

BS EN ISO 14819-2:2013



BSI Standards Publication

Intelligent transport systems — Traffic and travel information messages via traffic message coding

Part 2: Event and information codes for
Radio Data System — Traffic Message
Channel (RDS-TMC) using ALERT-C

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National foreword

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The UK participation in its preparation was entrusted to Technical Committee EPL/278, Intelligent transport systems.

A list of organizations represented on this committee can be obtained on request to its secretary.

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English Version

Intelligent transport systems - Traffic and travel information
messages via traffic message coding - Part 2: Event and
information codes for Radio Data System - Traffic Message
Channel (RDS-TMC) using ALERT-C (ISO 14819-2:2013)

Systèmes intelligents de transport - Informations sur le trafic
et le tourisme via le codage de messages sur le trafic -
Partie 2: Codes d'événements et d'informations pour le
système de radiodiffusion de données (RDS) - Canal de
messages d'informations sur le trafic (RDS-TMC) avec
ALERT-C (ISO 14819-2:2013)

Intelligente Transportsysteme - Verkehrs- und
Reiseinformationen über Verkehrsmeldungskodierung - Teil
2: Ereignis- und Informationscodes für den digitalen
Radiokanal für Verkehrsmeldungen (RDS-TMC) unter
Nutzung von ALERT-C (ISO 14819-2:2013)

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COMITÉ EUROPÉEN DE NORMALISATION
EUROPÄISCHES KOMITEE FÜR NORMUNG

CEN-CENELEC Management Centre: Avenue Marnix 17, B-1000 Brussels

Foreword

This document (EN ISO 14819-2:2013) has been prepared by Technical Committee ISO/TC 204 “Intelligent transport systems” in collaboration with Technical Committee CEN/TC 278 “Road transport and traffic telematics” the secretariat of which is held by NEN.

This European Standard shall be given the status of a national standard, either by publication of an identical text or by endorsement, at the latest by June 2014, and conflicting national standards shall be withdrawn at the latest by June 2014.

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. CEN [and/or CENELEC] shall not be held responsible for identifying any or all such patent rights.

This document supersedes EN ISO 14819-2:2003.

According to the CEN-CENELEC Internal Regulations, the national standards organizations of the following countries are bound to implement this European Standard: Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, Former Yugoslav Republic of Macedonia, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden, Switzerland, Turkey and the United Kingdom.

Endorsement notice

The text of ISO 14819-2:2013 has been approved by CEN as EN ISO 14819-2:2013 without any modification.

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Foreword

ISO (the International Organization for Standardization) is a worldwide federation of national standards bodies (ISO member bodies). The work of preparing International Standards is normally carried out through ISO technical committees. Each member body interested in a subject for which a technical committee has been established has the right to be represented on that committee. International organizations, governmental and non-governmental, in liaison with ISO, also take part in the work. ISO collaborates closely with the International Electrotechnical Commission (IEC) on all matters of electrotechnical standardization.

The procedures used to develop this document and those intended for its further maintenance are described in the ISO/IEC Directives, Part 1. In particular the different approval criteria needed for the different types of ISO documents should be noted. This document was drafted in accordance with the editorial rules of the ISO/IEC Directives, Part 2. www.iso.org/directives

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For an explanation on the meaning of ISO specific terms and expressions related to conformity assessment, as well as information about ISO's adherence to the WTO principles in the Technical Barriers to Trade (TBT) see the following URL: [Foreword - Supplementary information](#)

The committee responsible for this document is ISO/TC 204, *Intelligent transport systems*.

This second edition cancels and replaces the first edition (ISO 14819-2:2003), which has been technically revised.

ISO 14819 consists of the following parts, under the general title *Intelligent transport systems — Traffic and travel information messages via traffic message coding*:

- *Part 1: Coding protocol for Radio Data System — Traffic Message Channel (RDS-TMC) using ALERT-C*
- *Part 2: Event and information codes for Radio Data System — Traffic Message Channel (RDS-TMC) using ALERT-C*
- *Part 3: Location referencing for Radio Data System — Traffic message Channel (RDS-TMC) using ALERT-C*
- *Part 6: Encryption and conditional access for the Radio Data System — Traffic Message Channel ALERT C coding*

Compared to previous releases, this version includes the following additions:

- Precise location referencing
- Tendencies of Traffic Queue Lengths (TTQL)
- Coding of parking POIs
- Coding of interrupted roads

- Coding of other isolated POIs (except parking POIs)
- Coding of parallel roads
- Version identification of TMC location tables
- Location Table Exchange Format
- North American Safety Events in TMC
- Explicit Location Table Country Code transmission in TMC
- Guidelines for Service Providers and Terminal Manufacturers for Implementation of explicit Location Table Country Code transmission
- Coding of link roads
- GB-English - List of Quantifiers
- Additional Event Codes identified by Germany
- Additional TMC Events from Danish proposal
- Additional TMC Supplementary Information: Unconfirmed Report
- RDS-TMC delivery of IVR Telephone Number
- Coding of link roads

Introduction

ISO 14819-2 is the second part of the ISO 14819 series of standards, covering the so-called 'ALERT-C' protocol encoded for transmission into the RDS-TMC feature. Therefore, this part of ISO 14819 is intended to uniquely and solely be considered together with ISO 14819-1, for a complete understanding.

ISO 14819-1 fully describes the ALERT-C protocol concept and relationship with the RDS standard, IEC 62106.

In this version of ISO 14819-2, the content and the structure of the 'Events List' have not been altered, but recent work from the FORCE/ECORTIS Projects regarding translations and a number of improved formatting ideas suggested by the EPISODE Project, have been introduced. Additionally, mention is made of suggested 'Event List' sub-sets.

In particular, this part of ISO 14819 contains the special meta-language, in the so-called 'CEN-English', which the technical experts of CEN TC 278 agreed would be the only and sole source for all coded descriptions used in RDS-TMC. This methodology has allowed agreement in important details for the many hundreds of event phrases, so included, even though subtle linguistic differences were perceived and need to be allowed for in terms of end-user presentation. Thus, the French and German language editions of this series have the same form as this English language edition. All three language editions have exactly the same sections 3.1.3 Event List, 3.2.2 Supplementary Information List and 3.3.2 Forecast Event List written in 'CEN-English'. Each language edition comprises informative annexes providing those lists again in three or four column format showing the 'CEN-English' description and the 'transformed' language (not necessarily a direct literal translation, but a comprehensible transformation of the specific intent of the 'CEN-English') description in their respective languages.

Translations into other languages, based upon the normative 'CEN-English' have been produced and are available from the Traveller Information Services Association (www.tisa.org).

Intelligent transport systems — Traffic and travel information messages via traffic message coding —

Part 2: Event and information codes for Radio Data System — Traffic Message Channel (RDS-TMC) using ALERT-C

1 Scope

ISO 14819-1 describes the ALERT-C protocol concept and message structure used to achieve densely coded messages to be carried in the RDS-TMC feature. This part of ISO 14819 defines the 'Events List' to be used in coding those messages.

2 Normative references

The following referenced documents are indispensable for the application of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

ISO 14819-1, *Intelligent transport systems — Traffic and travel information messages via traffic message coding — Part 1: Coding protocol for Radio Data System — Traffic Message Channel (RDS-TMC) using ALERT-C*

IEC 62106:2009, *Specification of the radio data system (RDS) for VHF/FM sound broadcasting in the frequency range from 87,5 to 108,0 MHz*

3 Event and Information codes for Traffic Message Channel

3.1 Event list

3.1.1 Explanatory notes

- 1) The event list is divided into update classes, indicated by the various sections. These update classes are used for terminal message management, as indicated in Section 6.1 of ISO 14819-1. The event list is shown in the format of a database.

NOTE The first column of the Event list in 3.1.3, Table 2 shows line numbers to assist reading and use of the database.

- 2) The second column gives a 'technical language' (so-called CEN-English) description of the event code, of which the code is shown in the third field. Appropriate authorities of each country have been responsible for the exact descriptions in other languages.

This will ensure precise definitions and use of the event codes in the transmission layer. Individual terminal implementations may handle these (translated) descriptions with some flexibility. To allow a more effective presentation however without altering the meaning.

- 3) The third column gives the decimal equivalent of the actual binary event code to be transmitted (see Section 5.3.2 of ISO 14819-1). These codes are purely internal to the RDS-TMC system and should not be used for referencing events or composing messages in other operator systems. Undefined codes are reserved for future system additions.
- 4) The fourth column, headed "N", is the nature of the event. The general meaning of the codes is as follows:
- | | | |
|---------|---|---|
| (blank) | - | information |
| F | - | forecast |
| S | - | silent: no message shall be presented to the end-user |
- 5) The fifth column, "Q", is the optional quantifier field, containing the reference numbers of quantifiers listed in the table at the end of the event list. The position of the optional quantifier in the event, plus in some cases some accompanying words, is shown by (...Q...) within the text. Use of these optional quantifiers is described in Section 5.5.6 of ISO 14819-1.
- 6) The sixth column "T" is the duration type. "D" indicates "dynamic" events of short duration and "L" indicates longer-lasting events (see Section 5.4.10 of ISO 14819-1). If this code is bracketed (), or if the time-of-day quantifier (no.7) is actually used in the message, no duration shall be presented to the user. In these cases, the duration indicates persistence, used for message management only.
- 7) The seventh column "D" is the default directionality of the event. "1" indicates that one direction, and "2" that both directions of traffic are normally affected by the event. TMC terminals can use this field to help determine which events to present to the driver and how.
- 8) The eighth column "U" is the default terminal urgency, with values "X" for extremely urgent, "U" for urgent, and blank for normal events (see Section 5.4.5 of ISO 14819-1).
- 9) The ninth column, "C", gives a numerical representation of the update class the event belongs to. Only update classes 1 - 31 can be found in 3.1. Some update classes (classes 32-39 in the present list), which are exclusively for events with nature F and duration type L or (L), can be found in Section 3.2. They contain no events of another type (except S).
- 10) The final column, "R", gives phrase codes (references) for use by TMC operators. An event may be a single phrase event, or a combination of two or more phrases. Each phrase is allocated a phrase code consisting at least of a single code letter (A - Z) and a code number (1 - 999). Single phrase events are indicated by a single code letter and number of one or two digits (e.g. A1 - A99); expected events are indicated by the normal phrase code followed by "E" (e.g. A1E), and dangerous events by a following "D" (e.g. G6D); events with quantifiers can have three digits (e.g. A101). Longer lasting forecasts are indicated by the letter F.
- 11) Not all the messages have to be used by a Service Provider but it is the Service Provider's prerogative to choose the most suitable ones for the service being provided. However a Service provider would be well advised to take account and match the sub-set of messages with the messages able to be presented in the terminal.

The Event List also contains several predefined combinations of single phrase events to make better use of the available channel capacity. These combined events are indicated by the combined codes of the constituent phrases (e.g. B11.C1).

NOTE The phrases used in combined events are not always word for word identical to the corresponding phrases used in the single events. Binding words or small changes to the wording are necessary.

The code letters are not related to the update classes, but have the following meaning:

- A: Level of Service
- B: Incidents/Accidents
- C: Closures
- D: Lane Restrictions
- E: Roadworks
- F: Obstruction Hazards
- G: Road Conditions
- H: Weather
- J: Winds
- L: Environment
- M: Temperature
- P: Activities
- Q: Delays/Cancellations
- R: Dangerous Vehicles
- S: Exceptional Loads
- T: Traffic Equipment Status
- U: Traffic Regulations
- X: Parking
- Y: Information

The code letter Z is used to indicate phrases from the List of Supplementary Information (see Section 3.2).

The phrase codes are not normative, but are only given as additional information about the contents of a given event and should be helpful when implementing software.

3.1.2 List of Quantifiers

Table 1 — List of quantifiers

No	Meaning	Range	Examples
0	n (small number)	(n = 1, 2,... ,28; 30, 32, ...36);	1 00001, 2 00010
1	N (number)	(N = 1, 2, 3, 4; 10, 20 ,... 100; 150, 200,... 1000)	1 00001, 2 00010 10 00101, 20 00110 150 01111, 200 10000
2	less than V metres	(V = 10, 20,... 300)	10 00001, 20 00010
3	P percent	(P = 0, 5,... 100)	0 00001, 5 00010
4	of up to S km/h	(S = 5, 10,... 160)	5 00001, 10 00010
5	of up to M minutes	(M = 5, 10,... 50; (H hours) 18, 24,... 72)	5 00001, 10 00010 1 01011, 2 01100 18 10111, 24 11000
6	T degrees Celsius	(T = -50, -49,... +50)	-50 0000 0001, -49 0000 0010
7	H time	(H = 00.00, 00.10,... 23.50)	00.00 0000 0001 00.10 0000 0010
8	W tonnes	(W = 0.1, 0.2,... 10.0; 10.5, 11.0,... 60.0)	0.1 0000 0001, 0.2 0000 0010 10.5 0110 0101 11.0 0110 0110
9	L metres	(L = 0.1, 0.2,... 10.0; 10.5, 11.0,... 80.0)	0.1 0000 0001, 0.2 0000 0010 10.5 0110 0101 11.0 0110 0110
10	of up to D millimetres	(D = 1, 2,... 255)	1 0000 0001, 2 0000 0010
11	M MHz	(as defined in IEC 62106)	87.6 0000 0001 87.7 0000 0010
12	k kHz	(as defined in IEC 62106)	ITU Regions 1,3 (Region 2) 0000 0001 153 (reserved) 0000 0010 162 (reserved) 0001 0000 531 (531) 0001 0001 540 (541)

Quantifiers 0 to 5 use a 5-bit data field, and 6 to 12 an 8-bit data field. The first value above is indicated in the quantifier by binary "1", the second by "10", etc. Where all possible values have been utilised, binary "0" indicates the highest value.

3.1.3 Event list

NOTE The first column shows line numbers to assist reading of the database.

Table 2 — Event list

Line	Text (CEN-English, see Explanatory notes)	Code	N	Q	T	D	U	C	R
1	EVENT LIST								
2									
3	1. LEVEL OF SERVICE								
4									
5	traffic problem	1			D	1	U	1	A50
6	stationary traffic	101			D	1	U	1	A1
7	stationary traffic for 1 km	102			D	1	U	1	A101
8	stationary traffic for 2 km	103			D	1	U	1	A102
9	stationary traffic for 3 km	129			D	1	U	1	A103
10	stationary traffic for 4 km	104			D	1	U	1	A104
11	stationary traffic for 6 km	105			D	1	U	1	A106
12	stationary traffic for 10 km	106			D	1	U	1	A110
13	danger of stationary traffic	130			D	1	U	1	A1D
14	queuing traffic (with average speeds Q)	108		4	D	1	U	1	A2
15	queuing traffic for 1 km (with average speeds Q)	109		4	D	1	U	1	A201
16	queuing traffic for 2 km (with average speeds Q)	110		4	D	1	U	1	A202
17	queuing traffic for 3 km (with average speeds Q)	131		4	D	1	U	1	A203
18	queuing traffic for 4 km (with average speeds Q)	111		4	D	1	U	1	A204
19	queuing traffic for 6 km (with average speeds Q)	112		4	D	1	U	1	A206
20	queuing traffic for 10 km (with average speeds Q)	113		4	D	1	U	1	A210
21	danger of queuing traffic (with average speeds Q)	132		4	D	1	U	1	A2D
22	long queues (with average speeds Q)	133		4	D	1	U	1	A7
23	slow traffic (with average speeds Q)	115		4	D	1	U	1	A3
24	slow traffic for 1 km (with average speeds Q)	116		4	D	1	U	1	A301
25	slow traffic for 2 km (with average speeds Q)	117		4	D	1	U	1	A302
26	slow traffic for 3 km (with average speeds Q)	134		4	D	1	U	1	A303
27	slow traffic for 4 km (with average speeds Q)	118		4	D	1	U	1	A304

Line	Text (CEN-English, see Explanatory notes)	Code	N	Q	T	D	U	C	R
28	slow traffic for 6 km (with average speeds Q)	119		4	D	1	U	1	A306
29	slow traffic for 10 km (with average speeds Q)	120		4	D	1	U	1	A310
30	heavy traffic (with average speeds Q)	122		4	D	1		1	A4
31	traffic heavier than normal (with average speeds Q)	142		4	D	1		1	A11
32	traffic very much heavier than normal (with average speeds Q)	143		4	D	1		1	A12
33	traffic flowing freely (with average speeds Q)	124		4	(D)	1		1	A5
34	traffic building up (with average speeds Q)	125		4	D	1		1	A6
35	traffic easing	135			(D)	1		1	A8
36	traffic congestion (with average speeds Q)	136		4	D	1		1	A9
37	traffic congestion, average speed of 10 km/h	70			D	1	U	1	A910
38	traffic congestion, average speed of 20 km/h	71			D	1	U	1	A920
39	traffic congestion, average speed of 30 km/h	72			D	1	U	1	A930
40	traffic congestion, average speed of 40 km/h	73			D	1	U	1	A940
41	traffic congestion, average speed of 50 km/h	74			D	1		1	A950
42	traffic congestion, average speed of 60 km/h	75			D	1		1	A960
43	traffic congestion, average speed of 70 km/h	76			D	1		1	A970
44	traffic lighter than normal (with average speeds Q)	137		4	D	1		1	A10
45	queuing traffic (with average speeds Q). Approach with care	138		4	D	1	U	1	A2.Z112
46	queuing traffic around a bend in the road	139			D	1	U	1	A2.Z165
47	queuing traffic over the crest of a hill	140			D	1	U	1	A2.Z166
48	queuing traffic (with average speeds Q). Danger of stationary traffic	2		4	D	1	U	1	A2.A1D
49	(Q) accident(s). Stationary traffic	215		0	D	1	U	1	B1.A1
50	(Q) accident(s). Stationary traffic for 1 km	216		0	D	1	U	1	B1.A101
51	(Q) accident(s). Stationary traffic for 2 km	217		0	D	1	U	1	B1.A102
52	(Q) accident(s). Stationary traffic for 3 km	348		0	D	1	U	1	B1.A103

Line	Text (CEN-English, see Explanatory notes)	Code	N	Q	T	D	U	C	R
53	(Q) accident(s). Stationary traffic for 4 km	218		0	D	1	U	1	B1.A104
54	(Q) accident(s). Stationary traffic for 6 km	219		0	D	1	U	1	B1.A106
55	(Q) accident(s). Stationary traffic for 10 km	220		0	D	1	U	1	B1.A110
56	(Q) accident(s). Danger of stationary traffic	221		0	D	1	U	1	B1.A1D
57	(Q) accident(s). Queuing traffic	222		0	D	1	U	1	B1.A2
58	(Q) accident(s). Queuing traffic for 1 km	223		0	D	1	U	1	B1.A201
59	(Q) accident(s). Queuing traffic for 2 km	224		0	D	1	U	1	B1.A202
60	(Q) accident(s). Queuing traffic for 3 km	349		0	D	1	U	1	B1.A203
61	(Q) accident(s). Queuing traffic for 4 km	225		0	D	1	U	1	B1.A204
62	(Q) accident(s). Queuing traffic for 6 km	226		0	D	1	U	1	B1.A206
63	(Q) accident(s). Queuing traffic for 10 km	227		0	D	1	U	1	B1.A210
64	(Q) accident(s). Danger of queuing traffic	228		0	D	1	U	1	B1.A2D
65	(Q) accident(s). Slow traffic	229		0	D	1	U	1	B1.A3
66	(Q) accident(s). Slow traffic for 1 km	230		0	D	1	U	1	B1.A301
67	(Q) accident(s). Slow traffic for 2 km	231		0	D	1	U	1	B1.A302
68	(Q) accident(s). Slow traffic for 3 km	350		0	D	1	U	1	B1.A303
69	(Q) accident(s). Slow traffic for 4 km	232		0	D	1	U	1	B1.A304
70	(Q) accident(s). Slow traffic for 6 km	233		0	D	1	U	1	B1.A306
71	(Q) accident(s). Slow traffic for 10 km	234		0	D	1	U	1	B1.A310
72	(Q) accident(s). Heavy traffic	236		0	D	1		1	B1.A4
73	(Q) accident(s). Traffic flowing freely	238		0	(D)	1		1	B1.A5
74	(Q) accident(s). Traffic building up	239		0	D	1		1	B1.A6
75	vehicles slowing to look at (Q) accident(s). Stationary traffic	250		0	D	1	U	1	B8.A1
76	vehicles slowing to look at (Q) accident(s). Stationary traffic for 1 km	251		0	D	1	U	1	B8.A101
77	vehicles slowing to look at (Q) accident(s). Stationary traffic for 2 km	252		0	D	1	U	1	B8.A102
78	vehicles slowing to look at (Q) accident(s). Stationary traffic for 3 km	352		0	D	1	U	1	B8.A103
79	vehicles slowing to look at (Q) accident(s). Stationary traffic for 4 km	253		0	D	1	U	1	B8.A104
80	vehicles slowing to look at (Q) accident(s). Stationary traffic for 6 km	254		0	D	1	U	1	B8.A106

Line	Text (CEN-English, see Explanatory notes)	Code	N	Q	T	D	U	C	R
81	vehicles slowing to look at (Q) accident(s). Stationary traffic for 10 km	255		0	D	1	U	1	B8.A110
82	vehicles slowing to look at (Q) accident(s). Danger of stationary traffic	256		0	D	1	U	1	B8.A1D
83	vehicles slowing to look at (Q) accident(s). Queuing traffic	257		0	D	1	U	1	B8.A2
84	vehicles slowing to look at (Q) accident(s). Queuing traffic for 1 km	258		0	D	1	U	1	B8.A201
85	vehicles slowing to look at (Q) accident(s). Queuing traffic for 2 km	259		0	D	1	U	1	B8.A202
86	vehicles slowing to look at (Q) accident(s). Queuing traffic for 3 km	353		0	D	1	U	1	B8.A203
87	vehicles slowing to look at (Q) accident(s). Queuing traffic for 4 km	260		0	D	1	U	1	B8.A204
88	vehicles slowing to look at (Q) accident(s). Queuing traffic for 6 km	261		0	D	1	U	1	B8.A206
89	vehicles slowing to look at (Q) accident(s). Queuing traffic for 10 km	262		0	D	1	U	1	B8.A210
90	vehicles slowing to look at (Q) accident(s). Danger of queuing traffic	263		0	D	1	U	1	B8.A2D
91	vehicles slowing to look at (Q) accident(s)	208		0	(D)	1		1	B8
92	vehicles slowing to look at (Q) accident(s). Slow traffic	264		0	D	1	U	1	B8.A3
93	vehicles slowing to look at (Q) accident(s). Slow traffic for 1 km	265		0	D	1	U	1	B8.A301
94	vehicles slowing to look at (Q) accident(s). Slow traffic for 2 km	266		0	D	1	U	1	B8.A302
95	vehicles slowing to look at (Q) accident(s). Slow traffic for 3 km	354		0	D	1	U	1	B8.A303
96	vehicles slowing to look at (Q) accident(s). Slow traffic for 4 km	267		0	D	1	U	1	B8.A304
97	vehicles slowing to look at (Q) accident(s). Slow traffic for 6 km	268		0	D	1	U	1	B8.A306
98	vehicles slowing to look at (Q) accident(s). Slow traffic for 10 km	269		0	D	1	U	1	B8.A310
99	vehicles slowing to look at (Q) accident(s). Heavy traffic	271		0	D	1		1	B8.A4
100	vehicles slowing to look at (Q) accident(s). Traffic building up	274		0	D	1		1	B8.A6
101	vehicles slowing to look at (Q) accident(s). Danger	355		0	(D)	1	U	1	B8.Z91
102	(Q) shed load(s). Stationary traffic	278		0	D	1	U	1	B10.A1
103	(Q) shed load(s). Stationary traffic for 1 km	279		0	D	1	U	1	B10.A101
104	(Q) shed load(s). Stationary traffic for 2 km	280		0	D	1	U	1	B10.A102

Line	Text (CEN-English, see Explanatory notes)	Code	N	Q	T	D	U	C	R
105	(Q) shed load(s). Stationary traffic for 3 km	356		0	D	1	U	1	B10.A103
106	(Q) shed load(s). Stationary traffic for 4 km	281		0	D	1	U	1	B10.A104
107	(Q) shed load(s). Stationary traffic for 6 km	282		0	D	1	U	1	B10.A106
108	(Q) shed load(s). Stationary traffic for 10 km	283		0	D	1	U	1	B10.A110
109	(Q) shed load(s). Danger of stationary traffic	284		0	D	1	U	1	B10.A1D
110	(Q) shed load(s). Queuing traffic	285		0	D	1	U	1	B10.A2
111	(Q) shed load(s). Queuing traffic for 1 km	286		0	D	1	U	1	B10.A201
112	(Q) shed load(s). Queuing traffic for 2 km	287		0	D	1	U	1	B10.A202
113	(Q) shed load(s). Queuing traffic for 3 km	357		0	D	1	U	1	B10.A203
114	(Q) shed load(s). Queuing traffic for 4 km	288		0	D	1	U	1	B10.A204
115	(Q) shed load(s). Queuing traffic for 6 km	289		0	D	1	U	1	B10.A206
116	(Q) shed load(s). Queuing traffic for 10 km	290		0	D	1	U	1	B10.A210
117	(Q) shed load(s). Danger of queuing traffic	291		0	D	1	U	1	B10.A2D
118	(Q) shed load(s). Slow traffic	292		0	D	1	U	1	B10.A3
119	(Q) shed load(s). Slow traffic for 1 km	293		0	D	1	U	1	B10.A301
120	(Q) shed load(s). Slow traffic for 2 km	294		0	D	1	U	1	B10.A302
121	(Q) shed load(s). Slow traffic for 3 km	358		0	D	1	U	1	B10.A303
122	(Q) shed load(s). Slow traffic for 4 km	295		0	D	1	U	1	B10.A304
123	(Q) shed load(s). Slow traffic for 6 km	296		0	D	1	U	1	B10.A306
124	(Q) shed load(s). Slow traffic for 10 km	297		0	D	1	U	1	B10.A310
125	(Q) shed load(s). Heavy traffic	299		0	D	1		1	B10.A4
126	(Q) shed load(s). Traffic flowing freely	301		0	(D)	1		1	B10.A5
127	(Q) shed load(s). Traffic building up	302		0	D	1		1	B10.A6
128	(Q) overturned vehicle(s). Stationary traffic	360		0	D	1	U	1	B16.A1
129	(Q) overturned vehicle(s). Danger of stationary traffic	361		0	D	1	U	1	B16.A1D
130	(Q) overturned vehicle(s). Queuing traffic	362		0	D	1	U	1	B16.A2
131	(Q) overturned vehicle(s). Danger of queuing traffic	363		0	D	1	U	1	B16.A2D

Line	Text (CEN-English, see Explanatory notes)	Code	N	Q	T	D	U	C	R
132	(Q) overturned vehicle(s). Slow traffic	364		0	D	1	U	1	B16.A3
133	(Q) overturned vehicle(s). Heavy traffic	366		0	D	1		1	B16.A4
134	(Q) overturned vehicle(s). Traffic building up	368		0	D	1		1	B16.A6
135	Stationary traffic due to (Q) earlier accident(s)	379		0	D	1	U	1	B22.A1
136	Danger of stationary traffic due to (Q) earlier accident(s)	380		0	D	1	U	1	B22.A1D
137	Queuing traffic due to (Q) earlier accident(s)	381		0	D	1	U	1	B22.A2
138	Danger of queuing traffic due to (Q) earlier accident(s)	382		0	D	1	U	1	B22.A2D
139	Slow traffic due to (Q) earlier accident(s)	383		0	D	1	U	1	B22.A3
140	Heavy traffic due to (Q) earlier accident(s)	385		0	D	1		1	B22.A4
141	Traffic building up due to (Q) earlier accident(s)	387		0	D	1		1	B22.A6
142	(Q) broken down vehicle(s). Stationary traffic	313		0	D	1	U	1	B11.A1
143	(Q) broken down vehicle(s). Danger of stationary traffic	314		0	D	1	U	1	B11.A1D
144	(Q) broken down vehicle(s). Queuing traffic	315		0	D	1	U	1	B11.A2
145	(Q) broken down vehicle(s). Danger of queuing traffic	316		0	D	1	U	1	B11.A2D
146	(Q) broken down vehicle(s). Slow traffic	317		0	D	1	U	1	B11.A3
147	(Q) broken down vehicle(s). Heavy traffic	319		0	D	1		1	B11.A4
148	(Q) broken down vehicle(s). Traffic flowing freely	321		0	(D)	1		1	B11.A5
149	(Q) broken down vehicle(s). Traffic building up	322		0	D	1		1	B11.A6
150	closed ahead. Stationary traffic	410			D	1	U	1	C3.A1
151	closed ahead. Stationary traffic for 1 km	411			D	1	U	1	C3.A101
152	closed ahead. Stationary traffic for 2 km	412			D	1	U	1	C3.A102
153	closed ahead. Stationary traffic for 3 km	495			D	1	U	1	C3.A103
154	closed ahead. Stationary traffic for 4 km	413			D	1	U	1	C3.A104
155	closed ahead. Stationary traffic for 6 km	414			D	1	U	1	C3.A106
156	closed ahead. Stationary traffic for 10 km	415			D	1	U	1	C3.A110
157	closed ahead. Danger of stationary traffic	416			D	1	U	1	C3.A1D
158	closed ahead. Queuing traffic	417			D	1	U	1	C3.A2

Line	Text (CEN-English, see Explanatory notes)	Code	N	Q	T	D	U	C	R
159	closed ahead. Queuing traffic for 1 km	418			D	1	U	1	C3.A201
160	closed ahead. Queuing traffic for 2 km	419			D	1	U	1	C3.A202
161	closed ahead. Queuing traffic for 3 km	496			D	1	U	1	C3.A203
162	closed ahead. Queuing traffic for 4 km	420			D	1	U	1	C3.A204
163	closed ahead. Queuing traffic for 6 km	421			D	1	U	1	C3.A206
164	closed ahead. Queuing traffic for 10 km	422			D	1	U	1	C3.A210
165	closed ahead. Danger of queuing traffic	423			D	1	U	1	C3.A2D
166	closed ahead. Slow traffic	424			D	1	U	1	C3.A3
167	closed ahead. Slow traffic for 1 km	425			D	1	U	1	C3.A301
168	closed ahead. Slow traffic for 2 km	426			D	1	U	1	C3.A302
169	closed ahead. Slow traffic for 3 km	497			D	1	U	1	C3.A303
170	closed ahead. Slow traffic for 4 km	427			D	1	U	1	C3.A304
171	closed ahead. Slow traffic for 6 km	428			D	1	U	1	C3.A306
172	closed ahead. Slow traffic for 10 km	429			D	1	U	1	C3.A310
173	closed ahead. Heavy traffic	431			D	1	U	1	C3.A4
174	closed ahead. Traffic flowing freely	433			(D)	1	U	1	C3.A5
175	closed ahead. Traffic building up	434			D	1	U	1	C3.A6
176	blocked ahead. Stationary traffic	438			D	1	U	1	C4.A1
177	blocked ahead. Stationary traffic for 1 km	439			D	1	U	1	C4.A101
178	blocked ahead. Stationary traffic for 2 km	440			D	1	U	1	C4.A102
179	blocked ahead. Stationary traffic for 3 km	498			D	1	U	1	C4.A103
180	blocked ahead. Stationary traffic for 4 km	441			D	1	U	1	C4.A104
181	blocked ahead. Stationary traffic for 6 km	442			D	1	U	1	C4.A106
182	blocked ahead. Stationary traffic for 10 km	443			D	1	U	1	C4.A110
183	blocked ahead. Danger of stationary traffic	444			D	1	U	1	C4.A1D
184	blocked ahead. Queuing traffic	445			D	1	U	1	C4.A2
185	blocked ahead. Queuing traffic for 1 km	446			D	1	U	1	C4.A201
186	blocked ahead. Queuing traffic for 2 km	447			D	1	U	1	C4.A202
187	blocked ahead. Queuing traffic for 3 km	499			D	1	U	1	C4.A203
188	blocked ahead. Queuing traffic for 4 km	448			D	1	U	1	C24.A204

Line	Text (CEN-English, see Explanatory notes)	Code	N	Q	T	D	U	C	R
189	blocked ahead. Queuing traffic for 6 km	449			D	1	U	1	C4.A206
190	blocked ahead. Queuing traffic for 10 km	450			D	1	U	1	C4.A210
191	blocked ahead. Danger of queuing traffic	451			D	1	U	1	C4.A2D
192	blocked ahead. Slow traffic	452			D	1	U	1	C4.A3
193	blocked ahead. Slow traffic for 1 km	453			D	1	U	1	C4.A301
194	blocked ahead. Slow traffic for 2 km	454			D	1	U	1	C4.A302
195	blocked ahead. Slow traffic for 3 km	626			D	1	U	1	C4.A303
196	blocked ahead. Slow traffic for 4 km	455			D	1	U	1	C4.A304
197	blocked ahead. Slow traffic for 6 km	456			D	1	U	1	C4.A306
198	blocked ahead. Slow traffic for 10 km	457			D	1	U	1	C4.A310
199	blocked ahead. Heavy traffic	459			D	1	U	1	C4.A4
200	blocked ahead. Traffic flowing freely	461			(D)	1	U	1	C4.A5
201	blocked ahead. Traffic building up	462			D	1	U	1	C4.A6
202	(Q) lanes closed. Stationary traffic	521		0	D	1	U	1	D1.A1
203	(Q) lanes closed. Stationary traffic for 1 km	522		0	D	1	U	1	D1.A101
204	(Q) lanes closed. Stationary traffic for 2 km	523		0	D	1	U	1	D1.A102
205	(Q) lanes closed. Stationary traffic for 3 km	651		0	D	1	U	1	D1.A103
206	(Q) lanes closed. Stationary traffic for 4 km	524		0	D	1	U	1	D1.A104
207	(Q) lanes closed. Stationary traffic for 6 km	525		0	D	1	U	1	D1.A106
208	(Q) lanes closed. Stationary traffic for 10 km	526		0	D	1	U	1	D1.A110
209	(Q) lanes closed. Danger of stationary traffic	527		0	D	1	U	1	D1.A1D
210	(Q) lanes closed. Queuing traffic	528		0	D	1	U	1	D1.A2
211	(Q) lanes closed. Queuing traffic for 1 km	529		0	D	1	U	1	D1.A201
212	(Q) lanes closed. Queuing traffic for 2 km	530		0	D	1	U	1	D1.A202
213	(Q) lanes closed. Queuing traffic for 3 km	652		0	D	1	U	1	D1.A203
214	(Q) lanes closed. Queuing traffic for 4 km	531		0	D	1	U	1	D1.A204
215	(Q) lanes closed. Queuing traffic for 6 km	532		0	D	1	U	1	D1.A206

Line	Text (CEN-English, see Explanatory notes)	Code	N	Q	T	D	U	C	R
216	(Q) lanes closed. Queuing traffic for 10 km	533		0	D	1	U	1	D1.A210
217	(Q) lanes closed. Danger of queuing traffic	534		0	D	1	U	1	D1.A2D
218	(Q) lanes closed. Slow traffic	535		0	D	1	U	1	D1.A3
219	(Q) lanes closed. Slow traffic for 1 km	536		0	D	1	U	1	D1.A301
220	(Q) lanes closed. Slow traffic for 2 km	537		0	D	1	U	1	D1.A302
221	(Q) lanes closed. Slow traffic for 3 km	653		0	D	1	U	1	D1.A303
222	(Q) lanes closed. Slow traffic for 4 km	538		0	D	1	U	1	D1.A304
223	(Q) lanes closed. Slow traffic for 6 km	539		0	D	1	U	1	D1.A306
224	(Q) lanes closed. Slow traffic for 10 km	540		0	D	1	U	1	D1.A310
225	(Q) lanes closed. Heavy traffic	542		0	D	1		1	D1.A4
226	(Q) lanes closed. Traffic flowing freely	544		0	(D)	1		1	D1.A5
227	(Q) lanes closed. Traffic building up	545		0	D	1		1	D1.A6
228	carriageway reduced (from Q lanes) to one lane. Stationary traffic	546		0	D	1	U	1	D15.A1
229	carriageway reduced (from Q lanes) to one lane. Danger of stationary traffic	547		0	D	1	U	1	D15.A1D
230	carriageway reduced (from Q lanes) to one lane. Queuing traffic	548		0	D	1	U	1	D15.A2
231	carriageway reduced (from Q lanes) to one lane. Danger of queuing traffic	549		0	D	1	U	1	D15.A2D
232	carriageway reduced (from Q lanes) to one lane. Slow traffic	550		0	D	1	U	1	D15.A3
233	carriageway reduced (from Q lanes) to one lane. Heavy traffic	552		0	D	1		1	D15.A4
234	carriageway reduced (from Q lanes) to one lane. Traffic flowing freely	554		0	(D)	1		1	D15.A5
235	carriageway reduced (from Q lanes) to one lane. Traffic building up	555		0	D	1		1	D15.A6
236	carriageway reduced (from Q lanes) to two lanes. Stationary traffic	556		0	D	1	U	1	D16.A1
237	carriageway reduced (from Q lanes) to two lanes. Danger of stationary traffic	557		0	D	1	U	1	D16.A1D
238	carriageway reduced (from Q lanes) to two lanes. Queuing traffic	558		0	D	1	U	1	D16.A2
239	carriageway reduced (from Q lanes) to two lanes. Danger of queuing traffic	559		0	D	1	U	1	D16.A2D
240	carriageway reduced (from Q lanes) to two lanes. Slow traffic	560		0	D	1	U	1	D16.A3
241	carriageway reduced (from Q lanes) to two lanes. Heavy traffic	562		0	D	1		1	D16.A4

Line	Text (CEN-English, see Explanatory notes)	Code	N	Q	T	D	U	C	R
242	carriageway reduced (from Q lanes) to two lanes. Traffic flowing freely	564		0	(D)	1		1	D16.A5
243	carriageway reduced (from Q lanes) to two lanes. Traffic building up	565		0	D	1		1	D16.A6
244	carriageway reduced (from Q lanes) to three lanes. Stationary traffic	566		0	D	1	U	1	D17.A1
245	carriageway reduced (from Q lanes) to three lanes. Danger of stationary traffic	567		0	D	1	U	1	D17.A1D
246	carriageway reduced (from Q lanes) to three lanes. Queuing traffic	568		0	D	1	U	1	D17.A2
247	carriageway reduced (from Q lanes) to three lanes. Danger of queuing traffic	569		0	D	1	U	1	D17.A2D
248	carriageway reduced (from Q lanes) to three lanes. Slow traffic	570		0	D	1	U	1	D17.A3
249	carriageway reduced (from Q lanes) to three lanes. Heavy traffic	572		0	D	1		1	D17.A4
250	carriageway reduced (from Q lanes) to three lanes. Traffic flowing freely	574		0	(D)	1		1	D17.A5
251	carriageway reduced (from Q lanes) to three lanes. Traffic building up	575		0	D	1		1	D17.A6
252	contraflow. Stationary traffic	576			D	1	U	1	D18.A1
253	contraflow. Stationary traffic for 1 km	577			D	1	U	1	D18.A101
254	contraflow. Stationary traffic for 2 km	578			D	1	U	1	D18.A102
255	contraflow. Stationary traffic for 3 km	654			D	1	U	1	D18.A103
256	contraflow. Stationary traffic for 4 km	579			D	1	U	1	D18.A104
257	contraflow. Stationary traffic for 6 km	580			D	1	U	1	D18.A106
258	contraflow. Stationary traffic for 10 km	581			D	1	U	1	D18.A110
259	contraflow. Danger of stationary traffic	582			D	1	U	1	D18.A1D
260	contraflow. Queuing traffic	583			D	1	U	1	D18.A2
261	contraflow. Queuing traffic for 1 km	584			D	1	U	1	D18.A201
262	contraflow. Queuing traffic for 2 km	585			D	1	U	1	D18.A202
263	contraflow. Queuing traffic for 3 km	655			D	1	U	1	D18.A203
264	contraflow. Queuing traffic for 4 km	586			D	1	U	1	D18.A204
265	contraflow. Queuing traffic for 6 km	587			D	1	U	1	D18.A206
266	contraflow. Queuing traffic for 10 km	588			D	1	U	1	D18.A210
267	contraflow. Danger of queuing traffic	589			D	1	U	1	D18.A2D
268	contraflow. Slow traffic	590			D	1	U	1	D18.A3
269	contraflow. Slow traffic for 1 km	591			D	1	U	1	D18.A301
270	contraflow. Slow traffic for 2 km	592			D	1	U	1	D18.A302

Line	Text (CEN-English, see Explanatory notes)	Code	N	Q	T	D	U	C	R
271	contraflow. Slow traffic for 3 km	656			D	1	U	1	D18.A303
272	contraflow. Slow traffic for 4 km	593			D	1	U	1	D18.A304
273	contraflow. Slow traffic for 6 km	594			D	1	U	1	D18.A306
274	contraflow. Slow traffic for 10 km	595			D	1	U	1	D18.A310
275	contraflow. Heavy traffic	597			D	1		1	D18.A4
276	contraflow. Traffic flowing freely	599			(D)	1		1	D18.A5
277	contraflow. Traffic building up	600			D	1		1	D18.A6
278	narrow lanes. Stationary traffic	604			D	1	U	1	D19.A1
279	narrow lanes. Danger of stationary traffic	605			D	1	U	1	D19.A1D
280	narrow lanes. Queuing traffic	606			D	1	U	1	D19.A2
281	narrow lanes. Danger of queuing traffic	607			D	1	U	1	D19.A2D
282	narrow lanes. Slow traffic	608			D	1	U	1	D19.A3
283	narrow lanes. Heavy traffic	610			D	1		1	D19.A4
284	narrow lanes. Traffic flowing freely	612			(D)	1		1	D19.A5
285	narrow lanes. Traffic building up	613			D	1		1	D19.A6
286	contraflow with narrow lanes. Stationary traffic	614			D	1	U	1	D18.D19.A1
287	contraflow with narrow lanes. Danger of stationary traffic	615			D	1	U	1	D18.D19.A1D
288	contraflow with narrow lanes. Queuing traffic	616			D	1	U	1	D18.D19.A2
289	contraflow with narrow lanes. Danger of queuing traffic	617			D	1	U	1	D18.D19.A2D
290	contraflow with narrow lanes. Slow traffic	618			D	1	U	1	D18.D19.A3
291	contraflow with narrow lanes. Heavy traffic	620			D	1		1	D18.D19.A4
292	contraflow with narrow lanes. Traffic flowing freely	622			(D)	1		1	D18.D19.A5
293	contraflow with narrow lanes. Traffic building up	623			D	1		1	D18.D19.A6
294	(Q sets of) roadworks. Stationary traffic	710		0	D	1	U	1	E1.A1
295	(Q sets of) roadworks. Stationary traffic for 1 km	711		0	D	1	U	1	E1.A101
296	(Q sets of) roadworks. Stationary traffic for 2 km	712		0	D	1	U	1	E1.A102
297	(Q sets of) roadworks. Stationary traffic for 3 km	812		0	D	1	U	1	E1.A103
298	(Q sets of) roadworks. Stationary traffic for 4 km	713		0	D	1	U	1	E1.A104

Line	Text (CEN-English, see Explanatory notes)	Code	N	Q	T	D	U	C	R
299	(Q sets of) roadworks. Stationary traffic for 6 km	714		0	D	1	U	1	E1.A106
300	(Q sets of) roadworks. Stationary traffic for 10 km	715		0	D	1	U	1	E1.A110
301	(Q sets of) roadworks. Danger of stationary traffic	716		0	D	1	U	1	E1.A1D
302	(Q sets of) roadworks. Queuing traffic	717		0	D	1	U	1	E1.A2
303	(Q sets of) roadworks. Queuing traffic for 1 km	718		0	D	1	U	1	E1.A201
304	(Q sets of) roadworks. Queuing traffic for 2 km	719		0	D	1	U	1	E1.A202
305	(Q sets of) roadworks. Queuing traffic for 3 km	813		0	D	1	U	1	E1.A203
306	(Q sets of) roadworks. Queuing traffic for 4 km	720		0	D	1	U	1	E1.A204
307	(Q sets of) roadworks. Queuing traffic for 6 km	721		0	D	1	U	1	E1.A206
308	(Q sets of) roadworks. Queuing traffic for 10 km	722		0	D	1	U	1	E1.A210
309	(Q sets of) roadworks. Danger of queuing traffic	723		0	D	1	U	1	E1.A2D
310	(Q sets of) roadworks. Slow traffic	724		0	D	1	U	1	E1.A3
311	(Q sets of) roadworks. Slow traffic for 1 km	725		0	D	1	U	1	E1.A301
312	(Q sets of) roadworks. Slow traffic for 2 km	726		0	D	1	U	1	E1.A302
313	(Q sets of) roadworks. Slow traffic for 3 km	814		0	D	1	U	1	E1.A303
314	(Q sets of) roadworks. Slow traffic for 4 km	727		0	D	1	U	1	E1.A304
315	(Q sets of) roadworks. Slow traffic for 6 km	728		0	D	1	U	1	E1.A306
316	(Q sets of) roadworks. Slow traffic for 10 km	729		0	D	1	U	1	E1.A310
317	(Q sets of) roadworks. Heavy traffic	731		0	D	1		1	E1.A4
318	(Q sets of) roadworks. Traffic flowing freely	733		0	(D)	1		1	E1.A5
319	(Q sets of) roadworks. Traffic building up	734		0	D	1		1	E1.A6
320	(Q sections of) resurfacing work. Stationary traffic	750		0	D	1	U	1	E4.A1
321	(Q sections of) resurfacing work. Stationary traffic for 1 km	751		0	D	1	U	1	E4.A101
322	(Q sections of) resurfacing work. Stationary traffic for 2 km	752		0	D	1	U	1	E4.A102
323	(Q sections of) resurfacing work. Stationary traffic for 3 km	818		0	D	1	U	1	E4.A103

Line	Text (CEN-English, see Explanatory notes)	Code	N	Q	T	D	U	C	R
324	(Q sections of) resurfacing work. Stationary traffic for 4 km	753		0	D	1	U	1	E4.A104
325	(Q sections of) resurfacing work. Stationary traffic for 6 km	754		0	D	1	U	1	E4.A106
326	(Q sections of) resurfacing work. Stationary traffic for 10 km	755		0	D	1	U	1	E4.A110
327	(Q sections of) resurfacing work. Danger of stationary traffic	756		0	D	1	U	1	E4.A1D
328	(Q sections of) resurfacing work. Queuing traffic	757		0	D	1	U	1	E4.A2
329	(Q sections of) resurfacing work. Queuing traffic for 1 km	758		0	D	1	U	1	E4.A201
330	(Q sections of) resurfacing work. Queuing traffic for 2 km	759		0	D	1	U	1	E4.A202
331	(Q sections of) resurfacing work. Queuing traffic for 3 km	819		0	D	1	U	1	E4.A203
332	(Q sections of) resurfacing work. Queuing traffic for 4 km	760		0	D	1	U	1	E4.A204
333	(Q sections of) resurfacing work. Queuing traffic for 6 km	761		0	D	1	U	1	E4.A206
334	(Q sections of) resurfacing work. Queuing traffic for 10 km	762		0	D	1	U	1	E4.A210
335	(Q sections of) resurfacing work. Danger of queuing traffic	763		0	D	1	U	1	E4.A2D
336	(Q sections of) resurfacing work. Slow traffic	764		0	D	1	U	1	E4.A3
337	(Q sections of) resurfacing work. Slow traffic for 1 km	765		0	D	1	U	1	E4.A301
338	(Q sections of) resurfacing work. Slow traffic for 2 km	766		0	D	1	U	1	E4.A302
339	(Q sections of) resurfacing work. Slow traffic for 3 km	820		0	D	1	U	1	E4.A303
340	(Q sections of) resurfacing work. Slow traffic for 4 km	767		0	D	1	U	1	E4.A304
341	(Q sections of) resurfacing work. Slow traffic for 6 km	768		0	D	1	U	1	E4.A306
342	(Q sections of) resurfacing work. Slow traffic for 10 km	769		0	D	1	U	1	E4.A310
343	(Q sections of) resurfacing work. Heavy traffic	771		0	D	1		1	E4.A4
344	(Q sections of) resurfacing work. Traffic flowing freely	773		0	(D)	1		1	E4.A5
345	(Q sections of) resurfacing work. Traffic building up	774		0	D	1		1	E4.A6
346	(Q sets of) road marking work. Stationary traffic	783		0	D	1	U	1	E6.A1
347	(Q sets of) road marking work. Danger of stationary traffic	784		0	D	1	U	1	E6.A1D

Line	Text (CEN-English, see Explanatory notes)	Code	N	Q	T	D	U	C	R
348	(Q sets of) road marking work. Queuing traffic	785		0	D	1	U	1	E6.A2
349	(Q sets of) road marking work. Danger of queuing traffic	786		0	D	1	U	1	E6.A2D
350	(Q sets of) road marking work. Slow traffic	787		0	D	1	U	1	E6.A3
351	(Q sets of) road marking work. Heavy traffic	789		0	D	1		1	E6.A4
352	(Q sets of) road marking work. Traffic flowing freely	791		0	(D)	1		1	E6.A5
353	(Q sets of) road marking work. Traffic building up	792		0	D	1		1	E6.A6
354	(Q sets of) slow moving maintenance vehicles. Stationary traffic	825		0	D	1	U	1	E12.A1
355	(Q sets of) slow moving maintenance vehicles. Danger of stationary traffic	826		0	D	1	U	1	E12.A1D
356	(Q sets of) slow moving maintenance vehicles. Queuing traffic	827		0	D	1	U	1	E12.A2
357	(Q sets of) slow moving maintenance vehicles. Danger of queuing traffic	828		0	D	1	U	1	E12.A2D
358	(Q sets of) slow moving maintenance vehicles. Slow traffic	829		0	D	1	U	1	E12.A3
359	(Q sets of) slow moving maintenance vehicles. Heavy traffic	831		0	D	1	U	1	E12.A4
360	(Q sets of) slow moving maintenance vehicles. Traffic flowing freely	833		0	(D)	1	U	1	E12.A5
361	(Q sets of) slow moving maintenance vehicles. Traffic building up	834		0	D	1	U	1	E12.A6
362	flooding. Stationary traffic	928			D	1	U	1	F5.A1
363	flooding. Danger of stationary traffic	929			D	1	U	1	F5.A1D
364	flooding. Queuing traffic	930			D	1	U	1	F5.A2
365	flooding. Danger of queuing traffic	931			D	1	U	1	F5.A2D
366	flooding. Slow traffic	932			D	1	U	1	F5.A3
367	flooding. Heavy traffic	934			D	1		1	F5.A4
368	flooding. Traffic flowing freely	936			(D)	1		1	F5.A5
369	flooding. Traffic building up	937			D	1		1	F5.A6
370	major event. Stationary traffic	1517			D	1	U	1	P1.A1
371	major event. Danger of stationary traffic	1518			D	1	U	1	P1.A1D
372	major event. Queuing traffic	1519			D	1	U	1	P1.A2
373	major event. Danger of queuing traffic	1520			D	1	U	1	P1.A2D
374	major event. Slow traffic	1521			D	1	U	1	P1.A3
375	major event. Heavy traffic	1523			D	1		1	P1.A4

Line	Text (CEN-English, see Explanatory notes)	Code	N	Q	T	D	U	C	R
376	major event. Traffic flowing freely	1525			(D)	1		1	P1.A5
377	major event. Traffic building up	1526			D	1		1	P1.A6
378	sports meeting. Stationary traffic	1531			D	1	U	1	P2.A1
379	sports meeting. Danger of stationary traffic	1532			D	1	U	1	P2.A1D
380	sports meeting. Queuing traffic	1533			D	1	U	1	P2.A2
381	sports meeting. Danger of queuing traffic	1534			D	1	U	1	P2.A2D
382	sports meeting. Slow traffic	1535			D	1	U	1	P2.A3
383	sports meeting. Heavy traffic	1537			D	1		1	P2.A4
384	sports meeting. Traffic flowing freely	1539			(D)	1		1	P2.A5
385	sports meeting. Traffic building up	1540			D	1		1	P2.A6
386	fair. Stationary traffic	1545			D	1	U	1	P6.A1
387	fair. Danger of stationary traffic	1546			D	1	U	1	P6.A1D
388	fair. Queuing traffic	1547			D	1	U	1	P6.A2
389	fair. Danger of queuing traffic	1548			D	1	U	1	P6.A2D
390	fair. Slow traffic	1549			D	1	U	1	P6.A3
391	fair. Heavy traffic	1551			D	1		1	P6.A4
392	fair. Traffic flowing freely	1553			(D)	1		1	P6.A5
393	fair. Traffic building up	1554			D	1		1	P6.A6
394	security alert. Stationary traffic	1571			D	1	U	1	P15.A1
395	security alert. Danger of stationary traffic	1572			D	1	U	1	P15.A1D
396	security alert. Queuing traffic	1573			D	1	U	1	P15.A2
397	security alert. Danger of queuing traffic	1574			D	1	U	1	P15.A2D
398	security alert. Slow traffic	1575			D	1	U	1	P15.A3
399	security alert. Heavy traffic	1577			D	1		1	P15.A4
400	evacuation. Heavy traffic	1495			D	1		1	P49.A4
401	security alert. Traffic flowing freely	1586			(D)	1		1	P15.A5
402	security alert. Traffic building up	1579			D	1		1	P15.A6
403	(Q sets of) traffic lights not working. Stationary traffic	1807		0	D	1	U	1	T54.A1
404	(Q sets of) traffic lights not working. Danger of stationary traffic	1808		0	D	1	U	1	T54.A1D
405	(Q sets of) traffic lights not working. Queuing traffic	1809		0	D	1	U	1	T54.A2

Line	Text (CEN-English, see Explanatory notes)	Code	N	Q	T	D	U	C	R
406	(Q sets of) traffic lights not working. Danger of queuing traffic	1810		0	D	1	U	1	T54.A2D
407	(Q sets of) traffic lights not working. Slow traffic	1811		0	D	1	U	1	T54.A3
408	(Q sets of) traffic lights not working. Heavy traffic	1813		0	D	1		1	T54.A4
409	(Q sets of) traffic lights not working. Traffic flowing freely	1815		0	(D)	1		1	T54.A5
410	(Q sets of) traffic lights not working. Traffic building up	1816		0	D	1		1	T54.A6
411	level crossing failure. Stationary traffic	1820			D	1	U	1	T6.A1
412	level crossing failure. Danger of stationary traffic	1821			D	1	U	1	T6.A1D
413	level crossing failure. Queuing traffic	1822			D	1	U	1	T6.A2
414	level crossing failure. Danger of queuing traffic	1823			D	1	U	1	T6.A2D
415	level crossing failure. Slow traffic	1824			D	1	U	1	T6.A3
416	level crossing failure. Heavy traffic	1826			D	1		1	T6.A4
417	level crossing failure. Traffic flowing freely	1828			(D)	1		1	T6.A5
418	level crossing failure. Traffic building up	1829			D	1		1	T6.A6
419									
420	no problems to report	126			(D)	1		1	A97
421	traffic congestion cleared	127			(D)	1		1	A98
422	traffic has returned to normal	1584			(D)	1		1	P98
423									
424	message cancelled	128	S					1	
425									
426									
427									
428	2. EXPECTED LEVEL OF SERVICE								
429									
430	traffic problem expected	55	F		D	1		2	A50E
431	stationary traffic expected	107	F		D	1	U	2	A1E
432	queuing traffic expected	114	F		D	1	U	2	A2E
433	slow traffic expected	121	F		D	1	U	2	A3E
434	heavy traffic expected	123	F		D	1		2	A4E

Line	Text (CEN-English, see Explanatory notes)	Code	N	Q	T	D	U	C	R
435	traffic congestion expected	56	F		D	1	U	2	A9E
436	(Q) accident(s). Slow traffic expected	235	F	0	D	1	U	2	B1.A3E
437	(Q) accident(s). Heavy traffic expected	237	F	0	D	1		2	B1.A4E
438	vehicles slowing to look at (Q) accident(s). Slow traffic expected	270	F	0	D	1	U	2	B8.A3E
439	vehicles slowing to look at (Q) accident(s). Heavy traffic expected	272	F	0	D	1		2	B8.A4E
440	(Q) shed load(s). Slow traffic expected	298	F	0	D	1	U	2	B10.A3E
441	(Q) shed load(s). Heavy traffic expected	300	F	0	D	1		2	B10.A4E
442	(Q) overturned vehicle(s). Slow traffic expected	365	F	0	D	1	U	2	B16.A3E
443	(Q) overturned vehicle(s). Heavy traffic expected	367	F	0	D	1		2	B16.A4E
444	(Q) broken down vehicle(s). Slow traffic expected	318	F	0	D	1	U	2	B11.A3E
445	(Q) broken down vehicle(s). Heavy traffic expected	320	F	0	D	1		2	B11.A4E
446	closed ahead. Slow traffic expected	430	F		D	1	U	2	C3.A3E
447	closed ahead. Heavy traffic expected	432	F		D	1	U	2	C3.A4E
448	blocked ahead. Slow traffic expected	458	F		D	1	U	2	C4.A3E
449	blocked ahead. Heavy traffic expected	460	F		D	1	U	2	C4.A4E
450	(Q) lanes closed. Slow traffic expected	541	F	0	D	1	U	2	D1.A3E
451	(Q) lanes closed. Heavy traffic expected	543	F	0	D	1		2	D1.A4E
452	carriageway reduced (from Q lanes) to one lane. Slow traffic expected	551	F	0	D	1	U	2	D15.A3E
453	carriageway reduced (from Q lanes) to one lane. Heavy traffic expected	553	F	0	D	1		2	D15.A4E
454	carriageway reduced (from Q lanes) to two lanes. Slow traffic expected	561	F	0	D	1	U	2	D16.A3E
455	carriageway reduced (from Q lanes) to two lanes. Heavy traffic expected	563	F	0	D	1		2	D16.A4E
456	carriageway reduced (from Q lanes) to three lanes. Slow traffic expected	571	F	0	D	1	U	2	D17.A3E
457	carriageway reduced (from Q lanes) to three lanes. Heavy traffic expected	573	F	0	D	1		2	D17.A4E
458	contraflow. Slow traffic expected	596	F		D	1	U	2	D18.A3E
459	contraflow. Heavy traffic expected	598	F		D	1		2	D18.A4E
460	narrow lanes. Slow traffic expected	609	F		D	1	U	2	D19.A3E
461	narrow lanes. Heavy traffic expected	611	F		D	1		2	D19.A4E
462	contraflow with narrow lanes. Slow traffic expected	619	F		D	1	U	2	D18.D19.A3E

Line	Text (CEN-English, see Explanatory notes)	Code	N	Q	T	D	U	C	R
463	contraflow with narrow lanes. Heavy traffic expected	621	F		D	1		2	D18.D19.A4E
464	(Q sets of) roadworks. Slow traffic expected	730	F	0	D	1	U	2	E1.A3E
465	(Q sets of) roadworks. Heavy traffic expected	732	F	0	D	1		2	E1.A4E
466	(Q sections of) resurfacing work. Slow traffic expected	770	F	0	D	1	U	2	E4.A3E
467	(Q sections of) resurfacing work. Heavy traffic expected	772	F	0	D	1		2	E4.A4E
468	(Q sets of) road marking work. Slow traffic expected	788	F	0	D	1	U	2	E6.A3E
469	(Q sets of) road marking work. Heavy traffic expected	790	F	0	D	1		2	E6.A4E
470	(Q sets of) slow moving maintenance vehicles. Slow traffic expected	830	F	0	D	1	U	2	E12.A3E
471	(Q sets of) slow moving maintenance vehicles. Heavy traffic expected	832	F	0	D	1	U	2	E12.A4E
472	flooding. Slow traffic expected	933	F		D	1	U	2	F5.A3E
473	flooding. Heavy traffic expected	935	F		D	1		2	F5.A4E
474	major event. Slow traffic expected	1522	F		D	1	U	2	P1.A3E
475	major event. Heavy traffic expected	1524	F		D	1		2	P1.A4E
476	sports meeting. Slow traffic expected	1536	F		D	1	U	2	P2.A3E
477	sports meeting. Heavy traffic expected	1538	F		D	1		2	P2.A4E
478	fair. Slow traffic expected	1550	F		D	1	U	2	P6.A3E
479	fair. Heavy traffic expected	1552	F		D	1		2	P6.A4E
480	security alert. Slow traffic expected	1576	F		D	1	U	2	P15.A3E
481	security alert. Heavy traffic expected	1578	F		D	1		2	P15.A4E
482	(Q sets of) traffic lights not working. Slow traffic expected	1812	F	0	D	1	U	2	T54.A3E
483	(Q sets of) traffic lights not working. Heavy traffic expected	1814	F	0	D	1		2	T54.A4E
484	level crossing failure. Slow traffic expected	1825	F		D	1	U	2	T6.A3E
485	level crossing failure. Heavy traffic expected	1827	F		D	1		2	T6.A4E
486									
487	normal traffic expected	57	F		D	1		2	A96E
488									
489	message cancelled	1589	S					2	
490									

Line	Text (CEN-English, see Explanatory notes)	Code	N	Q	T	D	U	C	R
491									
492									
493	3. ACCIDENTS								
494									
495	(Q) accident(s)	201		0	(D)	1		3	B1
496	(Q) serious accident(s)	202		0	(D)	1	U	3	B2
497	multi-vehicle accident (involving Q vehicles)	203		0	(D)	1	U	3	B3
498	accident involving (a/Q) heavy lorr(y/ies)	204		0	(D)	1	U	3	B4
499	accident involving (a/Q) bus(es)	335		0	(D)	1	U	3	B9
500	(Q) accident(s) involving hazardous materials	205		0	(D)	1	U	3	B5
501	(Q) fuel spillage accident(s)	206		0	(D)	1	U	3	B6
502	(Q) chemical spillage accident(s)	207		0	(D)	1	U	3	B7
503	(Q) oil spillage accident(s)	336		0	(D)	1	U	3	B15
504	(Q) overturned vehicle(s)	337		0	(D)	1		3	B16
505	(Q) overturned heavy lorr(y/ies)	338		0	(D)	1	U	3	B17
506	(Q) jack-knifed trailer(s)	339		0	(D)	1	U	3	B18
507	(Q) jack-knifed caravan(s)	340		0	(D)	1	U	3	B19
508	(Q) jack-knifed articulated lorr(y/ies)	341		0	(D)	1	U	3	B20
509	(Q) vehicle fire(s)	213		0	(D)	1		3	B13
510	(Q) vehicle(s) spun around	342		0	(D)	1		3	B21
511	(Q) overturned vehicle(s). Danger	378		0	(D)	1	U	3	B16.Z91
512	(Q) earlier accident(s)	343		0	(D)	1		3	B22
513	accident investigation work	344			D	1		3	B23
514	accident investigation work. Danger	391			D	1	U	3	B23.Z91
515	(Q) accident(s) in roadworks area	351		0	(D)	1	U	3	B1.Z241
516	(Q) accident(s), traffic being directed around accident area	12		0	D	1	U	3	B1.Z95
517	(Q) secondary accident(s)	345		0	(D)	1		3	B24
518	(Q) secondary accident(s). Danger	392		0	(D)	1	U	3	B24.Z91
519	(Q) accident(s) in the opposing lanes	209		0	(D)	1		3	B1.Z32
520									
521	all accidents cleared, no problems to report	141			(D)	1		3	B95

Line	Text (CEN-English, see Explanatory notes)	Code	N	Q	T	D	U	C	R
522	accident cleared	333			(D)	1		3	B98
523									
524	message cancelled	334	S					3	
525									
526									
527									
528	4. INCIDENTS								
529									
530	(Q) incident(s)	214		0	(D)	1		4	B14
531	(Q) broken down vehicle(s)	211		0	(D)	1		4	B11
532	(Q) broken down vehicle(s). Danger	393		0	(D)	1	U	4	B11.Z91
533	(Q) broken down heavy lorr(y/ies)	212		0	(D)	1		4	B12
534	(Q) broken down heavy lorr(y/ies). Danger	394		0	(D)	1	U	4	B12.Z91
535	(Q) broken down bus(es)	346		0	(D)	1		4	B25
536	over-height warning system triggered	11			(D)	1	U	4	B50
537	clearance work	924			D	1		4	F18
538	clearance work. Danger	1034			D	1	U	4	F18.Z91
539	rescue and recovery work in progress	397			D	1	U	4	F29
540	rescue and recovery work in progress. Danger	1066			D	1	U	4	F29.Z91
541									
542	incident cleared	396			(D)	1		4	B97
543	road cleared	395			(D)	1		4	B96
544									
545	message cancelled	2028	S					4	
546									
547									
548									
549	5. CLOSURES AND LANE RESTRICTIONS								
550	intermittent short term closures	666			D	2	U	5	
551	Closed	401			L	1	U	5	C1
552	road closed due to (Q) accident(s)	240		0	D	1	U	5	B1.C1

Line	Text (CEN-English, see Explanatory notes)	Code	N	Q	T	D	U	C	R
553	closed, rescue and recovery work in progress	16			D	1	U	5	C1.Z42
554	(Q) lane(s) closed	500		0	L	1		5	D1
555	(Q) right lane(s) closed	501		0	L	1		5	D2
556	(Q) centre lane(s) closed	502		0	L	1		5	D3
557	(Q) left lane(s) closed	503		0	L	1		5	D4
558	hard shoulder closed	504			L	1		5	D5
559	emergency lane closed	637			L	1		5	D14
560	(Q) overtaking lane(s) closed	41		0	L	1		5	D50
561	one lane closed	641			L	1		5	D24
562	two lanes closed	505			L	1		5	D6
563	three lanes closed	506			L	1		5	D7
564	carriageway reduced (from Q lanes) to one lane	514		0	L	1		5	D15
565	carriageway reduced (from Q lanes) to two lanes	515		0	L	1		5	D16
566	carriageway reduced (from Q lanes) to three lanes	516		0	L	1		5	D17
567	contraflow. Carriageway reduced (from Q lanes) to one lane	601		0	L	1		5	D18.D15
568	contraflow. Carriageway reduced (from Q lanes) to two lanes	602		0	L	1		5	D18.D16
569	contraflow. Carriageway reduced (from Q lanes) to three lanes	603		0	L	1		5	D18.D17
570	closed due to (Q sets of) roadworks	735		0	L	1	U	5	E1.C1
571	(Q sets of) roadworks. Right lane closed	736		0	L	1		5	E1.D2
572	(Q sets of) roadworks. Centre lane closed	737		0	L	1		5	E1.D3
573	(Q sets of) roadworks. Left lane closed	738		0	L	1		5	E1.D4
574	(Q sets of) roadworks. Hard shoulder closed	739		0	L	1		5	E1.D5
575	(Q sets of) roadworks. Two lanes closed	740		0	L	1		5	E1.D6
576	(Q sets of) roadworks. Three lanes closed	741		0	L	1		5	E1.D7
577	roadworks, (Q) overtaking lane(s) closed	51		0	L	1		5	E1.D50
578	roadworks. Carriageway reduced (from Q lanes) to one lane	743		0	L	1		5	E1.D15
579	roadworks. Carriageway reduced (from Q lanes) to two lanes	744		0	L	1		5	E1.D16
580	roadworks. Carriageway reduced (from Q lanes) to three lanes	745		0	L	1		5	E1.D17

Line	Text (CEN-English, see Explanatory notes)	Code	N	Q	T	D	U	C	R
581	resurfacing work. Carriageway reduced (from Q lanes) to one lane	776		0	L	1		5	E4.D15
582	resurfacing work. Carriageway reduced (from Q lanes) to two lanes	777		0	L	1		5	E4.D16
583	resurfacing work. Carriageway reduced (from Q lanes) to three lanes	778		0	L	1		5	E4.D17
584	(Q sets of) road marking work. Right lane closed	793		0	D	1		5	E6.D2
585	(Q sets of) road marking work. Centre lane closed	794		0	D	1		5	E6.D3
586	(Q sets of) road marking work. Left lane closed	795		0	D	1		5	E6.D4
587	(Q sets of) road marking work. Hard shoulder closed	796		0	D	1		5	E6.D5
588	(Q sets of) road marking work. Two lanes closed	797		0	D	1		5	E6.D6
589	(Q sets of) road marking work. Three lanes closed	798		0	D	1		5	E6.D7
590	(Q sets of) slow moving maintenance vehicles. Right lane closed	835		0	D	1	U	5	E12.D2
591	(Q sets of) slow moving maintenance vehicles. Centre lane closed	836		0	D	1	U	5	E12.D3
592	(Q sets of) slow moving maintenance vehicles. Left lane closed	837		0	D	1	U	5	E12.D4
593	(Q sets of) slow moving maintenance vehicles. Two lanes closed	838		0	D	1	U	5	E12.D6
594	(Q sets of) slow moving maintenance vehicles. Three lanes closed	839		0	D	1	U	5	E12.D7
595	closed for bridge demolition work (at Q bridges)	799		0	L	2	U	5	E13.C1
596	road closed due to landslips	947			L	2	U	5	F9.C1
597	road closed due to burst water main	957			D	1	U	5	F14.C1
598	closed due to serious fire	965			D	2	U	5	F16.C1
599	subsidence. Carriageway reduced (from Q lanes) to one lane	951		0	L	1		5	F12.D15
600	subsidence. Carriageway reduced (from Q lanes) to two lanes	952		0	L	1		5	F12.D16
601	subsidence. Carriageway reduced (from Q lanes) to three lanes	953		0	L	1		5	F12.D17
602	closed due to sewer collapse	956			L	1	U	5	F13.C1
603	closed due to gas leak	961			D	2	U	5	F15.C1
604	closed for clearance work	969			D	1	U	5	F18.C1
605	snow on the road. Carriageway reduced (from Q lanes) to one lane	1021		0	D	1	U	5	G11.D15

Line	Text (CEN-English, see Explanatory notes)	Code	N	Q	T	D	U	C	R
606	snow on the road. Carriageway reduced (from Q lanes) to two lanes	1022		0	D	1		5	G11.D16
607	snow on the road. Carriageway reduced (from Q lanes) to three lanes	1023		0	D	1		5	G11.D17
608	(Q) accident(s). Right lane blocked	241		0	D	1	U	5	B1.D8
609	(Q) accident(s). Centre lane blocked	242		0	D	1	U	5	B1.D9
610	(Q) accident(s). Left lane blocked	243		0	D	1	U	5	B1.D10
611	(Q) accident(s). Hard shoulder blocked	244		0	D	1	U	5	B1.D11
612	(Q) accident(s). Two lanes blocked	245		0	D	1	U	5	B1.D12
613	(Q) accident(s). Three lanes blocked	246		0	D	1	U	5	B1.D13
614	blocked by (Q) shed load(s)	303		0	D	1	U	5	B10.C2
615	(Q) shed load(s). Right lane blocked	304		0	D	1	U	5	B10.D8
616	(Q) shed load(s). Centre lane blocked	305		0	D	1	U	5	B10.D9
617	(Q) shed load(s). Left lane blocked	306		0	D	1	U	5	B10.D10
618	(Q) shed load(s). Hard shoulder blocked	307		0	D	1	U	5	B10.D11
619	(Q) shed load(s). Two lanes blocked	308		0	D	1	U	5	B10.D12
620	(Q) shed load(s). Three lanes blocked	309		0	D	1	U	5	B10.D13
621	blocked by (Q) overturned vehicle(s)	369		0	D	1	U	5	B16.C2
622	(Q) overturned vehicle(s). Right lane blocked	370		0	D	1	U	5	B16.D8
623	(Q) overturned vehicle(s). Centre lane blocked	371		0	D	1	U	5	B16.D9
624	(Q) overturned vehicle(s). Left lane blocked	372		0	D	1	U	5	B16.D10
625	(Q) overturned vehicle(s). Two lanes blocked	373		0	D	1	U	5	B16.D12
626	(Q) overturned vehicle(s). Three lanes blocked	374		0	D	1	U	5	B16.D13
627	blocked by (Q) broken down vehicle(s)	323		0	D	1	U	5	B11.C12
628	(Q) broken down vehicle(s). Right lane blocked	324		0	D	1	U	5	B11.D8
629	(Q) broken down vehicle(s). Centre lane blocked	325		0	D	1	U	5	B11.D9
630	(Q) broken down vehicle(s). Left lane blocked	326		0	D	1	U	5	B11.D10
631	(Q) broken down vehicle(s). Hard shoulder blocked	327		0	D	1	U	5	B11.D11
632	(Q) broken down vehicle(s). Two lanes blocked	328		0	D	1	U	5	B11.D12
633	(Q) broken down vehicle(s). Three lanes blocked	329		0	D	1	U	5	B11.D13

Line	Text (CEN-English, see Explanatory notes)	Code	N	Q	T	D	U	C	R
634	blocked	402			D	1	U	5	C2
635	(Q) lane(s) blocked	520		0	D	1	U	5	D21
636	(Q) right lane(s) blocked	507		0	D	1	U	5	D8
637	(Q) centre lane(s) blocked	508		0	D	1	U	5	D9
638	(Q) left lane(s) blocked	509		0	D	1	U	5	D10
639	hard shoulder blocked	510			D	1		5	D11
640	emergency lane blocked	642			D	1		5	D25
641	(Q) overtaking lane(s) blocked	42		0	D	1	U	5	D51
642	One lane blocked	646			D	1	U	5	D29
643	Two lanes blocked	511			D	1	U	5	D12
644	three lanes blocked	512			D	1	U	5	D13
645	blocked by (Q) obstruction(s) on the road	980		0	D	1	U	5	F1.C2
646	blocked due to spillage on roadway	982			D	1	U	5	F2.C2
647	blocked by storm damage	925			D	1	U	5	F23.C2
648	blocked by (Q) fallen trees	926		0	D	1	U	5	F4.C2
649	blocked by fallen power cables	987			D	2	U	5	F19.C2
650	contraflow	517			L	2		5	D18
651	narrow lanes	518			L	1		5	D19
652	contraflow with narrow lanes	519			L	2		5	D18.D19
653	single alternate line traffic	513			L	2		5	E14
654	(Q sets of) roadworks. Contraflow	746		0	L	2		5	E1.D18
655	(Q sets of) roadworks. Single alternate line traffic	742		0	L	2		5	E1.E14
656	(Q sections of) resurfacing work. Contraflow	779		0	L	2		5	E4.D18
657	(Q sections of) resurfacing work. Single alternate line traffic	775		0	L	2		5	E4.E14
658	subsidence. Contraflow in operation	954			L	2		5	F12.D18
659	turning lane closed	638			L	1		5	D20
660	turning lane blocked	643			D	1		5	D26
661	crawler lane closed	639			L	1		5	D22
662	slow vehicle lane closed	640			L	1		5	D23
663	heavy vehicle lane closed	678			L	1		5	D44
664	crawler lane blocked	644			D	1		5	D27
665	slow vehicle lane blocked	645			D	1		5	D28

Line	Text (CEN-English, see Explanatory notes)	Code	N	Q	T	D	U	C	R
666	heavy vehicle lane blocked	679			D	1	U	5	D45
667	lane blockages cleared	657			(D)	1		5	D94
668	road cleared	631			(D)	1		5	C91
669	contraflow removed	658			(L)	1		5	D96
670	reopened	467			(D)	1		5	C98
671	open	630			L	1		5	C90
672	lane closures removed	624			(L)	1		5	D98
673	carriageway closed	664			L	1		5	C34
674	both directions closed	665			L	2		5	C35
675	message cancelled	625	S					5	
676									
677									
678									
679	6. CARRIAGEWAY RESTRICTIONS								
680									
681	parallel carriageway closed	479			L	1	U	6	C18
682	right-hand parallel carriageway closed	480			L	1	U	6	C19
683	left-hand parallel carriageway closed	481			L	1	U	6	C20
684	express lanes closed	482			L	1	U	6	C21
685	through traffic lanes closed	483			L	1	U	6	C22
686	local lanes closed	484			L	1	U	6	C23
687	parallel carriageway blocked	486			D	1	U	6	C25
688	right-hand parallel carriageway blocked	487			D	1	U	6	C26
689	left-hand parallel carriageway blocked	488			D	1	U	6	C27
690	express lanes blocked	489			D	1	U	6	C28
691	through traffic lanes blocked	490			D	1	U	6	C29
692	local lanes blocked	491			D	1	U	6	C30
693	bus lane closed	1982			L	1		6	D40
694	bus lane blocked	676			D	1	U	6	D41
695	bridge blocked	26			D	1	U	6	C55
696	tunnel blocked	27			D	1	U	6	C56
697									

Line	Text (CEN-English, see Explanatory notes)	Code	N	Q	T	D	U	C	R
698	all carriageways cleared	663			(L)	1		6	C86
699	all carriageways reopened	634			(L)	1		6	C94
700									
701	message cancelled	672	S					6	
702									
703									
704									
705	7. EXIT RESTRICTIONS								
706									
707	(Q th) exit slip road closed	407		0	L	1	U	7	C7
708	(Q) exit slip road(s) closed	474		0	L	1	U	7	C13
709	(Q th) exit slip road blocked	475		0	D	1	U	7	C14
710	exit blocked	476			D	1	U	7	C15
711	slip roads closed	408			L	1	U	7	C8
712	slip roads blocked	477			D	1	U	7	C16
713	slip road restrictions	409			L	1		7	C9
714	connecting carriageway closed	478			L	1	U	7	C17
715	connecting carriageway blocked	485			D	1	U	7	C24
716	dangerous situation on exit slip road	1998			D	1	U	7	F32
717	exit reopened	633			(L)	1		7	C93
718	slip roads reopened	466			(L)	1		7	C97
719									
720	message cancelled	673	S					7	
721									
722									
723									
724	8. ENTRY RESTRICTIONS								
725									
726	(Q th) entry slip road closed	406		0	L	1	U	8	C6
727	(Q) entry slip road(s) closed	471		0	L	1	U	8	C10
728	(Q th) entry slip road blocked	472		0	D	1	U	8	C11
729	entry blocked	473			D	1	U	8	C12
730	dangerous situation on entry slip road	1999			D	1	U	8	F31

Line	Text (CEN-English, see Explanatory notes)	Code	N	Q	T	D	U	C	R
731	entry reopened	632			(L)	1		8	C92
732									
733	message cancelled	399	S					8	
734									
735									
736									
737	9. TRAFFIC RESTRICTIONS								
738									
739	no motor vehicles	492			L	2	U	9	C31
740	restrictions	493			L	1		9	C32
741	no motor vehicles without catalytic converters	627			L	2	U	9	C90.Z73
742	no motor vehicles with even-numbered registration plates	628			L	2	U	9	C31.Z84
743	no motor vehicles with odd-numbered registration plates	629			L	2	U	9	C31.Z85
744	no through traffic	405			L	1	U	9	C5
745	no through traffic for heavy lorries (over Q)	404		8	L	1	U	9	C 5.Z78
746	smog alert	1332			L	2		9	L18
747	no motor vehicles due to smog alert	1338			L	2	U	9	L18.C31
748	closed ahead	469			L	1	U	9	C3
749	blocked ahead	470			D	1	U	9	C4
750	closed due to smog alert (until Q)	2000		7	L	2	U	9	L30
751	closed due to major event	1527			D	1	U	9	P1.C1
752	closed due to sports meeting	1541			D	1	U	9	P2.C1
753	closed due to fair	1555			D	1	U	9	P6.C1
754	closed due to parade	1559			D	1	U	9	P10.C1
755	closed due to strike	1563			D	1	U	9	P42.C1
756	closed due to demonstration	1567			D	1	U	9	P13.C1
757	closed due to security alert	1580			D	1	U	9	P15.C1
758	closed due to security incident	1485			D	2	U	9	P43.C1
759	closed due to flooding	938			L	2	U	9	F5.C1
760	closed due to avalanches	943			L	2	U	9	F7.C1
761	closed due to avalanche risk	993			L	2	U	9	F7D.C1

Line	Text (CEN-English, see Explanatory notes)	Code	N	Q	T	D	U	C	R
762	closed due to ice build-up	995			L	2	U	9	F21.C1
763	closed due to rock falls	945			L	2	U	9	F8.C1
764	closed due to subsidence	949			L	1	U	9	F12.C1
765	service area busy	2013			D	1		9	C59
766	service area overcrowded, drive to another service area	20			D	1		9	C58
767	service area, fuel station closed	22			L	1		9	C51
768	service area, restaurant closed	23			L	1		9	C52
769	bridge closed	24			L	1	U	9	C53
770	tunnel closed	25			L	1	U	9	C54
771	closed for heavy vehicles (over Q)	403		8	L	1	U	9	C1.Z8
772	closed for heavy lorries (over Q)	494		8	L	1	U	9	C1.Z78
773	use of hard shoulder allowed	661			D	1		9	D34
774	traffic regulations have been changed	1854			(L)	2		9	U6
775	road closed intermittently	28			D	1	U	9	C57
776	police directing traffic	1971			(D)	1		9	U7
777	bus lane available for all vehicles	1972			L	1		9	D62
778	police directing traffic via the bus-lane	1973			(D)	1	U	9	D63
779	heavy vehicle lane available for all vehicles	1978			L	1		9	D46
780	police directing traffic via the heavy vehicle lane	1979			(D)	1		9	D68
781	normal lane regulations restored	662			(D)	1		9	D93
782	allow emergency vehicles to pass	1974			(D)	1	U	9	U8
783	allow emergency vehicles to pass in the heavy vehicle lane	1977			(D)	1	U	9	D67
784	allow emergency vehicles to pass in the carpool lane	1961			(D)	1	U	9	D53
785	closed for high-sided vehicles due to strong winds (Q)	1212		4	L	2	U	9	J5.C1.Z81
786	overtaking prohibited	1976			D	1		9	U10
787	overtaking prohibited for heavy lorries (over Q)	1980		8	D	1		9	U101
788	overtaking restriction lifted	1985			D	1		9	U93
789	drivers of heavy lorries (over Q) are recommended to stop at next safe place	1981		8	D	1	U	9	U102
790	Low Emission Zone restriction in force	1986			L	2		9	C36

Line	Text (CEN-English, see Explanatory notes)	Code	N	Q	T	D	U	C	R
791	overtaking prohibited for heavy vehicles (over Q)	1975		8	D	1	U	9	U103
792	lane restrictions lifted	660			(L)	1		9	D97
793	restrictions for high-sided vehicles lifted	1215			(L)	2	U	9	J97
794	reopened for through traffic	680			(L)	1		9	C87
795	fuel station reopened	36			(D)	1		9	C88
796	restaurant reopened	37			(D)	1		9	C89
797	motor vehicle restrictions lifted	635			(L)	2		9	C95
798	smog alert ended	40			(L)	2		9	L96
799	traffic restrictions lifted {reopened for all traffic}	636			(L)	2		9	C96
800	convoy service required due to bad weather	2046			D	2	U	9	U80
801	message cancelled	468	S					9	
802									
803									
804									
805	10. CARPOOL INFORMATION								
806									
807	(Q person) carpool lane in operation	647		0	L	1		10	D30
808	(Q person) carpool lane closed	648		0	L	1	U	10	D31
809	(Q person) carpool lane blocked	649		0	D	1	U	10	D32
810	bus lane available for carpools (with at least Q occupants)	671		0	L	1		10	D35
811	carpool restrictions changed (to Q persons per vehicle)	650		0	L	1	U	10	D33
812	carpool lane available for all vehicles	1962			L	1		10	D38
813	police directing traffic via the carpool lane	1963			(D)	1		10	D54
814	closed for vehicles with less than three occupants {not valid for lorries}	2006			L	1	U	10	L37
815	closed for vehicles with only one occupant {not valid for lorries}	2007			L	1	U	10	L38
816									
817	(Q person) carpool restrictions lifted	659		0	D	1		10	D95
818									
819	message cancelled	2029	S					10	

Line	Text (CEN-English, see Explanatory notes)	Code	N	Q	T	D	U	C	R
820									
821									
822									
823	11. ROADWORKS								
824									
825	(Q sets of) roadworks	701		0	L	1		11	E1
826	(Q sets of) major roadworks	702		0	L	1		11	E2
827	(Q sets of) long-term roadworks	802		0	L	1		11	E10
828	(Q sets of) construction work	803		0	L	1		11	E11
829	(Q sections of) resurfacing work	704		0	L	1		11	E4
830	(Q sets of) central reservation work	705		0	L	1		11	E5
831	(Q sets of) maintenance work	703		0	D	1		11	E3
832	roadwork clearance in progress	853			(L)	1		11	E22
833	bridge maintenance work (at Q bridges)	707		0	L	1		11	E7
834	bridge demolition work (at Q bridges)	805		0	L	1	U	11	E13
835	(Q sections of) blasting work	709		0	L	2		11	E9
836	(Q sets of) roadworks on the hard shoulder	52		0	L	1		11	E11.Z146
837	(Q sets of) roadworks in the emergency lane	53		0	L	1		11	E11.Z147
838	(Q sets of) roadworks during the day time	815		0	L	1		11	E1.Z214
839	(Q sets of) roadworks during off-peak periods	816		0	L	1		11	E1.Z215
840	(Q sets of) roadworks during the night	817		0	L	1		11	E1.Z216
841	(Q sets of) resurfacing work during the day time	821		0	L	1		11	E4.Z214
842	(Q sets of) resurfacing work during off-peak periods	822		0	L	1		11	E4.Z215
843	(Q sets of) resurfacing work during the night	823		0	L	1		11	E4.Z216
844	(Q sets of) temporary traffic lights	708		0	L	2		11	E8
845	(Q sets of) water main work	806		0	L	2		11	E15
846	(Q sets of) gas main work	807		0	L	2		11	E16
847	(Q sets of) work on buried cables	808		0	L	2		11	E17
848	(Q sets of) work on buried services	809		0	L	2		11	E18
849	new roadworks layout	810			(L)	2		11	E19

Line	Text (CEN-English, see Explanatory notes)	Code	N	Q	T	D	U	C	R
850	road layout unchanged	855			(L)	2		11	E95
851	new road layout	811			(L)	2		11	E20
852									
853	maintenance work cleared	854			(D)	1		11	E97
854	roadworks cleared	800			(L)	1		11	E98
855									
856	message cancelled	801	S					11	
857									
858									
859									
860	12. OBSTRUCTION HAZARDS								
861									
862	(Q) obstruction(s) on roadway {something that does block the road or part of it}	901		0	D	1	U	12	F1
863	(Q) obstructions on the road. Danger	902		0	D	1	U	12	F1.Z91
864	(Q) obstructions on the road. Passable with care	981		0	D	1	U	12	F1.G20
865	(Q) object(s) on roadway {something that does not necessarily block the road or part of it}	61		0	D	1	U	12	F27
866	(Q) object(s) on the road. Danger	63		0	D	1	U	12	F27.Z91
867	(Q) shed load(s)	210		0	D	1		12	B10
868	(Q) shed load(s). Danger	359		0	D	1	U	12	B10.Z91
869	spillage on the road	903			(D)	1		12	F2
870	spillage on the road. Danger	984			(D)	1	U	12	F2.Z91
871	storm damage	904			D	2		12	F3
872	storm damage. Danger	986			D	2	U	12	F3.Z91
873	storm damage expected	972	F		D	2		12	F3E
874	(Q) fallen trees	905		0	D	1		12	F4
875	(Q) fallen trees. Danger	906		0	D	1	U	12	F4.Z91
876	fallen power cables	973			D	2		12	F19
877	fallen power cables. Danger	989			D	2	U	12	F19.Z91
878	flooding	907			L	2		12	F5
879	flooding expected	900	F		D	2	U	12	F5E

Line	Text (CEN-English, see Explanatory notes)	Code	N	Q	T	D	U	C	R
880	flooding. Danger	908			L	2	U	12	F5.Z91
881	sewer overflow	974			L	2		12	F20
882	sewer overflow. Danger	990			L	2	U	12	F20.Z91
883	flash floods	909			D	2	U	12	F6
884	danger of flash floods	910			D	2	U	12	F6D
885	flash floods. Danger	991			D	2	U	12	F6.Z91
886	avalanches	911			L	2		12	F7
887	avalanches. Danger	992			L	2	U	12	F7.Z91
888	avalanche risk	912			L	2		12	F7D
889	avalanche risk. Danger	994			L	2	U	12	F7D.Z91
890	ice build-up	975			L	2		12	F21
891	rock falls	913			L	2		12	F8
892	rock falls. Danger	998			L	2	U	12	F8.Z91
893	landslips	914			L	2		12	F9
894	landslips. Danger	999			L	2	U	12	F9.Z91
895	mud slide	976			L	2		12	F22
896	earthquake damage	915			L	2		12	F10
897	earthquake damage. Danger	1000			L	2	U	12	F10.Z91
898	subsidence	917			L	1		12	F12
899	subsidence. Danger	1026			L	1	U	12	F12.Z91
900	(Q) collapsed sewer(s)	918		0	L	2		12	F13
901	sewer collapse. Danger	1030			L	2	U	12	F13.Z91
902	burst water main	919			D	2		12	F14
903	burst water main. Danger	1031			D	2	U	12	F14.Z91
904	(Q) burst pipe(s)	62		0	D	2		12	F51
905	burst pipe. Danger	64			D	2	U	12	F28.Z91
906	gas leak	920			D	2		12	F15
907	gas leak. Danger	1032			D	2	U	12	F15.Z91
908	grass fire	977			D	2		12	F23
909	serious fire	921			D	2		12	F16
910	serious fire. Danger	1033			D	2	U	12	F16.Z91
911	air crash	978			L	2	U	12	F24
912	rail crash	979			D	2	U	12	F25

Line	Text (CEN-English, see Explanatory notes)	Code	N	Q	T	D	U	C	R
913	spillage on the road. Passable with care	983			D	1	U	12	F2.G20
914	storm damage. Passable with care	985			D	2	U	12	F3.G20
915	(Q) fallen tree(s). Passable with care	927		0	D	1	U	12	F4.G20
916	fallen power cables. Passable with care	988			D	1	U	12	F19.G20
917	flooding. Passable with care	942			L	2		12	F5.G20
918	avalanches. Passable with care (above Q hundred metres)	944		0	L	2		12	F7.G20
919	ice build-up. Passable with care (above Q hundred metres)	996		0	L	2	U	12	F21.G20
920	rock falls. Passable with care	946			L	2		12	F8.G20
921	landslips. Passable with care	948			L	2		12	F9.G20
922	subsidence. Passable with care	955			L	1		12	F12.G20
923	subsidence. Single alternate line traffic	950			L	2		12	F12.E14
924	ice build-up. Single alternate traffic	997			L	2	U	12	F21.E14
925	spillage occurring from moving vehicle	1709			D	1	U	12	R7
926	(Q) slow moving maintenance vehicle(s)	1700		0	D	1	U	12	R9D
927	volcano eruption warning	1090			L	2	U	12	F80
928	obstruction warning withdrawn	898			(L)	2		12	F95
929	clearance work in progress, road free again	899			(D)	2		12	F96
930	road free again	970			(L)	2		12	F98
931	road cleared	1712			(D)	1		12	R97
932	house fire	1084			D	2		12	F97
933	forest fire	1085			L	2	U	12	F82
934	vehicle stuck under bridge	1086			D	2		12	F101
935									
936	message cancelled	971	S					12	
937	13. DANGEROUS SITUATIONS								
938	ice build-up on cable structure	2042			D	2	U	13	H80
939	animals on roadway	922			D	2		13	F17
940	sightseers obstructing access	1471			D	2	U	13	P38
941	people on roadway	1472			D	2		13	P39
942	children on roadway	1473			D	2		13	P40
943	cyclists on roadway	1474			D	2		13	P41

Line	Text (CEN-English, see Explanatory notes)	Code	N	Q	T	D	U	C	R
944	animals on the road. Danger	923			(D)	2	U	13	F17.Z91
945	people on roadway. Danger	1482			D	2	U	13	P39.Z91
946	children on roadway. Danger	1483			D	2	U	13	P40.Z91
947	cyclists on roadway. Danger	1484			D	2	U	13	P41.Z91
948	large animals on roadway	1067			D	2		13	F26
949	herds of animals on roadway	1068			D	2		13	F30
950	construction traffic merging	852			D	1	U	13	E21
951	construction traffic merging. Danger	856			D	1	U	13	E21.Z91
952	(Q sets of) road marking work	706		0	D	1		13	E6
953	(Q sets of) road marking work. Danger	824		0	D	1	U	13	E6.Z91
954	warning cleared	1771			(D)	1		13	F99
955	(Q) unprotected accident area(s)	857		0	D	1		13	B30
956	danger of (Q) unprotected accident area(s)	858		0	D	1	U	13	B30D
957	(Q) unlit vehicle(s) on the road	859		0	D	1		13	R10
958	danger of (Q) unlit vehicle(s) on the road	860		0	D	1	U	13	R10D
959	snow and ice debris	861			L	2		13	G29
960	danger of snow and ice debris	862			L	2	U	13	G29D
961	people throwing objects onto the road. Danger	897			D	2	X	13	81D
962	danger of waiting vehicles on roadway	1991			D	1	U	13	R11
963	police activity on-going	1498			D	1	U	13	P80
964	medical emergency on-going	1499			D	1	U	13	P81
965	message cancelled	2030	S					13	
966	14. ROAD CONDITIONS								
967	impassable (above Q hundred metres)	1035		0	D	2	U	14	G16
968	almost impassable (above Q hundred metres)	1036		0	D	2	U	14	G17
969	extremely hazardous driving conditions (above Q hundred metres)	1037		0	D	2	U	14	G18
970	extremely hazardous driving conditions expected (above Q hundred metres)	1073	F	0	D	2	U	14	G18E
971	hazardous driving conditions (above Q hundred metres)	1001		0	D	2	U	14	G1
972	difficult driving conditions (above Q hundred metres)	1038		0	D	2	U	14	G19
973	passable with care (up to Q hundred metres)	1039		0	D	2		14	G20