



Council of the  
European Union

Brussels, 30 June 2021  
(OR. en)

10309/21  
ADD 2

MI 513  
ENT 111  
COMPET 520  
IND 182  
TRANS 439  
ENV 469  
DELECT 137

#### COVER NOTE

---

From: Secretary-General of the European Commission, signed by Ms Martine DEPREZ, Director

date of receipt: 25 June 2021

To: Mr Jeppe TRANHOLM-MIKKELSEN, Secretary-General of the Council of the European Union

---

No. Cion doc.: C(2021) 4455 final-Annex 2-Part 1/5

---

Subject: ANNEX to the Commission Delegated Regulation (EU) 2021/... supplementing Regulation (EU) 2019/2144 of the European Parliament and of the Council by laying down detailed rules concerning the specific test procedures and technical requirements for the type-approval of motor vehicles with regard to their intelligent speed assistance systems and for the type-approval of those systems as separate technical units and amending Annex II to that Regulation

---

Delegations will find attached document C(2021) 4455 final-Annex 2-Part 1/5.

---

Encl.: C(2021) 4455 final-Annex 2-Part 1/5



Brussels, 23.6.2021  
C(2021) 4455 final

ANNEX 2 – PART 1/5

## ANNEX

to the

**Commission Delegated Regulation (EU) 2021/...**

**supplementing Regulation (EU) 2019/2144 of the European Parliament and of the Council by laying down detailed rules concerning the specific test procedures and technical requirements for the type-approval of motor vehicles with regard to their intelligent speed assistance systems and for the type-approval of those systems as separate technical units and amending Annex II to that Regulation**

## ANNEX II

### Catalogue of road signs – Part 1

#### *EXPLANATORY NOTES*



- n/a not applicable
- N National speed limit for appropriate road class (e.g. urban, non-urban, expressway, motorway)
- V Variable message signs may display any of the explicit numerical speed limit signs, implicit numerical speed limit signs and implicit non-numerical speed limit signs included in the table of the respective country. However, the refresh rate of the signs shall be at least 1 000 Hz to ensure the image is captured correctly for the purpose of adequate ISA system processing.
- S suspended as per points 3.5.6. or 3.6.3. in Annex I





All signs indicating the entry and exit of city limits in each country share common and easily recognisable key identification characteristics, but may vary in shape and size, and may feature city and town names indicated across those signs. The ISA system shall be capable of dealing with those elements.

The ISA system, fitted in motor vehicles of category M2<3,5t, shall adopt the expected feedback for vehicle category M1, unless otherwise noted in the table.



## 1. BELGIUM

| SIGN  | OTHER RELEVANT INFORMATION | EXPECTED SYSTEM FEEDBACK IN KM/H |    |    |    |              |    |
|---|----------------------------|----------------------------------|----|----|----|--------------|----|
|   |                            | M1                               | M2 | M3 | N1 | N2           | N3 |
| <b>Explicit numerical speed limit signs</b>   |                            |                                  |    |    |    |              |    |
|    | C43                        | 30                               | 30 | 30 | 30 | 30           | 30 |
|    | C43                        | 30                               | 30 | 30 | 30 | 30           | 30 |
|    | C43                        | 40                               | 40 | 40 | 40 | 40           | 40 |
|   | C43                        | 50                               | 50 | 50 | 50 | 50           | 50 |
|  | C43                        | 50                               | 50 | 50 | 50 | 50           | 50 |
|  | C43                        | 60                               | 60 | 60 | 60 | 60           | 60 |
|  | C43                        | 70                               | 70 | 70 | 70 | 70<br>≤ 7,5t | 70 |
|   |                            |                                  |    |    |    | 70<br>> 7,5t |    |



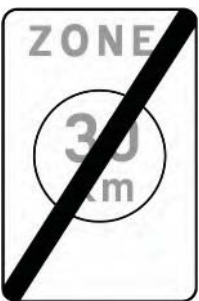



|   |  |    |                |                |    |                          |                |
|---|--|----|----------------|----------------|----|--------------------------|----------------|
|   | Note: the formal speed limit of 70 km/h shall be used on motorways as the perceived speed limit for N2>7,5t and N3.  |    |                |                |    | 70<br>> 7,5t             | 70             |
|   | Note: the formal speed limit of 60 km/h may be used as the perceived speed limit for N2>7,5t and N3 if the ISA system is capable of determining the region of operation and the type of road.                                |    |                |                |    | 60<br>> 7,5t             | 60             |
|    | C43  | 80 | 80             | 80             | 80 | 80<br>≤ 7,5t             | 80             |
|   |  |    |                |                |    | 80<br>> 7,5t             |                |
|   | Note: the formal speed limit of 80 km/h shall be used on motorways as the perceived speed limit for M2, M3, N2 and N3.   |    | 80             | 80             |    | 80                       | 80             |
|   | Note: the formal speed limit of 70 km/h may be used as the perceived speed limit for category N2≤7,5t if the ISA system is capable of determining the region of operation and the type of road.                              |    |                |                |    | 70<br>≤ 7,5t             |                |
|   | Note: the formal speed limits of 60, 70 and 75 km/h may be used as the perceived speed limit for categories N2>7,5t, N3 and M2, M3 if the ISA system is capable of determining the region of operation and the type of road. |    | 70<br>or<br>75 | 70<br>or<br>75 |    | 60<br>or<br>70<br>> 7,5t | 60<br>or<br>70 |
|  | C43  | 90 | 90             | 90             | 90 | S<br>≤ 7,5t              | S              |
|   |  |    |                |                |    | S<br>> 7,5t              |                |




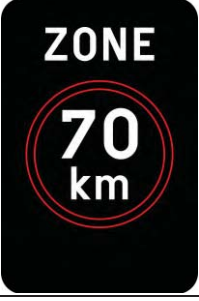
|   |   |     |                |                |     |                            |                |
|---|---|-----|----------------|----------------|-----|----------------------------|----------------|
|   | Note: the formal speed limit of 90 km/h shall be used on motorways as the perceived speed limit for M2 and M3, as well as N2 and N3 (i.e. letter S).  |     | 90             | 90             |     | S                          | S              |
|   | Note: the formal speed limit of 70 km/h may be used as the perceived speed limit for category N2 $\leq$ 7,5t if the ISA system is capable of determining the region of operation and the type of road.  |     |                |                |     | 70<br>$\leq$ 7,5t          |                |
|   | Note: the formal speed limits of 60, 70 and 75 km/h may be used as the perceived speed limit for categories N2 $>$ 7,5t, N3 and M2, M3 respectively if the ISA system is capable of determining the region of operation and the type of road. |     | 70<br>or<br>75 | 70<br>or<br>75 |     | 60<br>or<br>70<br>$>$ 7,5t | 60<br>or<br>70 |
|    | C43   | 100 | S              | S              | 100 | S                          | S              |
|   | Note: the formal speed limit of 90 km/h may be used for categories M2 and M3 as the perceived speed limit if the ISA system is capable of determining the type of road (with two lanes or more in each direction with a barrier).             |     | 90             | 90             |     |                            |                |
|  | C43   | 110 | S              | S              | 110 | S                          | S              |
|  | C43   | 120 | S              | S              | 120 | S                          | S              |
| <b>Implicit numerical speed limit signs</b>   |   |     |                |                |     |                            |                |
|  | C45   |     | N              | N              | N   | N                          | N              |







|   |     |   |   |   |   |   |   |
|---|-----|---|---|---|---|---|---|
|    | C45 | N | N | N | N | N | N |
|    | C45 | N | N | N | N | N | N |
|    | C45 | N | N | N | N | N | N |
|    | C45 | N | N | N | N | N | N |
|  | C45 | N | N | N | N | N | N |
|  | C45 | N | N | N | N | N | N |
|  | C45 | N | N | N | N | N | N |
|  | C45 | N | N | N | N | N | N |

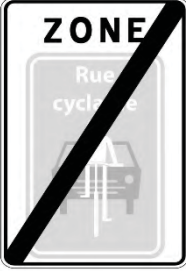





|   |     |    |    |    |    |    |    |
|---|-----|----|----|----|----|----|----|
|    | C45 | N  | N  | N  | N  | N  | N  |
|    | C45 | N  | N  | N  | N  | N  | N  |
| <b>Implicit non-numerical speed limit signs</b>                                     |     |    |    |    |    |    |    |
|    |     | N  | N  | N  | N  | N  | N  |
| <b>Numerical Zones</b>  |     |    |    |    |    |    |    |
|   | F4a | 30 | 30 | 30 | 30 | 30 | 30 |
|  | F4b | N  | N  | N  | N  | N  | N  |
|  |     | 30 | 30 | 30 | 30 | 30 | 30 |








|   |      |    |    |    |    |    |    |
|---|------|----|----|----|----|----|----|
|    | F4b  | N  | N  | N  | N  | N  | N  |
|    | F4a  | 30 | 30 | 30 | 30 | 30 | 30 |
|   | F4b  | N  | N  | N  | N  | N  | N  |
|  | ZC43 | 50 | 50 | 50 | 50 | 50 | 50 |
|  | ZC45 | N  | N  | N  | N  | N  | N  |
|  | ZC43 | 50 | 50 | 50 | 50 | 50 | 50 |

|   |  |    |    |    |    |              |    |
|---|--|----|----|----|----|--------------|----|
|    | ZC45   | N  | N  | N  | N  | N            | N  |
|    | ZC43   | 70 | 70 | 70 | 70 | 70<br>≤ 7,5t | 70 |
|   |  |    |    |    |    | 70<br>> 7,5t |    |
|   | Note: the formal speed limit of 60 km/h may be used as the perceived speed limit for category N2 > 7,5t and N3 if the ISA system is capable of determining the region of operation and the type of road. |    |    |    |    | 60<br>> 7,5t | 60 |
|  | ZC45   | N  | N  | N  | N  | N            | N  |
|  | ZC43   | 70 | 70 | 70 | 70 | 70           | 70 |
|   |  |    |    |    |    | 70<br>> 7,5t |    |









|   |  |    |    |    |    |    |              |    |
|---|--|----|----|----|----|----|--------------|----|
|   | Note: the formal speed limit of 60 km/h may be used as the perceived speed limit for category N2 > 7,5t and N3 if the ISA system is capable of determining the region of operation and the type of the road. |    |    |    |    |    | 60<br>> 7,5t | 60 |
|    | ZC45   | N  | N  | N  | N  | N  | N            | N  |
| <b>Traffic-reduced area</b>   |  |    |    |    |    |    |              |    |
|    | F12a   | 20 | 20 | 20 | 20 | 20 | 20           | 20 |
|   | F12b   | N  | N  | N  | N  | N  | N            | N  |
|  | F113a  | 30 | 30 | 30 | 30 | 30 | 30           | 30 |
|  | F113b  | N  | N  | N  | N  | N  | N            | N  |
|  |  | 30 | 30 | 30 | 30 | 30 | 30           | 30 |

|   |                    |     |    |    |     |    |    |  |
|---|--------------------|-----|----|----|-----|----|----|--|
|    |                    | N   | N  | N  | N   | N  | N  |  |
| <b>Motorway</b>   |                    |     |    |    |     |    |    |  |
|    | F5 (motorway)      | 120 | S  | S  | 120 | S  | S  |  |
|   | F7 (motorway ends) | N   | N  | N  | N   | N  | N  |  |
| <b>Expressway</b>   |                    |     |    |    |     |    |    |  |
| None  |                    |     |    |    |     |    |    |  |
| <b>City limits</b>  |                    |     |    |    |     |    |    |  |
| <br><br> | F1 (urban area)    | 50  | 50 | 50 | 50  | 50 | 50 |  |










|  |  |    |                |                |    |              |           |
|--|--|----|----------------|----------------|----|--------------|-----------|
|   |  |    |                |                |    |              |           |
|  | <p>Note: the formal speed limit of 30 km/h may be used as the perceived speed limit if the ISA system is capable of determining the region of operation.</p>   | 30 | 30             | 30             | 30 | 30           | 30        |
|     | <p>F3 (urban area ends)</p> <p>Note: this is an implicit speed limit sign and the national speed limit for the non-urban and expressway road classes</p>   | 90 | 90             | 90             | 90 | S<br>(90)    | S<br>(90) |
|  | <p>Note: the formal speed limit of 70 and 75 km/h may be used as the perceived speed limit if the ISA system is capable of determining the region of operation.</p>  | 70 | 70<br>or<br>75 | 70<br>or<br>75 | 70 | 70           | 70        |
|  | <p>Note: the formal speed limit of 60 km/h may be used as the perceived speed limit for categories N2&gt;7,5t and N3 if the ISA system is capable of determining the region of operation and the type of road.</p> |    |                |                |    | 60<br>> 7,5t | 60        |



















## 2. BULGARIA

| SIGN  | OTHER RELEVANT INFORMATION   | EXPECTED SYSTEM FEEDBACK IN KM/H |    |    |    |    |    |
|---|------------------------------|----------------------------------|----|----|----|----|----|
|   |                              | M1                               | M2 | M3 | N1 | N2 | N3 |
| <b>Explicit numerical speed limit signs</b>   |                              |                                  |    |    |    |    |    |
|    | Explicit limit 20 km/h start | 20                               | 20 | 20 | 20 | 20 | 20 |
|    | Explicit limit 30 km/h start | 30                               | 30 | 30 | 30 | 30 | 30 |
|    | Explicit limit 40 km/h start | 40                               | 40 | 40 | 40 | 40 | 40 |
|   | Explicit limit 50 km/h start | 50                               | 50 | 50 | 50 | 50 | 50 |
|  | Explicit limit 60 km/h start | 60                               | 60 | 60 | 60 | 60 | 60 |
|  | Explicit limit 70 km/h start | 70                               | 70 | 70 | 70 | 70 | 70 |
|  | Explicit limit 80 km/h start | 80                               | 80 | 80 | 80 | 80 | 80 |
|  | Explicit limit 90 km/h start | 90                               | 90 | 90 | 90 | S  | S  |



|   |                               |     |   |   |     |   |   |
|---|-------------------------------|-----|---|---|-----|---|---|
|    | Explicit limit 100 km/h start | 100 | S | S | 100 | S | S |
|    | Explicit limit 110 km/h start | 110 | S | S | 110 | S | S |
|    | Explicit limit 120 km/h start | 120 | S | S | 120 | S | S |
|    | Explicit limit 130 km/h start | 130 | S | S | 130 | S | S |
| <b>Implicit numerical speed limit signs</b>   |                               |     |   |   |     |   |   |
|  | Explicit limit 20 km/h end    | N   | N | N | N   | N | N |
|  | Explicit limit 30 km/h end    | N   | N | N | N   | N | N |
|  | Explicit limit 40 km/h end    | N   | N | N | N   | N | N |
|  | Explicit limit 50 km/h end    | N   | N | N | N   | N | N |
|  | Explicit limit 60 km/h end    | N   | N | N | N   | N | N |










|   |                             |   |   |   |   |   |   |
|---|-----------------------------|---|---|---|---|---|---|
|    | Explicit limit 70 km/h end  | N | N | N | N | N | N |
|    | Explicit limit 80 km/h end  | N | N | N | N | N | N |
|    | Explicit limit 90 km/h end  | N | N | N | N | N | N |
|    | Explicit limit 100 km/h end | N | N | N | N | N | N |
|   | Explicit limit 110 km/h end | N | N | N | N | N | N |
|  | Explicit limit 120 km/h end | N | N | N | N | N | N |
|  | Explicit limit 130 km/h end | N | N | N | N | N | N |
| <b>Implicit non-numerical speed limit signs</b>                                     |                             |   |   |   |   |   |   |
|  | End of all restrictions     | N | N | N | N | N | N |
| <b>Numerical Zones</b>  |                             |   |   |   |   |   |   |
| None  |                             |   |   |   |   |   |   |









| Traffic-reduced area  |                        |     |    |    |     |    |    |
|---|------------------------|-----|----|----|-----|----|----|
|    | Residential zone start | 20  | 20 | 20 | 20  | 20 | 20 |
|    | Residential zone end   | N   | N  | N  | N   | N  | N  |
| Motorway  |                        |     |    |    |     |    |    |
|    | Motorway start         | 140 | S  | S  | 140 | S  | S  |
|   | Motorway end           | N   | N  | N  | N   | N  | N  |
| Expressway  |                        |     |    |    |     |    |    |
|  | Expressway start       | 120 | S  | S  | 120 | S  | S  |
|  | Expressway end         | N   | N  | N  | N   | N  | N  |
| City limits   |                        |     |    |    |     |    |    |
|  | City entry             | 50  | 50 | 50 | 50  | 50 | 50 |
|  | City exit              | 90  | 80 | 80 | 90  | 80 | 80 |










### 3. CZECHIA

| SIGN  | OTHER RELEVANT INFORMATION | EXPECTED SYSTEM FEEDBACK IN KM/H |    |    |    |    |    |
|---|----------------------------|----------------------------------|----|----|----|----|----|
|   |                            | M1                               | M2 | M3 | N1 | N2 | N3 |
| <b>Explicit numerical speed limit signs</b>   |                            |                                  |    |    |    |    |    |
|    | default                    | 20                               | 20 | 20 | 20 | 20 | 20 |
|    | default                    | 30                               | 30 | 30 | 30 | 30 | 30 |
|   | default                    | 40                               | 40 | 40 | 40 | 40 | 40 |
|  | default                    | 50                               | 50 | 50 | 50 | 50 | 50 |
|  | default                    | 60                               | 60 | 60 | 60 | 60 | 60 |
|  | default                    | 70                               | 70 | 70 | 70 | 70 | 70 |
|  | B20a                       | 80                               | 80 | 80 | 80 | 80 | 80 |
|  | default                    | 90                               | 90 | 90 | 90 | 80 | 80 |

|   |         |     |   |   |     |    |    |
|---|---------|-----|---|---|-----|----|----|
|    | default | 100 | S | S | 100 | 80 | 80 |
|    | default | 110 | S | S | 110 | 80 | 80 |
|    | default | 120 | S | S | 120 | 80 | 80 |
|    | default | 130 | S | S | 130 | 80 | 80 |
| <b>Implicit numerical speed limit signs</b>   |         |     |   |   |     |    |    |
|   | default | N   | N | N | N   | N  | N  |
|  | default | N   | N | N | N   | N  | N  |
|  | default | N   | N | N | N   | N  | N  |
|  | default | N   | N | N | N   | N  | N  |
|  | default | N   | N | N | N   | N  | N  |



|   |         |    |    |    |    |    |    |
|---|---------|----|----|----|----|----|----|
|    | default | N  | N  | N  | N  | N  | N  |
|    | B20b    | N  | N  | N  | N  | N  | N  |
|    | default | N  | N  | N  | N  | N  | N  |
|    | default | N  | N  | N  | N  | N  | N  |
|   | default | N  | N  | N  | N  | N  | N  |
|  | default | N  | N  | N  | N  | N  | N  |
|  | default | N  | N  | N  | N  | N  | N  |
| <b>Implicit non-numerical speed limit signs</b>                                     |         |    |    |    |    |    |    |
|  | B26     | N  | N  | N  | N  | N  | N  |
| <b>Numerical Zones</b>  |         |    |    |    |    |    |    |
|  | IZ 8a   | 30 | 30 | 30 | 30 | 30 | 30 |









|   |  |     |    |    |     |    |    |
|---|--|-----|----|----|-----|----|----|
|    | IZ 8b  | N   | N  | N  | N   | N  | N  |
| <b>Traffic-reduced area</b>   |  |     |    |    |     |    |    |
|    | IZ 5a  | 20  | 20 | 20 | 20  | 20 | 20 |
|    | IZ 5b  | N   | N  | N  | N   | N  | N  |
| <b>Motorway</b>   |  |     |    |    |     |    |    |
|   | IZ 1a  | 130 | S  | S  | 130 | 80 | 80 |
|  | IZ 1b  | N   | N  | N  | N   | N  | N  |
|  | IP 14a<br>(valid until 31 <sup>st</sup> Dec. 2025) | 130 | S  | S  | 130 | 80 | 80 |
|  | IP 14b<br>(valid until 31 <sup>st</sup> Dec. 2025) | N   | N  | N  | N   | N  | N  |
| <b>Expressway</b>   |  |     |    |    |     |    |    |
|  | IZ 2a  | 110 | S  | S  | 110 | 80 | 80 |









|   |   |     |    |    |     |    |    |
|---|---|-----|----|----|-----|----|----|
|    | IZ 2b   | N   | N  | N  | N   | N  | N  |
|    | IP 15a<br>(valid until 31 <sup>st</sup> Dec. 2025)            | 110 | S  | S  | 110 | 80 | 80 |
|    | IP 15b<br>(valid until 31 <sup>st</sup> Dec. 2025)            | N   | N  | N  | N   | N  | N  |
| <b>City limits</b>  |   |     |    |    |     |    |    |
|    | IS 12a  | 50  | 50 | 50 | 50  | 50 | 50 |
|  | IS 12b  | 90  | 90 | 90 | 90  | 80 | 80 |
|  | IS 12c<br>Municipality in the language of a national minority | 50  | 50 | 50 | 50  | 50 | 50 |
|  | IS 12d<br>Municipality in the language of a national minority | 90  | 90 | 90 | 90  | 80 | 80 |
|  | IS 12c<br>Municipality in the language of a national minority | 50  | 50 | 50 | 50  | 50 | 50 |
|  | IS 12d<br>Municipality in the language of a national minority | 90  | 90 | 90 | 90  | 80 | 80 |















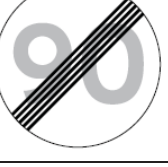
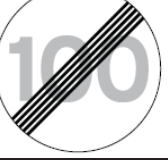

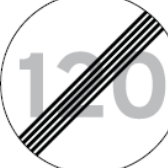
## 4. DENMARK








| SIGN  | OTHER RELEVANT INFORMATION         | EXPECTED SYSTEM FEEDBACK IN KM/H |    |    |    |    |    |
|---|------------------------------------|----------------------------------|----|----|----|----|----|
|   |                                    | M1                               | M2 | M3 | N1 | N2 | N3 |
| <b>Explicit numerical speed limit signs</b>   |                                    |                                  |    |    |    |    |    |
|    | C 55 Local speed limit<br>Explicit | 30                               | 30 | 30 | 30 | 30 | 30 |
|    | C 55 Local speed limit<br>Explicit | 40                               | 40 | 40 | 40 | 40 | 40 |
|   | C 55 Local speed limit<br>Explicit | 50                               | 50 | 50 | 50 | 50 | 50 |
|  | C 55 Local speed limit<br>Explicit | 60                               | 60 | 60 | 60 | 60 | 60 |
|  | C 55 Local speed limit<br>Explicit | 70                               | 70 | 70 | 70 | 70 | 70 |
|  | C 55 Local speed limit<br>Explicit | 80                               | 80 | 80 | 80 | 80 | 80 |
|  | C 55 Local speed limit<br>Explicit | 90                               | 80 | 80 | 90 | 80 | 80 |








|   |   |     |    |    |     |    |    |
|---|---|-----|----|----|-----|----|----|
|    | C 55 Local speed limit<br>Explicit      | 100 | 80 | 80 | 100 | 80 | 80 |
|    | C 55 Local speed limit<br>Explicit      | 110 | 80 | 80 | 110 | 80 | 80 |
|    | C 55 Local speed limit<br>Explicit      | 120 | 80 | 80 | 120 | 80 | 80 |
|   | UA 41 Speed indication<br>Explicit      | 40  | 40 | 40 | 40  | 40 | 40 |
|  | UA 41 Speed indication<br>Explicit      | 50  | 50 | 50 | 50  | 50 | 50 |
|  | UA 41 Speed indication<br>Explicit      | 60  | 60 | 60 | 60  | 60 | 60 |
|  | E 41 Explicit speed indication for exit | 40  | 40 | 40 | 40  | 40 | 40 |
|  | E 41 Explicit speed indication for exit | 50  | 50 | 50 | 50  | 50 | 50 |









|   |   |    |    |    |    |    |    |
|---|---|----|----|----|----|----|----|
|    | E 41 Explicit speed indication for exit     | 60 | 60 | 60 | 60 | 60 | 60 |
|    | E 41 Explicit speed indication for exit     | 70 | 70 | 70 | 70 | 70 | 70 |
|    | E 41 Explicit speed indication for exit     | 80 | 80 | 80 | 80 | 80 | 80 |
|    | E 41 Explicit speed indication for exit     | 90 | 80 | 80 | 90 | 80 | 80 |
|   | C 55 Variable local speed limit<br>Explicit | 30 | 30 | 30 | 30 | 30 | 30 |
|  | C 55 Variable local speed limit<br>Explicit | 40 | 40 | 40 | 40 | 40 | 40 |
|  | C 55 Variable local speed limit<br>Explicit | 50 | 50 | 50 | 50 | 50 | 50 |
|  | C 55 Variable local speed limit<br>Explicit | 60 | 60 | 60 | 60 | 60 | 60 |

|   |   |     |    |    |     |     |     |
|---|---|-----|----|----|-----|-----|-----|
|    | C 55 Variable local speed limit<br>Explicit | 70  | 70 | 70 | 70  | 70  | 70  |
|    | C 55 Variable local speed limit<br>Explicit | 80  | 80 | 80 | 80  | 80  | 80  |
|    | C 55 Variable local speed limit<br>Explicit | 90  | 80 | 80 | 90  | 80  | 80  |
|   | C 55 Variable local speed limit<br>Explicit | 100 | 80 | 80 | 100 | 80  | 80  |
|  | C 55 Variable local speed limit<br>Explicit | 110 | 80 | 80 | 110 | 80  | 80  |
|  | C 55 Variable local speed limit<br>Explicit | 120 | 80 | 80 | 120 | 120 | 120 |
| <b>Implicit numerical speed limit signs</b>   |   |     |    |    |     |     |     |
|  | C 56 End of local speed limit<br>Explicit   | N   | N  | N  | N   | N   | N   |









|   |   |   |   |   |   |   |   |
|---|---|---|---|---|---|---|---|
|    | C 56 End of local speed limit<br>Explicit | N | N | N | N | N | N |
|    | C 56 End of local speed limit<br>Explicit | N | N | N | N | N | N |
|    | C 56 End of local speed limit<br>Explicit | N | N | N | N | N | N |
|    | C 56 End of local speed limit<br>Explicit | N | N | N | N | N | N |
|   | C 56 End of local speed limit<br>Explicit | N | N | N | N | N | N |
|  | C 56 End of local speed limit<br>Explicit | N | N | N | N | N | N |
|  | C 56 End of local speed limit<br>Explicit | N | N | N | N | N | N |
|  | C 56 End of local speed limit<br>Explicit | N | N | N | N | N | N |
|  | C 56 End of local speed limit<br>Explicit | N | N | N | N | N | N |








|   |  |   |   |   |   |   |   |
|---|--|---|---|---|---|---|---|
|    | C 56 End of variable local speed limit<br>Explicit | N | N | N | N | N | N |
|    | C 56 End of variable local speed limit<br>Explicit | N | N | N | N | N | N |
|    | C 56 End of variable local speed limit<br>Explicit | N | N | N | N | N | N |
|   | C 56 End of variable local speed limit<br>Explicit | N | N | N | N | N | N |
|  | C 56 End of variable local speed limit<br>Explicit | N | N | N | N | N | N |
|  | C 56 End of variable local speed limit<br>Explicit | N | N | N | N | N | N |
|  | C 56 End of variable local speed limit<br>Explicit | N | N | N | N | N | N |

|   |  |    |    |    |    |    |    |
|---|--|----|----|----|----|----|----|
|    | C 56 End of variable local speed limit<br>Explicit     | N  | N  | N  | N  | N  | N  |
|    | C 56 End of Variable Local speed limit<br>Explicit     | N  | N  | N  | N  | N  | N  |
|    | C 56 End of variable local speed limit<br>Explicit     | N  | N  | N  | N  | N  | N  |
| <b>Implicit non-numerical speed limit signs</b>                                     |  |    |    |    |    |    |    |
|   | C 59<br>End of prohibitions                            | N  | N  | N  | N  | N  | N  |
| <b>Numerical Zones</b>  |  |    |    |    |    |    |    |
|  | E 53 Area with speed reduction zone<br>Explicit        | 20 | 20 | 20 | 20 | 20 | 20 |
|  | E 54 End of area with speed reduction zone<br>Explicit | N  | N  | N  | N  | N  | N  |
|  | E 53 Area with speed reduction zone<br>Explicit        | 30 | 30 | 30 | 30 | 30 | 30 |

|   |   |    |    |    |    |    |    |
|---|---|----|----|----|----|----|----|
|    | E 54 End of area with speed reduction zone<br>Explicit  | N  | N  | N  | N  | N  | N  |
|    | E 53 Area with speed reduction zone<br>Explicit         | 40 | 40 | 40 | 40 | 40 | 40 |
|    | E 54 End of area with speed reduction zone<br>Explicit  | N  | N  | N  | N  | N  | N  |
|   | E 53 Area with speed reduction zone<br>Explicit         | 45 | 45 | 45 | 45 | 45 | 45 |
|  | E 54 End of area with speed reduction zone<br>Explicit  | N  | N  | N  | N  | N  | N  |
|  | E 68.4 Zone with local speed limit<br>Explicit          | 30 | 30 | 30 | 30 | 30 | 30 |
|  | E 69.4 End of a zone with local speed limit<br>Explicit | N  | N  | N  | N  | N  | N  |
|  | E 68.4 Zone with local speed limit<br>Explicit          | 40 | 40 | 40 | 40 | 40 | 40 |






|   |   |    |    |    |    |    |    |
|---|---|----|----|----|----|----|----|
|    | E 69.4 End of a zone with local speed limit<br>Explicit                   | N  | N  | N  | N  | N  | N  |
|    | E 68.4 Zone with local speed limit<br>Explicit                            | 50 | 50 | 50 | 50 | 50 | 50 |
|    | E 69.4 End of a zone with local speed limit<br>Explicit                   | N  | N  | N  | N  | N  | N  |
| <b>Traffic-reduced area</b>   |   |    |    |    |    |    |    |
|   | E 51<br>Residential area (living and play area) zone<br>Implicit          | 15 | 15 | 15 | 15 | 15 | 15 |
|  | E 52<br>End of a residential area (living and play area) zone<br>Implicit | N  | N  | N  | N  | N  | N  |
|  | E 49<br>Pedestrian street zone<br>Implicit                                | 15 | 15 | 15 | 15 | 15 | 15 |
|  | E 50<br>End of Pedestrian street zone<br>Implicit                         | N  | N  | N  | N  | N  | N  |
|  | E 47<br>Bicycle street zone<br>Implicit                                   | 30 | 30 | 30 | 30 | 30 | 30 |










|   |   |     |    |    |     |    |    |
|---|---|-----|----|----|-----|----|----|
|    | E 48<br>End of bicycle street zone<br>Implicit  | N   | N  | N  | N   | N  | N  |
| <b>Motorway</b>   |   |     |    |    |     |    |    |
|    | E 42<br>Motorway Implicit<br>Note: This is an implicit speed limit sign indicating the applicability of the national speed limit valid for the motorway road class                  | 130 | 80 | 80 | 130 | 80 | 80 |
|    | E 44<br>End of motorway Implicit  | N   | N  | N  | N   | N  | N  |
| <b>Expressway</b>   |   |     |    |    |     |    |    |
|   | E 43<br>Road for motor vehicles Implicit<br>Note: This is an implicit speed limit sign indicating the applicability of the national speed limit valid for the expressway road class | 80  | 80 | 80 | 80  | 80 | 80 |
|  | E 45<br>End of road for motor vehicles Implicit   | N   | N  | N  | N   | N  | N  |
| <b>City limits</b>  |   |     |    |    |     |    |    |
|  | E 55<br>Built-up area Implicit<br>Note: This is an implicit speed limit sign indicating the applicability of the national speed limit valid for the urban road class                | 50  | 50 | 50 | 50  | 50 | 50 |
|  | E 56<br>End of a built-up area<br>Note: This is an implicit speed limit sign indicating the applicability of the national speed limit valid for the non-urban road class            | 80  | 80 | 80 | 80  | 80 | 80 |










## 5. GERMANY









| SIGN  | OTHER RELEVANT INFORMATION | EXPECTED SYSTEM FEEDBACK IN KM/H |    |    |    |              |    |
|---|----------------------------|----------------------------------|----|----|----|--------------|----|
|   |                            | M1                               | M2 | M3 | N1 | N2           | N3 |
| <b>Explicit numerical speed limit signs</b>   |                            |                                  |    |    |    |              |    |
|    | 274-5                      | 5                                | 5  | 5  | 5  | 5            | 5  |
|    | 274-10                     | 10                               | 10 | 10 | 10 | 10           | 10 |
|    | 274-20                     | 20                               | 20 | 20 | 20 | 20           | 20 |
|  | 274-30                     | 30                               | 30 | 30 | 30 | 30           | 30 |
|  | 274-40                     | 40                               | 40 | 40 | 40 | 40           | 40 |
|  | 274-50                     | 50                               | 50 | 50 | 50 | 50           | 50 |
|  | 274-60                     | 60                               | 60 | 60 | 60 | 60           | 60 |
|  | 274-70                     | 70                               | 70 | 70 | 70 | 70<br>≤ 7,5t | 70 |

|   |  |     |    |    |     |              |    |
|---|--|-----|----|----|-----|--------------|----|
|   |  |     |    |    |     | 70<br>> 7,5t |    |
|   | Note: the formal speed limit of 60 km/h may be used as the perceived speed limit for categories M2, M3, N2>7,5t and N3 if the ISA system is capable of determining the region of operation and the type of road. |     | 60 | 60 |     | 60<br>> 7,5t | 60 |
|    | 274-80   | 80  | 80 | 80 | 80  | 80<br>≤ 7,5t | 80 |
|   |  |     |    |    |     | 80<br>> 7,5t |    |
|   | Note: the formal speed limit of 60 km/h may be used as the perceived speed limit for categories M2, M3, N2>7,5t and N3 if the ISA system is capable of determining the region of operation and the type of road. |     | 60 | 60 |     | 60<br>> 7,5t | 60 |
|  | 274-90   | 90  | 90 | 90 | 90  | 80<br>≤ 7,5t | 80 |
|   |  |     |    |    |     | 80<br>> 7,5t |    |
|   | Note: the formal speed limit of 60 km/h may be used as the perceived speed limit for categories M2, M3, N2>7,5t and N3 if the ISA system is capable of determining the region of operation and the type of road. |     | 60 | 60 |     | 60<br>> 7,5t | 60 |
|  | 274-100  | 100 | S  | S  | 100 | 80<br>≤ 7,5t | 80 |
|   |  |     |    |    |     | 80<br>> 7,5t |    |

|   |   |     |    |    |     |              |    |
|---|---|-----|----|----|-----|--------------|----|
|   | Note: the formal speed limit of 60 km/h may be used as the perceived speed limit for categories M2, M3, N2>7,5t and N3 if the ISA system is capable of determining the region of operation. |     | 60 | 60 |     | 60<br>> 7,5t | 60 |
|    | 274-110<br>Note: this sign only available on motorway   | 110 | S  | S  | 110 | 80           | 80 |
|    | 274-120<br>Note: this sign only available on motorway   | 120 | S  | S  | 120 | 80           | 80 |
|    | 274-130<br>Note: this sign only available on motorway   | 130 | S  | S  | 130 | 80           | 80 |
| <b>Implicit numerical speed limit signs</b>   |   |     |    |    |     |              |    |
|   | 278-5   | N   | N  | N  | N   | N            | N  |
|  | 278-10  | N   | N  | N  | N   | N            | N  |
|  | 278-20  | N   | N  | N  | N   | N            | N  |
|  | 278-30  | N   | N  | N  | N   | N            | N  |
|  | 278-40  | N   | N  | N  | N   | N            | N  |

|   |         |   |   |   |   |   |   |
|---|---------|---|---|---|---|---|---|
|    | 278-50  | N | N | N | N | N | N |
|    | 278-60  | N | N | N | N | N | N |
|    | 278-70  | N | N | N | N | N | N |
|    | 278-80  | N | N | N | N | N | N |
|   | 278-90  | N | N | N | N | N | N |
|  | 278-100 | N | N | N | N | N | N |
|  | 278-110 | N | N | N | N | N | N |
|  | 278-120 | N | N | N | N | N | N |
|  | 278-130 | N | N | N | N | N | N |
| <b>Implicit non-numerical speed limit signs</b>                                     |         |   |   |   |   |   |   |

|   |   |    |    |    |    |    |    |
|---|---|----|----|----|----|----|----|
|    | 282   | N  | N  | N  | N  | N  | N  |
| <b>Numerical Zones</b>  |   |    |    |    |    |    |    |
|    | 274.1-20  | 20 | 20 | 20 | 20 | 20 | 20 |
|    | 274.2-20  | N  | N  | N  | N  | N  | N  |
|    | 274.1   | 30 | 30 | 30 | 30 | 30 | 30 |
|   | 274.2   | N  | N  | N  | N  | N  | N  |
| <b>Traffic-reduced area</b>   |   |    |    |    |    |    |    |
|  | 325.1<br>Note: the formal speed limit 'walking speed' is not quantified | 5  | 5  | 5  | 5  | 5  | 5  |
|  | 325.2   | N  | N  | N  | N  | N  | N  |
|  | 244.1   | 30 | 30 | 30 | 30 | 30 | 30 |
|  | 244.2   | N  | N  | N  | N  | N  | N  |

|   |   |     |    |    |     |    |              |
|---|---|-----|----|----|-----|----|--------------|
|    | 244.3   | 30  | 30 | 30 | 30  | 30 | 30           |
|    | 244.4   | N   | N  | N  | N   | N  | N            |
| <b>Motorway</b>   |   |     |    |    |     |    |              |
|    | 330.1   | n/a | S  | S  | n/a | 80 | 80           |
|   | Note: the formal speed limit of 60 km/h may be used as the perceived speed limit for categories M2 and M3 if the ISA system is capable of determining that there are standing passengers in the bus |     | 60 | 60 |     |    |              |
|   | 330.2   | N   | N  | N  | N   | N  | N            |
| <b>Expressway</b>   |   |     |    |    |     |    |              |
|  | 331.1<br>Note: This is not an implicit speed limit sign   |     |    |    |     |    |              |
|  | 331.2<br>Note: This is not an implicit speed limit sign   |     |    |    |     |    |              |
| <b>City limits</b>  |   |     |    |    |     |    |              |
|  | 310   | 50  | 50 | 50 | 50  | 50 | 50           |
|  | 311   | 100 | 80 | 80 | 100 | 80 | 60<br>≤ 7,5t |



|  |   |  |    |    |  |              |  |
|--|---|--|----|----|--|--------------|--|
|  |   |  |    |    |  | 60<br>> 7,5t |  |
|  | Note: the formal speed limit of 60 km/h may be used as the perceived speed limit for categories M2 and M3 if the ISA system is capable of determining that there are standing passengers in the bus |  | 60 | 60 |  |              |  |