Issued:	Date of entry into force:	In force:
x.x.2024	x.x.2024	Until further notice

Legal basis:
Section 70, subsections 4 and 5 of the Road Traffic Act (729/2018)

Amendment information:
This Regulation updates and repeals the Finnish Transport and Communications Agency's regulation on the colours, structure and dimensions of traffic control devices (TRAFICOM//149157/03.04.03.00/2023)

Traffic control devices

1 Scope of the regulation

In this Regulation, the Finnish Transport and Communications Agency lays down further provisions on the colours, structure and dimensions of traffic control devices pursuant to section 70, subsection 4 of the Road Traffic Act (729/2018).

Under section 70, subsection 5 of the Road Traffic Act (729/2018), the Finnish Transport and Communications Agency may issue regulations on tramway traffic control devices other than those provided for in the Road Traffic Act.

The use of traffic control devices is regulated by Government decree.

This Regulation applies to all road operators in Finland.

2 Definitions

For the purposes of this Regulation:

1) *standard sign* refers to

   a) warning signs (traffic signs of category A in accordance with Annex 3.1 to the Road Traffic Act);

   b) yield, stop and priority signs (traffic signs of category B in accordance with Annex 3.2 to the Road Traffic Act);

   c) prohibition and restriction signs (traffic signs of category C in accordance with Annex 3.3 to the Road Traffic Act);

   d) signs giving orders (traffic signs of category D in accordance with Annex 3.4 to the Road Traffic Act);

   e) regulatory signs (traffic signs of category E in accordance with Annex 3.5 to the Road Traffic Act); and

   f) supplementary traffic signs (traffic signs of category H in accordance with Annex 3.8 to the Road Traffic Act);

2) *direction sign*

   a) refers to direction signs of category F in accordance with Annex 3.6 to the Road Traffic Act; and

   b) direction signs to service facilities of category G in accordance with Annex 3.7 to the Road Traffic Act;

3) *other sign for traffic control* refers to traffic signs of category I in accordance with Annex 3.9 to the Road Traffic Act and signs with text referred to in section 75, subsection 2 of the Road Traffic Act;

4) *traffic sign sheeting* refers to the retro-reflective material on the surface of the traffic sign plate;

5) *sign surface* refers to the part of the surface of the traffic sign where the information contained on the traffic sign is depicted;

6) *plate* refers to the combination of the traffic sign’s base plate and sheeting;

7) *road marking* refers to

   a) longitudinal road markings of category K in accordance with the Road Traffic Act;

   b) transverse road markings of category L in accordance with the Road Traffic Act; and

   c) other road markings of category M of the Road Traffic Act;

8) *traffic lights* refer to traffic light signals in accordance with Annex 2 to the Road Traffic Act.

In addition, this Regulation adheres to the definitions set out in section 2 of the Road Traffic Act.

3 Traffic signs

3.1 General requirements for the structure of traffic signs under the Road Traffic Act

3.1.1 Application of standards

Traffic signs intended for permanent use must be CE marked in accordance with standard SFS-EN 12899-1 (2008 or later). 'Later' refers here to the latest version of the standard published in the Official Journal of the European Union (OJ).

Traffic signs with variable content must comply with standard SFS-EN 12966:2015 + A1:2018 to the extent specified by the road operator.

3.1.2 Sheeting class requirements

The sign surface of the traffic sign must be CE marked retro-reflective sheeting material. In the case of microprismatic retro-reflective sheeting, the retro-reflective sheeting used on the sign surface of the traffic sign may also be CE marked based on the European Technical Assessment (ETA) and the assessment must be based on European Assessment Document EAD 120001-01-0106 (EOTA 2016). The sign surface of traffic signs for temporary-use must be equivalent to CE marked products in accordance with the standard in terms of reflectivity. Deviations to this are signs of category I and the sign G42 specified in Table 1.

In Finland, sheeting materials are divided into classes R1, R2 and R3, where the higher number indicates a higher retro-reflectivity value for the sheeting material. Class R1 corresponds to Class ref 1 of SFS-EN 12899-1 and class R2 to Class ref 2 of that standard. The retro-reflectivity requirements for these classes and for class R3 are set out in Annex 1 to the Regulation. For class R3 sheeting, the requirements of SFS-EN 12899-1 otherwise apply.

The surface materials of traffic signs must comply with the retro-reflectivity classes in Annex 1 to the Regulation, as specified in Table 1.

The sheeting class requirements also apply to variable-content traffic signs if the change has been mechanically implemented (e.g. a prism sign) or if the traffic sign is illuminated internally (light box). The sheeting class requirements do not apply to variable-content traffic signs (e.g. LED signs) implemented by means of light-emitting technology.

Traffic signs in accordance with the Annex to the Road Traffic Act	**Minimum retro-reflectivity classes of traffic sign sheeting**	**Other classes to be used for retro-reflectivity of traffic sign sheeting**

Standard signs		
A15, A16, A17, A18	R2	R2
Other warning signs (category A)	R1	R2
B7	R2	R3
Other yield, stop and priority signs (category B)	R2	R2
C32 and C34	R2	R2
Other prohibition and restriction signs (category C)	R1	R2
D1, D2, D3, D10, D11	R2	R2
Other signs giving orders (category D)	R1	R1
E1	R2	R3
Other regulatory signs (category E)	R1	R2
Supplementary traffic signs (category H)	R1[A)]	R2[A)]
Direction signs[B)]		
Direction signs (category F, F10–F12, always R3)	R1	R2[F)]
Direction signs to service facilities (category G)	R1	R2
G42	-	R1[C)]
Other signs for traffic control		
Other signs for traffic control (category I)	R1[D)]	R2[D)], R3[D)]
I4,	-[E)]	R1, R2, R3[E)]
I12	-[E)]	
Signs above the carriageway (all signs)	R3	R3

A) Sheeting of the same retro-reflectivity class as the main sign should be used for supplementary traffic signs. Sheeting appropriate for the purpose, as indicated in the table, must be used for a separate supplementary plate or sign with text.

B) All parts of a direction sign must be of the same retro-reflectivity class. In the case of temporary direction signs, the yellow parts must be orange-yellow (orange) fluorescent sheeting.

C) Temporary direction sign G42 must be non-reflective. The road operator may grant permission for the use of retro-reflective sheeting of class R1 on the sign.

D) On signs I1–I4 and when signs I5, I6 and I8 are used as red-yellow, the yellow is green-yellow (lime) fluorescent sheeting. On warning, prohibition and restriction signs and supplementary traffic signs containing yellow which are used during road works, the yellow is orange-yellow (orange) fluorescent sheeting.

E) The material used to make the signs may be non-reflective. For sign I4, the retro-reflectivity of the yellow parts must be at least R1. Sign I12 must include retro-reflectors according to standard SFS-EN 12899-3 on fixed, vertical road traffic signs (2008 or later, latest version of the standard published in the OJ).

F) When the direction sign has to be positioned at an unusually high height, retro-reflective sheeting of class R3 may also be used for the direction sign on the side of the carriageway.

Table 1: Traffic sign sheeting retro-reflectivity classes

3.1.2.1 Derogations from the sheeting class requirements

Traffic signs F56, F57, G21 and G22 do not require the use of retro-reflective sheeting because they are permanently internally illuminated signs.

3.1.3 Base material of the traffic sign plate

The material of the traffic sign plate must be compatible with the requirements of the manufacturer of traffic sign sheeting in order to ensure that the base plate and the traffic sign sheeting together form a durable whole in use.

The tolerance outside the traffic sign's base plate and sign surface and the back surface of the base plate shall be a non-reflecting grey material.

In a traffic sign with variable content, implemented by means of light-emitting technology (e.g. LED sign), the front surface of the part outside the sign surface must be matt black.

3.1.4 Traffic sign post

The colour of traffic sign posts must be grey. For special reasons, other dark colours (black, dark blue or dark green) may also be used with the permission of the road operator.

3.2 Dimensions of traffic signs in accordance with the Road Traffic Act

3.2.1 Structural drawings for traffic signs

The sign surface of the traffic sign must comply with the structural drawings set out in Annexes 2 to 10 to the Regulation in terms of dimensions and content.

3.2.2 Measurement tolerances for traffic signs

The size of the sign surface of standard signs must be in accordance with the structural drawing or not more than 10 mm larger. In addition, the base plate tolerance outside the sign surface of standard signs may be 10 mm larger than the dimensions given in the structural drawings in Annexes 2–6 and 9. The grey tolerance of the sign surface may also be larger for legitimate reasons.

In the case of quadrangular and triangular traffic signs, the corners outside the rounded part of the edge strip are not considered part of the sign surface and the corners outside the edge strip may be rounded in accordance with paragraph 7.1.4 of SFS-EN 12899-1 or as further specified in the road operator's instructions. The rounding must never cut the edge strip that is part of the sign surface. However, the corners of supplementary traffic signs must always be rounded at least as required by the above-mentioned standard.

In the case of variable-content traffic signs, the road operator may accept a higher tolerance on the sign surface upwards if this is justified, e.g. for display reasons. In a variable-content traffic sign, the tolerance outside the sign surface may also be larger and in the case of a light-emitting sign (e.g. LED sign) the display area may be different in shape from the sign surface (e.g. a circular or triangular sign may be made on a quadrangular display).

3.2.3 Traffic signs typeface and spacing of characters.

The typeface of the sign surface must be in the Transport and Communications Agency's traffic sign typeface specified in Annex 11 to the Regulation.

The typeface requirement also applies to mechanically implemented variable-content traffic signs. Depending on the display technology, the typeface of a traffic sign implemented using light-emitting technology must be as close as possible to the traffic sign typeface.

4 Traffic lights

4.1 Structural drawings for traffic lights

Traffic lights must conform to the structural drawings in Annex 12 to the Regulation in terms of dimensions and content.

The different apertures of the same signal must be of the same size.

Annex 13 to the Regulation specifies to which extent the requirements of standards SFS-EN 12368:2024, SFS-EN 12675 (2017 or later) and SFS-EN 50556 (2018 or later) apply to traffic lights. 'Later' refers here to the latest version of the standard published in the Official Journal of the European Union (OJ).

The colours of the traffic lights must be in accordance with paragraph 6.7 of SFS-EN 12368 (or later).

4.2 Audible signals at a light-controlled pedestrian crossing

Audible signals referred to in Annex 2, paragraph 10, to the Road Traffic Act may be used at light-controlled pedestrian crossings. In the case of the rapid intermittent sound that indicates a green light, the sound must be interrupted 300 times per minute and additionally, the sound/break ratio must be 1:1. In the case of the slow intermittent sound that indicates a red light, the sound must be interrupted 30 times per minute and the sound/break time ratio must be 1:4.

If, in the case of a narrow central island at a pedestrian crossing, it is possible to mistake which part of the pedestrian crossing the audible signal refers to, the audible signals must be programmed to give a green audible signal only when the pedestrian signals on both parts of the pedestrian crossing are green.

4.3 Embossed markings and lights on pedestrian demand units

For visually impaired persons, embossed markings may be used on the pedestrian demand units at light-controlled pedestrian crossings to indicate the direction of the pedestrian crossing and the characteristics of the pedestrian crossing, such as lanes, traffic arrival directions per lane, and central islands. If indicative arrows are used, they must be on the units and point in the direction of the boundary line of the pedestrian crossing.

The embossed arrow on pedestrian demand units on central islands must be directed in accordance with right-handedness to the part of the pedestrian crossing in a direction where the button is on the right hand side of the pedestrian.

If an embossed pattern is used to indicate lanes, traffic arrival directions and central islands, the pattern must appear on the side of the pedestrian demand unit, with the starting point at the bottom of the figure.

The colour of the tell-tale light on the pedestrian demand unit that indicates the demand has been registered must be white or yellow.

5 Road markings

5.1 Structural drawings for road markings

The dimensions of road markings must be in accordance with the structural drawings set out in Annexes 14–16 to the Regulation. The road marking M19 must conform to the symbols shown in Annexes 2–10 and to the dimensions shown in Annex 16.

The widths of longitudinal road markings are defined in Table 2 and in the corresponding structural drawings in Annex 14 to the Regulation.

The chromaticity coordinates of road marking materials must comply with standard SFS-EN 1871 (2020) Table 2.

Table 2: Widths of longitudinal road markings

Road marking	**Minimum width**	**Alternative width**	**Details**
K1 Centre line ≤ 50 km/h	10 cm		
K1 Centre line > 50 km/h	10 cm	15 cm	
K1, Centre line > 50 km/h with two parallel centre lines	20 cm		
K2 Lane line	10 cm	15/20/30 cm	In right and left filter lanes, the width of the line may be greater, up to a maximum of double width.
K3 Prohibitory line	10 cm	15 cm/20 cm	The width of the line is the same as the preceding lane line. In right and left filter lanes, the width of the line may be greater, up to a maximum of double width.
K3 Prohibitory line as an extension of two parallel centre lines	20 cm		
K3 Prohibitory line on motorway or expressway	10 cm	15/20/30 cm	The width of the line is the same as the preceding lane line. In right and left filter lanes, the width of the line may be greater, up to a maximum of double width.
K4 Warning line	10 cm	15 cm	The width of the line is the same as the preceding centre line.
K4 Warning line as an extension of two parallel centre lines	20 cm		
K5 Chevron markings			Defined in structural drawings.
K6 Edge of carriageway line, extension of edge of carriageway line ≤ 50 km/h	10 cm		In right and left filter lanes, the width of the line may be greater, up to a maximum of double width.
K6, Edge of carriageway line, extension of edge of carriageway line > 50 km/h	10 cm	15 cm/20 cm	In right and left filter lanes, the width of the line may be greater, up to a maximum of double width.
K6 Edge of carriageway line, extension of edge of carriageway line on a motorway or expressway	20 cm	30 cm	In right and left filter lanes, the width of the line may be greater, up to a maximum of double width.

Tramway traffic control devices

5.2 Traffic signs of category R laid down in the Finnish Transport and Communications Agency's Regulation under section 70, subsection 5 of the Road Traffic Act

Pursuant to section 70, subsection 5 of the Road Traffic Act, the Finnish Transport and Communications Agency hereby lays down regulations on tramway traffic control devices and their dimensions other than those provided for in the Road Traffic Act.

The dimensions of traffic signs for tramway traffic, as set out in this Regulation, must be in accordance with Annex 17 to the Regulation.

6 Entry into force

The Regulation enters into force on x.x.2024.

Director-General

Deputy Director-General

ANNEXES

Annex 1: Sheeting retro-reflectivity values by sheeting class

Annex 2: Dimensions of traffic signs of category A under the Road Traffic Act

Annex 3: Dimensions of traffic signs of category B under the Road Traffic Act

Annex 4: Dimensions of traffic signs of category C under the Road Traffic Act

Annex 5: Dimensions of traffic signs of category D under the Road Traffic Act

Annex 6: Dimensions of traffic signs of category E under the Road Traffic Act

Annex 7: Dimensions of traffic signs of category F under the Road Traffic Act

Annex 8: Dimensions of traffic signs of category G under the Road Traffic Act

Annex 9: Dimensions of traffic signs of category H under the Road Traffic Act

Annex 10: Dimensions of traffic signs of category I under the Road Traffic Act

Annex 11: Dimensions of the typeface for traffic signs of the Finnish Transport and Communications Agency

Annex 12: Dimensions of traffic lights

Annex 13: Application of the requirements of standards to traffic lights

Annex 14: Dimensions of road markings of category K under the Road Traffic Act

Annex 15: Dimensions of road markings of category L under the Road Traffic Act

Annex 16: Dimensions of road markings of category M under the Road Traffic Act

Annex 17: Traffic signs of category R and dimensions laid down in the Finnish Transport and Communications Agency’s Regulation under section 70, subsection 5 of the Road Traffic Act


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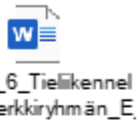
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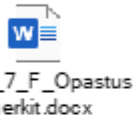
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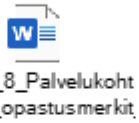
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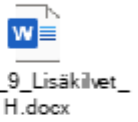
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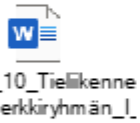
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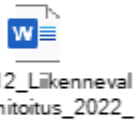
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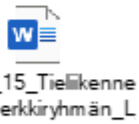
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