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Road Signs for small vehicles motorized and non-Motorized

Submitted by M. Pronin (IROSİ) and B. Kollmus (BAST)

This document, which revises Informal document No. 3 (4 April 2022), examines road signs for commercial cycles and other small vehicles that transport passengers and goods.

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This document was prepared and submitted by Ms. M. Pronin (IROSİ) and Mr. B. Kollmus (BAST) as per paragraph 5 of the report of the informal session of the Group of Experts on Road Signs and Signals that took place on 4 February 2022. The document examines road signs for commercial cycles and other small vehicles that transport passengers and goods.

ROAD SIGNS FOR SMALL VEHICLES MOTORIZED AND NON-MOTORIZED

Vehicle Categories Examined

| | MOTORIZED | | NON-MOTORIZED | |
|--------------------------------|---|--------------------|---------------------|-------------------------------|
| For passenger transport | Tricycle Taxis | Motorcycles | Pedal Cycles | Human-powered vehicles |
| For goods transport | Motorcycles / Tricycles / Quadricycles | | Pedal Cycles | |

All images are from national sign codes unless otherwise noted.

Both types of pedal cycles examined may be 2-, 3-, or 4-wheeled.

CP = Contracting Party to the Convention on Road Signs and Signals

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Introduction

The task of elaborating on road signs for small vehicles was done by collecting and analyzing road sign images in each of the six categories shown in the table above. At the end of the document, sign symbols for addition to the Convention are proposed by presenting a preferred design and explaining why the design should look that way.

We found that elaborating on road signs for small vehicles led to two main categories: “motorized” and “non-motorized.” These were split into subcategories according to four modes of transporting passengers and two modes of transporting goods.











It is strongly recommended to include a representation of all six categories in the Convention as each one addresses a different issue. For instance, tricycle vehicles (whether motorized or non-motorized) are generally wider than bicycles (motorized or non-motorized). Therefore, the issues to be addressed when posting a sign in a public space will differ, among other things, for assignment of parking spaces or use of specific parts of the road. This also applies to “motorized vs. non-motorized” vehicles, to “passenger vs. goods” vehicles, and to vehicles for “personal vs. commercial” use. Public spaces may be open to non-motorized, but not to motorized, vehicle traffic as in pedestrian zones that may permit access only to pedal cycles or that may prohibit pedal cycles except for some or all types of vehicles used for deliveries. Motorcycles may be permitted on certain high-speed roads, but not motorcycles that carry passengers. To inform road users of such requirements with inscriptions only or with non-harmonized symbols is a recipe for confusion.

These examples illustrate the need for symbols from the six categories to be in the Convention. Their inclusion will enable each Contracting Party and the many Non-Contracting Parties that follow the Convention to use the symbols to meet their specific roadway requirements, such as prohibitions on high-speed roads, on particular streets, in particular zones, or in particular lanes; speed limits; mandatory and non-mandatory lane use; special regulations for parking and shared lanes; designated areas for taxi stations; and advised route of travel. Their adoption by countries should increase comprehension and compliance on the part of cross-border riders and drivers.

Additionally, it seems not so long ago that many of the small vehicles on the signs studied here were destined to be replaced by larger, more modern means of transport. Instead, due to economic pressures and to the growing awareness of the necessity for motor vehicle emission control, the 21st century has witnessed a resurgence of traditional vehicles either in their original form or in a reinvented modified form that blends the old with the new. This resurgence of low-cost, low-emission (or no-emission) vehicles is to be seen worldwide, including in cities in Europe and North America where they were totally absent a mere few decades ago.

The table below contains 110 images of government signs found in national codes around the globe plus 58 images of signs posted by the governments of states, capital cities, and other major cities. The document concludes by proposing symbols that offer, we believe, a high level of comprehension and discriminability. These symbols may be applied to the various relevant sign sections of the Convention.

MOTORIZED VEHICLES Tricycle Taxis








| # | Sign Image | Description | Country | Comments |
|---|---|----------------|-------------|---|
| 1 |  | C: Prohibition | Burundi | Used to prevent 2- and 3-wheeled vehicles from entering the capital city; the country does not have a national registry of signs; the symbol:  |
| 2 |  | | Cambodia | Used in Phnom Penh; not in the national code |
| 3 |  | | Colombia | The sign is also for goods transport |
| 4 |  | | Egypt | Posted in a district of Cairo; not in the national code |
| 5 |  | | Indonesia | A side view of a tricycle has superior discriminability and should be more legible and comprehensible |
| 6 |  | | Indonesia | The only country with a VMS for any of the sign categories that we examined |
| 7 |  | | Italy CP | The motor vehicle prohibition includes tricycle taxis |
| 8 |  | | Laos | The motorized tricycle symbol is the same as Thailand's; the symbol:  |

**MOTORIZED VEHICLES
Tricycle Taxis**

| # | Sign Image | Description | Country | Comments |
|----|------------|----------------|-----------------------|---|
| 9 | | C: Prohibition | Nigeria CP | Used in Lagos State; not in the national code |
| 10 | | | Nigeria CP | Used in the Alausa district of the city of Lagos; not in the national code |
| 11 | | | Peru | The national sign prohibits small vehicles, such as motorized tricycle taxis, with text and a symbol exemplifying "mototaxis"; despite the national sign's long-term existence, cities El Agustino, Pisco, and Rimac and Lima district display other new signs and symbols |
| 12 | | | Philippines CP | |
| 13 | | | Sri Lanka | |
| 14 | | | Sudan | Used in Khartoum; not in the national code |


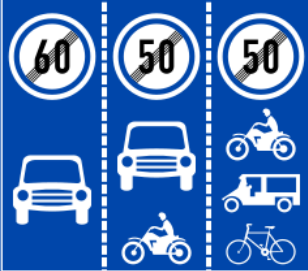






MOTORIZED VEHICLES

Tricycle Taxis

| # | Sign Image | Description | Country | Comments |
|----|---|----------------|---------------|---|
| 15 |  | C: Prohibition | Thailand | The former symbol may still be seen on the road  |
| 16 |  | | Thailand | |
| 17 |  | | Thailand | Prohibited in tunnels |
| 18 |  | | Thailand | Prohibited on motorways |
| 19 |  | | Thailand | Prohibited on expressways |
| 20 |  | | Vietnam CP | |

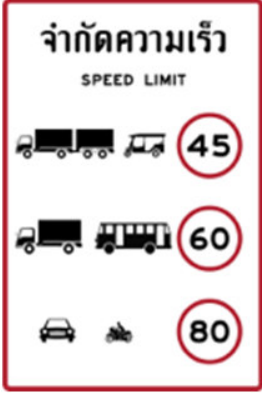
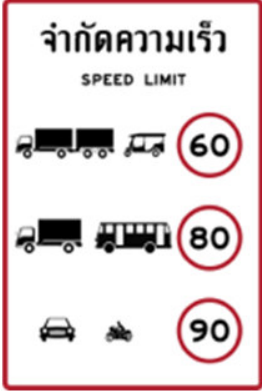







MOTORIZED VEHICLES

Tricycle Taxis

| # | Sign Image | Description | Country | Comments |
|----|---|---|--------------------|---|
| 21 |  | E: Speed limit and lanes for road users | Vietnam CP | |
| 22 |  | End of speed limit | Vietnam CP | |
| 23 |  | F: Taxi stand for passenger loading | India CP | The sign is in the national code, but sign model and symbol vary by state  |
| 24 |  | | India CP | Parking signs often indicate taxi stand in many state codes  |
| 25 |  | | Indonesia | Defined as stand for public transit other than buses or [car] taxis; an H panel confirms the specific type of vehicle |
| 26 |  | | Pakistan CP | The symbol is in the sign code of Sindh, one of Pakistan's 4 provinces with the major city of Islamabad; not in the national code |















MOTORIZED VEHICLES

Tricycle Taxis

| # | Sign Image | Description | Country | Comments |
|----|--|-------------------------|--------------|--|
| 27 |  A rectangular sign with a red border. At the top, it says 'จำกัดความเร็ว' (Speed Limit) in Thai and 'SPEED LIMIT' in English. Below, there are three rows of icons and speed limits: a truck and a tricycle with '45', a truck and a bus with '60', and a car and a motorcycle with '80'. | G: General speed limits | Thailand | |
| 28 |  A rectangular sign with a red border. At the top, it says 'จำกัดความเร็ว' (Speed Limit) in Thai and 'SPEED LIMIT' in English. Below, there are three rows of icons and speed limits: a truck and a tricycle with '60', a truck and a bus with '80', and a car and a motorcycle with '90'. | | Thailand | |
| 29 |  A black silhouette of a tricycle taxi inside a rounded rectangular border. | H: Additional panel | Bangladesh | |
| 30 |  A black silhouette of a tricycle taxi inside a rounded rectangular border. | | Nepal | Tricycles are small buses for 12 persons; the current sign is the same as Bangladesh's; the former symbol was more exact  |
| 31 |  A black silhouette of a tricycle taxi with a canopy, inside a rounded rectangular border. | | Sierra Leone | |
| 32 |  A black silhouette of a tricycle taxi inside a red-bordered square. | | Sri Lanka | Used with speed limit signs; usually 40 km/h |
| 33 |  A rectangular sign with a red border containing various icons of vehicles: a person with a cart, a person walking, a person on a bicycle, a person on a motorcycle, a tricycle, a tractor, and a horse-drawn cart. | | Sri Lanka | Used with no entry prohibition sign at start of a motorway |
| 34 |  A black silhouette of a tricycle taxi inside a rounded rectangular border. | Other | UNECE | Symbol for tricycle/quadricycle in the Convention on Road Traffic of 1968 |



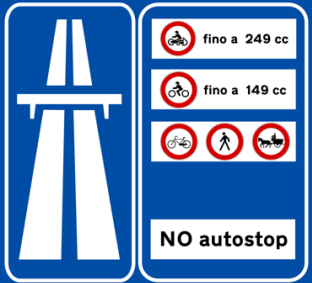
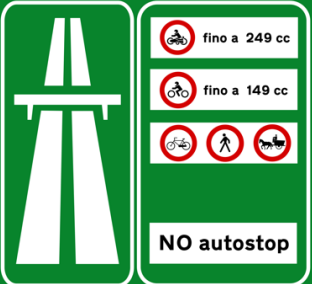




MOTORIZED VEHICLES








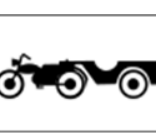


Motorcycle Taxis

| # | Sign Image | Description | Country | Comments |
|----|---|----------------|-------------------|---|
| 35 |  | C: Prohibition | Cambodia | Another symbol is also used on prohibition signs in Phnom Penh  |
| 36 |  | | China | Defined as no motorized tricycles |
| 37 |  | | China | |
| 38 |  | | Italy CP | The motor vehicle prohibition includes 3-wheeled motorcycle taxis |
| 39 |  | | Italy CP | Used only with other prohibitions on expressway and motorway signs; see #41 and #42 |
| 40 |  | | Japan | Pertains to mopeds and motorcycles |
| 41 |   | | Kenya | Used in districts of various cities; not in the national code |
| 42 |  COMMERCIAL MOTORCYCLES (OKADA) PROHIBITED  | | Nigeria CP | Used in Lagos State; not in the national code;  COMMERCIAL MOTORCYCLES (OKADAS) NOT ALLOWED original sign |
| 43 |  | | Philippines CP | This symbol differs from the national symbol by depicting a popular taxi – motorcycle with sidecar and divided enclosures for driver and passengers; a variant in shades of blue is used in Manila; not in the national code  |

MOTORIZED VEHICLES












Motorcycle Taxis

| # | Sign Image | Description | Country | Comments |
|----|---|-------------------------------------|---------------|---|
| 44 |  | C: Prohibition | Uganda | Used in Kampala's central district; not in the national code |
| 45 |  | | Vietnam CP | Includes motorcycles with sidecars |
| 46 |  | E: Special regulation | Italy CP | Expressway prohibitions include motorcycles and passenger motorcycles up to 249 cc; the sign for the latter is at #37 |
| 47 |  | | Italy CP | Motorway prohibitions include motorcycles and passenger motorcycles up to 249 cc; the sign for the latter is at #37 |
| 48 |  | F: Taxi stand for passenger loading | India CP | One of various signs used in Goa State |
| 48 |  | H: Additional panel | Albania CP | |
| 50 |  | | Cambodia | Used for both passengers and goods |
| 51 |  | | Italy CP | The vehicle may hold up to 3 passengers; it is known for providing sightseeing tours |

| MOTORIZED VEHICLES | | | | |
|---|---|---------------------|---------------|--|
| Goods Motorcycles, Tricycles, or Quadricycles | | | | |
| # | Sign Image | Description | Country | Comments |
| 52 |  | C: Prohibition | Cambodia | Used for both passengers and goods |
| 53 |  | | China | Defined as no 3-wheelers; in India, these vehicles are electrified and are replacing larger goods cycles |
| 54 |  | | China | |
| 55 |  | | Italy CP | The motor vehicle prohibition includes goods tricycles and quadricycles |
| 56 |  | | Colombia | The sign is also for passenger transport |
| 57 |  | | Peru | |
| 58 |  | H: Additional panel | Albania CP | |
| 59 |  | | Cambodia | Used for both passengers and goods |
| 60 |  | | Italy CP | |
| 61 |  | Other | UNECE | Symbol for tricycle/quadricycle in the Convention on Road Traffic of 1968 |

NON-MOTORIZED VEHICLES

Passenger Cycles

| # | Sign Image | Description | Country | Comments |
|----|---|----------------|---------------|--|
| 62 |  | A: Warning | Bangladesh | This is the only country with a warning sign for the sign categories that we examined; the warning is for personal single-rider cycles and commercial cycles; there is no warning sign only for cycles; the C category has separate signs because prohibitions for personal and commercial cycles differ |
| 63 |  | C: Prohibition | Bangladesh | Pertains only to commercial cycles; a survey of 202 Dhaka drivers found that 74% understood the sign |
| 64 |  | | Cambodia | The symbol:  |
| 65 |  | | China | |
| 66 |  | | China | |
| 67 |  | | Cuba CP | Used in Havana; as seen on the sign, thin lines may be illegible until drivers are too near to re-route; not in the national code; the symbol:  |
| 68 |  | | Hungary CP | Used in Budapest; not in the national code; the symbol is also seen in Berlin on H panels |
| 69 |  | | Indonesia | |
| 70 |  | | Indonesia | |







NON-MOTORIZED VEHICLES

Passenger Cycles

| # | Sign Image | Description | Country | Comments |
|----|---|----------------|-----------|---|
| 71 |  | C: Prohibition | Laos | |
| 72 |  | | Laos | The passenger cycle symbol is the same as the symbol directly above |
| 73 |  | | Malaysia | Defined as no slow vehicles: the symbol:  |
| 74 |  | | Peru | |
| 75 |  | | Singapore | Prohibits slow vehicles on expressways and in tunnels; the symbol:  |
| 76 |  | | Taiwan | |
| 77 |  | | Taiwan | |
| 78 |  | | Taiwan | |









NON-MOTORIZED VEHICLES

Passenger Cycles

| # | Sign Image | Description | Country | Comments |
|----|---|----------------|---------------|---|
| 79 |  | C: Prohibition | Thailand | |
| 80 |  | | Thailand | |
| 81 |  | | Thailand | Prohibited on motorways |
| 82 |  | | Thailand | Prohibited on expressways |
| 83 |  | | USA | Used in Denver; not in the national code |
| 84 |  | | Vietnam CP | Passengers face the rear |










NON-MOTORIZED VEHICLES

Passenger Cycles

| # | Sign Image | Description | Country | Comments |
|----|---|---------------------|----------------------|---|
| 85 |  | D: Mandatory lane | Bangladesh | Pertains only to commercial cycles |
| 86 |  | | Colombia | Used in Bogotá; the red-bordered roundel is the mandatory sign model in most of Latin America; not in the national code |
| 87 |  | | Cuba CP | Used in Havana; the symbol has 2 versions, with and without a passenger seat; not in the national code |
| 88 |  | | Hong Kong (China) | Unlike tricycle taxis in other countries, Hong Kong's vehicle is a quadricycle |
| 89 |  | | Hong Kong (China) | Road marking for passenger cycle lane |
| 90 |  | Divided shared lane | Hong Kong (China) | |
| 91 |  | Divided shared lane | Hong Kong (China) | |
| 92 |  | Shared lane | India CP | |







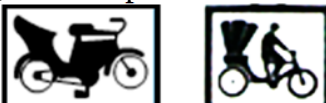




NON-MOTORIZED VEHICLES




Passenger Cycles





| # | Sign Image | Description | Country | Comments |
|-----|---|-----------------------|----------------|---|
| 93 |  | D: Mandatory lane | Indonesia | |
| 94 |  | Shared lane | Indonesia | Defined as lane for non-motorized vehicles only |
| 95 |  | | Laos | |
| 96 |  | | Malaysia | |
| 97 |  | | Peru | |
| 98 |  | E: Non-mandatory lane | Bangladesh | Pertains to both personal single-rider cycles and commercial cycles |
| 99 |  | Shared lane | Bangladesh | Pertains to both personal single-rider cycles and commercial cycles; a survey of 202 Dhaka drivers found that 22% understood the sign |
| 100 |  | Start of lane | Bangladesh | Pertains to both personal single-rider cycles and commercial cycles |
| 101 |  | | Cuba CP | Used in Havana; defined as "reserved lane"; not in the national code |

NON-MOTORIZED VEHICLES







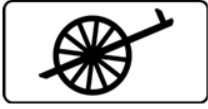



Passenger Cycles

| # | Sign Image | Description | Country | Comments |
|-----|---|-----------------------------------|---------------|--|
| 102 |  | E: Parking | Indonesia | Used in Yogyakarta; reserved for passenger cycles only; not in the national code |
| 103 |  | | Laos | |
| 104 |  | | Malaysia | Used in George Town and, with variations, in other cities; reserved for passenger cycles only; not in the national code |
| 105 |  | F: Informing potential passengers | Estonia CP | Used in Tallinn; ban on cycle taxis in the city's Old Town; not in the national code |
| 106 |  | | Estonia CP | Used in Tallinn; ban on cycle taxis in the city's Old Town; not in the national code |
| 107 |  | Taxi stand for passenger loading | India CP | This sign is in the national code, but the symbol and sign model vary by state; for example:  |
| 108 |  | | India CP | Parking signs usually indicate taxi stand in many state codes  |
| 109 |  | | Mexico | Defined as tourist cycle [stand] in the Mexico City sign code; the symbol below replaced this sign in 2019 with a new definition |
| 110 |  | | Mexico | Defined as cycle taxi stand in the Mexico City sign code; not in the national code |

| NON-MOTORIZED VEHICLES | | | | |
|------------------------|---|---------------------|------------|---|
| Passenger Cycles | | | | |
| # | Sign Image | Description | Country | Comments |
| 111 |  | G: Direction | UK | Used in a district in London; not in the national code |
| 112 |  | H: Additional panel | Bangladesh | Pertains only to commercial cycles |
| 113 |  | | Nepal | Bangladesh and Nepal share the same exact sign design and sign definition |








| NON-MOTORIZED VEHICLES | | | | |
|----------------------------------|---|----------------|-------------------|---|
| Human-powered Passenger Vehicles | | | | |
| # | Sign Image | Description | Country | Comments |
| 114 |  | C: Prohibition | China | Defined as no pulled platforms or no rickshaws |
| 115 |  | | Hong Kong (China) | |
| 116 |  | | Japan | Includes all light vehicles (animal-drawn carts, human-powered passenger vehicles, and handcarts except pedal cycles) |
| 117 |  | | Japan | |
| 118 |  | | SADC | Southern African Development Community members: Angola, Botswana, Comoros, DR Congo, Eswatini, Lesotho, Madagascar, Malawi, Mauritius, Mozambique, Namibia, Seychelles, S Africa, UR Tanzania, Zambia, Zimbabwe |
| 119 |  | | SADC | Yellow ground = temporary sign |

NON-MOTORIZED VEHICLES
Human-powered Passenger Vehicles

| # | Sign Image | Description | Country | Comments |
|-----|---|-----------------------------------|---------|---|
| 120 |  | D: Mandatory lane | SADC | |
| 121 |  | | SADC | Yellow ground = temporary sign |
| 122 |  | E: Parking | SADC | |
| 123 |  | | SADC | Yellow ground = temporary sign |
| 124 |  | E: Exclusive lane reserved | SADC | |
| 125 |  | | SADC | Yellow ground = temporary sign |
| 126 |  | H: Additional panel | Japan | Includes all light vehicles (animal-drawn carts, human-powered passenger vehicles, and handcarts except pedal cycles) |
| 127 |  | | SADC | H panel colors vary to coordinate with sign colors |
| 128 |  | | SADC | |
| 129 |  | | SADC | |

NON-MOTORIZED VEHICLES

Goods Cycles

| # | Sign Image | Description | Country | Comments |
|-----|---|----------------|---------------|---|
| 130 |  | C: Prohibition | China | Cargo is mainly in back in Africa and Asia and mainly in front in Europe and the Western Hemisphere |
| 131 |  | | Italy CP | Used in Italy under the auspices of the Touring Club Italiano from the end of WWI through the late 1950s, an indication that some sign concepts are experiencing a comeback |
| 132 |  | | Malaysia | |
| 133 |  | | Malaysia | Defined as no slow vehicles |
| 134 |  | | Poland CP | |
| 135 |  | | Taiwan | The sign appears in the national code, but some sources state that it was removed in 2008 |
| 136 |  | | Vietnam CP | |










NON-MOTORIZED VEHICLES

Goods Cycles

| # | Sign Image | Description | Country | Comments |
|-----|--|--------------------------|------------------------------|---|
| 137 |  | D: Mandatory lane | Malaysia | |
| 138 |  | E: Parking | Mexico | In the Mexico City sign code; not in the national code |
| 139 |  | | Netherlands CP | Used in Haarlem; proliferation of goods cycles has caused traffic jams, dangerous scenes, and crashes; a prohibition has been considered in certain areas; not in the national code |
| 140 |  | | USA | Used in Minneapolis; not in the national code |

NON-MOTORIZED VEHICLES

Goods Cycles

| # | Sign Image | Description | Country | Comments |
|-----|---|---------------------|---------------|---|
| 141 |  | H: Additional panel | Belgium CP | Used in Ostend; not in the national code |
| 142 |  | | Belgium CP | Used in Sint-Niklaas; P stands for parking; the news media credits the sign with ending "chaos"; not in the national code |
| 143 |  | | Belgium CP | Used in Sint-Niklaas to complement the vertical sign and designate reserved parking space; road marking; not in the national code |
| 144 |  | | France CP | Used in Strasbourg in secure parking areas for theft reduction; road marking; not in the national code |
| 145 |  | | Germany CP | |
| 146 |  | | Germany CP | Used in various municipalities alone or to complement the vertical sign for reserved parking; road marking; not in the national code |
| 147 |  | | Guyana CP | Used in Georgetown; not in the national code |
| 148 |  | | Ireland | Adopted by Dublin's City Council; road marking for reserved parking; not in the national code |
| 149 |  | | Sweden CP | Used in Malmo; road marking for reserved parking; not in the national code |

Conclusions and recommendations

The proposal for the Amendments to Annexes 1 and 3 contains contemporary designs of road signs to be brought into the Convention.

The guiding principle of those designs may be summarized with the phrase “as simple as possible,” which means no “overdesigning” must occur. Overdesigning results in a profusion of details that may distract drivers and require viewing for legibility at a too-near distance. This must of course be avoided. Very many sign images in the table above exemplify overdesigning, our reason for excluding these signs from consideration for the Convention. Specifically, these signs have lines that are too fine or too wide, unnecessary inclusion of human figures, overly precise rendering of human figures, and such unnecessary details as wheel spokes, a cushion, bicycle chains, etc., that interfere with fast detection most particularly on signs with multiple images as on Convention signs C4a and C4b.


Other design flaws noted are symbols that are too small for the ground space, too large for the ground space (that is, too close to or in contact with the sign border), are not centered in the ground space, lack good proportion, or exhibit a degree of awkwardness due to addition of a new concept, without modification, to an existing symbol. By contrast, symbols should deliver a message to road users that is clear, strong, respectful, and appealing – ideally with a certain degree of artistry and elegance.

Simple designs almost automatically lead also to good results regarding the aspect of contrast in general. High contrasts are – together with a simple design – essential in ensuring a fast and easy visual detection of road signs when driving.


Beyond that, most symbols regarding different categories of vehicles in the proposal for the Amendments to Annexes 1 and 3 have vehicle side views, so symbols for small vehicles should also be drawn that way. Further, this takes into account that side views have in most cases better discriminability and should be more comprehensible and legible compared with front views.

We also discovered several symbols that did not fulfill the need to clearly reveal the purpose for which they had been designed. For example, some symbols do not have an appearance unique to their purpose and too closely resemble golf carts, trucks, or other types of vehicles.


Regarding the design principles stated above, these seven symbols are proposed:

| Sign Image | Definition | Comments |
|---|---|--|
| 1  | NO ENTRY FOR TRICYCLE TAXIS C, 3o (C-03.15) notifies that entry is prohibited for fully motorized tricycle taxis. | Designed by S. Egger; not in a national code yet |


Regardless of national language, many countries use the English word "TAXI" on road signs for car taxis. This should favor comprehensibility of our proposed sign in those countries. Also, many other languages possess a cognate for this word, e.g., "TAKSI" and "TEKSI".

| Sign Image | Definition | Comments |
|---|---|--|
| 2  | NO ENTRY FOR PASSENGER MOTORCYCLES C, 3p (C-03.16) notifies that entry is prohibited for passenger motorcycles and mopeds transporting one or more passengers on the vehicle, in a side car, or in a tow. | Designed by BAST; not in a national code yet |


The symbol shows a “classic” motorcycle plus two riders to accentuate the “passenger” aspect. Regarding the aspect of safety, both riders wear helmets.

| Sign Image | Definition | Comments |
|---|---|--|
| 3  | NO ENTRY FOR GOODS TRICYCLES C, 3q (C-03.17) notifies that entry is prohibited for goods tricycles, quadricycles, or motorcycles that are fully motorized or that are hybrid vehicles propelled by human power plus electric batteries. | Designed by S. Egger; not in a national code yet |




The symbol clearly depicts “goods” by its suggestion of cargo, which also differentiates the symbol from “tricycle taxi.”

| Sign Image | Definition | Comments |
|---|---|--|
| 4  | NO ENTRY FOR PASSENGER CYCLES C, 3r (C-03.18) notifies that entry is prohibited for commercial pedal cycles transporting passengers behind or in front of the driver and that are human-powered, electric-powered, or hybrid. | Designed by BAST; not in a national code yet |

The symbol has been derived from a “classic” cycle. The seat in the back shows the “passenger” aspect.

| Sign Image | Definition | Comments |
|--|---|---|
| 5  | NO ENTRY FOR HUMAN-POWERED RICKSHAWS C, 3s (C-03.19) notifies that entry is prohibited for human-powered rickshaws. | Designed by South Africa; national codes of the SADC countries |

The design fulfills almost all aspects regarding a simple, contemporary design. The spokes of the wheel may be removed to enhance simplicity.









| Sign Image | Definition | Comments |
|---|--|---|
| 6  | NO ENTRY FOR GOODS CYCLES C, 3t (C-03.20) notifies that entry is prohibited for pedal cycles which transport goods, kiosks (vendor carts), or children in front or in back of the driver and which are human-powered, electric-powered, or hybrid. | Designed by BAST; national code of Germany |
| 7  | Image of a permitted variant of C, 3t (C-03.20). | Designed by BAST; not in a national code yet |
|  | Alternative to sign above | Designed by S. Egger; not in a national code yet |

The symbols have been derived from a "classic" cycle. The "box" shows the "goods" aspect. Both "cargo in front" symbols fully exemplify a simple design suitable for the Convention.

One sign plus an alternative to encompass cycles with goods carried in front or in back are recommended for regional comprehension. In Europe and the Western Hemisphere, goods are mostly carried in front; in Africa and Asia, goods are mostly carried in back.

Further consideration is being given to modification of the "cargo in back" symbol to incorporate the concept of "cycle billboard," which is a cycle used for advertising.

All symbols on the prohibition signs above are highly applicable for other types of signs as noted in paragraph 4 of the Introduction.

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