

No. 1671. A. CONVENTION ON ROAD TRAFFIC. SIGNED AT GENEVA,
ON 19 SEPTEMBER 1949¹

ACCESSION

Instrument deposited on:

11 December 1953

SYRIA

(To take effect on 10 January 1954.)

No. 1671. B. PROTOCOL² ON ROAD SIGNS AND SIGNALS. SIGNED AT
GENEVA, ON 19 SEPTEMBER 1949

Official texts: English and French.

Registered ex officio on 20 December 1953.

The States Parties to this Protocol, desiring to ensure the safety of road traffic and to facilitate international road traffic by a uniform system of road signalling,

Have agreed upon the following provisions :

¹ United Nations, *Treaty Series*, Vol. 125, p. 3; Vol. 133, p. 367; Vol. 134, p. 389; Vol. 137, p. 394; Vol. 139, p. 464; Vol. 141, p. 399; Vol. 147, p. 395; Vol. 150, p. 395; Vol. 151, p. 386; Vol. 157, p. 387; Vol. 173, p. 407, and Vol. 179, p. 220.

² In accordance with article 58, the Protocol came into force on 20 December 1953, fifteen months after the date of deposit of the fifth instrument of ratification or accession, in respect of the following States on behalf of which the instrument of ratification or accession (a) were deposited on the dates indicated :

Czechoslovakia	3 November 1950
Monaco	25 September 1951 (a)
Sweden*	25 February 1952
Greece	1 July 1952 (a)
Netherlands	19 September 1952

In addition, the following States have deposited their instruments of ratification or accession (a) on the dates indicated (these ratifications and accessions to take effect fifteen months after the date of their deposit) :

Cuba	1 October 1952 (a)
Luxembourg	17 October 1952
Italy	15 December 1952

* In its instrument of ratification Sweden maintained the following reservation in respect of paragraph 5 of article 15 of the Protocol contained in paragraph 7 (e) of the Final Act of the Conference on Road and Motor Transport signed at Geneva on 19 September 1949 (United Nations, *Treaty Series*, Vol. 125, p. 3) :

"The use of the Saint Andrew's Cross at level-crossings with gates shall be permitted in Sweden and in Norway".

PART I

GENERAL PROVISIONS

Article 1

The Contracting Parties to this Protocol accept the system of road signalling described herein and undertake to introduce it, as soon as possible. For this purpose they will erect the signs set out in this Protocol as and when new signs are put up or those now in existence are renewed. Signs which do not conform to the system provided in this Protocol shall be completely replaced within a period not exceeding ten years from the date of the coming into force of this Protocol in respect of each of the Contracting Parties.

Article 2

The Contracting Parties to this Protocol undertake to replace as soon as it comes into force, signs which, although they have the distinguishing features of a sign belonging to the system provided in this Protocol are used with a different meaning.

PART II

ROADSIDE TRAFFIC SIGNS

CHAPTER I

GENERAL

Article 3

The international system of roadside traffic signs shall comprise three classes of signs, namely :

- (a) Danger signs;
- (b) Signs giving definite instructions subdivided into :
 - (i) Prohibitory signs,
 - (ii) Mandatory signs;
- (c) Informative signs subdivided into :
 - (i) Indication signs,
 - (ii) Advance direction signs and direction signs,
 - (iii) Place and route identification signs.

Article 4

There shall be a distinctive shape for each class of sign.

Article 5

1. The symbols as indicated on the signs shown in the tables appended to this Protocol shall be accepted by the Contracting Parties as the fundamental basis of their roadside traffic signs. As a rule they shall appear within the signplate.

2. Where Contracting Parties consider it necessary to modify the symbols, these modifications shall be such as not to alter the essential character of the symbols.

3. For the purpose of facilitating the interpretation of the signs additional information may be given on a rectangular plate below the sign.

4. Where an inscription is used or below a sign, it shall be in the national language or languages, and if so desired in one of the official languages of the United Nations.

5. New symbols created by Contracting Parties in accordance with the provisions of paragraph 1 of article 17 of the Convention on Road Traffic opened for signature at Geneva on 19 September 1949, shall be communicated to the Secretary-General of the United Nations, who shall notify all Contracting Parties.

Article 6

1. The colours used on the signs, symbols and inscriptions shall be those prescribed in this Protocol, unless exceptional conditions make them impracticable.

2. Where the colours to be used are optional, each country shall employ the same colours for any one class of signs used under the same conditions.

3. The reverse side of signs shall be of a neutral colour except in the case of the signs III, C.1^{a, b} and symbol II, A.15 when affixed to the reverse side of sign II, A.14.

Article 7

The reflecting devices used shall not dazzle road users nor obscure the legibility of the symbol or the inscription.

Article 8

1. The dimensions of sign plates shall be such that the sign can be easily seen from a distance and easily understood near at hand.

2. The dimensions of various signs shall be standardised in each country so as to ensure the maximum uniformity. In general, two sizes shall be used for each type, namely, a standard size and a reduced size for use where conditions do not permit or the safety of road users does not require the erection of the standard size. In exceptional circumstances, a special small type sign may be used inside built-up areas or for repeating the main sign.

Article 9

1. Outside built-up areas, the centre line of the signs shall be not more than 2 m from the nearside edge of the carriageway unless special circumstances render this impracticable.

2. In built-up areas and mountainous country, the distance between the edge of the sign nearest the carriageway and a vertical line drawn from the edge of the carriage-

way shall be not less than 0.50 m. In exceptional cases, however, this distance may be reduced.

Article 10

1. In this Protocol the height of signs above the ground shall mean the height of the lower edge of the signs from the level of the crown of the road.

2. So far as possible a uniform height shall be observed over the same route.

CHAPTER II

CLASS I. DANGER SIGNS

Article 11

1. The danger signs shall be in the shape of an equilateral triangle with one point upwards except in the case of sign "PRIORITY ROAD AHEAD" (I, 22) which shall have a point downwards.

2. These signs shall have a red border with white or light yellow ground. Symbols shall be black or dark.

3. For signs of the standard size, the length of each side of the triangle shall be not less than 0.90 m and for the reduced size, not less than 0.60 m.

4. The signs shall be placed on the traffic side of the road appropriate to the direction of the traffic concerned. They may be repeated on the other side of the road.

5. Unless otherwise provided hereafter in this Protocol, the signs shall be placed at not less than 150 m and not more than 250 m from the hazard unless this is impracticable on account of local conditions. In such exceptional cases the sign shall be erected at less than 150 m, but as far as possible from the hazard and special provisions shall be made.

6. The height of signs shall be not more than 2.20 m and, outside built-up areas, not less than 0.60 m.

7. The signs shall be so placed as not to be obscured or cause an obstruction to pedestrians.

Article 12

The sign "UNEVEN ROAD" (I, 1) shall be used as the approach sign for such road conditions as an uneven road or a hump bridge.

Article 13

1. The sign "DANGEROUS BEND" or "DANGEROUS BENDS" (I, 2) shall be used only as the approach sign for a bend or bends which are dangerous owing to their physical characteristics or to reduced visibility.

2. Each Contracting Party may elect to substitute for the above sign, signs giving a clearer indication of the bend or bends. Such substitution shall apply throughout the territory of the Contracting Party concerned. These alternative signs are :

- I, 3—right bend
- I, 4—left bend
- I, 5—double bend, the first to the right
- I, 6—double bend, the first to the left.

Article 14

The sign "ROAD INTERSECTION" (I, 7) shall be used as the approach sign for a fork, crossroads or road junction. In built-up areas this sign shall only be used in exceptional cases.

Article 15

1. The sign "LEVEL-CROSSING WITH GATES" (I, 8) shall be used as the approach sign to each level-crossing with gates.

2. The sign "LEVEL-CROSSING WITHOUT GATES" (I, 9) shall be used as the approach sign to each level-crossing without gates whether provided with automatic signals or not.

3. On roads with a large volume of motor traffic during the night, the signs referred to in paragraphs 1 and 2 of this article, shall be adequately illuminated or provided with reflectors or reflecting material.

4. The gates of level-crossings shall be painted in stripes of red and white or red and light yellow. Alternatively, they may be painted white or light yellow with a large central red disc. In order to make gates more visible at night they shall be provided either with a red light or with red reflectors or a flood-light illuminating the gate whenever it is not fully open.

5. At all level-crossings without gates there shall be placed, in the immediate vicinity of the railway line, a sign in the form of a Saint Andrew's cross or a rectangular signplate, on which this symbol is displayed against a neutral background (I, 10 and I, 11). In order to avoid confusion level-crossings with gates shall not be provided with this sign. The Saint Andrew's cross, or in any case its lower arms, may be double if there are two tracks or more. It shall be painted in red and white or in red and light yellow.

6. The provisions of the preceding paragraphs of this article shall apply to all railways other than local lines and tramways. Outside built-up areas, signs concerning level-crossings on local lines and tramways shall have the same characteristics, shapes and meanings as on railways other than local lines and tramways. As regards the use of the signs, referred to in this article, however, certain simplifications or exceptions may be allowed by any Contracting Party, especially in the case of roads of minor local traffic importance or where a tramway level-crossing is coincident with a road intersection.

7. In the case of parts of local railways or tramways situated in built-up areas, and also of connecting-lines to factory sidings or other parts of railway lines assimilable to connecting-lines, the system to be applied shall be left to the Contracting Party.

Article 16

1. The sign " DANGEROUS HILL " (I, 12) shall be used wherever the competent authorities deem it necessary, as the approach sign for a dangerous descent. The descent must be steeper than ten per cent or the local conditions such that it constitutes a danger.

2. The gradient shall be shown on the sign, as for example, in diagrams I, 12^a and I, 12^b.

Article 17

The sign " CARRIAGEWAY NARROWS " (I, 13) shall be used, wherever the competent authorities deem it necessary, as the approach sign to a place where the carriageway narrows in such a manner that it may constitute a danger.

Article 18

The sign " OPENING BRIDGE " (I, 14) shall be used, wherever the competent authorities deem it necessary, as the approach sign to a bridge that can be opened.

Article 19

1. The sign " ROAD WORKS " (I, 15) shall be used as the approach sign to works on the road.

2. The limits of the roadworks shall be clearly indicated at night.

Article 20

The sign " SLIPPERY CARRIAGEWAY " (I, 16) shall be used, wherever the competent authorities deem it necessary, as the approach sign to a section of the carriageway which, under certain conditions, may have a slippery surface.

Article 21

1. The sign " PEDESTRIAN CROSSING " (I, 17) shall be used, wherever the competent authorities deem it necessary, as the approach sign to a pedestrian crossing. The marking of pedestrian crossings shall be decided upon by the competent authorities.

2. The provisions of paragraph 5 of article 11 of this Protocol are not applicable to this sign.

Article 22

1. The sign " CHILDREN " (I, 18) shall be used, wherever the competent authorities deem it necessary, as the approach sign to places frequented by children, such as a school or a playground.

2. The provisions of paragraph 5 of article 11 of this Protocol are not applicable to this sign.

Article 23

The sign "BEWARE OF ANIMALS" (I, 19) shall be used, wherever the competent authorities deem it necessary, to mark the point of entry of a road into a special area where unaccompanied animals are liable to be encountered.

Article 24

The sign "INTERSECTION WITH A NON-PRIORITY ROAD" (I, 20) shall be used wherever the competent authorities deem it necessary on a priority or a major road as an approach sign to an intersection with a non-priority road, in the territory of any Contracting Party where the use of such a sign corresponds to traffic rules.

Article 25

1. The sign "OTHER DANGER" (I, 21) shall be used, wherever the competent authorities deem it necessary, as the approach sign for a danger other than those indicated in articles 12 to 24 of this Protocol.

2. However, an inscription in black or dark colour defining the danger, such as a roundabout, limited headroom or width, ferry or falling rocks, may be placed within the sign in substitution for the symbol.

3. This sign shall always contain the symbol or an inscription or both.

4. An additional rectangular plate bearing an inscription or a symbol in current use in the territory of any Contracting Party may be placed underneath the sign.

Article 26

In the territory of any Contracting Party where atmospheric conditions do not permit the use of the full sign, a hollow red triangle may be used to indicate the different dangers referred to in articles 12 to 25. A rectangular plate shall always be placed below the triangle on which the appropriate symbol or inscription or both of them shall be given to indicate the danger.

Article 27

1. The sign "PRIORITY ROAD AHEAD" (I, 22) shall be used to indicate to a driver that he shall give way to vehicles moving along the road which he is approaching.

2. This sign shall be placed on roads without priority at a suitable distance from the intersection, which may be in open country up to 50 m and in built-up areas up to 25 m.

It is recommended that there shall also be placed on such roads, as near to the intersection as practicable, a suitable position sign, mark or line.

3. The sign I, 22 may be optionally preceded, in particular where no sign "ROAD INTERSECTION" (I, 7) is erected, by an advance sign consisting of sign I, 22 supplemented by a rectangular plate bearing an indication of the distance from the intersection, as shown in diagram I, 22^a.

The advance sign shall be repeated after every minor intersection until the priority or a major road is reached.

CHAPTER III

CLASS II. SIGNS GIVING DEFINITE INSTRUCTIONS

Article 28

1. The signs of this class indicate an order, which may be either in the nature of a prohibition or of an obligation, issued by the competent authorities.

2. The signs of this class shall be circular in shape.

3. Except as regards the sign II, A.16, the diameter shall be at least 0.60 m for signs of standard size and at least 0.40 m for the reduced size. In the case of signs II, A.15, 17, 18 and II, B.1, 2, the diameter may be reduced to 0.20 m if intermediate signs are used.

4. The signs shall be placed on the side of the road appropriate to the direction of the traffic and facing the traffic concerned. They may be repeated on the other side of the road.

5. The signs shall be placed in the immediate vicinity of the point where the prohibition or obligation starts or continues. Nevertheless, the signs prohibiting turning or showing the direction to be followed may be placed at a suitable distance in advance.

6. The height of signs shall not be more than 2.20 m and not less than 0.60 m.

II, A. PROHIBITORY SIGNS

Article 29

Except where otherwise specified or shown in the diagrams of this Protocol, the colours of prohibitory signs shall be as follows : white or light yellow, with a red border, the symbol being black or of a dark colour.

Article 30

The signs indicating traffic prohibitions shall be the following :

(a) The sign "CLOSED TO ALL VEHICLES (IN BOTH DIRECTIONS)" (II, A.1);

(b) The sign "NO ENTRY FOR ALL VEHICLES" (II, A.2); this sign shall be red with a white or light horizontal bar;

(c) The sign "TURNING TO THE RIGHT (OR TO THE LEFT) PROHIBITED" (II, A.3); the arrow shall be turned towards the right or left according to the relevant prohibition;

(d) The sign "OVERTAKING PROHIBITED" (II, A.4); this sign shall be used to indicate that overtaking is prohibited for all motor vehicles. Where the left-hand rule of the road is observed, the colours of the two cars illustrated shall be reversed.

Article 31

The signs indicating prohibition for certain classes of vehicles shall be the following :

(a) The sign "NO ENTRY FOR ALL MOTOR VEHICLES EXCEPT MOTOR CYCLES WITHOUT SIDECARS" (II, A.5);

(b) The sign "NO ENTRY FOR MOTOR CYCLES WITHOUT SIDECARS" (II, A.6);

(c) The sign "NO ENTRY FOR ALL MOTOR VEHICLES" (II, A.7);

(d) The sign "NO ENTRY FOR GOODS CARRYING VEHICLES EXCEEDING . . . TONS LADEN WEIGHT" (II, A.8);

(e) The sign "NO ENTRY FOR PEDAL CYCLISTS" (II, A.9).

Article 32

The signs indicating restrictions on the dimensions, or weight or speed of vehicles shall be the following :

(a) The sign "NO ENTRY FOR VEHICLES HAVING OVERALL WIDTH EXCEEDING . . . METRES (. . . FEET)" (II, A.10);

(b) The sign "NO ENTRY FOR VEHICLES HAVING OVERALL HEIGHT EXCEEDING . . . METRES (. . . FEET)" (II, A.11);

(c) The sign "NO ENTRY FOR VEHICLES EXCEEDING . . . TONS LADEN WEIGHT" (II, A.12); an additional rectangular plate indicating special traffic rules or the maximum number of vehicles permitted on a bridge may be affixed underneath this sign;

(d) The sign "NO ENTRY FOR VEHICLES HAVING AN AXLE WEIGHT EXCEEDING . . . TONS" (II, A.13);

(e) The sign "SPEED-LIMIT" (II, A.14); an additional rectangular plate with a red edge bearing an inscription concerning the details of the imposed speed-limit may be affixed underneath this sign;

(f) The symbol "END OF SPEED-LIMIT" (II, A.15) (white or light yellow ground with an oblique black or dark coloured bar) shall be used to indicate the point at which the effect of the sign "SPEED-LIMIT" ceases; it may be affixed to the reverse side of sign II, A.14 even though, as a result, it would not be placed on the side of the road appropriate to the direction of the traffic.

Article 33

1. The sign "STOP AT INTERSECTION" shall be used in cases where this is required by traffic rules to indicate that a driver shall stop before entering a priority or a major road.

2. This sign shall consist of a red triangle with the point downwards inscribed within a red circle. The triangle may have the word "Stop" as shown in the diagram II, A.16.

3. The diameter of this sign shall be at least 0.90 m for the sign of standard size and at least 0.60 m for the reduced size.

4. This sign shall be placed at roads without priority, at a suitable distance from the intersection, up to 50 m in open country and up to 25 m in built-up areas.

It is recommended that there should also be placed on this road a suitable position sign, mark or line, as near to the intersection as practicable.

5. The sign II, A.16 may be optionally preceded, in particular where no sign "ROAD INTERSECTION" (I, 7) is erected, by an advance sign consisting of sign I, 22 supplemented by a rectangular plate bearing an indication of the distance from the intersection as shown in diagram I, 22^a.

The advance sign shall be repeated after every minor intersection until the priority or a major road is reached.

Article 34

1. The sign "STOP (CUSTOMS)" (II, A.17) shall be used to indicate the presence of a customs house at which the traveller has to stop.

The word "Customs" shall appear on the sign. The translation of the word "Customs" in a language of the neighbouring territory may be added (II, A.17).

2. This sign may be used to indicate other obligations to stop; in this case the inscription "Customs" shall be replaced by an inscription indicating the reason for the stop.

Article 35

1. The sign "RESTRICTED STOPPING OR WAITING" (II, A.18) shall be used to indicate restricted or prohibited waiting and the prohibition of stopping a vehicle. The centre of this sign shall be blue with a diagonal red bar surrounded by a red border.

2. In the absence of any explanatory inscription the sign shall be used to indicate a permanent prohibition of waiting.

3. Inscriptions may be placed on a plate placed underneath the sign or on the sign itself, specifying :

- (a) The hours between which the prohibition of waiting apply,
 - (b) The duration of authorized waiting,
 - (c) The days upon which waiting is permitted alternately on one or other side of the road,
 - (d) The exceptions applicable to particular categories of vehicles,
- provided that such inscriptions shall not detract from the general meaning nor make the sign ambiguous or unclear.

4. An inscription "STOPPING PROHIBITED", placed on a plate under the sign or on the sign itself, shall indicate that the stopping of a vehicle is prohibited.

5. Contracting Parties which have previously adopted the sign "WAITING PROHIBITED" (red disc with circular centre in white or pale yellow bearing the letter P with a diagonal red stroke) for the prohibition of prolonged parking of vehicles with or without their drivers, shall provisionally be at liberty to retain their system unchanged. However, the sign II, A.18 is the only sign adopted in this Protocol for this purpose and Contracting Parties are strongly recommended to adopt this sign for stopping or parking of vehicles in their territories in accordance with the principles set out in paragraphs 1 to 4 above.

II, B. MANDATORY SIGNS

Article 36

1. The colour of mandatory signs shall be as follows: blue ground with a white symbol.

2. Mandatory signs are the following:

(a) The sign "DIRECTION TO BE FOLLOWED" (II, B.1); it is permissible to adopt variations of the symbol on this sign in order to meet special cases;

(b) The sign "COMPULSORY CYCLE TRACK" (II, B.2) which shall be used to indicate that cyclists shall use the special track reserved for them.

CHAPTER IV

CLASS III. INFORMATIVE SIGNS

Article 37

1. The signs of this class shall be rectangular in shape.

2. Where the colours to be used are optional, the colour red shall in no case predominate.

III, A. INDICATION SIGNS

Article 38

1. The sign "PARKING" (III, A.1) shall be used to indicate authorized parking places.

2. This sign shall be square in shape.

3. The side of the square shall be at least 0.60 m for the sign of standard size and 0.40 m for the sign of reduced size.

4. The sign shall be placed facing the traffic or facing across the carriageway.

5. The colour of the sign shall be blue and the colour of the letter P white.

6. A rectangular plate under the sign may be used for inscriptions giving the period during which parking is allowed or indicating the direction of the parking place.

Article 39

1. The sign "HOSPITAL" shall be used to indicate to the drivers of vehicles that they should take the precautions required in the proximity of medical establishments and, in particular, to refrain from making unnecessary noise.

2. This sign shall consist of the symbol H above the word "Hospital" as shown in diagram III, A.2.

3. The colour of the sign shall be blue and the inscription white.

4. The sign shall be placed facing the traffic.

Article 40

1. The signs indicating auxiliary service posts are the following :

(a) The sign "FIRST-AID STATION" (III, A.3 and III, A.4) which shall be used to indicate that there is in the neighbourhood a first-aid station organized by an officially recognized association;

(b) The sign "MECHANICAL HELP" (III, A.5) which shall be used to indicate that there is a service station in the neighbourhood;

(c) The sign "TELEPHONE" (III, A.6) which shall be used to indicate that there is a telephone in the neighbourhood;

(d) The sign "FILLING STATION" (III, A.7) which shall be used to indicate that there is a filling station within the distance indicated on the sign.

2. The shorter side of the rectangle of the signs provided for in this article shall be placed horizontally. The colour shall be blue, with a black or dark symbol on a white square. In the case, however, of the signs III, A.3 or III, A.4, the symbol shall be red. The side of the square shall be at least 0.30 m. In the case, however, of the sign III, A.7, a white rectangle with the shorter side horizontal shall be substituted for the square.

3. The signs described in (b), (c) and (d) of paragraph 1 may be erected where the authorities concerned deem it necessary.

Article 41

1. The beginning of a priority road may be indicated by the sign "PRIORITY ROAD" (III, A.8).

2. The sign may also be repeated along priority roads.

3. The end of a priority road shall be indicated by the sign "END OF PRIORITY" (III, A.9) where the sign III, A.8 has been used.

4. The sign III, A.9 may be also used to indicate approach to the end of a priority road. In such a case, a rectangular plate shall be added underneath the sign, indicating the distance at which the priority ends, as shown in diagram III, A.9^a.

5. The signs provided for in this article shall be square with one point downwards.

6. The size of the square shall be at least 0.60 m for the standard size and at least 0.40 m for the reduced size and 0.25 m for signs repeated within built-up areas.

7. The border of the signs provided for in this article shall be white with a black or dark rim on the outside and the centre shall be yellow. In the case of sign III, A.9, the transverse bar shall be black or dark.

8. The signs shall be placed on the side of the road appropriate to the direction of traffic and facing the traffic concerned. They may be repeated on the other side of the road.

III, B. ADVANCE DIRECTION SIGNS AND DIRECTION SIGNS

Article 42

1. The advance direction signs shall be rectangular in shape.
2. Their size shall be such that the indication can be understood easily by drivers of vehicles travelling at speed.
3. These signs shall have either a light ground with dark lettering or a dark ground with light lettering.
4. Advance direction signs shall be placed at a distance of between 100 m and 250 m from the intersection on normal roads. On special motor roads, this distance may be increased to 500 m.
5. Diagrams III, B.1^a and III, B.1^b are examples of this sign.

Article 43

1. Direction signs shall be rectangular with the longer side horizontal and shall terminate in the form of an arrow-head.
2. Names of other places lying in the same direction may be added to the sign.
3. When distances are indicated, the figures giving kilometres (or miles) shall be inscribed between the name of the place and the arrow-head.
4. The colours of these signs shall be the same as those for advance direction signs.
5. Diagrams III, B.2^a and III, B.2^b are examples of this sign.

III, C. PLACE AND ROUTE IDENTIFICATION SIGNS

Article 44

1. Signs indicating a locality shall be rectangular in shape with the longer side horizontal.

2. These signs shall be of such a size and placed in such a manner that they shall be visible even at night.

3. These signs shall have either a light ground with dark lettering, or a dark ground with light lettering.

4. These signs shall be placed before the beginning of a built-up area, on the side of the road appropriate to the direction of traffic and facing the traffic concerned.

5. Diagrams III, C.1^a and III, C.1^b are examples of this sign.

Article 45

1. The signs for the special identification of routes, bearing numbers or letters or a combination of numbers and letters, shall be rectangular in shape.

2. The inscriptions may be affixed to milestones, to other signs or be placed as separate signs.

3. Diagram III, C.2^a is an example of this sign.

PART III

*SUPPLEMENTARY PROVISIONS CONCERNING LEVEL-CROSSINGS**Article 46*

Supplementary intermediate signs, such as vertical panels placed underneath the signs I, 8 or I, 9, may be used as circumstances warrant it, provided that they are repeated at about two-thirds and one-third of the distance between that sign and the railway line, and bear respectively three, two and one red oblique bar on a white or yellow ground. Diagrams I, 8^a; I, 9^a; I, 8/9^b and I, 8/9^c are examples of these signs.

Article 47

In cases where gates operated from a distance (whether by hand or by an automatic device) are not visible from the operating box, they shall be provided with sound or sight signals giving users of the road warning in sufficient time that the gate is about to be closed. Gates shall be closed slowly enough to enable users of the road who have already entered the level-crossing to clear it.

Article 48

At all level-crossings with gates, the gates shall be guarded during the whole period when train services are in operation. Should a level-crossing be reclassified permanently from the category of level-crossing with gates to that of level-crossing without gates but with automatic signals, or to that of level-crossing without gates and without automatic signals, the gates shall be removed to avoid any misunderstanding on the part of the users of the road.

Article 49

1. At all level-crossings without gates but with automatic signalling, there shall be placed, in the immediate vicinity of the railway, an automatic signal giving warning of the approach of trains. Wherever possible, this signal shall be placed on the same post as the sign in the form of the Saint Andrew's cross (I, 10 and I, 11). It shall consist, both by day and by night, of one or more flashing red lights indicating that traffic on the road shall stop. Appropriate measures shall be taken to preclude both an accidental defect in the working of the automatic signal and any possibility of misinterpreting the signal.

2. The above-mentioned red light signal may be accompanied by a sound signal.

3. Signals of the same kind, but operated by hand instead of being automatic, shall be regarded as equivalent to the automatic signalling of the approach of trains as prescribed above.

Article 50

Level-crossings shall not be without gates and automatic signalling unless the railway line is clearly visible on both sides of the level-crossing to users of the road, taking into account the maximum speed of the trains, so that the driver of a vehicle approaching the railway from either side may have time to stop before entering the crossing when a train is in sight and the users of the road who have entered the crossing when a train appears have time to clear the crossing.

PART IV

*SIGNALS TO BE MADE BY TRAFFIC POLICE**Article 51*

Traffic police shall be so equipped and stationed as to be visible to all road users.

Article 52

1. Signals to be made by traffic police shall conform to one of the two following systems :

First system

Signal A—to indicate "STOP" to the vehicles approaching the officer from the front : arm raised vertically, palm of the hand to the front.

Signal C—to indicate “STOP” to the vehicles approaching the officer from the rear : arm extended horizontally to the side of the road to which the traffic concerned is keeping, palm of the hand to the front.

Signals A and C may be used simultaneously.

Second system

Signal B—to indicate “STOP” to the vehicles approaching the officer from the front : arm extended horizontally to the side of the road to which the traffic concerned is keeping, palm of the hand to the front.

Signal C—to indicate “STOP” to the vehicles approaching the officer from the rear : arm extended horizontally to the side of the road to which the traffic concerned is keeping, palm of the hand to the front.

Signals B and C may be used simultaneously.

2. Under both systems, a beckoning gesture with the hand may be made to call vehicles forward.

PART V

TRAFFIC LIGHT SIGNALS

Article 53

1. The lights of the traffic light signals shall be given the following meaning :

(a) In a three-coloured system :

Red indicates that vehicular traffic must not pass the signal;

Green indicates that vehicular traffic may pass the signal;

When amber is used after the green signal, it shall be taken as prohibiting vehicular traffic from proceeding beyond the signal unless the vehicle is so close to the signal when the amber signal first appears that it cannot safely be stopped before passing the signal;

When amber is used in conjunction with or after the red signal, it indicates an impending change in the indications of the signal and shall not be taken as permitting vehicular traffic to proceed.

(b) In the two-colour system :

Red indicates that vehicular traffic must not pass the signal;

Green indicates that vehicular traffic may pass the signal;

The combination of green and red shall have the same meaning as amber after green in the three-colour system.

2. When a single amber intermittent light is used, it shall indicate “CAUTION”.

3. The lights shall be placed one above the other. As a rule the red light shall be placed at the top and the green light at the bottom. Where an amber light is used, it shall be placed between the red and the green lights.

4. When traffic light signals are placed at the side of the carriageway, the height of the lower edge of the lowest light above the carriageway shall normally be not less than 2 m and not more than 3.50 m. When they are suspended over the carriageway, the height of the lower edge of the lowest light above the carriageway shall be not less than 4.50 m.

5. Where possible the light signals should be repeated on the opposite side of an intersection.

PART VI

ROAD MARKINGS

Article 54

1. Where a carriageway outside a built-up area has more than two lanes, these shall as a rule be made clearly distinguishable.

2. Where a three-lane carriageway outside a built-up area passes through sections where the visibility is not sufficient, or at other danger points, the total width of the carriageway shall be divided only into two lanes.

3. Where a carriageway has two lanes in any section where the visibility is not sufficient and at other danger points, the lanes should be clearly distinguishable.

4. The marking of lanes as provided for under paragraphs 2 and 3 of this article indicates that under normal traffic conditions no vehicle should deviate from the lane reserved for traffic proceeding in its direction.

Article 55

1. Where the edges of the carriageway are defined by means of lights or reflecting devices, two different colours may be used for such lights or devices.

2. Either red or orange may be used to indicate the edge of the carriageway on the side of the road of the direction of the traffic, and white to indicate the edge of the carriageway on the opposite side.

3. Where lights or reflecting devices are used to indicate the presence of posts or refuges in the carriageway, white or yellow colours should be employed.

PART VII

FINAL PROVISIONS

Article 56

1. This Protocol shall be open, until 31 December 1949, for signature by all States signatories to the Convention on Road Traffic, opened for signature at Geneva on 19 September 1949.

2. This Protocol shall be ratified and the instruments of ratification deposited with the Secretary-General of the United Nations.

3. From 1 January 1950, this Protocol shall be open for accession by States signatories to the Convention on Road Traffic and by States acceding or having acceded to it. It shall also be open for accession on behalf of any Trust Territory of which the United Nations is the Administering Authority and on behalf of which the said Convention has been acceded to.

4. Accession shall be effected by the deposit of an instrument of accession with the Secretary-General of the United Nations.

Article 57

1. Any State may, at the time of signature, ratification or accession, or at any time thereafter, declare, by notification addressed to the Secretary-General of the United Nations, that the provisions of this Protocol will be applicable to all or any of the territories for the international relations of which it is responsible. These provisions shall become applicable in the territories named in the notification thirty days after the date of receipt of such notification by the Secretary-General or, if the Protocol has not entered into force at that time, then upon the date of its entry into force.

2. Each Contracting Party, when the circumstances permit, undertakes to take as soon as possible the necessary steps in order to extend the application of this Protocol to the territories for the international relations of which it is responsible, subject, where necessary for constitutional reasons, to the consent of the Governments of such territories.

3. Any State which has made a declaration under paragraph 1 of this article applying this Protocol to any territory for the international relations of which it is responsible may at any time thereafter declare by notification given to the Secretary-General that the Protocol shall cease to apply to any territory named in the notification and the Protocol shall, after the expiration of one year from the date of the notification, cease to apply to such territory.

Article 58

This Protocol shall enter into force fifteen months after the date of the deposit of the fifth instrument of ratification or accession. This Protocol shall enter into force for each State ratifying or acceding after that date fifteen months after the deposit of its instrument of ratification or accession.

The Secretary-General of the United Nations shall notify each of the signatory or acceding States and every other State invited to attend the United Nations Conference on Road and Motor Transport of the date on which this Protocol comes into force.

Article 59

In ratifying this Protocol or in acceding to it, each State Party to the Convention¹ concerning the Unification of Road Signals opened for signature at Geneva on 30 March

¹ League of Nations, *Treaty Series*, Vol. CL, p. 247; Vol. CLX, p. 439; Vol. CLXIV, p. 421; Vol. CLXXII, p. 426; Vol. CLXXVII, p. 463; Vol. CLXXXV, p. 411; Vol. CXCVI, p. 423 and Vol. CC, p. 519 and United Nations, *Treaty Series*, Vol. 126, p. 366; Vol. 151, p. 386, and Vol. 165, p. 388.

1931, undertakes to denounce that Convention within three months of the date of the deposit of its instrument of ratification or accession to this Protocol.

Article 60

1. Any amendment to this Protocol may be proposed by any Contracting Party. The text of such proposed amendment shall be communicated to the Secretary-General who shall transmit it to each other Contracting Party bound by this Protocol with a request that such Contracting Party reply within four months stating whether it :

- (a) Desires that a Conference be convened to consider the proposed amendment; or
- (b) Favours the acceptance of the proposed amendment without a Conference; or
- (c) Favours the rejection of the proposed amendment without a Conference.

The proposed amendment shall also be transmitted by the Secretary-General to all States, other than Contracting Parties, invited to attend the United Nations Conference on Road and Motor Transport.

2. The Secretary-General shall convene a Conference of the Contracting Parties to consider the proposed amendment, if the convening of a Conference is requested by at least one-third of the Contracting Parties.

The Secretary-General shall invite to the Conference such States, other than the Contracting Parties, who were invited to attend the United Nations Conference on Road and Motor Transport or whose participation would, in the opinion of the Economic and Social Council, be desirable.

The provisions of this paragraph shall not apply in cases where an amendment to this Protocol has been adopted in accordance with paragraph 5 of this article.

3. Any amendment to this Protocol which shall be adopted by a two-thirds majority vote of a Conference, shall be communicated to all Contracting Parties for acceptance. Ninety days after its acceptance by two-thirds of the Contracting Parties each amendment shall enter into force for all Contracting Parties except those which, before it enters into force, make a declaration that they do not adopt the amendment.

4. The Conference may by a two-thirds majority vote determine at the time of the adoption of an amendment to this Protocol that it is of such a nature that any Contracting Party which has made a declaration that it does not accept the amendment and which then does not accept the amendment within a period of twelve months after the amendment enters into force shall, upon the expiration of this period, cease to be a Party to this Protocol.

5. In the event of a two-thirds majority of the Contracting Parties informing the Secretary-General pursuant to paragraph 1 (b) of this article that they favour the acceptance of the amendment without a Conference, notification of this decision shall be communicated by the Secretary-General to all the Contracting Parties. The amendment shall on the expiration of ninety days from the date of such notification become effective as regards all Contracting Parties except those which notify the Secretary-General that they object to such an amendment within that period.

6. As regards amendments not within the scope of paragraph 4 of this article, the existing provisions shall remain in force in respect of any Contracting Party which has made a declaration or lodged an objection with respect to such an amendment.

7. A Contracting Party which has made a declaration in accordance with the provisions of paragraph 3 of this article or has lodged an objection in accordance with paragraph 5 of this article to an amendment may withdraw such declaration or objection at any time by notification addressed to the Secretary-General. The amendment shall be effective as regards that Contracting Party upon receipt of such notification by the Secretary-General.

Article 61

This Protocol may be denounced by means of one year's notice given to the Secretary-General of the United Nations, who shall notify each signatory or acceding State thereof. After the expiration of this period the Protocol shall cease to be in force as regards the Contracting Party which denounces it.

Article 62

Any dispute between any two or more Contracting Parties concerning the interpretation or application of this Protocol, which the parties are unable to settle by negotiation or by another mode of settlement, may be referred by written application from any of the Contracting Parties concerned to the International Court of Justice for decision.

Article 63

Nothing in this Protocol shall be deemed to prevent a Contracting Party from taking action compatible with the provisions of the Charter of the United Nations and limited to the exigencies of the situation which it considers necessary for its external or internal security.

Article 64

1. The Secretary-General of the United Nations shall, in addition to the notifications provided for in paragraph 5 of article 5, article 58, paragraphs 1, 3 and 5 of article 60, and article 61, notify the States referred to in paragraph 1 of article 56 of the following :

- (a) Signatures, ratifications and accessions in accordance with article 56;
- (b) Notifications with regard to the territorial application of this Protocol in accordance with article 57;
- (c) Declarations whereby States accept amendments in accordance with paragraph 3 of article 60;
- (d) Objections to amendments to this Protocol communicated by States to the Secretary-General in accordance with paragraph 5 of article 60;
- (e) The date of entry into force of amendments in accordance with paragraphs 3 and 5 of article 60;

(f) The date on which a State has ceased to be a Party to this Protocol, in accordance with paragraph 4 of article 60;

(g) Withdrawals of objections to an amendment in accordance with paragraph 7 of article 60;

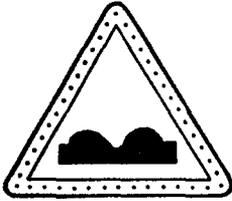
(h) The list of States bound by any amendment to this Protocol;

(i) Denunciations of the Convention concerning the Unification of Road Signals of 30 March 1931, in accordance with article 59 of this Protocol;

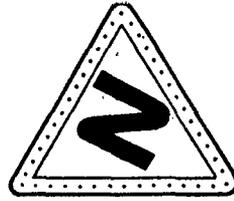
(j) Denunciations of this Protocol in accordance with article 61.

2. The original of this Protocol shall be deposited with the Secretary-General who will transmit certified copies thereof to the States referred to in paragraph 1 of article 56.

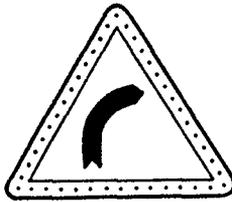
3. The Secretary-General is authorized to register this Protocol upon its entry into force.



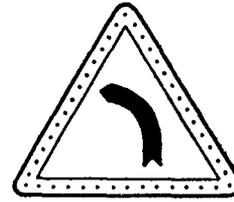
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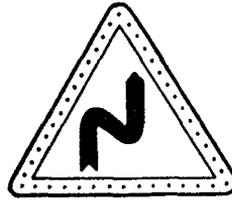
I.2



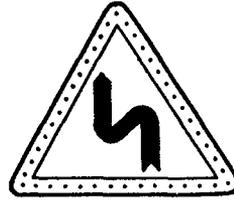
I.3



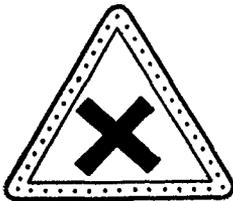
I.4



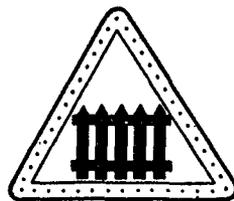
I.5



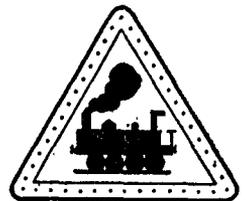
I.6



I.7



I.8



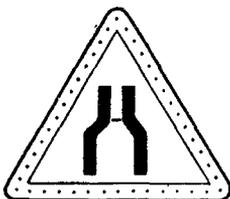
I.9



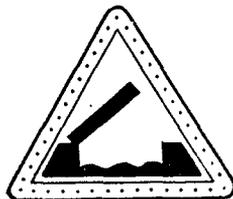
I, 12^a



I, 12^b



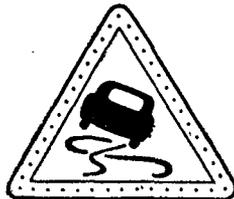
I, 13



I, 14



I, 15



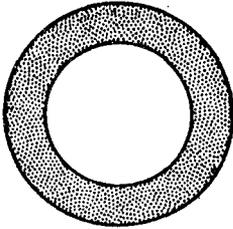
I, 16



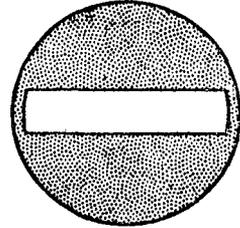
I, 17



I, 18



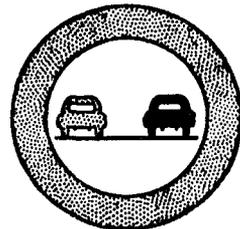
II, A.1



II, A.2



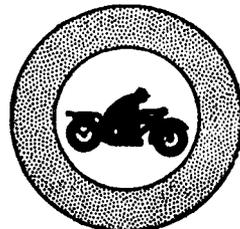
II, A.3



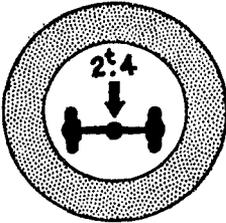
II, A.4



II, A.5



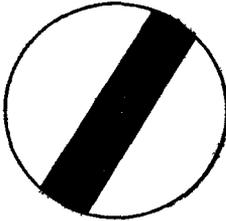
II, A.6



II, A.13



II, A.14



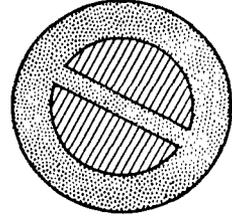
II, A.15



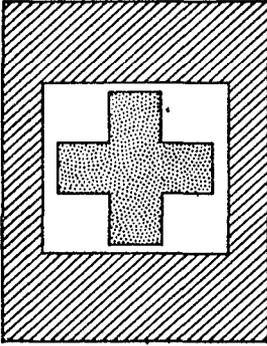
II, A.16



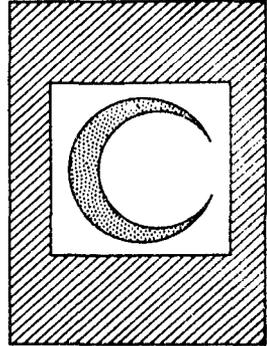
II, A.17



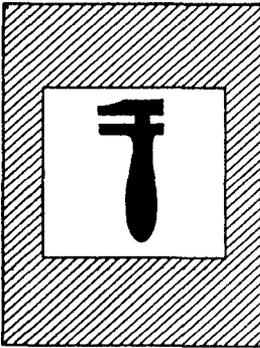
II, A.18



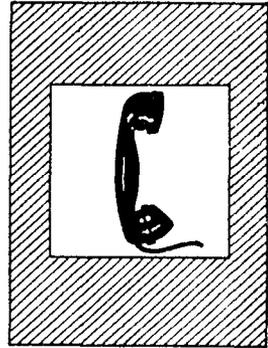
III, A.3



III, A.4



III, A.5



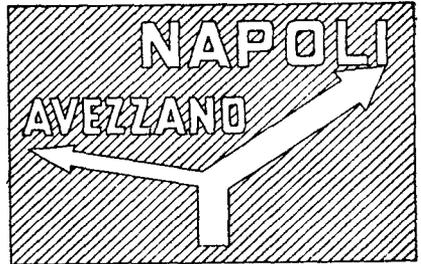
III, A.6



III, A.7



III, B.1*



III, B.1*



III, B.2*



III, B.2*



III, C.1*



III, C.1*



III, C.2*

IN WITNESS WHEREOF the undersigned representatives, after having communicated their full powers, found to be in good and due form, have signed this Protocol.

DONE at Geneva, in a single copy, in the English and French languages, both texts authentic, this nineteenth day of September, one thousand nine hundred and forty-nine.

EN FOI DE QUOI les représentants sous-signés, après avoir communiqué leurs pleins pouvoirs, reconnus en bonne et due forme, ont signé le présent Protocole.

FAIT à Genève, en un seul exemplaire, en langues anglaise et française, les deux textes faisant également foi, le dix-neuf septembre mil neuf cent quarante-neuf.

Afghanistan

Afghanistan

Albania

Albanie

Argentina

Argentine

Australia

Australie

Austria

Autriche

Herman DAHLEN

Subject to the reservation in respect of paragraph 1 of article 45 contained in paragraph 7 (*f*) of the Final Act of the Conference on Road and Motor Transport.*

Belgium

Belgique

F. BLONDEEL

Bolivia

Bolivie

Brazil

Brésil

Bulgaria

Bulgarie

Burma

Birmanie

Byelorussian Soviet Socialist Republic République socialiste soviétique de Biélorussie

Canada

Canada

Chile

Chili

China

Chine

Traduction du Secrétariat des Nations Unies:

* Compte tenu de la réserve relative au paragraphe 1 de l'article 45, mentionnée au paragraphe 7*f*) de l'Acte final de la Conférence sur les transports routiers et les transports automobiles.

Colombia		Colombie
Costa Rica		Costa-Rica
Cuba		Cuba
Czechoslovakia		Tchécoslovaquie
	V. OUTFATA December 28th, 1949	
Denmark		Danemark
	K. BANG A. BLOM-ANDERSEN	
Dominican Republic		République Dominicaine
Ecuador		Équateur
Egypt		Égypte
	A. K. SAFWAT	
El Salvador		Salvador
Ethiopia		Éthiopie
Finland		Finlande
France		France
	Lucien HUBERT	
Greece		Grèce
Guatemala		Guatemala
Haiti		Haïti
Honduras		Honduras
Hungary		Hongrie
Iceland		Islande
India		Inde
	B. N. RAU December 29, 1949	
Iran		Iran
Iraq		Irak
Ireland		Irlande
Israel		Israël
	M. KAHANY M. LUBARSKY	

Italy		Italie
	M. ENRICO MELLINI	
Lebanon		Liban
	Sous réserve de ratification*	
	J. MIKAOUÏ	
Liberia		Libéria
Luxembourg		Luxembourg
	R. LOGELIN	
Mexico		Mexique
Netherlands		Pays-Bas
	J. J. OYEVAAR	
New Zealand		Nouvelle-Zélande
Nicaragua		Nicaragua
Norway		Norvège
	AXEL RONNING	
	Subject to the reservation in respect of paragraph 5 of article 15 contained in paragraph 7 (e) of the Final Act of the Conference on Road and Motor Transport.*	
Pakistan		Pakistan
Panama		Panama
Paraguay		Paraguay
Peru		Pérou
Philippines		Philippines
Poland		Pologne
Portugal		Portugal
Romania		Roumanie
Saudi Arabia		Arabie saoudite
Sweden		Suède
	GÖSTA HALL	
	Subject to the reservation in respect of paragraph 5 of article 15 contained in paragraph 7 (e) of the Final Act of the Conference on Road and Motor Transport.*	

Translation by the Secretariat of the United Nations:

* Subject to ratification.

Traduction du Secrétariat des Nations Unies:

* Compte tenu de la réserve relative au paragraphe 5 de l'article 15, mentionnée au paragraphe 7 e) de l'Acte final de la Conférence sur les transports routiers et les transports automobiles.

Switzerland		Suisse
	Heinrich ROTHMUND Robert PLUMÉZ Paul GOTTRET	
Syria		Syrie
Thailand		Thaïlande
Transjordan		Transjordanie
Turkey		Turquie
Ukrainian Soviet Socialist Republic	République socialiste soviétique d'Ukraine	
Union of South Africa		Union Sud-Africaine
Union of Soviet Socialist Republics	Union des Républiques socialistes soviétiques	
United Kingdom of Great Britain and Northern Ireland	Royaume-Uni de Grande-Bretagne et d'Irlande du Nord	
United States of America		États-Unis d'Amérique
Uruguay		Uruguay
Venezuela		Venezuela
Yemen		Yémen
Yugoslavia	Ljub. KOMNENOVIC	Yougoslavie

- (b) EUROPEAN AGREEMENT¹ SUPPLEMENTING THE CONVENTION² ON ROAD TRAFFIC AND THE PROTOCOL³ ON ROAD SIGNS AND SIGNED AT GENEVA ON 19 SEPTEMBER 1949. SIGNED AT GENEVA, ON 16 SEPTEMBER 1950

Official texts: English and French.

Registered ex officio on 20 December 1953.

Article 1

The undersigned, duly authorized, have agreed to supplement the Convention on Road Traffic and the Protocol on Road Signs and Signals, signed on 19 September, 1949, with regard to the following points :

CONVENTION ON ROAD TRAFFIC

Ad article 9

Vehicles may pass on either side of refuges, except in the case of :

- 1) A refuge bearing an arrow indicating the side on which it should be passed; or of
- 2) Central refuges on two-way carriageways which should be passed on the right in countries where traffic keeps to the right or on the left in countries where traffic keeps to the left.

Ad article 24

1. Driving permits issued to disabled persons and including a clause to the effect that they are valid only for vehicles specially designed to take account of the disability, shall constitute a category of permit within the meaning of article 24, paragraph 1.

2. This clause must include, in red ink, the word "RESTREINT" as well as the registration number of the vehicle specially equipped to take account of the driver's disability.

Ad annex 1

Cycles fitted with an auxiliary motor will not be considered as motor vehicles provided that they have the normal characteristics of bicycles as to their performance.

¹ Came into force on 20 December 1953, in accordance with article 4, in respect of Greece, Luxembourg and the Netherlands.

² United Nations, *Treaty Series*, Vol. 125, p. 3; Vol. 133, p. 367; Vol. 134, p. 389; Vol. 137, p. 394; Vol. 139, p. 464; Vol. 141, p. 399; Vol. 147, p. 395; Vol. 150, p. 395; Vol. 151, p. 386; Vol. 157, p. 387; Vol. 173, p. 407, and Vol. 179, p. 220.

³ See p. 228 of this volume.

PROTOCOL ON ROAD SIGNS AND SIGNALS

Ad article 5

(a) The symbols referred to in article 5, paragraph 1, shall be adopted for international use.

(b) No additional indications may be given except for the purpose of facilitating the interpretation of the sign or for making clear its meaning.

(c) The Contracting Parties undertake to submit to a committee, which would be set up under the auspices of the Economic Commission for Europe or by any other body which may replace the Economic Commission for Europe and on which they themselves shall be represented, any new symbols which they intend to adopt, with a view to reaching preliminary agreement prior to the communication of such symbols to the Secretary-General of the United Nations as stipulated in paragraph 5.

Ad article 19

The limits of the roadworks shall be indicated by barriers painted in red and white stripes and, in addition, at night, by red lamps or reflectors.

Ad article 25

The symbol referred to in article 25, paragraph 1, shall be obligatory for the sign "OTHER DANGER".

Ad article 26

The hollow red triangle shall not be used to indicate the different dangers referred to in articles 12 to 25.

Ad article 33

The word "STOP" shall be obligatory in the sign "STOP AT INTERSECTION".

Ad article 53

1. The red light shall always be placed at the top and the green light at the bottom.
2. In cases where a supplementary sign is envisaged to indicate more specifically the identity of a light independently of its position, this sign should consist of an opaque horizontal bar across the red light.

Ad article 55

(a) The supplementary sign for the identification of routes, intended to distinguish the main international traffic highways (so designated, in agreement with the other Contracting States concerned, by the State through whose territory they run to indicate continuous routes and uniform technical features) shall be rectangular in shape.

(b) The sign, consisting of white letters on a dark green ground, shall bear the letter E followed by the number of the highway in Arabic figures.

(c) The sign may be affixed to other signs or combined with them.

(d) Its dimensions shall be such that drivers of vehicles moving at high speed can easily follow the directions.

Article 2

1. This Agreement shall be open until 30 June 1951 for signature and, after that date, for accession by the countries participating in the work of the Economic Commission for Europe and Parties to the Convention on Road Traffic and the Protocol on Road Signs and Signals of 19 September 1949.

2. The instruments of accession and, if required, of ratification, shall be deposited with the Secretary-General of the United Nations, who shall notify all the countries referred to in paragraph 1 of this Article of the receipt thereof.

Article 3

This Agreement may be denounced by means of six months' notice given to the Secretary-General of the United Nations, who shall notify the other Contracting Parties thereof. After the expiration of the six months' period, the Agreement shall cease to be in force as regards the Contracting Party which has denounced it.

Article 4

1. This Agreement shall enter into force at the time of the entry into force of the Convention and Protocol of 19 September 1949, referred to in article 1, on condition that three of the States Parties to the said Convention and Protocol shall have become Parties to the Agreement.

2. It shall terminate if at any time the number of Contracting Parties thereto is less than three.

Article 5

Any dispute between any two or more Contracting Parties concerning the interpretation or application of this Agreement, which the Parties are unable to settle by negotiation or by another mode of settlement, may be referred for decision, at the request of any one of the Contracting Parties concerned, to an arbitral commission, of which each of the Contracting Parties concerned shall designate a member and the chairman of which shall be appointed by the Secretary-General of the United Nations.

Article 6

1. The original of this Agreement shall be deposited with the Secretary-General of the United Nations, who shall transmit a certified copy thereof to each of the countries referred to in article 2, paragraph 1.

2. The Secretary-General is authorized to register this Agreement upon its entry into force.

IN FAITH WHEREOF the undersigned representatives, having communicated their full powers, found in good and due form, have signed this Agreement.

DONE at Geneva, in a single copy, in the English and French languages, both texts being equally authentic, this sixteenth day of September, one thousand nine hundred and fifty.

EN FOI DE QUOI les représentants sous-signés, après avoir communiqué leurs pleins pouvoirs, reconnus en bonne et due forme, ont signé le présent Accord.

FAIT à Genève, en un seul exemplaire, en langues anglaise et française, les deux textes faisant également foi, le seize septembre mil neuf cent cinquante.

Albania		Albanie
Austria		Autriche
Belgium ¹		Belgique ¹
	BON F. DE KERCHOVE	
Bulgaria		Bulgarie
Byelorussian SSR		Biélorussie
Czechoslovakia		Tchécoslovaquie
Denmark		Danemark
Egypt		Égypte
Finland		Finlande
France		France
	M. LOUËT	
Greece		Grèce
Hungary		Hongrie

¹The full powers of the representative of Belgium provided for the signature of the Agreement subject to ratification.

¹Les pleins pouvoirs du représentant de la Belgique prévoyaient la signature de l'Accord sous réserve de ratification.

Iceland		Islande
Iraq		Irak
Ireland		Irlande
Israel		Israël
Italy		Italie
Hashemite Kingdom of the Jordan	Royaume hachémite du Jordan	
Lebanon		Liban
Luxembourg ¹		Luxembourg ¹
	R. LOGELIN	
Netherlands	Subject to ratification ² Sous réserve de ratification ² J. OYEVAAR	Pays-Bas
Norway		Norvège
Poland		Pologne
Portugal		Portugal
Roumania		Roumanie

¹The full powers of the representative of Luxembourg provided for the signature of the Agreement subject to ratification. An instrument of ratification was deposited on 17 October 1952.

²In a statement signed by the Minister for Foreign Affairs, the Government of the Netherlands indicated that this reservation as to ratification is to be considered as having been withdrawn. This communication was received by the Secretary-General on 4 December 1952, and the Netherlands is deemed to have become a Party to the Agreement on that date.

¹Les pleins pouvoirs du représentant du Luxembourg prévoyaient la signature de l'Accord sous réserve de ratification. Un instrument de ratification a été déposé le 17 octobre 1952.

²Par une déclaration signée par le Ministre des affaires étrangères, le Gouvernement des Pays-Bas a indiqué que cette réserve de ratification doit être considérée comme retirée. Cette communication a été reçue par le Secrétaire général le 4 décembre 1952, et les Pays-Bas doivent être considérés comme étant devenus partie à l'Accord à cette date.

Sweden		Suède
Switzerland		Suisse
Syria		Syrie
Turkey		Turquie
Ukrainian SSR		Ukraine
Union of Soviet Socialist Republics	Union des Républiques socialistes soviétiques	
United Kingdom of Great Britain and Northern Ireland	Royaume-Uni de Grande-Bretagne et d'Irlande du Nord	
Yugoslavia		Yougoslavie

Ing. Zivorad DJUKIČ
