

N° 3459.

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ALLEMAGNE, BELGIQUE,  
DANEMARK,  
VILLE LIBRE DE DANTZIG,  
ESPAGNE, etc.

Convention sur l'unification de la  
signalisation routière, avec annexe.  
Signée à Genève, le 30 mars 1931.

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GERMANY, BELGIUM,  
DENMARK,  
FREE CITY OF DANZIG,  
SPAIN, etc.

Convention concerning the Unifica-  
tion of Road Signals, with Annex.  
Signed at Geneva, March 30th,  
1931.

No. 3459. — CONVENTION <sup>1</sup> CONCERNING THE UNIFICATION OF ROAD SIGNALS. SIGNED AT GENEVA, MARCH 30TH, 1931.

*Official texts in French and English. This Convention was registered with the Secretariat on July 16th, 1934, following its coming into force.*

The High Contracting Parties,  
Desiring to increase the safety of road traffic and to facilitate international road traffic by a uniform system of road signalling,  
Have appointed as their Plenipotentiaries :

THE PRESIDENT OF THE GERMAN REICH :

Dr. Paul ECKARDT, Envoy Extraordinary and Minister Plenipotentiary ;  
Dr. Engineer *h.c.* F. PFLUG, Ministerial Councillor at the Ministry of Communications.

HIS MAJESTY THE KING OF THE BELGIANS :

M. J. DE RUELLE, Legal Adviser to the Ministry of Foreign Affairs.

HIS MAJESTY THE KING OF DENMARK AND ICELAND :

M. E. SIMONI, Assistant Chief Inspector at the Ministry of Public Works.

THE PRESIDENT OF THE POLISH REPUBLIC FOR THE FREE CITY OF DANZIG :

Dr. Władysław RASINSKI, former Director of the Customs Department in the Ministry of Finance.

HIS MAJESTY THE KING OF SPAIN :

M. Carlos RESINES, Secretary-General of the Royal Automobile Club of Spain.

<sup>1</sup> *Deposit of ratifications in Geneva :*

SPAIN . . . . .	July 18th, 1933.
ITALY . . . . .	September 25th, 1933.
THE NETHERLANDS (for the Kingdom in Europe, Surinam and Curaçao) . . . . .	January 16th, 1934.
POLAND . . . . .	April 5th, 1934.
FRANCE . . . . .	October 11th, 1934.
	(see reservation, page 258)
SWITZERLAND . . . . .	October 19th, 1934.

*Accessions :*

MONACO . . . . .	January 19th, 1932.
PORTUGAL . . . . .	April 18th, 1932.
	(Does not include the Portuguese Colonies).
ROUMANIA . . . . .	June 19th, 1935.

## THE PRESIDENT OF THE FRENCH REPUBLIC :

M. C. WALCKENAER, former Inspector-General of Mines.

## HIS SERENE HIGHNESS THE REGENT OF THE KINGDOM OF HUNGARY :

M. Jean PELÉNYI, Resident Minister, Head of the Permanent Delegation accredited to the League of Nations.

## HIS MAJESTY THE KING OF ITALY :

M. C. DE CONSTANTIN DE CHATEAUNEUF, Consul General at Geneva.

## HER ROYAL HIGHNESS THE GRAND DUCHESS OF LUXEMBURG :

M. Charles VERMAIRE, Consul at Geneva.

## HER MAJESTY THE QUEEN OF THE NETHERLANDS :

Jonkheer F. BEELAERTS VAN BLOKLAND, Minister for Foreign Affairs.

## THE PRESIDENT OF THE POLISH REPUBLIC :

Dr. Władysław RASINSKI, former Director of the Customs Department in the Ministry of Finance.

## THE SWISS FEDERAL COUNCIL :

M. Henri ROTHMUND, Chief of the Police Division of the Federal Department of Justice and Police ;  
M. Samuel HÄUSERMANN, Inspector-General of Customs and Deputy of the Director-General of Customs ;  
M. Max RATZENBERGER, Assistant Chief of the Foreign Affairs Division of the Federal Political Department.

## THE PRESIDENT OF THE CZECHOSLOVAK REPUBLIC :

M. Václav ROUBÍK, Engineer Director at the Ministry of Public Works, former Minister.

## THE PRESIDENT OF THE TURKISH REPUBLIC :

Cemal HÜSNÜ Bey, Envoy Extraordinary and Minister Plenipotentiary to the Swiss Federal Council.

## HIS MAJESTY THE KING OF YUGOSLAVIA :

M. Iliya CHOUMENKOVITCH, Permanent Delegate accredited to the League of Nations.

Who, having produced their full powers, found in good and due form, have agreed upon the following provisions :

*Article I.*

The High Contracting Parties adopt the international system of road signalling described in the Annex to the present Convention and undertake to introduce it, or cause it to be introduced as soon as possible into their territories to which this Convention applies. For this purpose they

will adopt the signs set out in the above-mentioned Annex as and when new signs are set up or those now in existence are renewed. Signs which do not conform to the international system shall be completely replaced within a period not exceeding five years from the date of the coming into force of the present Convention in respect of each of the High Contracting Parties.

*Article 2.*

The High Contracting Parties undertake to replace, or cause to be replaced as soon as the present Convention comes into force, signs which, although they have the distinguishing features of a sign belonging to the international system, are used with a different meaning.

*Article 3.*

The signs described and illustrated in the Annex shall, as far as possible, be the only ones placed on the roads for the regulation of traffic.

Should it be necessary to introduce some other sign, it shall conform to the classes mentioned in the Annex as regards its general shape and colour.

*Article 4.*

The High Contracting Parties will prohibit the posting on a public highway of any boards or notices of a description which might be confused with the approved signs or make these more difficult to read. The High Contracting Parties will also, so far as in their power lies, prevent any such boards, or notices, from being placed in the vicinity of a public highway.

The High Contracting Parties, with a view to rendering the system of signals as efficacious as possible, will endeavour to limit the number of approved signs to such as may be strictly necessary.

The High Contracting Parties will prohibit any irrelevant notice from being affixed to an approved sign if in their opinion that notice is such as to obscure the sign or interfere with its character.

*Article 5.*

Should a dispute arise between any two or more High Contracting Parties concerning the interpretation or application of the provisions of the present Convention, and should such dispute not be settled directly between the Parties, it may be submitted to the Advisory and Technical Committee for Communications and Transit of the League of Nations, for an advisory opinion.

*Article 6.*

Any High Contracting Party may, at the time of signature, ratification or accession, declare that, in accepting the present Convention, he does not assume any obligations in respect of all

or any of his colonies, protectorates and overseas territories, or territories under suzerainty or mandate ; and the present Convention shall not apply to any territories named in such declaration.

Any High Contracting Party may give notice to the Secretary-General of the League of Nations at any time subsequently that he desires that the Convention shall apply to all or any of the territories which have been made the subject of a declaration under the preceding paragraph, and the Convention shall apply to all territories named in such notice six months after its receipt by the Secretary-General.

Any High Contracting Party may, at any time after the expiration of the period of eight years mentioned in Article 15, declare that he desires that the present Convention shall cease to apply to all or any of his colonies, protectorates and overseas territories or territories under suzerainty or mandate, and the Convention shall cease to apply to the territories named in such declaration one year after its receipt by the Secretary-General.

The Secretary-General shall communicate to all the Members of the League of Nations and non-member States mentioned in Article 7, all declarations and notices received in virtue of this Article.

*Article 7.*

The present Convention, of which the French and English texts are both authentic, shall bear this day's date.

Until September 30th, 1931, it may be signed on behalf of any Member of the League of Nations or non-member State represented at the Conference which drew up this Convention or to which the Council of the League of Nations shall have communicated a copy of the Convention for this purpose.

*Article 8.*

The present Convention shall be ratified.

The instruments of ratification shall be deposited with the Secretary-General of the League of Nations who shall notify their receipt to all the Members of the League of Nations and non-member States referred to in Article 7.

*Article 9.*

As from October 1st, 1931, the present Convention may be acceded to on behalf of any Member of the League of Nations or non-member State referred to in Article 7.

The instruments of accession shall be transmitted to the Secretary-General of the League of Nations who shall notify their receipt to all the Members of the League and non-member States referred to in that Article.

*Article 10.*

Each High Contracting Party may render his ratification or accession conditional on the ratifications or accessions of any one or more Members of the League of Nations or non-member States named in the instrument of ratification or accession.

*Article 11.*

The present Convention shall come into force six months after the receipt by the Secretary-General of the League of Nations of ratifications or accessions on behalf of five Members of the League of Nations or non-member States. No ratification or accession to which any conditions are attached in accordance with the preceding Article shall count for this purpose until those conditions are fulfilled.

*Article 12.*

Each ratification or accession received after the entry into force of the Convention shall take effect six months after its receipt by the Secretary-General of the League of Nations or six months after the fulfilment of the conditions attached to it in accordance with Article 10 as the case may be.

*Article 13.*

Each High Contracting Party may at any time propose any alterations or additions which he may consider necessary in the Annex to the present Convention. The proposals shall be communicated to the Secretary-General of the League of Nations and by him to all the other High Contracting Parties, and if it is accepted by all the High Contracting Parties (including those High Contracting Parties which have deposited ratifications or accessions which have not yet become operative), the Annex to the present Convention shall be amended accordingly.

*Article 14.*

Revision of the present Convention may be requested by not less than three High Contracting Parties at any moment after it has been in force for a period of eight years.

The request mentioned in the preceding paragraph shall be addressed to the Secretary-General of the League of Nations, who will notify the other High Contracting Parties and inform the Council of the League of Nations of the request made.

*Article 15.*

After the expiration of eight years from the date of its entry into force, the present Convention may be denounced by any High Contracting Party.

Denunciation shall be effected by a notification in writing addressed to the Secretary-General of the League of Nations who shall inform all the Members of the League of Nations and non-member States referred to in Article 7 of the denunciation made.

The denunciation shall take effect one year after the date of its receipt by the Secretary-General and shall operate only in respect of the Member of the League or non-member State on whose behalf it has been made.

If, as the result of simultaneous or successive denunciations, the number of the Members of the League or non-member States which are bound by the provisions of the present Convention is reduced to less than five, the Convention shall cease to be in force.

En foi de quoi les plénipotentiaires sus-nommés ont signé la présente convention.

Fait à Genève, le trente mars mil neuf cent trente et un, en un seul exemplaire qui restera déposé dans les archives du Secrétariat de la Société des Nations, et dont des copies certifiées conformes seront délivrées à tous les Membres de la Société et aux Etats non membres mentionnés à l'article 7.

In faith whereof the above-mentioned Plenipotentiaries have signed the present Convention.

Done at Geneva, this thirtieth day of March, nineteen hundred and thirty-one, in a single copy, which shall remain deposited in the archives of the Secretariat of the League of Nations, and certified true copies of which shall be delivered to all the Members of the League and non-member States referred to in Article 7.

*Allemagne*

*Germany*

*ad referendum*

Dr. ECKARDT.

Dr. PFLUG

*Belgique*

*Belgium*

J. DE RUELLE

Sous réserve d'adhésion ultérieure pour les colonies et territoires sous mandat <sup>1</sup>.

*Danemark*

*Denmark*

E. SIMONI

*Ville libre de Dantzig*

*Free City of Danzig*

*ad referendum*

Dr RASINSKI

*Espagne*

*Spain*

C. RESINES

*France*

*France*

WALCKENAER

Je déclare que, par ma signature, la France n'assume aucune obligation en ce qui concerne l'Algérie, les colonies, protectorats et territoires sous mandat <sup>2</sup>.

C. W.

<sup>1</sup> Translation : Subject to subsequent accession on behalf of the colonies and mandated territories.

<sup>2</sup> Translation : I declare that, by my signature, France does not assume any obligation as regards Algeria, colonies, protectorates and mandated territories.

*Hongrie**Hungary*

PELÉNYI

*Italie**Italy*

C. DE CONSTANTIN

*Luxembourg**Luxemburg*

Ch. G. VERMAIRE

*Pays-Bas**The Netherlands*

Pour le Royaume en Europe <sup>1</sup> :  
BEELAERTS VAN BLOKLAND

*Pologne**Poland*D<sup>r</sup> RASINSKI*Suisse**Switzerland*

ROTHMUND.  
HÄUSERMANN.  
RATZENBERGER

*Tchécoslovaquie**Czechoslovakia*

Ing. Václav ROUBÍK

*Turquie**Turkey*

Cemal HÜSNÜ

*Youngoslavie**Yugoslavia*

I. CHOUMENKOVITCH

<sup>1</sup> Translation : For the Kingdom in Europe.



## ANNEX.

The international system of road signalling shall comprise the classes of signs described below. When the colours to be used are optional, it is understood that throughout each country they must always be the same for any one signal, save when used for an exceptional purpose.

## I. DANGER SIGNS.

Signs of this class must be triangular. Their purpose is to warn drivers of the approach of danger. They comprise :

(1) Signs established by the International Convention<sup>1</sup> relating to Road Traffic of April 24th, 1926 (figures 1 to 5 and 7, Table I).

(2) A sign denoting other dangers than those referred to in paragraph 1 above. This sign consists of a full triangle with the point upwards, with a vertical bar in the middle (figure 6, Table I).

When a full sign cannot be used on account of atmospheric conditions, the triangle may be hollow. In this case, it need not have the vertical bar (figure 7, Table I).

The sign must be placed perpendicularly to the road at a distance of not less than 150 metres and not more than 250 metres from the obstacle, unless this is impossible on account of local conditions. When the distance between the sign and the obstacle is considerably less than 150 metres, special arrangements must be made.

(3) A sign for priority of passage (figure 8, Table I). This sign, consisting of a full triangle with the point downwards, informs the driver that he must give way to vehicles moving along the road to which he is coming. This sign must be placed at a suitable distance from the junction of the two roads to be decided by the special circumstances of each case.

Signs placed in the immediate vicinity of level crossings (St. Andrew's Cross, etc.) to which the provisions of the Convention do not refer, are not affected by the preceding provisions.

## II. SIGNS GIVING DEFINITE INSTRUCTIONS.

Signs of this class must be circular. They indicate an order, which may be either in the nature of a prohibition or of an injunction, issued by the competent authorities.

## A. SIGNS PROHIBITING PASSAGE.

For these signs, *the colour red must clearly predominate* and must be used so as to bring into relief the general contour of the sign. The other colours to be used are optional except in the following cases :

(a) *Road closed to all vehicles* : A red disc with a round white or pale yellow centre (figure 1, Table II).

(b) *One-way road* or "*entrance prohibited*" : A red disc with white or pale yellow horizontal bar (figure 2, Table II).

(c) *Passage prohibited for certain classes of vehicles* : The sign (a) above is to be used but must indicate, by means of a suitable figure placed in the white or pale yellow centre, the class of vehicle to which the prohibition refers (figures 3 to 5, Table II).

<sup>1</sup> Volume CVIII, page 123, of this Series.

(d) *Weight-limit* : In order to prohibit the passage of vehicles exceeding a certain weight, a figure expressing the weight-limit in tons must be inscribed on the white or pale yellow centre of signs (a) or (c) above (figures 6 and 7, Table II).

(e) *Speed-limit* : In order to prohibit driving in excess of a certain speed-limit, the figure expressing this limit in kilometres (miles) per hour must be inscribed on the white or pale yellow centre of sign (a) above (figure 8, Table II).

(f) *Waiting prohibited* : This sign shows that waiting is prohibited at the side of the public road where it is placed. The centre of the disc must be blue, surrounded by a wide red border with a diagonal red strike (figure 9, Table II). It may bear inscriptions giving information as to the hours during which waiting is prohibited, etc.

(g) *Parking prohibited* : Red disc with circular centre in white or pale yellow bearing the letter P. with a diagonal red stroke (figure 10, Table II).

### B. SIGNS INDICATING AN OBLIGATION.

(h) *Direction to be followed* : This sign shows, by means of an arrow, the direction to be followed by vehicles in accordance with regulations (figure 11, Table II). The choice of colours is optional, provided that red shall never predominate. That colour should be entirely excluded if the ground of the disc is blue (in order to avoid any confusion with signal (f) above).

(i) *Stop near a Customs-house* : This sign indicates the presence of a Customs-house, in the vicinity, at which the traveller has to stop.

The sign is a red disc with round centre of white or pale yellow with a dark horizontal stroke. The word "Customs" must appear on the disc in the languages of the frontier countries or at any rate in the language of the country in which the sign is placed (figure 12, Table II).

### III. SIGNS GIVING INDICATIONS ONLY.

Signs of this category should be rectangular in shape. The choice of colour is optional, it being understood that the colour red should never predominate.

(a) *Sign indicating authorised parking-place* : This sign shows the place where vehicles may be parked. Rectangular plate, blue for choice, bearing the letter P. It may also have inscriptions giving further information such as the period during which parking is allowed (figure 1, Table III).

(b) *Sign recommending caution* : This sign shows that drivers of vehicles must take particular care by reason of the danger which may be caused to other users of the road (for instance, when approaching a school, a factory, etc.).

The sign consists of a rectangle, the body of which is of a dark colour, on which is shown a white or pale yellow equilateral triangle (figure 2, Table III).

The purport of the sign may be shown by a notice in writing or a figure.

(c) *Sign showing place at which a first-aid station can be found* : This sign indicates that there is a first-aid station in the neighbourhood, organised by an officially recognised association. It is recommended that it should consist of a rectangle, the shorter (horizontal) side of which should measure two-thirds of the longer side, the body of the plate being of a dark colour, surrounded by a white stripe, and the centre of the plate bearing an appropriate emblem within a white square, the sides of which are not less than 0.30 metre in length (see, as an example, figures 3 and 3bis, Table III).

(d) *Place or direction signs* : These signs either indicate a place or else the direction of one or more places with or without specifying the distance. When they indicate direction, one of the shorter sides of the rectangle may be replaced by an arrow-head (see as an example figures 4 and 5, Table III).

EXPLANATORY NOTE WITH REFERENCE TO ADMISSIBLE VARIATIONS IN THE COLOURS SHOWN IN THE TABLES ACCOMPANYING THE ANNEX.

To avoid misunderstanding as to the compulsory or optional nature of the colours used for the different signs in Tables I to III of the Annex, the Secretariat, at the request of certain delegations to the European Conference on Road Traffic, considers it desirable to give the following explanations as to the meaning of these colours :

Table I. — The symbols of signs 1 to 6 are given in black on a white ground. Since the Convention prescribes no special colours for signs of this category, any other light colour may, of course, be used instead of white. The employment of a border of any colour is also allowed and even useful in order to increase the visibility of the sign. Signs 1 to 6 can equally well be shown with white symbols on a dark ground.

The hollow triangle of sign 7 may be of any colour.

Sign 8, shown in the table with a white centre surrounded by a black border, may have a centre of any light colour, white included, and a border of any dark colour, black included. There is nothing to prevent the painting of the whole of the triangular plate in a single colour.

Table II. — In accordance with the provisions contained in the Annex, the parts of signs 1 to 8, 10 and 12 shown in white can be painted light yellow.

The colours of sign 11, both for the arrow and ground, are optional. Red, however, should never predominate in this sign, and in fact should even be entirely excluded both for the arrow and for the border, if such exists, when the ground of the sign is blue.

Table III. — The colours of sign 1 are optional, it being understood that red should never be the predominating colour. Preference is, however, given in the Annex to the colour blue for the ground.

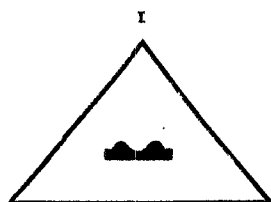
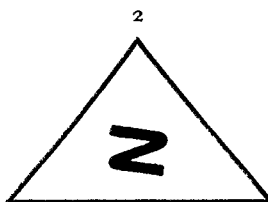
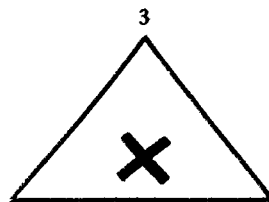
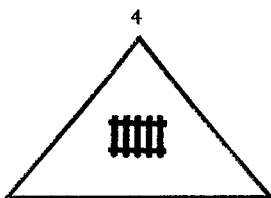
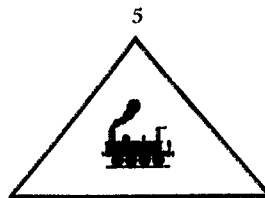
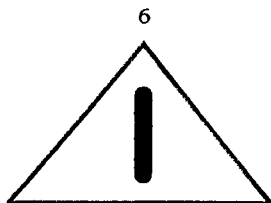
In sign 2, the white triangle may be light yellow and the ground any dark colour.

In signs 3 and 3 bis, it is recommended that the symbol used shall be shown on a white square. The ground of the sign may be of any dark colour.

The colours of signs 4 and 5 are entirely optional.

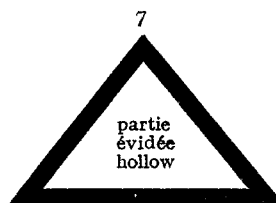
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TABLEAU I. — TABLE I.

SIGNAUX DE DANGER  
DANGER SIGNS.Cassis.  
Uneven Road.Virage.  
Sharp Turn.Croisement.  
Cross-road.Passage à niveau gardé.  
Guarded Level-crossing.Passage à niveau non gardé.  
Unguarded Level-crossing.

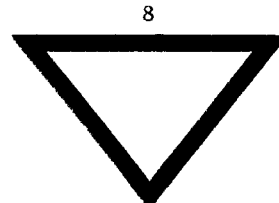
Danger autre que ceux indiqués par les signaux 1-5 du présent tableau.

Dangers other than those indicated by Signs 1 to 5 of the present Table.



Signal alternatif général de danger destiné à être employé lorsque les conditions atmosphériques ne permettent pas l'emploi de plaques pleines.

Alternative sign indicating Danger, to be employed when atmospheric conditions do not permit of the use of a full sign.



Signal concernant la priorité de passage.

Sign concerning Right-of-way.

TABLEAU II. — TABLE II.

SIGNAUX COMPORTANT DES PRESCRIPTIONS ABSOLUES  
SIGNS GIVING DEFINITE INSTRUCTIONS.

SIGNAUX MARQUANT UNE INTERDICTION.  
SIGNS PROHIBITING PASSAGE.

1



Circulation interdite à tous  
véhicules.  
Closed to all Vehicles.

2



Sens interdit ou entrée  
interdite.  
One-way Road or Entry  
prohibited.

3



Circulation interdite aux  
automobiles.  
Motor Vehicles prohibited.

4



Circulation interdite  
aux motocyclettes.  
Motor Cycles prohibited.

5



Interdit pour tous véhicules  
automobiles.  
All Motor Vehicles prohibited.

6



Limitation du poids.  
Weight Limit.

7



Interdit aux automobiles  
dont le poids dépasse 5,5 t.  
Motor Vehicles weighing over  
five and a half tons prohibited

8



Vitesse maximum.  
Maximum Speed.

9



Interdiction de stationner.  
Waiting prohibited.

SIGNAUX MARQUANT UNE OBLIGATION A EXÉCUTER.  
SIGNS INDICATING AN OBLIGATION.

10



Interdiction de parquer.  
Parking prohibited.

11



Sens obligatoire.  
Direction to be followed.

12



Arrêt à proximité d'un poste  
de douane.  
Stop near Customs House.

TABLEAU III. — TABLE III.

SIGNAUX COMPORTANT UNE SIMPLE INDICATION  
 SIGNS GIVING ONLY ONE INDICATION.

1



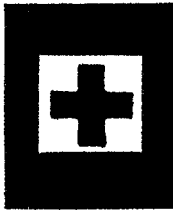
Signal de parcage autorisé.  
 Sign indicating Authorised  
 Parking Place.

2



Signal de prudence.  
 Sign recommending Caution.

3



3 bis



Signaux indiquant l'emplacement d'un poste de secours  
 (à titre d'exemple).  
 Signs showing place at which a First-aid Station can be found  
 (as an example).

4



5



Signaux de localité et d'orientation.  
 Place Sign and Direction Sign.