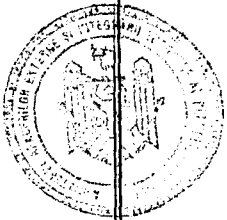




PROTOCOL
privind marcajele rutiere din 1 martie 1973,
adițional la Acordul European ce completează
Convenția asupra semnalizării rutiere, încheiată la
Viena la 8 noiembrie 1968



COPIE CERTIFICATĂ
TEXT ÎN LIMBA ENGLEZĂ



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

DONE AT GENEVA ON 1 MARCH 1973

**PROTOCOLE
SUR LES MARQUES ROUTIÈRES, ADDITIONNEL À L'ACCORD EUROPÉEN
COMPLÉTANT LA CONVENTION SUR LA SIGNALISATION ROUTIÈRE
OUVERTE À LA SIGNATURE À VIENNE LE 8 NOVEMBRE 1968**

EN DATE, À GENÈVE, DU 1^{er} MARS 1973

**ПРОТОКОЛ
О РАЗМЕТКЕ ДОРОГ К ЕВРОПЕЙСКОМУ СОГЛАШЕНИЮ,
ДОПОЛНЯЮЩЕМУ КОНВЕНЦИЮ О ДОРОЖНЫХ ЗНАКАХ И СИГНАЛАХ,
ОТКРЫТУЮ ДЛЯ ПОДПИСАНИЯ В ВЕНЕ 8 НОЯБРЯ 1968 ГОДА
СОВЕРШЕНО В ЖЕНЕВЕ 1 МАРТА 1973 ГОДА**



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

THE CONTRACTING PARTIES, BEING ALSO PARTIES TO THE CONVENTION ON ROAD SIGNS
AND SIGNALS OPENED FOR SIGNATURE AT VIENNA ON 8 NOVEMBER 1968 AND TO THE
EUROPEAN AGREEMENT SUPPLEMENTING THAT CONVENTION AND OPENED FOR SIGNATURE
AT GENEVA ON 1 MAY 1971,

DESIRING to achieve greater uniformity in Europe in the rules governing
road markings,

HAVE AGREED as follows:

Article 1

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

Article 2

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

2.

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

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

Article 3

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

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

Article 4

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

Article 5

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

Article 6

1. After this Protocol has been in force for twelve months, any Contracting Party may propose one or more amendments to the Protocol. The text of any proposed amendment, accompanied by an explanatory memorandum, shall be transmitted to the Secretary-General, who shall communicate it to all Contracting Parties. The Contracting Parties shall have the opportunity of informing him within a period of twelve months following the date of its

4.

circulation whether they: (a) accept the amendment; or (b) reject the amendment; or (c) wish that a conference be convened to consider the amendment. The Secretary-General shall also transmit the text of the proposed amendment to the other States referred to in article 2 of this Protocol.

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

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

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

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

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

6.

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

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

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

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

Article 7

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

Article 8

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

Article 9

1. Any dispute between two or more Contracting Parties which relates to the interpretation or application of this Protocol and which the Parties in dispute are unable to settle by negotiation or other means of settlement shall be referred to arbitration if any of the Contracting Parties in dispute so requests, and shall, to that end, be submitted to one or more

8.

arbitrators selected by mutual agreement between the Parties in dispute. If the Parties in dispute fail to agree on the choice of an arbitrator or arbitrators within three months after the request for arbitration, any of those Parties may request the Secretary-General of the United Nations to appoint a single arbitrator to whom the dispute shall be submitted for decision.

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

Article 10

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

Article 11

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

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

3. Any State shall, at the time of depositing its instrument of ratification of this Protocol or of accession thereto, notify the Secretary-General in writing to what extent any reservation made by it to the Convention on Road Signs and Signals opened for signature at Vienna on 8 November 1968, or to the European Agreement supplementing that Convention and opened for signature at Geneva on 1 May 1971, apply to this Protocol. Any reservations to the Convention on Road Signs and Signals which have not been included in the notification made at the time of depositing the instrument of ratification of this Protocol or of accession thereto shall be deemed to be inapplicable to this Protocol.

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

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

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

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

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

Article 12

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

10.

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

Article 13

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

IN WITNESS WHEREOF, the undersigned, being duly authorized thereto, have signed this Protocol.

DONE at Geneva, this first day of March one thousand nine hundred and seventy-three, in a single copy in the English, French and Russian languages, the three texts being equally authentic.

Annex

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

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

3. Ad Article 26 of the Convention

Paragraph 2

Additional sub-paragraph to be inserted immediately after sub-paragraph (b) of this paragraph

This additional sub-paragraph shall read as follows:

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

Paragraph 4

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

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

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

4. Ad Article 27 of the Convention

Paragraph 1

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

Paragraph 3

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

Paragraph 5

This paragraph shall read as follows:

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

5. Ad Article 28 of the Convention

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

These paragraphs shall read as follows:

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

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

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

6. Ad Article 29 of the Convention

Paragraph 2

This paragraph shall read as follows:

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

- markings showing places where parking is permitted or restricted may be blue;
- zigzag lines showing places where parking is prohibited shall be yellow;
- the continuous or broken line on the kerb or on the edge of the carriageway to show that standing or parking is prohibited or restricted shall be yellow."

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

These paragraphs shall read as follows:

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

If there is a need temporarily to cancel for a short time the traffic rule symbolized by permanent markings, and if for the purpose the permanent markings are replaced by other markings, all the temporary markings shall be of a colour other than that normally used for directing traffic or for prohibiting or restricting standing or parking. Studs shall preferably be used to make the temporary road markings more conspicuous."

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

A. Dimensions

Paragraph 2

This paragraph shall read as follows:

"The width of continuous or broken lines used for longitudinal markings should be at least 0.10 m (4 in.). The width of a broken line used to indicate the separation between a through lane and an acceleration lane, a deceleration lane or a combination of an acceleration lane and a deceleration lane, should be at least double that of a normal broken line."

Paragraph 5

This paragraph shall read as follows:

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

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

Paragraph 6

This paragraph shall read as follows:

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

B. Traffic lane markings

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

Paragraph 8, first sentence

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

Paragraph 9

This paragraph shall read as follows:

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

Paragraph 10

This paragraph shall read as follows:

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

Paragraph 11

This paragraph shall read as follows:

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

Additional paragraph to be inserted immediately after paragraph 11

This paragraph shall read as follows:

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

Diagram A-8 gives an example of the marking of a carriageway of a motorway."

Paragraph 13

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

Additional paragraph to be inserted after paragraph 13

This paragraph shall read as follows:

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

C. Markings for particular situations

Paragraph 14

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

Paragraph 15

This paragraph shall read as follows:

"'Range of vision' means the distance at which an object of a certain height placed on the carriageway can be seen by an observer on the carriageway whose eye is at the same height or lower.^{1/} When it is necessary to prohibit the use of the part of the carriageway reserved for oncoming traffic at certain intersections, or at places where the range of vision is restricted (hill crest, bend in the road, etc.) or on sections where

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

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

Paragraph 16

This paragraph shall read as follows:

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

Paragraph 17

This paragraph shall read as follows:

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

Paragraph 18

This paragraph shall read as follows:

"On three-lane roads two methods are possible:

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

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

Paragraphs 19 to 21

The provisions of these paragraphs shall not apply.

Paragraph 22, first sentence

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

Paragraph 23

This paragraph shall read as follows:

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

D. Border lines indicating the limits of the carriageway

Paragraph 26

Additional sentences to be inserted at the end of this paragraph

These sentences shall read as follows: "The width of the border line should be at least 0.10 m (4 in.). The width of the border line on a motorway or similar road should be at least 0.15 m (6 in.)."

E. Marking of obstructions

Paragraph 27

This paragraph shall read as follows:

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

F. Guide lines and arrows at intersections

Paragraph 28

This paragraph shall read as follows:

"At certain intersections, if it is desirable to show drivers how to cross the intersection and how to turn left in countries with right-hand traffic or how to turn right in countries with left-hand traffic, guide lines

or arrows may be used. The recommended length of strokes and gaps is 0.50 m (1 ft. 8 in.) (diagrams A-28 and A-29). The guide lines shown in diagram A-29(a) may be supplemented by arrows. The arrows shown in diagram A-29(b) may be supplemented by guide lines."

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

B. Stop lines

Paragraph 30

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

Paragraph 32

This paragraph shall read as follows:

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

C. Line indicating points at which drivers must give way

Paragraph 33

This paragraph shall read as follows:

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

Paragraph 35

This paragraph shall read as follows:

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

D. Pedestrian crossings

Paragraph 37

This paragraph shall read as follows:

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

E. Cyclist crossings

Paragraph 38

This paragraph shall read as follows:

"Cyclist crossings should be indicated by two broken lines. The broken line should preferably be made up of squares (0.40 - 0.60) x (0.40 - 0.60) m [(16 - 24) x (16 - 24) in.] separated by gaps equal in length to the side of the squares. The width of the crossings should be not less than 1.80 m (6 ft.) for one-way cycle tracks and not less than 3 m (9 ft. 9 in.) for two-way cycle tracks. On oblique crossings the squares may be replaced by parallelograms with their sides parallel respectively to the centre line of the road and to the centre line of the

track (diagram A-37). Studs and buttons should not be used. Diagram A-38 gives an example of an intersection where the cycle track is part of a priority road."

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

A. Lane selection arrow markings

Paragraph 39

This paragraph shall read as follows:

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

B. Oblique parallel lines

Paragraph 40

This paragraph shall read as follows:

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

C. Word markings

Paragraph 42

This paragraph shall read as follows:

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

Paragraph 43

The provision of this paragraph shall not be applied.

E. Markings on the carriageway and on adjacent structures

(i) Markings indicating parking restrictions

Paragraph 45

This paragraph shall read as follows:

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

(ii) Marking of obstructions

Paragraph 46

This paragraph shall read as follows:

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

DIAGRAMS

DIAGRAMMES

ДИАГРАММЫ

Marques longitudinales*
Продольная разметка*

exemples de lignes de guidage discontinues (art. 26, par. 2-a-i))
примеры прерывистых линий для разграничения полос движения (пункт 2-a-i статья 26)

lignes continues**
сплошные линии**

exemples de lignes discontinues d'avertissement (art. 26, par. 2-a-ii))
примеры прерывистых предупреждающих линий (пункт 2-a-ii статья 26)

exemples de combinaisons de lignes continues et de lignes discontinues d'avertissement
примеры сочетания сплошных линий и прерывистых предупреждающих линий

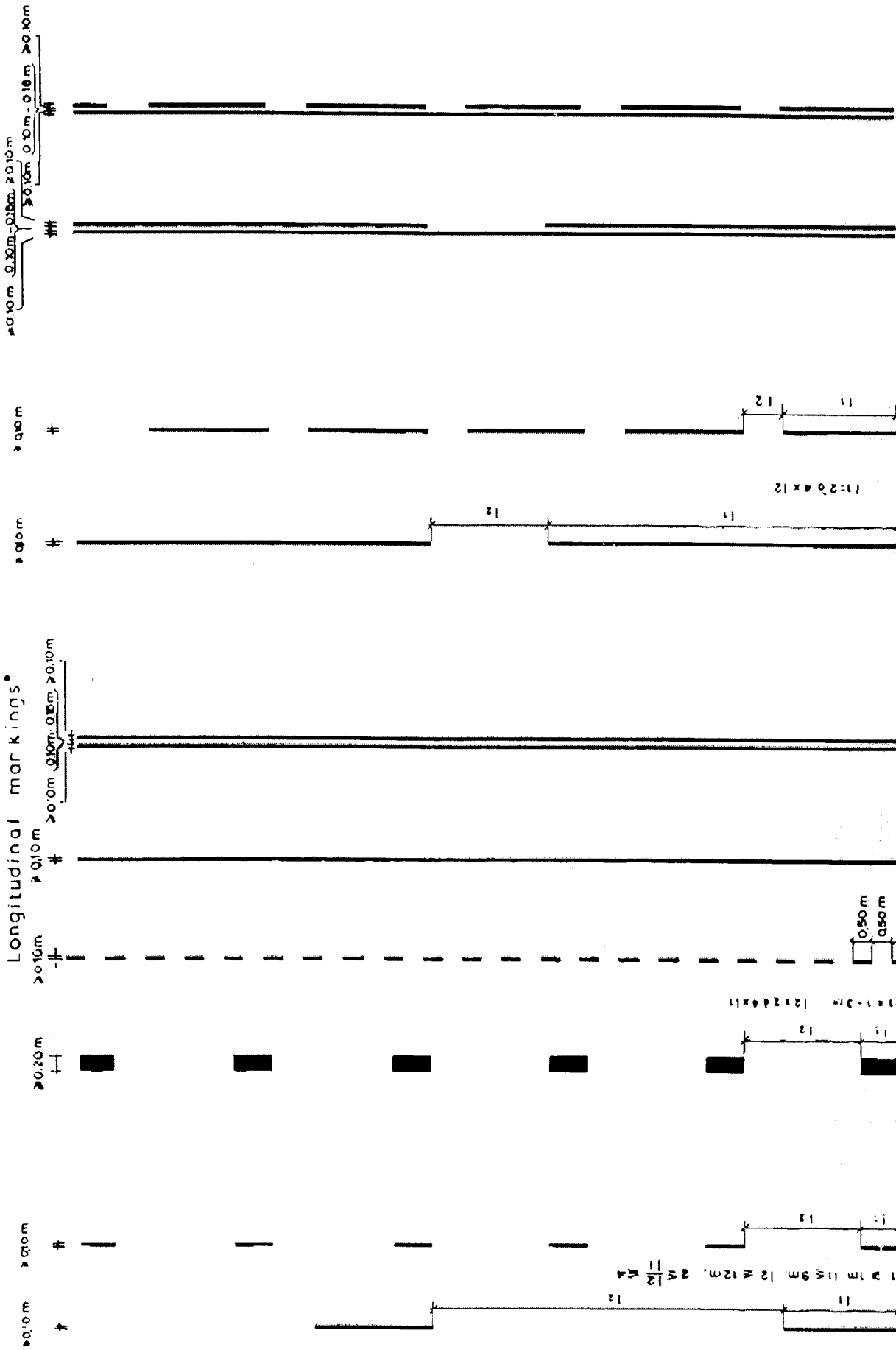
* Les lignes continues utilisées pour délimiter le bord de la chaussée apparaissant sur le présent diagramme ou sur les autres peuvent être remplacées par des lignes discontinues.

** Les lignes discontinues ont une longueur minimale de 20 m.

* Сплошные линии, используемые для разметки края проезжей части и показанные на этой и других диаграммах, которые могут заменяться прерывистыми линиями.

** Сплошные линии имеют длину не менее 20 м.

diagramme A-1
диаграмма А-1



examples of broken guiding lines (art 26 §2-0 (i))
 a) continuous lines have a minimum length of 20 m
 and other diagrams may be replaced by broken lines

continuous lines (a & b)

examples of broken warning lines (art 26 §2-0 (ii))

examples of combination of continuous lines and broken warning lines

diagram A-1

Marquage des chaussées à double sens de circulation
et à 2 voies

Разметка дорог с двусторонним движением, имеющих
две полосы движения

voie
полоса движения

voie
полоса движения

lignes continues
сплошные линии

ligne de guidage discontinue
прерывистые линии для разграничения
полос движения

voie
полоса движения

voie
полоса движения

lignes continues
сплошные линии

ligne de guidage discontinue
прерывистая линия для разграничения
полос движения

diagramme A-2

диаграмма А-2

Marking of two-way carriageways
having two lanes

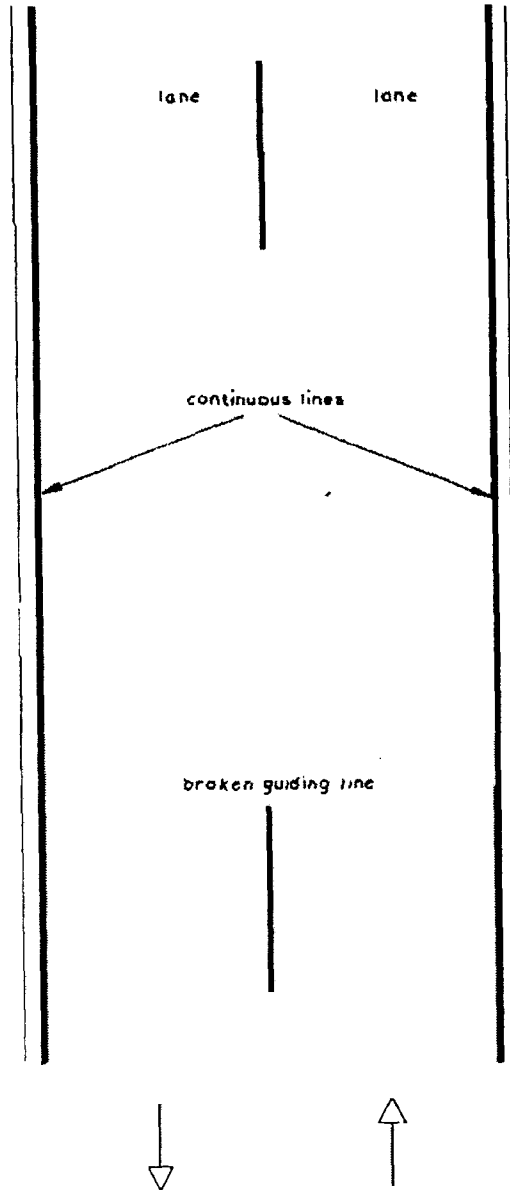
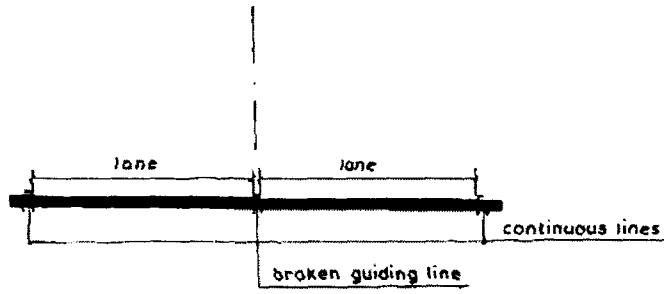


diagram A-2

Marquage des chaussées à double sens de circulation
et à 3 voies

Разметка дорог с двусторонним движением, имеющих
три полосы движения

voie
полоса движения

voie
полоса движения

voie
полоса движения

lignes continues
сплошные линии

lignes de guidage discontinues
прерывистые линии для разграничения
полос движения

voie
полоса движения

voie
полоса движения

voie
полоса движения

lignes continues
сплошные линии

lignes de guidage discontinues
прерывистые линии для разграничения
полос движения

diagramme A-3
диаграмма А-3

Marking of two-way carriageways having three lanes

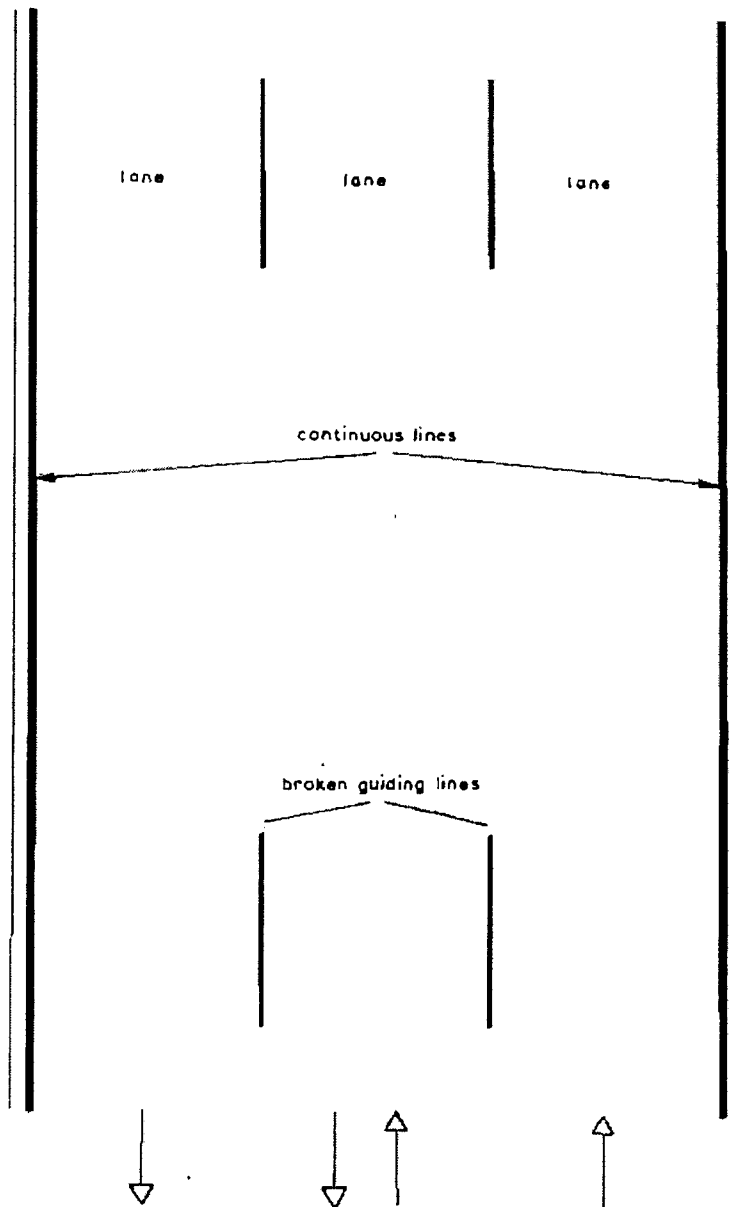
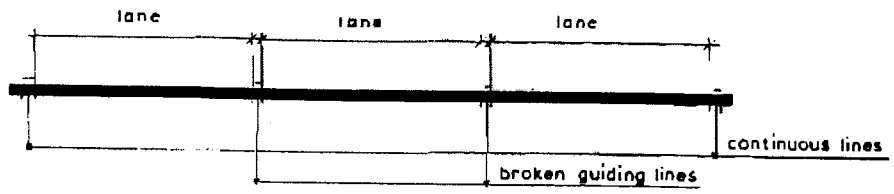


diagram A-3

Marquage des chaussées à double sens de circulation
et à 4 voies ou plus

Разметка дорог с двусторонним движением, имеющих
4 и более полос движения

voies
полоса движения

voies
полоса движения

lignes continues
lignes de guidage discontinues
ligne de guidage continue
сплошные линии
прерывистые линии для
разграничения полос
движения
сплошные линии для разграничения
полос движения

lignes continues
lignes de guidage discontinues
ligne de guidage continue
сплошные линии
прерывистые линии для
разграничения полос
движения
сплошные линии для разграничения
полос движения

diagramme A-4
диаграмма А-4

Marking of two-way carriageways having four or more lanes.

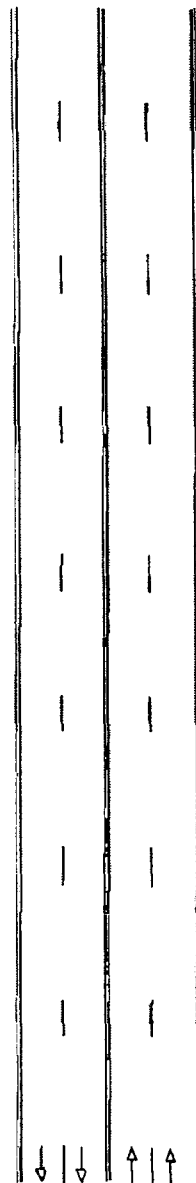
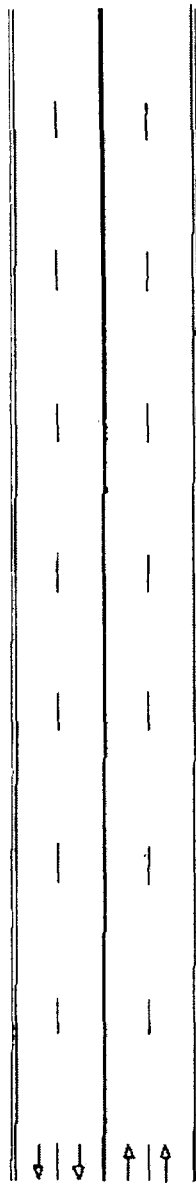
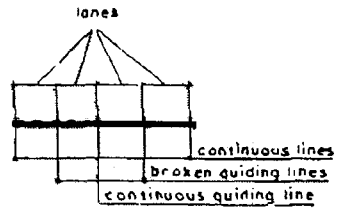
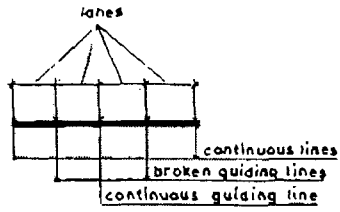


diagram A-4

Marquage des chaussées à double sens de circulation
et à 3 voies dont une réversible

Разметка дорог с двусторонним движением,
имеющих две полосы движения и одну полосу попеременного направления движения

voie
полоса движения

voie
полоса движения

voie
полоса движения

lignes continues
СПЛОШНЫЕ ЛИНИИ

doubles lignes d'avertissement
discontinues
двойные прерывистые
предупреждающие линии

voie
полоса движения

voie
полоса движения

voie
полоса движения

doubles lignes
d'avertissement
discontinues
двойные прерывистые
предупреждающие линии

lignes continues
СПЛОШНЫЕ ЛИНИИ

diagramme A-5
диаграмма А-5

Marking of two-way carriageways
having two lanes and a reversible lane

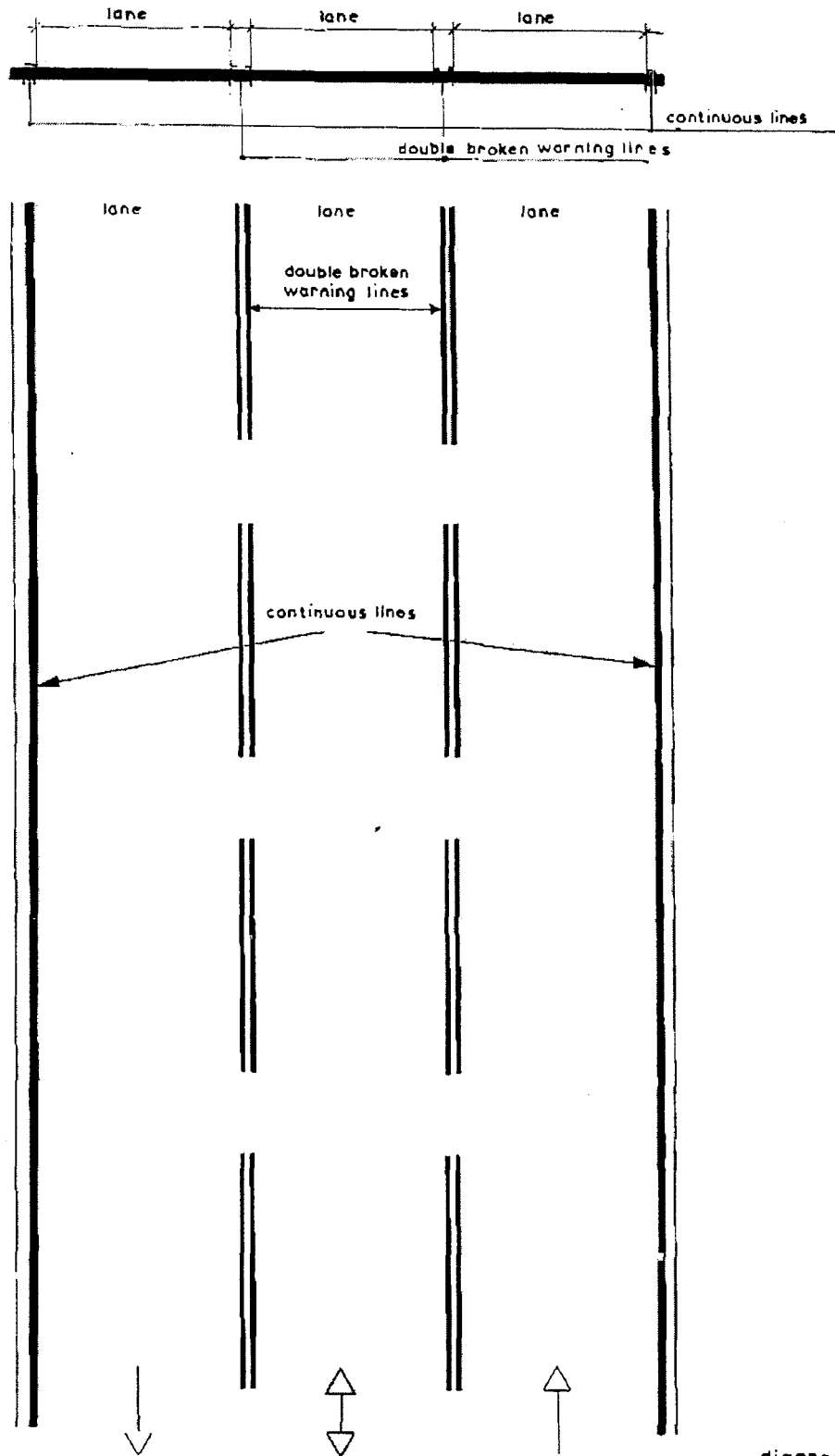


diagram A-5

voies

lignes continues
lignes de guidage discontinues
doubles lignes d'avertissement
discontinues

lignes continues

doubles lignes
d'avertissement
discontinues

lignes de guidage
discontinues
Marquage des chaussées
à double sens de circulation
et à 6 voies dont 2 réversibles

voies

lignes continues
lignes de guidage discontinues
doubles lignes d'avertissement
discontinues

lignes continues

doubles lignes
d'avertissement
discontinues

lignes de guidage
discontinues
Marquage des chaussées
à double sens de circulation
et à 7 voies dont 3 réversibles

diagramme A-6

ПОЛОСЫ ДВИЖЕНИЯ

сплошные линии
прерывистые линии для
разграничения полос
движения
двойные прерывистые
предупреждающие
линии

СПЛОШНЫЕ ЛИНИИ

двойные прерывистые
предупреждающие
линии

прерывистые линии для
разграничения полос движения

Разметка дорог с двусторонним
движением, имеющих шесть полос
движения, из которых две являются
полосами попеременного направления
движения

ПОЛОСЫ ДВИЖЕНИЯ

сплошные линии
прерывистые линии для
разграничения полос
движения
двойные прерывистые
предупреждающие
линии

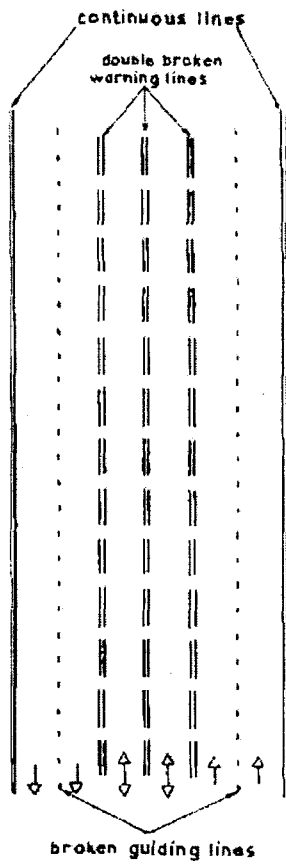
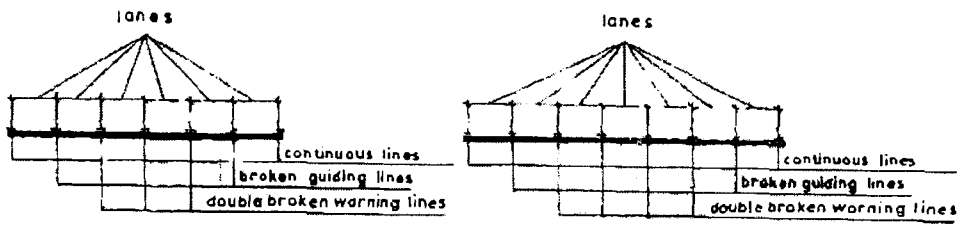
СПЛОШНЫЕ ЛИНИИ

двойные прерывистые
предупреждающие
линии

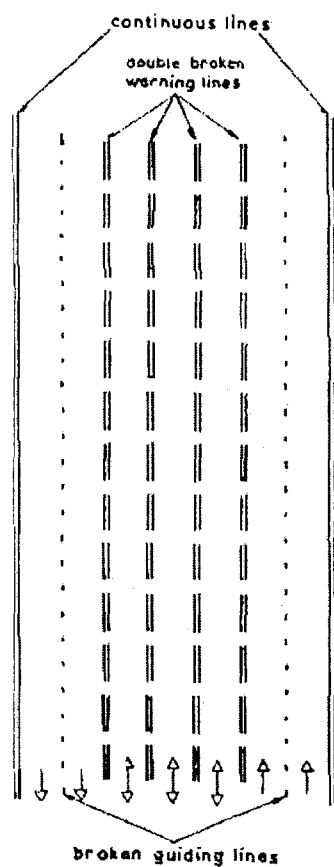
прерывистые линии для
разграничения полос движения

Разметка дорог с двусторонним
движением, имеющих семь полос
движения, из которых три являются
полосами попеременного направления
движения

диаграмма А-6



Marking of two-way carriageways with six lanes of which two are reversible.



Marking of two-way carriageways with seven lanes of which three are reversible.

Marquage des chaussées unidirectionnelles
Разметка дорог с односторонним движением

voie
полоса движения

voie
полоса движения

lignes continues
сплошные линии

ligne de guidage discontinue
прерывистая линия для
разграничения полос движения

voie
полоса движения

voie
полоса движения

lignes continues
сплошные линии

ligne de guidage discontinue
прерывистая линия для
разграничения полос движения

diagramme A-7
диаграмма А-7

Marking of one - way carriageways

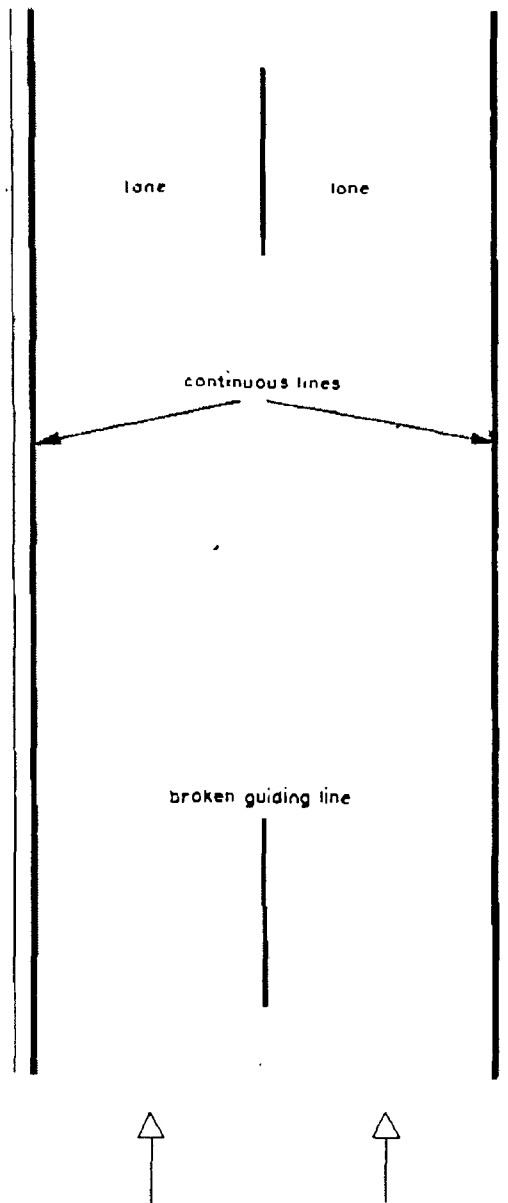
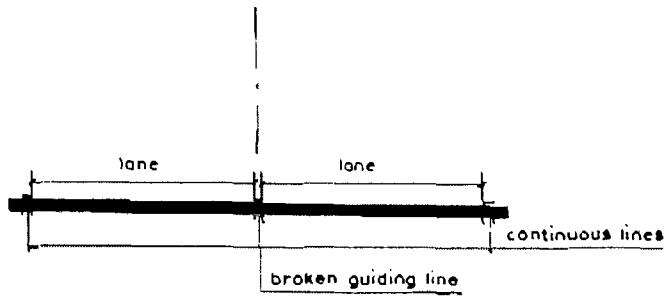


diagram A-7

Marquage d'une chaussée d'autoroute
Разметка проезжей части автомагистрали

voie
полоса движения

voie
полоса движения

bande d'arrêt d'urgence
полоса вынужденной
остановки

lignes continues
сплошные линии

ligne de guidage discontinue
прерывистая линия для
разграничения полос движения

voie
полоса движения

voie
полоса движения

bande d'arrêt d'urgence
полоса вынужденной
остановки

ligne de guidage discontinue
прерывистая линия для
разграничения полос движения

lignes continues
сплошные линии

diagramme A-9
диаграмма А-8

Marking of a carriageway of a motorway.

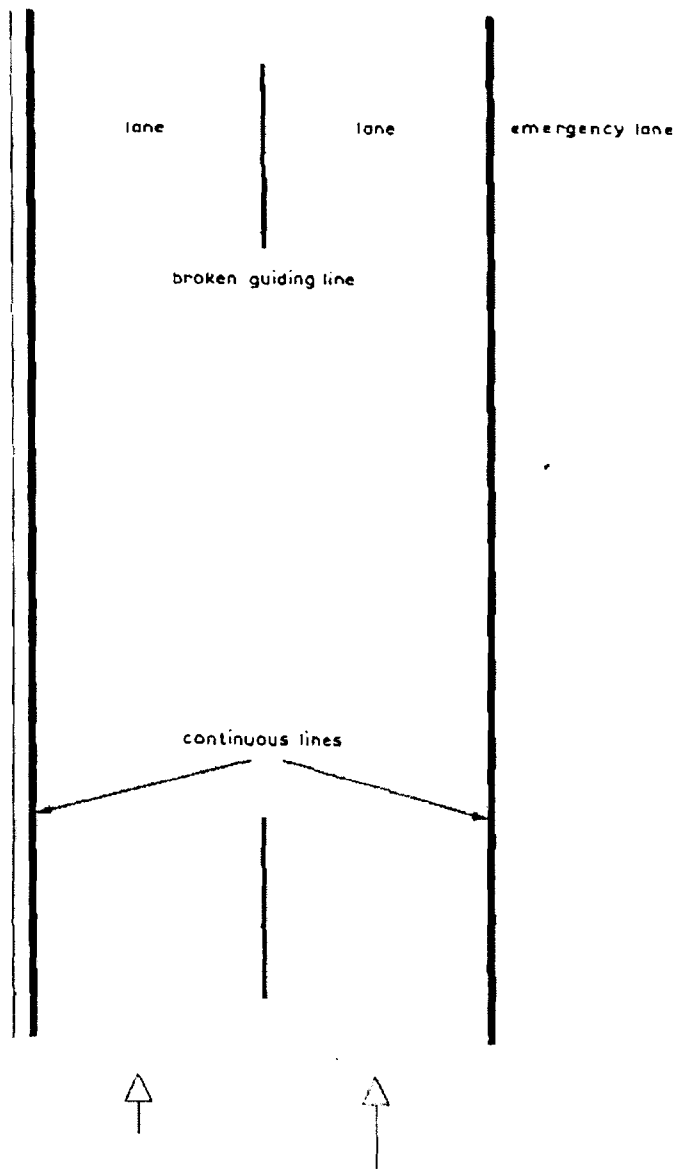
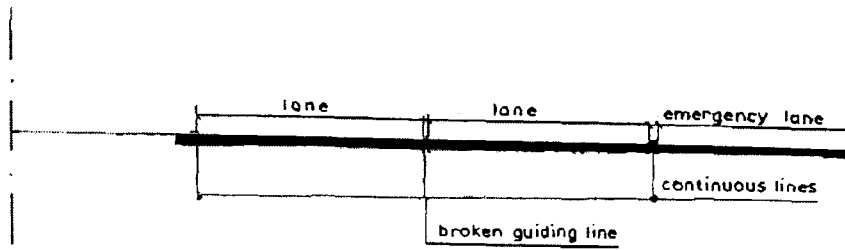


diagram A-8

Полосы ускорения

Плоский закрашенный
треугольник

полоса ускорения перед пересечением на одном уровне

вариант

вариант

Разметка окончания полосы
ускорения, если длина полосы
вынужденной остановки ограничена

возможно повышение
уровня

изменяющаяся
длина

полоса вынужденной
остановки

полоса ускорения вдоль автомагистрали

Разметка окончания полосы ускорения
при отсутствии полосы вынужденной
остановки

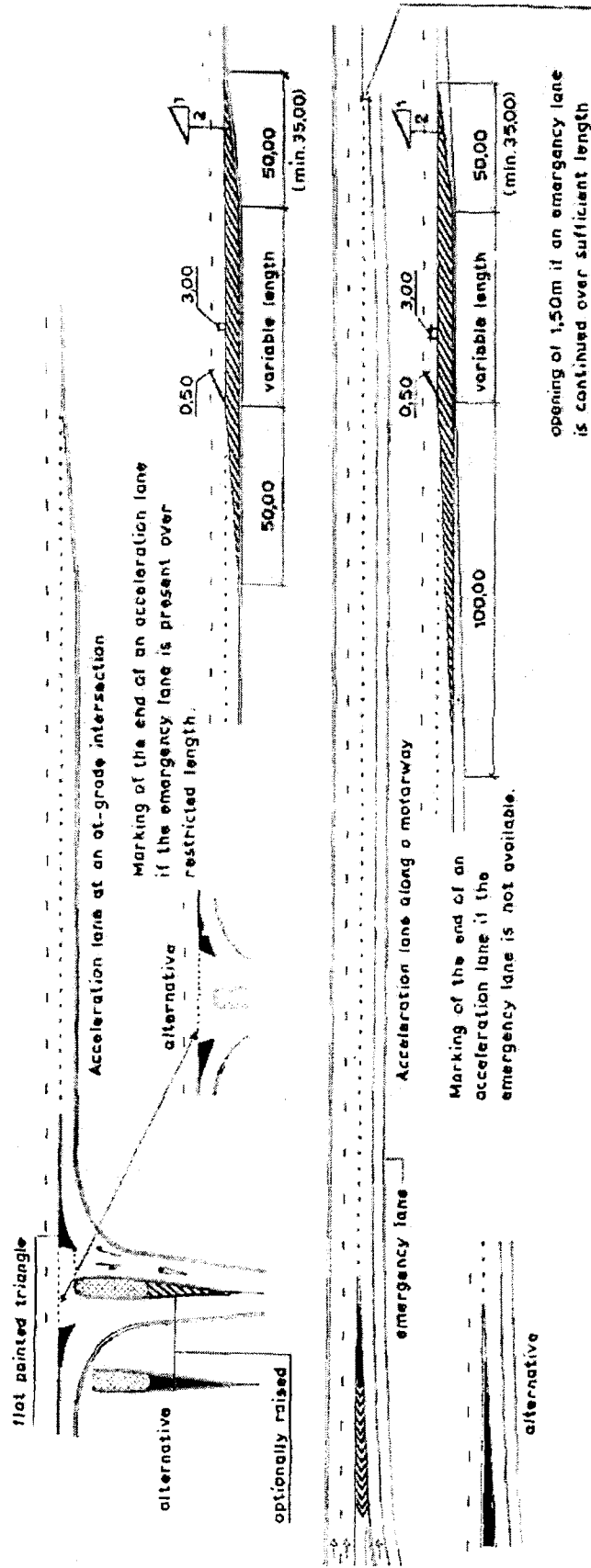
изменяющаяся
длина

вариант

выход шириной 1,5 м, если
полоса вынужденной остановки
имеет достаточную протяженность

измерения даются в метрах
диаграмма А-9

Acceleration lanes



measures in meters
diagram A-9

Voies de décélération
Полосы замедления

zone triangulaire
plane peinte
Плоский закрашенный
треугольник

bande d'arrêt
d'urgence
полоса вынужденной
остановки

voie de décélération sur une autoroute
полоса замедления вдоль автомагистрали

zone triangulaire
plane peinte
плоский закрашенный
треугольник

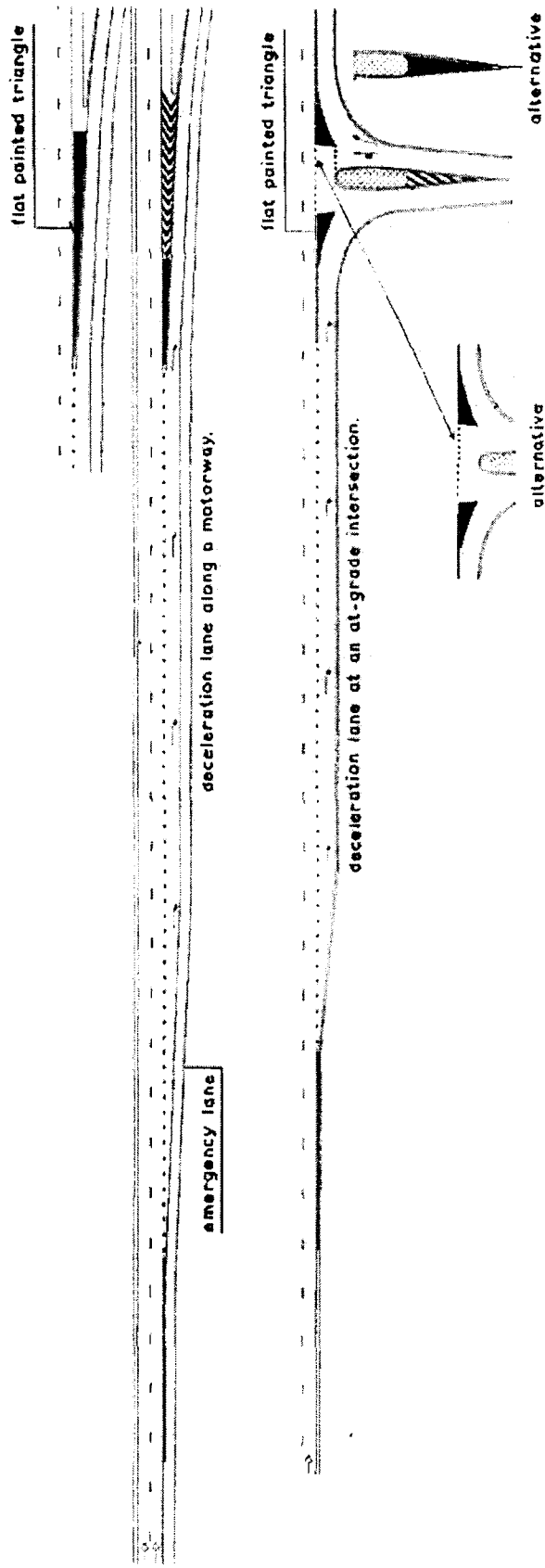
voie de décélération à un croisement à niveau
полоса замедления перед пересечением на
одном уровне

variante
вариант

variante
вариант

diagramme A-10
диаграмма А-10

Deceleration lanes



Сочетание полос ускорения и замедления
(участок соединения)

параллельные косые линии

вариант

полоса вынужденной
остановки

начало разметки стрел
1/2 протяженности участка
соединения (макс. 150 м)

плоский закрашенный
треугольник

участок соединения вдоль
автомагистрали

плоский закрашенный
треугольник

начало разметки стрел 1/2 L
(макс. 150 м)

L - протяженность участка соединения

участок соединения перед пересечением на одном уровне

вариант

вариант

вариант

вариант

* Возможно повышение уровня; уклон 1:8 или меньше

Combinaison d'une voie d'accélération et d'une voie de décélération
(section d'entrecroisement)

lignes obliques parallèles

variante

bande d'arrêt
d'urgence

début de marquage par flèches
demi-longueur de la section
d'entrecroisement (max. 150 m)

zone triangulaire
plane peinte

section d'entrecroisement
sur une autoroute

zone triangulaire
plane peinte

début du marquage par flèches $1/2 L$
(max. 150 m)

L = longueur de la section d'entrecroisement

section d'entrecroisement à un croisement à niveau

variante

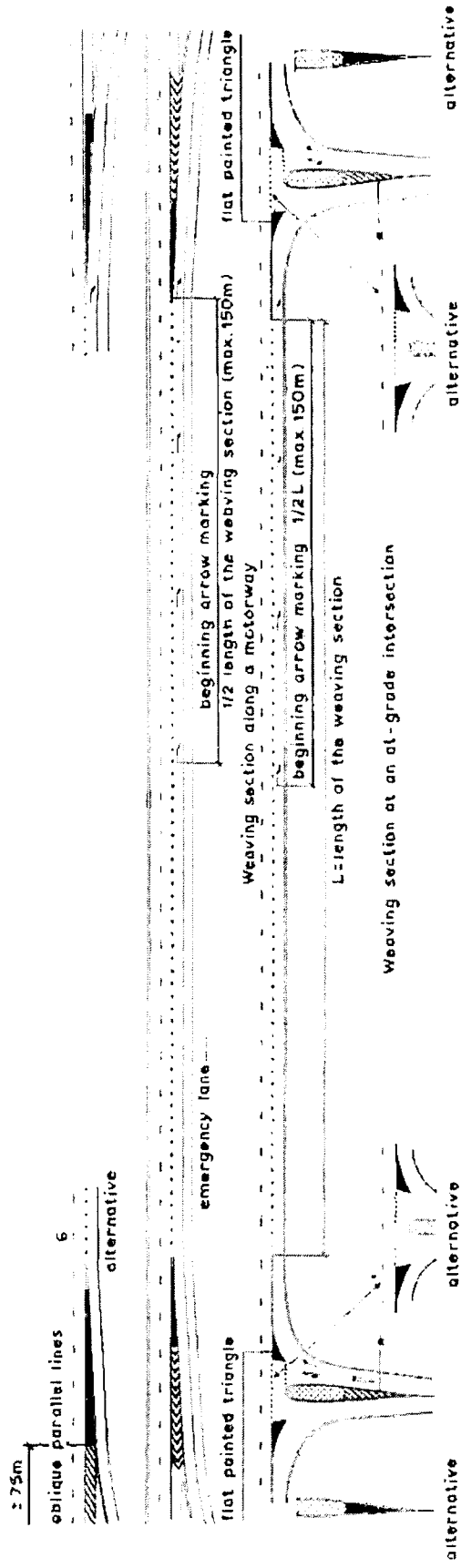
variante

variante

variante

* Surélévation facultative; pente 1:8 ou moins

Combination of an acceleration lane and a deceleration lane (weaving section).



* optionally raised; slope 1:8 or less

Marquage des chaussées à double sens de circulation dans les courbes verticales où la distance de visibilité est limitée
Разметка дорог с двусторонним движением на вертикальных кривых в тех местах, где расстояние видимости ограничено

hauteur oculaire
высота уровня глаза

hauteur de l'objet
высота предмета

D : distance parcourue en 1 seconde
L : $V > 60 \text{ km/h} : L \geq 100 \text{ m}$
 $V \leq 60 \text{ km/h} : L \geq 50 \text{ m}$
i : $V > 60 \text{ km/h}$ inclinaison 1 : 50 ou moins
 $V \leq 60 \text{ km/h}$ inclinaison 1 : 20 ou moins
Les flèches sont facultatives
D : Расстояние, проходимое за 1 сек.
 $V > 60 \text{ км/ч} : L \geq 100 \text{ м}$
L : $V \leq 60 \text{ км/ч} : L \geq 50 \text{ м}$
 $V > 60 \text{ км/ч}$, уклон 1 : 50 или меньше
i : $V \leq 60 \text{ км/ч}$, уклон 1 : 20 или меньше
Стрелы не обязательны

diagramme A-12
диаграмма А-12

Marking of two-way carriageways in vertical curves where the range of vision is restricted.

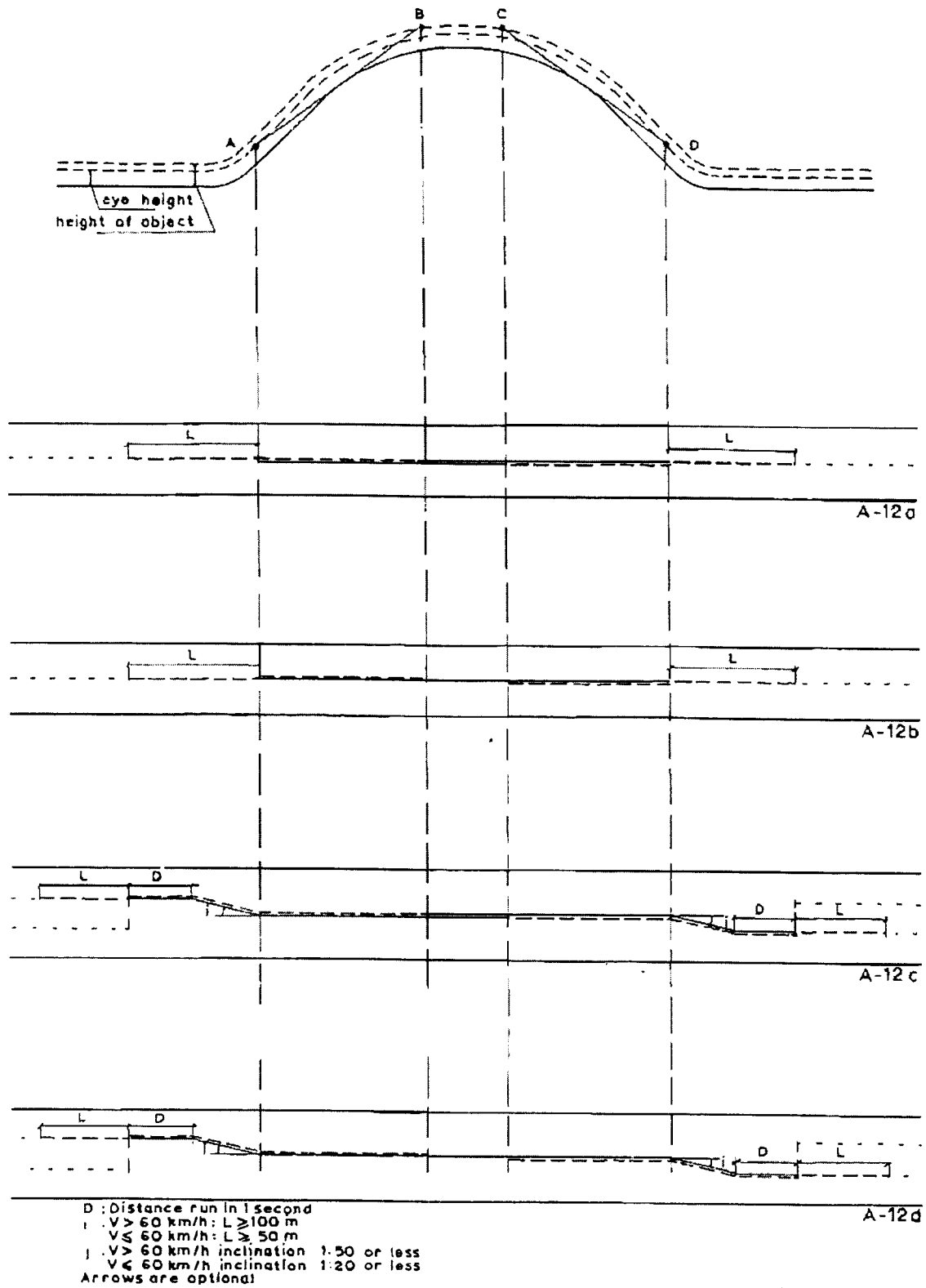


diagram A-12

Marquage des chaussées à double sens de circulation dans
les courbes verticales où la distance de visibilité est limitée

Разметка дороги с двусторонним движением на вертикальных
кривых в тех местах, где расстояние видимости ограничено

hauteur de l'objet
высота предмета

hauteur oculaire
высота уровня глаза

hauteur de l'objet
высота предмета

hauteur oculaire
высота уровня глаза

M : distance de visibilité

L : $V > 60 \text{ km/h} : L \geq 100 \text{ m}$

L : $V \leq 60 \text{ km/h} : L \leq 50 \text{ m}$

D : distance parcourue en 1 seconde

i : $V > 60 \text{ km/h} : \text{inclinaison } 1 : 50 \text{ ou moins}$

i : $V \leq 60 \text{ km/h} : \text{inclinaison } 1 : 20 \text{ ou moins}$

Les flèches sont facultatives

M : расстояние видимости

L : $V > 60 \text{ км/ч} : L \geq 100 \text{ м}$

L : $V \leq 60 \text{ км/ч} : L \leq 50 \text{ м}$

D : расстояние, проходимое за 1 сек.

i : $V > 60 \text{ км/ч} : \text{уклон } 1 : 50 \text{ или меньше}$

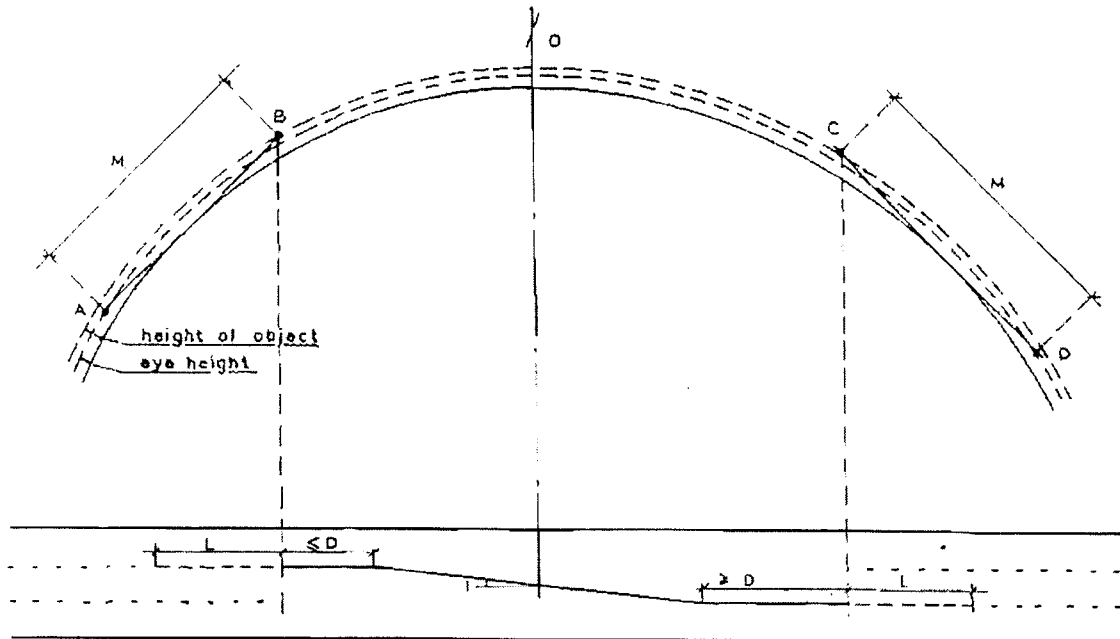
i : $V \leq 60 \text{ км/ч} : \text{уклон } 1 : 20 \text{ или меньше}$

Стрелы не обязательны

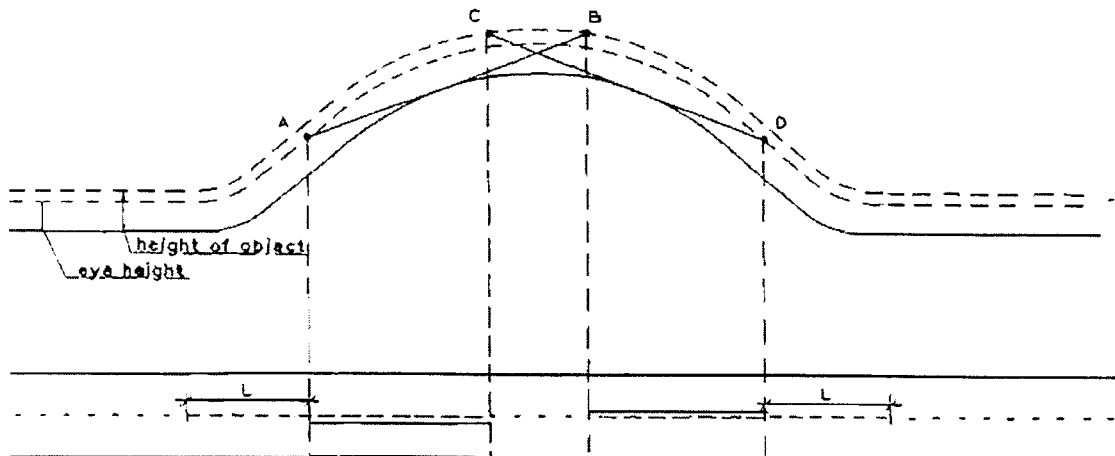
diagramme A-13

диаграмма А-13

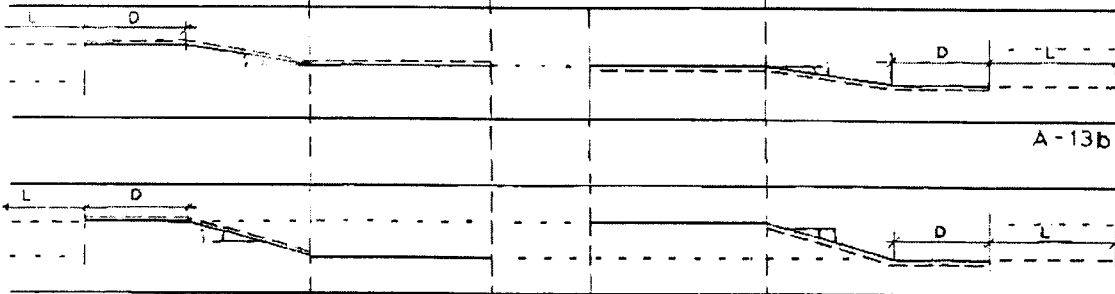
Marking of two-way carriageways in vertical curves where the range of vision is restricted.



A-12 e



A-13a



A-13b



A-13c

diagram A-13

M: sight distance
 L: $V > 60$ km/h; $L \geq 100$ m
 $V \leq 60$ km/h; $L \leq 50$ m
 D: distance run in 1 second
 i: $V > 60$ km/h; inclination 1:50 or less
 $V \leq 60$ km/h; inclination 1:20 or less
 Arrows are optional

Marquage des chaussées à double sens de circulation dans
les courbes verticales où la distance de visibilité est limitée
Разметка дороги с двусторонним движением на вертикальных кривых
в тех местах, где расстояние видимости ограничено

hauteur de l'objet
высота предмета

hauteur oculaire
высота уровня глаза

Le diagramme est le même
si C est à la droite de B
Диаграмма та же, если C
находится справа от B

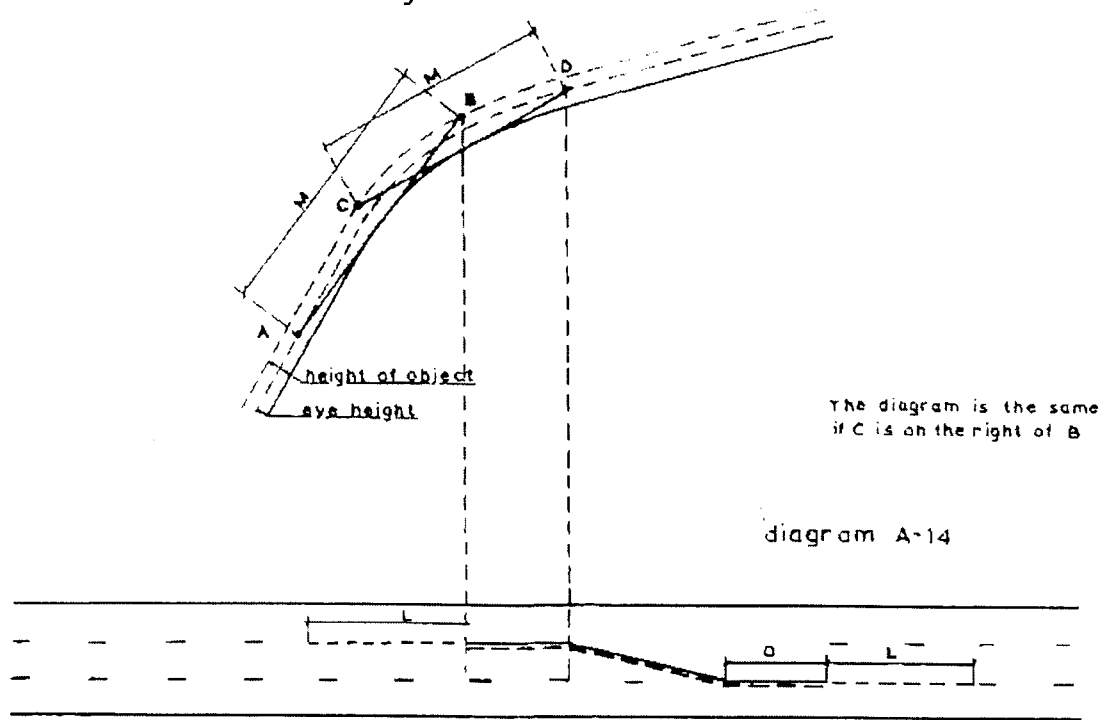
diagramme A-14
диаграмма А-14

Marquage des chaussées à double sens de circulation dans
les courbes horizontales où la distance de visibilité est limitée
Разметка дороги с двусторонним движением на горизонтальных кривых
в тех местах, где расстояние видимости ограничено

M : distance de visibilité
L : $V > 60 \text{ km/h} : L \geq 100 \text{ m}$
L : $V \leq 60 \text{ km/h} : L \geq 50 \text{ m}$
D : distance parcourue en 1 seconde
i : $V > 60 \text{ km/h} : \text{inclinaison } 1 : 50 \text{ ou moins}$
i : $V \leq 60 \text{ km/h} : \text{inclinaison } 1 : 20 \text{ ou moins}$
Les flèches sont facultatives
M : расстояние видимости
L : $V > 60 \text{ км/ч} : L \geq 100 \text{ м}$
L : $V \leq 60 \text{ км/ч} : L \geq 50 \text{ м}$
D : расстояние, проходимое за 1 сек.
i : $V > 60 \text{ км/ч}, \text{ уклон } 1 : 50 \text{ или меньше}$
i : $V \leq 60 \text{ км/ч}, \text{ уклон } 1 : 20 \text{ или меньше}$
Стрелы не обязательны

diagramme A-15
диаграмма А-15

Marking of two-way carriageways in vertical curves where the range of vision is restricted.



Marking of two-way carriageways in horizontal curves where the range of vision is restricted.

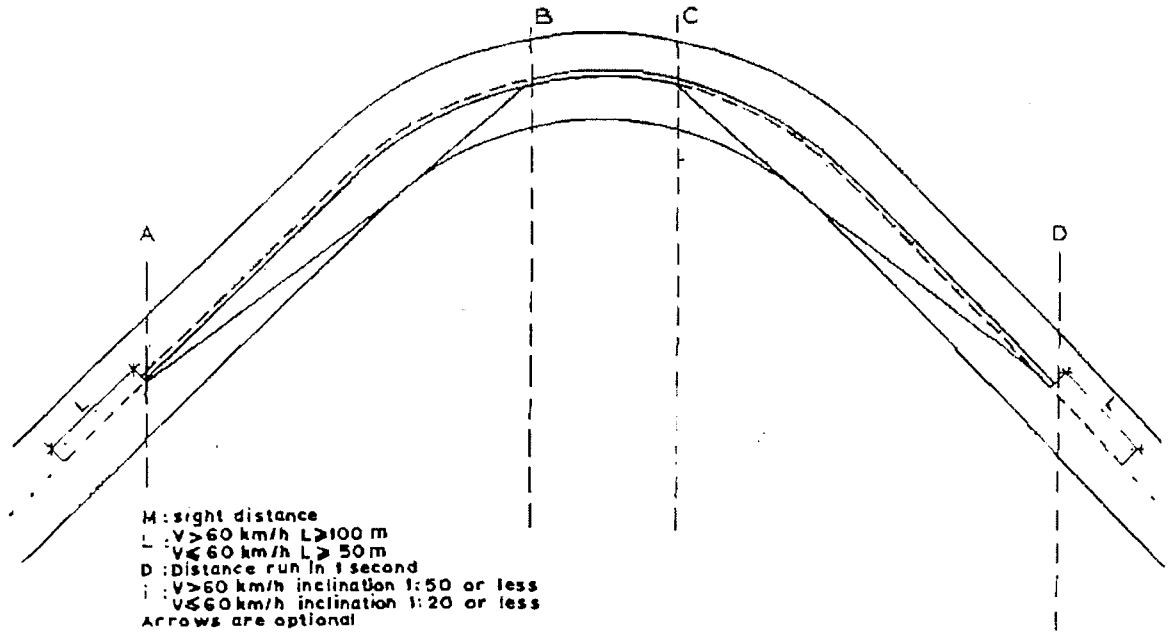


diagram A-15

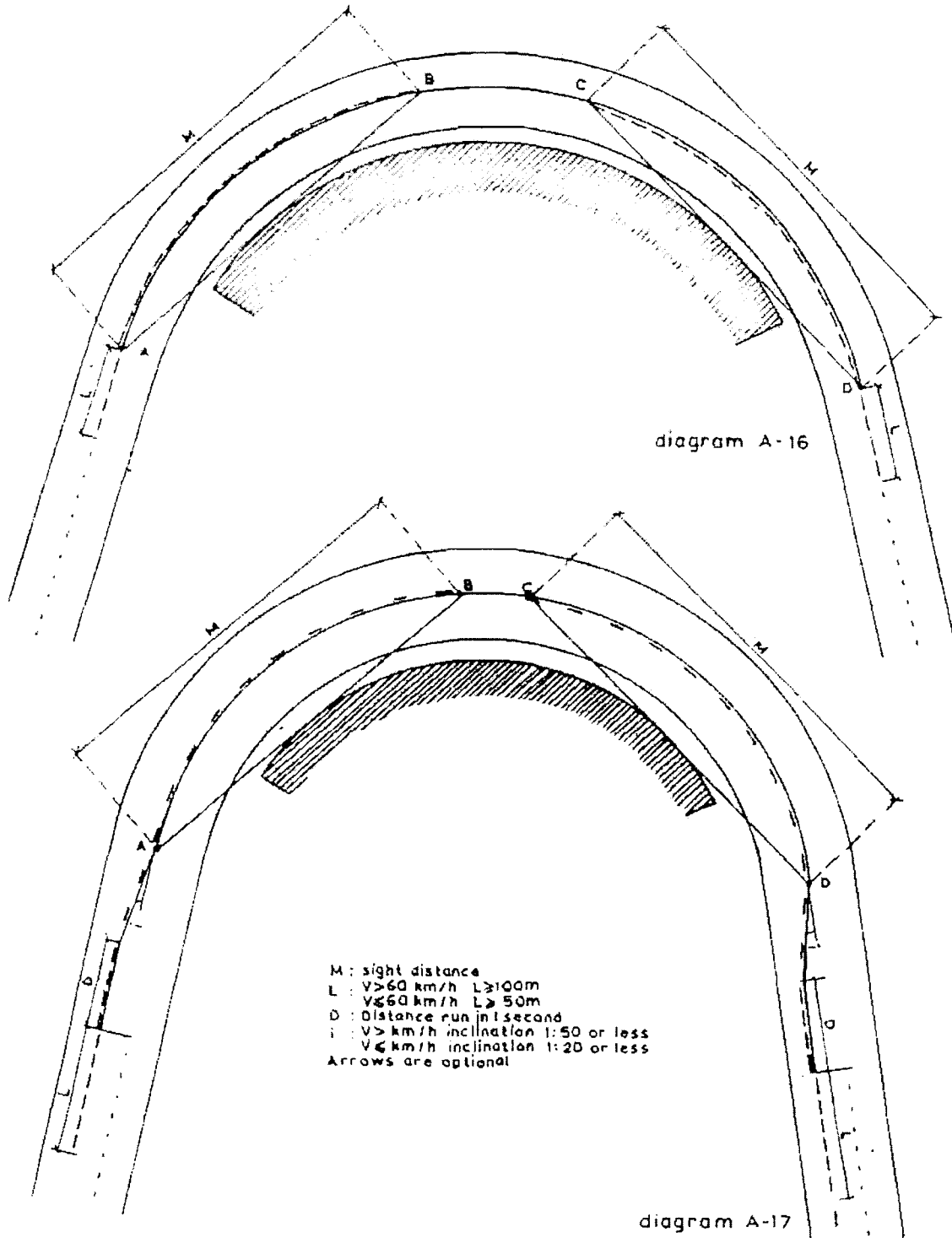
Marquage des chaussées à double sens de circulation dans les courbes horizontales où la distance de visibilité est limitée
Разметка дороги с двусторонним движением на горизонтальных кривых в тех местах, где расстояние видимости ограничено

diagramme A-16
диаграмма А-16

M : distance de visibilité
L : $V > 60 \text{ km/h} : L \geq 100 \text{ m}$
L : $V \leq 60 \text{ km/h} : L \geq 50 \text{ m}$
D : distance parcourue en 1 seconde
i : $V > 60 \text{ km/h} : \text{inclinaison } 1 : 50 \text{ ou moins}$
i : $V \leq 60 \text{ km/h} : \text{inclinaison } 1 : 20 \text{ ou moins}$
Les flèches sont facultatives
M : расстояние видимости
L : $V > 60 \text{ км/ч} : L \geq 100 \text{ м}$
L : $V \leq 60 \text{ км/ч} : L \geq 50 \text{ м}$
D : расстояние, проходимое за 1 сек.
i : $V > 60 \text{ км/ч} , \text{уклон } 1 : 50 \text{ или меньше}$
i : $V \leq 60 \text{ км/ч} , \text{уклон } 1 : 20 \text{ или меньше}$
Стрелы не обязательны

diagramme A-17
диаграмма А-17

Marking of two-way carriageways in horizontal curves where the range of vision is restricted.



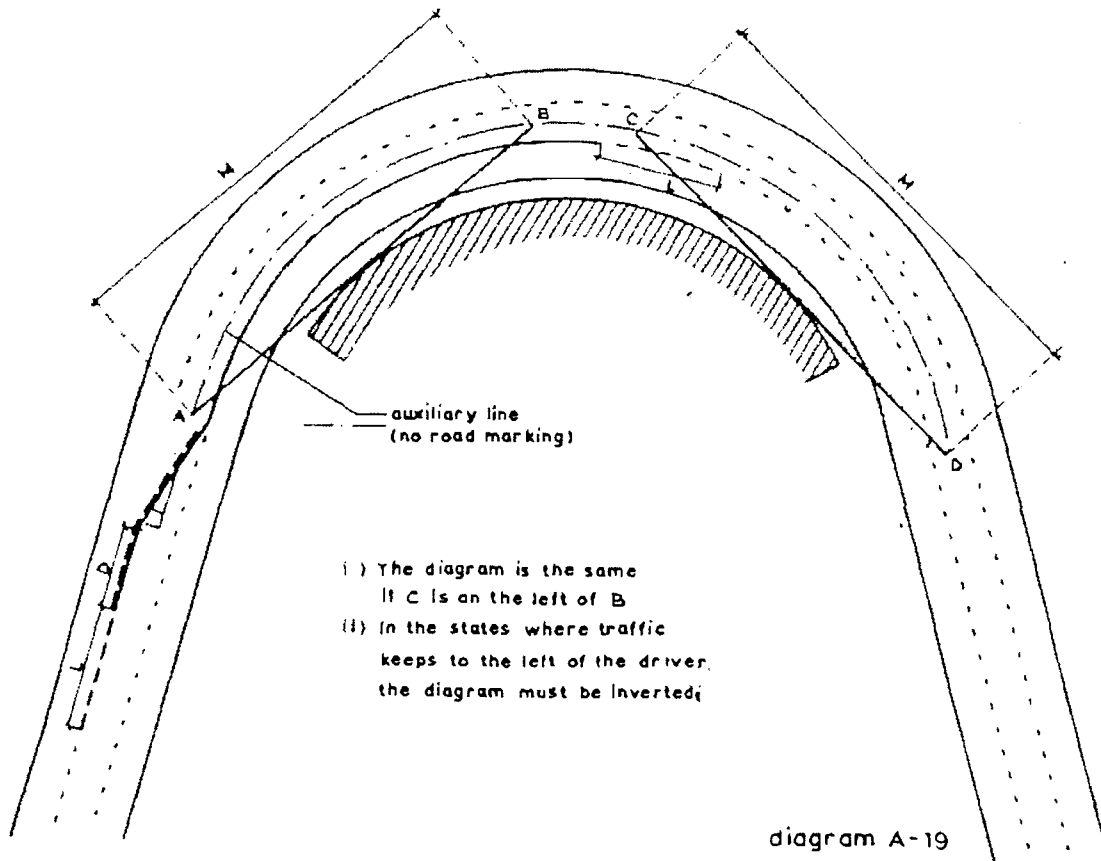
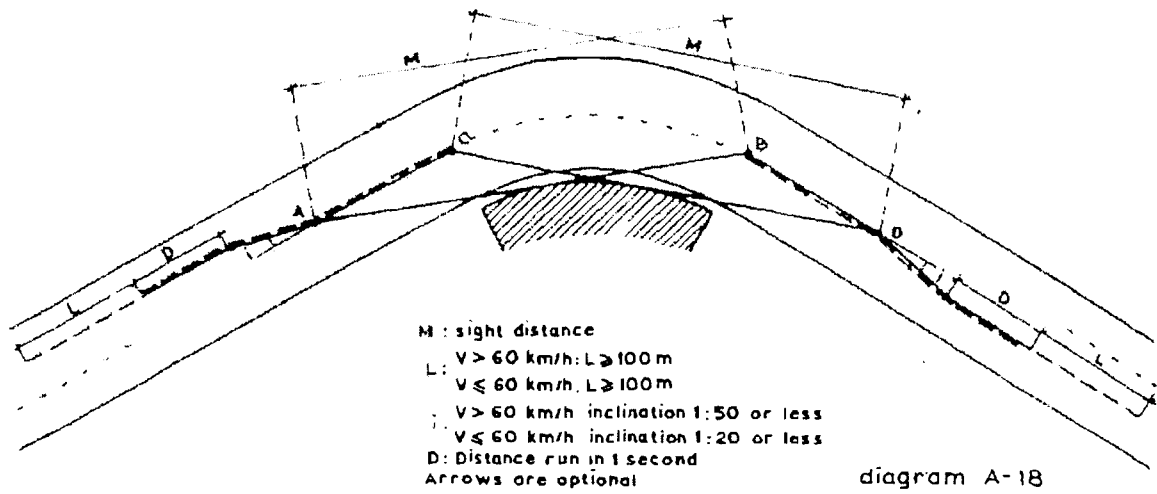
M : distance de visibilité
 L : $V > 60 \text{ km/h} : L \geq 100 \text{ m}$
 $V \leq 60 \text{ km/h} : L \geq 50 \text{ m}$
 i : $V > 60 \text{ km/h} : \text{inclinaison } i : 50 \text{ ou moins}$
 $V \leq 60 \text{ km/h} : \text{inclinaison } i : 20 \text{ ou moins}$
 D : distance parcourue en 1 seconde
 Les flèches sont facultatives
 М : расстояние видимости
 L : $V > 60 \text{ км/ч} : L \geq 100 \text{ м}$
 $V \leq 60 \text{ км/ч} : L \geq 50 \text{ м}$
 D : расстояние, проходимое за 1 сек.
 i : $V > 60 \text{ км/ч, уклон } i : 50 \text{ или меньше}$
 $V \leq 60 \text{ км/ч, уклон } i : 20 \text{ или меньше}$
 Стрелы не обязательны

diagramme A-18
 диаграмма A-18

ligne auxiliaire
 (n'est pas un marquage)
 вспомогательная линия
 (дорожной разметки не имеется)

- i) Le diagramme est le même si C est à la gauche de B
- ii) Ce diagramme doit être inversé dans les pays où la circulation se fait à gauche
 - i) Диаграмма та же, если C находится слева от B
 - ii) В государствах, где движение осуществляется слева от водителя, диаграмму необходимо перевернуть

diagramme A-19
 диаграмма A-19



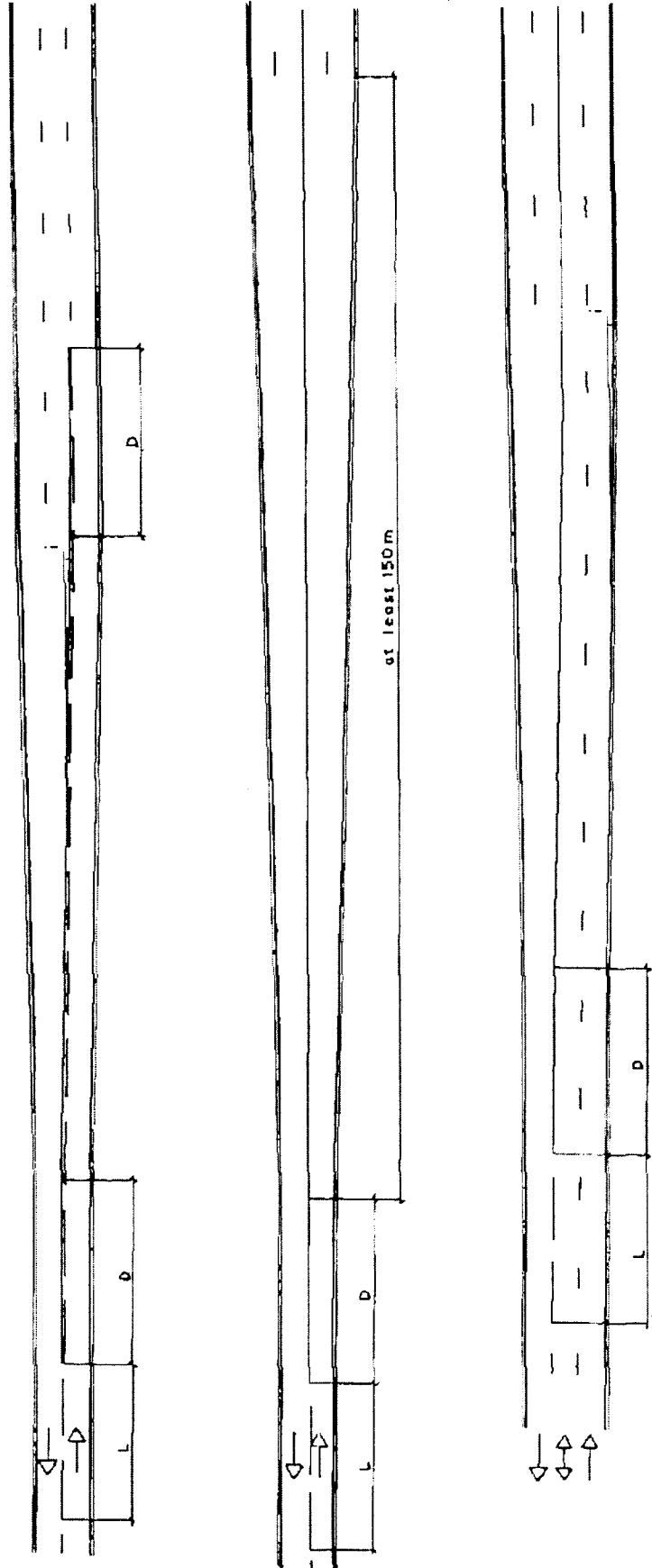
Changement de largeur de la partie utilisable de la chaussée
Изменение ширины используемой проезжей части дороги

au moins 150 м
не менее 150 м

$V > 60$ км/ч : $L \geq 100$ м
 L : $V \leq 60$ км/ч : $L \geq 50$ м
 i : $V > 60$ км/ч : inclinaison 1 : 50 ou moins
 i : $V \leq 60$ км/ч : inclinaison 1 : 20 ou moins
 D : distance parcourue en 1 seconde
Les flèches sont facultatives
 L : $V \geq 60$ км/ч : $L \geq 100$ м
 L : $V \leq 60$ км/ч : $L \geq 50$ м
 i : $V \geq 60$ км/ч : уклон 1 : 50 или меньше
 i : $V \leq 60$ км/ч : уклон 1 : 20 или меньше
 D : расстояние, проходимое за 1 сек.
Стрелы не обязательны

diagramme A-20
диаграмма А-20

Change in width of available carriageway



L : V > 60 km/h; L ≥ 100 m
 L : V ≤ 60 km/h; L ≥ 50 m
 I : V > 60 km/h; incl. 100m 1:20 or less
 D : V ≤ 60 km/h; incl. 100m 1:20 or less
 D : distance cur in 1 second
 Arrows are optional

Diagram A-20

Changement de largeur de la partie utilisable de la chaussée
Изменение ширины используемой проезжей части дороги

partie médiane
средняя часть

- i : $V > 60$ км/ч : inclinaison 1 : 50 ou moins
 i : $V \leq 60$ км/ч : inclinaison 1 : 20 ou moins
 i : $V > 60$ км/ч : уклон 1 : 50 или меньше
 i : $V \leq 60$ км/ч : уклон 1 : 20 или меньше

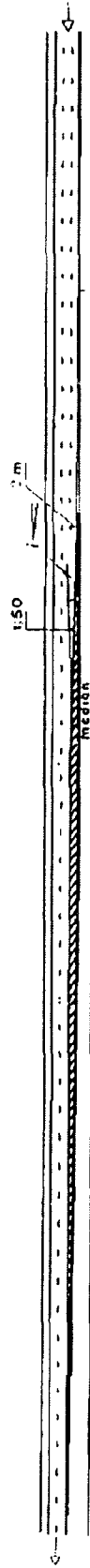
variante de point de divergence
изменение степени отклонения

L : $V > 60$ км/ч : $L \geq 100$
 L : $V \leq 60$ км/ч : $L \geq 50$
 D : Distance parcourue en 1 seconde
Les flèches sont facultatives
 L : $V > 60$ км/ч : $L \geq 100$
 L : $V \leq 60$ км/ч : $L \geq 50$
 D : расстояние, проходимое за 1 сек.
Стрелы не обязательны

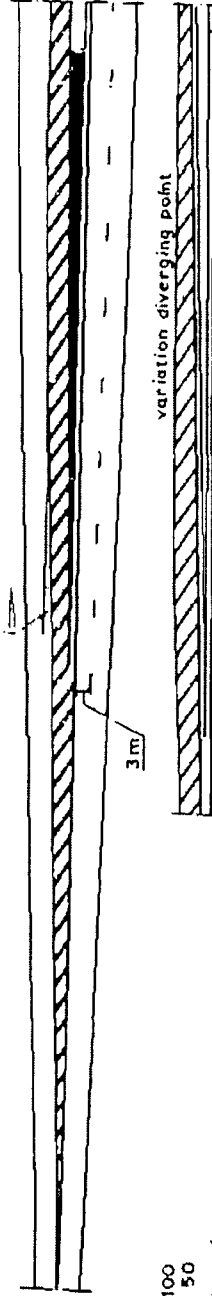
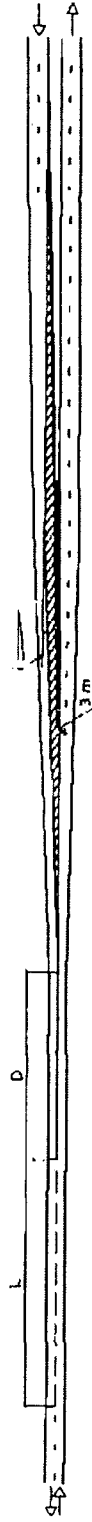
Surélévation facultative :
pente 1 : 8 ou moins
Возможно повышение уровня :
уклон 1 : 8 или меньше

diagramme A-21
диаграмма А-21

Change in width of available carriageway



$V > 60$ km/h/inclination 1:50 or less
 $V \leq 60$ km/h/inclination 1:20 or less



$L : V > 60$ km/h; $L \geq 100$
 $V \leq 60$ km/h; $L \geq 50$
 D : distance run in 1 second
 Arrows are optional

optionally raised
 slope 1:8 or less

diagram A - 21

Marquage des chaussées au voisinage d'obstacles
Разметка проезжей части дороги около препятствия

surélévation facultative : pente 1:8 ou moins
возможно повышение урвни : уклон 1:8 или меньше

obstacle ou début d'un terre-plein central
препятствие или начало центральной резервной зоны

variante
вариант

$V > 60 \text{ km/h}$: $L \geq 100 \text{ м}$
 L : $V \leq 60 \text{ km/h}$: $L \geq 50 \text{ м}$
 i : $V > 60 \text{ km/h}$: inclinaison i : 50 ou moins
 i : $V \leq 60 \text{ km/h}$: inclinaison i : 20 ou moins
 D : distance parcourue en 1 seconde
 L : $V \geq 60 \text{ км/ч}$: $L \geq 100 \text{ м}$
 L : $V \leq 60 \text{ км/ч}$: $L \geq 50 \text{ м}$
 i : $V > 60 \text{ км/ч}$: уклон i : 50 или меньше
 i : $V \leq 60 \text{ км/ч}$: уклон i : 20 или меньше
 D : расстояние, пройденное за 1 сек

îlot
островок безопасности

diagramme A-22
диаграмма А-22

Marking of carriageway near obstruction.

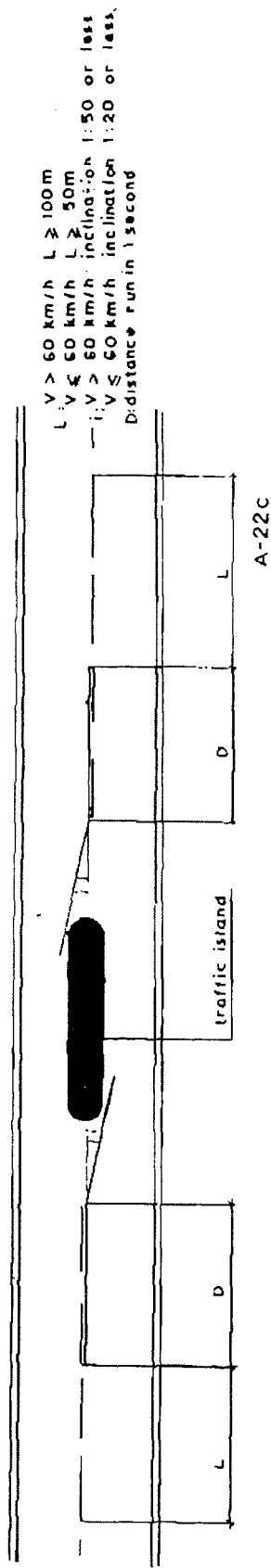
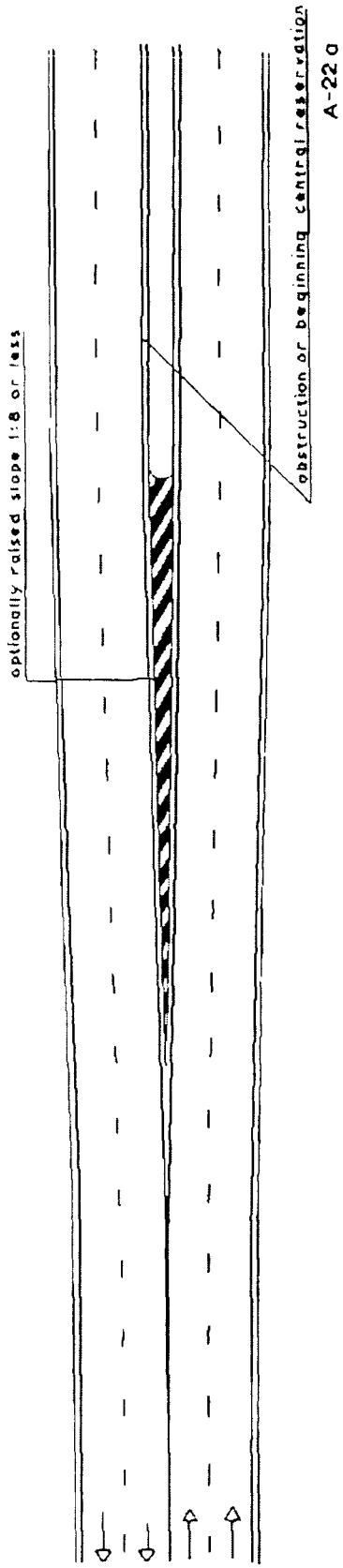
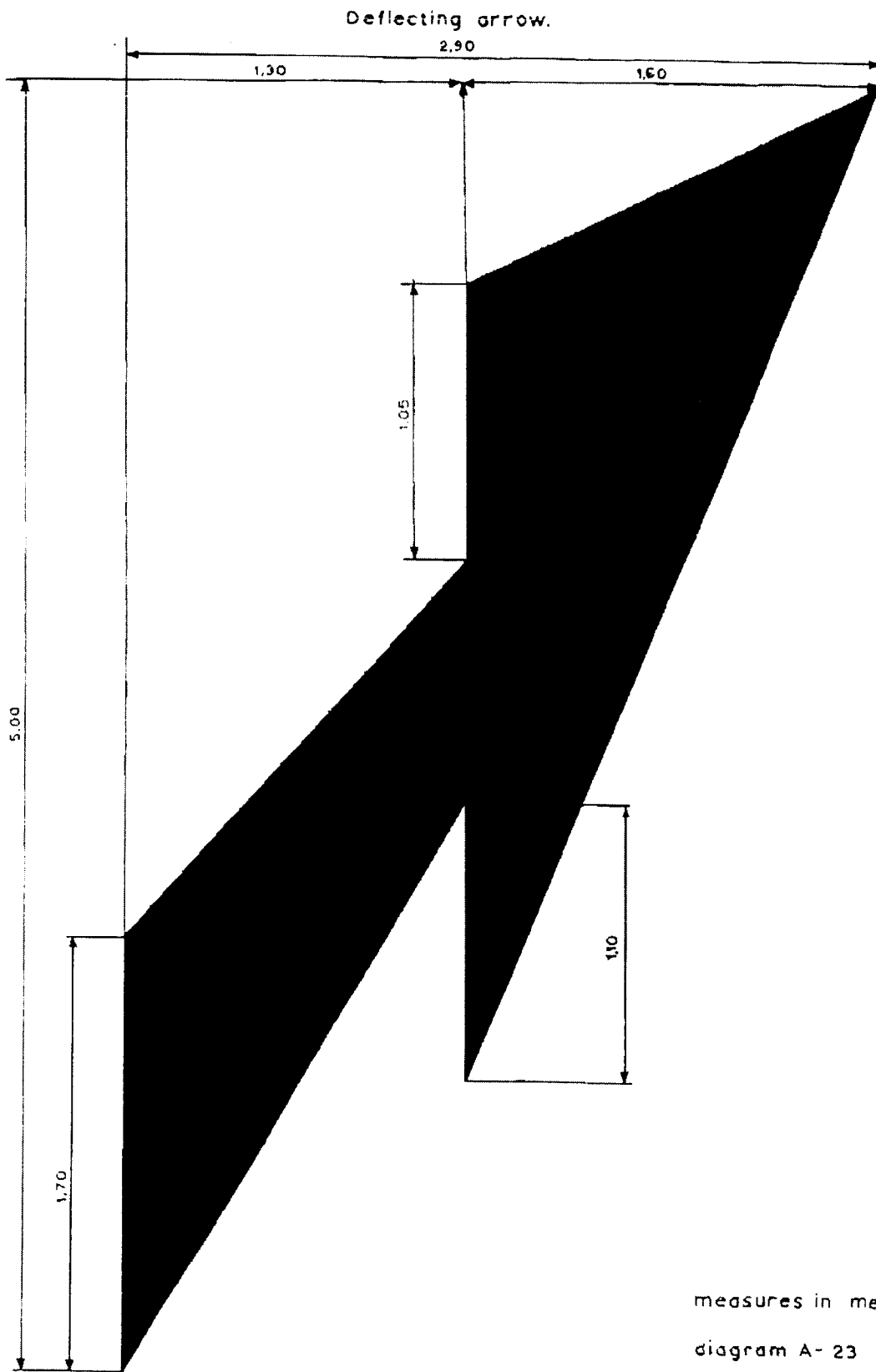


diagram A-22

Flèche de rabattement
Направляющая стрела

cotes en m
измерения даются
в метрах

diagramme A-23
диаграмма А-23



measures in meters
diagram A- 23

Flèche de rabattement
Направляющая стрела

diagramme A-24
диаграмма А-24

échelle 1 : 30
масштаб 1 : 30

Deflecting Arrow

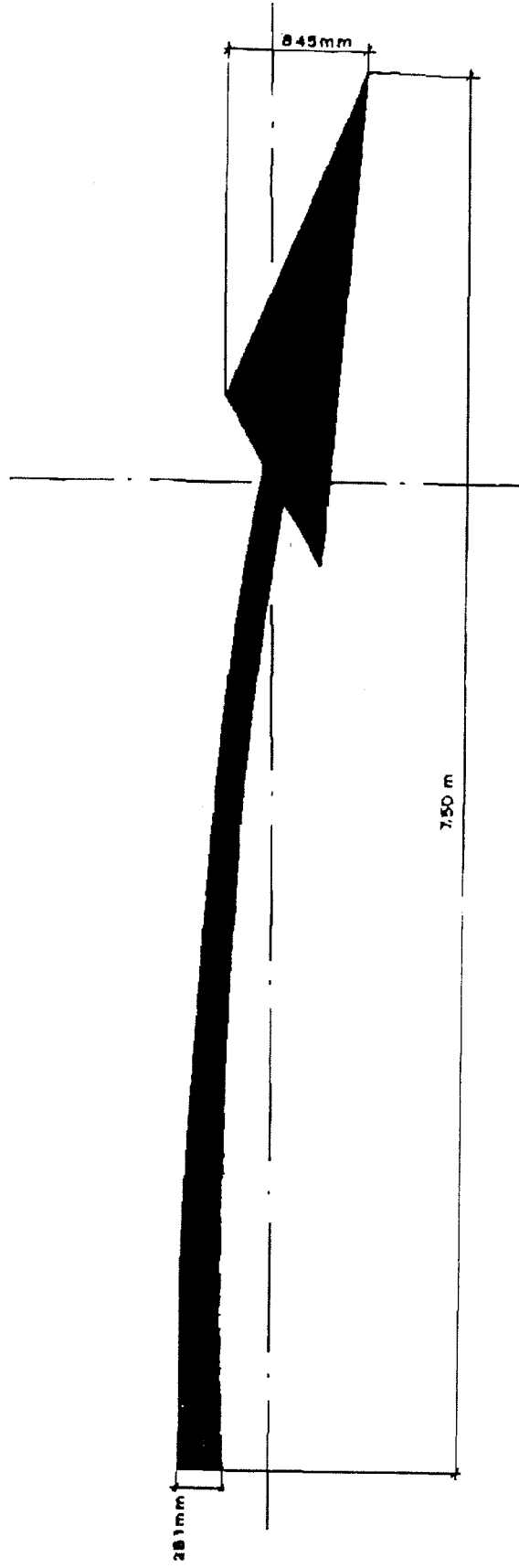


diagram A-24
scale 1:30

Utilisation des flèches de rabattement
Применение направляющих стрел

distance correspondant
respectivement à
расстояние, соответствующее

secondes de temps
de parcours
секундам движения

Routes à 2 voies
Дороги с двумя полосами движения

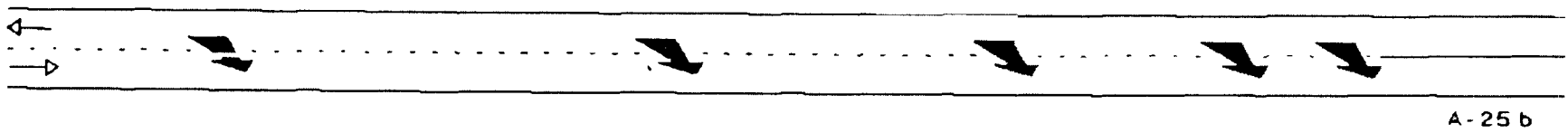
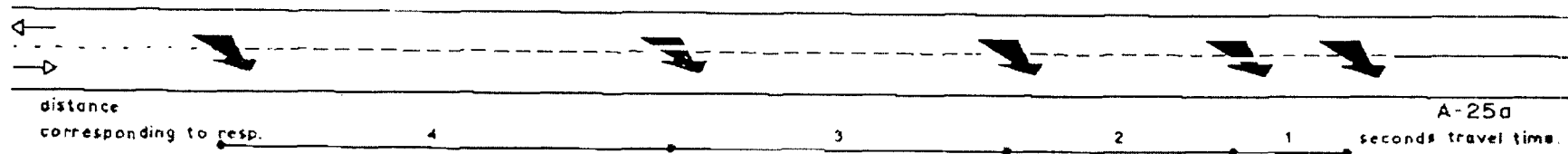
distance correspondant
respectivement à
расстояние, соответствующее

secondes de temps
de parcours
секундам движения

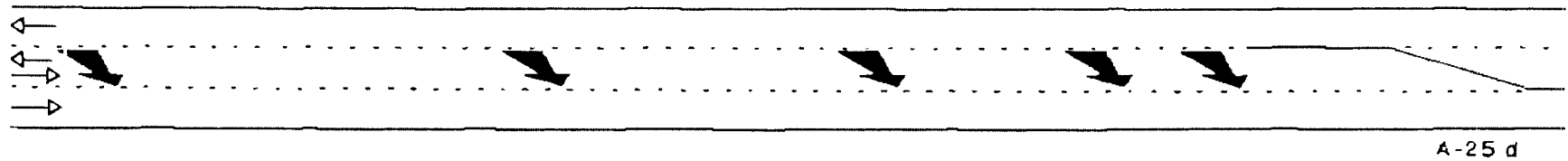
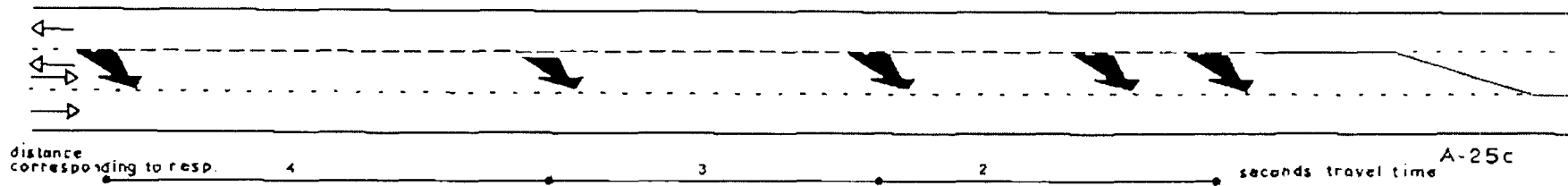
Routes à 3 voies
Дороги с тремя полосами движения

diagramme A-25
диаграмма А-25

The use of deflecting arrows.



Two-lane roads



Three-lane roads.

Utilisation des flèches de rabattement
Применение направляющих стрел

distance correspondant
respectivement à
расстояние, соответствующее

secondes de temps
de parcours
секундам движения

Routes à 2 voies
Дороги с двумя полосами движения

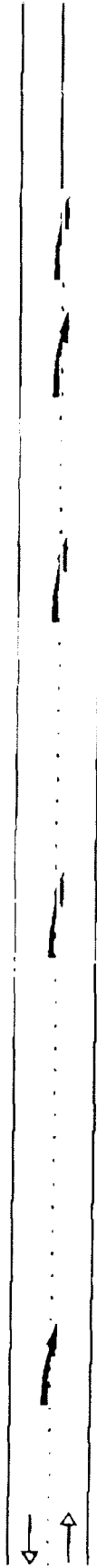
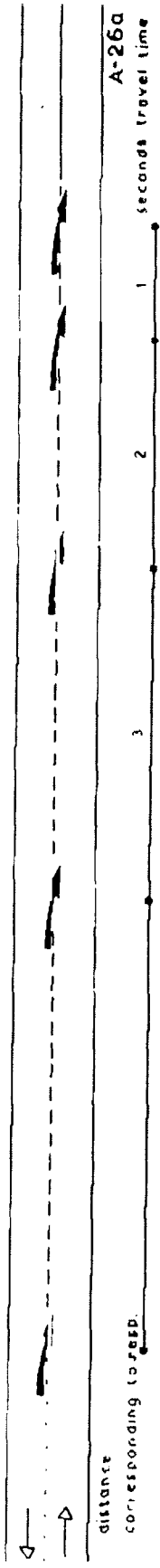
distance correspondant
respectivement à
расстояние, соответствующее

secondes de temps
de parcours
секундам движения

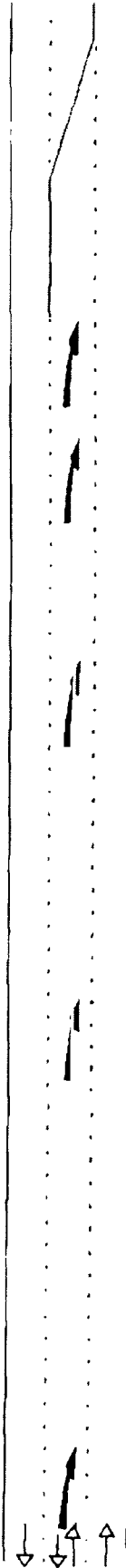
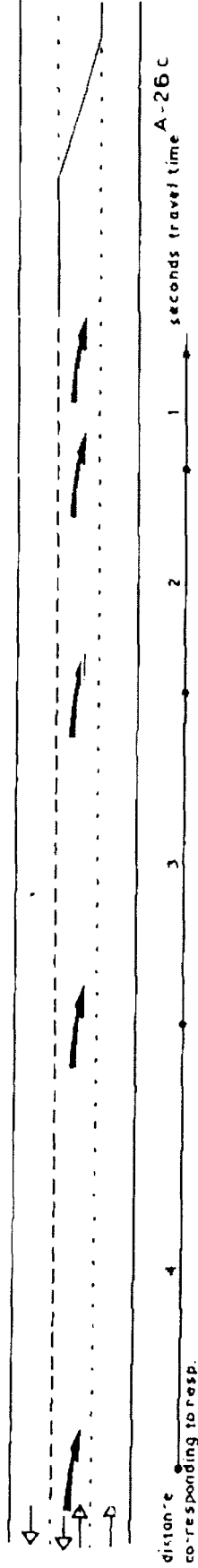
Routes à 3 voies
Дороги с тремя полосами движения

diagramme A-26
диаграмма А-26

The use of deflecting arrows.



Two-lane roads.



Three-lane roads

Marquage de la chaussée à proximité d'obstacles
 Разметка проезжей части дороги около препятствий

obstacle
 препятствие

surélévation
 facultative :
 pente 1:8
 ou moins
 возможно
 повышение
 уровня :
 уклон 1:8
 или меньше

de préférence ≥ 25 м
 предпочтительно ≥ 25 м

variante
 вариант

détail
 деталь

ligne d'avertissement
 предупреждающая линия

L : V $>$ 60 km/h : L \geq 100 м
 L : V \leq 60 km/h : L \geq 50 м
 L : V $>$ 60 км/ч : L \geq 100 м
 L : V \leq 60 км/ч : L \geq 50 м

diagramme A-27
 диаграмма А-27

Marking of carriageway near obstructions

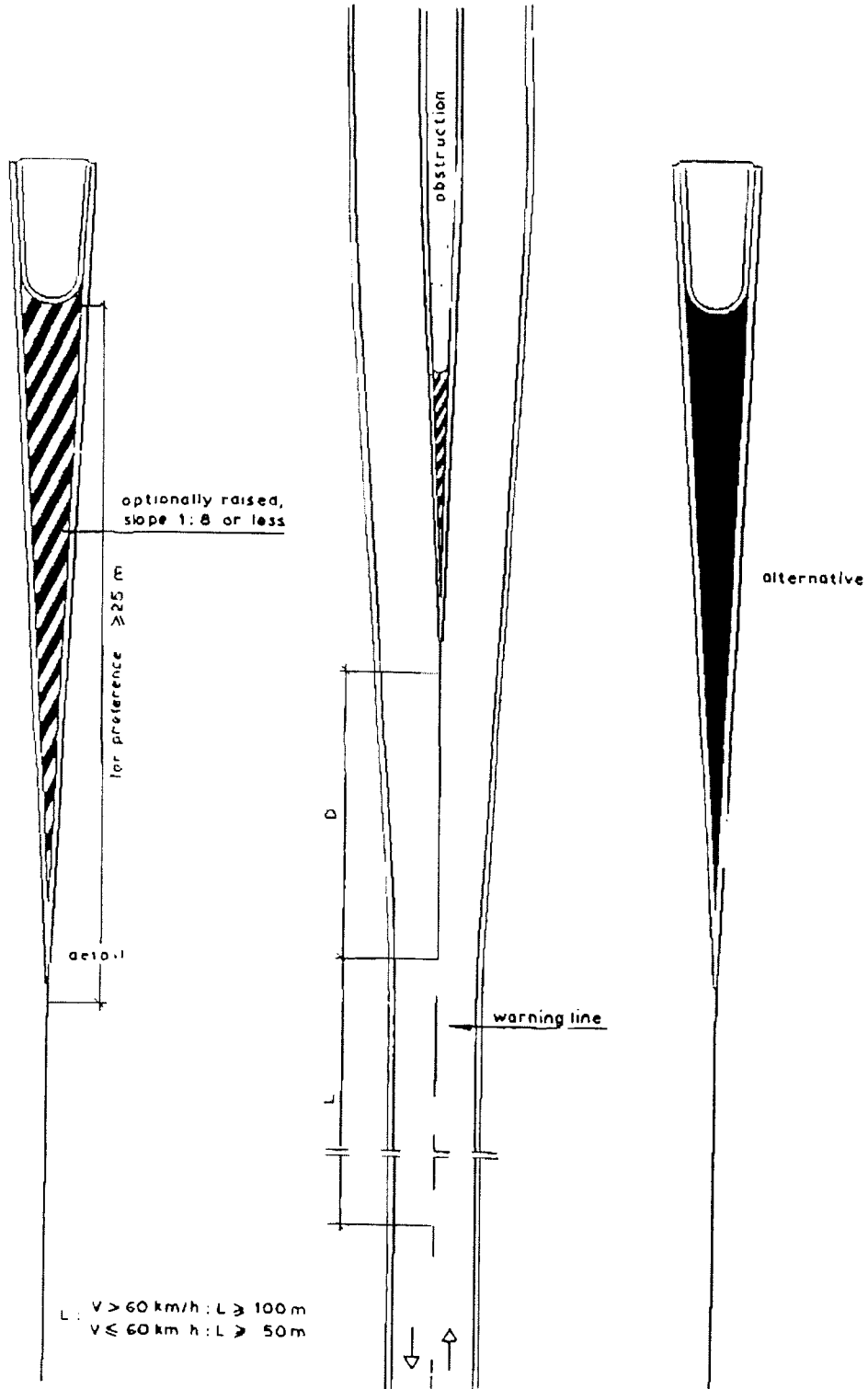


diagram A-27

Marquage avec lignes de guidage aux intersections
Разметка с помощью линий для разграничения полос движения у перекрестка

diagramme A-28
диаграмма А-28

Marking with guiding lines at intersections.

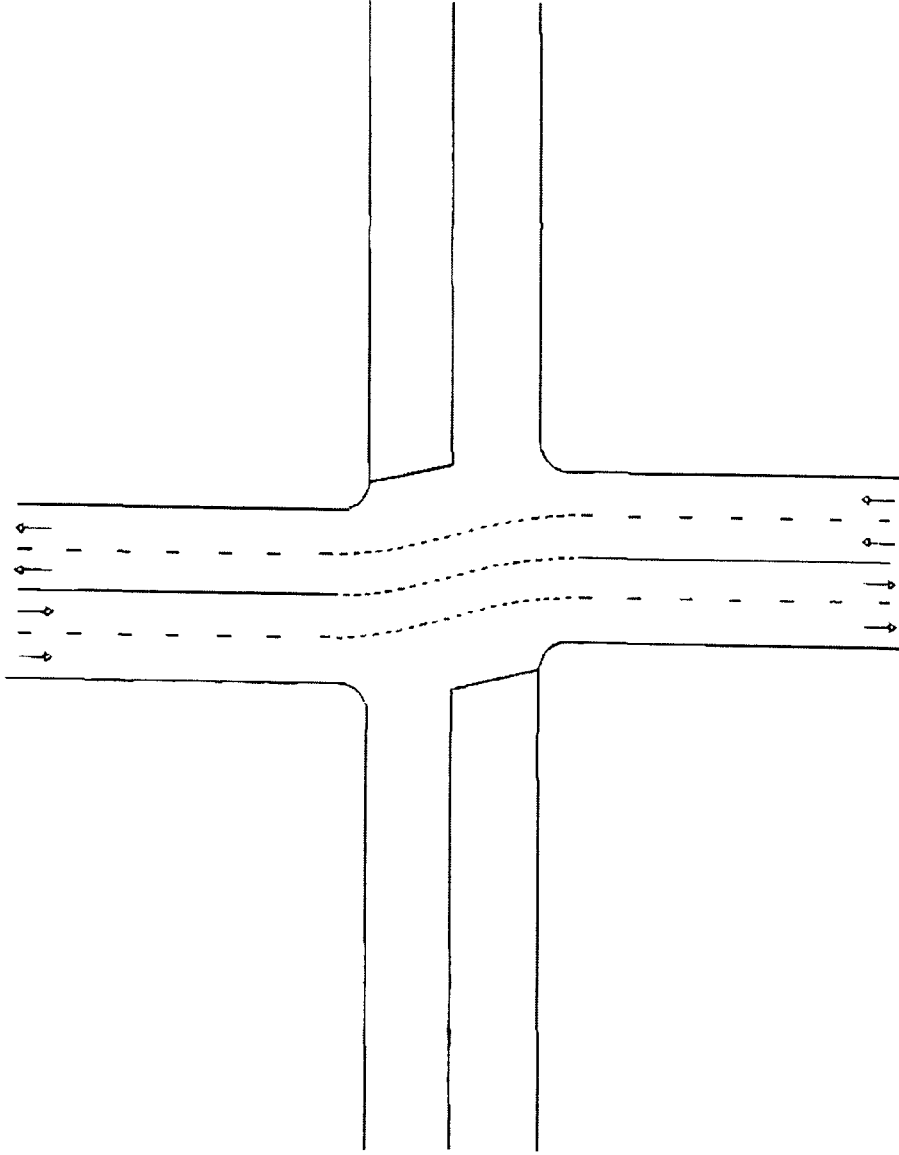
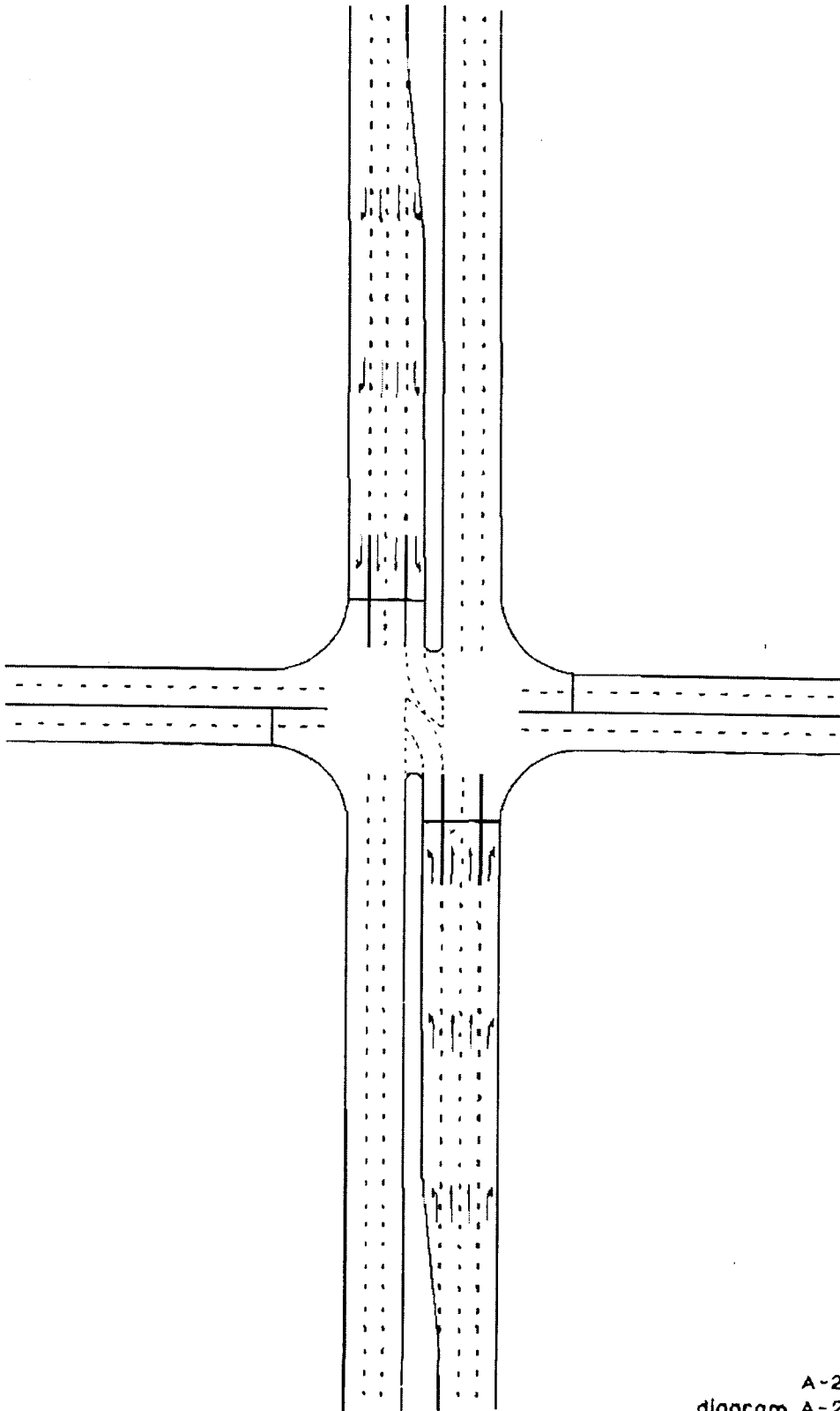


diagram A-20

Marquage avec lignes de guidage et flèches aux intersections
Разметка с помощью линий для разграничения полос движения и
стрел у перекрестка

A-29a
diagramme A-29
A-29a
диаграмма A-29

Marking with guiding lines and arrows at intersections.



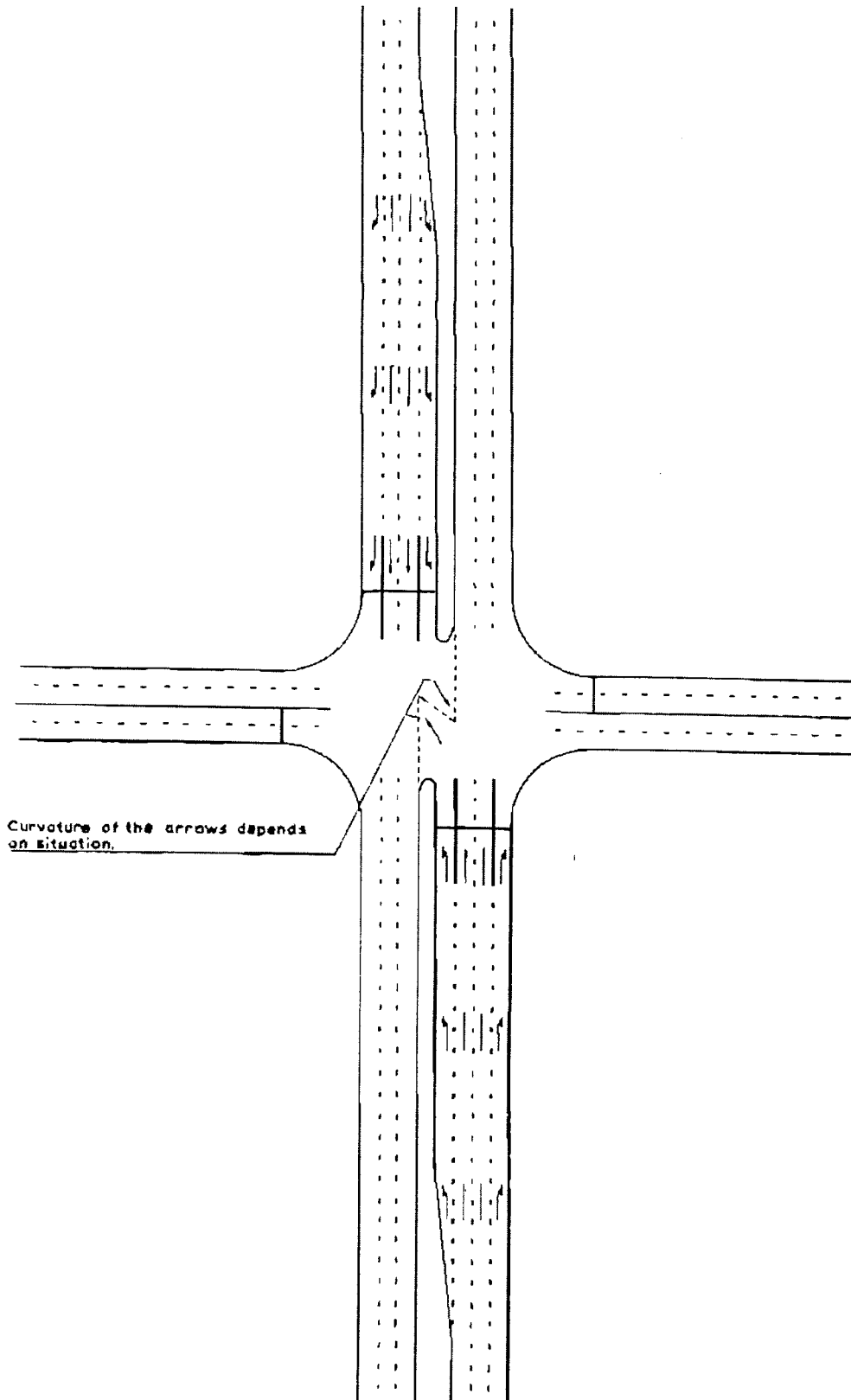
A-29a
diagram A-29

Marquage avec lignes de guidage et flèches aux intersections
Разметка с помощью линий для разграничения полос
движения и стрел у перекрестка

Courbure des flèches
selon conditions
Кривизна стрел зависит от
конкретных условий

A-29b
diagramme A-29
A-29b
диаграмма A-29

Marking with guiding lines and arrows at intersections.



A-29 b
diagram A-29

Ligne d'arrêt
Стоп-линия

diagramme A-30
диаграмма А-30

Stop line

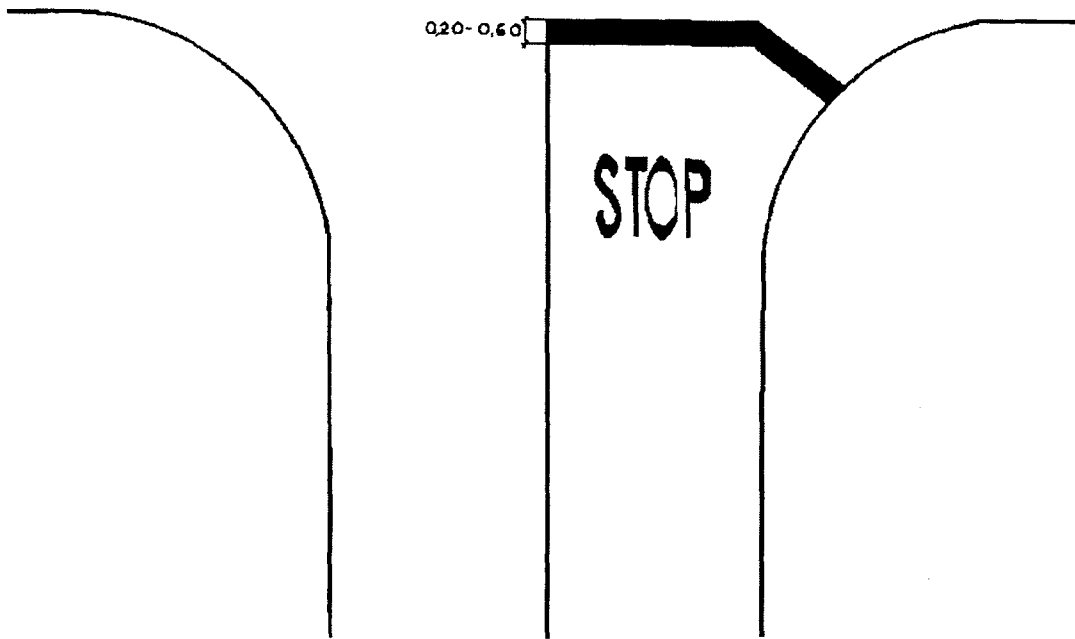


diagram A-30

Voies d'approche des intersections
Разметка полос движения у перекрестка

diagramme A-31
диаграмма А-31

Approach lanes to intersections.

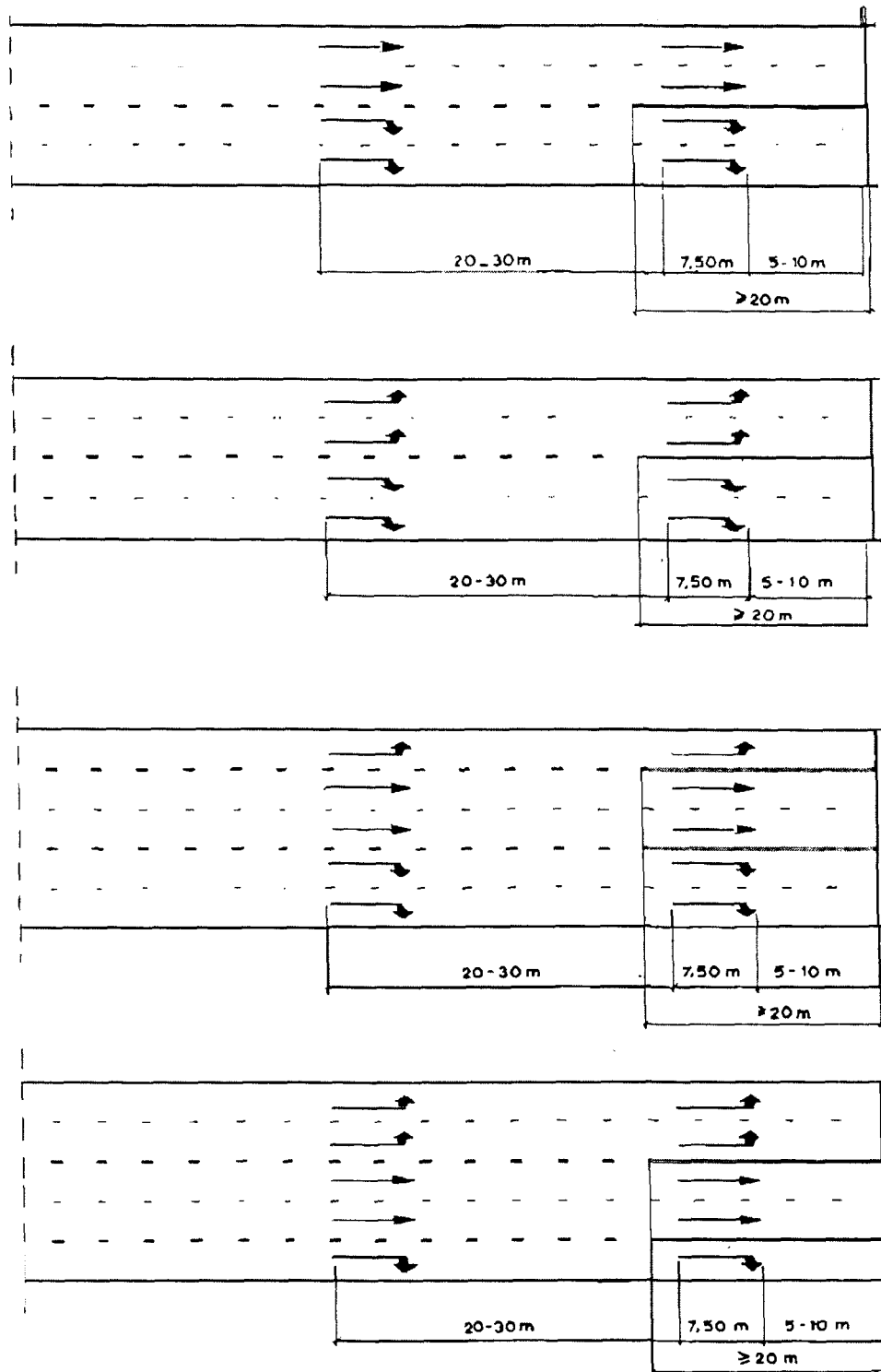


diagram A-31

Carrefour en T avec une route prioritaire
T-образное соединение с главной дорогой

ligne d'avertissement
предупреждающая линия

diagramme A-32
диаграмма А-32

T-junction with major road

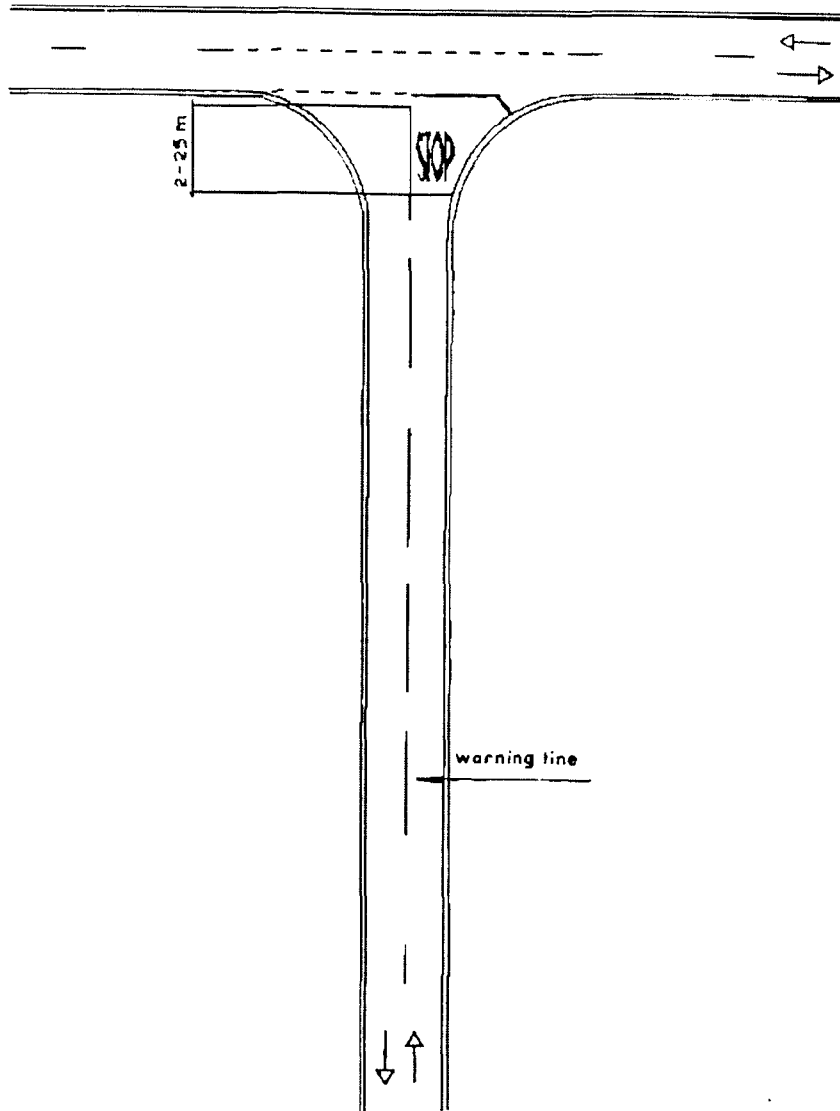


diagramme A-33
диаграма А-33

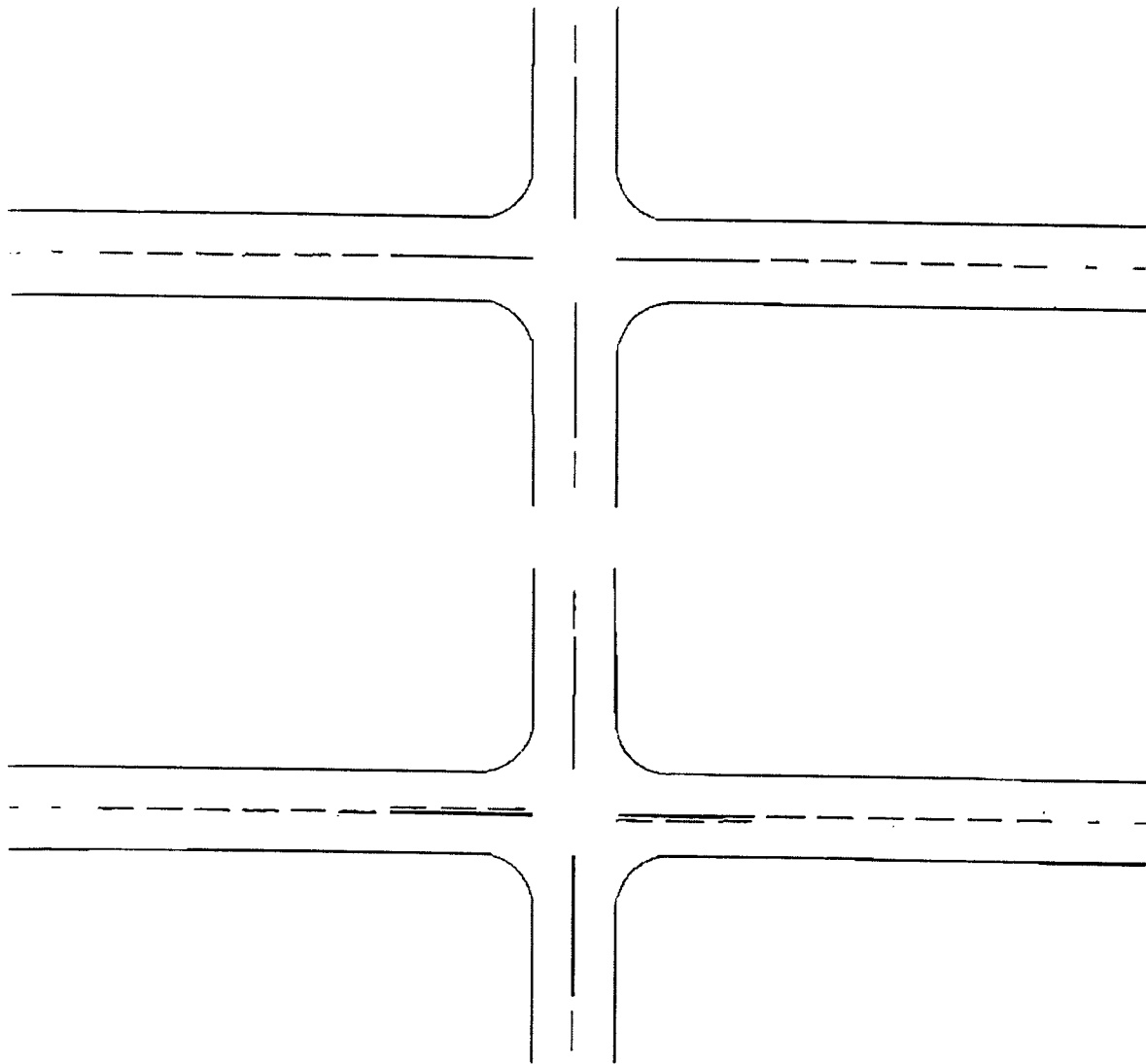


diagram A-33

Marquage à un croisement avec une route prioritaire
Разметка пересечения с главной дорогой

$a = 0,40 - 0,60 \text{ м}$

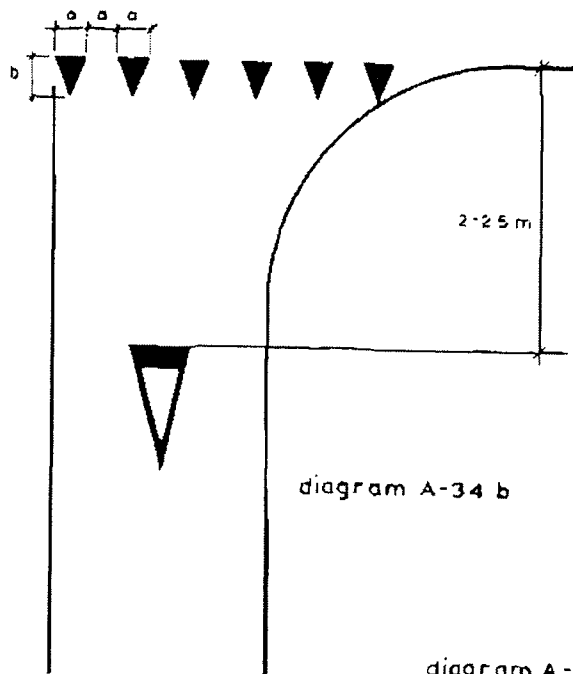
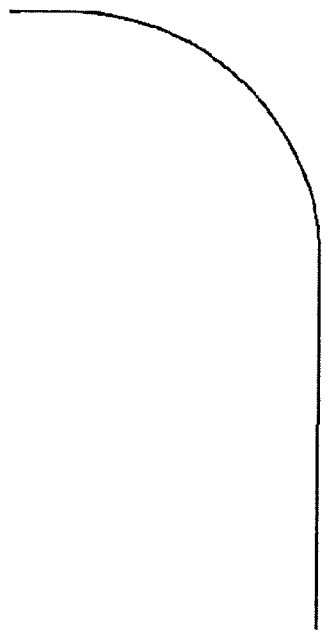
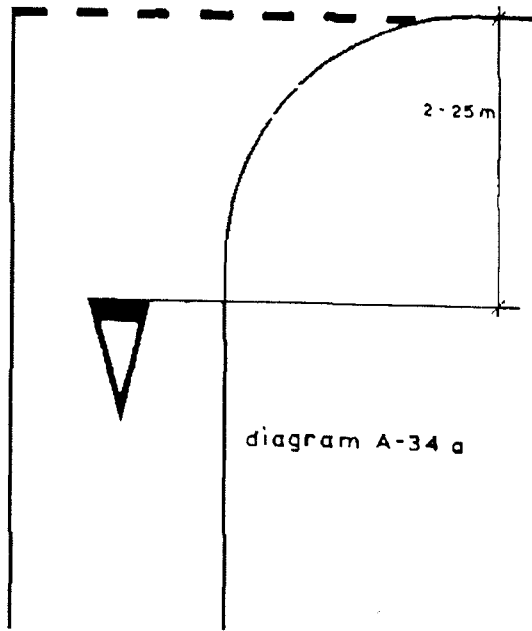
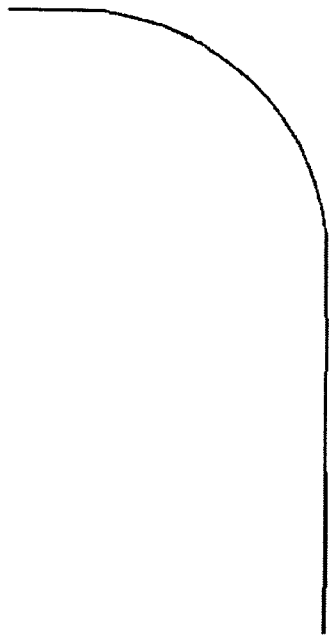
$b \geq 0,60 \text{ м}$

$a = 0,40 - 0,60 \text{ м}$

$b \geq 0,60 \text{ м}$

diagramme A-34
диаграмма А-34

Marking at priority-crossing.



$a : 0,40 - 0,60 \text{ m}$
 $b \geq 0,60 \text{ m}$

diagram A-34

Voies d'accélération

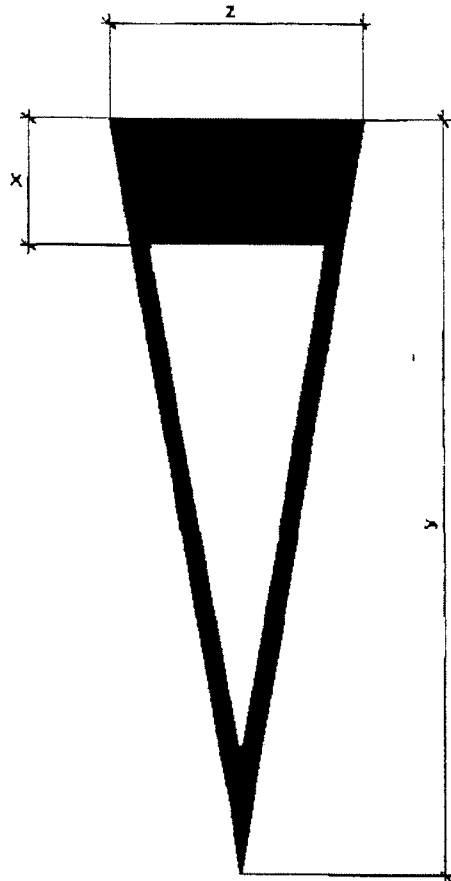
	zone triangulaire plane peinte		
		voie d'accélération à un croisement à niveau	
variante		variante	Marquage de la fin d'une voie d'accélération si la bande d'arrêt d'urgence n'a qu'une longueur limitée
surelévation facultative			longueur variable
	bande d'arrêt d'urgence	voie d'accélération sur une autoroute	
variante		Marquage de la fin d'une voie d'accélération s'il n'y a pas de bande d'arrêt d'urgence	longueur variable
			ouverture de 1,50 m si la bande d'arrêt d'urgence continue sur une longueur suffisante
			cotes en mètres diagramme A-9

Triangle d'avertissement à l'approche d'un croisement
avec une route prioritaire

Применение треугольника в качестве предупреждения при
приближении к пересечению с главной дорогой

diagramme A-35
диаграмма А-35

Triangle as a warning on approach to priority-crossing

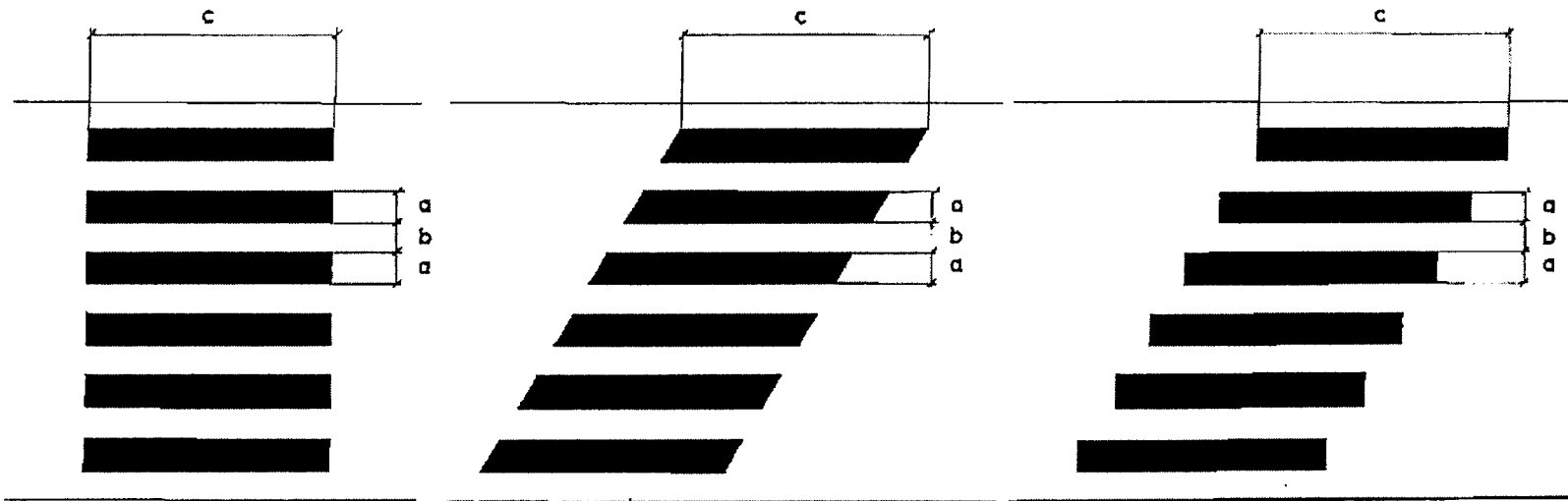


$V > 60 \text{ km/h}$ $x = 1,00 \text{ m}$ $y = 6x$
 $V \leq 60 \text{ km/h}$ $x = 0,50 \text{ m}$ $y = 4x$
 $z = 2x$

Passages pour piétons
Пешеходные переходы

diagramme A-36
диаграмма А-36

Pedestrian crossings



$v \leq 60 \text{ km/h}$ $c \geq 2,50 \text{ m}$
 $v > 60 \text{ km/h}$ $c \geq 4,00 \text{ m}$

$a = 0,40 - 0,60 \text{ m}$
 $a \leq b \leq 2a$
 $0,80 \leq a + b \leq 1,40$

diagram A-36

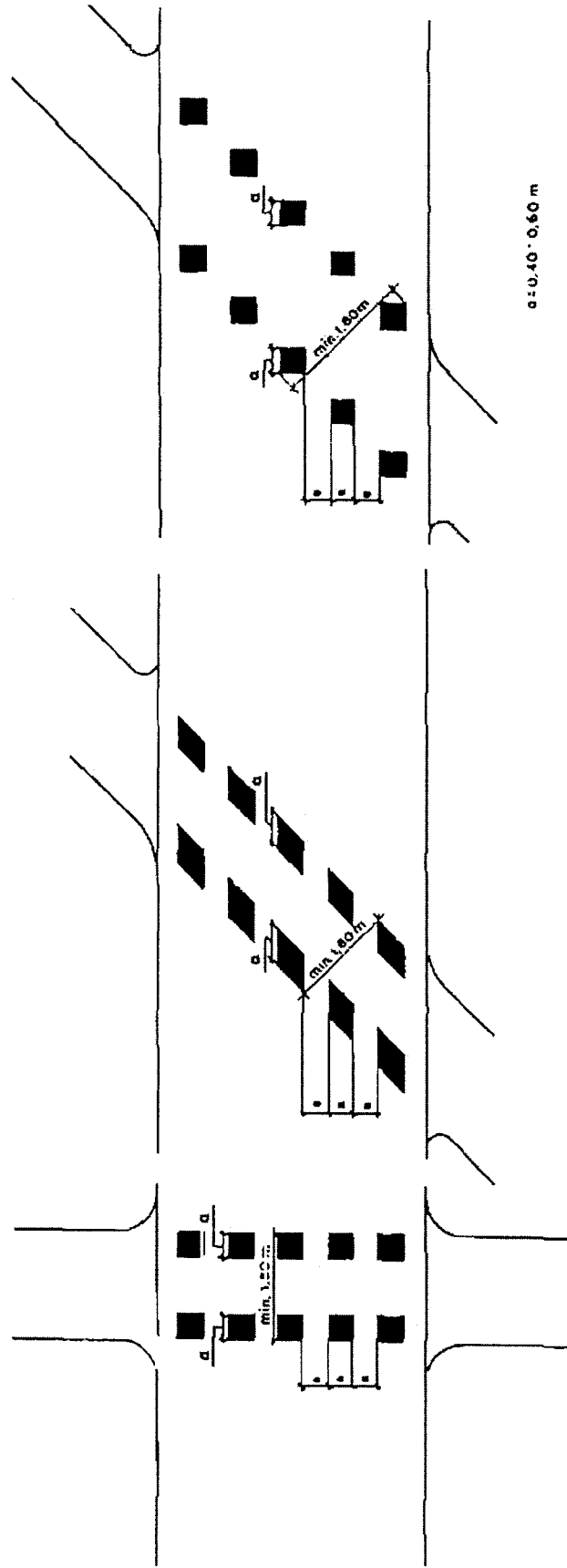
Passages pour cyclistes
Перезды для велосипедистов

(Pour les pistes cyclables à double sens de circulation, la largeur minimale doit être de 3,00 m)

(Минимальная ширина перезда при движении по велосипедной дорожке в обоих направлениях должна составлять 3,00 м)

diagramme A-37
диаграмма А-37

Cyclist crossings



(For two-way cycle-tracks the minimum width should be 3.00 m)

diagram A-37

Carrefour en T où la piste cyclable est également prioritaire
Т-образное соединение, где велосипедная дорожка также имеет приоритет

ligne d'avertissement
предупреждающая линия

diagramme A-38
диаграмма А-38

T-junction where the cycle-track also has priority.

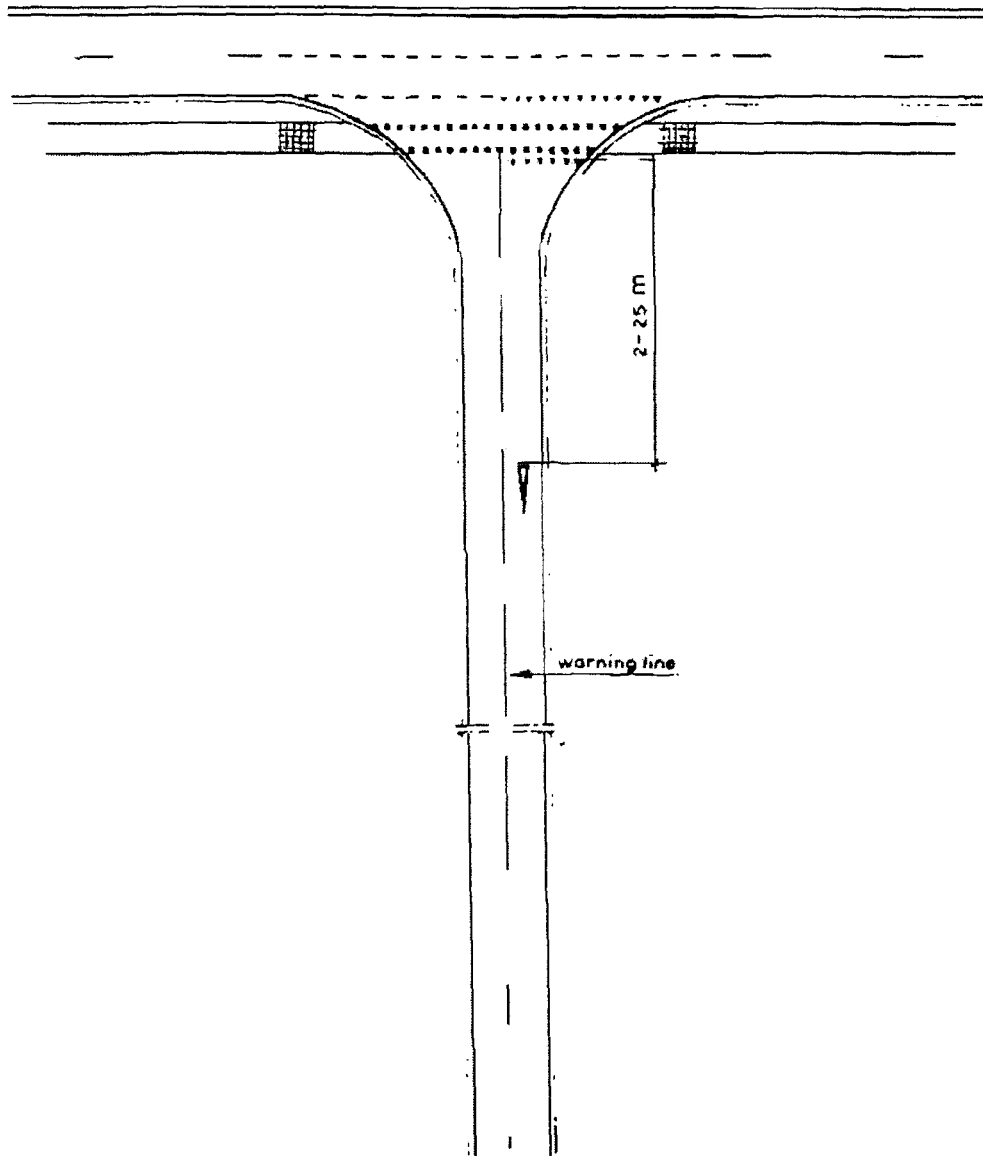


diagram A-38

Flèches de présignalisation
Разметка стрелами выбора направления движения

Longueur de la flèche : 7,50 m, vitesse > 60 km/h
Длина стрелы 7,5 м, скорость > 60 км/ч

cotes en mètres
измерения даются
в метрах
diagramme A-39
диаграмма А-39

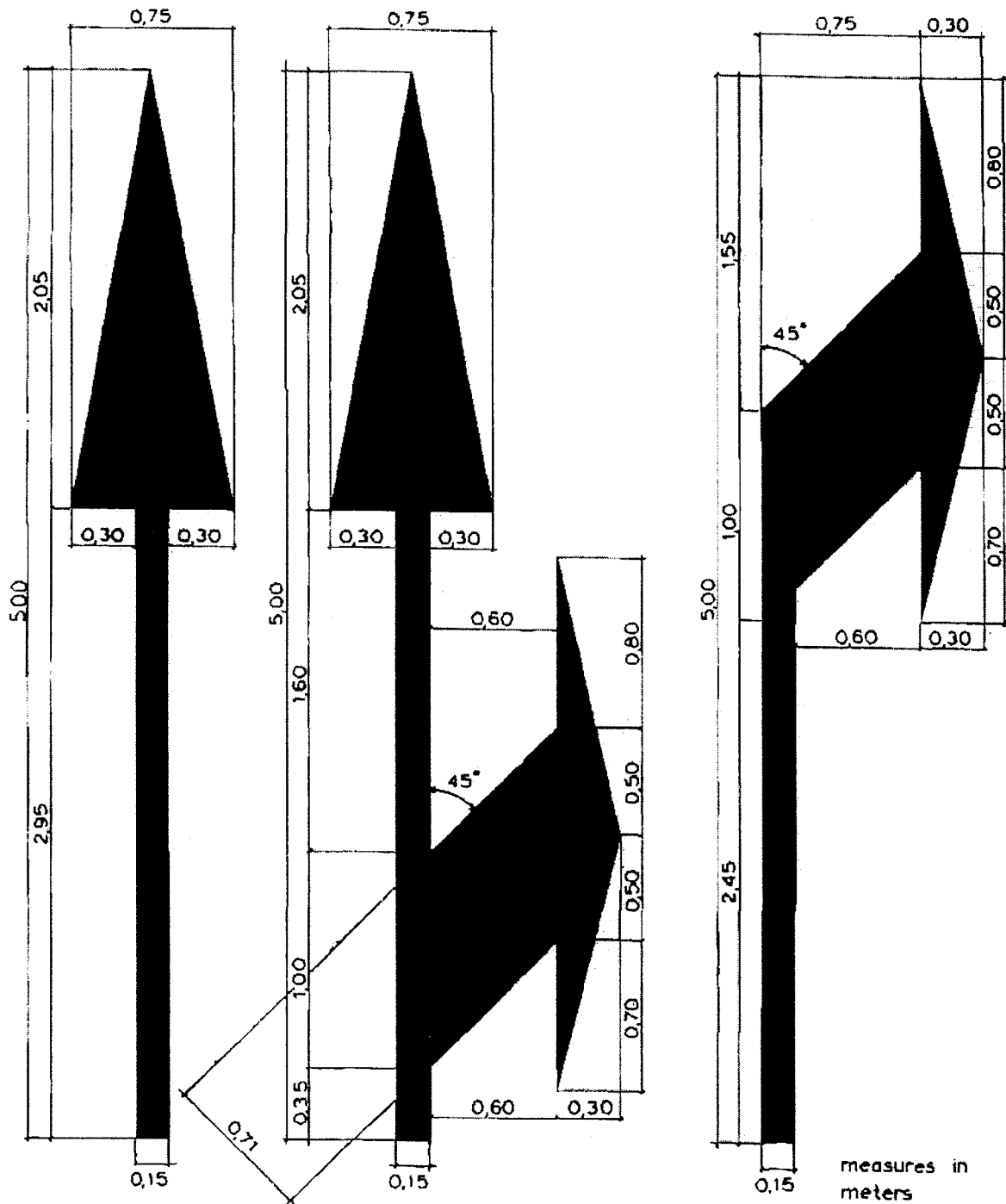
Flèches de présignalisation
Разметка стрелами выбора направления движения

cotes en mètres
измерения даются
в метрах

Longueur de la flèche : 5,00 m, vitesse ≤ 60 km/h
Длина стрелы 5 м, скорость ≤ 60 км/ч

diagramme A-40
échelle 1:25
диаграмма А-40
масштаб 1 : 25

Selection arrow markings



Length of the arrow: 5,00 m, speed \leq 60 km/h

measures in meters

diagram A-40
scale 1:25

Flèches de présignalisation utilisées à l'approche de deux intersections
très proches l'une de l'autre lorsque la présélection
doit avoir lieu avant la première intersection

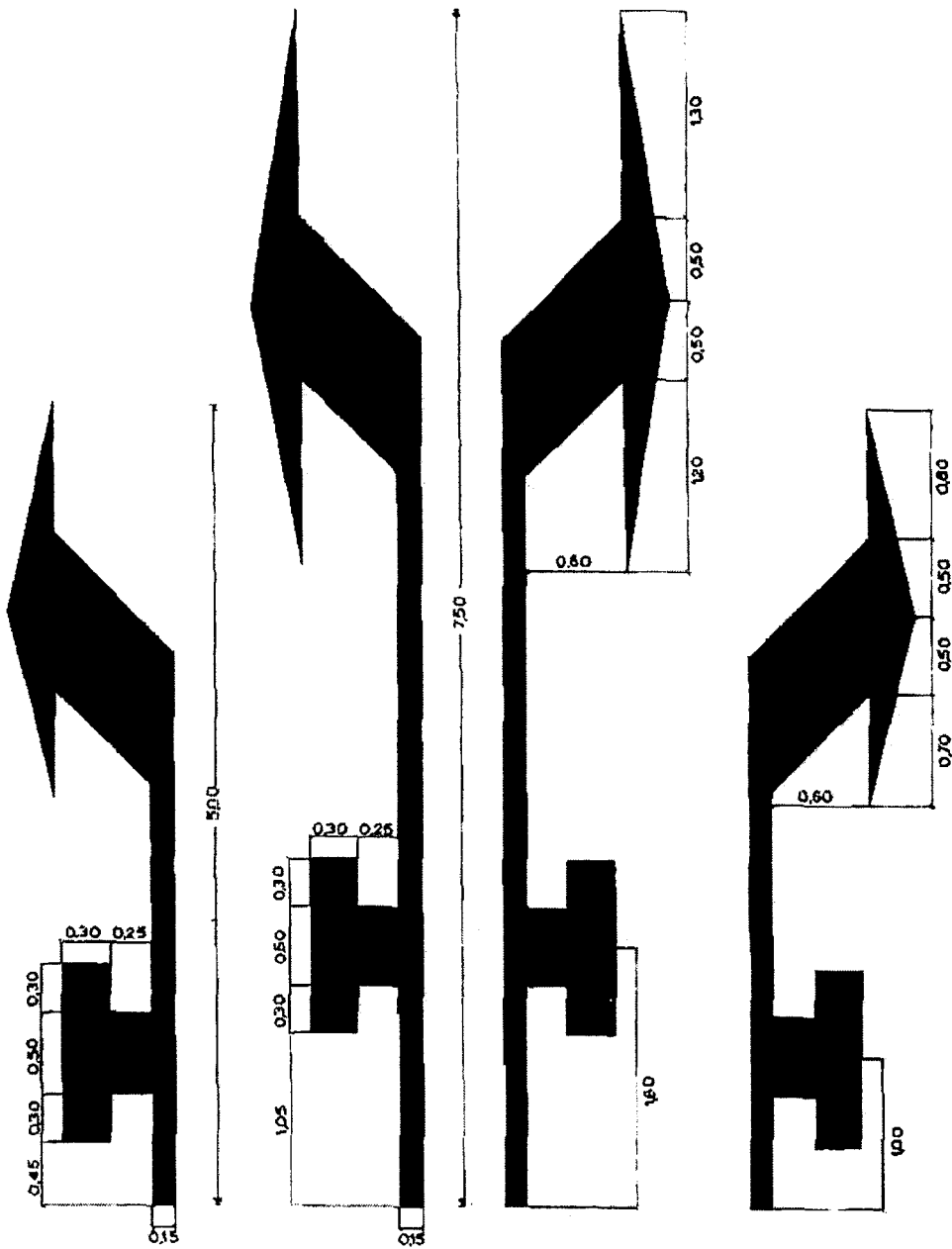
Разметка стрелами выбора направления движения на двух находящихся рядом
перекрестках, где необходимо предварительное
перестроение до первого перекрестка

Exemple d'application pratique
пример применения

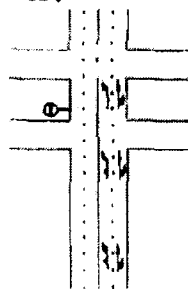
cotes en mètres
намерения даются в метрах

diagramme A-41
диаграмма А-41

Selection arrow markings of two closely spaced intersections where preselection before the first intersection is necessary.



example of the use



measures in meters

diagram A-41

Exemple de lignes parallèles obliques
Пример параллельных косых линий

$i : v > 60 \text{ km/h} : \text{inclinaison } 1:50 \text{ ou moins}$
 $i : v \leq 60 \text{ km/h} : \text{inclinaison } 1:20 \text{ ou moins}$
 $i : v > 60 \text{ км/ч} : \text{уклон } 1:50 \text{ или меньше}$
 $i : v \leq 60 \text{ км/ч} : \text{уклон } 1:20 \text{ или меньше}$

ligne d'avertissement discontinue
прерывистая предупреждающая линия

diagramme A-42
диаграмма А-42

Example of oblique parallel lines

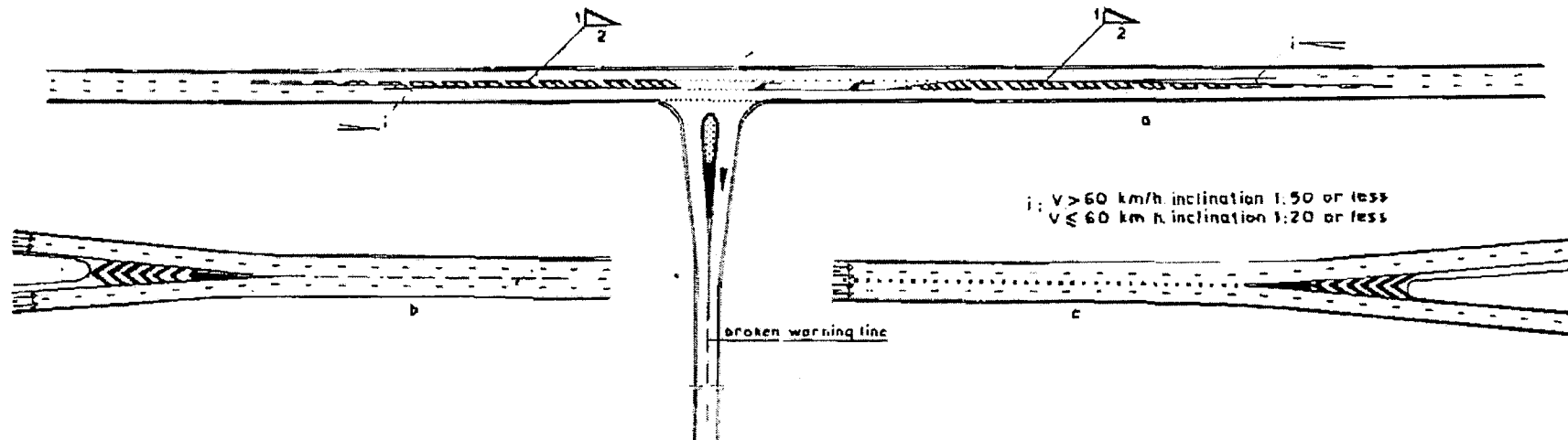


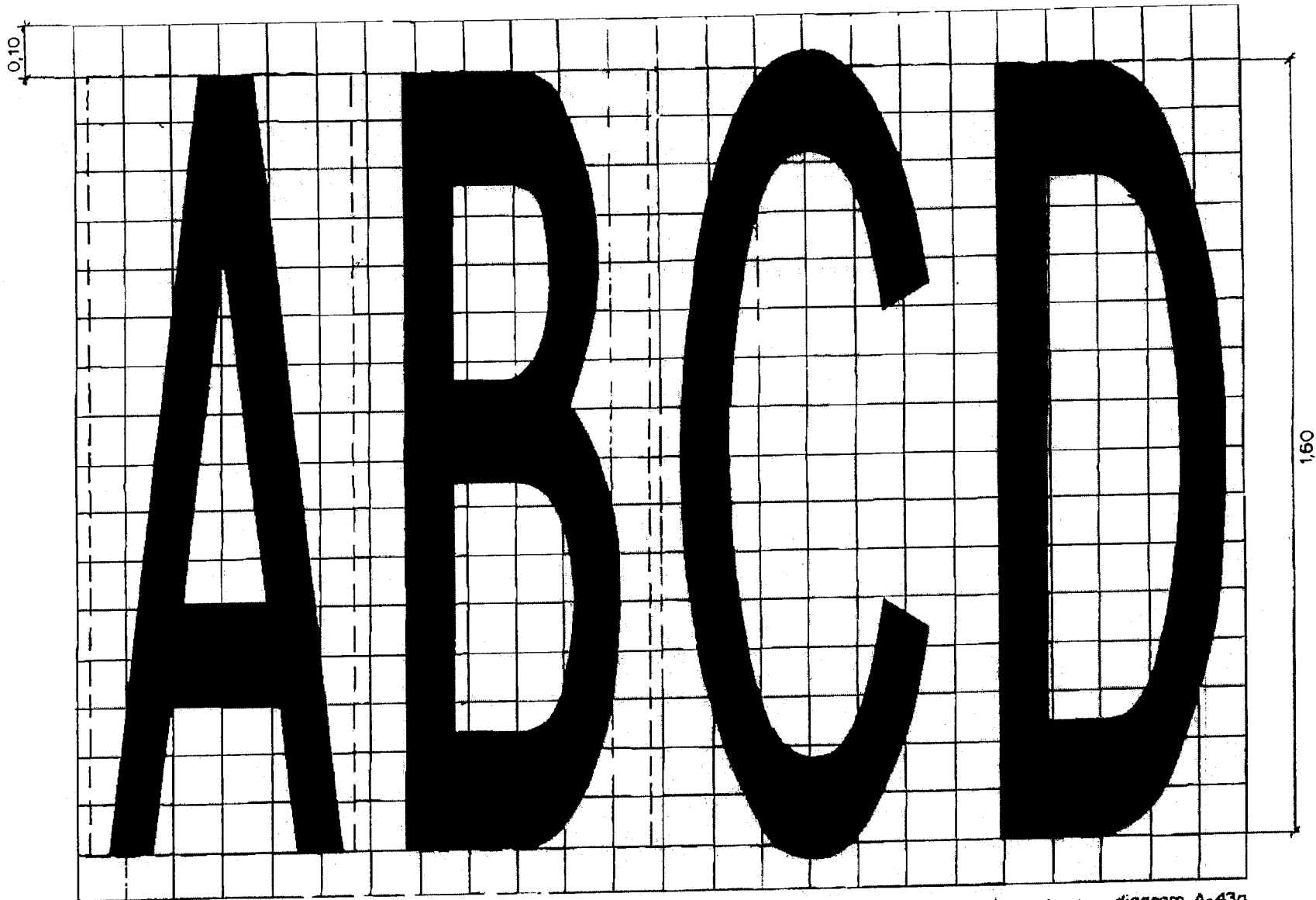
diagram A-42

Lettres pour les inscriptions sur les routes où la vitesse
est limitée à 60 km/h ou moins

Буквенная разметка на дорогах, где
максимальная скорость не превышает
60 км в час

cotes en mètres
измерения даются
в метрах

diagramme A-43a
диаграмма А-43а



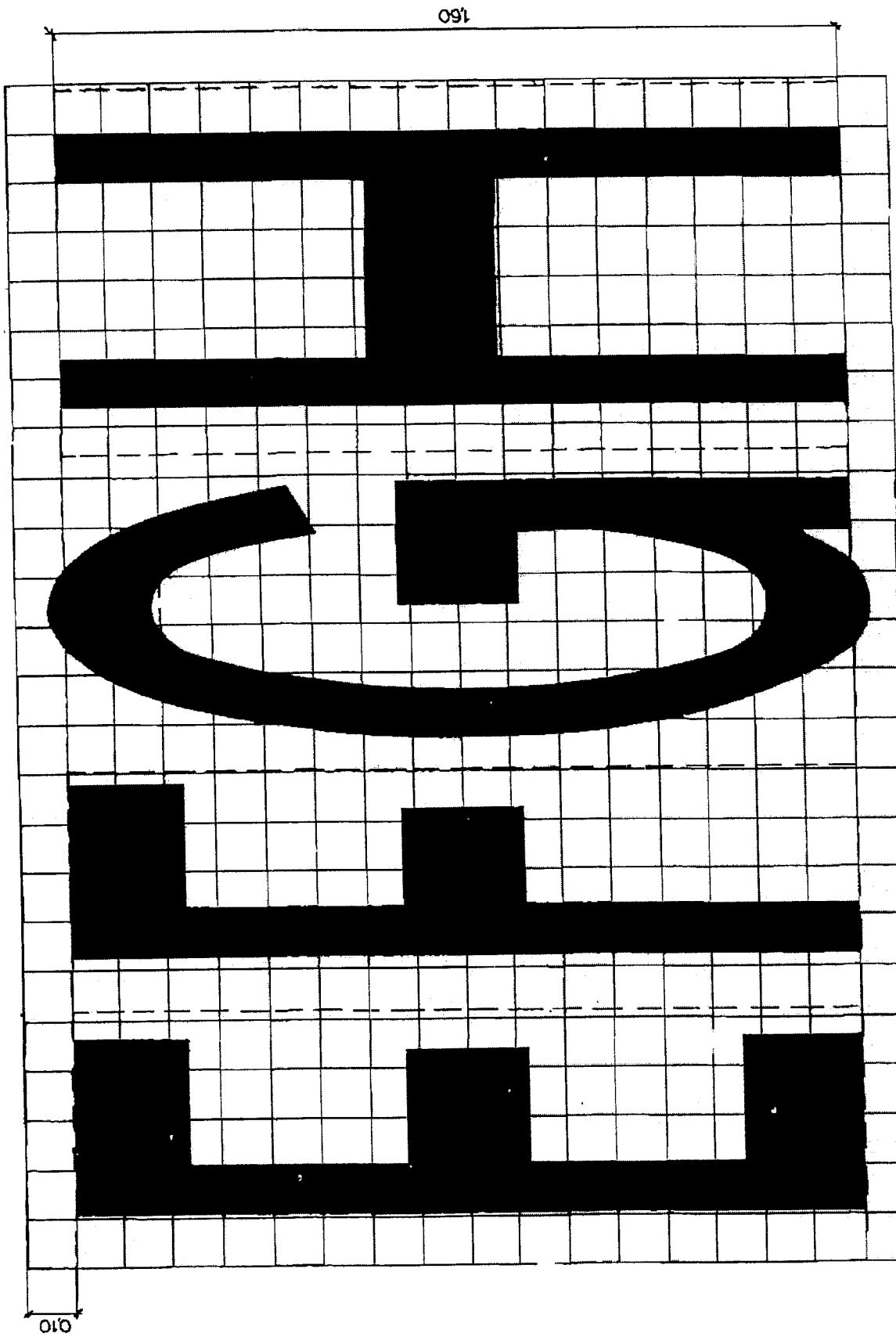
Letter markings for roads with a speed limit of 60 km/h or less

measures in meters. diagram A-43a

Lettres pour les inscriptions sur les routes
où la vitesse est limitée à 60 km/h ou moins
Буквенная разметка на дорогах, где
максимальная скорость не превышает
60 км в час

cotes en mètres
измерения даются
в метрах

diagramme A-43b
диаграмма А-43б



0.10

0.91

diagram A-43b

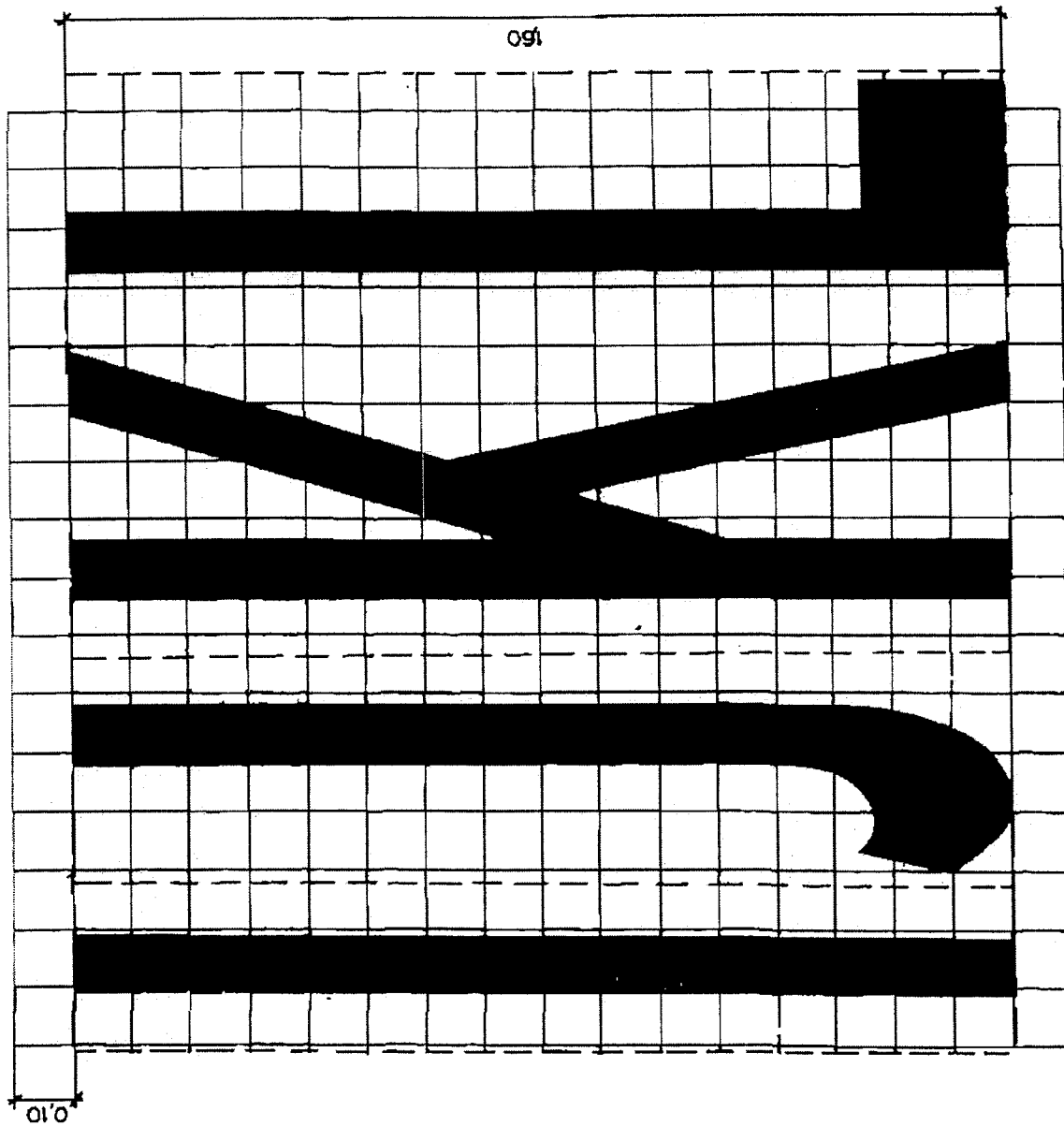
measures in meters

Letter markings for roads with a speed limit of 60 km/h or less.

Lettres pour les inscriptions sur les routes
où la vitesse est limitée à 60 km/h ou moins
Буквенная разметка на дорогах, где
максимальная скорость не превышает
60 км в час

cote en mètres
измерения даются
в метрах

diagramme A-43c
диаграмма А-43с

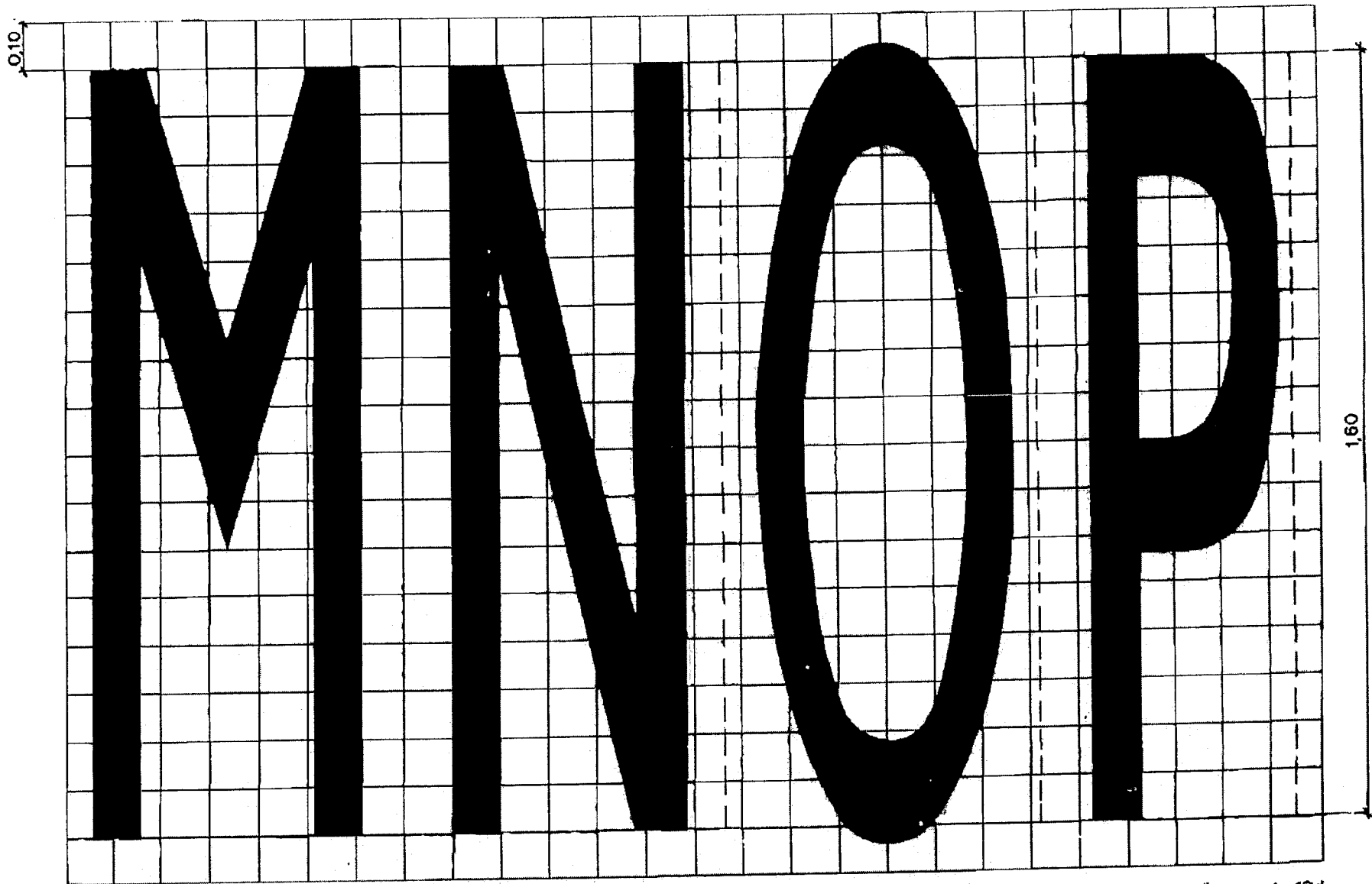


Letter markings for roads with a speed limit of 60 km/h or less. measures in meters diagram A-43c

Lettres pour les inscriptions sur les routes
où la vitesse est limitée à 60 km/h ou moins
Бульварная разметка на дорогах, где
максимальная скорость не превышает
60 км в час

cotes en mètres
замерения даются
в метрах

diagramme A-43d
диаграмма А-43д



Letter markings for roads with a speed limit of 60 km/h or less. measures in meters

diagram A-43d

Lettres pour les inscriptions sur les routes
où la vitesse est limitée à 60 km/h ou moins
Буквенная разметка на дорогах, где
максимальная скорость не превышает
60 км в час

cotes en mètres
измерения даются
в метрах

diagramme A-44a
диаграмма А-44а

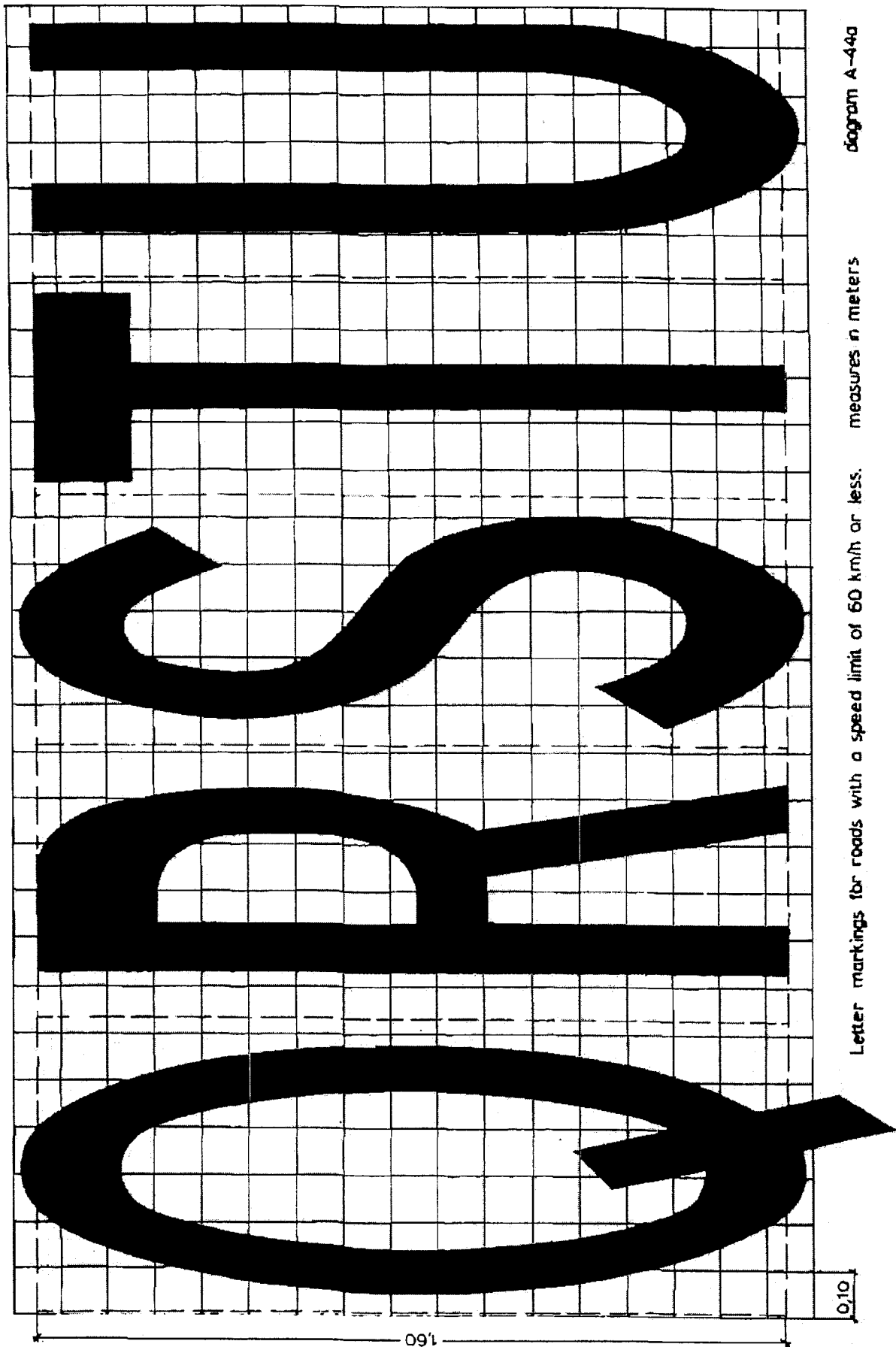


Diagram A-44a

measures in meters

Letter markings for roads with a speed limit of 60 km/h or less.

Lettres pour les inscriptions sur les routes
où la vitesse est limitée à 60 km/h ou moins
Буквенная разметка на дорогах, где
максимальная скорость не превышает
60 км в час

cotes en mètres
измерения даются
в метрах

diagramme A-44b
диаграмма А-44б

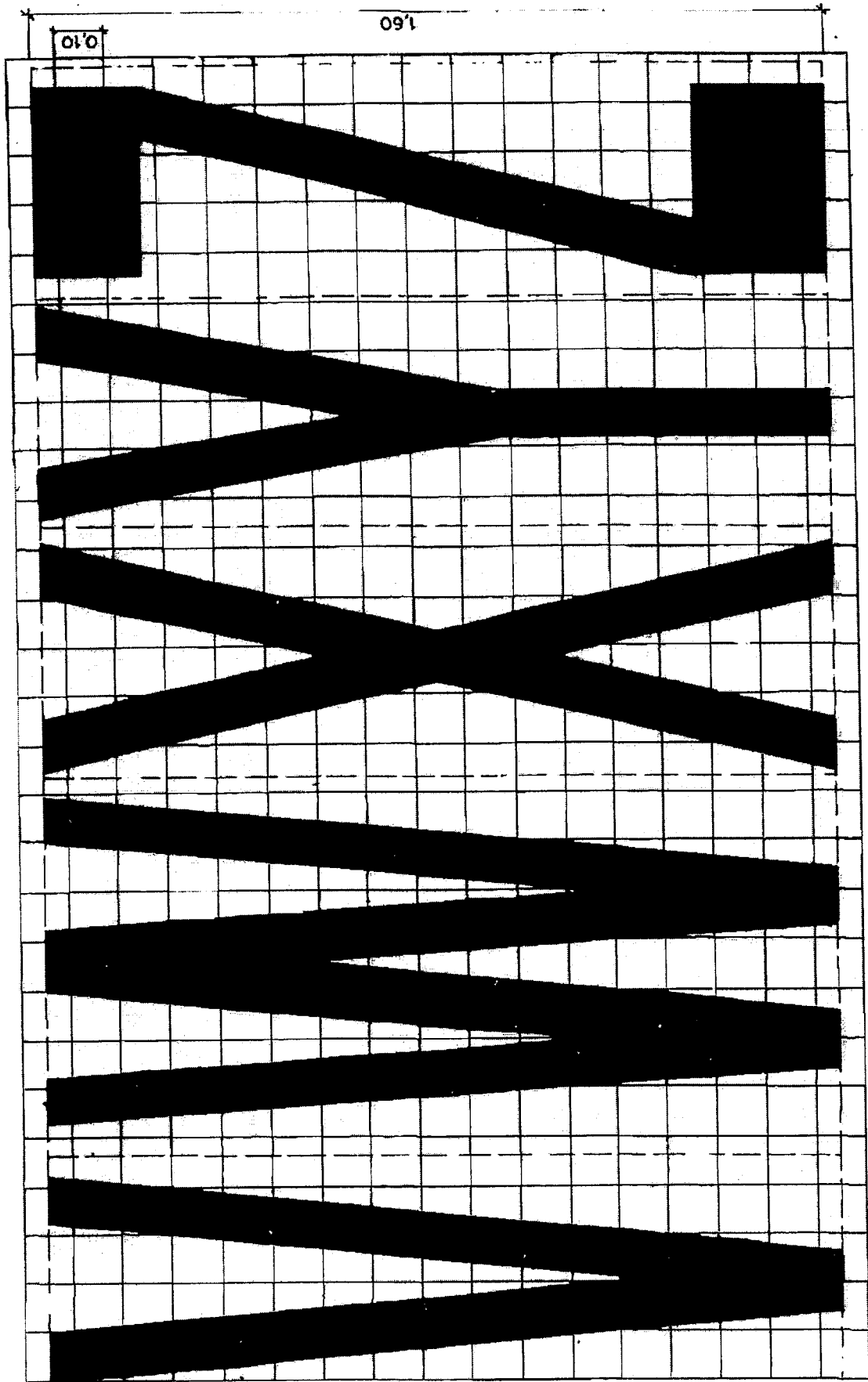


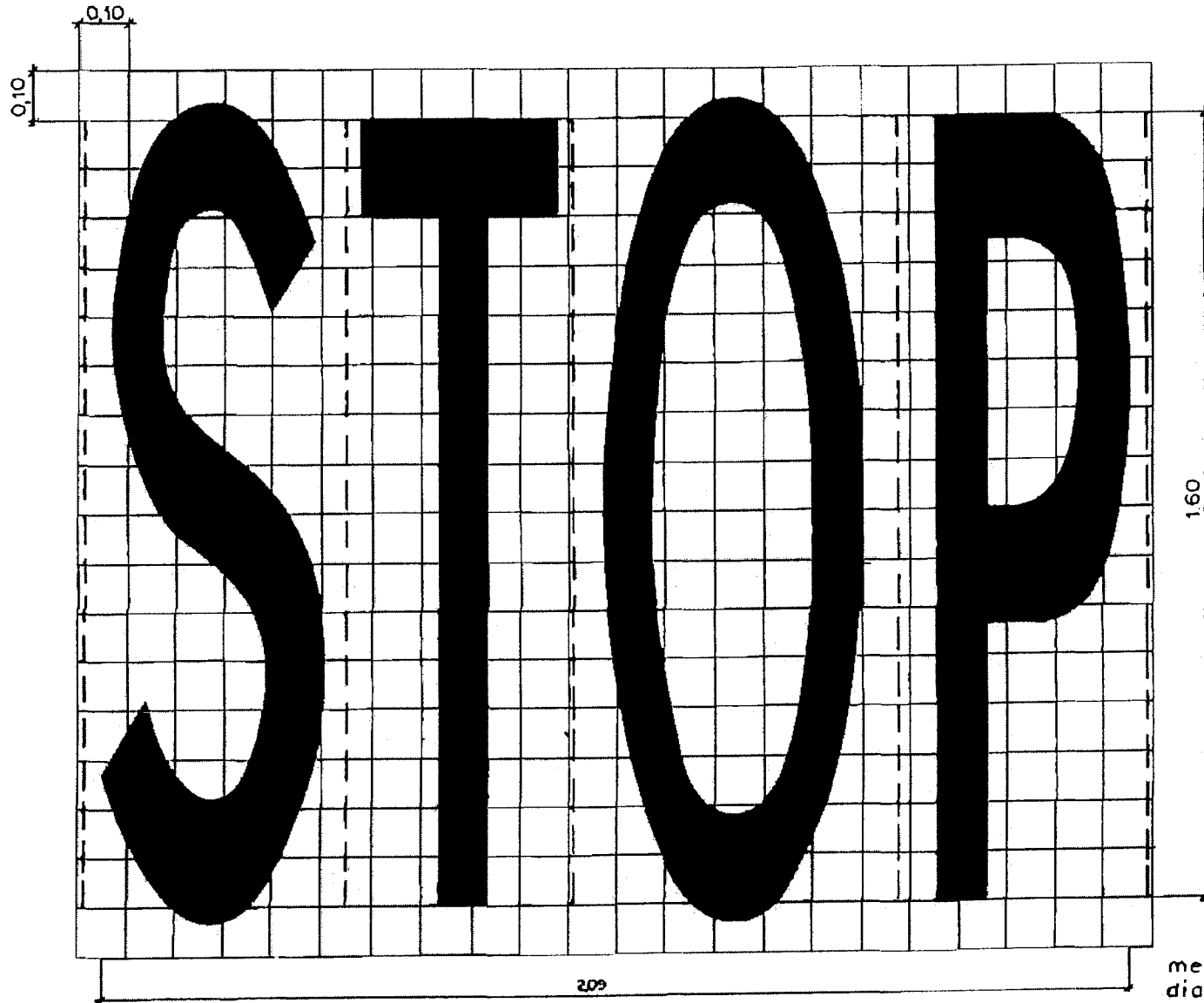
diagram A-44b

Letter markings for roads with a speed limit of 60 km/h or less measures in meters

Exemple d'inscription en lettres pour les routes
où la vitesse est limitée à 60 km/h ou moins
Пример надписи на дорогах, где максимальная
скорость не превышает 60 км в час

cotes en mètres
измерения даются
в метрах

diagramme A-45
диаграмма А-45



Example of word marking for roads with speed limit of 60km/h or less.

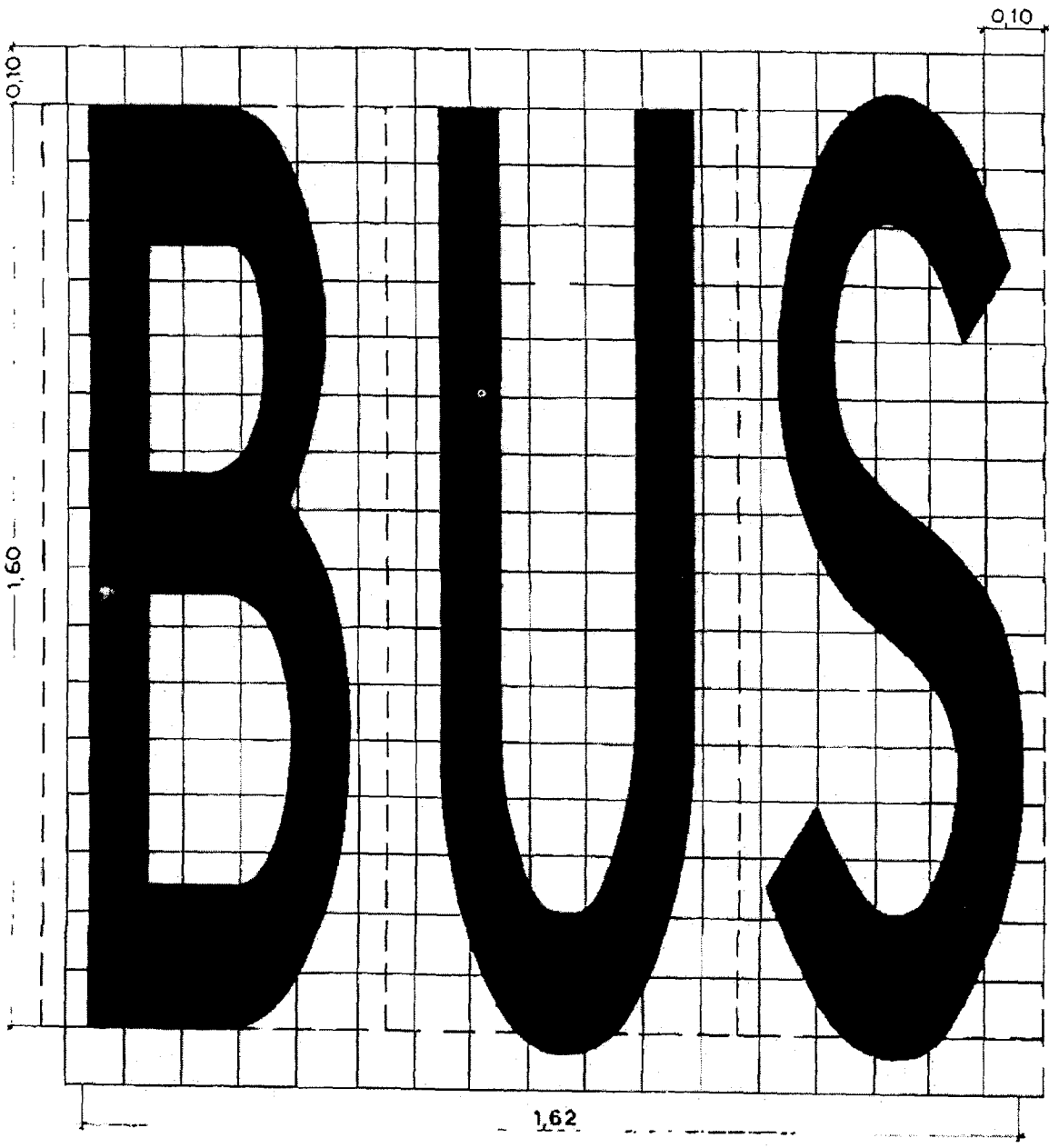
measures in meters
diagram A-45

Exemple d'inscription en lettres pour les routes où la vitesse
est limitée à 60 km/h ou moins

Пример надписи на дорогах, где максимальная скорость не
превышает 60 км в час

cotes en mètres
измерения даются
в метрах
diagramme A-46
диаграмма А-46

Example of word marking for roads with speed limit of 60 km/h. or less.



measure in meters

diagram A-46

Chiffres pour les inscriptions sur les routes
où la vitesse est limitée à 60 km/h ou moins
Цифровая разметка на дорогах, где максимальная
скорость не превышает 60 км в час

cotes en mètres
измерения даются
в метрах

diagramme A-47a
диаграмма А-47а

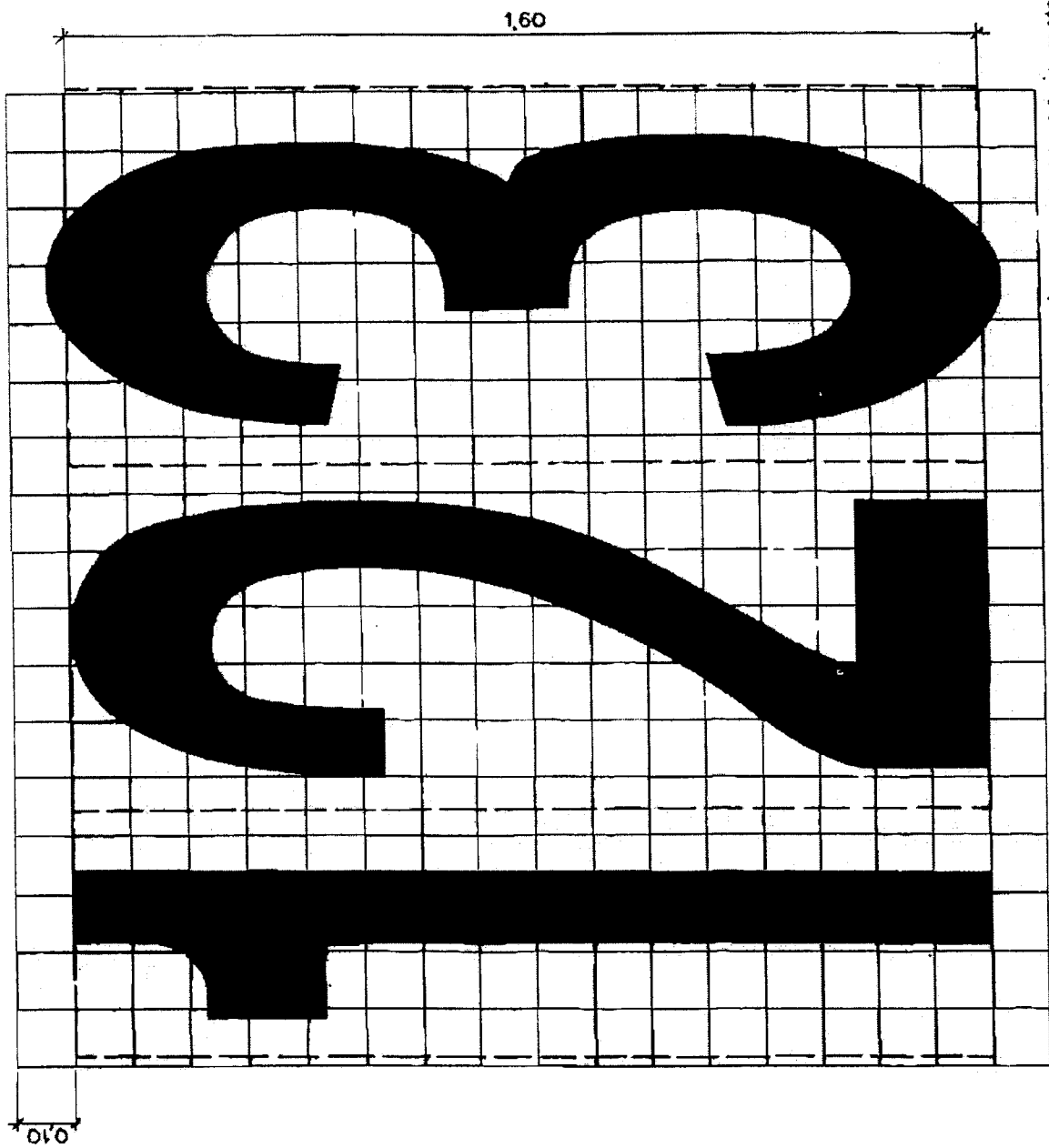


Figure markings for roads with speed limit of 60 km/h. or less. measures in meters diagram A-47a

Chiffres pour les inscriptions sur les routes
où la vitesse est limitée à 60 km/h ou moins
Цифровая разметка на дорогах, где максимальная
скорость не превышает 60 км в час

cotes en mètres
измерения даются
в метрах

diagramme A-47b
диаграмма А-47б

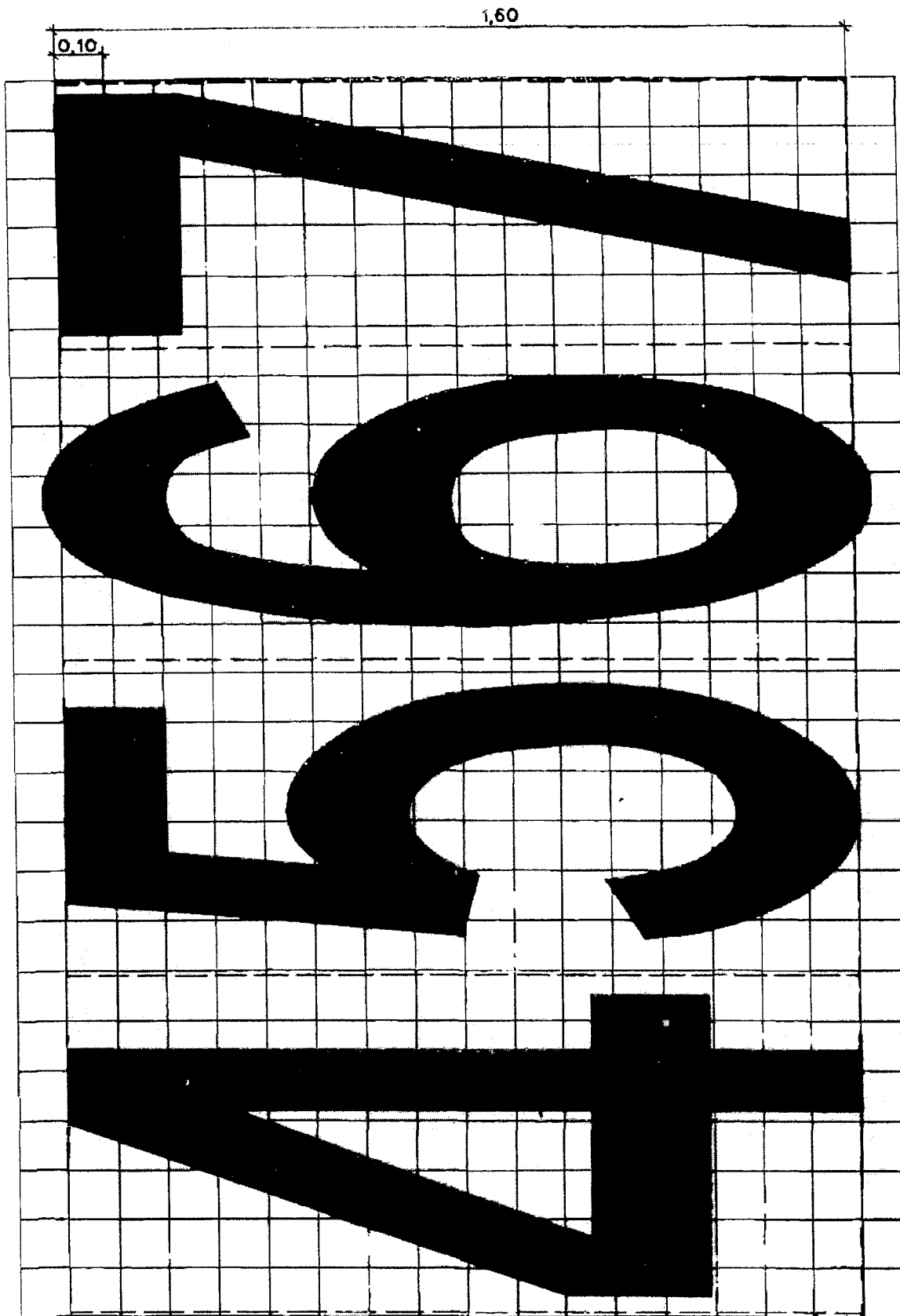


diagram A-47 b

measures in meters

Figure markings for roads with speed limit of 60 km/h. or less.

Chiffres pour les inscriptions sur les routes
où la vitesse est limitée à 60 km/h ou moins
Цифровая разметка на дорогах, где максимальная
скорость не превышает 60 км в час

cotes en mètres
измерения даются
в метрах

diagramme A-47c
диаграмма А-47с

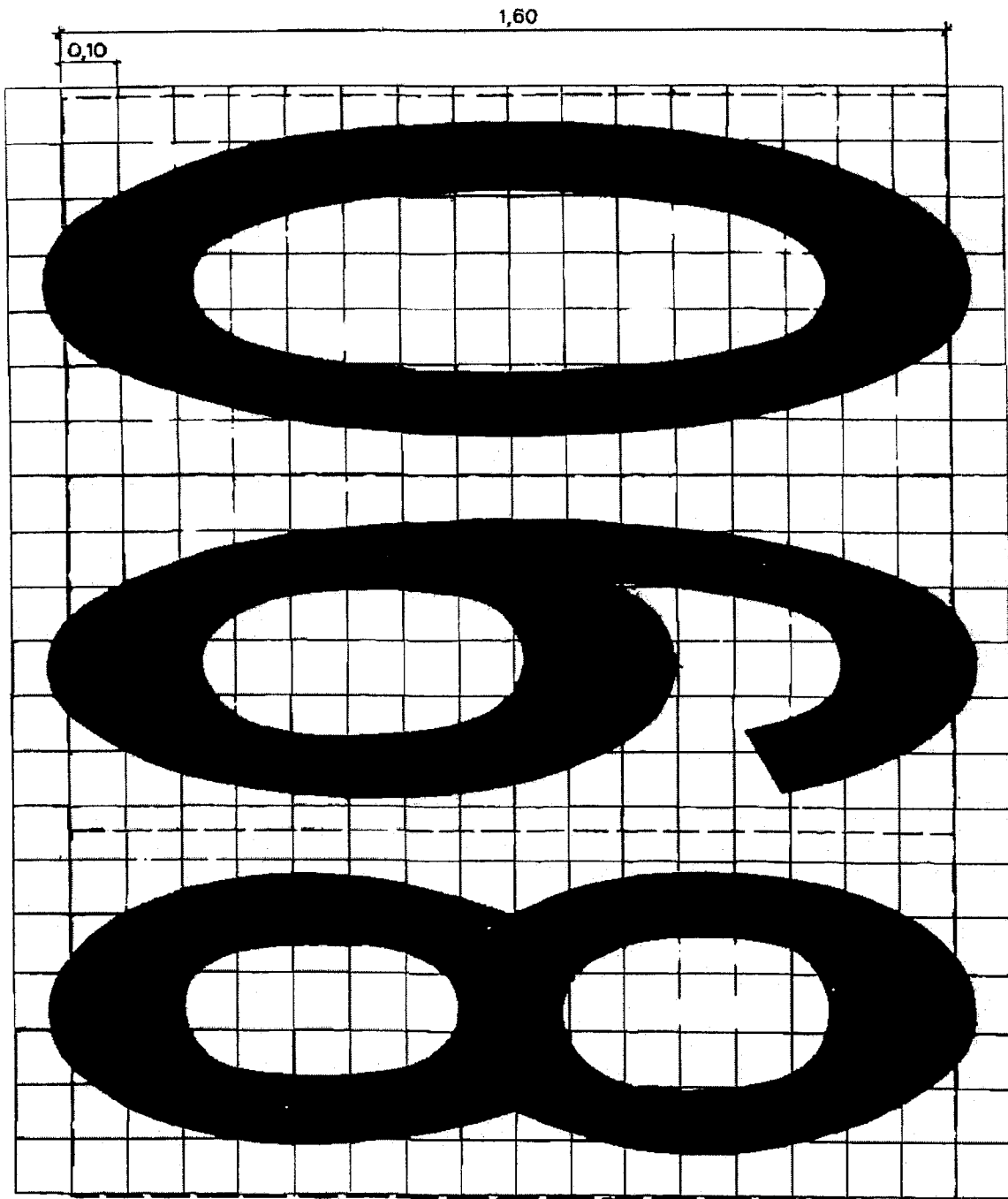


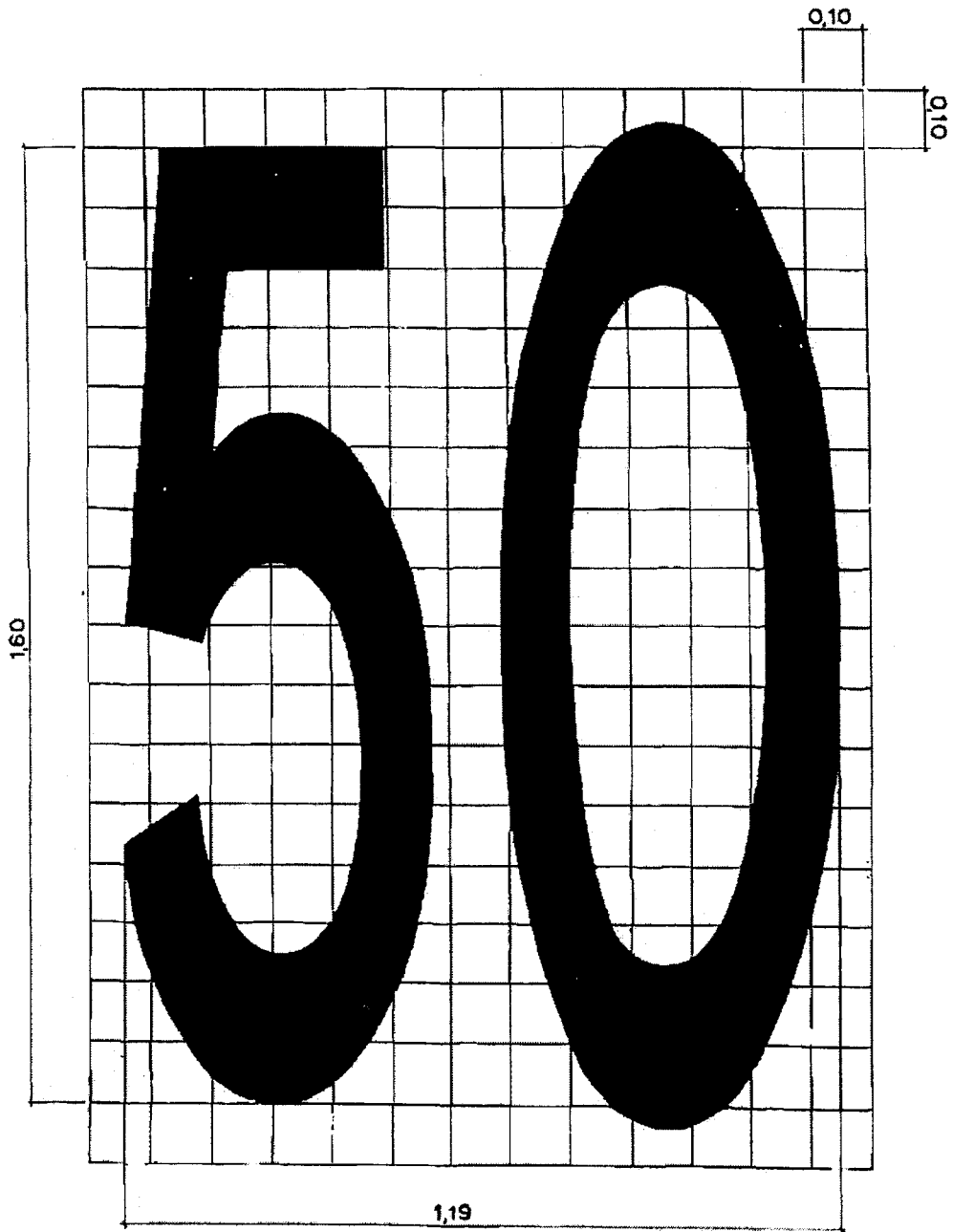
Figure markings for roads with speed limit of 60 km/h. or less measures in meters diagram A-47c

Exemple d'inscription en chiffres pour les routes
où la vitesse est limitée à 60 km/h ou moins
Пример цифровой разметки на дорогах, где максимальная
скорость не превышает 60 км в час

cotes en mètres
измерения даются
в метрах

diagramme A-48
диаграмма А-48

Example of figure marking for roads with speed limit of 60 km/h,
or less



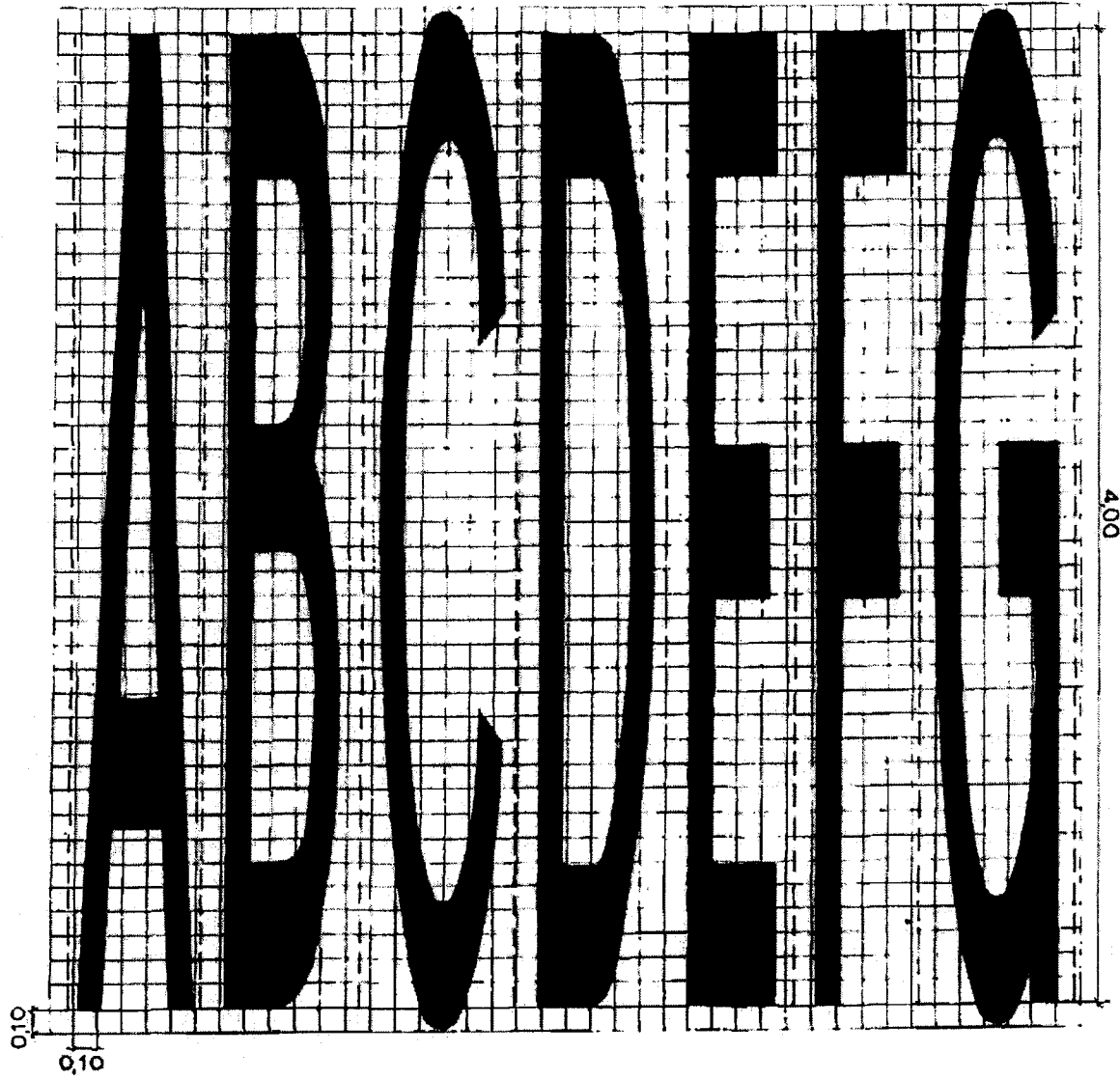
measures in
meters
diagram A-48

Lettres pour les inscriptions sur les routes où la vitesse est limitée
à plus de 60 km/h ou n'est pas limitée
Буквенная разметка на дорогах, где разрешается скорость более 60 км в час
или ограничение скорости отсутствует

cotes en mètres
измерения даются
в метрах

diagramme A-49a
диаграмма А-49а

Letter markings for roads with speed limit over 60km/h or without speed limit.

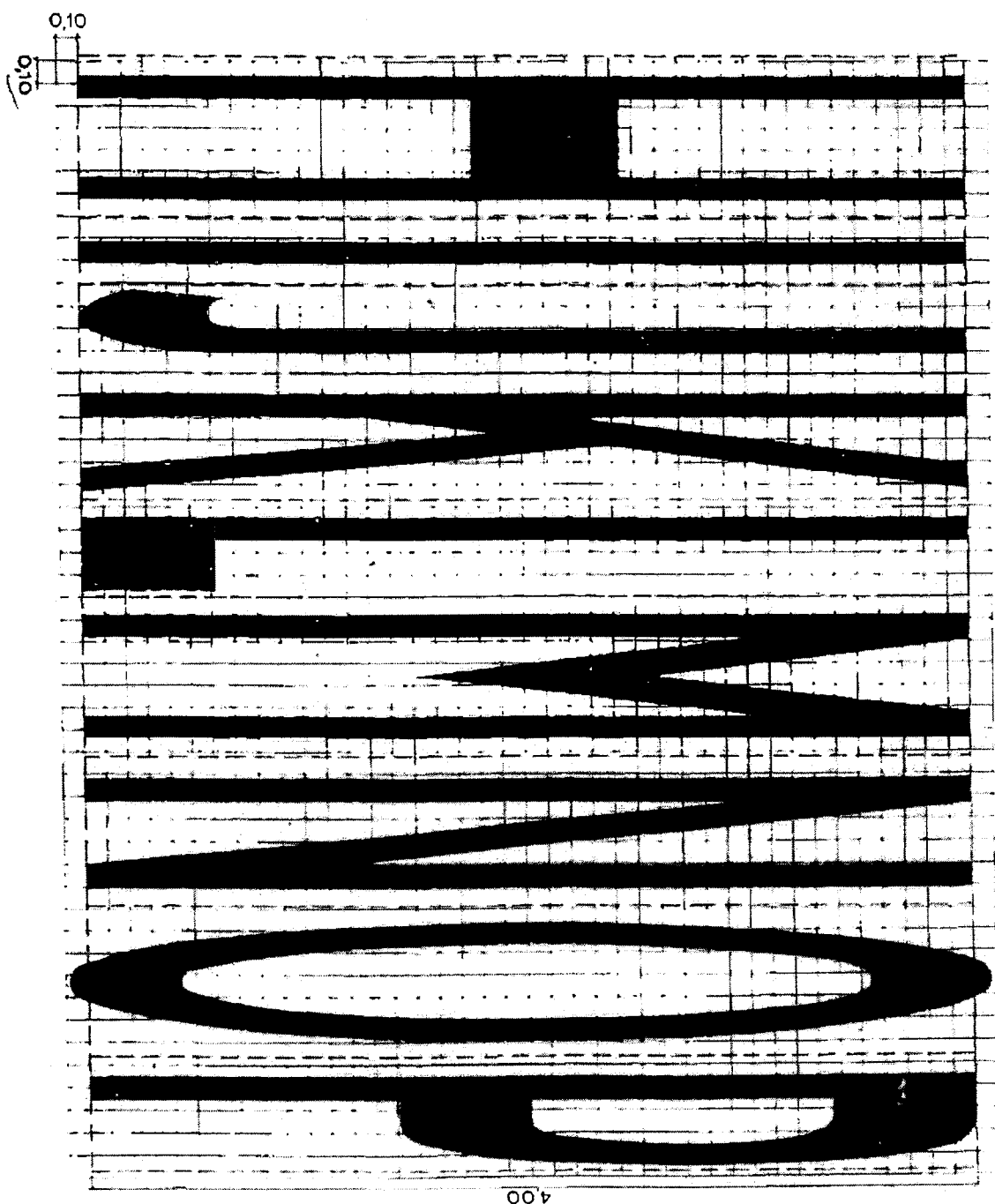


measures in meters
diagram A-49a

Lettres pour les inscriptions sur les routes où la vitesse
est limitée à plus de 60 km/h ou n'est pas limitée
Буквенная разметка на дорогах, где разрешается скорость
более 60 км в час или ограничение скорости отсутствует

cotes en mètres
измерения даются
в метрах

diagramme A-49b
диаграмма А-49б

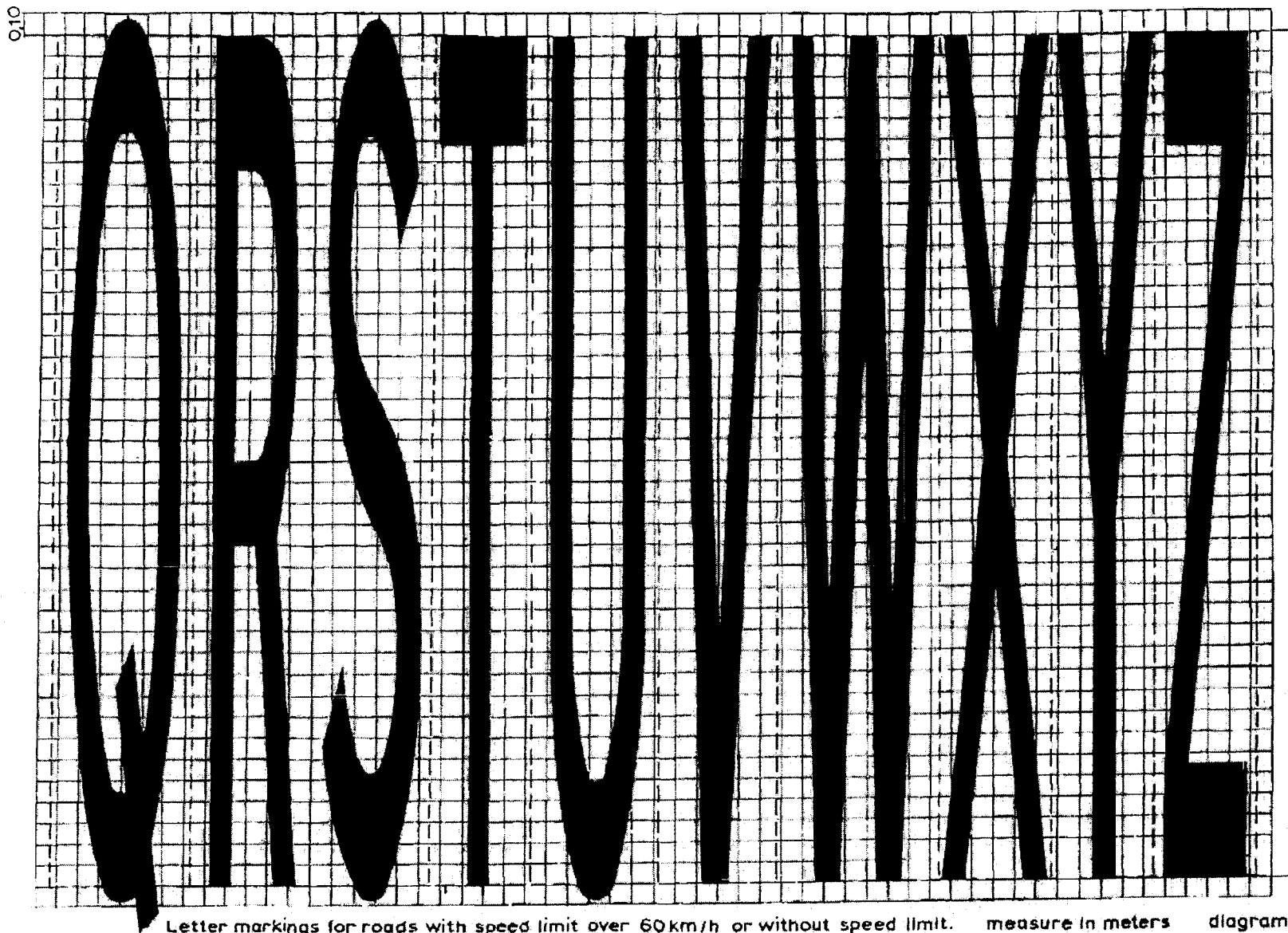


Letter markings for roads with speed limit over 60 km/h. or without speed limit.

measures in
meters
diagram A-49b

Lettres pour les inscriptions sur les routes où la vitesse
est limitée à plus de 60 km/h ou n'est pas limitée
Буквенная разметка на дорогах, где разрешается скорость
более 60 км в час или ограничения скорости отсутствуют

cotes en mètres
измерения даются
в метрах
diagramme A-50
диаграмма А-50



Letter markings for roads with speed limit over 60km/h or without speed limit. measure in meters diagram A-50

Exemple d'inscription en lettres pour les routes où la vitesse
est limitée à plus de 60 km/h ou n'est pas limitée

Пример надписи на дорогах, где разрешается скорость более 60 км
в час или ограничение скорости отсутствует

cotes en mètres
измерения даются
в метрах
diagramme A-51
диаграмма А-51

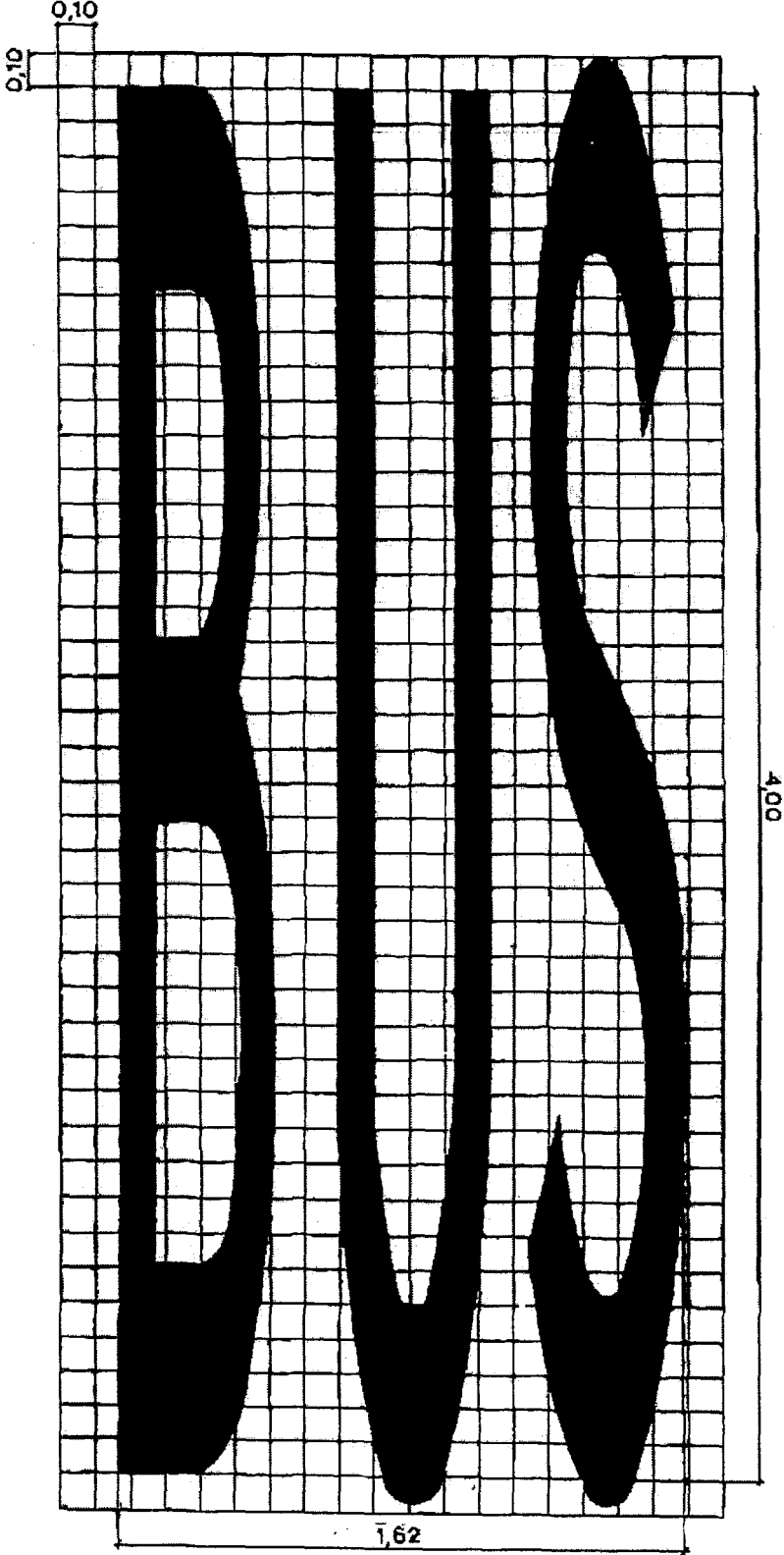
Exemple d'inscription en lettres pour les routes où la vitesse
est limitée à plus de 60 km/h ou n'est pas limitée

Пример надписи на дорогах, где разрешается скорость более 60 км
в час или ограничение скорости отсутствует

cotes en mètres
измерения даются в метрах

diagramme A-52
диаграмма А-52

Example of word marking for roads with speed limit over 60 km/h or without speed limit.



measures in
meters
diagram A-52

diagramme A-53
диаграмма А-53

cotes en mètres
измерения даются
в метрах

Chiffres pour les inscriptions sur les routes
où la vitesse est limitée à plus de 60 km/h
ou n'est pas limitée

Цифровая разметка на дорогах, где разрешается
скорость более 60 км в час или ограничение
скорости отсутствует

4,00

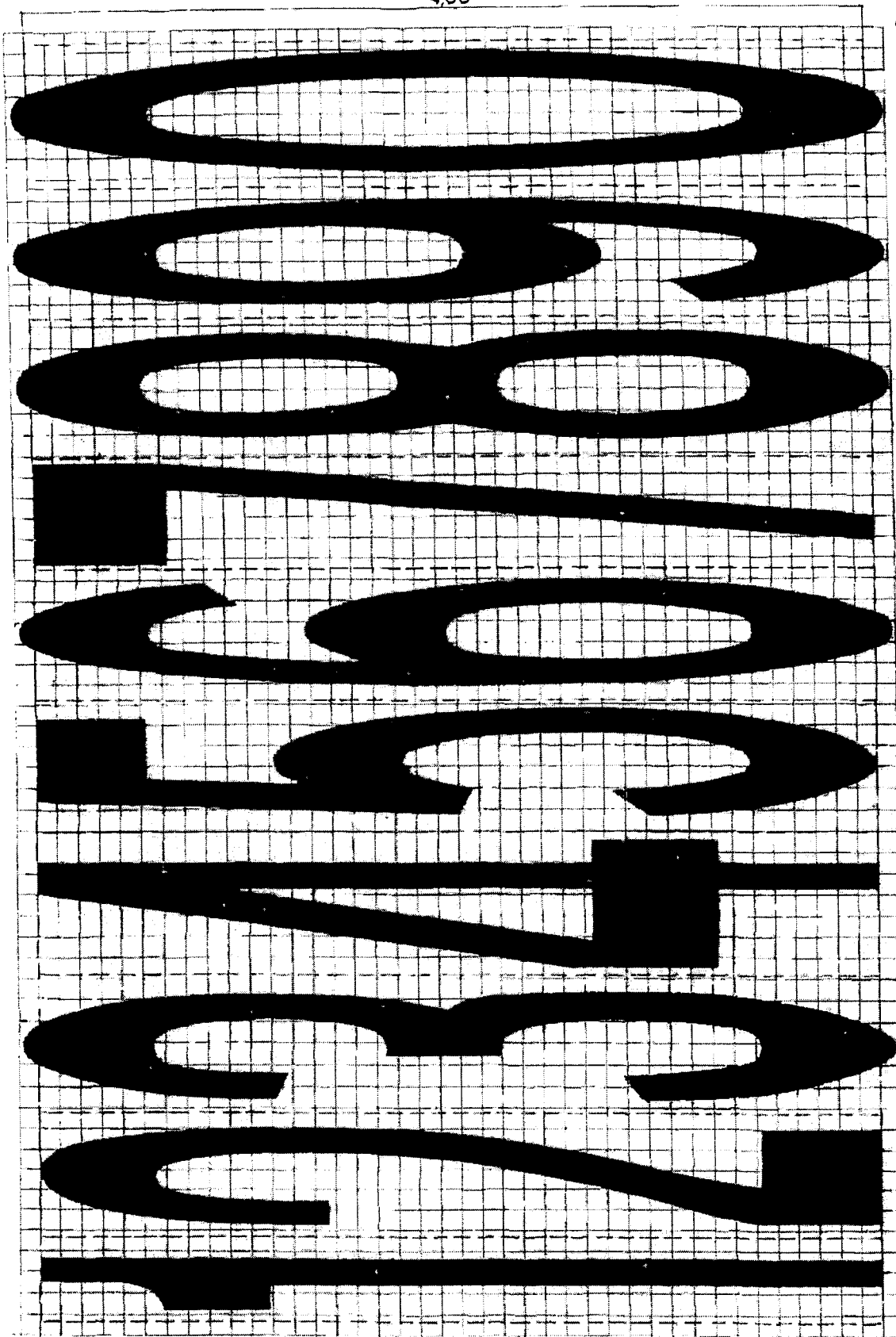


diagram A-53

measures in meters

Figure markings for roads with speed limit over 60km/h or without speed limit.

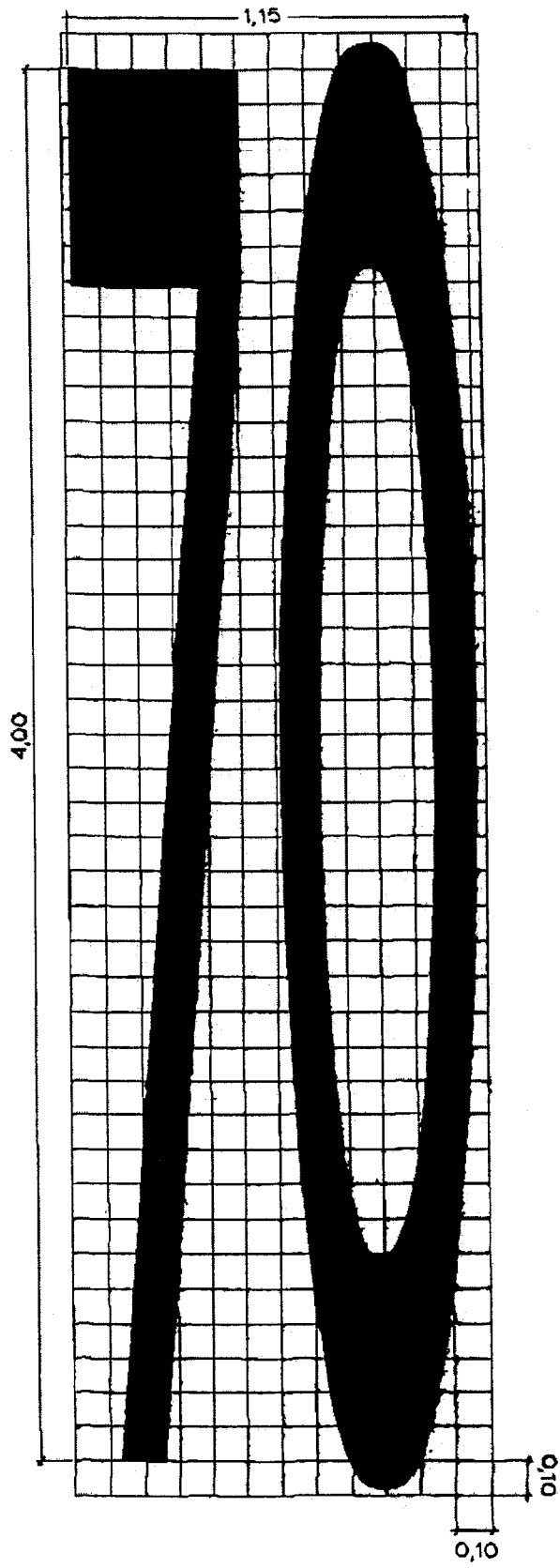
Exemple d'inscription en chiffres pour les routes où la vitesse
est limitée à plus de 60 km/h ou n'est pas limitée

Пример цифровой разметки на дорогах, где разрешается скорость
более 60 км в час или ограничение скорости отсутствует

cotes en mètres
измерения даются в метрах

diagramme A-54
диаграмма А-54

Example of figure marking for roads with speed limit
over 60 km/h. or without speed limit.



measures in
meters
diagram A-54

Marquage signalant l'interdiction du stationnement
Разметка, указывающая, что стоянка транспортных
средств запрещена

jaune
желтого цвета

diagramme A-55
диаграмма А-55

Marking of parking prohibition

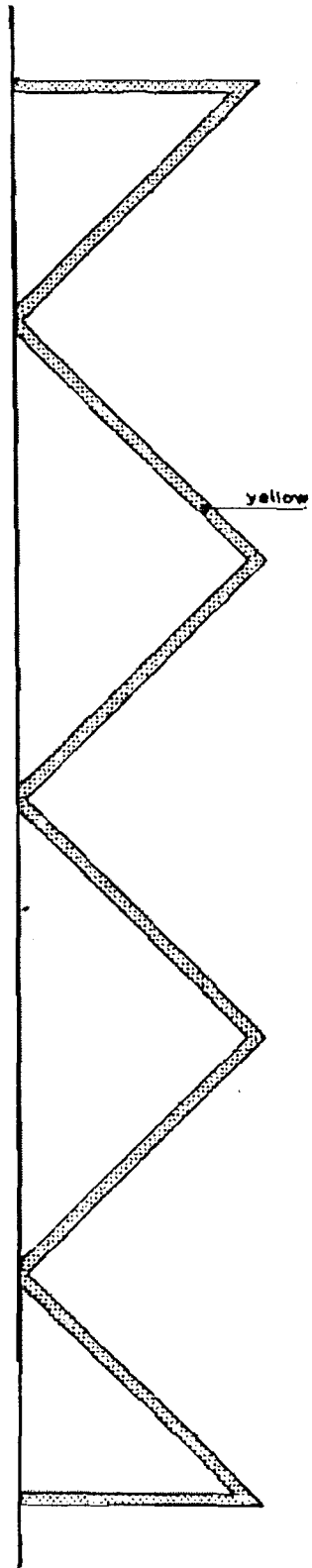


diagram A-55

Marquage signalant l'interdiction du stationnement
Разметка, указывающая, что стоянка транспортных
средств запрещена

voie
полоса движения

ligne de guidage
discontinue
прерывистая линия
для разграничения
полос движения

voie
полоса движения

ligne continue
сплошная линия

bord de la chaussée
край проезжей части

jaune
желтого цвета

diagramme A-56
диаграмма А-56

Marking of parking prohibition.

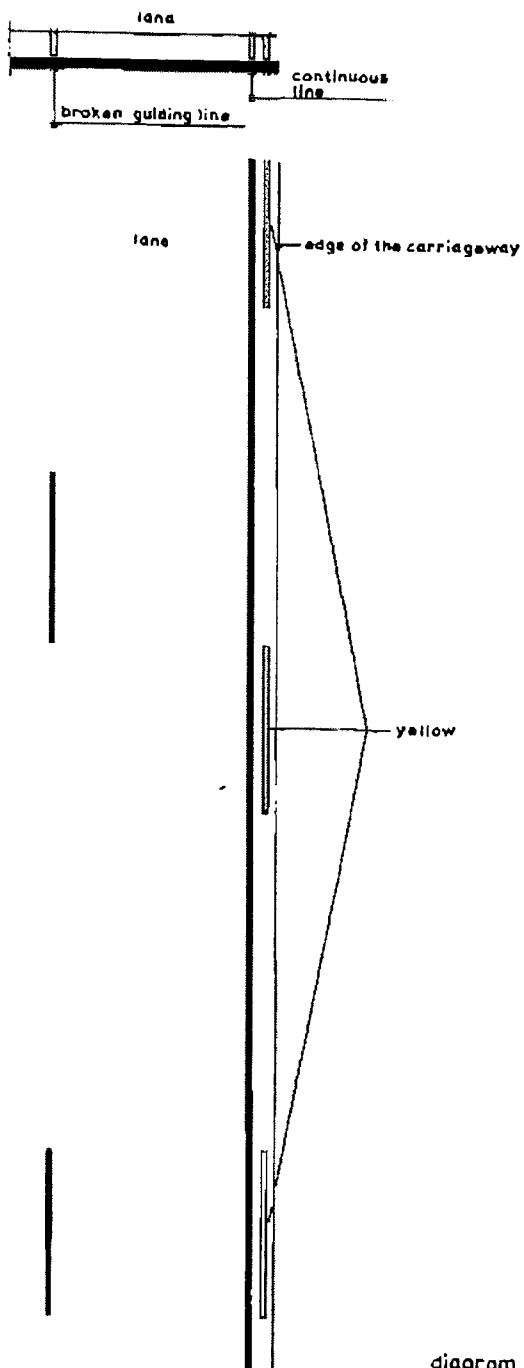


diagram A-56

Marquage d'un obstacle
Обозначение препятствия

diagramme A-57
диаграмма А-57

Marking of an obstacle.

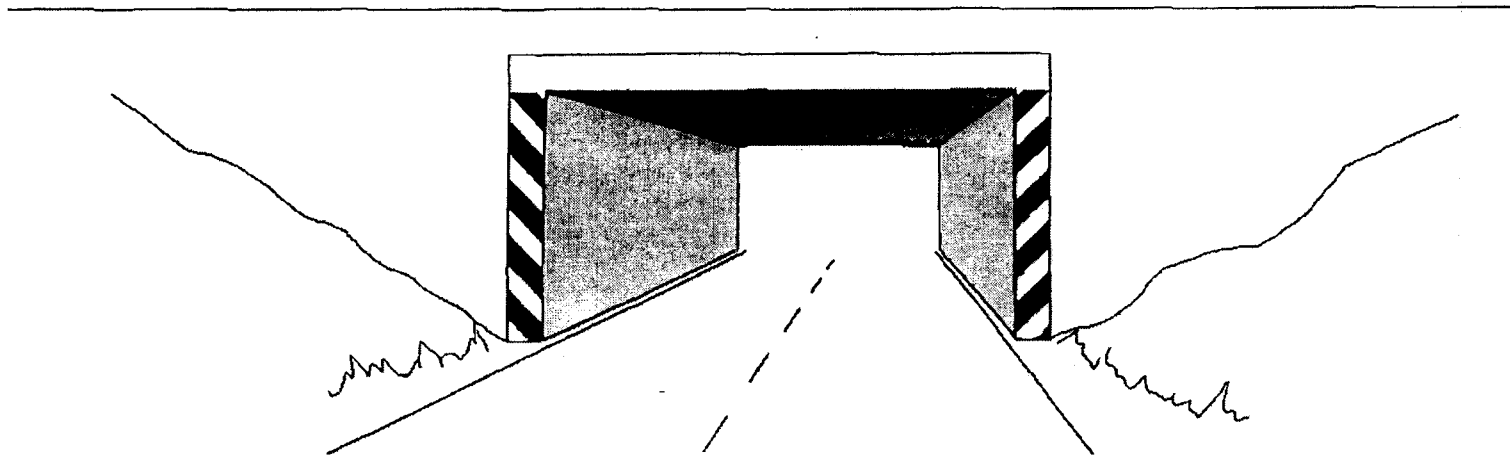


diagram A-57

I hereby certify that the foregoing text is a true copy of the Protocol on Road Markings, additional to the European Agreement supplementing the Convention on Road Signs and Signals opened for signature at Vienna on 8 November 1968, done at Geneva on 1 March 1973, the original of which is deposited with the Secretary-General of the United Nations.

*For the Secretary-General:
The Legal Counsel*



United Nations, New York,
17 August 1974

Je certifie que le texte qui précède est une copie conforme du Protocole sur les marques routières, additionnel à l'Accord européen complétant la Convention sur la signalisation routière ouverte à la signature à Vienne le 8 novembre 1968, en date à Genève du 1er mars 1973, dont l'original se trouve déposé auprès du Secrétaire général de l'Organisation des Nations Unies.

*Pour le Secrétaire général:
Le Conseiller juridique*

Organisation des Nations Unies, New York,
17 août 1974

Prin prezenta confirm că textul alăturat este o copie de pe textul autentic al Protocolului privind marcajele rutiere din 1 martie 1973, adițional la Acordul European ce completează Convenția asupra semnalizării rutiere, încheiată la Viena la 8 noiembrie 1968, originalul căruia este depozitat la Secretarul General al Organizației Națiunilor Unite.



Dumitru SOCOLAN,
Șef al Direcției Generale Drept
Internațional a Ministerului Afacerilor
Externe și Integrării Europene al
Republicii Moldova