se v izvirniku v angleškem jeziku in slovenskem prevodu objavi v Uradnem listu Republike Slovenije – Mednarodne pogodbe hkrati z aktom.

Ob notifikaciji nasledstva Republika Slovenija na podlagi 46. člena Konvencije o prometnih znakih poda naslednjo izjavo:
»Republika Slovenija je v skladu s prvim odstavkom 9. člena Konvencije o prometnih znakih izbrala vzorec Aa, v skladu s tretjim odstavkom 10. člena pa je izbrala vzorec B 2a«.

Ta akt začne veljati naslednji dan po objavi v Uradnem listu Republike Slovenije – Mednarodne pogodbe.

Št. 326-07/10-144/8
Ljubljana, dne 22. septembra 2010
EPA 1143-V

Državni zbor
Republike Slovenije
dr. Pavel Gantar l.r.
Predsednik

CONVENTION 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 sign-posted 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;

(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-crank;

(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 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;¹
are integral parts of this Convention.

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;

¹ Printed texts of this Convention may show the signs, symbols and panels under relevant parts of the texts.

(b) Regulatory signs: these signs are intended to inform road-users of special obligations, restrictions or prohibitions with which they must comply; they are subdivided into:

- (i) priority signs;
- (ii) prohibitory or restrictive signs;
- (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 subdivided 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 from 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 subparagraph (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 the 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, subsection I 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 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 section.

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 Annex 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 of sign B, 1 or sign B, 2 respectively. However, in States which use sign A^a as danger warning sign, the advance warning of sign 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 be used.

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 signs 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 12Mandatory signs

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

Article 13Provisions 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 the 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 15Advance 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 meters (55 yards) in built-up areas but shall be not less than 500 meters (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 16Direction 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 17Road 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 18Place 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 built-up area, river, mountain pass, beauty spot.

2. Sign E, 9^a or E, 9^b shall be placed at the beginning of build-up area; sign E, 9^c or E, 9^d shall be placed at the end of build-up area. Domestic legislation may provide that these signs shall notify road-users that the 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 section of road in the build-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 build-up area.

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

Article 19Confirmatory 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 20Sign at pedestrian crossing

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

Article 21Provisions 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 a 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 SIGNALSArticle 23Signals 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 ferry-boat 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 lower 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 installation, 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 a 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, 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 pre-selection 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 and 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 2 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 32Marking 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 on 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, sign B, 7 as described in Annex 3. If there is a light signal giving warning of the approach of trains or sign B, 2, "STOP", sign B, 7 shall be placed on the same support as the light signal or sign B, 2. Placing of 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 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 respectively one and two oblique red bars on a white or yellow ground are set p 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 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, 25; A, 26 or A, 27 placed in advance of all level-crossings; however, no sign needs to 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 vehicular 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 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, or the Protocol on Road Signs and Signals, opened for signature at Geneva on 19 September 1949.

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 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.

(b) At the time of depositing its instrument of ratification or accession, any 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.

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.

Annex 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 sign 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 BEADS, 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^d.

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 symbol A, 9^b with the sign of model A^b.

Where traffic keeps to the left, the symbols 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 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 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 section of the 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 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 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.

Annex 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 0.35m (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. 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.

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 3, 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.

Annex 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 mass 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 mass 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 OVERALL WIDTH EXCEEDING... METRES (...FEET)"

C, 6 "NO ENTRY FOR VEHICLES HAVING AN OVERALL HEIGHT EXCEEDING... METRES (...FEET)"

C, 7 "NO ENTRY FOR VEHICLES EXCEEDING... TONS LAIDEN WEIGHT"

C, 8 "NO ENTRY FOR VEHICLES HAVING A MASS 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 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 prohibitions 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, 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 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 ft.) 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. Descriptions 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 to be used notwithstanding the provisions of paragraph 1 of this section. Sign D, 1^b shall to 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 shall 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 the track at the entrance of 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 to 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 to 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.

Annex 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.

Annex 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).

Annex 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. 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

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.

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 1a and 1b).

(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 or, sections where the range of vision is less than a certain minimum M, by means of a continuous line laid out in accordance with diagrams 7a to 16¹⁾. In countries where the design of motor vehicles justifies it, the eye level of 1 m indicated in diagrams 7a to 10a may be raised to 1.20 m.

16. The value to be adopted for M varies with road conditions. Diagrams 7a, 7b, 8a, 8b, 8c and 8d show, for two- and three-lane roads respectively, the design of the lines at a hill crest with a restricted range of vision. These diagrams correspond to the longitudinal section at the top of the same page and to a distance M specified in paragraph 24 below: A (or D) is the point where the range of vision becomes less than M, while C (or B) is the point where the range of vision again begins²⁾ 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, 10a and 10b.

18. Diagrams 11a and 11b show the position of the line; 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 8a, 8b, 8c and 8d (or 10a and 10b). Diagram 8a or 8b (or 10a) should be used on roads carrying a substantial proportion of two-wheeled vehicles and diagrams 8c and 8d (or 10b) where the traffic consists mainly of four-wheeled vehicles. Diagram 11c shows the arrangement of the lines for the same case on a curve with restricted range of vision on a three-lane road.

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

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

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

¹⁾ 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.

²⁾ The marking between A and D shown in diagrams 7a and 7b may be replaced by a single continuous centre line, without a broken line alongside, preceded by a broken centre line consisting of at least three strokes. Nevertheless, this simplified arrangement should be used with caution and only in exceptional cases, since it prevents the driver from overtaking for a certain distance even though the range of vision is adequate. It is desirable to avoid using both methods on the same route or on the same type of route in the same area, as this may lead to confusion.

(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 speed:³

Approach speed	Range of values of M
100 km/h (60 m.p.h.)	160 m (480 ft.) to 520 m (960 ft.)
80 km/h (50 m.p.h.)	130 m (580 ft.) " 260 m (760 ft.)
65 km/h (40 m.p.h.)	90 m (270 ft.) " 180 m (540 ft.)
50 km/h (30 m.p.h.)	60 m (180 ft.) " 120 m (560 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. Guide lines 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.

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) x (0.40-0.60) m [(16-24) x (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.

³ 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.

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.

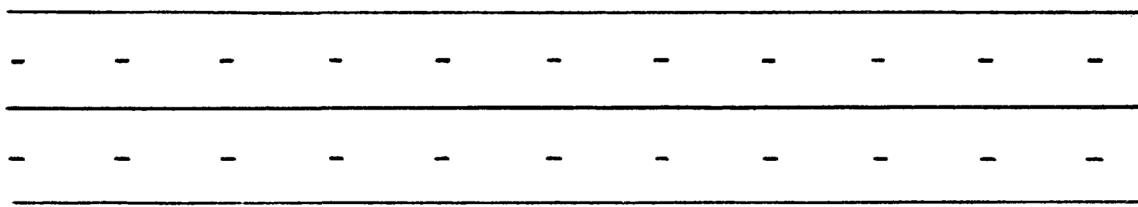


Diagram la

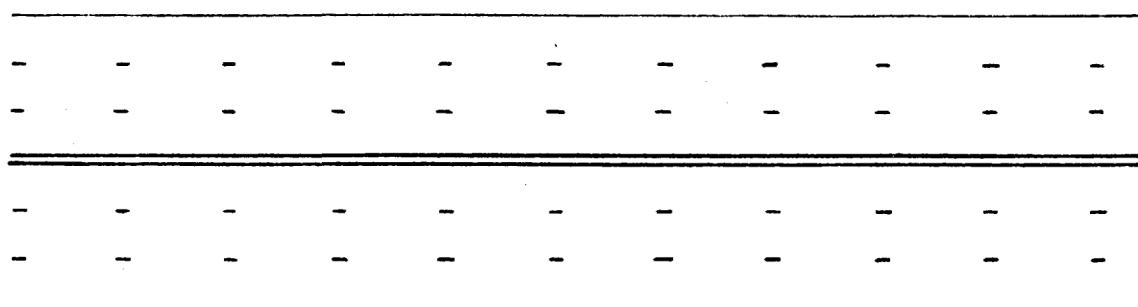


Diagram lb

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.

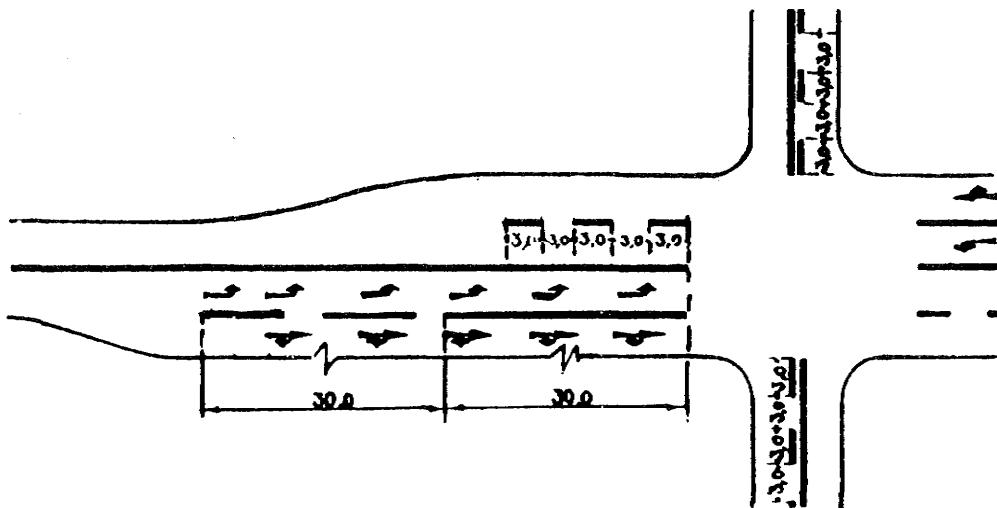


Diagram 2

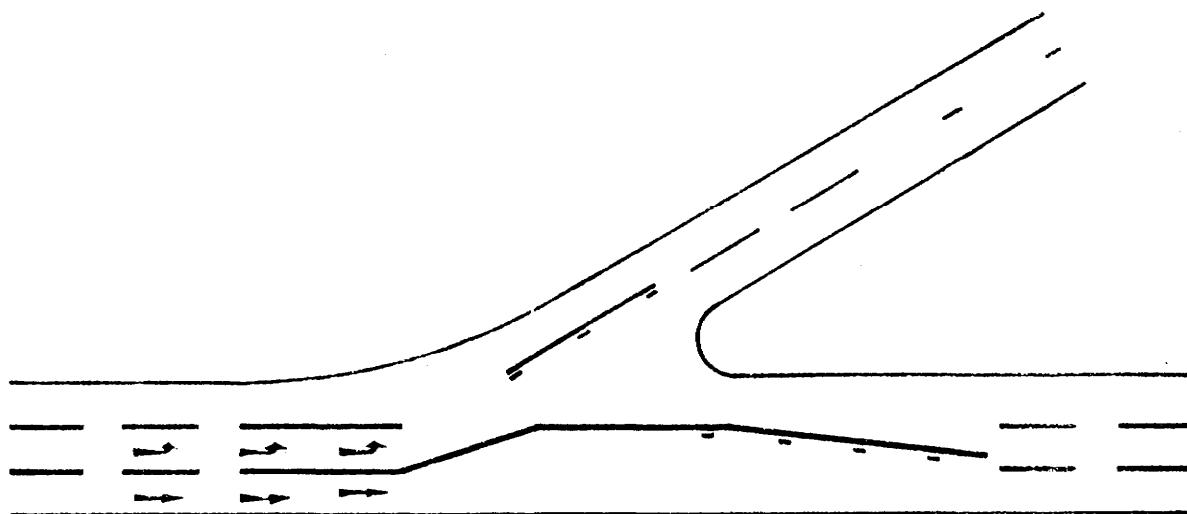


Diagram 3

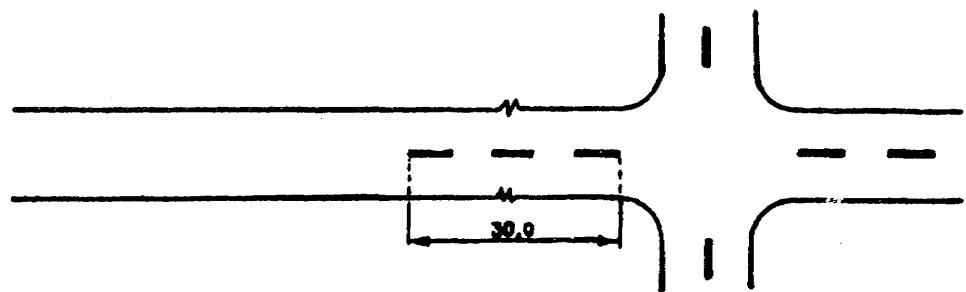


Diagram 4

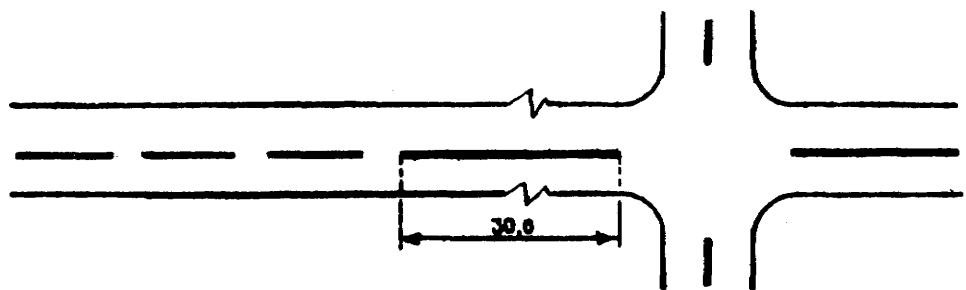


Diagram 5

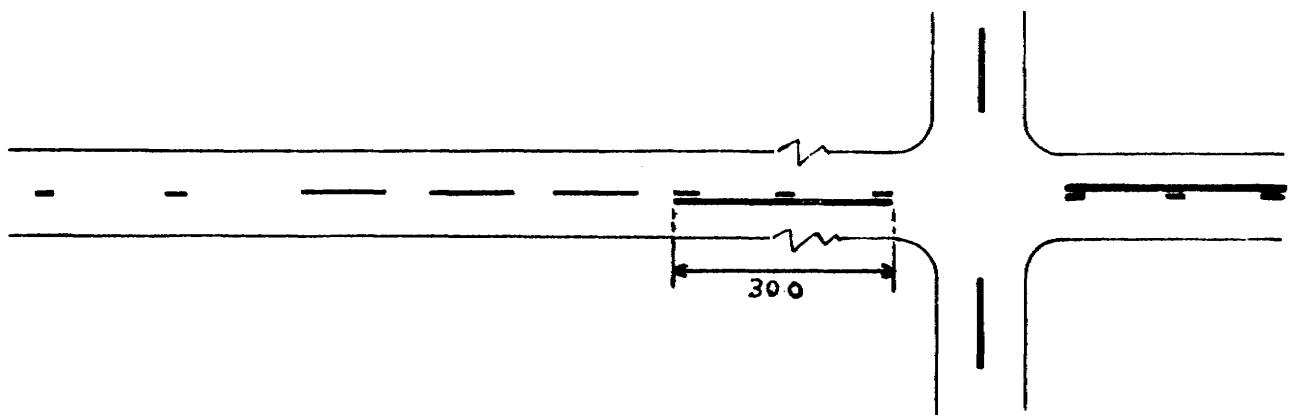
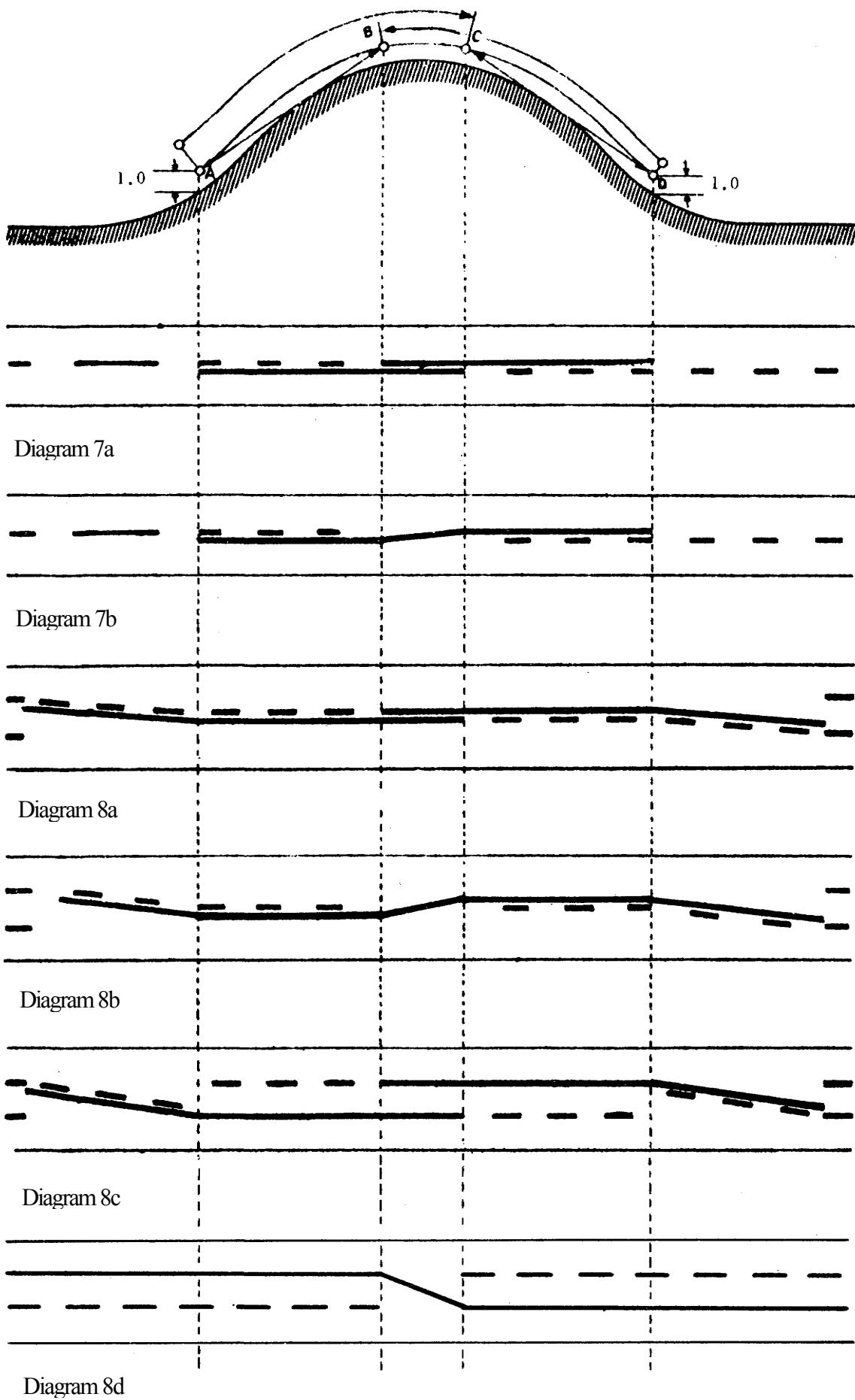


Diagram 6



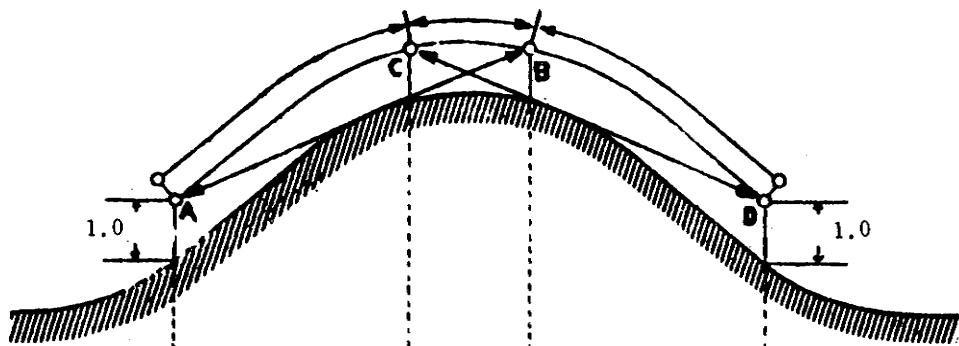


Diagram 9

Diagram 10a

Diagram 10b

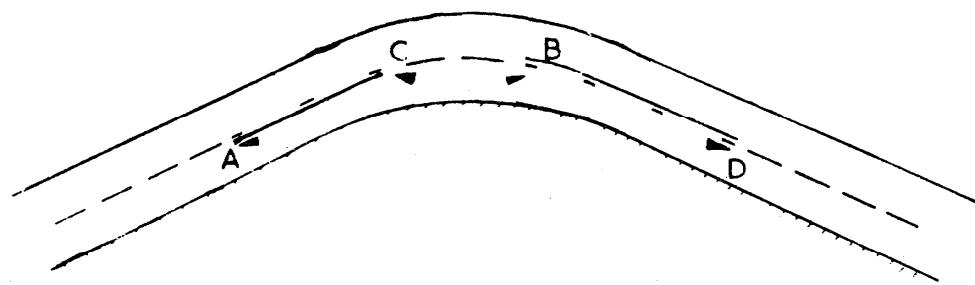


Diagram 11a

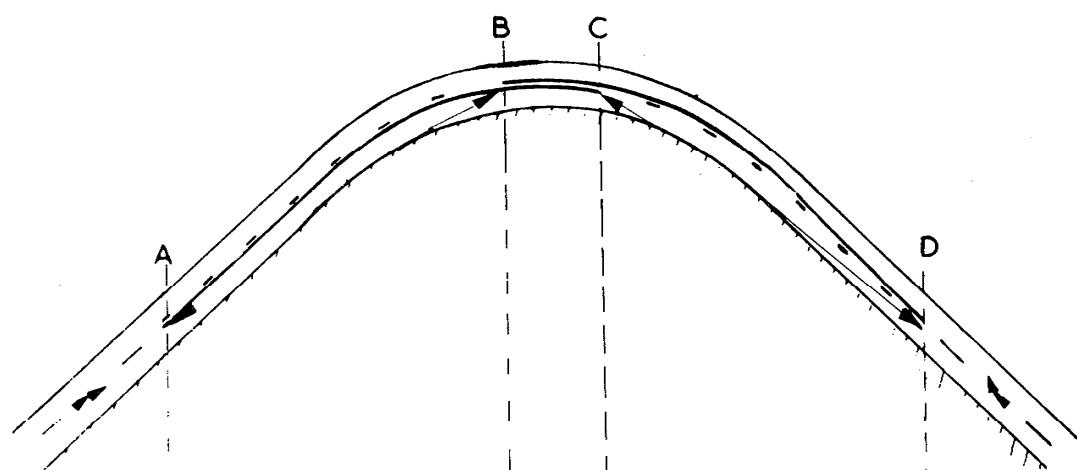


Diagram 11b

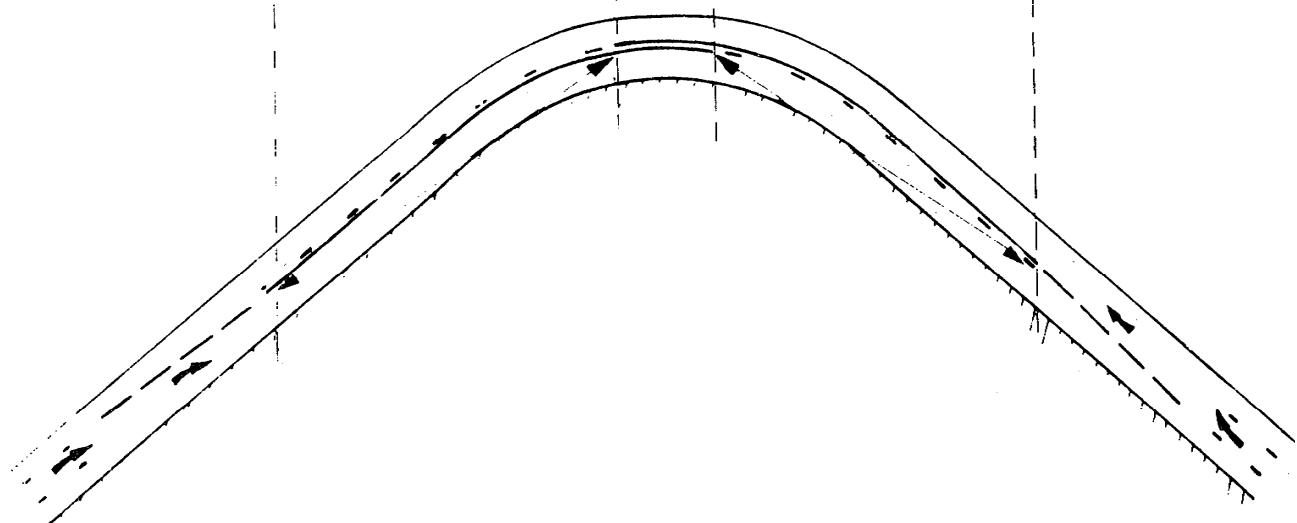


Diagram 11c

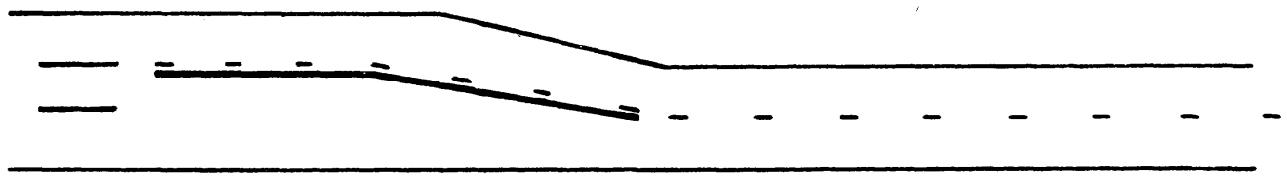


Diagram 12

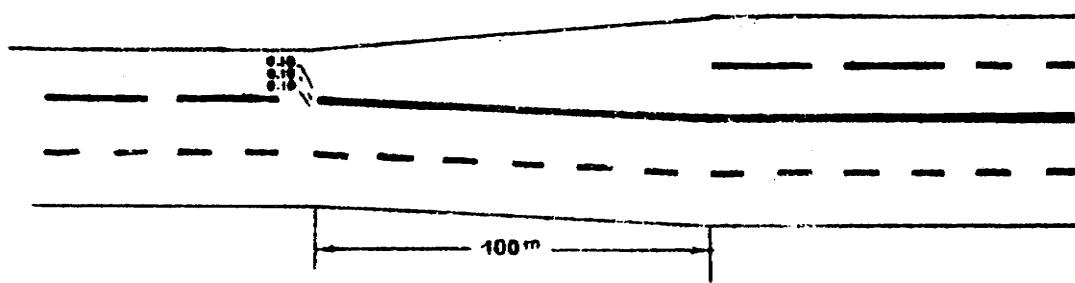


Diagram 13

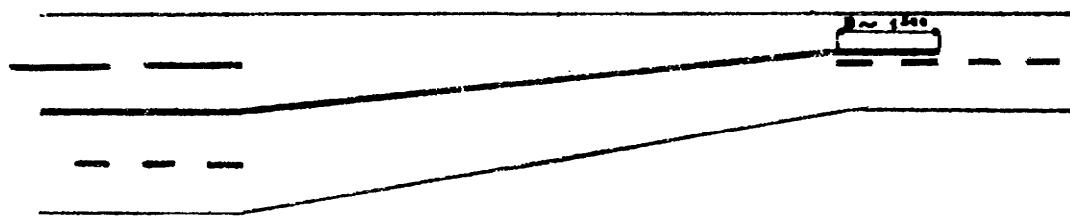


Diagram 14

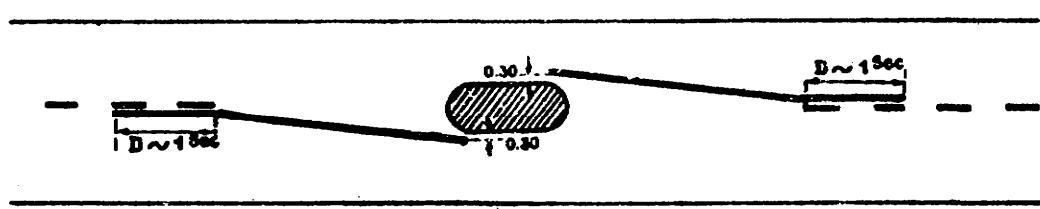


Diagram 15

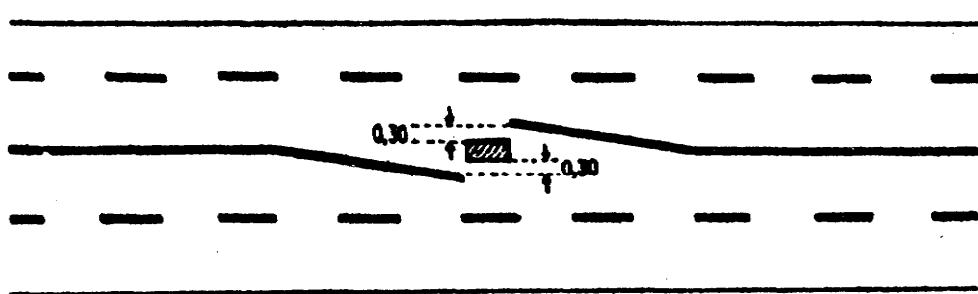


Diagram 16

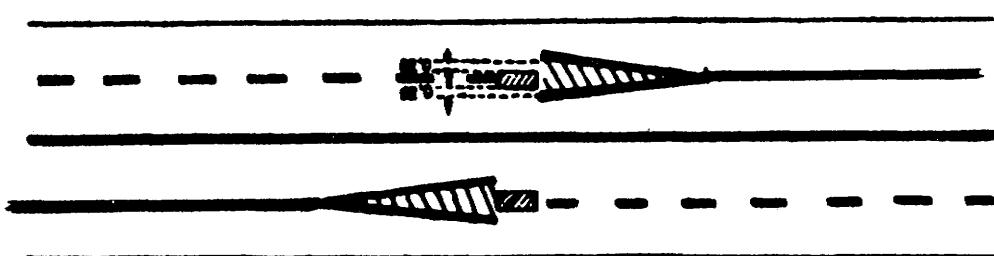


Diagram 17

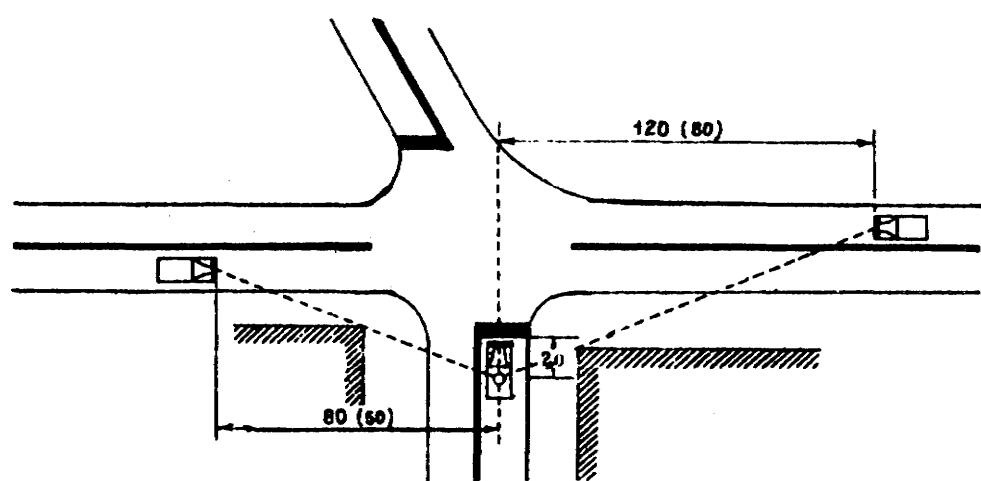


Diagram 18

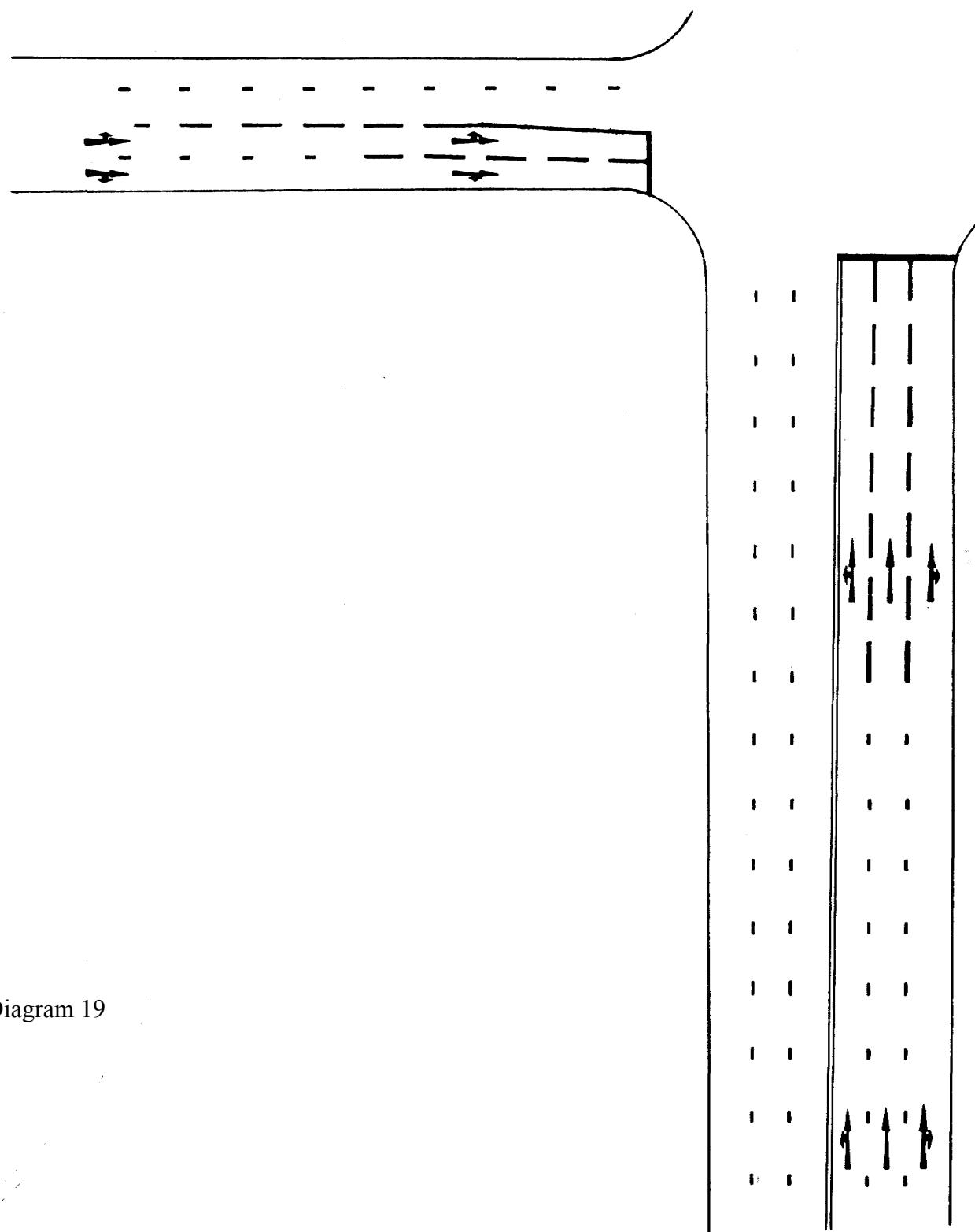


Diagram 19

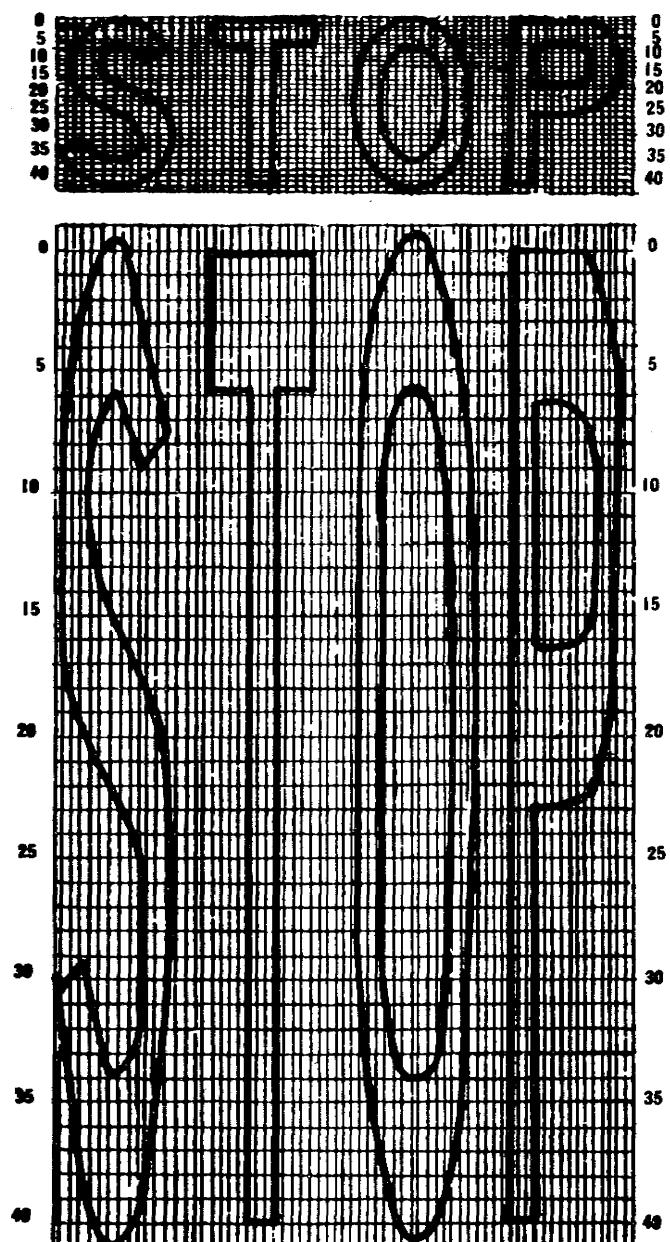


Diagram 20

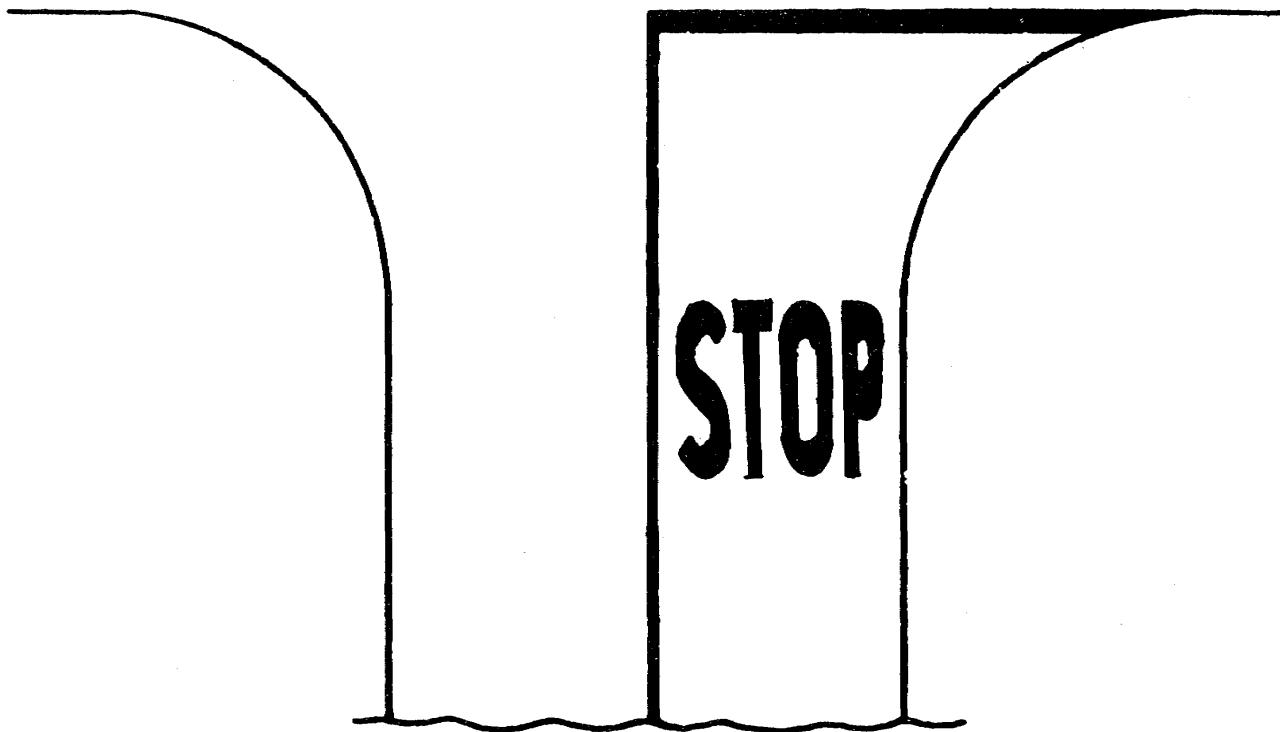


Diagram 21

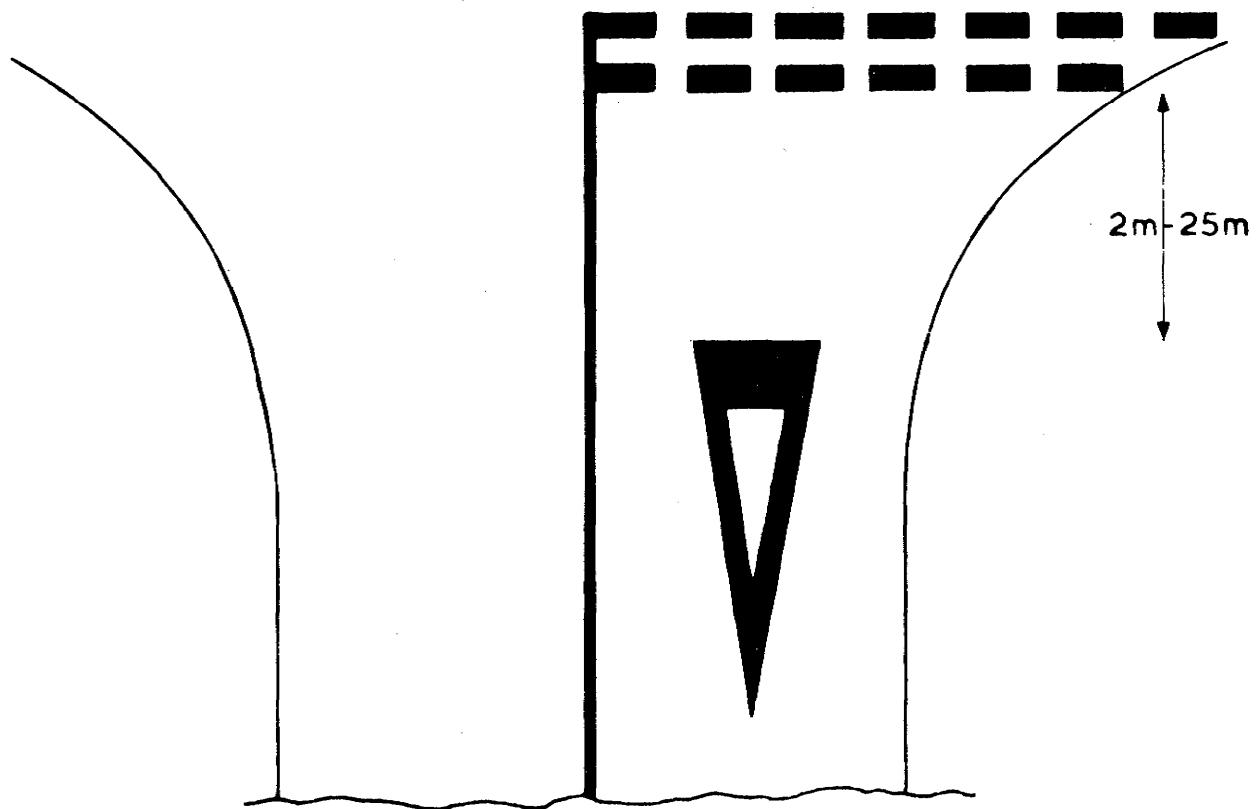
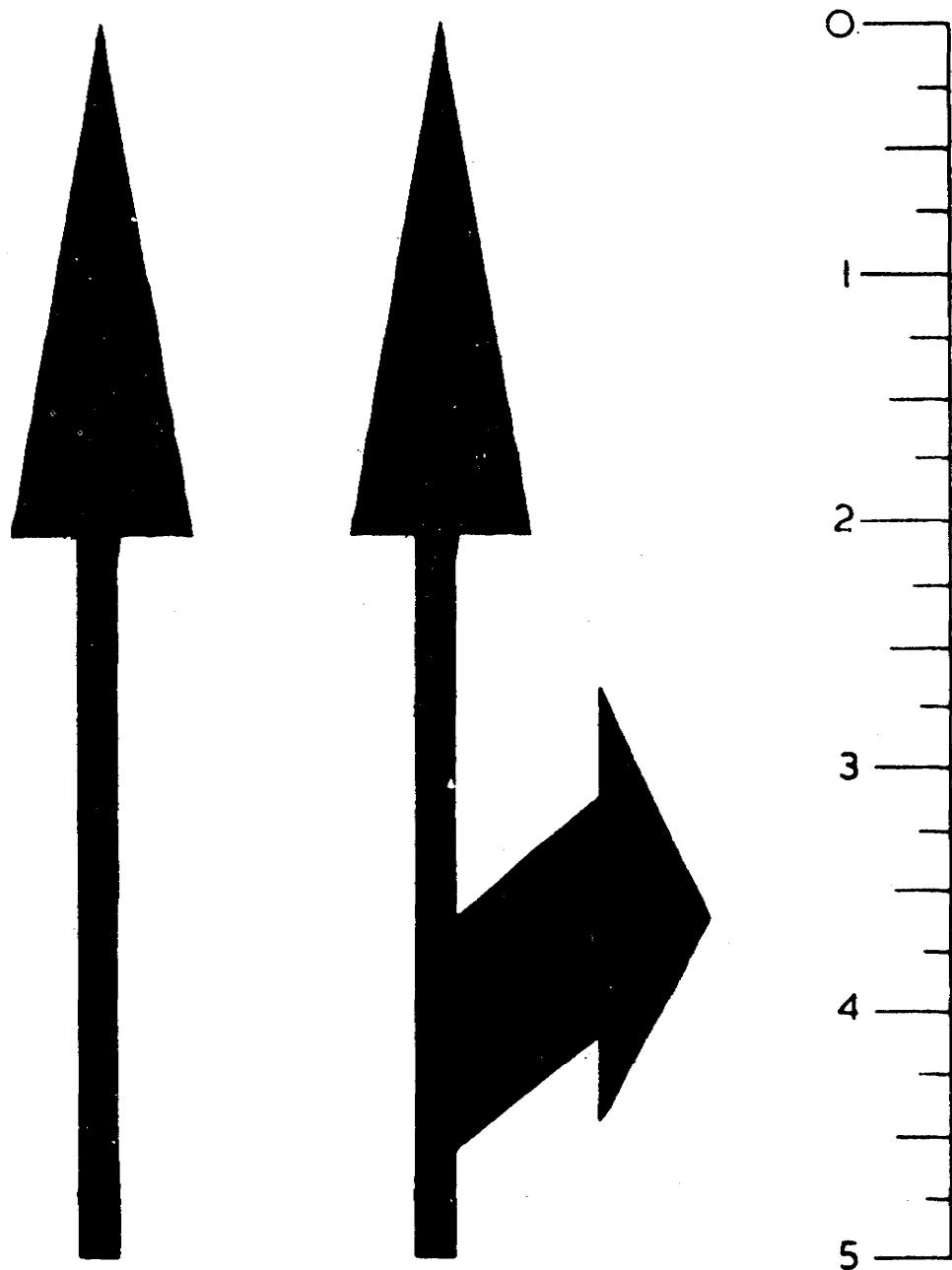


Diagram 22



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

Diagram 23

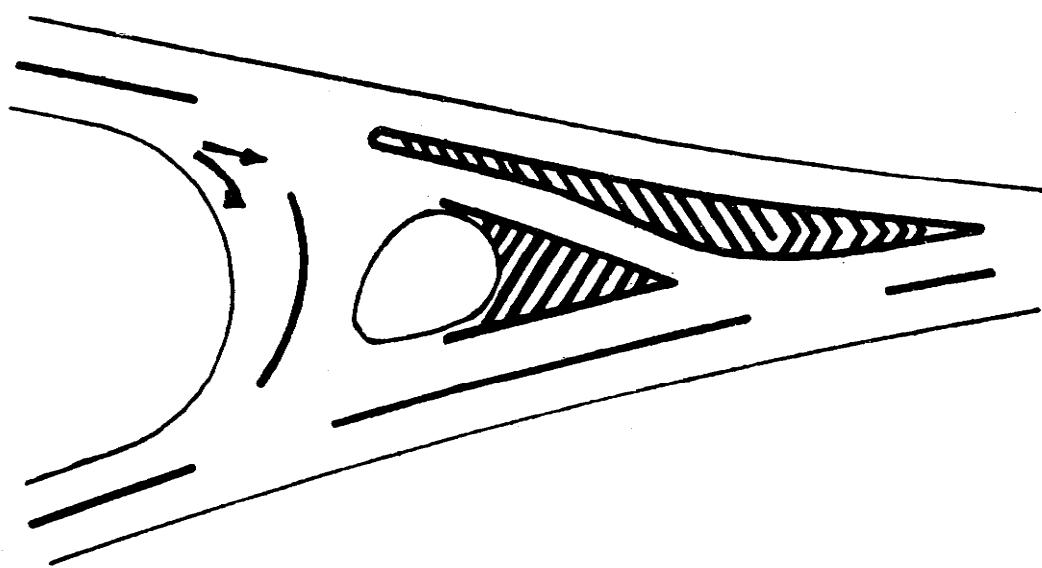


Diagram 24

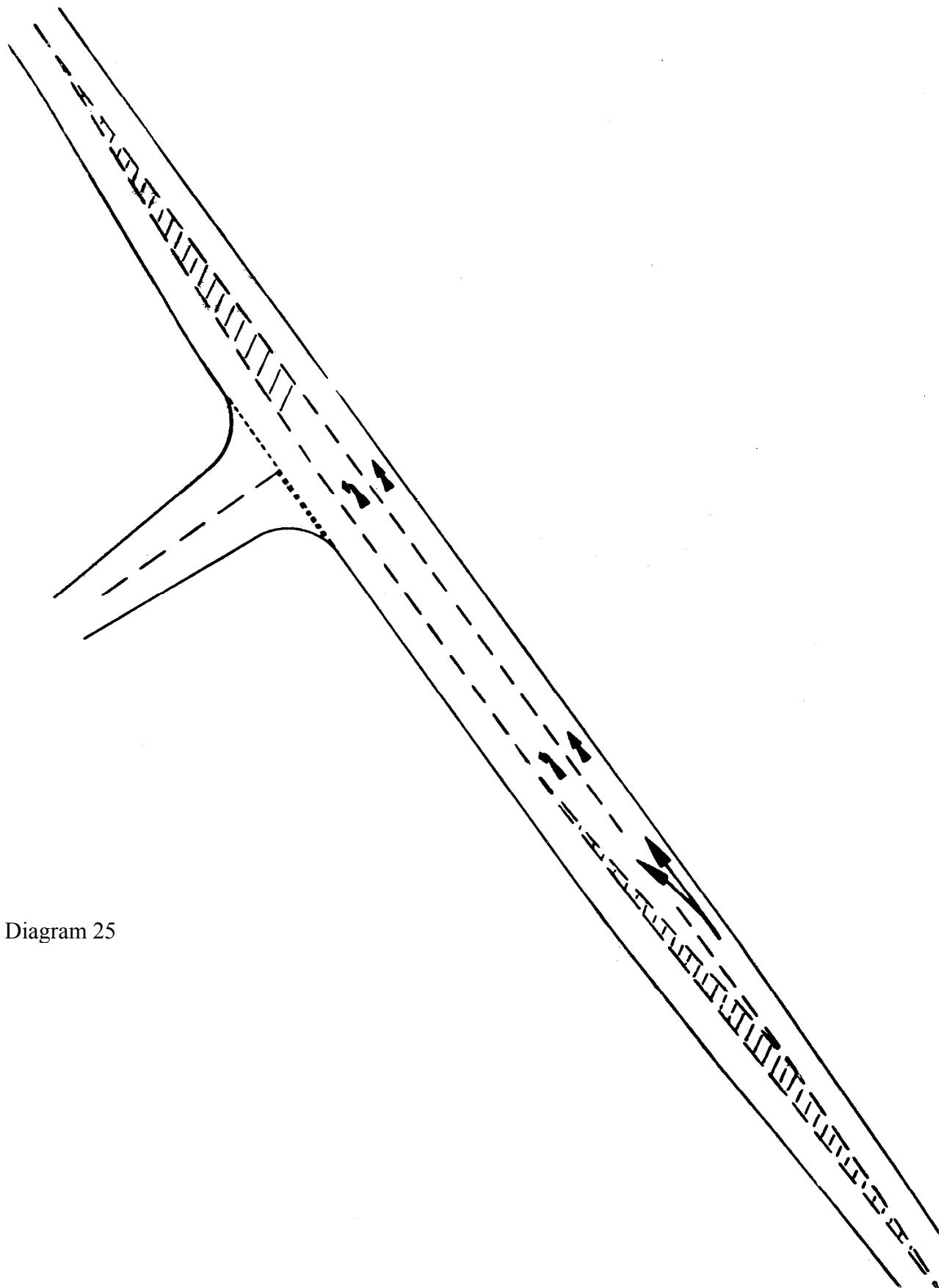


Diagram 25

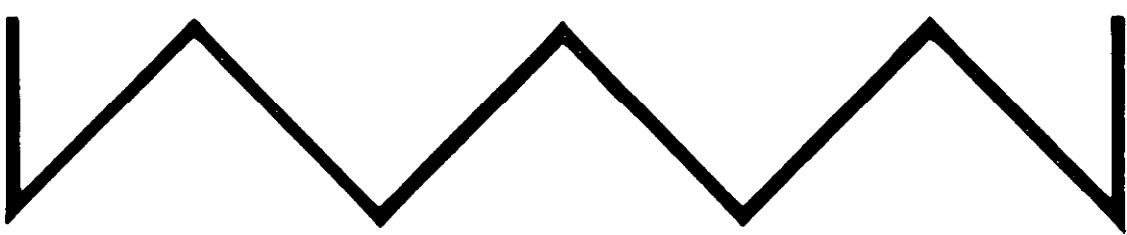


Diagram 26

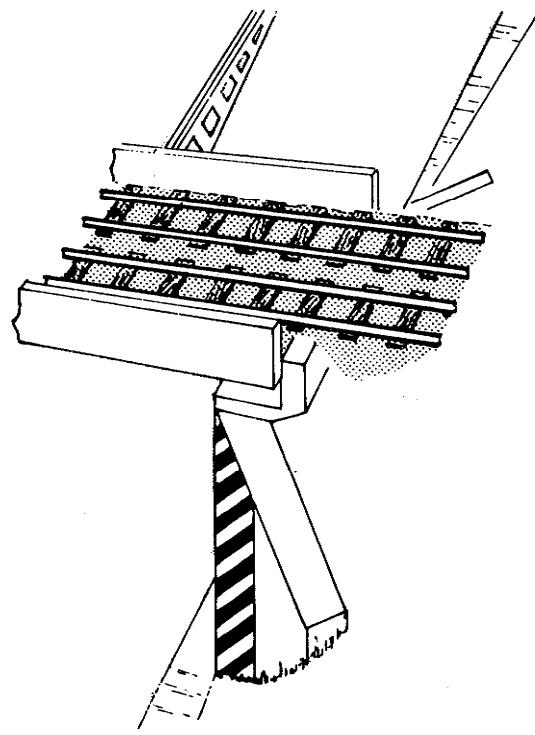
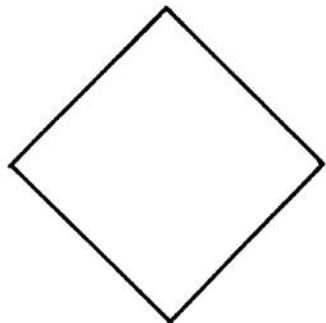


Diagram 27

ANNEX 9

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

A^aA^bA, 1^aA, 1^bA, 1^cA, 1^dA, 2^aA, 2^bA, 2^cA, 2^dA, 3^aA, 3^bA, 3^cA, 3^dA, 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



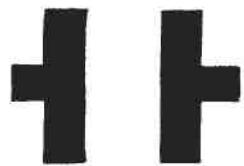
A, 20



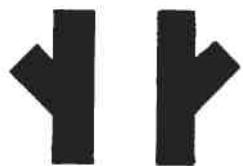
A, 21^a



A, 21^b



A, 21^c



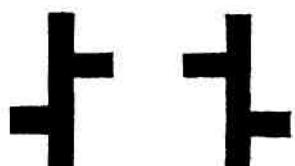
A, 21^d



A, 21^e



A, 21^f



A, 21^g



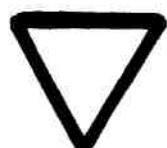
A, 22^a



A, 22^b



A, 22^c



A, 23



A, 24^a



A, 24^b



A, 25



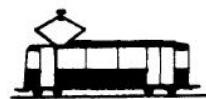
A, 26



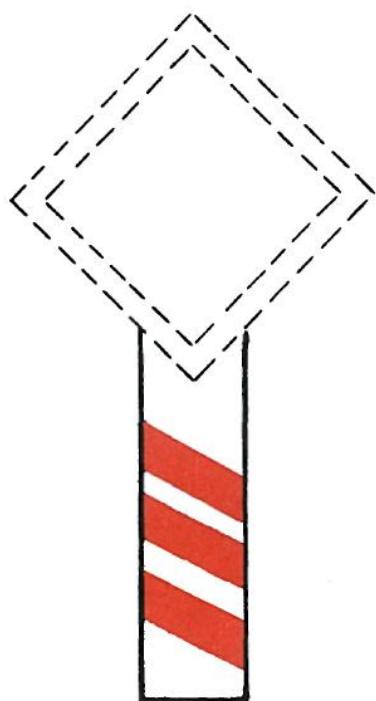
A, 27^a



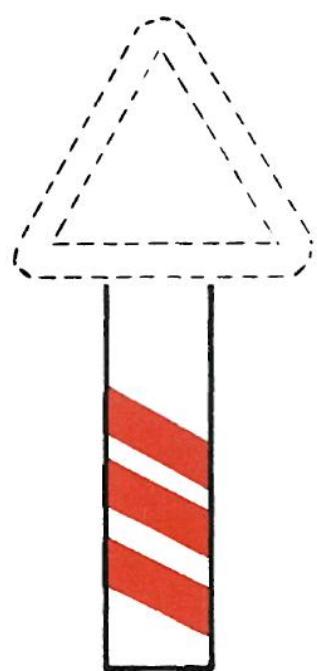
A, 27^b



A, 28



A, 29^a



A, 29^b



A, 29^c



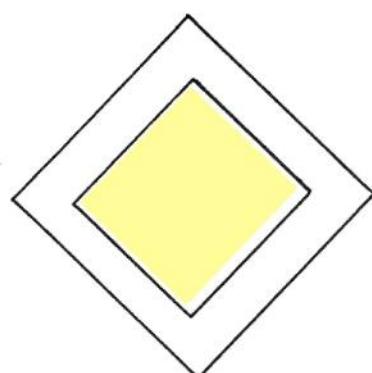
B, 1



B, 2^a



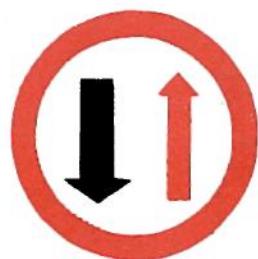
B, 2^b



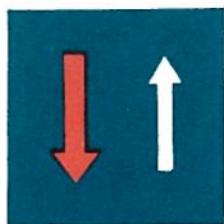
B, 3



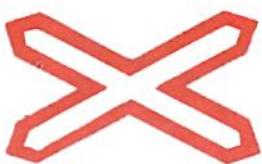
B, 4



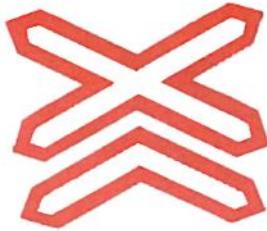
B, 5



B, 6



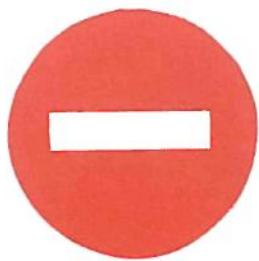
B, 7^a



B, 7^b



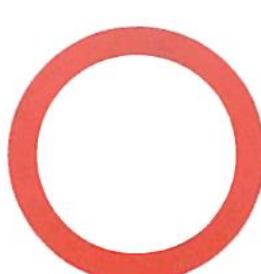
B, 7^c



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^kc, 4^ac, 4^b

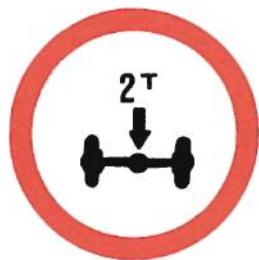
c, 5



c, 6



c, 7



c, 8



c, 9



c, 10

c, 11^ac, 11^b

c, 12



C, 13^{aa}



C, 13^{ab}



C, 13^{ba}



C, 13^{bb}



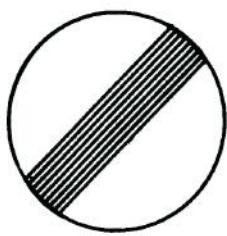
C, 14



C, 15



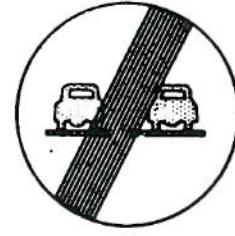
C, 16



C, 17^a



C, 17^b



C, 17^c



C, 18



C, 19



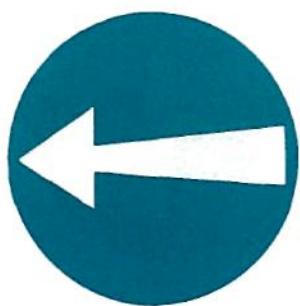
C, 20^a



C, 20^b



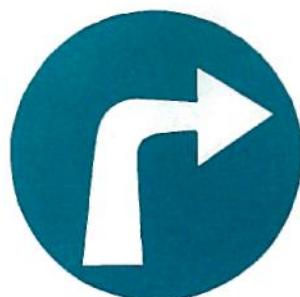
C, 21



D, 1^a



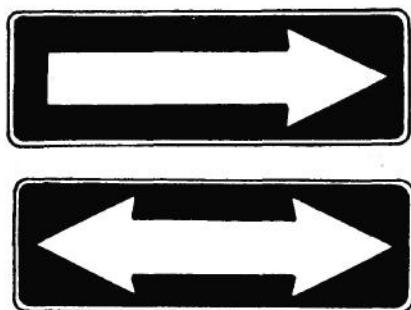
D, 1^a



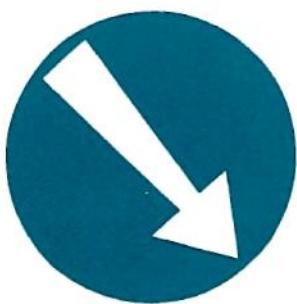
D, 1^a



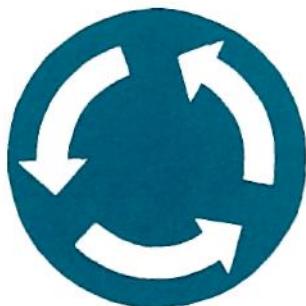
D, 1^a



D, 1^b



D, 2



D, 3



D, 4



D, 5



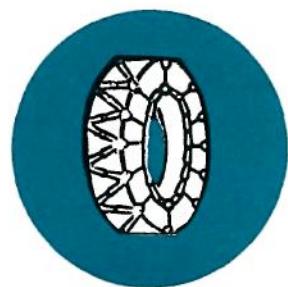
D, 6



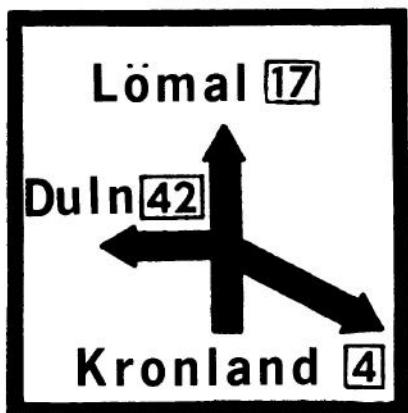
D, 7



D, 8



D, 9



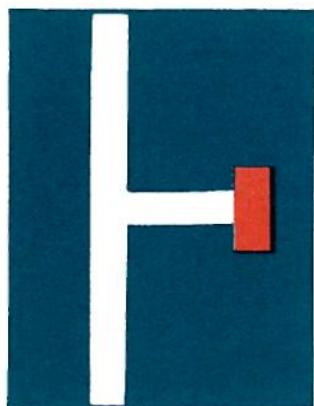
E, 1^a



E, 1^b



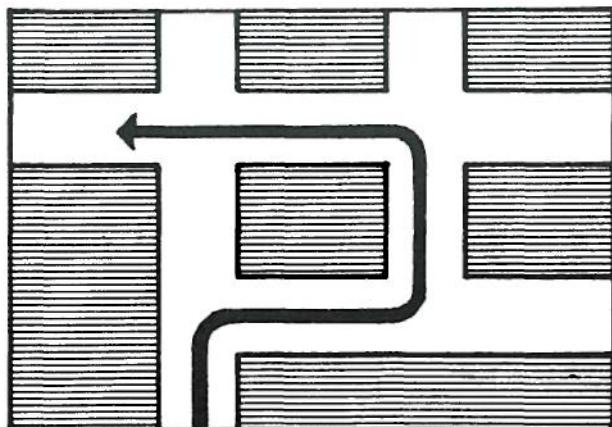
E, 1^c



E, 2^a



E, 2^b



E, 3



E, 4



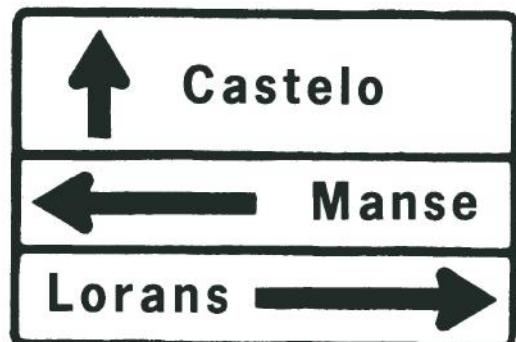
E, 5^a



E, 5^b



E, 5^c



E, 5^d



E, 6^a



E, 6^b



E, 6^c



E, 7



E, 8



E, 9^a



E, 9^b



E, 9^c



E, 9^d

Héréra	2km
SAN JOSE	35km

E, 10



E, 11^a



E, 11^b



E, 12^a



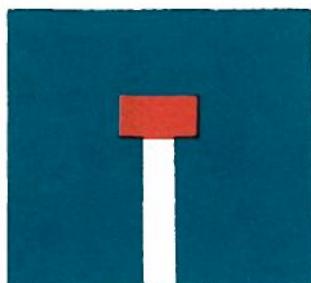
E, 12^b



E, 13^a



E, 13^b



E, 14



E, 15



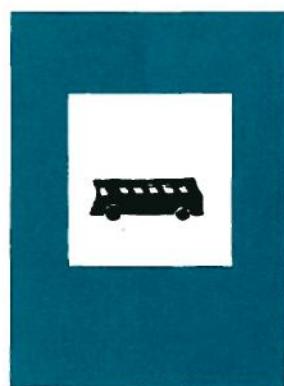
E, 16



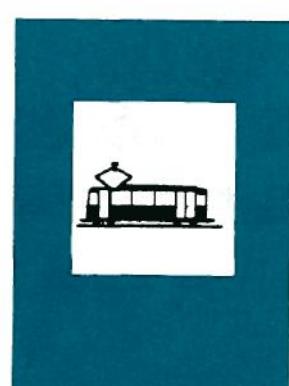
E, 17



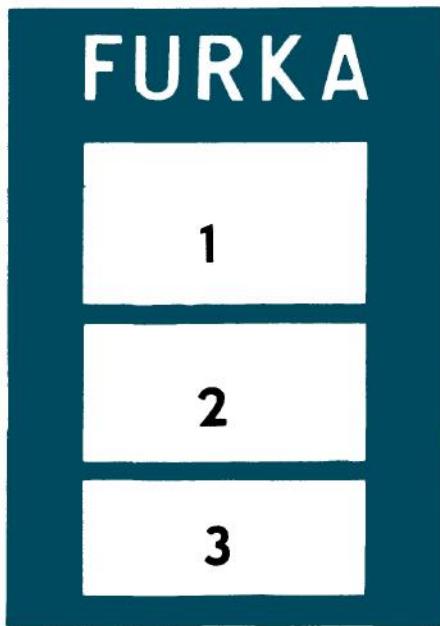
E, 18



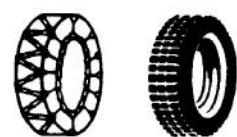
E, 19



E, 20



E, 21



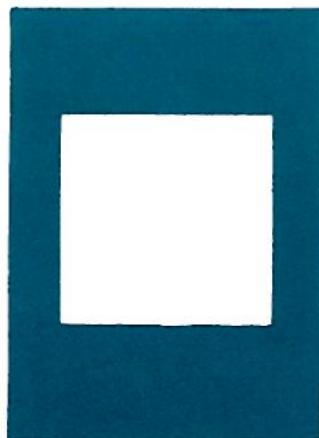
E, 22



E, 23



E, 24



F



F, 1^a



F, 1^b



F, 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

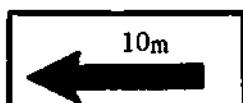
MODELS OF ADDITIONAL PANELS



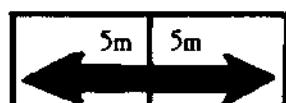
1



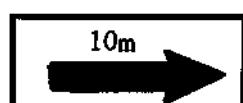
2



3^a



3^b



3^c



4^a



4^b



4^c

I hereby certify that the foregoing text is a true copy of the Convention on Road Signs and Signals, done at Vienna, Austria, on 8 November 1968, the original of which is deposited with the Secretary-General of the United Nations.

For the Secretary-General,
The Director of the General Legal
Division.,
in charge of the Office of Legal
Affairs:



United Nations, New York
30 April 1971

KONVENCIJA O PROMETNIH ZNAKIH

POGODBENICE SO SE

OB UPOŠTEVANJU, da je mednarodna enotnost prometnih znakov in simbolov na njih potrebna, da se olajša mednarodni cestni promet in poveča varnost cestnega prometa,

DOGOVORILE:

I. poglavje SPLOŠNE DOLOČBE

1. člen

Opredelitev pojmov

Pojmi, navedeni v tej konvenciji, pomenijo:

(a) "domača zakonodaja" pogodbenice pomeni vso državno ali lokalno zakonodajo in predpise, ki veljajo na ozemlju pogodbenice;

(b) "naselje" pomeni območje, na katerem so dovozi in izvozi posebno označeni z znaki za naselje, ali območje, ki je v domači zakonodaji opredeljeno drugače;

(c) "cesta" pomeni celotno površino katere koli poti ali ulice, ki je na voljo za javni promet;

(d) "vozišče" pomeni del ceste, ki je navadno namenjen prometu vozil; cesta ima lahko več vozišč, ki so jasno ločena med seboj, na primer z ločilnim pasom, ali pa so nivojsko ločena;

(e) "prometni pas" pomeni enega od vzdolžnih pasov, na katere se deli vozišče, in je ali pa ni označen z vzdolžnimi cestnimi označbami ter je dovolj širok za eno premikajočo se kolono dvslednih motornih vozil;

(f) "križišče" pomeni prometno površino, ki nastane s križanjem, združitvijo ali ločitvijo dveh ali več cest v isti ravnini, vključno z drugimi površinami, ki pri tem nastanejo;

(g) "prehod ceste čez progo v isti ravnini" pomeni nivojsko križanje ceste s tiri železniške ali tramvajske proge;

(h) "avtocesta" pomeni cesto, ki je posebej zasnovana in zgrajena za promet motornih vozil in nima neposrednega dostopa do sosednjih zemljavišč, ter:

(i) ima, razen na posameznih mestih ali začasno, dve smerni vozišči, ločeni z ločilnim pasom, ki ni namenjen prometu, ali izjemoma na drugačen način;

(ii) v isti ravnini ne prečka ceste, železniške ali tramvajske proge ali pešpoti in

(iii) je posebej označena kot avtocesta;

(i) za vozilo velja, da je:

(i) "ustavljeni", če stoji toliko časa, kot je potrebno, da vstopijo ali izstopijo osebe ali da se natovori ali raztovori blago, in

(ii) "parkirano", če stoji iz kakršnega koli razloga, razen takrat, ko se s tem izogne drugim udeležencem cestnega prometa ali trčenju z oviro ali upošteva prometne predpise, in če čas ustavitev takega vozila ni omejen na čas, potreben za vstop ali izstop oseb ali natovarjanje ali raztovarjanje blaga.

Pogodbenicam pa je prepuščena razлага pojma "ustavljeni" pri vsakem vozilu, ki v smislu pododstavka ii stoji za čas, ki ne presega časa, določenega z domačo zakonodajo, razлага pojma "parkirano" pa za vsako vozilo, ki v smislu pododstavka i stoji za čas, ki presega tistega, ki je določen z domačo zakonodajo;

(j) "kolo" pomeni vsako vozilo, ki ima vsaj dve kolesi in ga oseba poganja z lastno močjo, predvsem s pedali ali ročnimi gonilkami;

(k) "moped" pomeni vsako dvokolesno ali trikolesno vozilo, opremljeno z motorjem z notranjim izgorevanjem, katerega delovna prostornina ne presega 50 cm^3 (3,05 kubičnih palcev) in katerega največja konstrukcijsko določena hitrost ne presega 50 km (30 milij) na uro. Pogodbenice pa imajo pravico, da v skladu s svojo domačo zakonodajo med mopede ne štejejo vozil, ki glede na njihovo uporabo nimajo značilnosti kolesa, še posebno ne značilnosti poganjanja s pedali, ali katerih največja konstrukcijsko določena hitrost, masa ali nekatere značilnosti motorja presegajo določene meje. Nobena določba v tej opredelitvi se ne razlaga na način, ki bi pogodbenicam pri uporabi njihove domače zakonodaje o cestnem prometu preprečeval obravnavo mopeda popolnoma enako kot kolesa;

(l) "motorno kolo" pomeni dvokolesno vozilo s stransko prikolico ali brez nje, ki je opremljeno s pogonskim motorjem. Pogodbenice lahko v svoji domači zakonodaji obravnavajo kot motorna kolesa tudi trikolesna vozila, katerih masa praznega vozila ne presega 400 kg (900 funtov). Pojem "motorno kolo" ne vključuje mopedov, čeprav lahko pogodbenice obravnavajo mopede kot motorna kolesa v tej konvenciji, če o tem dajo izjavo v skladu z drugim odstavkom 46. člena te konvencije;

(m) "vozilo na motorni pogon" pomeni vsako cestno vozilo na lastni pogon, razen mopeda na ozemljih pogodbenic, ki ne obravnavajo mopedov kot motornih koles, in ne vozi po tirih;

(n) "motorno vozilo" pomeni vsako vozilo na motorni pogon, ki se navadno uporablja za prevoz oseb ali blaga po cesti ali za vleko vozil za prevoz oseb ali blaga po cesti. Ta pojem vključuje tudi trolejbuse, torej vozila, ki so priključena na električni vod in ne vozijo po tirih. Sem ne spadajo vozila, kot so kmetijski traktorji, ki se samo slučajno uporabljajo za prevoz oseb ali blaga po cesti ali za vleko vozil, ki se uporabljajo za prevoz oseb ali blaga, po cesti;

(o) "prikljupno vozilo" pomeni vsako vozilo, ki je narejeno tako, da ga vleče vozilo na motorni pogon, in vključuje tudi polprikljupnike;

(p) "polprikljupnik" pomeni vsako prikljupno vozilo brez prednje osi, ki je narejeno tako, da se s sprednjim delom opira na vlečno vozilo in da precešnji del njegove teže in teže njegovega tovora nosi motorno vozilo;

(q) "voznik" je vsaka oseba, ki vozi motorno vozilo ali drugo vozilo (vključno s kolesom) ali vodi živino, posamično ali v čredi, jate ali vprežne živali, tovorno živino ali jezdne živali po cesti;

(r) "največja dovoljena masa" pomeni največjo maso obremenjenega vozila, ki jo predpiše pristojni organ države, v kateri je vozilo registrirano;

(s) "skupna masa" pomeni dejansko maso obremenjenega vozila skupaj s posadko vozila in potniki;

(t) "smer prometa" in "ki ustreza smeri prometa" pomeni desno stran, če mora voznik vozila v skladu z domačo zakonodajo dovoliti bližajočemu se vozilu, da pelje mimo njega po njegovi levi strani; sicer pa ti izrazi pomenijo levo stran;

(u) zahteva, da voznik "da prednost" drugim vozilom, pomeni, da ne sme nadaljevati vožnje ali premika, če bi to utegnilo prisiliti voznike drugih vozil, da nenadno spremenijo smer ali hitrost svojih vozil.

2. člen

Priloge h konvenciji

Priloge k tej konvenciji, in sicer:

Priloga 1: Znaki za nevarnost, razen tistih, ki so postavljeni pred križišči ali prehodi ceste čez železniško progo v isti ravni,

Priloga 2: Znaki, ki urejajo prednost v križičih, znaki za nevarnost pred križišči in znaki, ki urejajo prednost na ozkih cestnih odsekih,

Priloga 3: Znaki, ki se nanašajo na prehode ceste čez železniško progo v isti ravni,

Priloga 4: Znaki za izrecne odredbe, razen znakov za parkiranje,

Priloga 5: Znaki za obvestila, razen znakov za parkiranje,

Priloga 6: Znaki za ustavljanje in parkiranje,

Priloga 7: Dopolnilne table,

Priloga 8: Talne označbe,

Priloga 9: Barvni prikazi znakov, simbolov in tabel iz prilog 1 do 7¹ so sestavni del te konvencije.

3. člen

Obveznosti pogodbenic

1. (a) Pogodbenice te konvencije soglašajo s sistemom prometnih znakov in njihovih simbolov, ki je opisan v tej konvenciji, in se zavezujejo, da ga bodo čim prej sprejele. Zato:

(i) se bodo pogodbenice tam, kjer ta konvencija predpisuje prometni znak in njegov simbol za označevanje nevarnosti, prepovedi, omejitve ali obveznosti ali obveščanje udeležencev cestnega prometa, zavezale, da ob upoštevanju rokov, ki jih določata drugi in tretji odstavek tega člena, za ta namen ne bodo uporabljale nobenega drugega znaka ali simbola;

(ii) bodo pogodbenice smele tam, kjer ta konvencija ne predpisuje prometnega znaka in njegovega simbola za označevanje nevarnosti, prepovedi, omejitve ali obveznosti ali obveščanje udeležencev cestnega prometa, v te namene uporabiti kateri koli znak ali simbol, ki ga želijo uporabiti, če tak znak ali simbol nima drugačnega pomena v tej konvenciji in če je v skladu s sistemom, ki ga predpisuje ta konvencija.

(b) Zaradi izboljšanja tehnik nadzora prometa in ob upoštevanju koristnosti izvajanja predhodnih preizkusov pred predložitvijo sprememb k tej konvenciji je pogodbenicam dana možnost, da na posameznih cestnih odsekih zaradi preizkušanja in začasne ureditve ne upoštevajo določb te konvencije.

2. Pogodbenice se zavezujejo, da bodo na svojih ozemljih najpozneje v štirih letih od datuma začetka veljavnosti te konvencije zamenjale ali dopolnile vse prometne značke, simbole ali naprave, ki se, čeprav imajo značilnosti prometnih znakov, simbolov ali naprav, ki spadajo v sistem, predpisani s to konvencijo, uporabljajo z drugačnim pomenom, kot je tisti, ki ga predpisuje ta konvencija.

3. Pogodbenice se zavezujejo, da bodo na svojih ozemljih v petnajstih letih od datuma začetka veljavnosti te konvencije zamenjale vse prometne značke, simbole ali naprave, ki niso v skladu s sistemom, predpisanim s to konvencijo. V tem obdobju se lahko ohranijo prejšnji prometni znaki in simboli poleg tistih, ki so predpisani v tej konvenciji, da bi se udeleženci cestnega prometa seznanili s sistemom, ki je predpisani v tej konvenciji.

4. Nobena določba te konvencije ne zahteva od pogodbenic, da prevzamejo vse vrste prometnih znakov, ki so v njej predpisani. Nasprotno, pogodbenice omejijo število sprejetih vrst prometnih znakov na tiste, ki so nujno potrebni.

4. člen

Pogodbenice upoštevajo, da je prepovedano:

(a) pritrdirti na prometni znak, njegov nosilec ali katero koli drugo napravo za nadzor prometa kar koli, kar ni povezano z namenom takega prometnega znaka ali naprave; če pogodbenice ali njihovi pristojni organi pooblastijo neprofitno organizacijo za namestitev znakov za obvestila, lahko dovolijo, da se emblem te organizacije pojavi na prometnem znaku ali njegovem nosilcu, če to ne ovira razumevanja znaka;

(b) nameščati kakršne koli table, obvestila, označke ali naprave, ki bi se lahko zamenjale za značke ali druge naprave za nadzor prometa, bi tako postale manj vidne ali učinkovite, bi lahko zmedle udeležence cestnega prometa ali zmotile njihovo pozornost na način, ki škoduje varnosti prometa.

II. poglavje PROMETNI ZNAKI

5. člen

1. Sistem, ki ga predpisuje ta konvencija, razlikuje med temi skupinami prometnih znakov:

(a) znaki za nevarnost opozarjajo udeležence cestnega prometa na nevarnost na cesti in jih obveščajo o vrsti nevarnosti;

(b) znaki za izrecne odredbe naznajajo udeležencem cestnega prometa posebne obveznosti, omejitve ali prepovedi, po katerih se morajo ravnati; delijo se na:

(i) značke za prednost;

(ii) značke za prepovedi ali omejitve;

(iii) značke za obveznost;

¹ V tiskanih besedilih te konvencije so lahko v ustreznih delih besedil prikazani znaki, simboli in table.

(c) znaki za obvestila so namenjeni udeležencem cestnega prometa med potovanjem ali za dajanje drugih informacij, ki utegnejo biti koristne; delijo se na:

- (i) značke za prednostno smer;
- (ii) kažipote;
- (iii) značke za označevanje cest;
- (iv) značke za označevanje kraja;
- (v) značke za potrditev smeri;
- (vi) druge značke, ki zagotavljajo koristne informacije za voznike vozil;
- (vii) druge značke, ki prikazujejo objekte, ki utegnejo biti koristni za udeležence cestnega prometa.

2. Če ta konvencija omogoča izbiro med več prometnimi znaki ali simboli:

- (a) se pogodbenice zavežejo, da bodo prevzele samo enega od teh prometnih znakov ali simbolov za svoje celotno ozemlje;
- (b) si pogodbenice prizadevajo doseči regionalne sporazume o tej izbiri;
- (c) bo tretji odstavek 3. člena te konvencije veljal za tiste vrste prometnih znakov in simbolov, ki niso izbrani.

6. člen

1. Znaki se postavijo tako, da jih lahko vozniki, ki so jim ti znaki namenjeni, zlahka in pravočasno prepozna. Navadno so postavljeni na cesti v smeri prometa, vendar se lahko postavijo ali ponovijo nad voziščem. Vsak znak, ki je postavljen na tisto stran ceste, ki ustreza smeri prometa, se ponovno namesti nad voziščem ali na drugi strani vozišča, če so lokalne razmere take, da ga vozniki, ki jim je namenjen, morda ne bi pravočasno opazili.

2. Vsi znaki veljajo za voznike na celi širini vozišča, odprtih za promet. Toda veljavnost znakov je lahko omejena samo na enega ali več prometnih pasov vozišča, kadar so pasovi označeni z vzdolžnimi označbami.

3. Tam, kjer bi bil po mnenju pristojnih organov znak neučinkovit, če bi bil postavljen ob rob vozišča ceste z ločenima smernima voziščema, se lahko postavi tudi na ločilni pas in tako ni potrebno, da se ponovno postavi ob rob vozišča.

4. Priporočljivo je, da domača zakonodaja zagotavlja:

(a) da so znaki postavljeni tako, da ne ovirajo prometa vozil na vozišču, in če so postavljeni ob rob vozišča, da čim manj ovirajo pešce. Razlike v nivoju med voziščem na strani, kjer je postavljen znak, in spodnjim robom znaka so pri znakah iste skupine na isti cesti čim enotnejše;

(b) da je velikost prometnih znakov taka, da se znak zlahka vidi od daleč in ga oseba, ki se mu približuje, zlahka razume; v skladu s pododstavkom c tega odstavka je ta velikost prilagojena normalni hitrosti vozil;

(c) da je velikost znakov za nevarnost in za izrecne odredbe standardizirana na ozemlju vsake pogodbenice. Na splošno se uporabljajo štiri velikosti za vsako vrsto znaka: majhen, normalen, velik in zelo velik znak. Majhni znaki se uporabljajo tam, kjer razmere ne omogočajo uporabe normalnih znakov, ali tam, kjer promet lahko poteka samo zelo počasi; uporabijo se lahko tudi za ponovitev predhodnega znaka. Veliki znaki se uporabljajo na zelo širokih cestah za hitri promet. Zelo veliki znaki se uporabljajo na cestah, po katerih promet poteka zelo hitro, kot so avtoceste.

7. člen

1. Priporoča se, da domača zakonodaja zaradi boljše vidljivosti in razpoznavnosti ponoči zagotovi, da se prometni znaki, še posebno znaki za nevarnost in znaki za izrecne odredbe, razen tistih, ki označujejo ustavitev in parkiranje na osvetljenih ulicah naselij, osvetlijo ali opremijo z odsevnim materialom ali odsevnimi pripomočki, če ne slepijo udeležence cestnega prometa.

2. Nobena določba v tej konvenciji ne prepoveduje uporabe znakov za obvestila, nevarnost, prepoved, omejitve ali obveznost, ki veljajo samo v določenem času ali ob določenih dnevih in so vidni samo, kadar je njihova vsebina pomembna.

8. člen

1. Zaradi lažjega mednarodnega razumevanja znakov sistem prometnih znakov, predpisani v tej konvenciji, temelji na uporabi oblik in barv, značilnih za vsako skupino znakov, in kadar je le mogoče, na uporabi grafičnih simbolov namesto napisov. Kadar pogodbenice menijo, da je treba spremeniti predpisane simbole, take spremembe ne smejo spremeniti njihovih temeljnih značilnosti.

2. Pogodbenice, ki v skladu s točko ii pododstavka a prvega odstavka 3. člena te konvencije želijo sprejeti znak ali simbol, ki ga ta konvencija ne predpisuje, si prizadevajo za regionalno poenotenje novega znaka ali simbola.

3. Nobena določba v tej konvenciji ne prepoveduje napisa na dopolnilni pravokotni tabli pod znakom ali na pravokotni tabli z znakom, ki bi olajšal razumevanje znakov; tak napis se lahko namesti tudi na samem znaku, če to voznikom ne oteži razumevanja pomena znaka.

4. Kadar pristojni organi menijo, da bi moral biti pomen znaka ali simbola jasnejši ali da bi bilo treba omejiti uporabo znakov za izrecne odredbe na določene kategorije udeležencev cestnega prometa ali določena časovna obdobja in če bi bilo nemogoče zagotoviti potrebljeno obvestilo z dodatnim simbolom ali številkami, kakor je določeno v prilogah h konvenciji, se pod znakom na pravokotni tabli namestijo napis, čeprav take napise lahko nadomesti ali dopolni eden ali več simbolov, nameščenih na isti tabli.

5. Napis iz tretjega in četrtega odstavka tega člena so v enem, dveh ali več domačih jezikih in če pogodbenica meni, da je potrebno, tudi v drugih jezikih, še posebno v uradnih jezikih združenih narodov.

ZNAKI ZA NEVARNOST

9. člen

1. V I. pododdelku oddelka A priloge 1 k tej konvenciji so navedeni vzorci znakov za nevarnost; v oddelku B pa so simboli, ki jih je treba prikazati na teh znakih, navedenih pa je tudi nekaj navodil za njihovo uporabo. Znaki in simboli za nevarnost, ki opozarjajo na nevarnost v križišču, so opisani v prilogi 2 k tej konvenciji, simboli za nevarnost, ki opozarjajo na prehod ceste čez železniško progo v isti ravnini, pa so opisani v prilogi 3. V skladu z drugim odstavkom 46. člena te konvencije vsaka država obvesti generalnega sekretarja o tem, ali je izbrala A^a ali A^b kot vzorec znaka za nevarnost.

2. Število znakov za nevarnost se po nepotrebni ne poveča, vendar se znaki postavijo tako, da voznike, ki vozijo s potrebno previdnostjo, opozarjajo na mogoče cestne nevarnosti, ki jih je težko pravočasno opaziti.

3. Znaki za nevarnost se postavijo na taki razdalji od nevarnega mesta, da so učinkoviti podnevi in ponoči, ob upoštevanju cestnih in prometnih razmer, vključno s primerno hitrostjo vozil in razdaljo, s katere je znak viden.

4. Oddaljenost med znakom in začetkom nevarnega cestnega odseka je lahko navedena tudi na dopolnilni tabli, ki ustreza vzorcu 1 iz priloge 7 k tej konvenciji in je nameščena v skladu z določbami navedene priloge; to obvestilo mora biti dano, kadar vozniki ne morejo presoditi razdalje med znakom in začetkom nevarnega cestnega odseka in če ni taka, kot bi jo pričakovali v normalnih okoliščinah.

5. Znaki za nevarnost se lahko ponovijo, še posebno na avtocestah in večpasovnih hitrih cestah. Tam, kjer se ponovijo, je razdalja med znakom in začetkom nevarnega cestnega odseka prikazana v skladu s četrtem odstavkom tega člena. Pri znakih za nevarnost, ki opozarjajo na premične mostove in prehode ceste čez železniške proge v isti ravnini, imajo pogodbenice možnost uporabiti določbe tretjega odstavka 35. člena te konvencije ali petega odstavka oddelka B priloge 1 k tej konvenciji namesto določb tega odstavka.

6. Če se znak za nevarnost uporabi za opozarjanje na nevarnost na daljšem cestnem odseku (npr. vrsta nevarnih ovinkov ali odsek vozišča v slabem stanju) in je pri tem zaželeno, da se dolžina navedenega odseka označi, je to označeno z dopolnilno tablo, ki ustreza vzorcu 2 iz priloge 7 k tej konvenciji, ki je postavljena v skladu z določbami, ki veljajo za navedeni odsek.

ZNAKI ZA IZRECNE ODREDBE RAZEN ZNAKOV ZA USTAVLJANJE IN PARKIRANJE

10. člen

Znaki za prednost

1. Znaki, ki udeležence cestnega prometa opozarjajo na posebna pravila prednosti na križiščih ali jih obveščajo o njih, so znaki B-1, B-2, B-3 in B-4, ki so opisani v oddelku A priloge 2 k tej konvenciji. Znaka, ki udeležence cestnega prometa obveščata o prednostnem pravilu na ozkih cestnih odsekih, sta znaka B-5 in B-6, ki sta opisana v oddelku C priloge 2 k tej konvenciji.

2. Znak B-1 KRIŽIŠČE S PREDNOSTNO CESTO zavezuje voznike, da morajo na križišču s takim znakom dati prednost vozilom na cesti, ki se ji približujejo.

3. Znak B-2 USTAVI zavezuje voznike, da na križišču s takim znakom ustavijo, preden zapeljejo nanj, in dajo prednost vozilom na cesti, ki se ji približujejo. V skladu z drugim odstavkom 46. člena te konvencije vsaka država obvesti generalnega sekretarja o tem, ali je izbrala znak B-2^a ali znak B-2^b kot vzorec za znak USTAVI.

4. Znak B-2 se lahko postavi tudi drugje, ne samo na križišču, če pristojni organi menijo, da je to potrebno za opozarjanje voznikov, da morajo ustaviti na isti ravnini z mestom, kjer je postavljen znak, in ne smejo nadaljevati vožnje, dokler se ne prepičajo, da lahko to storijo brez nevarnosti.

5. Znaka B-1 in B-2 se postavita na križišču po možnosti v isti višini z mestom, na katerem morajo vozila ustaviti ali mimo katerega ne smejo, kadar nimajo prednosti.

6. Znak A s simbolom A-23 ali simbolom A-24 se lahko uporablja kot opozorilo na znak B-1 oziroma B-2. Toda v državah, ki uporabljajo znak A^a kot znak za nevarnost, se lahko za opozorilo na znak B-1 ali znak B-2 uporabljajo enaki znaki, dopolnjeni z dopolnilno tablo vzorca 1, kakor je prikazano v prilogi 7.

7. Znak B-3 PREDNOSTNA CESTA se uporablja za obvestilo udeležencem cestnega prometa, da morajo na križiščih te ceste z drugimi cestami voziti, ki vozijo po drugih cestah ali prihajajo z njih, dati prednost vozilom, ki vozijo po tej cesti. Ta znak je lahko postavljen na začetku prednostne ceste in ponovljen za vsakim križiščem, lahko pa je postavljen tudi pred križiščem ali na njem. Kadar je znak B-3 postavljen na cesti, je pred mestom, kjer cesta nima več prednosti pred drugimi cestami, postavljen znak B-4 KONEC PREDNOSTI. Znak B-4 je lahko ponovljen enkrat ali večkrat pred mestom, kjer prednost preneha; znak ali znaki, postavljeni pred takim mestom, imajo dopolnilno tablo, ki ustreza vzorcu 1 iz priloge 7.

8. Če je opozorilo na bližajoče se križišče označeno na cesti z znakom za nevarnost, ki ima enega od simbolov A-22, ali če je na križišču cesta prednostna in označena kot taka z znaki B-3, kot je določeno v sedmem odstavku tega člena, se na križišču na vseh drugih cestah postavi znak B-1 ali B-2; postavitev znaka B-1 ali B-2 pa ni obvezna na cestah, kot so dovozne poti ali kolovozi, kjer morajo vozniki na križišču dati prednost, tudi če za to ni nobenega znaka. Znak B-2 se postavi samo, če pristojni organi menijo, da je primerno zahtevati od voznikov, da se ustavijo predvsem zaradi slabe vidljivosti cestnih odsekov na eni ali drugi strani križišča, ki se mu približujejo.

11. člen

Znaki za prepovedi ali omejitve

Oddelek A priloge 4 k tej konvenciji opisuje znake za prepovedi in omejitve, razen znakov za ustavljanje in parkiranje, ter določa njihov pomen. Opisuje tudi znake, ki obveščajo o prenehanju teh prepovedi in omejitev ali o prenehanju katere koli od njih.

12. člen

Znaki za obveznost

Oddelek B priloge 4 k tej konvenciji opisuje znake za obveznost in določa njihov pomen.

13. člen

Določbe, ki veljajo za znake, ki so opisani v prilogi 4 k tej konvenciji

1. Znaki za prepovedi in omejitve ter znaki za obveznost se postavijo čim bliže mestu, kjer se obveznost, omejitev ali prepoved začne, in se lahko ponovijo, če pristojni organi menijo, da je to potrebno. Toda če se pristojnim organom zaradi boljše vidljivosti ali zaradi vnaprejšnjega opozarjanja udeležencev zdi primerno, se lahko znaki postavijo na ustrezni razdalji pred mestom, ko nastopi obveznost, omejitev ali prepoved. Pod znake, ki so postavljeni pred mestom, ko nastopi obveznost, omejitev ali prepoved, se postavi dopolnilna tabla, ki ustreza vzorcu 1 priloge 7.

2. Znaki za izrecne odredbe, postavljeni zraven ali takoj za znakom z imenom naselja, pomenijo, da pravilo velja za celotno naselje, razen če bi drugi znaki na določenih cestnih odsekih v naselju določali drugače.

**ZNAKI ZA OBVESTILA
RAZEN ZNAKOV ZA PARKIRANJE**

14. člen

1. Priloga 5 k tej konvenciji opisuje znake, ki vsebujejo koristna obvestila za udeležence cestnega prometa ali navaja primere takih znakov; prav tako daje nekaj navodil za njihovo uporabo.

2. Besedilo na znakih za obvestila iz alinej i do v pododstavka c prvega odstavka 5. člena je v državah, ki ne uporabljajo latinice, napisano v uradnem jeziku države v latinici, izgоварjava pa naj bi bila čim bolj verodostojen posnetek uradnega jezika države.

3. V državah, ki ne uporabljajo latinice, se besede v latinici lahko napišejo na isti znak kakor besede v uradnem jeziku države ali pa na ponovljeni znak.

4. Znak ne sme imeti napisov v več kot dveh jezikih.

15. člen

Predkažipoti

Predkažipoti se postavijo na takih razdaljah od križišča, da so podnevi in ponoči čim učinkovitejši ob upoštevanju cestnih in prometnih razmer, vključno z normalno hitrostjo vozil in razdaljo, s katere je znak viden; v naseljih naj ta razdalja ne preseže 50 metrov (55 jardov), na avtocestah in drugih hitrih cestah pa ne sme biti krajša od 500 m (550 jardov).

Znaki se lahko ponovijo. Dopolnilna tabla, nameščena pod znakom, lahko označuje razdaljo med znakom in križiščem; ta razdalja je lahko prikazana tudi na spodnjem delu znaka.

16. člen

Kažipoti

1. En kažipot lahko navaja več imen krajev; imena na znaku so napisana eno pod drugim. Črke, uporabljeni za ime enega kraja, so lahko večje od črk za druge kraje samo, če je tak kraj največji med njimi.

2. Kadar so prikazane razdalje, se številke napišejo na isti višini kot ime kraja. Na kažipotih v obliki puščice se številke vstavijo med ime kraja in konico puščice; na znakih pravokotne oblike pa se vstavijo za ime kraja.

17. člen

Znaki za označevanje cest

Znaki, ki se uporabljajo za označevanje cest po njihovi številki, ki je sestavljen iz številk, črk ali kombinacije številk in črk ali po njihovem imenu, vsebujejo navedeno številko ceste ali ime v pravokotnem okviru ali grb. Tiste pogodbenice, ki imajo svoj sistem razvrstitev cest, pa lahko nadomestijo pravokotni okvir s svojim simbolom za razvrstitev cest.

18. člen

Znaki za označevanje kraja

1. Znaki za označevanje kraja se lahko uporabijo za označevanje meje med državama, meje med upravnima okrožnjema v isti državi ali imena naselja, reke, gorskega prelaza, razgledne točke.

2. Znak E-9^a ali E-9^b se postavlja na začetku naselja; znak E-9^c ali E-9^d se postavi na koncu naselja. Domača zakonodaja lahko zagotovi, da ti znaki opozarjajo udeležence cestnega prometa, da prometni predpisi, ki veljajo na njenem ozemlju za naselja, veljajo od znaka E-9^a ali E-9^b do znaka E-9^c ali E-9^d, razen če drugi znaki na nekaterih cestnih odsekih v naselju opozarjajo na drugačne predpise. Znak B-4 se vedno postavi na prednostno cesto, označeno z znakom B-3, če prednost na navedeni cesti preneha veljati tam, kjer cesta vodi skozi naselje.

3. Znaki za označevanje kraja, ki vsebujejo druge podatke kakor ime naselja, se bistveno razlikujejo predvsem po barvi od znakov E-9^a do E-9^d.

19. člen

Znaki za potrditev smeri

Ti znaki se uporabljajo za potrditev smeri ceste tam, kjer pristojni organi menijo, da je to potrebno, na primer na izvozu iz večjega naselja. Na njih je ime enega, dveh ali več krajev, kot to določa prvi odstavek 16. člena te konvencije. Kadar so navedene razdalje, so številke napisane za imenom kraja.

20. člen

Znak ob prehodu za pešce

Znak E-11^a ali E-11^b se postavi ob prehode za pešce, če pristojni organi menijo, da je to potrebno.

21. člen

Določbe, ki veljajo za znake za obvestila

1. Znaki za obvestila, navedeni v 15. do 20. členu te konvencije, se postavijo tja, kjer pristojni organi menijo, da je priporočljivo. Drugi znaki za obvestila se v skladu z zahtevami prvega odstavka 6. člena postavijo samo tja, kjer pristojni organi menijo, da je potrebno; zlasti znaki od F-2 do F-7 smejo biti le na tistih cestah, na katerih so objekti za nujna popravila, polnjenje goriva, nastanitev in počivališče redki.

2. Znaki za obvestila se lahko ponovijo. Dopolnilna tabla, nameščena pod znak, lahko prikazuje razdaljo med znakom in mestom, ki ga ta znak označuje. Ta razdalja je lahko tudi vpisana na spodnji del samega znaka.

ZNAKI ZA USTAVLJANJE IN PARKIRANJE

22. člen

V prilogi 6 te konvencije so v oddelku A opisani znaki za prepoved ali omejitev ustavljanja ali parkiranja, v oddelku B pa drugi znaki, ki dajejo uporabne informacije o parkiranju; pomen znakov je razložen, dana pa so tudi navodila za njihovo uporabo.

III. poglavje
SVETLOBNI PROMETNI ZNAKI23. členSvetlobni prometni znaki za promet vozil

1. V skladu z dvanajstim odstavkom tega člena se za svetlobne prometne znake za urejanje prometa vozil, razen tistih, ki so namenjeni izključno vozilom javnega prometa, smejo uporabljati samo znaki, ki pomenijo:

(a) neutripajoči svetlobni znaki:

(i) zelena luč pomeni, da se sme vožnja nadaljevati, vendar pa zelena luč za urejanje prometa v križišču ne dovoljuje voznikom nadaljevanja vožnje, če je promet tako gost v smeri, v katero nameravajo nadaljevati pot, da vozniki, če bi zapeljali v križišče, ob naslednji zamenjavi svetlobnih znakov križišča ne bi mogli izprazniti;

(ii) rdeča luč pomeni, da nadaljevanje vožnje ni dovoljeno; vozila ne smejo zapeljati čez črto za ustavitev, če pa te črte ni, ne smejo peljati mimo svetlobnega znaka, ali če je znak na sredini ali na nasprotni strani križišča, ne smejo pripeljati na križišče ali se postaviti na prehod za pešce na križišču;

(iii) rumena luč, ki gori samostojno ali hkrati z rdečo lučjo; kadar gori samostojno, pomeni, da nobeno vozilo ne sme zapeljati čez črto za ustavitev ali mimo svetlobnega znaka, razen če je v trenutku, ko se luč prižge, tako blizu črte za ustavitev ali znaka, da se ne bi moglo varno ustaviti pred črto za ustavitev oziroma svetlobnim znakom. Kadar je svetlobni znak postavljen v sredini ali na nasprotni strani križišča, rumena luč pomeni, da nobeno vozilo ne sme pripeljati na križišče ali zapeljati na prehod za pešce na križišču, razen če je v trenutku, ko se prižge rumena luč, tako blizu prehoda ali križišča, da se ne more varno ustaviti. Kadar se prižge hkrati z rdečo lučjo, pomeni, da se bo svetlobni znak zamenjal, vendar pa to ne vpliva na prepoved vožnje, ki jo označuje rdeča luč;

(b) utripajoči svetlobni znaki:

(i) – utripajoča rdeča luč;

– ali dve izmenično utripajoči rdeči luči, pri čemer se ena prižge, ko je druga ugasnjena, in sta nameščeni na istem drogu v isti višini ter v isti smeri, pomenita, da vozila ne smejo pripeljati črte za ustavitev, če je ni, pa ne smejo peljati mimo svetlobnega znaka;

ti svetlobni znaki se smejo uporabljati samo na prehodih ceste čez železniško progo v isti ravnini, na začetku premičnih mostov ali pristajalnih pomolov za trajekte in ustavitev prometa, če na cesto prihajajo gasilska vozila ali se približuje zrakoplov v nizkem letu;

(ii) utripajoča rumena luč ali dve izmenično utripajoči rumeni luči pomenita, da vozniki lahko nadaljujejo vožnjo, vendar posebno previdno.

2. Svetlobni znaki tribarvnega sistema so sestavljeni iz treh neutripajočih luči rdeče, rumene in zelene barve; zelena luč se prižge le, kadar rdeča in rumena luč ne gorita.

3. Svetlobni znaki dvobarvnega sistema so sestavljeni iz neutripajoče rdeče luči in neutripajoče zelene luči. Rdeča in zelena luč ne smeta goreti hkrati. Svetlobni znaki dvobarvnega sistema se uporabljajo samo začasno, v času, določenem v tretjem odstavku 3. člena te konvencije, ki je potreben za nadomestitev obstoječih naprav.

4. Svetlobni znaki pri tribarvnem in dvobarvnem sistemu, navedenem v drugem in tretjem odstavku tega člena, so lahko nameščeni navpično ali vodoravno.

5. Če so svetlobni znaki nameščeni navpično, je rdeča luč zgoraj, če pa so nameščeni vodoravno, je rdeča luč na strani, nasprotni tisti, v katero poteka promet.

6. Pri sistemu tribarvnih svetlobnih znakov je rumena luč na sredini.

7. Vse luči v sistemu tribarvnih in dvobarvnih svetlobnih znakov iz drugega in tretjega odstavka tega člena so okrogle. Rdeče utripajoče luči iz prvega odstavka tega člena so prav tako okrogla.

8. Utripajoča rumena luč je lahko nameščena samostojno; tako luč se lahko uporabi tudi namesto sistema tribarvnih svetlobnih znakov takrat, kadar je promet redek.

9. Kadar zelena luč v sistemu tribarvnih svetlobnih znakov pokaže eno ali več puščic, prižig puščice ali puščic pomeni, da lahko vozila nadaljujejo vožnjo samo v nakazano smer ali smeri. Puščice, ki pomenijo, naj promet poteka ali ne poteka naravnost naprej, so usmerjene navzgor.

10. Kadar svetlobni znak tribarvnega sistema vključuje eno ali več dodatnih zelenih luči z eno ali več puščicami, prižig take dodatne puščice ali puščic, ne glede na to, katera luč sistema tribarvnih svetlobnih znakov v tistem trenutku gori, pomeni, da se lahko vožnja nadaljuje naprej v smer ali smeri, ki jih kaže puščica ali puščice; pomeni pa tudi, da morajo vozniki takrat, ko so njenih vozila na pasu, namenjenem za promet v smer, ki jo kaže puščica, ali v smer, v katero naj bi tak promet potekal, nadaljevati vožnjo v nakazano smer, če bi z ustavitevijo ovirali gibanje vozil za seboj na istem pasu, vendar vedno pod pogojem, da imajo vozila v prometnem toku, v katerega se vključujejo, možnost peljati mimo in da pešci niso ogroženi. Te dodatne zelene luči naj bi bile po možnosti postavljene v isti višini kot normalna zelena luč.

11. Kadar so zelene ali rdeče luči postavljene nad prometne pasove, označene z vzdolžnimi označbami na vozišču, ki ima več kakor dva pasova, rdeča luč pomeni, da se mora promet ustaviti na pasu, nad katerim je rdeča luč, zelena luč pa pomeni, da promet lahko poteka naprej. Tako nameščena rdeča luč ima obliko dveh poševnih prekrižanih črt in zelena luč obliko puščice, ki je usmerjena navzdol.

12. Domača zakonodaja lahko zagotovi postavitev počasno utripajočega srebrno-belega svetlobnega znaka na prehodu ceste čez železniško progo v isti ravnini, ki pomeni, da vozila lahko nadaljujejo vožnjo.

13. Kadar se svetlobni prometni znaki uporabljajo le za kolesarje, se ta omejitev zaradi preprečitve zmede lahko pojasniti s prikazom simbola kolesa na svetlobnem znaku ali z uporabo manjšega znaka, ki ga dopolnjuje pravokotna tabla s simbolom kolesa.

24. členSvetlobni znaki, namenjeni samo pešcem

1. Edini svetlobni znaki, ki se smejo uporabljati za pešce in so navedeni v nadaljevanju, pomenijo:

(a) neutripajoči svetlobni znaki:

(i) zelena luč pomeni, da lahko pešci prečkajo cesto;

(ii) rumena luč pomeni, da pešci ne smejo prečkat ceste, vendar lahko tisti, ki so že na vozišču, nadaljujejo pot na drugo stran;

(iii) rdeča luč pomeni, da pešci ne smejo stopiti na vozišče;

(b) utripajoči svetlobni znaki:

utripajoča zelena luč pomeni, da se čas za prečkanje pešcev izteka in da se bo prižgala rdeča luč.

2. Svetlobne značke za pešce po možnosti sestavlja dvobarvni sistem z dvema lučema, rdečo in zeleno; lahko pa jih sestavlja tudi tribarvni sistem s tremi lučmi, rdečo, rumeno in zeleno. Dve luči ne smeta nikoli goreti hkrati.

3. Luči svetlobnih znakov za pešce so razvrščene navpično, pri čemer je rdeča luč vedno na vrhu in zelena spodaj. Simbol na rdeči luči je po možnosti v obliki stoječega pešca ali pešcev, simbol na zeleni luči pa v obliki pešca ali pešcev, ki hodijo.

4. Svetlobni znaki za pešce so projektirani in razvrščeni tako, da popolnoma izključujejo vsako možnost zamenjave s svetlobnimi znaki za promet vozil.

IV. poglavje TALNE OZNAČBE

25. člen

Označbe na vozišču (talne označbe) se uporabljajo takrat, kadar pristojni organi menijo, da je to potrebno za urejanje prometa ali opozarjanje in usmerjanje udeležencev cestnega prometa. Uporabijo se lahko same ali skupaj z drugimi znaki, ki poudarjajo ali pojasnjujejo njihov pomen.

26. člen

1. Vzdolžna označba na vozišču v obliki neprekinjene črte pomeni, da vozilom ni dovoljeno prečkati črte ali voziti po njej, in kadar ta črta ločuje dvosmerni promet, vozila ne smejo voziti po tisti strani črte, ki je za voznika nasprotna robu vozišča, namenjena smeri prometa, v katero vozi. Vzdolžna označba v obliki dveh neprekinjenih črt ima isti pomen.

2. (a) Vzdolžna označba v obliki prekinjene črte na vozišču ne pomeni prepovedi, ampak se uporablja:

(i) za ločevanje prometnih pasov zaradi usmerjanja prometa ali

(ii) za opozorilo na približevanje neprekinjeni črti in prepovedi, ki jo ta črta pomeni, ali približevanje drugemu cestnemu odseku, ki pomeni nevarnost.

(b) Razmerje med dolžino razmikov med prekinjenimi črtami in dolžino črt samih je bistveno manjše tam, kjer so prekinjene črte uporabljeni za namene, navedene v alineji ii pododstavka a tega odstavka, kakor tam, kjer so uporabljeni za namen, naveden v alineji i pododstavka a tega člena.

3. Kadar neprekinjena vzdolžna črta poteka vzporedno s prekinjeno črto na vozišču, vozniki upoštevajo samo tisto črto, ki poteka po njihovi strani. Ta določba pa ne preprečuje voznikom, ki so prehitevali na dovoljeni način, da se vrnejo na svoje smerno vozišče.

4. Za namene tega člena se vzdolžne črte, ki se uporabljajo za označevanje robov vozišča, da bi bili vidnejši, in vzdolžne črte, povezane s prečnimi črtami, ki se uporabljajo za označevanje parkirnih mest na vozišču, ne štejejo za vzdolžne označbe.

27. člen

1. Prečna označba v obliki neprekinjene črte ali dveh sosednjih neprekinjenih črt čez dva ali več prometnih pasov označuje črto, za katero morajo vozniki ustaviti, kakor to zahteva znak B-2 STOP, ki je naveden v tretjem odstavku 10. člena te konvencije. Taka označba se lahko uporabi tudi za označevanje črte, za katero se morajo vozniki ustavljati pred svetlobnim znakom ali na znak pooblaščene uradne osebe, ki usmerja promet, ali pred prehodom ceste čez železniško progo v isti ravnini. Beseda STOP je lahko označena na vozišču pred označbami, ki spremljajo znak B-2.

2. Razen če tehnično ni izvedljivo, so prečne označbe iz prvega odstavka tega člena na vozišču povsod, kjer je postavljen znak B-2.

3. Prečna označba v obliki prekinjene črte ali dveh sosednih prekinjenih črt, ki potekata čez enega, dva ali več prometnih pasov, je črta, čez katero vozila običajno ne smejo zapeljati, kadar ravnajo v skladu z znakom za dajanje prednosti B-1 KRIŽIŠČE S PREDNOSTNO CESTO iz drugega odstavka 10. člena te konvencije. Pred tako označbo je lahko na vozišču trikotnik s širokima stranicama, ki ima eno stran vzporedno z označbo, nasprotni vrh trikotnika pa usmerjen proti bližajočim se vozilom, da simbolizira znak B-1.

4. Za označevanje prehodov za pešce naj se po možnosti uporabljajo široke proge, vzporedne z osjo vozišča.

5. Za označevanje prehodov za kolesarje se uporabljajo prečne črte ali druge označbe, ki jih ni mogoče zamenjati z označbami za prehode za pešce.

28. člen

1. Druge označbe na vozišču, kot so puščice, vzporedne ali poševne črte ali napis, se lahko uporabljajo za ponovitev opozoril, prepovedi, omejitve ali obveznosti, ki so izražene z znaki, in za dajanje informacij udeležencem cestnega prometa, ki jih znaki ne morejo ustrezno izraziti. Take označbe se uporabljajo zlasti za označevanje mej parkirnih območij ali pasov, za označevanje avtobusnih ali trolejbusnih postajališč, kjer je parkiranje prepovedano, in za razvrstitev vozil pred križišči. Če je na vozišču, ki je razdeljeno na prometne pasove z vzdolžnimi označbami, puščica, vozniki vozijo v tisto smer ali katero od smeri, ki je označena na pasu, po katerem vozijo.

2. V skladu s četrtem odstavkom 27. člena te konvencije, ki se nanaša na prehode za pešce, je del vozišča ali območja, ki je nekoliko dvignjen nad površino vozišča, označen z vzporednimi poševnimi črtami, obrobljenimi z neprekinjeno ali prekinjeno črto; neprekinjena obroba pomeni, da vozila ne smejo zapeljati na to območje, prekinjena pa pomeni, da vozila ne smejo zapeljati na

to območje, razen takrat, kadar je očitno, da to lahko storijo brez nevarnosti, ali če nameravajo zaviti na cesto, ki se priključuje cesti na drugi strani vozišča.

3. Cikcakasta črta na strani vozišča pomeni, da na tisti strani vozišča parkiranje ni dovoljeno do tam, do koder seže črta.

29. člen

1. Talne označbe iz 26. in 28. člena te konvencije so lahko narisane na vozišče ali nanesene kako drugače, le da je enako učinkovito.

2. Če so talne označbe narisane, so rumene ali bele barve; uporabi se lahko tudi modra barva za območja, na katerih je parkiranje dovoljeno ali omejeno. Kadar se na ozemlju pogodbenice uporablja rumena in bela barva, so označbe enakega razreda enake barve. V tem odstavku pojem bel vključuje tudi odtenke srebrne ali svetlosive barve.

3. Pri izdelavi napisov, simbolov in puščic talnih označb se upošteva, da jih je treba ustrezno podaljšati v smeri gibanja prometa zaradi zelo ozkega kota, pod katerim jih vidijo vozniki.

4. Priporoča se, da so talne označbe, namenjene vozilom v gibanju, odsevne, če gostota prometa to zahteva in če je razsvetjava slaba ali je sploh ni.

30. člen

Priloga 2 k tej konvenciji vsebuje priporočila v zvezi z razporeditvijo in obliko talnih označb.

V. poglavje RAZNO

31. člen

Znaki za delo na cesti

1. Območje del na cesti mora biti na vozišču jasno označeno.

2. Območje del je tam, kjer obseg del na cesti in gostota prometa to upravičuje, označeno s postavtvijo neprekinjenih ali prekinjenih ovir s progami, ki so izmenično rdeče in bele, rdeče in rumene, črne in bele ali črne in rumene barve; če ovire niso odsevne, so ponoči dodatno označene z lučmi in odsevniki. Odsevne naprave in pritrjene luči, uporabljeni v ta namen, so rdeče ali temnorumene barve, utripajoče luči pa temnorumene barve. Vendar so lahko:

(a) luči in naprave, ki so vidne samo za promet, ki poteka v eno smer, in označujejo območje del na cesti na nasprotni strani ceste, kjer navedeni promet poteka, bele barve;

(b) luči in naprave, ki označujejo območje del na cesti in ločujejo dve smeri prometa, bele ali svetlorumene barve.

32. člen

Označevanje z lučmi ali odsevnimi napravami

Vsaka pogodbenica na svojem celotnem ozemlju sprejme isto barvo ali isti sistem barv za luči ali odsevne naprave, ki označujejo rob vozišča.

PREHODI CESTE ČEZ ŽELEZNIŠKO PROGO V ISTI RAVNINI

33. člen

1. (a) Kadar je na prehodu ceste čez železniško progo v isti ravnini nameščen sistem signalizacije za opozarjanje na bližajoče se vlake ali na neposredno zapiranje zapornic (zapor) ali polzapornic (polovična zapora), je sestavljen iz utripajoče rdeče luči ali izmenično utripajočih rdečih luči, kot to določa pododstavek b prvega odstavka 23. člena te konvencije. Vendar so lahko:

(i) utripajoče rdeče luči, dopolnjene ali nadomeščene s svetlobnimi znaki tribarvnega sistema rdeče-rumene-zelene barve iz drugega odstavka 23. člena te konvencije ali s takimi svetlobnimi znaki brez zelene luči, če je drugi sistem tribarvnih svetlobnih znakov postavljen na cesti v bližini prehoda ceste čez železniško progo v isti ravnini ali če ima prehod zapornice;

(ii) na kolovozih (makadamskih cestah), kjer je promet zelo redek, in na pešpoteh zadošča le zvočni signal.

(b) V vseh primerih pa svetlobne znake lahko dopolnjujejo zvočni signali.

2. Svetlobni znaki so postavljeni ob rob vozišča v smeri prometa; luči so ponovljene na drugi strani ceste, kadar razmere, na primer vidljivost svetlobnih znakov ali gostota prometa, to zahtevajo. Svetlobni znaki so lahko ponovljeni na otoku sredi vozišča ali nameščeni nad voziščem, če je to priporočljivo zaradi lokalnih razmer.

3. V skladu s četrtem odstavkom 10. člena te konvencije je lahko znak B-2 USTAVI postavljen na prehodu ceste čez železniško progo brez zapornic, polzapornic ali svetlobnih prometnih znakov v opozorilo na bližajoče se vlake; na prehodih ceste čez železniško progo v isti ravnini, kjer tak znak stoji, vozniki ustavijo ob črti za ustavitev na vozišču, če pa te črte ni, ob znaku in ne smejo nadaljevati vožnje, dokler se ne prepričajo, da se prehodu ne približuje vlak.

34. člen

1. Na prehodih ceste čez železniško progo v isti ravnini, ki imajo zapornice ali polzapornice na vsaki strani železniške proge, zaprtje takih zapornic ali polzapornic pomeni, da noben udeleženec cestnega prometa ne sme nadaljevati poti mimo najbližje zapornice ali polzapornice; premikanje zapornic ali polzapornic v tako lego, da zapirajo cesto, ima povsem isti pomen.

2. Prižig rdeče luči ali rdečih luči iz pododstavka a prvega odstavka 33. člena te konvencije ali uporaba zvočnega znaka iz prvega odstavka istega člena prav tako pomeni za vse udeležence cestnega prometa prepoved nadaljevanja vožnje čez črto za ustavitev ali če te črte ni, mimo svetlobnega ali zvočnega znaka. Prižig rumene luči tribarvnega sistema iz alineje i pododstavka a prvega odstavka 33. člena pomeni, da noben udeleženec cestnega prometa ne sme nadaljevati poti čez črto za ustavitev ali če te črte ni, mimo svetlobnega znaka, razen če je vozilo v trenutku, ko zasveti rumena luč, tako blizu znaka, da ne more brez nevarnosti ustaviti do svetlobnega znaka.

35. člen

1. Zapornice in polzapornice na prehodih ceste čez železniško progo v isti ravnini so jasno označene s črtami, ki so izmenično rdeče in bele, rdeče in rumene, črne in bele ali črne in rumene barve. Lahko pa so pobarvane samo belo ali rumeno, če je na sredini nameščen velik rdeč krog.

2. Na vseh prehodih ceste čez železniško progo, kjer ni niti zapornic niti polzapornic, se takoj ob železniški proggi postavi znak B-7, kakor je opisano v prilogi 3. Če je postavljen svetlobni znak, ki opozarja na bližajoče se vlake, ali znak B-2 USTAVI, se znak B-7 postavi na isti drog kakor svetlobni znak ali znak B-2. Postavitev znaka B-7 ni obvezna na:

(a) prehodu ceste čez železniško progo, po kateri železniški promet poteka zelo počasi in cestni promet ureja železničar, ki daje ustrezne ročne znake, ali

(b) prehodu kolovoza (makadamske ceste) z redkim prometom ali pešpotjo čez železniško progo.

3. Pravokotna tabla, ki ima daljše stranice obrnjene navpično in so na njej tri poševne rdeče proge na beli ali rumeni podlagi, se lahko namesti pod vsak znak za nevarnost, na katerem je eden od simbolov A-26 ali A-27, ki sta opisana v prilogi 3 k tej konvenciji, če so dopolnilni znaki, ki so sestavljeni iz tabel enake oblike z eno ali dvema poševnima rdečima progama na beli ali rumeni podlagi, postavljeni na razdalji ene tretjine ali dveh tretjin med znakom in železniško proggo. Ti znaki se lahko ponovijo na nasprotni strani vozišča. Table, navedene v tem odstavku, so dodatno prikazane v oddelku C priloge 3 k tej konvenciji.

36. člen

1. Zaradi posebne nevarnosti, ki jo pomenijo prehodi ceste čez železniško progo v isti ravnini, se pogodbenice zavezujejo:

(a) da bodo postavile enega od znakov za nevarnost z enim od simbolov A-26 ali A-27 pred vsak prehod ceste čez železniško progo v isti ravnini; vendar pa znak ni potreben:

(i) v posebnih primerih, ki se lahko pojavijo v naseljih;

(ii) na kolovozih (makadamskih cestah) in dovoznih poteh, po katerih se izjemoma odvija promet motornih vozil;

(b) da bodo opremile vsak prehod ceste čez železniško progo v isti ravnini z zapornicami ali polzapornicami ali s svetlobnimi znaki, ki opozarjajo na bližajoče se vlake, razen kadar udeleženci cestnega prometa lahko vidijo železniško progo na obeh straneh prehoda ceste čez železniško progo v isti ravnini s take razdalje, da lahko celo pri največji hitrosti vlakov vznik cestnega vozila, ki se približuje železniški proggi s katere koli strani, pravočasno ustavi vozilo, preden nadaljuje vožnjo na prehod ceste čez železniško progo, če je na vidiku vlak, prav tako pa imajo udeleženci cestnega prometa, ki so že na prehodu, ko se vlak pojavi, dovolj časa, da zapeljejo na drugo stran; vendar pa morajo pogodbenice imeti možnost, da ne upoštevajo tega pododstavka na prehodih cest čez železniško progo v isti ravnini, na katerih vozijo vlaki sorazmerno počasi ali pa je promet motornih vozil na cesti redek;

(c) da bodo vsak prehod ceste čez železniško progo v isti ravnini, kjer ni mogoče videti zapornic ali polzapornic s kraja upravljanja, opremile z enim od sistemov za svetlobno javljanje prihoda vlakov iz prvega odstavka 33. člena te konvencije;

(d) da bodo vsak prehod ceste čez železniško progo v isti ravnini z zapornicami ali polzapornicami, ki se samodejno spustijo ob približevanju vlaka, opremile z enim od sistemov za svetlobno javljanje približevanja vlakov, ki so navedeni v prvem odstavku 33. člena te konvencije;

(e) da bodo zapornice in polzapornice zaradi boljše vidljivosti prevlečene z odsevnim materialom ali opremljene z odsevnimi napravami in po potrebi ponocni osvetljene; dodatno k temu bodo opozorilni znaki za nevarnost na cestah z gostim prometom motornih vozil ponocni, ki so nameščeni pred prehodom ceste čez železniško progo v isti ravnini, prevlečeni z odsevnim materialom ali opremljeni z odsevnimi napravami in po potrebi ponocni osvetljeni;

(f) da bodo po možnosti v bližini prehodov cest čez železniško progo s polzapornicami nameščene vzdolžne označbe na sredini cestišča, ki prepovedujejo vozilom, ki se približujejo prehodu ceste čez železniško progo, da bi zapeljala na tisto polovico vozišča, ki je namenjena prometu v nasprotni smeri, ali namestile usmerjevalne otoke, ki ločijo oboje nasprotna prometna tokova.

2. Ta člen se ne uporablja za primere iz zadnjega stavka drugega odstavka 35. člena te konvencije.

VI. poglavje KONČNE DOLOČBE

37. člen

1. Ta konvencija je na voljo za podpis do 31. decembra 1969 na sedežu Združenih narodov v New Yorku vsem državam članicam Združenih narodov ali katere koli specializirane agencije ali Mednarodne agencije za atomsko energijo ali pogodbenicam Statuta Meddržavnega sodišča in vsaki drugi državi, ki jo Generalna skupščina Združenih narodov povabi, da postane članica konvencije.

2. Ta konvencija mora biti ratificirana. Listine o ratifikaciji se deponirajo pri generalnem sekretarju Združenih narodov.

3. Ta konvencija je na voljo za pristop vsem državam iz prvega odstavka tega člena. Listine o pristopu se deponirajo pri generalnem sekretarju Združenih narodov.

38. člen

1. Med podpisom ali ratifikacijo te konvencije ali pristopom k njej oziroma kadar koli pozneje lahko vsaka država z uradnim obvestilom, naslovjenim na generalnega sekretarja, izjavi, da začne konvencija veljati za ozemlje ali ozemlja, navedena v uradnem obvestilu, trideset dni po dnevu, ko generalni sekretar prejme uradno obvestilo, ali z dnem, ko začne konvencija veljati za državo, ki je to uradno obvestilo poslala, kar je pozneje.

2. Vsaka država, ki pošlje uradno obvestilo iz prvega odstavka tega člena, v imenu ozemelj, za katera je obvestilo poslala, pošlje tudi izjave iz drugega odstavka 46. člena te konvencije.

3. Vsaka država, ki je poslala izjavo iz prvega odstavka tega člena, lahko kadar koli po tem datumu pošlje uradno obvestilo, naslovjeno na generalnega sekretarja, da konvencija ne bo več veljala na ozemlju, ki je navedeno v uradnem obvestilu; konvencija preneha veljati na takem ozemlju eno leto po dnevu, ko generalni sekretar prejme tako uradno obvestilo.

39. člen

1. Ta konvencija začne veljati dvanajst mesecev po dnevu predložitve petnajste listine o ratifikaciji ali pristopu.

2. Za vsako državo, ki ratificira to konvencijo ali pristopi k njej po predložitvi petnajste listine o ratifikaciji ali pristopu, konvencija začne veljati dvanajst mesecev po dnevu, ko navedena država predloži svojo listino o ratifikaciji ali pristopu.

40. člen

Z dnem, ko ta konvencija začne veljati, med pogodbenicami preneha veljati ali se nadomesti Konvencija o poenotenju cestne signalizacije, ki je bila na voljo za podpis v Ženevi 30. marca 1931, ali Protokol o prometnih znakih, ki je bil na voljo za podpis v Ženevi 19. septembra 1949.

41. člen

1. Eno leto po začetku veljavnosti te konvencije lahko pogodbenica predlaga eno ali več sprememb k njej. Besedilo predlagane spremembe, ki ji je dodan obrazložitveni memorandum, se pošlje generalnemu sekretarju, ki o tem obvesti vse pogodbenice. Pogodbenice imajo možnost, da v dvanajstih mesecih od takrat, ko jim je bil predlog poslan, obvestijo generalnega sekretarja: (a) da spremembo sprejmejo ali (b) spremembo zavrnejo ali (c) izrazijo željo, da bi se sklical konferenca za obravnavo spremembe. Generalni sekretar pošlje besedilo predlagane spremembe tudi vsem drugim državam iz prvega odstavka 37. člena te konvencije.

2. (a) Vsaka predlagana sprememba, sporočena v skladu s prejšnjim odstavkom, se šteje za sprejeto, če v dvanajstih mesecih, navedenih v prejšnjem odstavku, manj kot tretjina pogodbenic obvesti generalnega sekretarja, da zavrača spremembo ali želi sklic konference za njeno obravnavo. Generalni sekretar obvesti vse pogodbenice o vsaki odobritvi ali zavrnitvi katere koli predlagane spremembe ter o zahtevah za sklic konference. Če je skupno število takih zavrnitev in zahtev za konferenco, prejetih v dvanajstmesečnem roku, manjše od tretjine vseh pogodbenic, generalni sekretar obvesti vse pogodbenice, da bo sprememba začela veljati šest mesecev po poteku dvanajstmesečnega obdobja iz prejšnjega odstavka za vse pogodbenice, razen tistih, ki so v navedenem roku zavrnile spremembo ali zahtevali sklic konference za njeno obravnavo.

(b) Pogodbenica, ki v dvanajstih mesecih zavrne predlagano spremembo ali zahteva sklic konference za njeno obravnavo, lahko kadar koli po poteku tega roka obvesti generalnega sekretarja, da sprejme spremembo, generalni sekretar pa tako obvestilo pošlje vsem drugim pogodbenicam. Sprememba začne veljati za pogodbenice, ki so poslale obvestilo o sprejetju spremembe, šest mesecev po tem, ko generalni sekretar prejme njihovo uradno obvestilo.

3. Če predlagana sprememba ni sprejeta v skladu z drugim odstavkom tega člena in če v dvanajstih mesecih, opredeljenih v prvem odstavku tega člena, manj kot polovica vseh pogodbenic obvesti generalnega sekretarja, da predlagano spremembo zavrača, in če ga vsaj tretjina vseh pogodbenic, a ne manj kot deset, obvesti, da jo sprejemajo ali želijo sklic konference za njeno obravnavo, generalni sekretar skliče konferenco za obravnavo predlagane spremembe ali katerega koli drugega predloga, ki bi mu utegnil biti predložen v skladu s četrtim odstavkom tega člena.

4. Če je v skladu s tretjim odstavkom tega člena sklicana konferenca, generalni sekretar nanjo povabi vse države iz prvega odstavka 37. člena te konvencije. Od povabljenih držav zahteva, da mu vsaj šest mesecev pred začetkom konference predložijo vse predloge, ki bi jih na konferenci že zavrnili poleg predlagane spremembe; generalni sekretar take predloge pošlje vsem državam, povabljenim na konferenco, vsaj tri mesece pred začetkom konference.

5. (a) Vsaka sprememba konvencije je sprejeta, če jo odobri dvotretna večina držav, prisotnih na konferenci, če taka večina vključuje najmanj dve tretjini pogodbenic, prisotnih na konferenci. Generalni sekretar obvesti vse pogodbenice o sprejetju spremembe, sprememba pa začne veljati dvanajst mesecev po dnevu njegovega obvestila vsem pogodbenicam, razen za tiste, ki so v tem obdobju obvestile generalnega sekretarja, da spremembe ne sprejmejo.

(b) Pogodbenica, ki v dvanajstmesečnem obdobju spremembo zavrne, lahko kadar koli obvesti generalnega sekretarja, da jo sprejema, kar generalni sekretar sporoči vsem drugim pogodbenicam. Za pogodbenico, ki pošlje uradno obvestilo, da sprejema spremembo, začne ta veljati šest mesecev po tem, ko generalni sekretar prejme obvestilo, ali po dvanajstih mesecih, kar je pozneje.

6. Če predlagana sprememba ni sprejeta v skladu z drugim odstavkom tega člena in če pogoji za sklic konference iz tretjega odstavka tega člena niso izpolnjeni, se predlagana sprememba šteje za zavrnjeno.

42. člen

Pogodbenica lahko pisno obvesti generalnega sekretarja, da odpoveduje to konvencijo. Odpoved začne veljati leto po tem, ko generalni sekretar prejme uradno obvestilo.

43. člen

Konvencija preneha veljati, če se število pogodbenic zmanjša na manj kot pet v katerem koli obdobju zaporednih dvanajstih mesecev.

44. člen

Spor med dvema ali več pogodbenicami zaradi razlage ali uporabe te konvencije, ki ga pogodbenice ne morejo rešiti s pogajanji ali kako drugače, se lahko na zahtevo katere koli pogodbenice predloži v obravnavo Mednarodnemu sodišču.

45. člen

Nobena določba te konvencije se ne razлага tako, da onemogoča pogodbenici sprejetje ukrepov, združljivih z Ustanovno listino Združenih narodov in omejenih z dejanskimi okoliščinami, ki so po njenem mnenju nujni za zagotovitev njene zunanje ali notranje varnosti.

46. člen

1. Vsaka država lahko ob podpisu te konvencije ali deponiraju svoje listine o ratifikaciji ali pristopu izjavi, da jo 44. člen te konvencije ne zavezuje. 44. člen ne zavezuje drugih pogodbenic do katere koli pogodbenice, ki je dala tako izjavo.

2. (a) Država ob predložitvi svoje listine o ratifikaciji ali pristopu z uradnim obvestilom generalnemu sekretarju v zvezi z uporabo te konvencije izjavi:

- (i) katerega od vzorcev A^a in A^b si je izbrala za znak za nevarnost (prvi odstavek 9. člena) in
- (ii) katerega od vzorcev B-2^a in B-2^b si je izbrala za znak za ustavitev (tretji odstavek 10. člena).

Vsaka država kadar koli pozneje spremeni svojo izbiro tako, da nadomesti eno izjavo z drugo ter o tem obvesti generalnega sekretarja.

(b) Država lahko ob deponiranju svoje listine o ratifikaciji ali pristopu z uradnim obvestilom, naslovijenim na generalnega sekretarja, izjavi, da namerava pri uporabi te konvencije štetni mope med motorna kolesa (prvi odstavek 1. člena).

Vsaka država lahko s poznejšim uradnim obvestilom generalnemu sekretarju to izjavo kadar koli umakne.

3. Izjave iz drugega odstavka tega člena začnejo veljati šest mesecev po tem, ko generalni sekretar prejme obvestilo o njih, ali z dnem, ko začne veljati konvencija v državi, ki je dala izjavo, kar je pozneje.

4. Pridržki h konvenciji in njenim prilogam, razen pridržka iz prvega odstavka tega člena, so dovoljeni, če so dani pisno in preden je deponirana listina o ratifikaciji ali pristopu ter so potrjeni v navedeni listini. Generalni sekretar sporoči pridržke vsem državam iz prvega odstavka 37. člena te konvencije.

5. Vsaka pogodbenica, ki da pridržek ali izjavo, kot jo navajata prvi in četrti odstavek tega člena, jo lahko kadar koli umakne z uradnim obvestilom, nasloviljenim na generalnega sekretarja.

6. Pridržek v skladu s četrtnim odstavkom tega člena:

(a) za pogodbenico, ki je dala ta pridržek, spremeni tiste določbe konvencije, na katere se tak pridržek nanaša, v obsegu, ki ga navaja pridržek;

(b) spremeni tiste določbe v enakem obsegu za druge pogodbenice v njihovih odnosih s pogodbenico, ki je vložila pridržek.

47. člen

Poleg izjav, uradnih obvestil in sporočil iz 41. in 46. člena te konvencije generalni sekretar obvesti vse države iz prvega odstavka 37. člena o:

(a) podpisih, ratifikacijah in pristopih v skladu s 37. členom;

(b) izjavah v skladu z 38. členom;

(c) datumih začetka veljavnosti te konvencije v skladu 39. členom;

(d) datumu začetka veljavnosti sprememb te konvencije v skladu z drugim in petim odstavkom 41. člena;

(e) odpovedih v skladu z 42. členom;

(f) prenehanju veljavnosti te konvencije v skladu s 43. členom.

48. člen

Izvirnik te konvencije v enem izvodu, katerega besedila v angleškem, francoskem, kitajskem, ruskem in španskem jeziku so enako verodostojna, se deponira pri generalnem sekretarju Združenih narodov, ki overjene verodostojne izvode konvencije pošlje vsem državam iz prvega odstavka 37. člena te konvencije.

V POTRDITEV tega so podpisani pooblaščenci, ki so jih za to pravilno pooblastile njihove vlade, podpisali to konvencijo.

SESTAVLJENO na Dunaju osmega novembra tisoč devetsto osemnajstdeset.

Priloga 1

ZNAKI ZA NEVARNOST, RAZEN TISTIH,

KI SO POSTAVLJENI PRED KRIŽIŠČI ALI PREHODI CEST ČEZ ŽELEZNIŠKO PROGO V ISTI RAVNINI

Opomba: Za znake za nevarnost pred križišči glej oddelek B priloge 2. Za znake za nevarnost pred prehodi cest čez železniško progo v isti ravni glej oddelka A in C priloge 3.

ODDELEK A VZORCI ZNAKOV ZA NEVARNOST

Za znak za NEVARNOST "A" se uporablja vzorec A^a ali vzorec A^b. Vzorec A^a je enakostranični trikotnik, pri katerem je ena stranica vodoravna, njej nasprotni vrh pa je nad njo; podlaga je bela ali rumena, rob pa je rdeč. Vzorec A^b je kvadrat z eno navpično diagonalno; podlaga je rumena in rob, ki je samo okvir, je črn. Če opis ne določa drugače, so simboli na teh znakih črne ali temnomodre barve.

Stranica znaka vzorca A^a normalne velikosti meri približno 0,90 m (3 čevlje); stranica majhnega znaka vzorca A^a pa meri najmanj 0,60 m (2 čevlja). Stranica znaka vzorca A^b normalne velikosti meri približno 0,60 m (2 čevlja); stranica majhnega znaka vzorca A^b pa meri najmanj 0,40 m (1 čevlj, 4 palce).

Pri izbiri med vzorcema A^a in A^b je treba upoštevati drugi odstavek 5. člena in prvi odstavek 9. člena te konvencije.

ODDELEK B SIMBOLI ZNAKOV ZA NEVARNOST IN NAVODILA ZA NJIHOVO UPORABO

1. Nevaren ovinek ali več nevarnih ovinkov

Opozorilo na nevaren ovinek ali več zaporednih nevarnih ovinkov označujejo simboli v nadaljevanju glede na to, kateri od njih je primeren:

A-1^a: OVINEK NA LEVO

A-1^b: OVINEK NA DESNO

A-1^c: DVOJNI OVINEK ALI VEČ ZAPOREDNIH OVINKOV, PRVI NA LEVO

A-1^d: DVOJNI OVINEK ALI VEČ ZAPOREDNIH OVINKOV, PRVI NA DESNO

2. Nevaren klanec navzdol

Za opozorilo na nevaren klanec navzdol se uporablja simbol A-2^a skupaj z znakom vzorca A^a ali simbol A-2^b skupaj z znakom vzorca A^b.

Leva stran simbola A-2^a zapolni levi vogal table znaka in njegov spodnji del seže čez celo širino table. Številka na simbolih A-2^a in A-2^b prikazuje naklon v odstotkih; lahko se tudi nadomesti z razmerjem (1: 10).

Pogodbenice imajo možnost, da uporabijo simbol A-2^c namesto simbola A-2^a ali A-2^b, če so se odločile za znak vzorca A^a, in simbol A-2^d, če so se odločile za znak vzorca A^b, pri čemer morajo čim bolj upoštevati določbe pododstavka b drugega odstavka 5. člena te konvencije.

3. Nevaren vzpon

Za opozorilo na nevaren vzpon se uporablja simbol A-3^a skupaj z znakom vzorca A^a ali simbol A-3^b skupaj z znakom vzorca A^b.

Desna stran simbola A-3^a zapolni prostor v desnem vogalu table znaka in njegov spodnji del sega čez celo širino table. Številka pri simbolih A-3^a in A-3^b prikazuje naklon v odstotkih; lahko se tudi nadomesti z razmerjem (1: 10). Pogodbenice, ki so izbrale simbol A-2^c kot simbol za nevaren klanec navzdol, imajo možnost, da uporabijo simbol A-3^c namesto A-3^a, tiste pogodbenice, ki so izbrale simbol A-2^d, pa, da uporabijo simbol A-3^d namesto A-3^b.

4. Zoženje vozišča

Za opozorilo na bližajoče se zoženje vozišča se uporabi simbol A-4^a ali simbol, ki jasneje prikazuje obris ceste, na primer A-4^b.

5. Premični most

Opozorilo na premični most je označeno s simbolom A-5.

Pod znak za nevarnost s simbolom A-5 je lahko postavljena pravokotna tabla vzorca A-29^a, ki je opisana v oddelku C priloge 3, če sta tabli vzorcev A-29^b in A-29^c, ki sta opisani v navedeni prilogi, postavljeni približno na eni in dveh tretjinah razdalje med znakom s simbolom A-5 in premičnim mostom.

6. Bližina obale

Opozorilo, da cesta pelje do pomola ali rečnega brega, je označeno s simbolom A-6.

7. Neravno vozišče

Na vbokline, izbokline ali grbine ali odseke, na katerih je vozišče v slabem stanju, opozarja simbol A-7^a.

(b) Pri opozorilu na izbokline ali grbine se lahko simbol A-7^a nadomesti s simbolom A-7^b.

Pri opozorilu na vbokline se lahko simbol A-7^a nadomesti s simbolom A-7^c.

8. Spolzko vozišče

Na bližajoči se cestni odsek, ki je lahko še posebno spolzek, opozarja simbol A-8.

9. Kamenje na cesti

Na to, da je na določenem cestnem odseku pričakovati letenje kamenja izpod koles vozil, opozarja simbol A-9^a, ki je uporabljen na znaku vzorca A^a, ali simbol A-9^b, ki je uporabljen na znaku vzorca A^b.

Kadar poteka promet po levi strani, so simboli obrnjeni.

10. Kamenje pada

Na cestni odsek, kjer obstaja nevarnost padanja kamenja na vozišče in kot posledica tega prisotnost kamenja na vozišču, opozarja simbol A-10^a na znaku vzorca A^a ali simbol A-10^b na znaku vzorca A^b.

V obeh primerih je desni del simbola v desnem vogalu table znaka.

Simbol je lahko obrnjen.

11. Prehod za pešce

Na prehod za pešce, ki je označen s talnimi označbami ali znaki E-11^a, opozarja simbol A-11, za katerega obstajata dva vzorca: A-11^a in A-11^b.

Simbol je lahko obrnjen.

12. Otroci na cesti

Na cestni odsek, kjer se pogosto gibljejo otroci, kot je bližina šole ali igrišča, opozarja simbol A-12.

Simbol je lahko obrnjen.

13. Kolesarji na cesti

Na mesto, kjer kolesarji pogosto pripeljejo na cesto ali jo prečkajo, opozarja simbol A-13.

Simbol je lahko obrnjen.

14. Živali ali divjad na cesti

Na cestni odsek, kjer obstaja posebna nevarnost, da ga prečkajo živali, opozarja simbol, ki predstavlja obris domače živali ali divjadi, ki najpogosteje pride na cesto, kot sta simbol A-14^a za domačo žival in simbol A-14^b za divjad.

Simbol je lahko obrnjen.

15. Delo na cesti

Na delo, ki poteka na bližajočem se cestnem odseku, opozarja simbol A-15.

16. Bližina svetlobnih prometnih znakov

Če se šteje za nujno, da so udeleženci cestnega prometa opozorjeni na cestni odsek, kjer se promet ureja s tribarvnimi svetlobnimi znaki, ker udeleženci cestnega prometa takega odseka ne pričakujejo, se uporabi simbol A-16. Obstajajo trije vzorec simbola A-16: A-16^a; A-16^b in A-16^c, ki ustrezajo razporeditvi svetlobnih znakov pri tribarvnem sistemu, opisanem v četrtem do šestem odstavku 23. člena te konvencije.

Ta simbol je v treh barvah svetlobnih znakov, na katere opozarja.

17. Bližina letališke steze

Na cestni odsek, nad katerim obstaja verjetnost preleta letal v nizkem letu, ki vzletajo z letališke steze ali pristajajo na njej, opozarja simbol A-17.

Simbol je lahko obrnjen.

18. Bočni veter

Na cestni odsek, ki je pogosto izpostavljen močnemu bočnemu vetru, opozarja simbol A-18.

Simbol je lahko obrnjen.

19. Dvosmerni promet

Na cestni odsek, kjer je začasno ali trajno urejen dvosmerni promet na istem vozišču, medtem ko je na predhodnem odseku promet potekal enosmerno ali po cesti, ki ima več enosmernih vozišč, opozarja simbol A-19.

Znak s tem simbolom se ponovi na začetku odseka in vzdolž odseka tolkokrat, kot je to potrebno. Če promet poteka po levi strani, so puščice obrnjene.

20. Druge nevarnosti

Na cestni odsek, kjer je nevarnost drugačna, kakor so bile nevarnosti, naštete v prvem do devetnajstem odstavku ali v prilogah 2 in 3, lahko opozarja simbol A-20.

Pogodbeneice lahko same izberejo grafične simbole v skladu z alinejo ii pododstavka a prvega odstavka 3. člena te konvencije.

Znak A-20 se še zlasti lahko uporablja za opozarjanje na križišča z železniškimi tiri, kjer železniški promet poteka zelo počasi in cestni promet ureja železničar, ki spremlja železniška vozila in daje potrebne ročne signale.

Priloga 2

ZNAKI, KI UREJAO PREDNOST NA KRIŽIŠČIH,

ZNAKI ZA NEVARNOST PRED KRIŽIŠČI IN ZNAKI, KI UREJAO PREDNOST NA OZKIH CESTNIH ODSEKIH

Opomba: Na križišču, ki vključuje prednostno cesto, na kateri je ovinek, je lahko tabla z diagramom križišča, ki prikazuje obris prednostne ceste, postavljena pod znake za nevarnost, ki opozarja na križišče, ali pod znake, ki urejajo prednost, ne glede na to ali so postavljeni na križišču ali ne.

ODDELEK A ZNAKI, KI UREJAO PREDNOST NA KRIŽIŠČIH

1. Znak KRIŽIŠČE S PREDNOSTNO CESTO

Za znak "KRIŽIŠČE S PREDNOSTNO CESTO" se uporablja znak B-1. Ima obliko enakostraničnega trikotnika, ki je obrnjen tako, da je ena stranica vodoravna, njej nasproti vrh pa je pod njo. Podlaga je bela ali rumena, rob pa je rdeč. Znak je brez simbola.

Stranica znaka normalne velikosti meri približno 0,90 m (3 čevlje); stranica majhnega znaka pa meri najmanj 0,60 m (2 čevlja).

2. Znak USTAVI

Za znak "USTAVI" se uporablja znak B-2, za katerega obstajata dva vzorca.

– vzorec B-2^a je osmerokotnik z rdečo podlago in napisom "STOP" v beli barvi v angleškem jeziku ali jeziku posamezne države; napis "STOP" je velik vsaj eno tretjino višine table;

– vzorec B-2^b je okroglo oblike z belo ali rumeno podlago in rdečim robom; znotraj znaka je znak B-1 brez vsakršnega napisa, pod vrhom pa ima z velikimi črkami napisano besedo "STOP" v črni ali temnomodri barvi v angleškem jeziku ali jeziku posamezne države.

Višina znaka B-2^a normalne velikosti in premer znaka B-2^b normalne velikosti znašata približno 0,90 m (3 čevlje); enake velikosti majhnih znakov ne smejo biti manjše od 0,60 m (2 čevlja).

Pri izbiri med vzorcema B-2^a in B-2^b glej drugi odstavek 5. člena in tretji odstavek 10. člena te konvencije.

3. Znak PREDNOSTNA CESTA

Za znak "PREDNOSTNA CESTA" se uporabi znak B-3. Ima obliko kvadrata z eno diagonalno, obrnjeno navpično. Rob znaka je črn; znak ima v sredini rumen ali oranžen kvadrat s črnim robom; prostor med obema kvadratoma je bele barve.

Stranica znaka normalne velikosti meri približno 0,50 m (1 čevelj, 8 palcev); stranica majhnega znaka pa meri najmanj 0,35 m (1 čevelj, 2 palca).

4. Znak KONEC PREDNOSTNE CESTE

Za znak "KONEC PREDNOSTNE CESTE" se uporablja znak B-4. Je enak predhodnemu znaku B-3, ki mu je dodana črna ali siva srednjica, ki poteka pravokotno na spodnjo levo in zgornjo desno stranico kvadrata, ali so mu dodane črne ali sive vzporedne črte, ki sestavljajo tako srednjico.

ODDELEK B ZNAKI ZA NEVARNOST PRED KRIŽIŠČI

1. Znaki:

Za znake za nevarnost pred križišči se uporablja vzorec A^a ali vzorec A^b, opisan v oddelku A priloge 1.

2. Simboli

Simboli so črne ali temnomodre barve.

(a) Pri simbolu, ki mora biti na znaku A^a ali A^b, razlikujemo med temi primeri:

(i) na križišču, kjer je prednost predpisana s splošnim prednostnim pravilom, ki velja v državi: simbol A-21^a se uporablja z znakom A^a, simbol A-21^b pa se uporablja z znakom A^b.

Simbola A-21^a in A-21^b se lahko nadomestita s simboli, ki jasneje prikažejo vrsto križišča, kot so A-21^c, A-21^d, A-21^e, A-21^f in A-21^g.

(ii) Križišče s cesto, na kateri morajo udeleženci cestnega prometa dati prednost: uporabi se simbol A-22^a.

Simbol A-22^a se lahko nadomesti s simboloma, ki jasneje prikažeta vrsto križišča, to pa sta A-22^b in A-22^c.

Ti simboli se lahko na cesti uporabijo samo, če je znak B-1 ali znak B-2 postavljen na cesti ali cestah, iz katerih je sestavljeno križišče, za katero velja opozorilo, ali če so te ceste take vrste (na primer dovozne poti ali kolovozi), da se po domači zakonodaji od voznikov, ki jih uporabljajo, zahteva, da dajo prednost na križišču, čeprav taki znaki niso postavljeni. Uporaba teh simbolov na cestah, na katerih je postavljen znak B-3, je omejena na nekatere posebne primere.

(iii) Križišče s cesto, na katerem morajo dati vozniki prednost drugim udeležencem:

Če je na križišču postavljen znak B-1 "KRIŽIŠČE S PREDNOSTNO CESTO", se uporabi simbol A-23.

Če je na križišču postavljen znak B-2 "USTAVI", se uporabi simbol A-24^a ali A-24^b, odvisno od tega, kateri vzorec znaka B-2 je postavljen.

Namesto znaka A^a s temo simboloma se lahko uporabi znak B-1 ali B-2 v skladu s šestim odstavkom 10. člena te konvencije.

(iv) Križišče s krožnim prometom: uporabi se simbol A-25.

Kadar promet poteka po levi strani, so puščice obrnjene.

(b) Če je promet na križišču urejen s svetlobnimi znakom, se lahko postavi znak A^a ali A^b s simbolom A-16, ki je opisan v oddelku B priloge 1, kot dopolnitev ali nadomestilo znakov, opisanih v tem oddelku.

ODDELEK C ZNAKI, KI UREJAO PREDNOST NA OZKIH CESTNIH ODSEKIH

1. Znak za prednost vozil iz nasprotne smeri

Če se ureja promet na ozkem cestnem odseku, kjer je srečevanje vozil težko ali nemogoče, in če je, ker vozniki lahko jasno vidijo celotno dolžino odseka podnevi in ponoči, promet urejen tako, da se da prednost prometu v eni smeri in se ne uporabijo svetlobni prometni znaki, je znak B-5 "PREDNOST VOZIL IZ NASPROTNE SMERI" postavljen iz tiste smeri, iz katere vozila nimajo prednosti. Ta znak pomeni, da na ozek cestni odsek ni dovoljeno pripeljati toliko časa, dokler ni mogoče peljati po tem odseku, ne da bi morala vozila, ki na tem odseku vozijo v nasprotni smeri, ustaviti.

Ta znak je okroglo oblike z belo ali rumeno podlago in rdečim robom; puščica za označitev smeri, ki ima prednost, je črna, puščica za drugo smer prometa pa rdeča.

V državah, v katerih promet poteka po levi strani, je položaj puščic obrnjen.

2. Znak za prednost pred vozili iz nasprotne smeri

Za obveščanje voznikov na ozkem cestnem odseku, da imajo prednost pred vozili iz nasprotne smeri, se uporablja znak B-6.

Ta znak je pravokotne oblike in ima modro podlago; puščica, ki kaže navzgor, je bela, druga pa rdeča.

Kadar promet poteka po levi strani, je položaj puščic obrnjen.

Kadar je uporabljen znak B-6, se na drugem koncu ozkega cestnega odseka za promet, ki poteka v nasprotni smeri, postavi znak B-5.

Priloga 3
PREHODI CESTE ČEZ ŽELEZNIŠKO PROGO
V ISTI RAVNINI

ODDELEK A ZNAKI ZA NEVARNOST

Znak, ki ga je treba uporabiti, je znak A^a ali znak A^b iz oddelka A priloge 1. Pri simbolu, ki mora biti na znaku, pa razlikujemo med naslednjimi primeri:

(a) Na prehod ceste čez železniško progo v isti ravnini z zapornicami ali polzapornicami na vsaki strani železniške proge opozarja simbol A-26.

(b) Na druge prehode ceste čez železniško progo opozarja simbol A-27, ki ima dva vzorca: A-27^a in A-27^b.

(c) Za opozarjanje na križišče s tramvajsko progo se lahko uporabi simbol A-28, če tako križišče ni prehod ceste čez železniško progo v isti ravnini, kakor je opredeljeno v prvem členu te konvencije.

Opomba: Če je treba opozoriti na križišča ceste čez železniške tire, kjer železniški promet poteka zelo počasi in cestni promet ureja železničar, ki spremlja železniška vozila in daje potrebne ročne signale, se uporabi znak A-20 iz oddelka B priloge 1.

ODDELEK B PROMETNI ZNAKI, KI JIH JE TREBA POSTAVITI V NEPOSREDNO BLIŽINO PREHODOV CEST ČEZ ŽELEZNIŠKO PROGO V ISTI RAVNINI

Obstajajo trije vzorci znaka B-7, navedeni v drugem odstavku 35. člena te konvencije: B-7^a; B-7^b in B-7^c.

Vzorca B-7^a in B-7^b imata belo ali rumeno podlago in rdeč ali črn rob; vzorec B-7^c ima belo ali rumeno podlago in črn rob; črke napisa na vzorcu B-7^c so črne.

Vzorec B-7^b se uporablja samo, če ima železniška proga najmanj dva tira; pri vzorcu B-7^c se dopolnilna tabla namesti samo, če ima proga najmanj dva tira; v tem primeru je navedeno število tirov.

Normalna dolžina krakov križa naj ne bo krajša od 1,20 m (4 čevlje). Če ni dovolj prostora, se lahko znak postavi tako, da so kraki obrnjeni navzgor in navzdol.

ODDELEK C DODATNI PROMETNI ZNAKI PRED PREHODI CESTE ČEZ ŽELEZNIŠKO PROGO V ISTI RAVNINI

Table, navedene v tretjem odstavku 35. člena te konvencije, so znaki A-29^a, A-29^b in A-29^c. Proge so usmerjene navzdol proti vozišču.

Znak za nevarnost za prehod ceste čez železniško progo se lahko postavi nad znaka A-29^b in A-29^c tako kot nad znak A-29^a.

Priloga 4
ZNAKI ZA IZRECNE ODREDBE, RAZEN ZNAKOV ZA PREDNOST, USTAVLJANJE IN PARKIRANJE

Opomba: za znaake, ki urejajo prednost, glej prilogo 2; za znaake, ki urejajo ustavljanje in parkiranje, glej prilogo 6.

ODDELEK A ZNAKI ZA PREPOVEDI ALI OMEJITVE

1. Značilnosti znakov in simbolov

(a) Znaki za prepovedi in omejitve so okrogle oblike; njihov premer ni manjši od 0,60 m (2 čevlja) zunaj naselij, v naseljih pa znak ni manjši od 0,40 m (16 palcev).

(b) Če ni drugače določeno v opisu navedenih znakov, imajo znaki za prepovedi ali omejitve belo ali rumeno podlago in širok rdeč rob; če imajo znaki simbole in napise, so črni ali temnomodri, če pa imajo poševne črte, so rdeče in usmerjene navzdol z leve proti desni.

2. Opis znakov

(a) Prepoved in omejitev prometa

(i) Na prepoved prometa za vsa vozila opozarja znak C-1 "PREPOVEDAN PROMET", za katerega sta na voljo dva vzorca: C-1^a in C-1^b.

(ii) Na prepoved prometa v obeh smereh opozarja znak C-2 "PREPOVEDAN PROMET V OBEH SMEREH".

(iii) Obvestilo, da je promet prepovedan samo za določeno kategorijo vozil ali udeležencev cestnega prometa, je dano z znakom, ki ima simbol vozil ali udeležencev cestnega prometa, za katere je promet prepovedan. Znaki 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, C-3^j in C-3^k pomenijo:

C-3^a: "PREPOVEDAN PROMET ZA VSA MOTORNA VOZILA, RAZEN DVOKOLESNIH MOTORNIH KOLES BREZ STRANSKE PRIKOLICE"

C-3^b "PREPOVEDAN PROMET ZA MOTORNA KOLESAMA"

C-3^c "PREPOVEDAN PROMET ZA KOLESAMA"

C-3^d "PREPOVEDAN PROMET ZA MOPEDE"

C-3^e "PREPOVEDAN PROMET ZA TOVORNA VOZILA"

Napis z oznako tonaže v svetli barvi na obrisu vozila ali v skladu s četrtem odstavkom 8. člena te konvencije na dopolnilni tabli, nameščeni pod znak C-3^e, pomeni, da prepoved velja samo, če je največja dovoljena masa vozila ali skupine vozil večja, kot je navedeno na znaku.

C-3^f "PREPOVEDAN PROMET ZA VSA MOTORNA VOZILA S PRIKLOPNIKOM RAZEN POLPRIKLOPNIKA ALI ENOSNEGA PRIKLOPNIKA"

Napis z oznako tonaže v svetli barvi na obrisu prikloprega vozila ali v skladu s četrtem odstavkom 8. člena te konvencije na dopolnilni tabli, nameščeni pod znak C-3^f, pomeni, da prepoved velja samo, če največja dovoljena masa priklopnega vozila presega navedeno tonažo.

Pogodbenice se lahko, kadar se jim zdi primerno, odločijo, da pri simbolu zamenjajo zadnji del tovornega vozila z zadnjim delom osebnega avtomobila in simbol priklopnega vozila s simbolom priklopnega vozila, ki se lahko priključi na osebno vozilo.

C-3^a: "PREPOVEDAN PROMET ZA PEŠCE"

C-3^b: "PREPOVEDAN PROMET ZA VPREŽNA VOZILA"

C-3^c: "PREPOVEDAN PROMET ZA ROČNE VOZIČKE"

C-3^d: "PREPOVEDAN PROMET ZA TRAKTORJE"

OPOMBA – Pogodbenice se lahko odločijo, da pri znakih od C-3^a do C-3^d opustijo rdečo poševno črto, ki povezuje zgornji levi kvadrant s spodnjim desnim kvadrantom, ali ne prekinjajo črte tam, kjer prečka simbol, če simbol zaradi tega ni manj viden in razumljiv.

(iv) Obvestilo, da je promet prepovedan za več kategorij vozil ali udeležencev cestnega prometa, je lahko izraženo s toliko znakov za prepoved, kolikor je prepovedanih razredov, ali z enim samim znakom za prepoved s prikazom simbolov različnih vozil ali udeležencev cestnega prometa, za katere je promet prepovedan. Znak C-4^a "PREPOVEDAN PROMET ZA VSA MOTORNA VOZILA" in znak C-4^b "PREPOVEDAN PROMET ZA VSA MOTORNA ALI VPREŽNA VOZILA" sta tako znaka.

Znaki z več kot dvema simboloma ne smejo biti postavljeni zunaj naselij, znaki z več kot tremi simboli pa ne smejo biti postavljeni v naseljih.

(v) O prepovedi prometa za vozila, katerih masa ali velikost presega omejitve, obveščajo ti znaki:

C-5 "PREPOVEDAN PROMET ZA VOZILA, PRI KATERIH SKUPNA ŠIRINA PRESEGA DOLOČENO ŠIRINO"

C-6 "PREPOVEDAN PROMET ZA VOZILA, PRI KATERIH SKUPNA VIŠINA PRESEGA DOLOČENO VIŠINO"

C-7 "PREPOVEDAN PROMET ZA VOZILA, PRI KATERIH SKUPNA MASA PRESEGA DOLOČENO MASO"

C-8 "PREPOVEDAN PROMET ZA VOZILA Z VEČJO OSNO OBREMENITVIJO OD DOLOČENE"

C-9 PREPOVEDAN PROMET ZA VOZILA ALI SKUPINE VOZIL VEČJE DOLŽINE OD DOLOČENE".

(vi) O najmanjši dovoljeni razdalji med vozili obvešča znak C-10 "NAJMANJŠA RAZDALJA VOZIL"

(b) Prepovedano zavijanje

O prepovedi zavijanja (na desno ali levo v skladu s smerjo puščice) obvešča znak C-11^a "PREPOVEDANO ZAVITI NA LEVO" ali znak C-11^b "PREPOVEDANO ZAVITI NA DESNO".

(c) Prepovedano polkrožno obračanje

O prepovedi polkrožnega obračanja obvešča znak C-12 "PREPOVEDANO POLKROŽNO OBRAČANJE".

(d) Prepovedano prehitevanje

(i) Poleg splošnih pravil o prehitevanju, ki so določena z veljavnimi predpisi, o prepovedi prehitevanja vseh vozil na motorni pogon, razen dvokolesnih mopedov in dvokolesnih motornih koles brez stranske prikolice, ki vozijo po cesti, obvešča znak C-13^a "PREPOVEDANO PREHITEVANJE". Za ta znak obstajata dva vzorca: C-13^{aa} in C-13^{ab}.

(ii) O prepovedi prehitevanja samo za tovorna vozila, katerih največja dovoljena masa presega 3,5 tone (7700 funtov), obvešča znak C-13^b "PREPOVEDANO PREHITEVANJE ZA TOVORNA VOZILA". Za ta znak obstajata dva vzorca: C-13^{ba} in C-13^{bb}.

Napis na dopolnilni tabli, ki je nameščena pod znak v skladu s četrtim odstavkom 8. člena te konvencije, lahko spremeni navedeno največjo dovoljeno maso, na katero se prepoved nanaša.

(iii) Kadar promet poteka po levi strani, so barve motornih vozil, prikazane na znakih C-13^{aa} in C-13^{ba}, obrnjene.

(e) Omejitev hitrosti

O omejitvi hitrosti obvešča znak C-14 "OMEJITEV HITROSTI". Številka na znaku pomeni največjo dovoljeno hitrost v merski enoti, ki je za posamezno državo najobičajnejša za merjenje hitrosti motornih vozil. Za ali pod številko za hitrost se lahko dodajo na primer "km" (kilometri) ali "m" (milje).

Za označitev omejitve hitrosti, ki velja samo za vozila, pri katerih največja dovoljena masa presega določeno tonazo, je napis s to številko naveden na dopolnilni tabli pod znakom v skladu s četrtim odstavkom 8. člena te konvencije.

(f) Prepovedana uporaba zvočnih signalov

O prepovedi uporabe zvočnih signalov, razen zato, da se izognemo nesreči, obvešča znak C-15 "PREPOVEDANA UPORABA ZVOČNIH SIGNALOV". Če ta znak ni postavljen na začetku naselja poleg znaka, ki določa naselje, ali kmalu za njim, mu je dodana dopolnilna tabla, vzorec 2, ki prikazuje razdaljo, na kateri prepoved velja in je opisana v prilogi 7. Priporočljivo je, da se ta znak ne postavi na začetek naselja, kadar taka prepoved velja v vseh naseljih, in da se poskrbi, da znak za označitev naselja, ki je postavljen na njegov začetek, obvešča udeležence cestnega prometa, da predpisi o urejanju prometa, ki veljajo v naseljih posamezne države, veljajo od tiste točke dalje.

(g) Prepovedan prehod brez ustavljanja

O bližini carinarnice, pri kateri je ustavitev obvezna, obvešča znak C-16 "PREPOVEDAN PREHOD BREZ USTAVLJANJA". Ne glede na 8. člen te konvencije simbol tega znaka vključuje besedo "carina" po možnosti v dveh jezikih; pogodbenice, ki uporabljajo znak C-16, pa si prizadavajo doseči regionalni dogovor o tem, da je ta beseda navedena v istem jeziku na vseh znakih, ki so jih postavile.

Ta znak se lahko uporablja tudi za obveščanje voznikov, da je prehod brez ustavljanja prepovedan tudi iz drugih razlogov; v tem primeru se beseda "carina" zamenja z drugim kratkim napisom, ki navaja razlog za ustavitev.

(h) Prenehanje prepovedi ali omejitve

(i) Mesto, na katerem prenehajo veljati vse tiste prepovedi, o katerih obveščajo znaki za prepoved za vozila v gibanju, je označeno z znakom C-17^a "PRENEHANJE VSEH PREPOVEDI IN OMEJITEV". Ta znak je okrogel in ima belo ali rumeno podlago; nima roba ali pa ima samo črn rob in diagonalno črto, ki poteka navzdol z desne proti levi, črta pa je lahko črna ali temnosveta ali pa jo sestavljajo črne ali sive vzporedne črte.

(ii) Mesto, na katerem preneha veljati določena prepoved ali omejitev, o kateri vozila v gibanju obvešča ustrezni znak za prepoved ali omejitev, je označeno z znakom C-17^b "PRENEHANJE OMEJITVE HITROSTI" ali znak C-17^c "PRENEHANJE PREPOVEDI PREHITEVANJA". Ti znaki so podobni znaku C-17^a, vendar imajo dodan simbol za prenehanje prepovedi ali omejitve v svetlosivi barvi.

Ne glede na določbe prvega odstavka 6. člena te konvencije so lahko znaki, navedeni v pododstavku h, postavljeni na drugo stran znaka za prepoved ali omejitev, ki je namenjena prometu iz nasprotne smeri.

ODDELEK B ZNAKI ZA OBVEZNOST

1. Spološne značilnosti in simboli

(a) Znaki za obveznost so okrogle oblike, njihov premer zunaj naselij ni manjši od 0,60 m (2 čevlja), v naseljih pa znak ni manjši od 0,40 m (16 palcev). Uporabit se smejo znaki s premerom, ki ni manjši od 0,30 m (12 palcev), vendar samo skupaj s svetlobnimi prometnimi znaki ali na stebričkih na prometnih otokih.

(b) Če ni drugače določeno, so znaki modre barve, simboli na njih bele ali svetle barve ali pa so znaki bele barve z rdečim robom, simboli pa črne barve.

2. Opisi znakov

(a) Obvezna smer

Za označevanje obvezne smeri ali dovoljenih smeri, v katere smejo vozila nadaljevati vožnjo, se uporablja vzorec D-1^a znaka D-1 "OBVEZNA SMER", na katerem puščica ali puščice kažejo ustrezno smer ali smeri. Ne glede na določbe prvega odstavka tega oddelka pa se sme namesto znaka D-1^a uporabiti znak D-1^b.

Znak D-1^b je črn z belim robom in belim simbolom.

(b) Obvezna vožnja mimo

Znak D-2 "OBVEZNA VOŽNJA MIMO", postavljen ne glede na prvi odstavek 6. člena te konvencije na otok ali pred oviro na vozišču, pomeni, da morajo vozila peljati mimo po tisti strani otoka ali ovire, ki je označena s puščico.

(c) Krožni promet

Znak D-3 "KROŽNI PROMET" obvešča voznike, da morajo upoštevati pravila krožnega prometa.

Kadar promet poteka po levi strani, je smer puščic obrnjena.

(d) Kolesarska steza

Znak D-4 "KOLESARSKA STEZA" obvešča kolesarje, da je steza, na začetku katere je znak postavljen, namenjena zanje, hkrati pa obvešča voznike drugih vozil, da te steze ne smejo uporabljati. Tudi od voznikov mopedov se zahteva uporaba kolesarske steze, če domača zakonodaja tako določa ali če o tej zahtevi obvešča dopolnilna tabla z napisom ali simbolom znaka C-3^d.

(e) Steza za pešce

Znak D-5 "STEZA ZA PEŠCE" obvešča pešce, da je steza, na začetku katere je postavljen ta znak, namenjena njim, druge udeležence cestnega prometa pa obvešča, da navedene steze ne smejo uporabljati.

(f) Steza za jezdece

Znak D-6 "STEZA ZA JEZDECE" obvešča jezdece, da je steza, na začetku katere je postavljen znak, namenjena njim, druge udeležence cestnega prometa pa obvešča, da te steze ne smejo uporabljati.

(g) Najmanjša dovoljena hitrost

Znak D-7 "NAJMANJŠA DOVOLJENA HITROST" pomeni, da vozila, ki uporabljajo cesto, na začetku katere je postavljen ta znak, ne smejo voziti s hitrostjo, ki je manjša, kot je določeno z znakom; številka na znaku izraža to hitrost v merski enoti, ki se običajno uporablja za izražanje hitrosti vozil v posamezni državi. Za številko, ki določa hitrost, se lahko dodajo na primer "km"(kilometri) ali "m" (milje).

(h) Prenehanje najmanjše dovoljene hitrosti

Znak D-8 "PRENEHANJE NAJMANJŠE DOVOLJENE HITROSTI" pomeni, da najmanjša dovoljena hitrost, označena na znaku D-7, ne velja več. Znak D-8 je enak znaku D-7, le da je prečrtan s poševno rdečo črto, ki poteka iz zgornjega desnega v spodnji levi rob znaka.

(i) Snežne verige

Znak D-9 "SNEŽNE VERIGE OBVEZNE" pomeni, da morajo imeti vozila na cesti, na začetku katere je postavljen ta znak, vsaj na dveh pogonskih kolesih verige za sneg.

Priloga 5

ZNAKI ZA OBVESTILA, RAZEN ZNAKOV ZA PARKIRANJE

Opomba: Za znake za obvestila, ki urejajo parkiranje, glej prilogu 6.

Splošne značilnosti znakov in simbolov v oddelkih A do F

(za značilnosti znakov in simbolov v oddelku G glejte navedeni oddelek)

1. Znaki za obvestila so navadno pravokotni; kažipoti pa so lahko v obliki podaljšanega pravokotnika, ki ima daljšo stran v vodoravnem položaju in se končuje s konico puščice.

2. Znaki za obvestila imajo bele ali svetlo obarvane simbole ali napise na temnem ozadju ali temno obarvane simbole ali napise na belem ali svetlem ozadju; rdeča barva se sme uporabiti le izjemoma, nikoli pa ne sme prevladati.

ODDELEK A PREDKAŽIPOTI

1. Splošni primer

Primeri predkažipotov: E-1^a; E-1^b in E-1^c.

Znaki so modre, bele in črne barve.

2. Posebni primeri

(a) Primer predkažipotov za "SLEPO CESTO": E-2^a in E-2^b.

(b) Primer predkažipota za smer vozila, ki namerava zaviti levo na naslednjem križišču, na katerem je zavijanje na levo prepovedano: E-3.

(c) Primer znaka za predhodno razvrščanje vozil na križiščih cest z več prometnimi pasovi: E-4.

ODDELEK B KAŽIPOTI

1. Primeri kažipotov za kraj: E-5^a; E-5^b; E-5^c in E-5^d.

2. Primeri kažipotov za letališče: E-6^a; E-6^b in E-6^c.

3. Znak E-7 je kažipot za kamp.

4. Znak E-8 je kažipot za mladinski dom.

ODDELEK C ZNAKI ZA OZNAČEVANJE KRAJA

Daljša stranica pravokotnika, ki sestavlja te znake, je vodoravna.

1. E-9^a in E-9^b sta primera znakov, ki prikazujeta začetek naselja.

2. E-9^c in E-9^d sta primera znakov, ki prikazujeta konec naselja.

Ne glede na prvi odstavek 6. člena te konvencije so lahko ti znaki postavljeni na drugo stran znakov, ki označujejo naselje.

ODDELEK D ZNAKI ZA POTRDITEV SMERI

Znak E-10 je primer znaka za potrditev smeri.

Ne glede na prvi odstavek 6. člena te konvencije je lahko ta znak nameščen na drugo stran drugega znaka, ki je namenjen za promet v nasprotni smeri.

ODDELEK E PREHOD ZA PEŠCE

Znak E-11^a "PREHOD ZA PEŠCE" se uporablja za obveščanje pešcev in voznikov o prehodu za pešce.

Ozadje table je lahko modro ali črno, trikotnik bel ali rumen, simbol pa črn ali temnomoder; simbol, ki je prikazan, je simbol A-11.

Lahko pa se uporabi tudi znak E-11^b, ki ima obliko nepravilnega peterokotnika na modrem ozadju z belim simbolom.

ODDELEK F DRUGI ZNAKI, KI ZAGOTAVLJAJO KORISTNE INFORMACIJE ZA VOZNIKE VOZIL

Ti znaki imajo modro podlago.

1. Znak "BOLNIŠNICA"

Ta znak se uporablja za obveščanje voznikov vozil, naj bodo v bližini zdravstvenih ustanov previdnejši, zlasti pa naj ne povzročajo nepotrebnega hrupa. Za ta znak obstajata dva vzorca: E-12^a in E-12^b:

Rdeči križ na znaku E-12^b se lahko nadomesti z enim od simbolov iz pododstavka a drugega odstavka oddelka G.

2. Znak "ENOSMERNA CESTA"

Če je treba obvestiti voznike, da so na enosmerni cesti, se lahko postavita dva različna znaka za "ENOSMERNO CESTO":

(a) znak E-13^a je postavljen približno pravokotno na os vozišča; tabla znaka je kvadratne oblike;

(b) znak E-13^b je postavljen približno vzporedno z osjo vozišča; njegova tabla je podaljšan pravokotnik, katerega daljša stranica je vodoravna. Na puščici znaka E-13^b sta lahko besedi "ENOSMERNA CESTA" zapisani v uradnem jeziku ali v enem od uradnih jezikov posamezne države.

Znaka E-13^a in E-13^b sta lahko postavljena ne glede na to, ali so na vstopu na tako cesto postavljeni znaki za prepovedi ali znaki za obveznost.

3. Znak "SLEPA CESTA"

Znak E-14 "SLEPA CESTA" na začetku ceste pomeni, da cesta nima izhoda.

4. Znaki za dovoz na avtocesto in izvoz z nje

Znak E-15, "AVTOCESTA" je postavljen tam, kjer začnejo veljati posebna pravila, ki jih je treba upoštevati na avtocesti. Znak E-16 "KONEC AVTOCESTE" je postavljen tam, kjer prenehajo veljati navedena pravila.

Znak E-16 se lahko uporabi in ponovi tudi zato, da opozori na konec avtoceste; razdalja med vsakim takim znakom, postavljenim za ta namen, in koncem avtoceste je napisana na spodnjem delu znaka.

5. Znaki za dovoz na cesto, na kateri veljajo isti prometni predpisi kot na avtocesti, in izvoz z nje

Znak E-17 "CESTA, REZERVIRANA ZA MOTORNIA VOZILA" je postavljen tam, kjer začnejo veljati posebni prometni predpisi na cestah, ki niso avtoceste, a so rezervirane za promet motornih vozil, in lastniki zemljišč, ki mejijo na cesto, do nje nimajo neposrednega dostopa. Pod znak E-17 je lahko nameščena dopolnilna tabla, ki obvešča, da je izjemoma dovoljen dostop motornih vozil do zemljišč, ki mejijo na cesto.

Znak E-18 "KONEC CESTE, REZERVIRANE ZA MOTORNIA VOZILA" se lahko prav tako uporabi in ponovi, da opozori na bližanje konca ceste; razdalja med vsakim znakom, postavljenim za ta namen, in koncem ceste je vpisana v spodnji del znaka.

6. Znaki za avtobusna in tramvajska postajališča**E-19 "AVTOBUSNO POSTAJALIŠČE" in E-20 "TRAMVAJSKO POSTAJALIŠČE"****7. Znak "PREHODNOST CESTE"**

Znak E-21 "PREHODNOST CESTE" se uporablja za obveščanje o tem, ali je gorska cesta, še posebno odsek, ki vodi čez gorski prelaz, odprt ali zaprt; znak je postavljen na uvozu na tako cesto ali ceste, ki vodijo do tega odseka.

Ime odseka ceste (ali prelaza) je napisano z belo barvo. Kot primer je na prikazanem znaku napisano ime "Furka".

Table 1, 2 in 3 se lahko odstranijo.

Če je cestni odsek zaprt, je tabla 1 rdeče barve in ima napis "ZAPRT"; če pa je odsek odprt, je tabla 1 zelene barve in ima napis "ODPRT". Napisa sta v beli barvi in po možnosti v več jezikih.

Tabli 2 in 3 imata belo podlago z napisi in simboli v črni barvi.

Če je cestni odsek odprt, tabla 3 nima napisa, tabla 2 pa glede na stanje na cesti nima napisa ali pa ima znak D-9 "SNEŽNE VERIGE OBVEZNE" ali pa simbol E-22 "SNEŽNE VERIGE ALI ZIMSKE GUME PRIPOROČLJIVE". Simbol je črne barve.

Če je cestni odsek zaprt, je na tabli 3 napisano ime kraja, do katerega je cesta odprta, medtem ko je na tabli 2 glede na stanje na cesti napis "ODPRT DO" ali simbol E-22 ali znak D-9.

ODDELEK G. ZNAKI Z OBVESTILIMI O OBJEKTIH, KI SO LAJKO KORISTNI ZA UDELEŽENCE CESTNEGA PROMETA**1. Značilnosti znakov in simbolov iz tega oddelka**

(a) Znaki "F" imajo modro ali zeleno podlago; na znaku je bel ali rumen pravokotnik, na katerem je prikazan simbol.

(b) Na modrem ali zelenem pasu na dnu znaka je lahko razdalja do prikazanega objekta ali do dovoza na cesto, ki vodi do njega, navedena v beli barvi; na znaku s simbolom F-5 je lahko beseda "HOTEL" ali "MOTEL" napisana enako. Znaki so lahko postavljeni tudi na dovozu na cesto, ki vodi do objekta, in imajo belo smerno puščico na spodnjem modrem ali zelenem delu znaka. Simbol je črn ali temnomoder, razen simbolov F-1^a, F-1^b in F-1^c, ki so rdeči.

2. Opis simbolov

(a) Simboli "POSTAJA ZA PRVO POMOČ"

Uporabljajo se simboli, ki v posameznih državah prikazujejo postaje za prvo pomoč. Ti simboli so rdeči. Primeri takih simbolov so F-1^a, F-1^b in F-1^c.

(b) Razni simboli

F-2 "DELAVNICA ZA POPRAVILNO VOZIL"

F-3 "TELEFON"

F-4 "BENCINSKA ČRPALKA"

F-5 "HOTEL ALI MOTEL"

F-6 "RESTAVRACIJA"

F-7 "BAR"

F-8 "UREJEN PROSTOR ZA IZLETNIKE "

F-9 "IZLETNIŠKA TOČKA"

F-10 "PROSTOR ZA KAMPIRANJE POD ŠOTORI"

F-11 "PROSTOR ZA KAMPIRANJE V PRIKOLICAH"

F-12 "PROSTOR ZA KAMPIRANJE POD ŠOTORI IN V PRIKOLICAH"

F-13 "MLADINSKI DOM"

Priloga 6
ZNAKI ZA USTAVLJANJE IN PARKIRANJE

ODDELEK A ZNAKI ZA PREPOVED ALI OMEJITEV USTAVLJANJA ALI PARKIRANJA**Spošne značilnosti znakov in simbolov**

Ti znaki so okroglji; njihov premer ne sme biti manjši od 0,60 m (2 čevlja) zunaj naselij in ne manjši od 0,25 m (10 palcev) v naseljih. Če ni drugače določeno v tej prilogi, imajo znaki modro podlago ter rdeč rob in rdeče poševne črte.

Opis znakov

1. (a) Območja, na katerih je prepovedano parkiranje, označuje znak C-18 "PREPOVEDANO PARKIRANJE"; območja, na katerih sta prepovedani ustavljanje in parkiranje, označuje znak C-19 "PREPOVEDANA USTAVITEV IN PARKIRANJE".

(b) Znak C-18 se lahko nadomesti z okroglim znakom z rdečim robom in rdečo prečno črto ter črko ali ideogramom, ki v posamezni državi pomeni "parkiranje", in sicer v črni barvi na beli ali rumeni podlagi.

(c) Obseg prepovedi je lahko omejen z napisi na dodatni tabli pod znakom, ki označuje eno od navedenih možnosti:

(i) dneve v tednu ali mesecu ali čas dneva, ko velja prepoved;

(ii) čas, v katerem je prepovedano parkiranje z znakom C-18, ali v katerem sta prepovedana ustavitev in parkiranje z znakom C-19;

(iii) izjeme, ki veljajo za posamezne vrste udeležencev cestnega prometa.

(d) Čas, v katerem je prepovedano parkiranje ali ustavljanje, je lahko zapisan na spodnjem delu rdečega kroga znaka namesto na dopolnilni tabli.

2. (a) Kadar je parkiranje dovoljeno izmenično na nasprotnih straneh ceste, se namesto znaka C-18 uporablja znaka C-20^a in C-20^b "IZMENIČNO PARKIRANJE".

(b) Prepoved parkiranja velja na strani ceste z znakom C-20^a ob lihih dnevih in na strani z znakom C-20^b ob sodih dnevih; čas izmenjave obeh strani predpisuje domača zakonodaja in pogoj ni, da je to opolnoči. Domača zakonodaja lahko predpisuje tudi drugačno izmenjavo, kot je dnevna izmenjava za parkiranje; v takem primeru bosta številki I in II na znakih zamenjeni s časom izmenjave, npr. 1–15 in 16–31 za izmenjavo prvi in šestnajsti dan v vsakem mesecu.

(c) Znak C-18 lahko uporabljajo države, ki ne bodo sprejele znakov C-19, C-20^a in C-20^b, dopolnjevali pa jih bodo dodatni napisi v skladu s četrtem odstavkom 8. člena te konvencije.

3. (a) Razen v posebnih primerih so znaki postavljeni tako, da je njihova tabla pravokotna na os ceste ali pod majhnim kotom odklona od ravnine, ki je pravokotna na to os.

(b) Vse prepovedi in omejitve za parkiranje veljajo samo za tisto stran vozišča, na kateri so znaki postavljeni.

(c) Če ni drugače navedeno:

– na dopolnilni tabli, ki ustreza vzorcu 2 iz priloge 7 in prikazuje razdaljo, na kateri prepoved velja,
ali

– v skladu s pododstavkom e tega odstavka prepovedi veljajo od tam, kjer je postavljen znak, do naslednjega križišča.

(d) Dopolnilna tabla, ki ustreza vzorcu 3^a ali 4^a, prikazanemu v prilogi 7, je lahko nameščena pod znak tam, kjer prepoved začne veljati. Dopolnilna tabla, ki ustreza vzorcu 3^b ali 4^b, prikazanemu v prilogi 7, je lahko postavljena pod znaki, ki ponavljajo prepoved. Tam, kjer prepoved preneha veljati, je lahko postavljen še en znak za prepoved z dopolnilno tablo, ki ustreza vzorcu 3^c ali 4^c, prikazanemu v prilogi 7. Table vzorca 3 so postavljene vzporedno z osjo ceste, table vzorca 4 pa pravokotno na navedeno os. Če so na tablah vzorca 3 označene razdalje, so to razdalje, na katerih prepoved velja v smeri puščice.

(e) Če prepoved preneha veljati pred naslednjim križiščem, je postavljen še znak z dopolnilno tablo, ki označuje konec prepovedi, kot je opisano v pododstavku d. Tam, kjer prepoved velja samo na kratki razdalji, pa je dovoljeno postaviti samo en znak:

– z rdečim krogom, ki prikazuje razdaljo, na kateri prepoved velja,

ali

– z dopolnilno tablo vzorca 3.

(f) Tam, kjer so za parkiranje nameščene parkirne ure, pomeni, da je parkiranje treba plačati in da je omejeno za čas, naveden na parkirni uri.

(g) Na območjih, na katerih je parkiranje časovno omejeno, a ga ni treba plačati, se ta omejitev namesto z znakom C-18 z dopolnilnimi tablami lahko označi z modrim pasom na višini približno dveh metrov na drogovih za ulične luči, drevesih itd., ki mejijo na vozišče, ali s črtami na robniku.

4. Za označitev začetka območja v naseljih, na katerem je parkiranje časovno omejeno, ne glede na to, ali ga je treba plačati ali ne, se lahko postavi znak C-21, "OBMOČJE ČASOVNO OMEJENEGA PARKIRANJA". Podlaga tega znaka, na katerem bo prikazan znak C-18, je svetle barve. Znak C-18 se lahko nadomesti z znakom E-23; v tem primeru je lahko podlaga modra.

Na spodnjem delu table je lahko prikazana parkirna ura, ki prikazuje sistem omejitve parkiranja, ki velja na območju.

Po potrebi so lahko dnevi in časi dneva, v katerih velja omejitev, ter sistem omejitev prikazani na samem znaku ali na dodatni tabli pod znakom C-21.

ODDELEK B ZNAKI, KI ZAGOTAVLJajo KORISTNE INFORMACIJE O PARKIRANJU**1. Znak "PARKIRNI PROSTOR"**

Znak E-23 "PARKIRNI PROSTOR", ki je lahko postavljen vzporedno z osjo ceste, označuje mesta, kjer je parkiranje vozil dovoljeno. Tabla je pravokotne oblike. Ima črko ali ideogram, ki v posamezni državi označuje "parkirni prostor". Ozadje znaka je modro.

Simboli ali napisi na dopolnilni tabli pod znakom ali na samem znaku lahko prikazujejo smer do parkirnega prostora ali kategorije vozil, ki jim je parkirni prostor namenjen; taki napis lahko tudi omejujejo čas, v katerem je parkiranje dovoljeno.

2. Znak, ki prikazuje izvoz z območja časovno omejenega parkiranja

Za izvoz z območja v naseljih, na katerem je vsako parkiranje časovno omejeno in so dovozi do območja prikazani z znakom C-21, ki vsebuje znak C-18, se uporablja znak E-24. Ta znak je sestavljen iz kvadrata svetle barve, ki vsebuje znak C-18 v svetlosivi barvi s črno ali temnosivo diagonalno črto ali vzporednimi sivimi ali črnimi črtami, ki sestavljajo tako diagonalno črto. Če so dovozi do območja parkiranja prikazani z znakom C-21, ki vsebuje znak E-23, so lahko izvozi prikazani s tablo, na kateri je črna ali temnosiva diagonalna črta ali vzporedne sive ali črne črte, ki sestavljajo tako črto, in parkirna ura na svetli podlagi.

Priloga 7
DOPOLNILNE TABLE

1. Te table imajo belo ali rumeno podlago in črn, temnomoder ali rdeč rob; v tem primeru pa je razdalja ali dolžina napisana s črno ali temnomodro barvo; lahko pa imajo table črno ali temnomodro podlago in bel, rumen ali rdeč rob; v tem primeru pa je razdalja ali dolžina napisana z belo ali rumeno barvo.

2. (a) Dopolnilne table "VZORCA 1" prikazujejo razdaljo od znaka do začetka nevarnega cestnega odseka ali območja, na katerem predpis velja.

(b) Dopolnilne table "VZORCA 2" prikazujejo dolžino nevarnega cestnega odseka ali območja, na katerem predpis velja.

(c) Dopolnilne table so nameščene pod znake. Toda pri znakih za nevarnost vzorca A^b je lahko obvestilo, dano na dopolnilnih tablah, vpisano na spodnji del znaka.

3. Dopolnilne table "VZORCA A 3" in "VZORCA A 4", ki se nanašajo na prepovedi ali omejitve parkiranja, sestavljajo vzorci 3^a, 3^b in 3^c ter 4^a; 4^b in 4^c. (Glej tretji odstavek oddelka A priloge 6).

Priloga 8
TALNE OZNAČBE

I. poglavje
SPLOŠNO

1. Označbe na površini ceste (talne označbe) naj bodo narejene iz nedrsečega materiala in naj ne segajo več kot 6 mm nad površino vozišča. Kovinski čepi ali podobni pripomočki za označevanje naj ne segajo več kot 1,5 cm nad površino vozišča (ali več kot 2 cm pri čepih, ki imajo vgrajene odsevnike); uporabiti jih je treba v skladu z zahtevami za varnost cestnega prometa.

II. poglavje
VZDOLŽNE OZNAČBE

A. Velikost

2. Širina neprekinjenih ali prekinjenih črt pri vzdolžnih označbah naj bo vsaj 0,10 m (4 palce).

3. Razdalja med sosednjima vzdolžnima črtama (dvojna črta) naj bo med 0,10 m (4 palce) in 0,18 m (7 palcev).

4. Prekinjena črta ima črte enake dolžine, med katerimi so enotni razmiki. Pri določanju dolžine črt in razmikov med njimi naj se upošteva hitrost vozil na določenem cestnem odseku ali območju.

5. Zunaj naselij naj bo prekinjena črta sestavljena iz črt, ki so dolge od 2 m (6 čevljev, 6 palcev) do 10 m (32 čevljev). Dolžina teh črt, ki sestavljajo opozorilno črto iz trindvajsetega odstavka te priloge, naj bo dva do trikrat daljša od razmikov med črtami.

6. V naseljih naj bosta dolžina črt in razmiki med njimi manjša kot zunaj naselij. Črte se lahko skrajšajo na 1 m (3 čevlje, 4 palce). Na nekaterih glavnih mestnih prometnicah, na katerih promet poteka zelo hitro, pa so lahko lastnosti vzdolžnih označb enake kakor zunaj naselij.

B. Označbe prometnih pasov

7. Prometni pasovi so označeni s prekinjenimi črtami, neprekinjenimi črtami ali ustrezno drugače.

(i) Zunaj naselij

8. Na dvosmernih cestah z dvema voznima pasovoma naj bo črta na sredini vozišča označena z vzdolžno označbo. Ta označba je navadno v obliki prekinjene črte. Samo v posebnih razmerah naj se v ta namen uporabljo neprekinjene črte.

9. Na tripasovnicah naj bi bili prometni pasovi na odsekih, na katerih je vidljivost normalna, na splošno označeni s prekinjenimi črtami. V posebnih primerih in za zagotovitev večje varnosti v prometu se lahko ob neprekinjenih črtah uporabljo neprekinjene ali prekinjene črte.

10. Na voziščih z več kot tremi prometnimi pasovi naj bi bili obe smeri prometa ločeni z eno neprekinjeno črto ali dvema neprekinjenima črtama, razen takrat, ko se smer prometa na sredinskih pasovih lahko zamenja. Poleg tega je treba prometne pasove označiti s prekinjenimi črtami (diagram 1 a in 1 b).

(ii) V naseljih

11. V naseljih se priporočila iz osmega do desetega odstavka te priloge nanašajo na dvosmerne ulice in enosmerne ulice z najmanj dvema prometnima pasovoma.

12. Prometni pasovi naj bodo označeni tam, kjer je širina cestišča zmanjšana zaradi robnikov, otokov ali usmerjevalnih otokov.

13. Pri približevanju večjim križiščem (posebno nadzorovanim križiščem), kjer širina zadostuje za dve ali več kolon vozil, naj bodo prometni pasovi označeni tako, kot je prikazano na diagramu 2 in 3. Takrat se lahko črte, ki označujejo prometne pasove, dopolnijo z označbami iz puščic (glej devetintrideseti odstavek te priloge).

C. Označbe v posebnih primerih

(i) Uporaba neprekinjenih črt

14. Zaradi izboljšanja varnosti prometa naj prekinjene črte na sredini vozišča na nekaterih križiščih (diagram 4) zamenja ali dopolni neprekinjena črta (diagrama 5 in 6).

15. Kadar je treba prepovedati uporabo dela vozišča, ki je rezerviran za promet v nasprotni smeri tam, kjer je vidljivost omejena (prevoj, ovinek na cesti itd.), ali na odsekih, kjer je vozišče ozko ali ima kakšno drugo posebnost, je treba na odsekih, kjer je vidljivost manjša od določenega minimuma (M), uvesti omejitve z uporabo neprekinjene črte, določene v skladu z diogrami 7 a do 16¹. Višina gledanja 1 m, označena na diagramih od 7 a do 10 a, je lahko v državah, kjer konstrukcija motornih vozil to upravičuje, povečana na 1,20 m.

¹ Opredelitev pojma vidljivost, ki se uporablja v tem odstavku, je razdalja, na kateri lahko predmet, ki je 1 meter (3 čevlje in 4 palce) nad površino vozišča, vidi opazovalec na cesti, čigar oči so tudi 1 m (3 čevlje in 4 palce) nad voziščem.

16. Vrednost, sprejeta za M, se spreminja glede na razmere na cesti. Diagrami 7 a, 7 b, 8 a, 8 b, 8 c in 8 d prikazujejo obliko črt na prevoju z omejeno preglednostjo za dvopasovnice in tripasovnice. Ti diagrami ustrezajo vzdolžnemu odseku na vrhu iste strani in razdalji M, določeni v štiriindvajsetem odstavku v nadaljevanju: A (ali D) je točka, kjer postane vidljivost manjša od M, medtem ko je C (ali B) točka, kjer vidljivost ponovno začne presegati M^2 .

17. Tam, kjer se odseka AB in CD prekrivata, to je, kjer postane vidljivost naprej v obeh smereh večja od M, preden se doseže prevoj, naj bodo črte razporejene na isti način, samo neprekinjene črte vzdolž prekinjene črte naj se ne prekrivajo. To je prikazano na diagramih 9, 10 a in 10 b.

18. Diagrama 11 a in 11 b prikazujeta potek črt za enak primer na ovinku, kjer je na dvopasovnici preglednost omejena.

19. Na tripasovnicah sta mogoči dve metodi. Prikazani sta na diagramih 8 a, 8 b, 8 c in 8 d (ali 10 a in 10 b). Diagram 8 a ali 8 b (ali 10 a) naj se uporablja na cestah, na katerih poteka velik del prometa z dvokolesnimi vozili, diagrama 8 c in 8 d (ali 10 b) pa na cestah, na katerih poteka promet v glavnem s štirikolesnimi vozili. Diagram 11 c prikazuje razporeditev črt za enak primer na ovinku, kjer je na tripasovnici preglednost omejena.

20. Diagrami 12, 13 in 14 prikazujejo črte, ki označujejo zoženje vozišča.

21. Pri diagramih 8 a, 8 b, 8 c, 8 d, 10 a in 10 b naklon poševnega prehoda črt v črto na sredini vozišča naj ne presega ene dvajsetine.

22. Pri diagramih 13 in 14, ki prikazujeta črte za označevanje sprememb v širini razpoložljivega vozišča, in tudi pri diagramih 15, 16 in 17, ki prikazujejo ovire, zaradi katerih se zahteva odmik od neprekinjene (ih) črte (črt), naj bo naklon črte (črt) po možnosti manjši od ene petdesetine na hitrih cestah in manjši od ene dvajsetine na cestah, kjer hitrosti ne presežejo 50 km/uro (30 milij/uro). Poleg tega naj bo pred poševnimi neprekinjenimi črtami v smeri prometa, ki jo nakazujejo, neprekinjena črta vzporedna s črto na sredini, pri čemer naj bo dolžina neprekinjene črte enaka razdalji, ki jo pri določeni hitrosti vozilo prevozi v eni sekundi.

23. Kadar ni treba označiti prometnih pasov s prekinjenimi črtami na normalnem cestnem odseku, naj bo pred neprekinjeno črto prekinjena opozorilna črta na razdalji vsaj 50 m, odvisno od normalne hitrosti vozil, ki vozijo po cesti. Tam, kjer so prometni pasovi označeni s prekinjenimi črtami na normalnem cestnem odseku, naj bo pred neprekinjeno črto opozorilna črta, dolga vsaj 50 m, odvisno od normalne hitrosti vozil na cesti. Označbo lahko dopolnjuje ena ali več puščic, ki usmerjajo voznike na določen pas.

(ii) Pogoji za uporabo neprekinjenih črt

24. Pri izbiri vidljivosti, ki vpliva na določitev odsekov, na katerih je neprekinjena črta zaželena ali ne, in izbiri dolžine črte je skoraj nujno treba najti kompromis. V razpredelnici v nadaljevanju je priporočena vrednost M za različne hitrosti približevanja³.

Hitrost približevanja	Razpon vrednosti za M
100 km/h (60 milj na uro)	160 m (480 čevljev) do 320 m (960 čevljev)
80 km/h (50 milj na uro)	130 m (380 čevljev) do 260 m (760 čevljev)
65 km/h (40 milj na uro)	90 m (270 čevljev) do 180 m (540 čevljev)
50 km/h (30 milj na uro)	60 m (180 čevljev) do 120 m (360 čevljev)

25. Za hitrosti, ki jih ni v zgornji razpredelnici, je treba vrednost M izračunati z interpolacijo ali ekstrapolacijo.

D. Robne črte za označevanje meja vozišča

26. Zaželeno je, da meje vozišča označujejo neprekinjene črte. V kombinaciji s temi črtami se lahko uporabljajo tudi kovinski čepi, kapice ali odsevniki.

E. Označevanje ovir

27. Diagrami 15, 16 in 17 prikazujejo označbe, ki jih je treba uporabiti v bližini otoka ali druge ovire na vozišču.

F. Smernice za zavijajoča vozila

28. Na nekaterih križiščih je zaželeno pokazati voznikom, kako naj zavijejo levo v državah, kjer poteka promet po desni strani, ali kako naj zavijajo desno v državah, kjer poteka promet po lev strani.

III. poglavje
PREČNE OZNAČBE

A. Splošno

29. Prečne označbe so zaradi kota, pod katerim jih gleda voznik, širše od vzdolžnih označb.

B. Črte za ustavljanje

30. Najmanjša širina črte za ustavljanje je 0,20 m (8 palcev), največja pa 0,60 m (24 palcev). Priporoča se širina 0,30 m (12 palcev).

31. Kadar se črta za ustavljanje uporablja skupaj z znakom USTAVI, naj bo črta na takem mestu, da ima voznik, ki se ustavi tik za njo, najboljši pregled nad prometom na drugih krakih križišča v skladu z zahtevami prometa drugih vozil in pešcev.

32. Črte za ustavljanje lahko dopolnjujejo vzdolžne črte (diagrama 18 in 19). Dopolnjuje jih lahko tudi beseda "STOP", napisana na vozišču, kakor je prikazano na diagramih 20 in 21. Razdalja med vrhom črk besede "STOP" in črto za ustavljanje naj bo med 2 m (6 čevljev, 7 palcev) in 25 m (82 čevljev in 2 palca).

C. Črte, ki označujejo mesta za odstop prednosti

33. Najmanjša širina teh črt naj bo 0,20 m (8 palcev), največja pa 0,60 m (24 palcev); če sta dve črti, naj bo razdalja med njima najmanj 0,30 m (12 palcev). Črto lahko zamenjajo trikotniki, narisani drug poleg drugega na tleh in z vrhom, obrnjениh proti

² Označba med A in D iz diagramov 7 a in 7 b se lahko nadomesti z eno samo neprekinjeno črto v sredini vozišča brez prekinjene črte ob njej, pred njo pa mora biti črta prekinjena z vsaj tremi črtami. Ta poenostavljena razvrstitev črt naj se uporablja previdno in le v posebnih primerih, ker preprečuje vozniku prehitevanje na določeni razdalji tudi ob zadostni vidljivosti. Obeh metod ni priporočljivo uporabljati na isti cesti ali na isti vrsti ceste na istem območju, ker bi to lahko povzročilo zmedo.

³ Hitrost približevanja, uporabljena pri tem izračunu, je hitrost, ki je 85 odstotkov vozil ne preseže, ali konstrukcijsko določena hitrost, če je večja.

vozniku, ki mora dati prednost. Osnovne stranice teh trikotnikov naj merijo vsaj 0,40 m (16 palcev), vendar ne več kakor 0,60 m (24 palcev), njihova višina pa naj bo vsaj 0,60 m (24 palcev), vendar ne več kakor 0,70 m (28 palcev).

34. Prečna označba naj bo na istih mestih kot črta za ustavljanje iz enaintridesetega odstavka te priloge.

35. Označba(e) iz štiriintridesetega odstavka se lahko dopolni(jo) s trikotnikom, narisanim na vozišču, kakor je prikazano v diagramu 22. Razdalja med osnovno stranico trikotnika in prečno označbo naj bo med 2 m (6 čevljev in 7 palcev) in 25 m (82 čevljev in 2 palca). Osnovna stranica trikotnika meri vsaj 1 m (3 čevlje in 4 palce), njegova višina pa je trikrat daljša od njegove osnovne stranice.

36. To prečno označbo lahko dopolnjujejo vzdolžne črte.

D. Prehodi za pešce

37. Razmik med črtami, ki označujejo prehod za pešce, naj bo vsaj enak širini črt in ne večji od njihove dvojne širine: širina razmika in črte skupaj naj bo med 1 m (3 čevlje in 4 palce) in 1,40 m (4 čevlje in 8 palcev). Najmanjša širina, ki se priporoča za prehode za pešce, je 2,5 m (8 čevljev) na cestah, kjer je hitrost omejena na 60 km/h, in 4 m (13 čevljev) na cestah z večjo omejitvijo hitrosti ali na cestah brez omejitve hitrosti.

E. Prehodi za kolesarje

38. Prehode za kolesarje naj označujeta dve prekinjeni črti. Prekinjena črta naj bo po možnosti narejena iz kvadratov (0,40–0,60) x (0,40–0,60) m [(16–24) x (16–24) palcev]. Razdalja med kvadrati naj bo od 0,40 do 0,60 m (16–24 palcev). Prehodi naj bodo široki najmanj 1,80 m (6 čevljev). Kovinski čepi in kapice niso priporočljivi.

IV. poglavje
DRUGE OZNAČBE

A. Puščice

39. Na cestah, na katerih je dovolj prometnih pasov, da so vozila, ki se bližajo križišču, ločena med seboj, se pasovi, ki naj bi se uporabljali za promet, lahko označijo s puščicami na površini vozišča (diagrami 2, 3, 19 in 23). Puščice se lahko uporabijo tudi na enosmerni cesti za potrditev smeri prometa. Puščice naj bodo vsaj 2 m (6 čevljev in 7 palcev) dolge. Dopolnijo jih lahko označbe z napisi na vozišču.

B. Poševne vzporedne črte

40. Diagrama 24 in 25 prikazujeta območja, na katera vozila naj ne bi zapeljala.

C. Napisi

41. Napisi na vozišču se lahko uporabljajo za urejanje prometa ali za opozarjanje ali usmerjanje udeležencev cestnega prometa. Po možnosti naj se uporabljajo napisи imen krajev, številk avtocest ali taki napisи, ki so preprosto razumljivi na mednarodni ravni (npr. "Stop", "Bus", "Taxi").

42. Črke naj bodo zelo podaljšane v smeri prometa, ker jih vozniki pri približevanju vidijo pod majhnim kotom (diagram 20).

43. Kadar hitrosti približevanja presegajo 50 km/h (30 milj/uro), naj bodo črke visoke vsaj 2,5 m (8 čevljev).

D. Predpisi za ustavljanje in parkiranje

44. Omejitve za ustavljanje in parkiranje se lahko označujejo z označbami na robnikih ali na vozišču. Meje parkirnih prostorov so lahko označene na površini vozišča z ustreznimi črtami.

E. Označbe na vozišču in sosednjih objektih

(i) Označbe omejitev pri parkiranju

45. Na diagramu 26 je prikazana cikcak črta.

(ii) Označevanje ovir

46. Na diagramu 27 je prikazana označba na oviri.

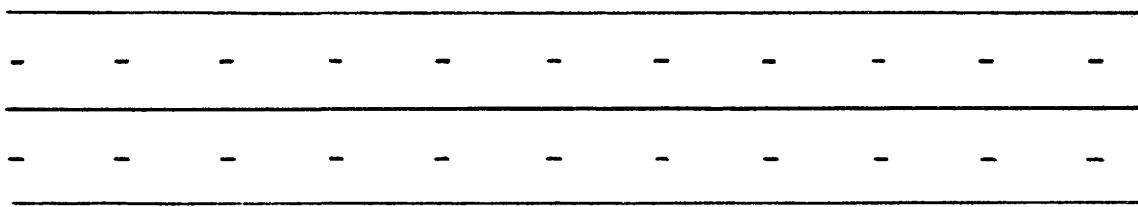


Diagram 1a

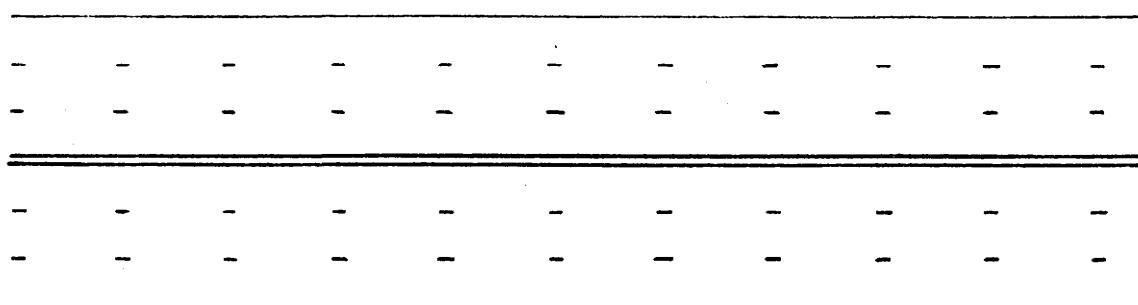


Diagram 1b

Opomba Številke, ki so na diagramih 2, 4, 5, 6, 18 in 19 navedene za dolžino prekinjenih črt in razmikov med njimi, so le okvirni napotek.

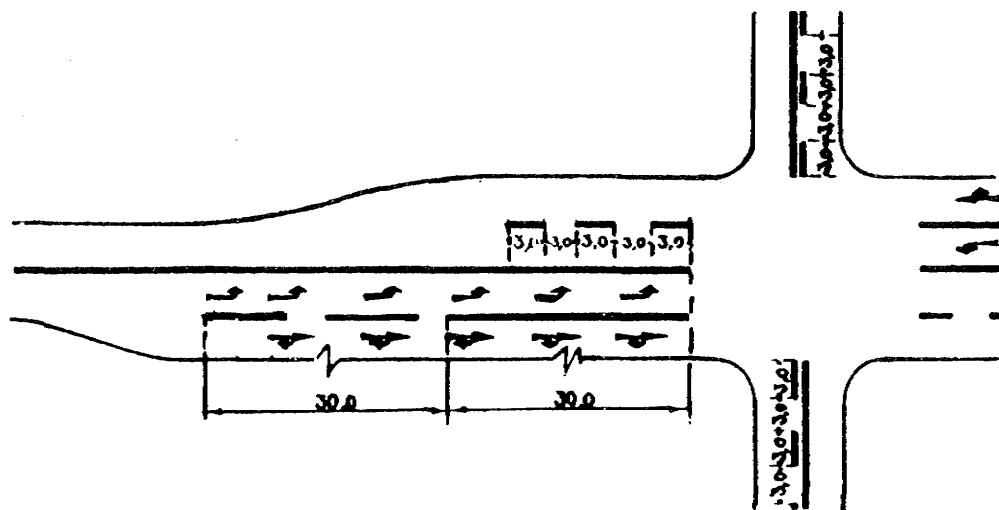


Diagram 2

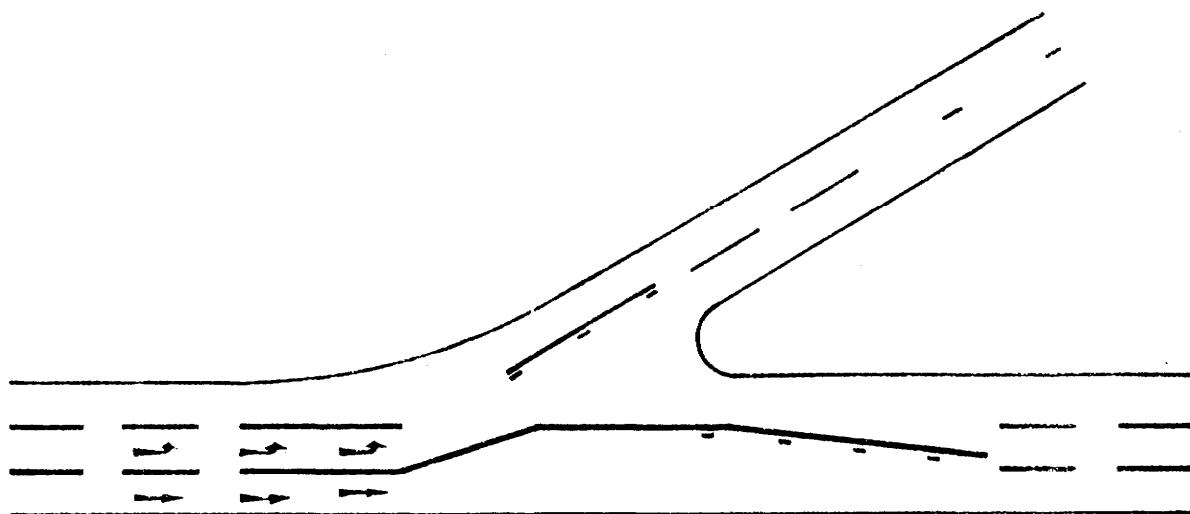


Diagram 3

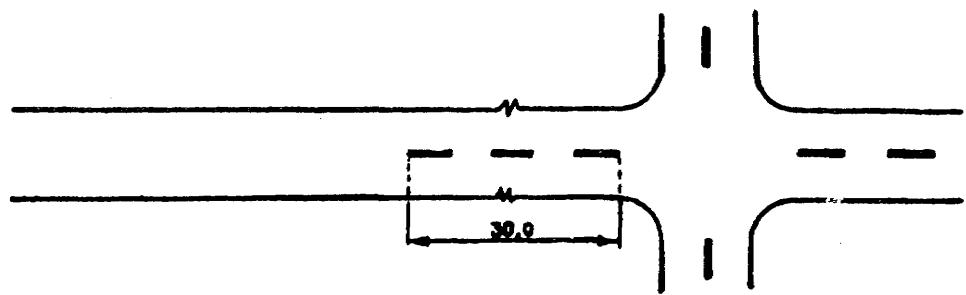


Diagram 4

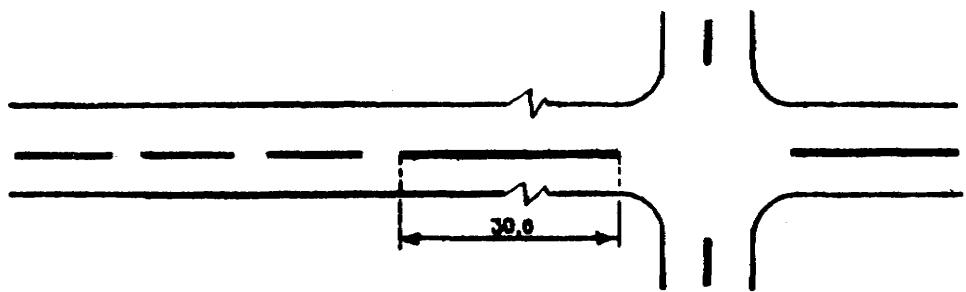


Diagram 5

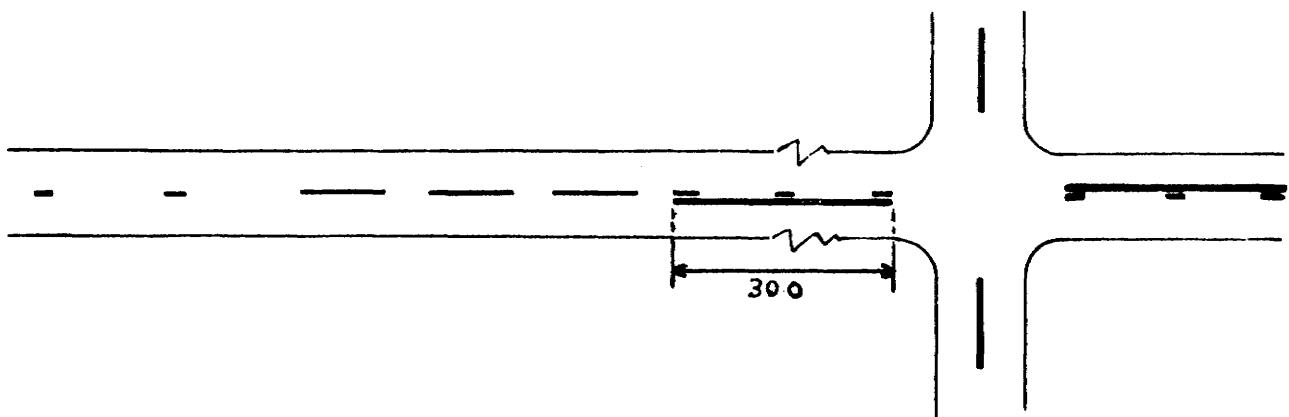
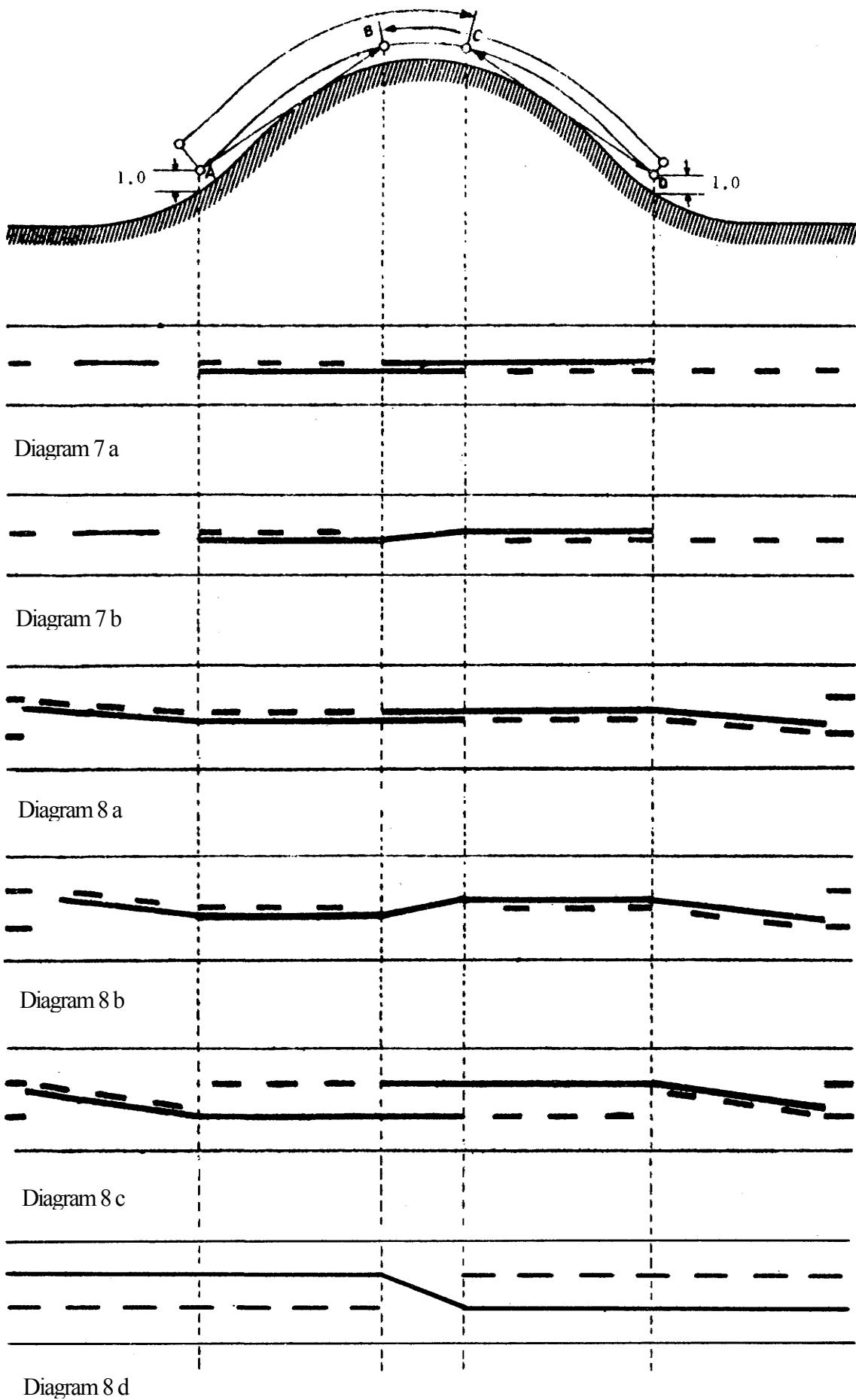
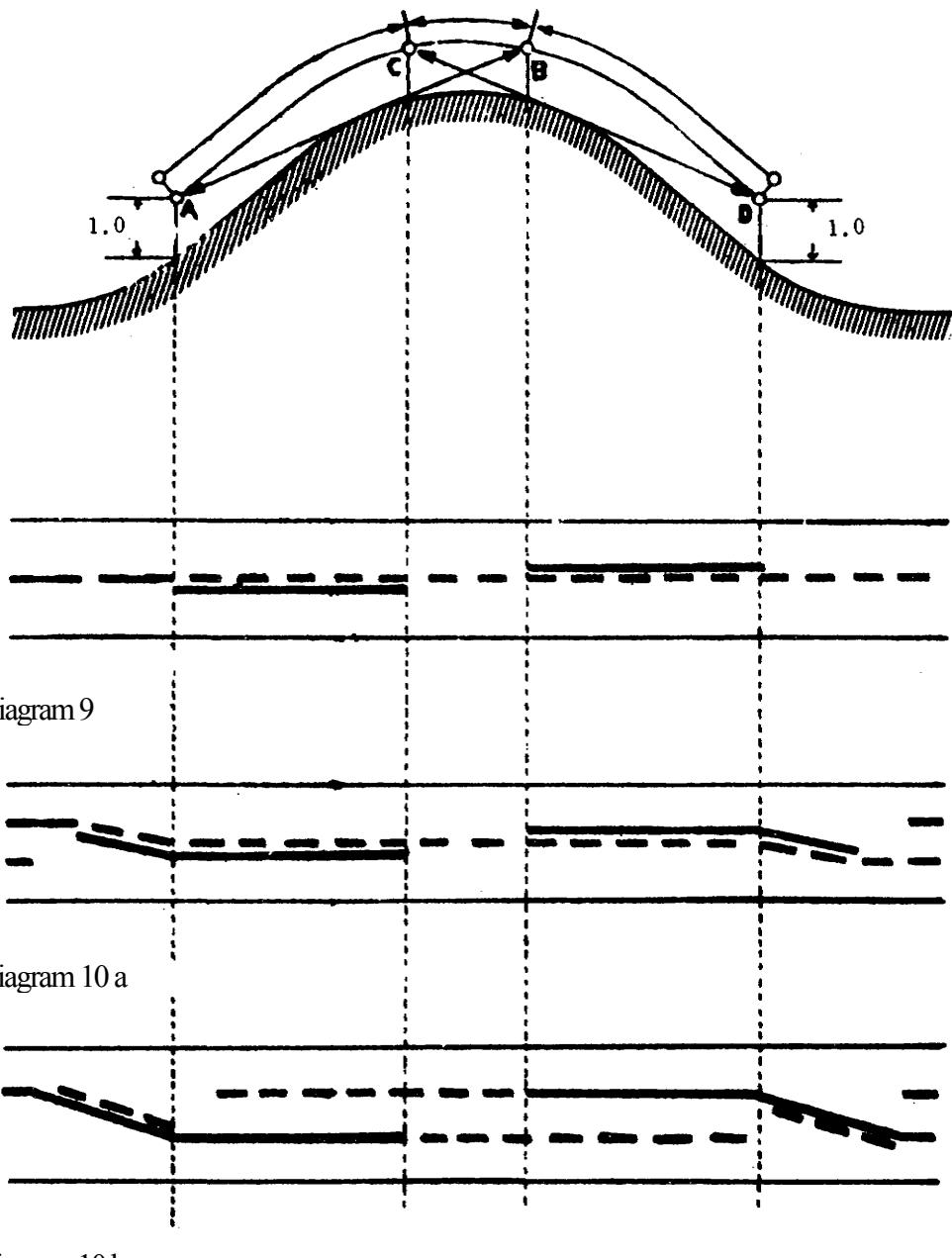


Diagram 6





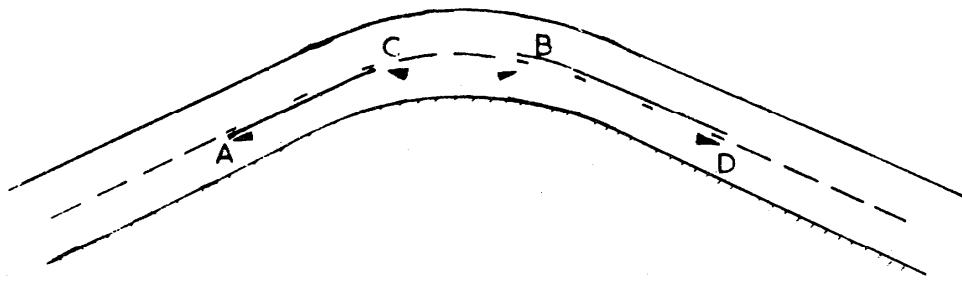


Diagram 11 a

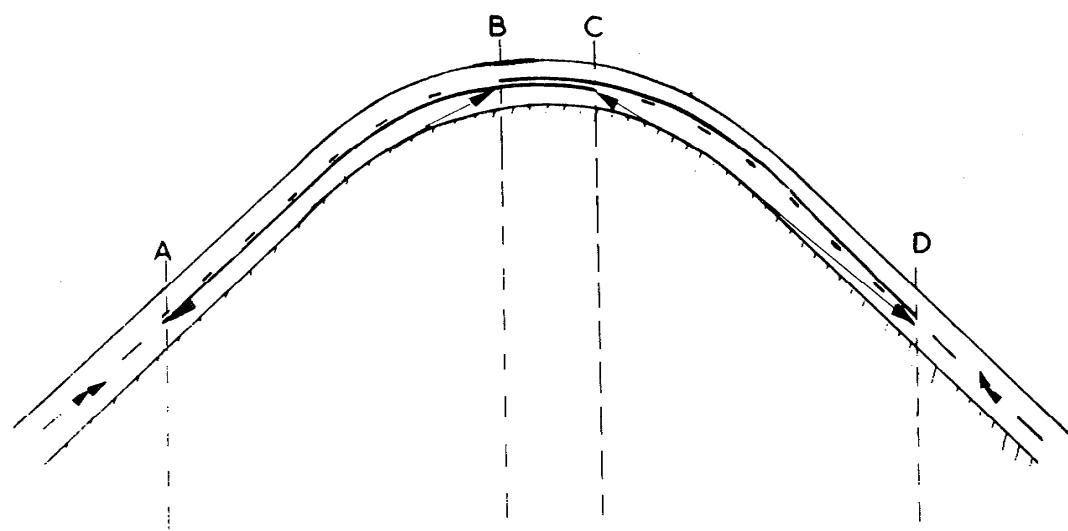


Diagram 11 b

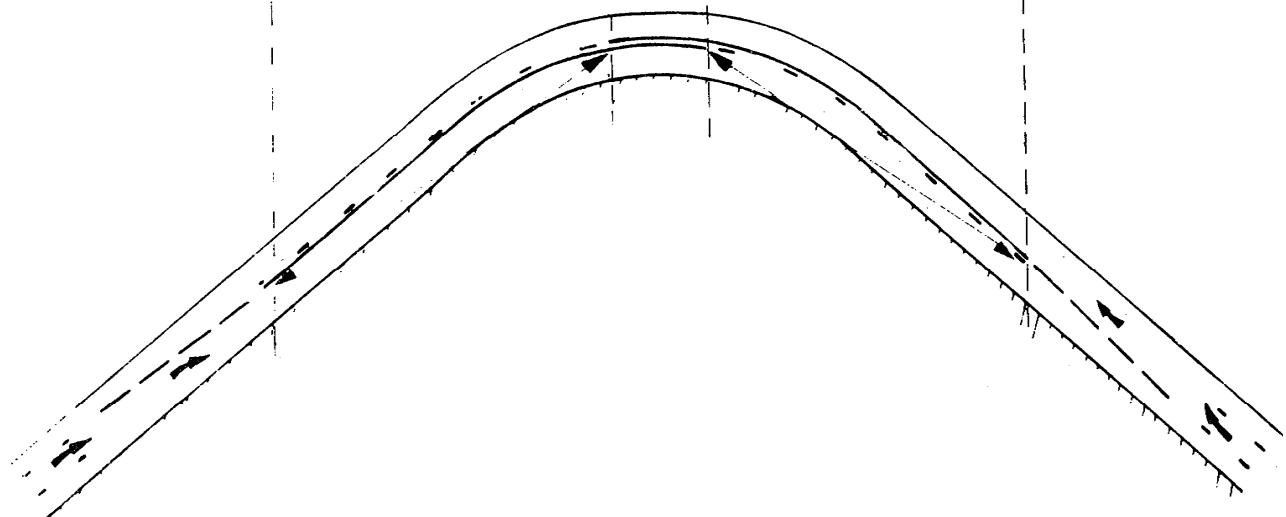


Diagram 11 c

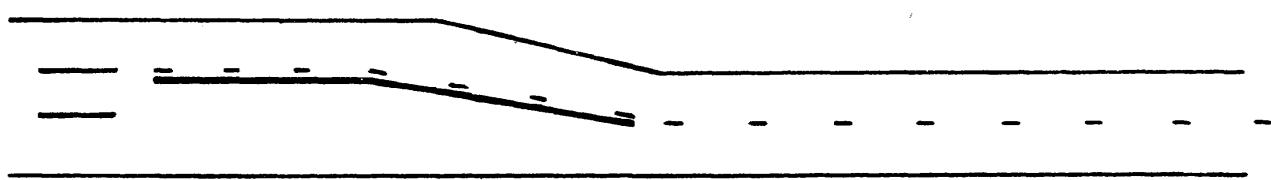


Diagram 12

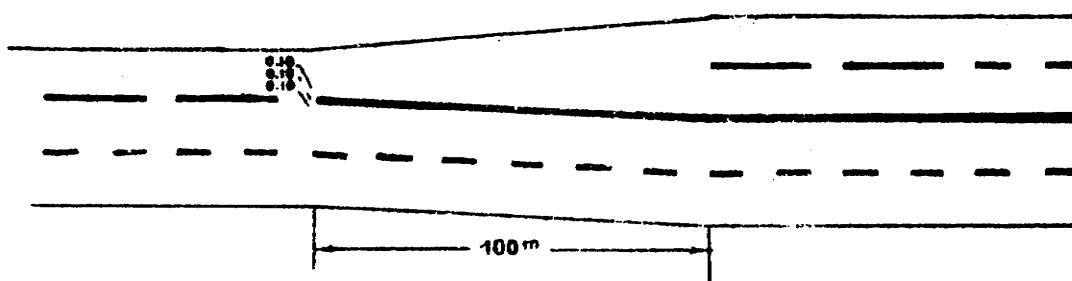


Diagram 13

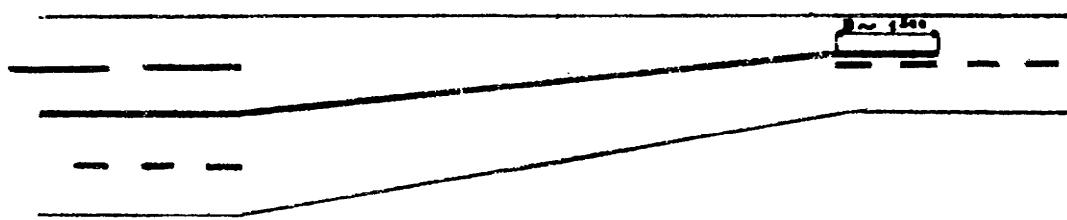


Diagram 14

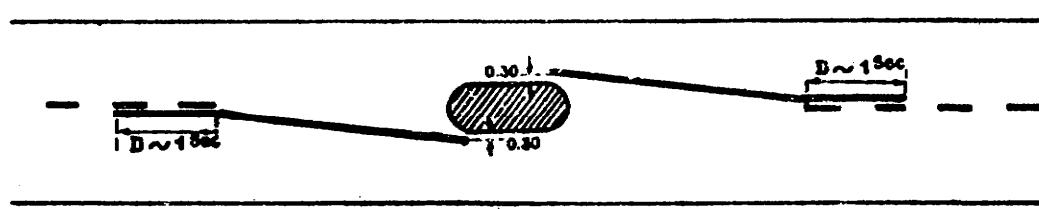


Diagram 15

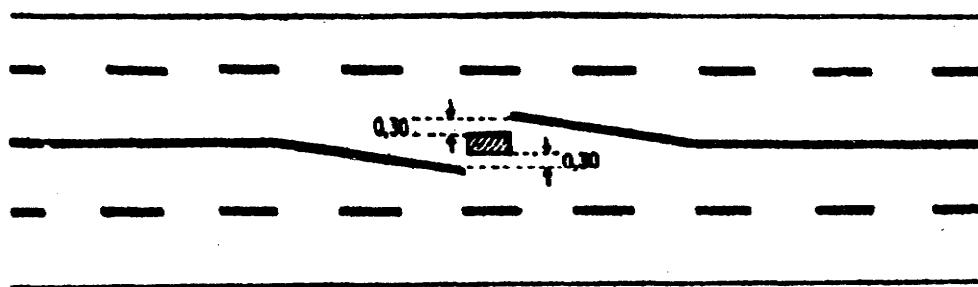


Diagram 16

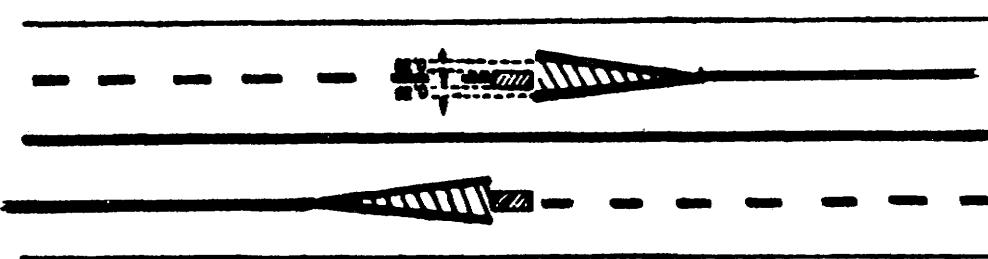


Diagram 17

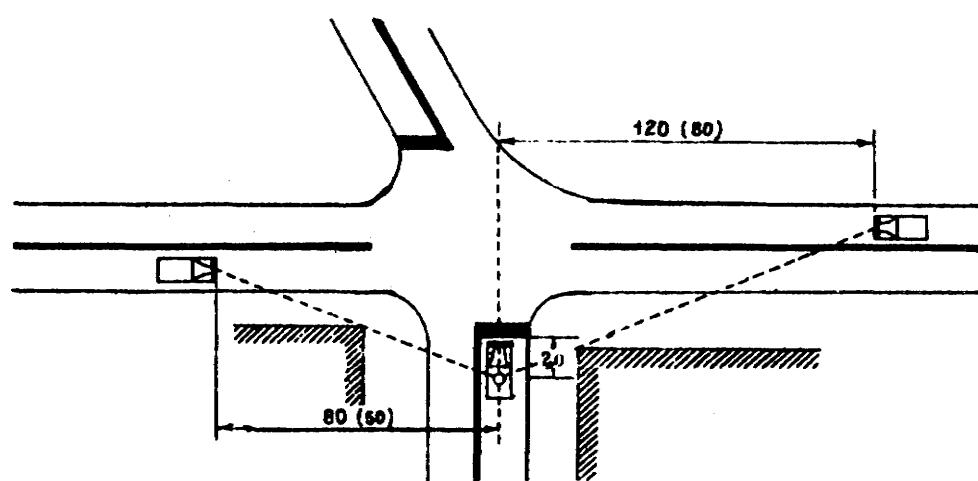


Diagram 18

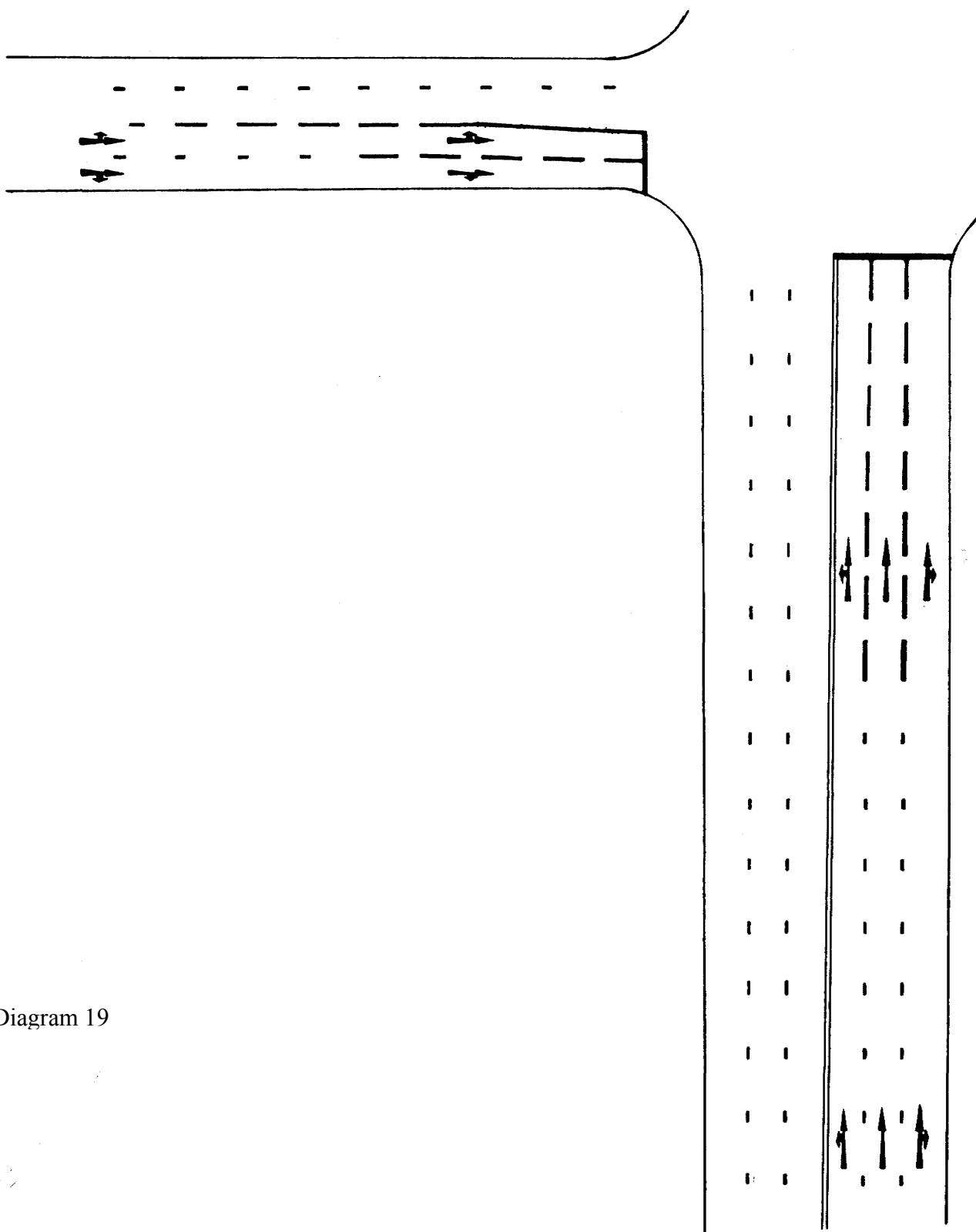


Diagram 19

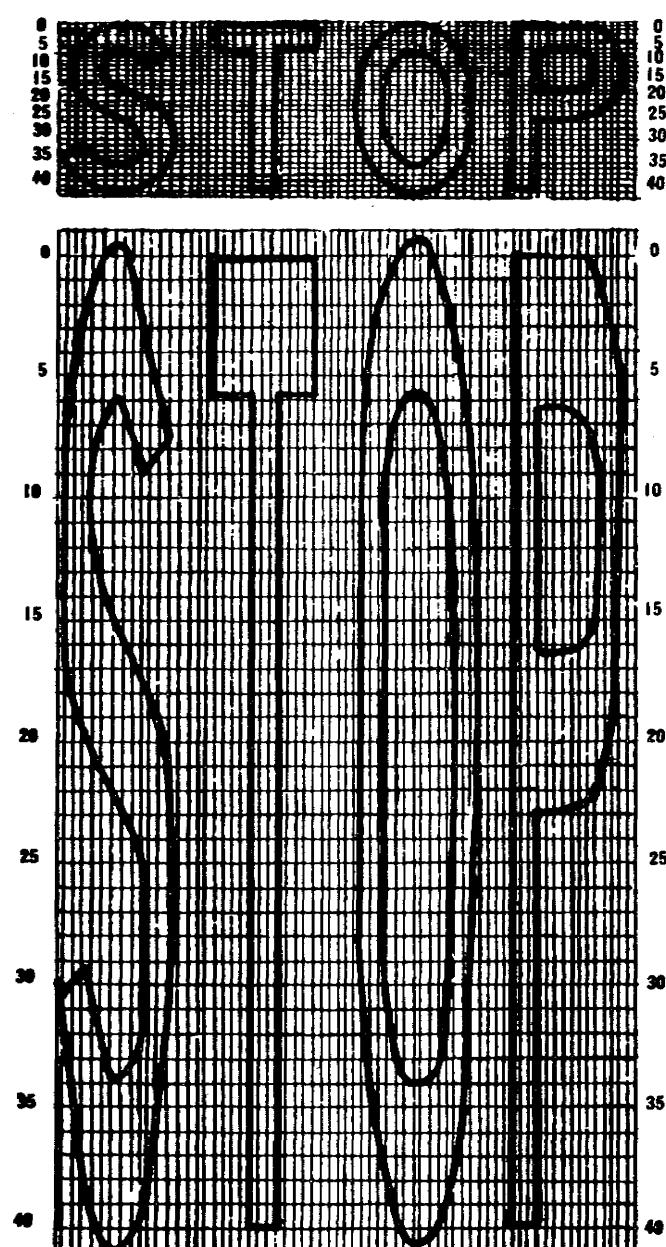


Diagram 20

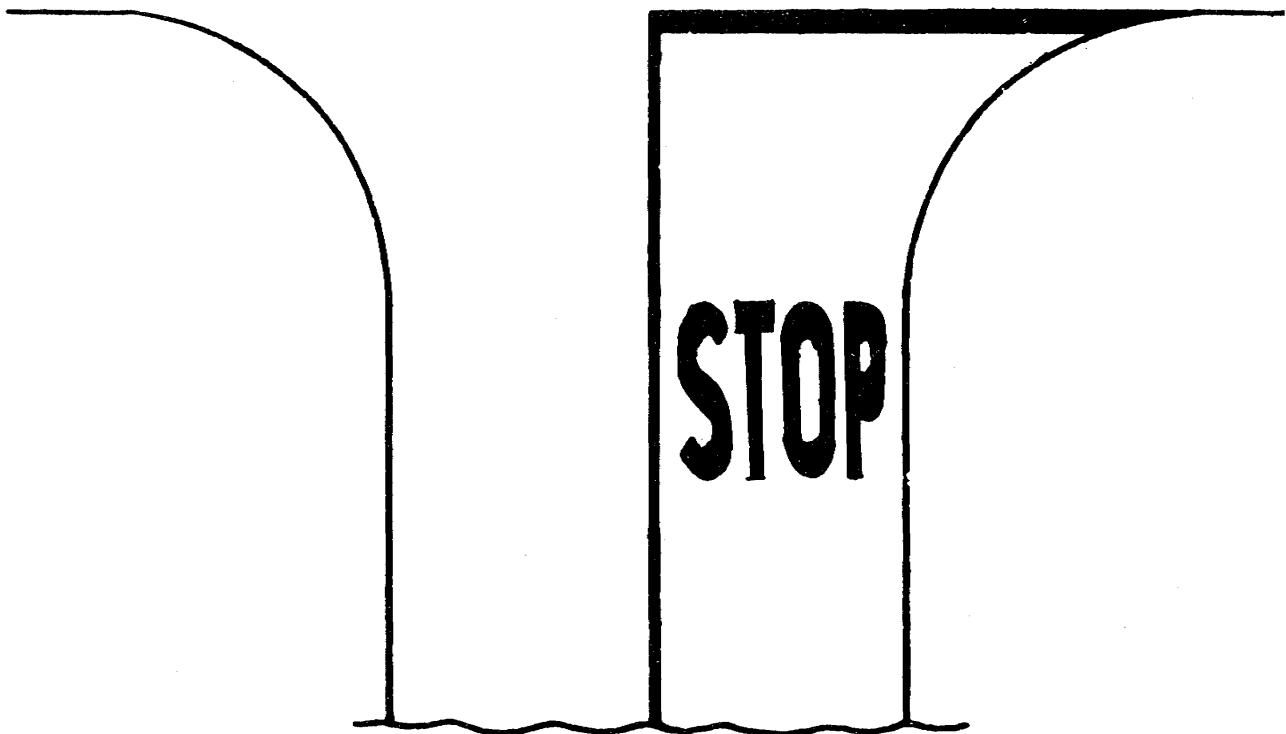


Diagram 21

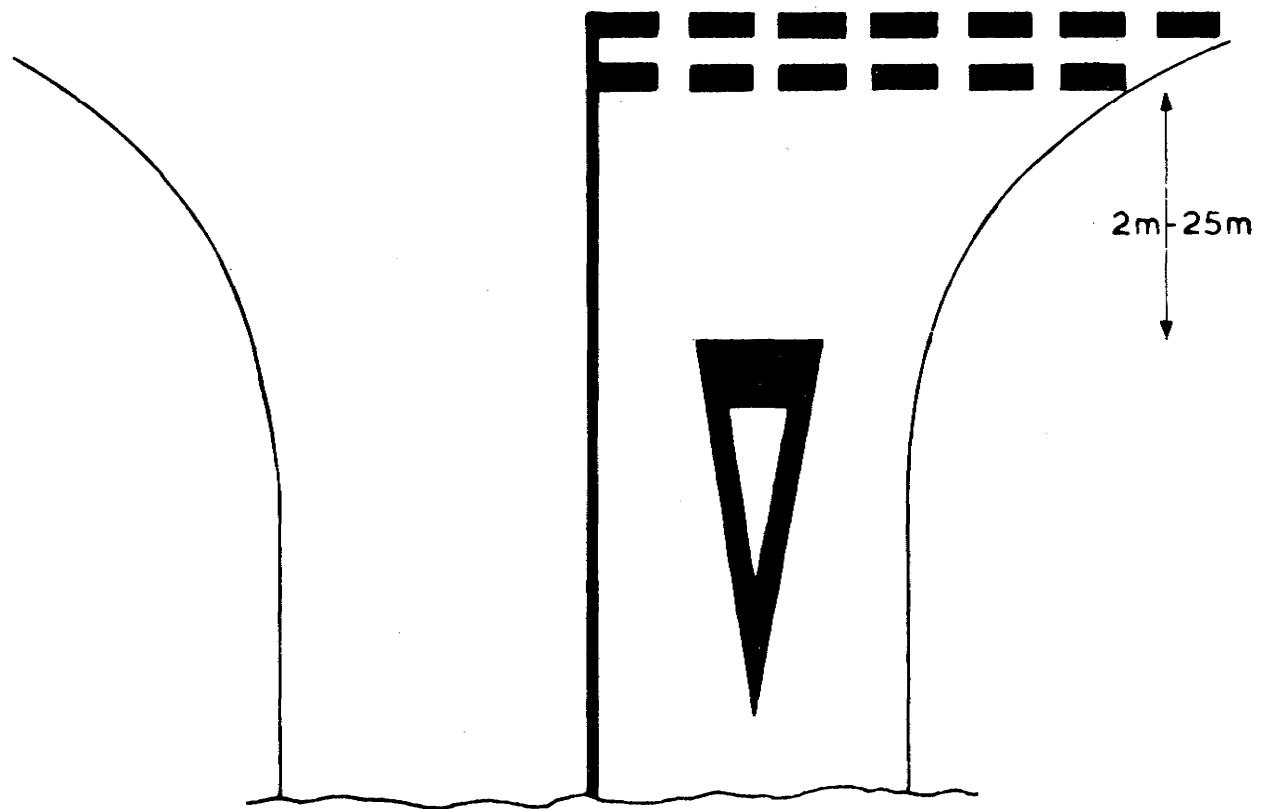
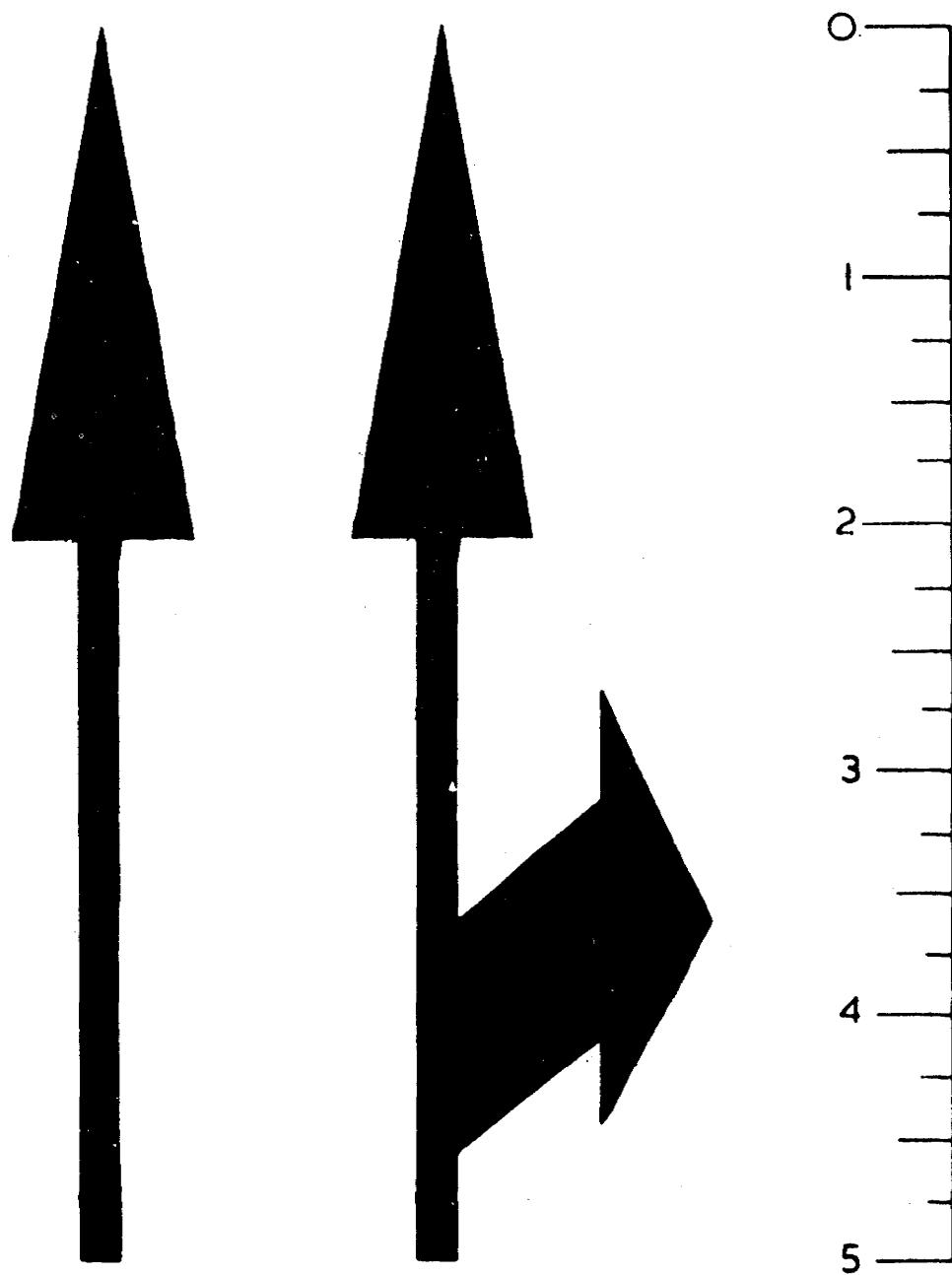


Diagram 22



Standardi, ki se priporočajo za izdelavo puščic v perspektivi za označevanje smeri naravnost naprej in zavijanja.

Diagram 23

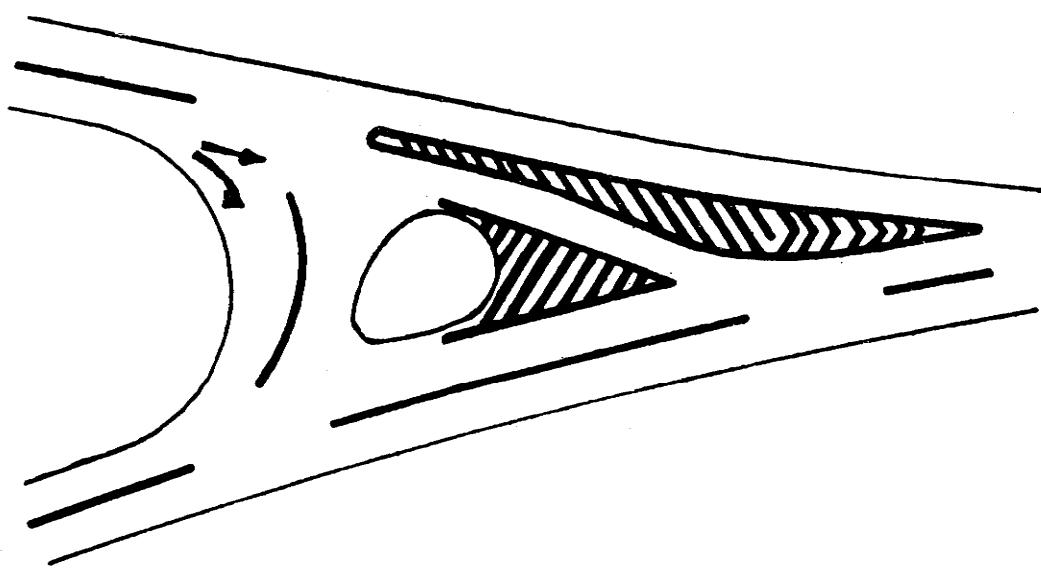


Diagram 24

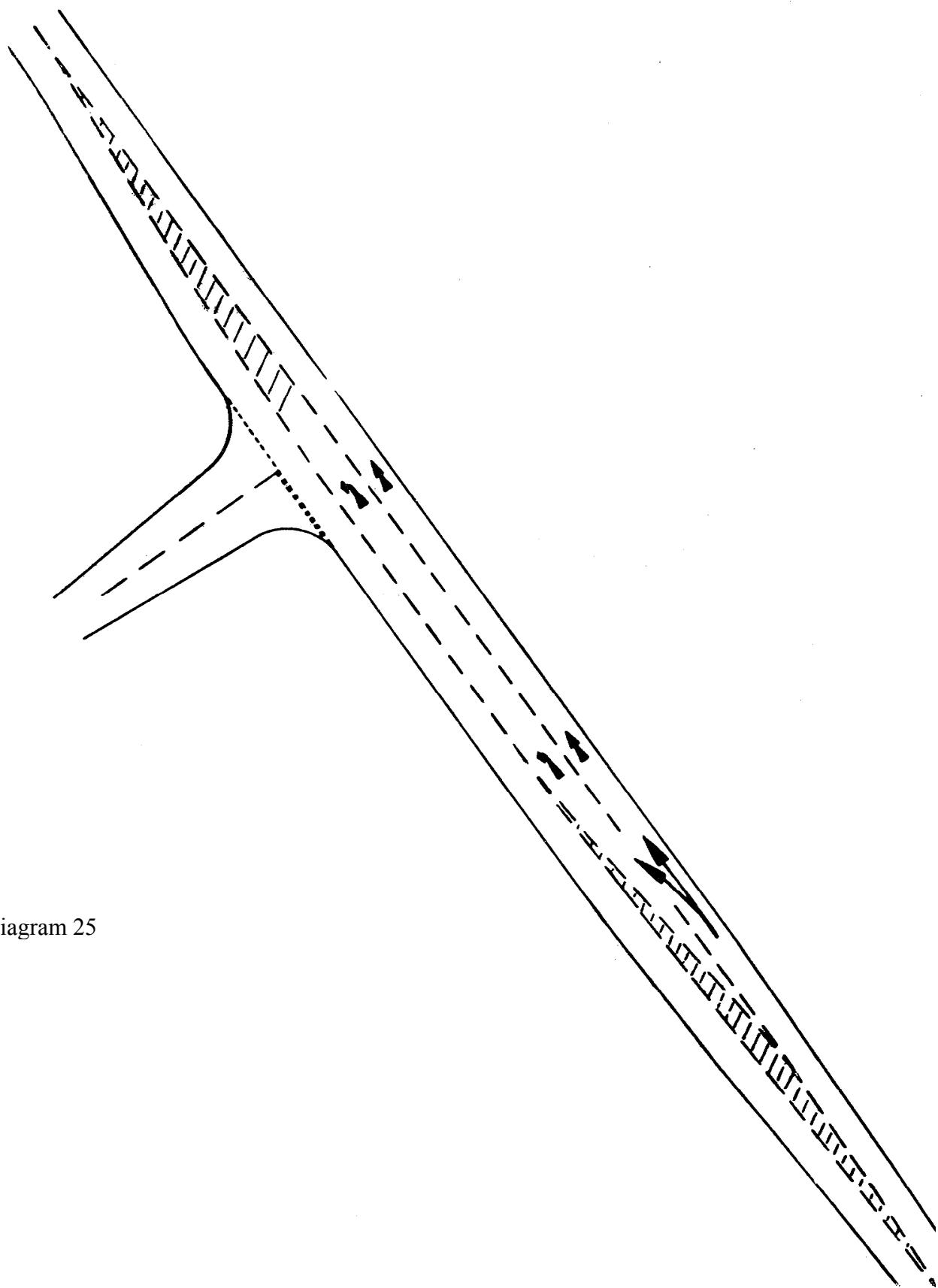


Diagram 25

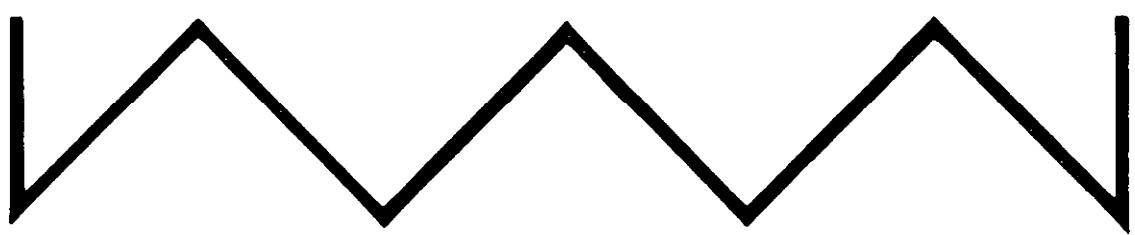


Diagram 26

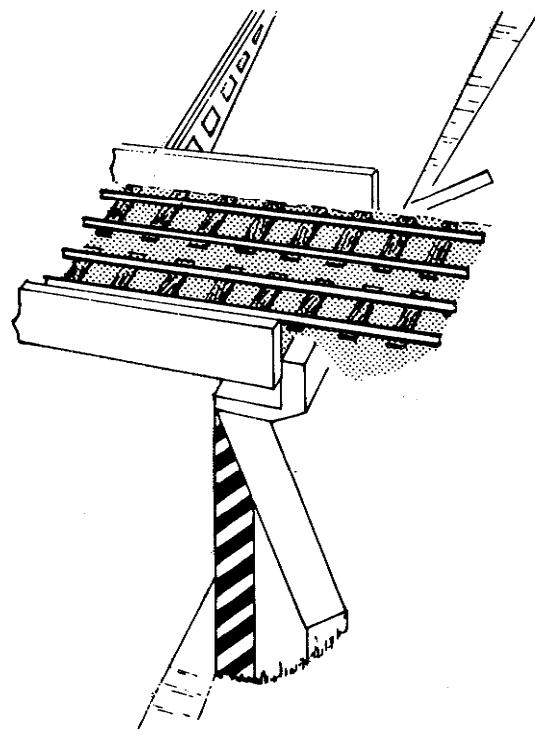
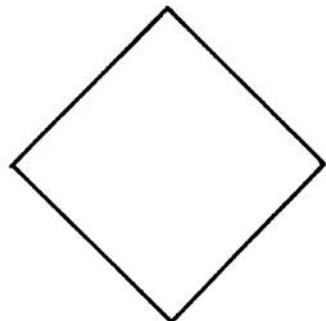


Diagram 27

PRILOGA 9

BARVNI PRIKAZI ZNAKOV, SIMBOLOV IN TABEL IZ PRILOG 1 DO 7

A^aA^bA, 1^aA, 1^bA, 1^cA, 1^dA, 2^aA, 2^bA, 2^cA, 2^dA, 3^aA, 3^bA, 3^cA, 3^dA, 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



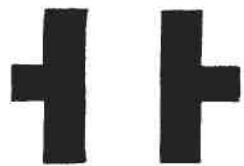
A, 20



A, 21^a



A, 21^b



A, 21^c



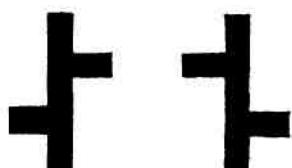
A, 21^d



A, 21^e



A, 21^f



A, 21^g



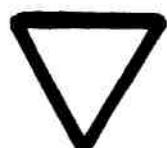
A, 22^a



A, 22^b



A, 22^c



A, 23



A, 24^a



A, 24^b



A, 25



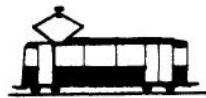
A, 26



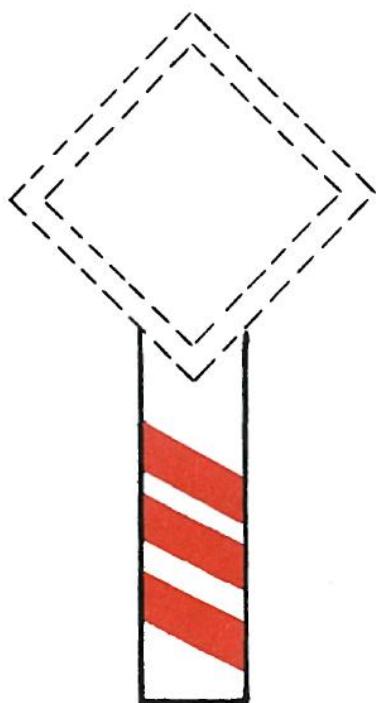
A, 27^a



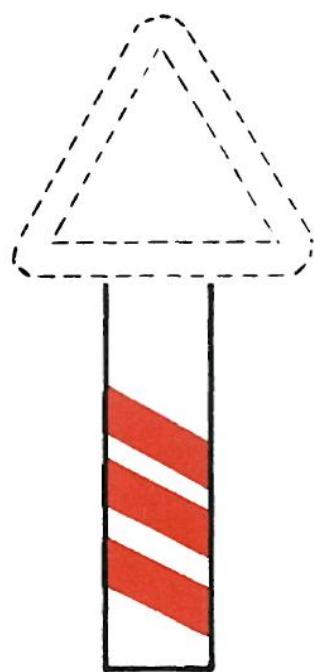
A, 27^b



A, 28



A, 29^a



A, 29^b



A, 29^c



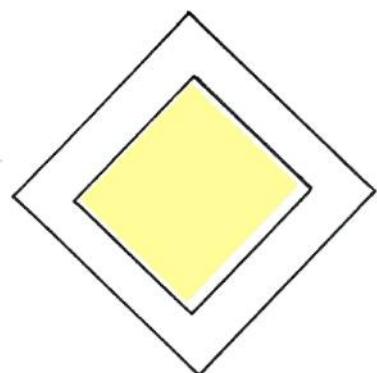
B, 1



B, 2^a



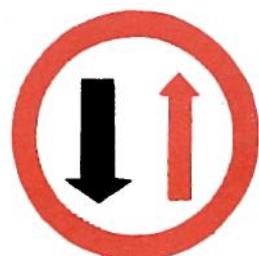
B, 2^b



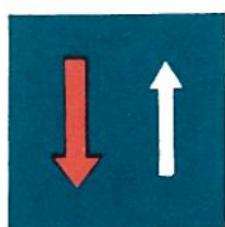
B, 3



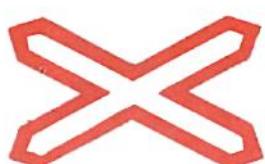
B, 4



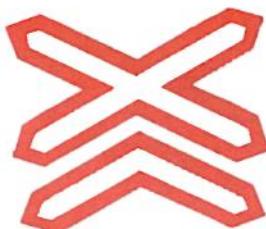
B, 5



B, 6



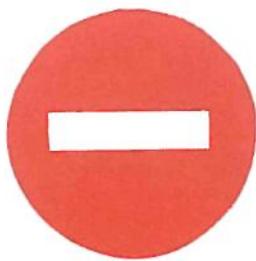
B, 7^a



B, 7^b



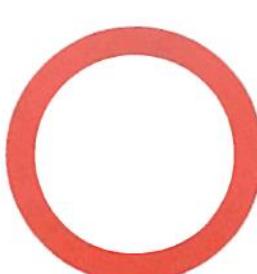
B, 7^c



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^kc, 4^ac, 4^b

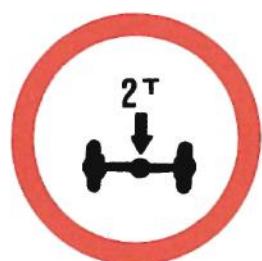
c, 5



c, 6



c, 7



c, 8



c, 9



c, 10

c, 11^ac, 11^b

c, 12



C, 13^{aa}



C, 13^{ab}



C, 13^{ba}



C, 13^{bb}



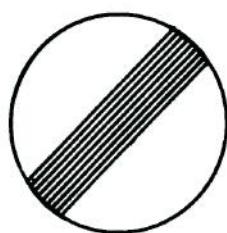
C, 14



C, 15



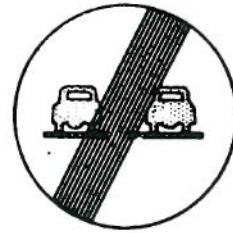
C, 16



C, 17^a



C, 17^b



C, 17^c



c, 18



c, 19



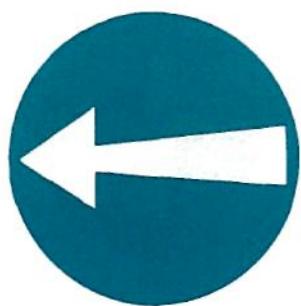
c, 20^a



c, 20^b



c, 21



D, 1^a



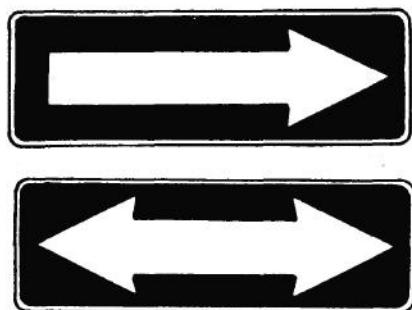
D, 1^a



D, 1^a



D, 1^a



D, 1^b



D, 2



D, 3



D, 4



D, 5



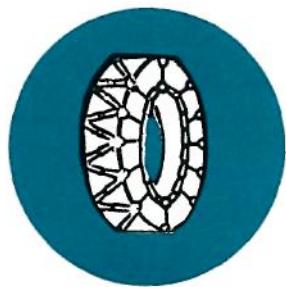
D, 6



D, 7



D, 8



D, 9



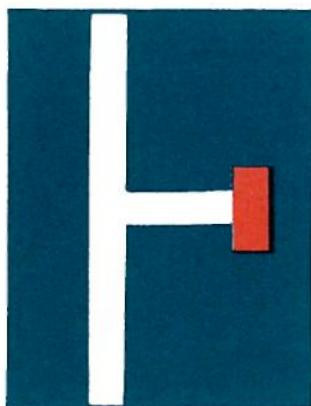
E, 1^a



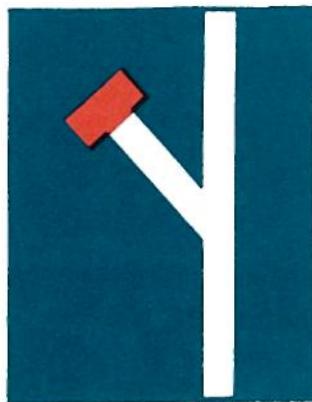
E, 1^b



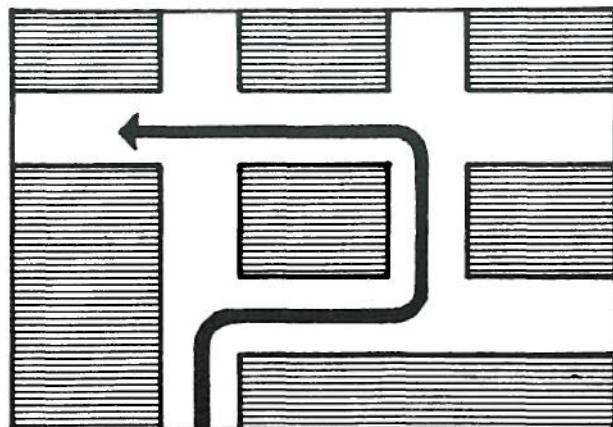
E, 1^c



E, 2^a



E, 2^b



E, 3



E, 4



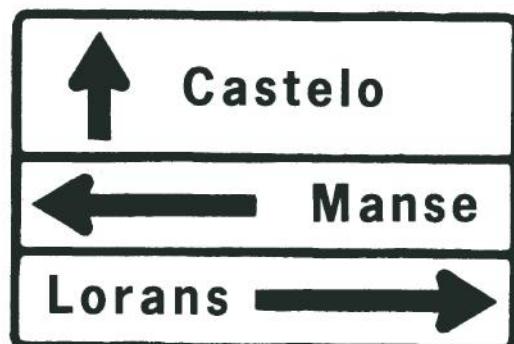
E, 5^a



E, 5^b



E, 5^c



E, 5^d



E, 6^a



E, 6^b



E, 6^c



E, 7



E, 8



E, 9^a



E, 9^b



E, 9^c



E, 9^d

Héréra	2km
SAN JOSE	35km

E, 10



E, 11^a



E, 11^b



E, 12^a



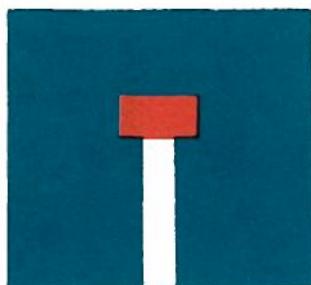
E, 12^b



E, 13^a



E, 13^b



E, 14



E, 15



E, 16



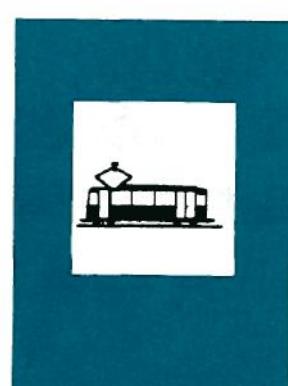
E, 17



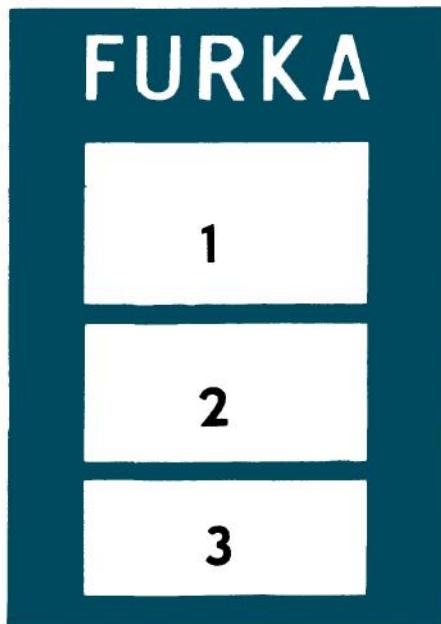
E, 18



E, 19



E, 20



E, 21



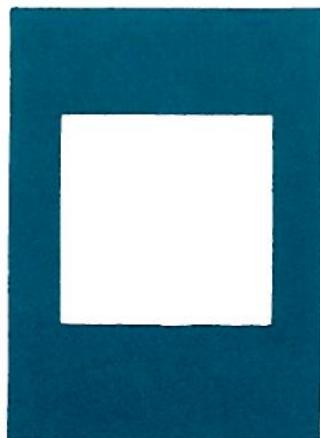
E, 22



E, 23



E, 24



F



F, 1^a



F, 1^b



F, 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

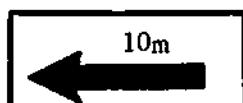
VZORCI ZA DOPOLNILNE TABLE



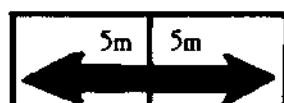
1



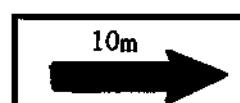
2



3^a



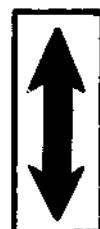
3^b



3^c



4^a



4^b



4^c

Potrjujem, da je navedeno besedilo verodostojna kopija Konvencije o prometnih znakih, sestavljene na Dunaju v Avstriji 8. novembra 1968, katere izvirnik je deponiran pri generalnem sekretarju Združenih narodov.

Za generalnega sekretarja
direktor oddelka za splošne pravne zadeve,
pristojen za urad za pravne
zadeve:



Združeni narodi, New York
30. april 1971

115. Uredba o ratifikaciji Memoranduma o sodelovanju med Službo Vlade Republike Slovenije za lokalno samoupravo in regionalno politiko in Ministrstvom za lokalno samoupravo Republike Makedonije

Na podlagi petega odstavka 75. člena Zakona o zunanjih zadevah (Uradni list RS, št. 113/03 – uradno prečiščeno besedilo, 20/06 – ZNOMCMO, 76/08 in 108/09) izdaja Vlada Republike Slovenije

U R E D B O

**O RATIFIKACIJI MEMORANDUMA O SODELOVANJU MED SLUŽBO VLADE REPUBLIKE SLOVENIJE
ZA LOKALNO SAMOUPRAVO IN REGIONALNO POLITIKO IN MINISTRSTVOM ZA LOKALNO
SAMOUPRAVO REPUBLIKE MAKEDONIJE**

1. člen

Ratificira se Memorandum o sodelovanju med Službo Vlade Republike Slovenije za lokalno samoupravo in regionalno politiko in Ministrstvom za lokalno samoupravo Republike Makedonije, podpisani v Skopju 16. julija 2009.

2. člen

Besedilo memoranduma se v izvirniku v slovenskem in angleškem jeziku glasi*:

M E M O R A N D U M

**O SODELOVANJU MED SLUŽBO VLADE
REPUBLIKE SLOVENIJE ZA LOKALNO
SAMOUPRAVO IN REGIONALNO POLITIKO IN
MINISTRSTVOM ZA LOKALNO SAMOUPRAVO
REPUBLIKE MAKEDONIJE**

Ta memorandum je podlaga za sodelovanje med Službo Vlade Republike Slovenije za lokalno samoupravo in regionalno politiko in Ministrstvom za lokalno samoupravo Republike Makedonije ter za spodbujanje medsebojnega sodelovanja lokalnih oblasti.

Služba Vlade Republike Slovenije za lokalno samoupravo in regionalno politiko in Ministrstvo za lokalno samoupravo Republike Makedonije (v nadaljevanju pogodbenika) sta se

ob upoštevanju prijateljskih odnosov med državama;

ob upoštevanju notranje zakonodaje in mednarodnih pravnih obveznosti obeh držav;

ob zavedanju pomembnosti in prednosti medsebojnega sodelovanja in čezmejnega sodelovanja;

ob upoštevanju Memoranduma o soglasju med Vlado Republike Slovenije in Vlado Republike Makedonije o strokovni pomoći na področju evropskih zadev

M E M O R A N D U M

**OF COOPERATION BETWEEN
THE GOVERNMENT OFFICE FOR LOCAL
SELF-GOVERNMENT AND REGIONAL POLICY
OF THE REPUBLIC OF SLOVENIA AND
THE MINISTRY OF LOCAL SELF-GOVERNMENT
OF THE REPUBLIC OF MACEDONIA**

This Memorandum shall be the basis for cooperation between the Government Office for Local Self-Government and Regional Policy of the Republic of Slovenia and the Ministry of Local Self-Government of the Republic of Macedonia, and for the promotion of mutual cooperation of the local authorities.

The Government Office for Local Self-Government and Regional Policy of the Republic of Slovenia and the Ministry of Local Self-Government of the Republic of Macedonia (hereinafter: the Parties)

considering the friendly relations between the two states;

respecting the national legislations and international legal obligations of the two states;

being aware of the importance and benefits of mutual and trans-frontier cooperation;

and taking into account the Memorandum of Understanding between the Government of the Republic of Slovenia and Government of the Republic of Macedonia on the Technical Assistance in the Area of European Affairs

DOGOVORILA:

1 NAMEN SODELOVANJA

1.1 Namen sodelovanja je spodbujati dejavnosti pri krepitevi medsebojnega sodelovanja pri uveljavljanju lokalne samouprave s posebnim poudarkom na regionalnem razvoju.

1.2 Pogodbenici razvijata sodelovanje pri vprašanjih v zvezi z:

– delovanjem lokalne samouprave in decentralizacijo,

– fiskalno decentralizacijo,

– javno-zasebnim partnerstvom pri financiranju občinske javne infrastrukture,

– udeležbo državljanov,

– spodbujanjem usklajenega regionalnega razvoja,

– čezmejnimi sodelovanjem s sosednjimi državami,

HAVE AGREED as follows:

1 PURPOSE OF THE COOPERATION

1.1 The purpose of the cooperation is to encourage the activities enhancing mutual cooperation in implementing local self-governance with a special emphasis on regional development.

1.2 The Parties shall develop cooperation on issues relating to:

– functioning of local self-government and decentralisation,

– fiscal decentralisation,

– public-private partnership in the financing of municipal public infrastructure,

– citizen participation,

– encouraging harmonised regional development,

– achieving trans-frontier cooperation with neighbouring states,

* Besedilo memoranduma v makedonskem jeziku je na vpogled v Sektorju za mednarodno pravo Ministrstva za zunanje zadeve Republike Slovenije.

- izmenjavo politik z interesnimi skupinami,
- vlogo lokalne samouprave pri pristopanju k Evropski uniji in
- črpanjem sredstev EU za regionalni razvoj.

2 IZVAJANJE SODELOVANJA

2.1 Sodelovanje med pogodbenikoma vključuje strokovno pomoč in izmenjavo informacij ter izkušenj, objav, strokovnega znanja in osebja v okviru možnosti in v skladu z veljavnimi predpisi.

2.2 Pogodbenika izmenjavata informacije, predvsem o zakonodaji o lokalni samoupravi, ter na ta način zagotavlja izpolnjevanje obveznosti iz tega memoranduma.

2.3 Pogodbenika izmenjavata izkušnje pri uveljavljenih oblikah čezmejnega sodelovanja s sosednjimi državami in pri pripravi in načinu izvajanja skupnih projektov.

2.4 Za izvajanje tega memoranduma pogodbenika priprava posebne dveletne programe sodelovanja.

2.5 Pogodbenika tega memoranduma omogočata organiziranje seminarjev in akademskih konferenc o vprašanjih skupnega interesa.

2.6 Na podlagi medsebojnega dogovora pogodbenika krijeti vse stroške za dejavnosti iz tega memoranduma, ki potekajo na njenem ozemlju.

2.7 Ob obisku delegacij pogodbenik krije stroške svoje delegacije za prevoz v drugo državo in nastanitev v njej, medtem ko pogodbenik gostitelj krije stroške prevoza v obiskani državi.

3 SPODBUJANJE SODELOVANJA LOKALNIH OBЛАSTI

3.1 Lokalne oblasti na podlagi tega memoranduma so občine v Republiki Sloveniji in občine v Republiki Makedoniji.

3.2 Regionalne oblasti v Republiki Sloveniji se nanašajo na pokrajine, ko bodo ustanovljene.

3.3 Združenja lokalnih uprav se nanašajo na reprezentativna združenja občin v Republiki Sloveniji in Zvezo enot lokalnih samouprav (ZELS) v Republiki Makedoniji.

3.4 Pogodbenika se o spremembah v organizaciji lokalnih in regionalnih oblasti obveščata po diplomatski poti.

3.5 Pogodbenika spodbujata sodelovanje občin in njihovih združenj z medsebojnim dogovarjanjem in prizadevanji za zagotavljanje možnosti in zahteve za vzpostavitev sodelovanja in neposrednih stikov med občinskimi organi, in sicer vsak pogodbenik v okviru svoje notranje zakonodaje.

3.6 Pogodbenika si prizadevata za izmenjavo in uporabo izkušenj kakor tudi za strokovno pomoč pri javnih in komunalnih storitvah na lokalni ravni.

4 SODELOVANJE NA PODROČJU REGIONALNEGA RAZVOJA

Sodelovanje pogodbenikov na področju skladnega regionalnega razvoja lahko vključuje:

a) pomoč Službe Vlade Republike Slovenije za lokalno samoupravo in regionalno politiko Ministrstvu za lokalno samoupravo Republike Makedonije pri ustrezni organizacijski strukturi, potrebnih človeških virih, usposabljanju osebja in pomoči osebju pri pripravi in doseganju skladnega regionalnega razvoja;

b) pregled pravne ureditve za delovanje strukturnih skladov, zlasti ustavne in zakonodajne podlage za financiranje programov in projektov, ter regionalne zakonodaje;

- exchanging policies with the stakeholders,
- the role of the local self-government in the European Union accession process, and
- the utilisation of EU funds for regional development.

2 IMPLEMENTATION OF THE COOPERATION

2.1 The cooperation between the Parties shall entail technical assistance and exchange of information and experience, publications, expertise and staff, within their possibilities and in compliance with the applicable regulations.

2.2 The Parties shall exchange information, primarily on legislation related to the local self-government, thereby providing for the fulfilment of the obligations pursuant to this Memorandum.

2.3 The Parties shall exchange experience on the established forms of trans-frontier cooperation with neighbouring states and on the preparation and implementation of joint projects.

2.4 For the purpose of implementing this Memorandum, the Parties will establish specific two-year cooperation programmes.

2.5 The Parties shall facilitate the organising of seminars and academic conferences on issues of mutual interest.

2.6 Upon mutual agreement, the Parties shall bear all expenses for any activities pursuant to this Memorandum which take place in their territory.

2.7 In case of a delegation visit to the other Party, each Party shall cover the transportation costs to the other country and accommodation expenses of its delegation there, while the hosting Party shall cover the transportation costs within the visited country.

3 PROMOTION OF THE COOPERATION BETWEEN LOCAL AUTHORITIES

3.1 Under this Memorandum, local authorities shall refer to the municipalities in the Republic of Slovenia and the municipalities in the Republic of Macedonia.

3.2 Regional authorities in the Republic of Slovenia refer to the regions once they are established.

3.3 Associations of local authorities refer to representative associations of municipalities in the Republic of Slovenia and the Association of the Local Self-Government Units (ZELS) in the Republic of Macedonia.

3.4 The Parties shall inform each other, through diplomatic channels, about the changes in the organisation of the local or regional authorities.

3.5 The Parties shall encourage the cooperation of municipalities and their associations through consultation and mutual effort to create conditions for cooperation and foster direct contacts between the municipal authorities, each Party within the frame of its national legislation.

3.6 The Parties shall endeavour for the exchange and use of expertise, as well as for technical assistance in public and communal services at the local level.

4 COOPERATION IN THE FIELD OF REGIONAL DEVELOPMENT

The cooperation of the Parties in the field of coherent regional development may encompass:

a) Assistance of the Government Office of the Republic of Slovenia for Local Self-Government and Regional Policy to the Ministry of Local Self-Government of the Republic of Macedonia on appropriate organisational structure, required human resources, capacity building and support to the staff in the preparation and realisation of a balanced regional development;

b) Overview of the legal framework on the functioning of the structural funds, especially of the constitutional and legislative basis for financing the programmes and projects, and the regional legislation, which is being prepared;

c) uveljavljanje načela partnerstva med državnimi in lokalnimi partnerji s posebnim poudarkom na izvedbenih strukturah regionalne razvojne politike.

5 KOMISIJA ZA SPREMLJANJE IZVAJANJA MEMORANDUMA

5.1 Za izvajanje tega memoranduma pogodbenika ustanovita skupno komisijo, ki ima šest članov, po tri iz vsakega pogodbenika, in se izmenično sestaja v obeh državah.

5.2 Komisija se sestane vsaj enkrat v dveh letih in ob tem se izmenjajo ustrezne informacije o izvajanju memoranduma in pripravijo posebni programi iz točke 2.4.

6 TRAJANJE IN ZAČETEK VELJAVNOSTI MEMORANDUMA

6.1 Ta memorandum se sklene za nedoločen čas.

6.2 Pogodbenik lahko memorandum odpove po diplomatski poti. Odpoved začne veljati 90. dan od dneva, ko drugi pogodbenik prejme obvestilo o odpovedi.

6.3 Pogodbenik lahko preneha izvajati ta memorandum deloma ali v celoti. O prenehanju izvajanja in morebitnem ponovnem začetku izvajanja pogodbenik takoj obvesti drugega pogodbenika pisno po diplomatski poti.

6.4 Ta memorandum v nobenem pogledu ne spreminja obsega in vrste pooblastil lokalne oblasti, kakor je določeno z notranjim zakonodajom v obeh državah.

6.5 Ta memorandum ne vpliva na pravice in obveznosti pogodbenikov, ki izhajajo iz drugih mednarodnih sporazumov, ki zavezujejo obe državi.

6.6 Ta memorandum začne veljati z dnem prejema diplomatske note, s katero se pogodbenika obvestita, da so izpolnjene notranjepravne zahteve, potrebne za začetek veljavnosti tega memoranduma.

6.7 Vlada Republike Slovenije o podpisu tega memoranduma obvesti generalnega sekretarja Sveta Evrope.

Sestavljeno v Skopju 16. julija 2009 v dveh izvirnikih v slovenskem, makedonskem in angleškem jeziku. Vsa besedila so enako verodostojna; pri različni razlagi prevlada angleško besedilo.

Za Službo
Vlade Republike Slovenije
za lokalno samoupravo
in regionalno politiko

Zlata Ploštajner l.r.
Ministrica

Za Ministrstvo
za lokalno samoupravo
Republike Makedonije

Musa Xhaferi l.r.
Minister

For the Government Office
for Local Self-Government
and Regional Policy of the
Republic of Slovenia

Zlata Ploštajner (s)
Minister

For the Ministry of Local
Self-Government of the
Republic of Macedonia

Musa Xhaferi (s)
Minister

3. člen

Za izvajanje memoranduma skrbi Služba Vlade Republike Slovenije za lokalno samoupravo in regionalno politiko.

4. člen

Ta uredba začne veljati naslednji dan po objavi v Uradnem listu Republike Slovenije – Mednarodne pogodbe.

Št. 00724-59/2010
Ljubljana, dne 16. septembra 2010
EVA 2010-1811-0039

Vlada Republike Slovenije

mag. Mitja Gaspari l.r.
Minister

Obvestila o začetku oziroma prenehanju veljavnosti mednarodnih pogodb

116. Obvestilo o začetku veljavnosti Konvencije o pravicah invalidov in Izbirnega protokola h Konvenciji o pravicah invalidov

Na podlagi drugega odstavka 77. člena Zakona o zunanjih zadevah (Uradni list RS, št. 113/03 – uradno prečiščeno besedilo, 20/06 – ZNOMCMO, 76/08 in 108/09) Ministrstvo za zunanje zadeve

s p o r o č a,

da sta 24. maja 2008 za Republiko Slovenijo začela veljati Konvencija o pravicah invalidov in Izbirni protokol h Konvenciji o pravicah invalidov, sprejeta na 61. zasedanju Generalne skupščine Združenih narodov 13. decembra 2006 in objavljena v Uradnem listu Republike Slovenije – Mednarodne pogodbe, št. 10/08 (Uradni list Republike Slovenije, št. 37/08).

Ljubljana, dne 20. septembra 2010

Ministrstvo za zunanje zadeve
Republike Slovenije

117. Obvestilo o začetku veljavnosti Protokola o spremembi Mednarodne konvencije o poenostavitev in uskladitev carinskih postopkov

Na podlagi drugega odstavka 77. člena Zakona o zunanjih zadevah (Uradni list RS, št. 113/03 – uradno prečiščeno besedilo, 20/06 – ZNOMCMO, 76/08 in 108/09) Ministrstvo za zunanje zadeve

s p o r o č a,

da je dne 3. februarja 2006 začel za Republiko Slovenijo veljati Protokol o spremembi Mednarodne konvencije o poenostavitev in uskladitev carinskih postopkov, sestavljen v Bruslju 26. junija 1999 in objavljen v Uradnem listu Republike Slovenije – Mednarodne pogodbe, št. 10/04 (Uradni list Republike Slovenije, št. 34/10).

Ljubljana, dne 20. septembra 2010

Ministrstvo za zunanje zadeve
Republike Slovenije

118. Obvestilo o začetku veljavnosti Protokola o prepovedih ali omejitvah uporabe min, min presenečenja in drugih priprav, kot je bil spremenjen 3. maja 1996 (Protokol II, kot je bil spremenjen 3. maja 1996), priloženega Konvenciji o prepovedi ali omejitvi uporabe nekaterih vrst klasičnega orožja, za katere se lahko šteje, da imajo čezmerne travmatične učinke ali da glede ciljev delujejo enako

Na podlagi drugega odstavka 77. člena Zakona o zunanjih zadevah (Uradni list RS, št. 113/03 – uradno prečiščeno besedilo, 20/06 – ZNOMCMO, 76/08 in 108/09) Ministrstvo za zunanje zadeve

s p o r o č a,

da je dne 3. junija 2003 začel za Republiko Slovenijo veljati Protokol o prepovedih ali omejitvah uporabe min, min presenečenja in drugih priprav, kot je bil spremenjen 3. maja 1996 (Protokol II, kot je bil spremenjen 3. maja 1996), priložen Konvenciji o prepovedi ali omejitvi uporabe nekaterih vrst klasičnega orožja, za katere se lahko šteje, da imajo čezmerne travmatične učinke ali da glede ciljev delujejo enako, sprejet v Ženevi 3. maja 1996 in objavljen v Uradnem listu Republike Slovenije – Mednarodne pogodbe, št. 24/02 (Uradni list Republike Slovenije, št. 94/02).

Ljubljana, dne 20. septembra 2010

Ministrstvo za zunanje zadeve
Republike Slovenije

119. Obvestilo o začetku veljavnosti Dodatnega protokola h Konvenciji o prepovedi ali omejitvi uporabe nekaterih vrst klasičnega orožja, za katere se lahko šteje, da imajo čezmerne travmatične učinke ali da glede ciljev delujejo enako

Na podlagi drugega odstavka 77. člena Zakona o zunanjih zadevah (Uradni list RS, št. 113/03 – uradno prečiščeno besedilo, 20/06 – ZNOMCMO, 76/08 in 108/09) Ministrstvo za zunanje zadeve

s p o r o č a,

da je dne 3. junija 2003 začel za Republiko Slovenijo veljati Dodatni protokol h Konvenciji o prepovedi ali omejitvi uporabe nekaterih vrst klasičnega orožja, za katere se lahko šteje, da imajo čezmerne travmatične učinke ali da glede ciljev delujejo enako, sprejet na Dunaju 13. oktobra 1995 in objavljen v Uradnem listu Republike Slovenije – Mednarodne pogodbe, št. 24/02 (Uradni list Republike Slovenije, št. 94/02).

Ljubljana, dne 20. septembra 2010

Ministrstvo za zunanje zadeve
Republike Slovenije

120. Obvestilo o začetku veljavnosti Konvencije Mednarodne organizacije dela št. 95 o zaščiti plač

Na podlagi drugega odstavka 77. člena Zakona o zunanjih zadevah (Uradni list RS, št. 113/03 – uradno prečiščeno besedilo, 20/06 – ZNOMCMO, 76/08 in 108/09) Ministrstvo za zunanje zadeve

s p o r o č a,

da je dne 17. septembra 2010 začela za Republiko Slovenijo veljati Konvencija Mednarodne organizacije dela št. 95 o zaščiti plač, sprejeta v Ženevi 1. julija 1949 in objavljena v Uradnem listu Republike Slovenije – Mednarodne pogodbe, št. 13/09 (Uradni list Republike Slovenije, št. 51/09).

Ljubljana, dne 20. septembra 2010

Ministrstvo za zunanje zadeve
Republike Slovenije

121. Obvestilo o začetku veljavnosti Sporazuma o uporabi določb Konvencije Združenih narodov o pomorskem pravu z dne 10. decembra 1982 glede ohranjanja in upravljanja čezconskih staležev rib in izrazito selivskih staležev rib

Na podlagi drugega odstavka 77. člena Zakona o zunanjih zadevah (Uradni list RS, št. 113/03 – uradno prečiščeno besedilo, 20/06 –ZNOMCMO, 76/08 in 108/09) Ministrstvo za zunanje zadeve

s p o r o č a,

da je dne 15. julija 2006 začel za Republiko Slovenijo veljati Sporazum o uporabi določb Konvencije Združenih narodov o pomorskem pravu z dne 10. decembra 1982 glede ohranjanja in upravljanja čezconskih staležev rib in izrazito selivskih staležev rib, sprejet v New Yorku 4. avgusta 1995 in objavljen v Uradnem listu Republike Slovenije – Mednarodne pogodbe, št. 11/06 (Uradni list Republike Slovenije, št. 48/06).

Ljubljana, dne 20. septembra 2010

Ministrstvo za zunanje zadeve
Republike Slovenije

122. Obvestilo o začetku veljavnosti Sporazuma o privilegijih in imunitetah Mednarodnega sodišča za pomorsko mednarodno pravo

Na podlagi drugega odstavka 77. člena Zakona o zunanjih zadevah (Uradni list RS, št. 113/03 – uradno prečiščeno besedilo, 20/06 –ZNOMCMO, 76/08 in 108/09) Ministrstvo za zunanje zadeve

s p o r o č a,

da je dne 15. julija 2006 začel za Republiko Slovenijo veljati Sporazum o privilegijih in imunitetah Mednarodnega sodišča za pomorsko mednarodno pravo, sprejet v New Yorku 23. maja 1997 in objavljen v Uradnem listu Republike Slovenije – Mednarodne pogodbe, št. 27/04 (Uradni list Republike Slovenije, št. 133/04).

Ljubljana, dne 20. septembra 2010

Ministrstvo za zunanje zadeve
Republike Slovenije

123. Obvestilo o začetku veljavnosti Dodatnega protokola h Konvenciji o kibernetski kriminaliteti, ki obravnava inkriminacijo rasističnih in ksenofobičnih dejanj, storjenih v informacijskih sistemih

Na podlagi drugega odstavka 77. člena Zakona o zunanjih zadevah (Uradni list RS, št. 113/03 – uradno prečiščeno besedilo, 20/06 –ZNOMCMO, 76/08 in 108/09) Ministrstvo za zunanje zadeve

s p o r o č a,

da je 1. marca 2006 za Republiko Slovenijo začel veljati Dodatni protokol h Konvenciji o kibernetski kriminaliteti, ki obravnava inkriminacijo rasističnih in ksenofobičnih dejanj, storjenih v informacijskih sistemih, sestavljen v Strasbourg 28. januarja 2003 in objavljen v Uradnem listu Republike Slovenije – Mednarodne pogodbe, št. 17/04 (Uradni list Republike Slovenije, št. 62/04).

Ljubljana, dne 21. septembra 2010

Ministrstvo za zunanje zadeve
Republike Slovenije

124. Obvestilo o začetku veljavnosti Sporazuma med Upravo Republike Slovenije za jedrsko varnost (URSJ) in Jedsko regulatorno komisijo Združenih držav Amerike (US NRC) o izmenjavi tehničnih informacij in sodelovanju na področju jedrske varnosti

Na podlagi drugega odstavka 77. člena Zakona o zunanjih zadevah (Uradni list RS, št. 113/03 – uradno prečiščeno besedilo, 20/06 – ZNOMCMO, 76/08 in 108/09) Ministrstvo za zunanje zadeve

s p o r o č a,

da je 1. julija 2006 začel veljati Sporazum med Upravo Republike Slovenije za jedrsko varnost (URSJ) in Jedsko regulatorno komisijo Združenih držav Amerike (US NRC) o izmenjavi tehničnih informacij in sodelovanju na področju jedrske varnosti, sklenjen na Dunaju 27. septembra 2005 in objavljen v Uradnem listu Republike Slovenije – Mednarodne pogodbe, št. 5/06 (Uradni list Republike Slovenije, št. 25/06).

Ljubljana, dne 21. septembra 2010

Ministrstvo za zunanje zadeve
Republike Slovenije

VSEBINA

114.	Akt o nasledstvu Konvencije o prometnih znakih, sklenjene na Dunaju, dne 8. novembra 1968 (MN-KPZ)	675	119.	Obvestilo o začetku veljavnosti Dodatnega protokola h Konvenciji o prepovedi ali omejitvi uporabe nekaterih vrst klasičnega orožja, za katere se lahko šteje, da imajo čezmerne travmatične učinke ali da glede ciljev delujejo enako	806
115.	Uredba o ratifikaciji Memoranduma o sodelovanju med Službo Vlade Republike Slovenije za lokalno samoupravo in regionalno politiko in Ministrstvom za lokalno samoupravo Republike Makedonije	802	120.	Obvestilo o začetku veljavnosti Konvencije Mednarodne organizacije dela št. 95 o zaščiti plač	806
116.	<i>Obvestila o začetku oziroma prenehanju veljavnosti mednarodnih pogodb</i>		121.	Obvestilo o začetku veljavnosti Sporazuma o uporabi določb Konvencije Združenih narodov o pomorskom pravu z dne 10. decembra 1982 glede ohranjanja in upravljanja čezconskih staležev rib in izrazito selivskih staležev rib	807
117.	Obvestilo o začetku veljavnosti Protokola o spremembah Mednarodne konvencije o poenostavitvi in uskladitvi carinskih postopkov	805	122.	Obvestilo o začetku veljavnosti Sporazuma o privilegijih in imunitetah Mednarodnega sodišča za pomorsko mednarodno pravo	807
118.	Obvestilo o začetku veljavnosti Protokola o prepovedih ali omejitvah uporabe min, min presenečenja in drugih priprav, kot je bil spremenjen 3. maja 1996 (Protokol II, kot je bil spremenjen 3. maja 1996), priloženega Konvenciji o prepovedi ali omejitvi uporabe nekaterih vrst klasičnega orožja, za katere se lahko šteje, da imajo čezmerne travmatične učinke ali da glede ciljev delujejo enako	805	123.	Obvestilo o začetku veljavnosti Dodatnega protokola h Konvenciji o kibernetski kriminaliteti, ki obravnava inkriminacijo rasističnih in ksenofobičnih dejaj, storjenih v informacijskih sistemih	807
			124.	Obvestilo o začetku veljavnosti Sporazuma med Upravo Republike Slovenije za jedrsko varnost (URSJ) in Jedsko regulatorno komisijo Združenih držav Amerike (US NRC) o izmenjavi tehničnih informacij in sodelovanju na področju jedrske varnosti	808

