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Ersatz für
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**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 14819-2:2021);
Englische Fassung EN ISO 14819-2:2021**

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 14819-2:2021);
English version EN ISO 14819-2:2021

Systèmes de transport intelligents –
Informations sur le trafic et les déplacements via le codage de messages sur le trafic –
Partie 2: Codes d'événements et d'informations pour le système de radiodiffusion de
données – canal de messages d'informations sur le trafic (RDS-TMC) avec Alert-C
(ISO 14819-2:2021);
Version anglaise EN ISO 14819-2:2021

Gesamtumfang 127 Seiten

DIN-Normenausschuss Automobiltechnik (NAAutomobil)

Nationales Vorwort

Dieses Dokument (EN ISO 14819-2:2021) wurde vom Technischen Komitee ISO/TC 204 „Intelligent Transport Systems“ in Zusammenarbeit mit dem Technischen Komitee CEN/TC 278 „Intelligente Verkehrssysteme“, dessen Sekretariat von NEN (Niederlande) gehalten wird, erarbeitet.

Das zuständige deutsche Normungsgremium ist der Gemeinschaftsarbeitsausschuss NA 052-02-71 GA „Intelligente Verkehrssysteme“ des DIN-Normenausschusses Automobiltechnik (NAAutomobil).

Das Präsidium des DIN hat mit seinem Beschluss 1/2004 festgelegt, dass von dem in den Regeln der europäischen Normungsarbeit von CEN/CENELEC verankerten Grundsatz, wonach Europäische Normen in den drei offiziellen Sprachen Deutsch, Englisch und Französisch veröffentlicht werden, in begründeten Ausnahmefällen abgewichen und auf die deutsche Sprachfassung verzichtet werden kann.

Die Genehmigung dafür hat die DIN-Geschäftsleitung entsprechend ihren in Anlage 1 zu dem DIN-Rundschreiben A 5/2004 festgelegten Kriterien für die vorliegende Norm auf Antrag des NA 052 NAAutomobil als Ergebnis einer Einzelfallentscheidung erteilt, zumal bereits dieser Norm zugrunde liegende Papiere überwiegend in englischer Sprache auch von den deutschen Marktteilnehmern angewendet werden.

Verkehrs- und Reiseinformationen (en: TTI) können über eine gewisse Anzahl von Diensten und Kommunikationsmöglichkeiten, wie statische Bildschirme (z. B. variable Verkehrszeichen) breitbandiges Autoradio, breitbandige Datendienste (z. B. Navigation) sowie portable Systeme (z. B. portable Navigationsgeräte) an den Endnutzer verteilt werden.

Für all diese Anwendungsmöglichkeiten von Diensten, wird eine klare Definition der Meldungsstruktur und Formate benötigt. Dies erlaubt die Funktionsfähigkeit konkurrenzfähiger Produkte.

Die EN ISO 14819 Serie beschreibt prinzipiell das sogenannte ALERT-C Protokoll. Dieser Teil der Normenreihe bezieht sich auf die Enkodierung zur Übertragung im RDS-TMC. Diese Norm kann deswegen nur zusammen mit Teil 1 (ALERT-C Protokoll) angewendet werden.

Aktuelle Informationen zu diesem Dokument können über die Internetseiten von DIN (www.din.de) durch eine Suche nach der Dokumentennummer aufgerufen werden.

Änderungen

Gegenüber DIN EN ISO 14819-2:2014-03 wurden folgende Änderungen vorgenommen:

- a) die Ereignisliste wurde abgeändert;
- b) Codes wurden hinzugefügt und Beschreibungen angepasst.

Frühere Ausgaben

DIN EN ISO 14819-2: 2005-06, 2014-03

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-
2:2021)**

Systèmes de transport intelligents - Informations sur le trafic et les déplacements via le codage de messages sur le trafic - Partie 2: Codes d'événements et d'informations pour le système de radiodiffusion de données - canal de messages d'informations sur le trafic (RDS-TMC) avec Alert-C (ISO 14819-2:2021)

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 14819-2:2021)

This European Standard was approved by CEN on 30 July 2020.

CEN members are bound to comply with the CEN/CENELEC Internal Regulations which stipulate the conditions for giving this European Standard the status of a national standard without any alteration. Up-to-date lists and bibliographical references concerning such national standards may be obtained on application to the CEN-CENELEC Management Centre or to any CEN member.

This European Standard exists in three official versions (English, French, German). A version in any other language made by translation under the responsibility of a CEN member into its own language and notified to the CEN-CENELEC Management Centre has the same status as the official versions.

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EUROPEAN COMMITTEE FOR STANDARDIZATION
COMITÉ EUROPÉEN DE NORMALISATION
EUROPÄISCHES KOMITEE FÜR NORMUNG

CEN-CENELEC Management Centre: Rue de la Science 23, B-1040 Brussels

European foreword

This document (EN ISO 14819-2:2021) has been prepared by Technical Committee ISO/TC 204 "Intelligent transport systems" in collaboration with Technical Committee CEN/TC 278 "Intelligent transport systems" 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 September 2021, and conflicting national standards shall be withdrawn at the latest by September 2021.

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

This document supersedes EN ISO 14819-2:2013.

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, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Republic of North Macedonia, Romania, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Turkey and the United Kingdom.

Endorsement notice

The text of ISO 14819-2:2021 has been approved by CEN as EN ISO 14819-2:2021 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 (see www.iso.org/directives).

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. ISO shall not be held responsible for identifying any or all such patent rights. Details of any patent rights identified during the development of the document will be in the Introduction and/or on the ISO list of patent declarations received (see www.iso.org/patents).

Any trade name used in this document is information given for the convenience of users and does not constitute an endorsement.

For an explanation of the voluntary nature of standards, the meaning of ISO specific terms and expressions related to conformity assessment, as well as information about ISO's adherence to the World Trade Organization (WTO) principles in the Technical Barriers to Trade (TBT), see www.iso.org/iso/foreword.html.

This document was prepared by Technical Committee ISO/TC 204, *Intelligent transport systems*, in collaboration with the European Committee for Standardization (CEN) Technical Committee CEN/TC 278, *Intelligent transport systems*, in accordance with the Agreement on technical cooperation between ISO and CEN (Vienna Agreement).

This third edition cancels and replaces the second edition (ISO 14819-2:2013) which has been technically revised. The main changes compared to the previous edition are as follows:

- in the Event List, the column “P” for ‘phased-out codes’ has been added;
- a small number of additional events have been added to the Event List;
- a small number of additional events have been added to the Supplementary List;
- wording has been improved for greater clarity;
- several minor typographical errors have been corrected.

A list of all parts in the ISO 14819 series can be found on the ISO website.

Any feedback or questions on this document should be directed to the user's national standards body. A complete listing of these bodies can be found at www.iso.org/members.html.

Introduction

This document is the second part of the ISO 14819 series of standards, covering the 'ALERT-C' protocol which describes how traffic messages are coded for transmission as an 'Open Data Application' over the Radio Data System (RDS), a sub-carrier on FM radio transmissions. A complete understanding of RDS-TMC is only possible by reading this document (Part 2) together with the other parts of the ISO 14819 series of standards, which are:

- ISO 14819-1, which describes the ALERT-C protocol concept and relationship with the RDS standards, IEC 62106 (all parts);
- ISO 14819-3, which describes ways in which position and places are coded using ALERT-C; and
- ISO 14819-6, which describes how messages may be optionally encrypted for conditional access.

This document contains the special meta-language which technical experts agreed would be the sole source for all coded descriptions used in RDS-TMC. This methodology has allowed agreement over important details for the many hundreds of event phrases so included, even though subtle linguistic differences were perceived and allowed for in terms of end-user presentation.

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 document specifies the 'Events List' to be used in coding those messages.

2 Normative references

The following documents are referred to in the text in such a way that some or all of their content constitutes requirements 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 (all parts), *Specification of the Radio Data System (RDS) for VHF/FM sound broadcasting in the frequency range from 64,0 to 108,0 MHz*

3 Terms and definitions

No terms and definitions are listed in this document.

ISO and IEC maintain terminological databases for use in standardization at the following addresses:

- ISO Online browsing platform: available at <https://www.iso.org/obp>
- IEC Electropedia: available at <http://www.electropedia.org/>

4 Event and Information codes for Traffic Message Channel

4.1 Event List

4.1.1 Explanatory notes

- a) 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 ISO 14819-1:2021, 6.1. The event list is shown in the format of a database.

NOTE The first column of the Event list in 4.1.3 (Table 2) shows line numbers to assist reading and use of the database.

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

given in the DATEX Data Dictionary. This document uses the English language and metric units by default, but is essentially both language- and unit-independent, as presentation to the end-user's preference is made by the client device: the recommended conversions from metric to non-metric (i.e. imperial) units are given in Annexes A, B, C and D.

This ensures precise definitions and use of the event codes in the transmission layer. Individual terminal implementations may handle these (translated) descriptions with some flexibility in order to allow a more effective presentation, but without altering the meaning.

- c) The third column gives the decimal equivalent of the actual binary event code to be transmitted (see ISO 14819-1:2021, 5.3.2). 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.
- d) The fourth column, "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 |
- e) The fifth column, "Q", is the quantifier field, containing the reference numbers of quantifiers listed in the table at the end of the event list. The position of the quantifier in the event, plus in some cases some accompanying words, is shown by (...Q...) within the text. Use of these quantifiers is usually optional. However, a few event messages have no meaning without the quantifier. The use of quantifiers is described in ISO 14819-1:2021, 5.5.6.
- f) The sixth column, "T", is the duration type. "D" indicates "dynamic" events of short duration and "L" indicates longer-lasting events (see ISO 14819-1:2021, 5.4.7). 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.
- g) The seventh column, "D", is the default directionality of the event. "1" indicates that one direction of traffic is normally affected by the event. "2" indicates that both directions of traffic are normally affected by the event. TMC terminals can use this field to help to determine which events to present to the driver and how to present them.
- h) The eighth column, "U", is the default terminal urgency, with values "X" for extremely urgent, "U" for urgent, and blank for normal events (see ISO 14819-1:2021, 5.4.5).
- i) The ninth column, "C", gives a numerical representation of the update class to which the event belongs. Update classes 1...31 are listed in 4.1.3. Update classes 32...39 are exclusively for events of the forecast nature "F" with duration type L or (L). These are in subclause 4.3.2. Other than events of type S, these classes contain no other events.
- j) The tenth column, "P", if it contains a code, indicates an event that experience has shown can be misinterpreted. As such, this event may be deprecated in due course. The code in this cell indicates the code that should be used in preference, as it better represents the event.
- k) 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 of 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 a one or two digit number (e.g. A1 - A99); expected events are indicated by the normal phrase code followed by "E" (e.g. A1E), and where a risk of danger exists 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".

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 that although the event lists (Main, Forecast and Supplementary) together contain around 1,700 messages, as explained above, most are composed by combining two or more single phrase messages, so in practice there are only a few hundred unique phrases that need to be stored by the terminal, which when combined form the longer composite messages.

Note also that 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 sometimes 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

Z: Indicates phrases from the List of Supplementary Information (see 4.2.1).

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.

- l) The Event List is comprehensive and contains many messages that may be rarely or even never used by particular service providers. In general, each service provider will use a sub-set of the complete list, according to their needs and the needs of the road network for which they are providing information.

Although individual service providers may use only a sub-set of messages, terminal manufacturers are encouraged to support all messages in the event list to ensure messages from any service provider can be presented to the end-user.

4.1.2 List of quantifiers

Table 1 — List of quantifiers

No	Meaning	Range	Examples	
			Value	Binary code
0	n (small number)	(n = 1, 2, ..., 28; 30, 32, ...36);	1 2 36	00001 00010 00000
1	N (number)	(N = 1, 2, 3, 4;	1 2	00001 00010
		10, 20, ... 100;	10 20	00101 00110
		150, 200, ... 1000)	150 200 1000	01111 10000 00000
2	less than V metres	(V = 10, 20, ... 300)	10 20 300	00001 00010 11110
3	P percent	(P = 0, 5, ... 100)	0 5 100	00001 00010 10101
4	of up to S km/h	(S = 5, 10, ... 160)	5 10 160	00001 00010 00000
5	of up to M minutes	(M = 5, 10, ... 50;	5 10	00001 00010
	or H hours	H = 1, 2, ... 12;	1 2	01011 01100
		18, 24, ... 72)	18 24 72	10111 11000 00000
6	T degrees Celsius	(T = -50, -49, ... +50)	-50 -49 +50	0000 0001 0000 0010 0110 0101
7	H time-of-day	(H = 00.00, 00.10, ... 23.50)	00.00 00.10 23.50	0000 0001 0000 0010 1000 1111
8	W tonnes	(W = 0.1, 0.2, ... 10.0;	0.1 0.2	0000 0001 0000 0010
		10.5, 11.0, ... 60.0)	10.5 11.0 60.0	0110 0101 0110 0110 1100 1000
9	L metres	(L = 0.1, 0.2, ... 10.0;	0.1 0.2	0000 0001 0000 0010
		10.5, 11.0, ... 80.0)	10.5 11.0 80.0	0110 0101 0110 0110 1111 0000
10	of up to D millimetres	(D = 1, 2, ... 255)	1 2 255	0000 0001 0000 0010 1111 1111
11	M MHz	(as defined in ISO 14819-1, IEC 62106 [all parts])	87.6 87.7 107.9	0000 0001 0000 0010 1100 1100

Table 1 (continued)

No	Meaning	Range	Examples	
			Value	Binary code
12	k kHz	(as defined in ISO 14819-1, IEC 62106 [all parts])	ITU Regions 1 & 3	
			153	0000 0001
			162	0000 0010
			279	0000 1111
			531	0001 0000
			540	0001 0001
			1602	1000 0111
			ITU Region 2	
			530	0001 0000
			540	0001 0001
			1610	0111 1100

Quantifiers 0...5 use a 5-bit data field.

The first value uses binary code 00001 and the second value uses 00010. The values increment according to the steps shown. Where binary code 11111 has been reached the final (highest) value uses code 00000.

Quantifiers 6...12 use an 8-bit data field.

The first value uses binary code 0000 0001 and the second value uses 0000 0010. The values increment according to the steps shown.

4.1.3 Event list

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

Table 2 — Event list

Line	Text (metric units)	Code	N	Q	T	D	U	C	P	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	risk 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

Table 2 (continued)

Line	Text (metric units)	Code	N	Q	T	D	U	C	P	R
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	risk 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
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 congestion, average speed of 80 km/h	77			D	1		1		A980
45	traffic congestion, average speed of 90 km/h	78			D	1		1		A990
46	traffic congestion, average speed of 100 km/h	79			D	1		1		A9100
47	traffic lighter than normal (with average speeds Q)	137		4	D	1		1		A10
48	queuing traffic (with average speeds Q). Approach with care	138		4	D	1	U	1		A2.Z112
49	queuing traffic around a bend in the road	139			D	1	U	1		A2.Z165
50	queuing traffic over the crest of a hill	140			D	1	U	1		A2.Z166
51	queuing traffic (with average speeds Q). Risk of stationary traffic	2		4	D	1	U	1		A2.A1D
52	(Q) accident(s). Stationary traffic	215		0	D	1	U	1		B1.A1
53	(Q) accident(s). Stationary traffic for 1 km	216		0	D	1	U	1		B1.A101

Table 2 (continued)

Line	Text (metric units)	Code	N	Q	T	D	U	C	P	R
54	(Q) accident(s). Stationary traffic for 2 km	217		0	D	1	U	1		B1.A102
55	(Q) accident(s). Stationary traffic for 3 km	348		0	D	1	U	1		B1.A103
56	(Q) accident(s). Stationary traffic for 4 km	218		0	D	1	U	1		B1.A104
57	(Q) accident(s). Stationary traffic for 6 km	219		0	D	1	U	1		B1.A106
58	(Q) accident(s). Stationary traffic for 10 km	220		0	D	1	U	1		B1.A110
59	(Q) accident(s). Risk of stationary traffic	221		0	D	1	U	1		B1.A1D
60	(Q) accident(s). Queuing traffic	222		0	D	1	U	1		B1.A2
61	(Q) accident(s). Queuing traffic for 1 km	223		0	D	1	U	1		B1.A201
62	(Q) accident(s). Queuing traffic for 2 km	224		0	D	1	U	1		B1.A202
63	(Q) accident(s). Queuing traffic for 3 km	349		0	D	1	U	1		B1.A203
64	(Q) accident(s). Queuing traffic for 4 km	225		0	D	1	U	1		B1.A204
65	(Q) accident(s). Queuing traffic for 6 km	226		0	D	1	U	1		B1.A206
66	(Q) accident(s). Queuing traffic for 10 km	227		0	D	1	U	1		B1.A210
67	(Q) accident(s). Risk of queuing traffic	228		0	D	1	U	1		B1.A2D
68	(Q) accident(s). Slow traffic	229		0	D	1	U	1		B1.A3
69	(Q) accident(s). Slow traffic for 1 km	230		0	D	1	U	1		B1.A301
70	(Q) accident(s). Slow traffic for 2 km	231		0	D	1	U	1		B1.A302
71	(Q) accident(s). Slow traffic for 3 km	350		0	D	1	U	1		B1.A303
72	(Q) accident(s). Slow traffic for 4 km	232		0	D	1	U	1		B1.A304
73	(Q) accident(s). Slow traffic for 6 km	233		0	D	1	U	1		B1.A306
74	(Q) accident(s). Slow traffic for 10 km	234		0	D	1	U	1		B1.A310
75	(Q) accident(s). Heavy traffic	236		0	D	1		1		B1.A4
76	(Q) accident(s). Traffic flowing freely	238		0	(D)	1		1		B1.A5
77	(Q) accident(s). Traffic building up	239		0	D	1		1		B1.A6
78	vehicles slowing to look at (Q) accident(s). Stationary traffic	250		0	D	1	U	1		B8.A1
79	vehicles slowing to look at (Q) accident(s). Stationary traffic for 1 km	251		0	D	1	U	1		B8.A101
80	vehicles slowing to look at (Q) accident(s). Stationary traffic for 2 km	252		0	D	1	U	1		B8.A102
81	vehicles slowing to look at (Q) accident(s). Stationary traffic for 3 km	352		0	D	1	U	1		B8.A103
82	vehicles slowing to look at (Q) accident(s). Stationary traffic for 4 km	253		0	D	1	U	1		B8.A104
83	vehicles slowing to look at (Q) accident(s). Stationary traffic for 6 km	254		0	D	1	U	1		B8.A106
84	vehicles slowing to look at (Q) accident(s). Stationary traffic for 10 km	255		0	D	1	U	1		B8.A110
85	vehicles slowing to look at (Q) accident(s). Risk of stationary traffic	256		0	D	1	U	1		B8.A1D
86	vehicles slowing to look at (Q) accident(s). Queuing traffic	257		0	D	1	U	1		B8.A2
87	vehicles slowing to look at (Q) accident(s). Queuing traffic for 1 km	258		0	D	1	U	1		B8.A201
88	vehicles slowing to look at (Q) accident(s). Queuing traffic for 2 km	259		0	D	1	U	1		B8.A202

Table 2 (continued)

Line	Text (metric units)	Code	N	Q	T	D	U	C	P	R
89	vehicles slowing to look at (Q) accident(s). Queuing traffic for 3 km	353		0	D	1	U	1		B8.A203
90	vehicles slowing to look at (Q) accident(s). Queuing traffic for 4 km	260		0	D	1	U	1		B8.A204
91	vehicles slowing to look at (Q) accident(s). Queuing traffic for 6 km	261		0	D	1	U	1		B8.A206
92	vehicles slowing to look at (Q) accident(s). Queuing traffic for 10 km	262		0	D	1	U	1		B8.A210
93	vehicles slowing to look at (Q) accident(s). Risk of queuing traffic	263		0	D	1	U	1		B8.A2D
94	vehicles slowing to look at (Q) accident(s)	208		0	(D)	1		1		B8
95	vehicles slowing to look at (Q) accident(s). Slow traffic	264		0	D	1	U	1		B8.A3
96	vehicles slowing to look at (Q) accident(s). Slow traffic for 1 km	265		0	D	1	U	1		B8.A301
97	vehicles slowing to look at (Q) accident(s). Slow traffic for 2 km	266		0	D	1	U	1		B8.A302
98	vehicles slowing to look at (Q) accident(s). Slow traffic for 3 km	354		0	D	1	U	1		B8.A303
99	vehicles slowing to look at (Q) accident(s). Slow traffic for 4 km	267		0	D	1	U	1		B8.A304
100	vehicles slowing to look at (Q) accident(s). Slow traffic for 6 km	268		0	D	1	U	1		B8.A306
101	vehicles slowing to look at (Q) accident(s). Slow traffic for 10 km	269		0	D	1	U	1		B8.A310
102	vehicles slowing to look at (Q) accident(s). Heavy traffic	271		0	D	1		1		B8.A4
103	vehicles slowing to look at (Q) accident(s). Traffic building up	274		0	D	1		1		B8.A6
104	vehicles slowing to look at (Q) accident(s). Danger	355		0	(D)	1	U	1		B8.Z91
105	(Q) shed load(s). Stationary traffic	278		0	D	1	U	1		B10.A1
106	(Q) shed load(s). Stationary traffic for 1 km	279		0	D	1	U	1		B10.A101
107	(Q) shed load(s). Stationary traffic for 2 km	280		0	D	1	U	1		B10.A102
108	(Q) shed load(s). Stationary traffic for 3 km	356		0	D	1	U	1		B10.A103
109	(Q) shed load(s). Stationary traffic for 4 km	281		0	D	1	U	1		B10.A104
110	(Q) shed load(s). Stationary traffic for 6 km	282		0	D	1	U	1		B10.A106
111	(Q) shed load(s). Stationary traffic for 10 km	283		0	D	1	U	1		B10.A110
112	(Q) shed load(s). Risk of stationary traffic	284		0	D	1	U	1		B10.A1D
113	(Q) shed load(s). Queuing traffic	285		0	D	1	U	1		B10.A2
114	(Q) shed load(s). Queuing traffic for 1 km	286		0	D	1	U	1		B10.A201
115	(Q) shed load(s). Queuing traffic for 2 km	287		0	D	1	U	1		B10.A202
116	(Q) shed load(s). Queuing traffic for 3 km	357		0	D	1	U	1		B10.A203
117	(Q) shed load(s). Queuing traffic for 4 km	288		0	D	1	U	1		B10.A204
118	(Q) shed load(s). Queuing traffic for 6 km	289		0	D	1	U	1		B10.A206
119	(Q) shed load(s). Queuing traffic for 10 km	290		0	D	1	U	1		B10.A210
120	(Q) shed load(s). Risk of queuing traffic	291		0	D	1	U	1		B10.A2D
121	(Q) shed load(s). Slow traffic	292		0	D	1	U	1		B10.A3

Table 2 (continued)

Line	Text (metric units)	Code	N	Q	T	D	U	C	P	R
122	(Q) shed load(s). Slow traffic for 1 km	293		0	D	1	U	1		B10.A301
123	(Q) shed load(s). Slow traffic for 2 km	294		0	D	1	U	1		B10.A302
124	(Q) shed load(s). Slow traffic for 3 km	358		0	D	1	U	1		B10.A303
125	(Q) shed load(s). Slow traffic for 4 km	295		0	D	1	U	1		B10.A304
126	(Q) shed load(s). Slow traffic for 6 km	296		0	D	1	U	1		B10.A306
127	(Q) shed load(s). Slow traffic for 10 km	297		0	D	1	U	1		B10.A310
128	(Q) shed load(s). Heavy traffic	299		0	D	1		1		B10.A4
129	(Q) shed load(s). Traffic flowing freely	301		0	(D)	1		1		B10.A5
130	(Q) shed load(s). Traffic building up	302		0	D	1		1		B10.A6
131	(Q) overturned vehicle(s). Stationary traffic	360		0	D	1	U	1		B16.A1
132	(Q) overturned vehicle(s). Risk of stationary traffic	361		0	D	1	U	1		B16.A1D
133	(Q) overturned vehicle(s). Queuing traffic	362		0	D	1	U	1		B16.A2
134	(Q) overturned vehicle(s). Risk of queuing traffic	363		0	D	1	U	1		B16.A2D
135	(Q) overturned vehicle(s). Slow traffic	364		0	D	1	U	1		B16.A3
136	(Q) overturned vehicle(s). Heavy traffic	366		0	D	1		1		B16.A4
137	(Q) overturned vehicle(s). Traffic building up	368		0	D	1		1		B16.A6
138	stationary traffic due to (Q) earlier accident(s)	379		0	D	1	U	1		B22.A1
139	risk of stationary traffic due to (Q) earlier accident(s)	380		0	D	1	U	1		B22.A1D
140	queuing traffic due to (Q) earlier accident(s)	381		0	D	1	U	1		B22.A2
141	risk of queuing traffic due to (Q) earlier accident(s)	382		0	D	1	U	1		B22.A2D
142	slow traffic due to (Q) earlier accident(s)	383		0	D	1	U	1		B22.A3
143	heavy traffic due to (Q) earlier accident(s)	385		0	D	1		1		B22.A4
144	traffic building up due to (Q) earlier accident(s)	387		0	D	1		1		B22.A6
145	(Q) broken down vehicle(s). Stationary traffic	313		0	D	1	U	1		B11.A1
146	(Q) broken down vehicle(s). Risk of stationary traffic	314		0	D	1	U	1		B11.A1D
147	(Q) broken down vehicle(s). Queuing traffic	315		0	D	1	U	1		B11.A2
148	(Q) broken down vehicle(s). Risk of queuing traffic	316		0	D	1	U	1		B11.A2D
149	(Q) broken down vehicle(s). Slow traffic	317		0	D	1	U	1		B11.A3
150	(Q) broken down vehicle(s). Heavy traffic	319		0	D	1		1		B11.A4
151	(Q) broken down vehicle(s). Traffic flowing freely	321		0	(D)	1		1		B11.A5
152	(Q) broken down vehicle(s). Traffic building up	322		0	D	1		1		B11.A6
153	closed ahead. Stationary traffic	410			D	1	U	1		C3.A1
154	closed ahead. Stationary traffic for 1 km	411			D	1	U	1		C3.A101
155	closed ahead. Stationary traffic for 2 km	412			D	1	U	1		C3.A102
156	closed ahead. Stationary traffic for 3 km	495			D	1	U	1		C3.A103
157	closed ahead. Stationary traffic for 4 km	413			D	1	U	1		C3.A104
158	closed ahead. Stationary traffic for 6 km	414			D	1	U	1		C3.A106
159	closed ahead. Stationary traffic for 10 km	415			D	1	U	1		C3.A110
160	closed ahead. Risk of stationary traffic	416			D	1	U	1		C3.A1D

Table 2 (continued)

Line	Text (metric units)	Code	N	Q	T	D	U	C	P	R
161	closed ahead. Queuing traffic	417			D	1	U	1		C3.A2
162	closed ahead. Queuing traffic for 1 km	418			D	1	U	1		C3.A201
163	closed ahead. Queuing traffic for 2 km	419			D	1	U	1		C3.A202
164	closed ahead. Queuing traffic for 3 km	496			D	1	U	1		C3.A203
165	closed ahead. Queuing traffic for 4 km	420			D	1	U	1		C3.A204
166	closed ahead. Queuing traffic for 6 km	421			D	1	U	1		C3.A206
165	closed ahead. Queuing traffic for 10 km	422			D	1	U	1		C3.A210
168	closed ahead. Risk of queuing traffic	423			D	1	U	1		C3.A2D
169	closed ahead. Slow traffic	424			D	1	U	1		C3.A3
170	closed ahead. Slow traffic for 1 km	425			D	1	U	1		C3.A301
171	closed ahead. Slow traffic for 2 km	426			D	1	U	1		C3.A302
172	closed ahead. Slow traffic for 3 km	497			D	1	U	1		C3.A303
173	closed ahead. Slow traffic for 4 km	427			D	1	U	1		C3.A304
174	closed ahead. Slow traffic for 6 km	428			D	1	U	1		C3.A306
175	closed ahead. Slow traffic for 10 km	429			D	1	U	1		C3.A310
176	closed ahead. Heavy traffic	431			D	1	U	1		C3.A4
177	closed ahead. Traffic flowing freely	433			(D)	1	U	1		C3.A5
178	closed ahead. Traffic building up	434			D	1	U	1		C3.A6
179	blocked ahead. Stationary traffic	438			D	1	U	1		C4.A1
180	blocked ahead. Stationary traffic for 1 km	439			D	1	U	1		C4.A101
181	blocked ahead. Stationary traffic for 2 km	440			D	1	U	1		C4.A102
182	blocked ahead. Stationary traffic for 3 km	498			D	1	U	1		C4.A103
183	blocked ahead. Stationary traffic for 4 km	441			D	1	U	1		C4.A104
184	blocked ahead. Stationary traffic for 6 km	442			D	1	U	1		C4.A106
185	blocked ahead. Stationary traffic for 10 km	443			D	1	U	1		C4.A110
186	blocked ahead. Risk of stationary traffic	444			D	1	U	1		C4.A1D
187	blocked ahead. Queuing traffic	445			D	1	U	1		C4.A2
188	blocked ahead. Queuing traffic for 1 km	446			D	1	U	1		C4.A201
189	blocked ahead. Queuing traffic for 2 km	447			D	1	U	1		C4.A202
190	blocked ahead. Queuing traffic for 3 km	499			D	1	U	1		C4.A203
191	blocked ahead. Queuing traffic for 4 km	448			D	1	U	1		C4.A204
192	blocked ahead. Queuing traffic for 6 km	449			D	1	U	1		C4.A206
193	blocked ahead. Queuing traffic for 10 km	450			D	1	U	1		C4.A210
194	blocked ahead. Risk of queuing traffic	451			D	1	U	1		C4.A2D
195	blocked ahead. Slow traffic	452			D	1	U	1		C4.A3
196	blocked ahead. Slow traffic for 1 km	453			D	1	U	1		C4.A301
197	blocked ahead. Slow traffic for 2 km	454			D	1	U	1		C4.A302
198	blocked ahead. Slow traffic for 3 km	626			D	1	U	1		C4.A303
199	blocked ahead. Slow traffic for 4 km	455			D	1	U	1		C4.A304
200	blocked ahead. Slow traffic for 6 km	456			D	1	U	1		C4.A306
201	blocked ahead. Slow traffic for 10 km	457			D	1	U	1		C4.A310
202	blocked ahead. Heavy traffic	459			D	1	U	1		C4.A4
203	blocked ahead. Traffic flowing freely	461			(D)	1	U	1		C4.A5
204	blocked ahead. Traffic building up	462			D	1	U	1		C4.A6

Table 2 (continued)

Line	Text (metric units)	Code	N	Q	T	D	U	C	P	R
205	(Q) lanes closed. Stationary traffic	521		0	D	1	U	1		D1.A1
206	(Q) lanes closed. Stationary traffic for 1 km	522		0	D	1	U	1		D1.A101
207	(Q) lanes closed. Stationary traffic for 2 km	523		0	D	1	U	1		D1.A102
208	(Q) lanes closed. Stationary traffic for 3 km	651		0	D	1	U	1		D1.A103
209	(Q) lanes closed. Stationary traffic for 4 km	524		0	D	1	U	1		D1.A104
210	(Q) lanes closed. Stationary traffic for 6 km	525		0	D	1	U	1		D1.A106
211	(Q) lanes closed. Stationary traffic for 10 km	526		0	D	1	U	1		D1.A110
212	(Q) lanes closed. Risk of stationary traffic	527		0	D	1	U	1		D1.A1D
213	(Q) lanes closed. Queuing traffic	528		0	D	1	U	1		D1.A2
214	(Q) lanes closed. Queuing traffic for 1 km	529		0	D	1	U	1		D1.A201
215	(Q) lanes closed. Queuing traffic for 2 km	530		0	D	1	U	1		D1.A202
216	(Q) lanes closed. Queuing traffic for 3 km	652		0	D	1	U	1		D1.A203
217	(Q) lanes closed. Queuing traffic for 4 km	531		0	D	1	U	1		D1.A204
218	(Q) lanes closed. Queuing traffic for 6 km	532		0	D	1	U	1		D1.A206
219	(Q) lanes closed. Queuing traffic for 10 km	533		0	D	1	U	1		D1.A210
220	(Q) lanes closed. Risk of queuing traffic	534		0	D	1	U	1		D1.A2D
221	(Q) lanes closed. Slow traffic	535		0	D	1	U	1		D1.A3
222	(Q) lanes closed. Slow traffic for 1 km	536		0	D	1	U	1		D1.A301
223	(Q) lanes closed. Slow traffic for 2 km	537		0	D	1	U	1		D1.A302
224	(Q) lanes closed. Slow traffic for 3 km	653		0	D	1	U	1		D1.A303
225	(Q) lanes closed. Slow traffic for 4 km	538		0	D	1	U	1		D1.A304
226	(Q) lanes closed. Slow traffic for 6 km	539		0	D	1	U	1		D1.A306
227	(Q) lanes closed. Slow traffic for 10 km	540		0	D	1	U	1		D1.A310
228	(Q) lanes closed. Heavy traffic	542		0	D	1		1		D1.A4
229	(Q) lanes closed. Traffic flowing freely	544		0	(D)	1		1		D1.A5
230	(Q) lanes closed. Traffic building up	545		0	D	1		1		D1.A6
231	carriageway reduced (from Q lanes) to one lane. Stationary traffic	546		0	D	1	U	1		D15.A1
232	carriageway reduced (from Q lanes) to one lane. Risk of stationary traffic	547		0	D	1	U	1		D15.A1D
233	carriageway reduced (from Q lanes) to one lane. Queuing traffic	548		0	D	1	U	1		D15.A2
234	carriageway reduced (from Q lanes) to one lane. Risk of queuing traffic	549		0	D	1	U	1		D15.A2D
235	carriageway reduced (from Q lanes) to one lane. Slow traffic	550		0	D	1	U	1		D15.A3
236	carriageway reduced (from Q lanes) to one lane. Heavy traffic	552		0	D	1		1		D15.A4
237	carriageway reduced (from Q lanes) to one lane. Traffic flowing freely	554		0	(D)	1		1		D15.A5
238	carriageway reduced (from Q lanes) to one lane. Traffic building up	555		0	D	1		1		D15.A6
239	carriageway reduced (from Q lanes) to two lanes. Stationary traffic	556		0	D	1	U	1		D16.A1
240	carriageway reduced (from Q lanes) to two lanes. Risk of stationary traffic	557		0	D	1	U	1		D16.A1D

Table 2 (continued)

Line	Text (metric units)	Code	N	Q	T	D	U	C	P	R
241	carriageway reduced (from Q lanes) to two lanes. Queuing traffic	558		0	D	1	U	1		D16.A2
242	carriageway reduced (from Q lanes) to two lanes. Risk of queuing traffic	559		0	D	1	U	1		D16.A2D
243	carriageway reduced (from Q lanes) to two lanes. Slow traffic	560		0	D	1	U	1		D16.A3
244	carriageway reduced (from Q lanes) to two lanes. Heavy traffic	562		0	D	1		1		D16.A4
245	carriageway reduced (from Q lanes) to two lanes. Traffic flowing freely	564		0	(D)	1		1		D16.A5
246	carriageway reduced (from Q lanes) to two lanes. Traffic building up	565		0	D	1		1		D16.A6
247	carriageway reduced (from Q lanes) to three lanes. Stationary traffic	566		0	D	1	U	1		D17.A1
248	carriageway reduced (from Q lanes) to three lanes. Risk of stationary traffic	567		0	D	1	U	1		D17.A1D
249	carriageway reduced (from Q lanes) to three lanes. Queuing traffic	568		0	D	1	U	1		D17.A2
250	carriageway reduced (from Q lanes) to three lanes. Risk of queuing traffic	569		0	D	1	U	1		D17.A2D
251	carriageway reduced (from Q lanes) to three lanes. Slow traffic	570		0	D	1	U	1		D17.A3
252	carriageway reduced (from Q lanes) to three lanes. Heavy traffic	572		0	D	1		1		D17.A4
253	carriageway reduced (from Q lanes) to three lanes. Traffic flowing freely	574		0	(D)	1		1		D17.A5
254	carriageway reduced (from Q lanes) to three lanes. Traffic building up	575		0	D	1		1		D17.A6
255	contraflow. Stationary traffic	576			D	1	U	1		D18.A1
256	contraflow. Stationary traffic for 1 km	577			D	1	U	1		D18.A101
257	contraflow. Stationary traffic for 2 km	578			D	1	U	1		D18.A102
258	contraflow. Stationary traffic for 3 km	654			D	1	U	1		D18.A103
259	contraflow. Stationary traffic for 4 km	579			D	1	U	1		D18.A104
260	contraflow. Stationary traffic for 6 km	580			D	1	U	1		D18.A106
261	contraflow. Stationary traffic for 10 km	581			D	1	U	1		D18.A110
262	contraflow. Risk of stationary traffic	582			D	1	U	1		D18.A1D
263	contraflow. Queuing traffic	583			D	1	U	1		D18.A2
264	contraflow. Queuing traffic for 1 km	584			D	1	U	1		D18.A201
265	contraflow. Queuing traffic for 2 km	585			D	1	U	1		D18.A202
266	contraflow. Queuing traffic for 3 km	655			D	1	U	1		D18.A203
267	contraflow. Queuing traffic for 4 km	586			D	1	U	1		D18.A204
268	contraflow. Queuing traffic for 6 km	587			D	1	U	1		D18.A206
269	contraflow. Queuing traffic for 10 km	588			D	1	U	1		D18.A210
270	contraflow. Risk of queuing traffic	589			D	1	U	1		D18.A2D
271	contraflow. Slow traffic	590			D	1	U	1		D18.A3
272	contraflow. Slow traffic for 1 km	591			D	1	U	1		D18.A301
273	contraflow. Slow traffic for 2 km	592			D	1	U	1		D18.A302
274	contraflow. Slow traffic for 3 km	656			D	1	U	1		D18.A303

Table 2 (continued)

Line	Text (metric units)	Code	N	Q	T	D	U	C	P	R
275	contraflow. Slow traffic for 4 km	593			D	1	U	1		D18.A304
276	contraflow. Slow traffic for 6 km	594			D	1	U	1		D18.A306
277	contraflow. Slow traffic for 10 km	595			D	1	U	1		D18.A310
278	contraflow. Heavy traffic	597			D	1		1		D18.A4
279	contraflow. Traffic flowing freely	599			(D)	1		1		D18.A5
280	contraflow. Traffic building up	600			D	1		1		D18.A6
281	narrow lanes. Stationary traffic	604			D	1	U	1		D19.A1
282	narrow lanes. Risk of stationary traffic	605			D	1	U	1		D19.A1D
283	narrow lanes. Queuing traffic	606			D	1	U	1		D19.A2
284	narrow lanes. Risk of queuing traffic	607			D	1	U	1		D19.A2D
285	narrow lanes. Slow traffic	608			D	1	U	1		D19.A3
286	narrow lanes. Heavy traffic	610			D	1		1		D19.A4
287	narrow lanes. Traffic flowing freely	612			(D)	1		1		D19.A5
288	narrow lanes. Traffic building up	613			D	1		1		D19.A6
289	contraflow with narrow lanes. Stationary traffic	614			D	1	U	1		D18.D19.A1
290	contraflow with narrow lanes. Risk of stationary traffic	615			D	1	U	1		D18.D19.A1D
291	contraflow with narrow lanes. Queuing traffic	616			D	1	U	1		D18.D19.A2
292	contraflow with narrow lanes. Risk of queuing traffic	617			D	1	U	1		D18.D19.A2D
293	contraflow with narrow lanes. Slow traffic	618			D	1	U	1		D18.D19.A3
294	contraflow with narrow lanes. Heavy traffic	620			D	1		1		D18.D19.A4
295	contraflow with narrow lanes. Traffic flowing freely	622			(D)	1		1		D18.D19.A5
296	contraflow with narrow lanes. Traffic building up	623			D	1		1		D18.D19.A6
297	(Q sets of) roadworks. Stationary traffic	710		0	D	1	U	1		E1.A1
298	(Q sets of) roadworks. Stationary traffic for 1 km	711		0	D	1	U	1		E1.A101
299	(Q sets of) roadworks. Stationary traffic for 2 km	712		0	D	1	U	1		E1.A102
300	(Q sets of) roadworks. Stationary traffic for 3 km	812		0	D	1	U	1		E1.A103
301	(Q sets of) roadworks. Stationary traffic for 4 km	713		0	D	1	U	1		E1.A104
302	(Q sets of) roadworks. Stationary traffic for 6 km	714		0	D	1	U	1		E1.A106
303	(Q sets of) roadworks. Stationary traffic for 10 km	715		0	D	1	U	1		E1.A110
304	(Q sets of) roadworks. Risk of stationary traffic	716		0	D	1	U	1		E1.A1D
305	(Q sets of) roadworks. Queuing traffic	717		0	D	1	U	1		E1.A2
306	(Q sets of) roadworks. Queuing traffic for 1 km	718		0	D	1	U	1		E1.A201
307	(Q sets of) roadworks. Queuing traffic for 2 km	719		0	D	1	U	1		E1.A202
308	(Q sets of) roadworks. Queuing traffic for 3 km	813		0	D	1	U	1		E1.A203
309	(Q sets of) roadworks. Queuing traffic for 4 km	720		0	D	1	U	1		E1.A204
310	(Q sets of) roadworks. Queuing traffic for 6 km	721		0	D	1	U	1		E1.A206

Table 2 (continued)

Line	Text (metric units)	Code	N	Q	T	D	U	C	P	R
311	(Q sets of) roadworks. Queuing traffic for 10 km	722		0	D	1	U	1		E1.A210
312	(Q sets of) roadworks. Risk of queuing traffic	723		0	D	1	U	1		E1.A2D
313	(Q sets of) roadworks. Slow traffic	724		0	D	1	U	1		E1.A3
314	(Q sets of) roadworks. Slow traffic for 1 km	725		0	D	1	U	1		E1.A301
315	(Q sets of) roadworks. Slow traffic for 2 km	726		0	D	1	U	1		E1.A302
316	(Q sets of) roadworks. Slow traffic for 3 km	814		0	D	1	U	1		E1.A303
317	(Q sets of) roadworks. Slow traffic for 4 km	727		0	D	1	U	1		E1.A304
318	(Q sets of) roadworks. Slow traffic for 6 km	728		0	D	1	U	1		E1.A306
319	(Q sets of) roadworks. Slow traffic for 10 km	729		0	D	1	U	1		E1.A310
320	(Q sets of) roadworks. Heavy traffic	731		0	D	1		1		E1.A4
321	(Q sets of) roadworks. Traffic flowing freely	733		0	(D)	1		1		E1.A5
322	(Q sets of) roadworks. Traffic building up	734		0	D	1		1		E1.A6
323	(Q sections of) resurfacing work. Stationary traffic	750		0	D	1	U	1		E4.A1
324	(Q sections of) resurfacing work. Stationary traffic for 1 km	751		0	D	1	U	1		E4.A101
325	(Q sections of) resurfacing work. Stationary traffic for 2 km	752		0	D	1	U	1		E4.A102
326	(Q sections of) resurfacing work. Stationary traffic for 3 km	818		0	D	1	U	1		E4.A103
327	(Q sections of) resurfacing work. Stationary traffic for 4 km	753		0	D	1	U	1		E4.A104
328	(Q sections of) resurfacing work. Stationary traffic for 6 km	754		0	D	1	U	1		E4.A106
329	(Q sections of) resurfacing work. Stationary traffic for 10 km	755		0	D	1	U	1		E4.A110
330	(Q sections of) resurfacing work. Risk of stationary traffic	756		0	D	1	U	1		E4.A1D
331	(Q sections of) resurfacing work. Queuing traffic	757		0	D	1	U	1		E4.A2
332	(Q sections of) resurfacing work. Queuing traffic for 1 km	758		0	D	1	U	1		E4.A201
333	(Q sections of) resurfacing work. Queuing traffic for 2 km	759		0	D	1	U	1		E4.A202
334	(Q sections of) resurfacing work. Queuing traffic for 3 km	819		0	D	1	U	1		E4.A203
335	(Q sections of) resurfacing work. Queuing traffic for 4 km	760		0	D	1	U	1		E4.A204
336	(Q sections of) resurfacing work. Queuing traffic for 6 km	761		0	D	1	U	1		E4.A206
337	(Q sections of) resurfacing work. Queuing traffic for 10 km	762		0	D	1	U	1		E4.A210
338	(Q sections of) resurfacing work. Risk of queuing traffic	763		0	D	1	U	1		E4.A2D
339	(Q sections of) resurfacing work. Slow traffic	764		0	D	1	U	1		E4.A3
340	(Q sections of) resurfacing work. Slow traffic for 1 km	765		0	D	1	U	1		E4.A301
341	(Q sections of) resurfacing work. Slow traffic for 2 km	766		0	D	1	U	1		E4.A302

Table 2 (continued)

Line	Text (metric units)	Code	N	Q	T	D	U	C	P	R
342	(Q sections of) resurfacing work. Slow traffic for 3 km	820		0	D	1	U	1		E4.A303
343	(Q sections of) resurfacing work. Slow traffic for 4 km	767		0	D	1	U	1		E4.A304
344	(Q sections of) resurfacing work. Slow traffic for 6 km	768		0	D	1	U	1		E4.A306
345	(Q sections of) resurfacing work. Slow traffic for 10 km	769		0	D	1	U	1		E4.A310
346	(Q sections of) resurfacing work. Heavy traffic	771		0	D	1		1		E4.A4
347	(Q sections of) resurfacing work. Traffic flowing freely	773		0	(D)	1		1		E4.A5
348	(Q sections of) resurfacing work. Traffic building up	774		0	D	1		1		E4.A6
349	(Q sets of) road marking work. Stationary traffic	783		0	D	1	U	1		E6.A1
350	(Q sets of) road marking work. Risk of stationary traffic	784		0	D	1	U	1		E6.A1D
351	(Q sets of) road marking work. Queuing traffic	785		0	D	1	U	1		E6.A2
352	(Q sets of) road marking work. Risk of queuing traffic	786		0	D	1	U	1		E6.A2D
353	(Q sets of) road marking work. Slow traffic	787		0	D	1	U	1		E6.A3
354	(Q sets of) road marking work. Heavy traffic	789		0	D	1		1		E6.A4
355	(Q sets of) road marking work. Traffic flowing freely	791		0	(D)	1		1		E6.A5
356	(Q sets of) road marking work. Traffic building up	792		0	D	1		1		E6.A6
357	(Q sets of) slow moving maintenance vehicles. Stationary traffic	825		0	D	1	U	1		E12.A1
358	(Q sets of) slow moving maintenance vehicles. Risk of stationary traffic	826		0	D	1	U	1		E12.A1D
359	(Q sets of) slow moving maintenance vehicles. Queuing traffic	827		0	D	1	U	1		E12.A2
360	(Q sets of) slow moving maintenance vehicles. Risk of queuing traffic	828		0	D	1	U	1		E12.A2D
361	(Q sets of) slow moving maintenance vehicles. Slow traffic	829		0	D	1	U	1		E12.A3
362	(Q sets of) slow moving maintenance vehicles. Heavy traffic	831		0	D	1	U	1		E12.A4
363	(Q sets of) slow moving maintenance vehicles. Traffic flowing freely	833		0	(D)	1	U	1		E12.A5
364	(Q sets of) slow moving maintenance vehicles. Traffic building up	834		0	D	1	U	1		E12.A6
365	flooding. Stationary traffic	928			D	1	U	1		F5.A1
366	flooding. Risk of stationary traffic	929			D	1	U	1		F5.A1D
367	flooding. Queuing traffic	930			D	1	U	1		F5.A2
368	flooding. Risk of queuing traffic	931			D	1	U	1		F5.A2D
369	flooding. Slow traffic	932			D	1	U	1		F5.A3
370	flooding. Heavy traffic	934			D	1		1		F5.A4
371	flooding. Traffic flowing freely	936			(D)	1		1		F5.A5

Table 2 (continued)

Line	Text (metric units)	Code	N	Q	T	D	U	C	P	R
372	flooding. Traffic building up	937			D	1		1		F5.A6
373	major event. Stationary traffic	1517			D	1	U	1		P1.A1
374	major event. Risk of stationary traffic	1518			D	1	U	1		P1.A1D
375	major event. Queuing traffic	1519			D	1	U	1		P1.A2
376	major event. Risk of queuing traffic	1520			D	1	U	1		P1.A2D
377	major event. Slow traffic	1521			D	1	U	1		P1.A3
378	major event. Heavy traffic	1523			D	1		1		P1.A4
379	major event. Traffic flowing freely	1525			(D)	1		1		P1.A5
380	major event. Traffic building up	1526			D	1		1		P1.A6
381	sports meeting. Stationary traffic	1531			D	1	U	1		P2.A1
382	sports meeting. Risk of stationary traffic	1532			D	1	U	1		P2.A1D
383	sports meeting. Queuing traffic	1533			D	1	U	1		P2.A2
384	sports meeting. Risk of queuing traffic	1534			D	1	U	1		P2.A2D
385	sports meeting. Slow traffic	1535			D	1	U	1		P2.A3
386	sports meeting. Heavy traffic	1537			D	1		1		P2.A4
387	sports meeting. Traffic flowing freely	1539			(D)	1		1		P2.A5
388	sports meeting. Traffic building up	1540			D	1		1		P2.A6
389	fair. Stationary traffic	1545			D	1	U	1		P6.A1
390	fair. Risk of stationary traffic	1546			D	1	U	1		P6.A1D
391	fair. Queuing traffic	1547			D	1	U	1		P6.A2
392	fair. Risk of queuing traffic	1548			D	1	U	1		P6.A2D
393	fair. Slow traffic	1549			D	1	U	1		P6.A3
394	fair. Heavy traffic	1551			D	1		1		P6.A4
395	fair. Traffic flowing freely	1553			(D)	1		1		P6.A5
396	fair. Traffic building up	1554			D	1		1		P6.A6
397	security alert. Stationary traffic	1571			D	1	U	1		P15.A1
398	security alert. Risk of stationary traffic	1572			D	1	U	1		P15.A1D
399	security alert. Queuing traffic	1573			D	1	U	1		P15.A2
400	security alert. Risk of queuing traffic	1574			D	1	U	1		P15.A2D
401	security alert. Slow traffic	1575			D	1	U	1		P15.A3
402	security alert. Heavy traffic	1577			D	1		1		P15.A4
403	evacuation. Heavy traffic	1495			D	1		1		P49.A4
404	security alert. Traffic flowing freely	1586			(D)	1		1		P15.A5
405	security alert. Traffic building up	1579			D	1		1		P15.A6
406	(Q sets of) traffic lights not working. Stationary traffic	1807		0	D	1	U	1		T4.A1
407	(Q sets of) traffic lights not working. Risk of stationary traffic	1808		0	D	1	U	1		T4.A1D
408	(Q sets of) traffic lights not working. Queuing traffic	1809		0	D	1	U	1		T4.A2
409	(Q sets of) traffic lights not working. Risk of queuing traffic	1810		0	D	1	U	1		T4.A2D
410	(Q sets of) traffic lights not working. Slow traffic	1811		0	D	1	U	1		T4.A3

Table 2 (continued)

Line	Text (metric units)	Code	N	Q	T	D	U	C	P	R
411	(Q sets of) traffic lights not working. Heavy traffic	1813		0	D	1		1		T4.A4
412	(Q sets of) traffic lights not working. Traffic flowing freely	1815		0	(D)	1		1		T4.A5
413	(Q sets of) traffic lights not working. Traffic building up	1816		0	D	1		1		T4.A6
414	level crossing failure. Stationary traffic	1820			D	1	U	1		T6.A1
415	level crossing failure. Risk of stationary traffic	1821			D	1	U	1		T6.A1D
416	level crossing failure. Queuing traffic	1822			D	1	U	1		T6.A2
417	level crossing failure. Risk of queuing traffic	1823			D	1	U	1		T6.A2D
418	level crossing failure. Slow traffic	1824			D	1	U	1		T6.A3
419	level crossing failure. Heavy traffic	1826			D	1		1		T6.A4
420	level crossing failure. Traffic flowing freely	1828			(D)	1		1		T6.A5
421	level crossing failure. Traffic building up	1829			D	1		1		T6.A6
422										
423	no problems to report	126			(D)	1		1		A97
424	traffic congestion cleared	127			(D)	1		1		A98
425	traffic has returned to normal	1584			(D)	1		1		P98
426										
427	message cancelled	128	S					1		
428										
429										
430										
431	2. EXPECTED LEVEL OF SERVICE									
432										
433	traffic problem expected	55	F		D	1		2		A50E
434	stationary traffic expected	107	F		D	1	U	2		A1E
435	queuing traffic expected	114	F		D	1	U	2		A2E
436	slow traffic expected	121	F		D	1	U	2		A3E
437	heavy traffic expected	123	F		D	1		2		A4E
438	traffic congestion expected	56	F		D	1	U	2		A9E
439	(Q) accident(s). Slow traffic expected	235	F	0	D	1	U	2		B1.A3E
440	(Q) accident(s). Heavy traffic expected	237	F	0	D	1		2		B1.A4E
441	vehicles slowing to look at (Q) accident(s). Slow traffic expected	270	F	0	D	1	U	2		B8.A3E
442	vehicles slowing to look at (Q) accident(s). Heavy traffic expected	272	F	0	D	1		2		B8.A4E
443	(Q) shed load(s). Slow traffic expected	298	F	0	D	1	U	2		B10.A3E
444	(Q) shed load(s). Heavy traffic expected	300	F	0	D	1		2		B10.A4E
445	(Q) overturned vehicle(s). Slow traffic expected	365	F	0	D	1	U	2		B16.A3E
446	(Q) overturned vehicle(s). Heavy traffic expected	367	F	0	D	1		2		B16.A4E
447	(Q) broken down vehicle(s). Slow traffic expected	318	F	0	D	1	U	2		B11.A3E
448	(Q) broken down vehicle(s). Heavy traffic expected	320	F	0	D	1		2		B11.A4E

Table 2 (continued)

Line	Text (metric units)	Code	N	Q	T	D	U	C	P	R
449	closed ahead. Slow traffic expected	430	F		D	1	U	2		C3.A3E
450	closed ahead. Heavy traffic expected	432	F		D	1	U	2		C3.A4E
451	blocked ahead. Slow traffic expected	458	F		D	1	U	2		C4.A3E
452	blocked ahead. Heavy traffic expected	460	F		D	1	U	2		C4.A4E
453	(Q) lanes closed. Slow traffic expected	541	F	0	D	1	U	2		D1.A3E
454	(Q) lanes closed. Heavy traffic expected	543	F	0	D	1		2		D1.A4E
455	carriageway reduced (from Q lanes) to one lane. Slow traffic expected	551	F	0	D	1	U	2		D15.A3E
456	carriageway reduced (from Q lanes) to one lane. Heavy traffic expected	553	F	0	D	1		2		D15.A4E
457	carriageway reduced (from Q lanes) to two lanes. Slow traffic expected	561	F	0	D	1	U	2		D16.A3E
458	carriageway reduced (from Q lanes) to two lanes. Heavy traffic expected	563	F	0	D	1		2		D16.A4E
459	carriageway reduced (from Q lanes) to three lanes. Slow traffic expected	571	F	0	D	1	U	2		D17.A3E
460	carriageway reduced (from Q lanes) to three lanes. Heavy traffic expected	573	F	0	D	1		2		D17.A4E
461	contraflow. Slow traffic expected	596	F		D	1	U	2		D18.A3E
462	contraflow. Heavy traffic expected	598	F		D	1		2		D18.A4E
463	narrow lanes. Slow traffic expected	609	F		D	1	U	2		D19.A3E
464	narrow lanes. Heavy traffic expected	611	F		D	1		2		D19.A4E
465	contraflow with narrow lanes. Slow traffic expected	619	F		D	1	U	2		D18.D19.A3E
466	contraflow with narrow lanes. Heavy traffic expected	621	F		D	1		2		D18.D19.A4E
467	(Q sets of) roadworks. Slow traffic expected	730	F	0	D	1	U	2		E1.A3E
468	(Q sets of) roadworks. Heavy traffic expected	732	F	0	D	1		2		E1.A4E
469	(Q sections of) resurfacing work. Slow traffic expected	770	F	0	D	1	U	2		E4.A3E
470	(Q sections of) resurfacing work. Heavy traffic expected	772	F	0	D	1		2		E4.A4E
471	(Q sets of) road marking work. Slow traffic expected	788	F	0	D	1	U	2		E6.A3E
472	(Q sets of) road marking work. Heavy traffic expected	790	F	0	D	1		2		E6.A4E
473	(Q sets of) slow moving maintenance vehicles. Slow traffic expected	830	F	0	D	1	U	2		E12.A3E
474	(Q sets of) slow moving maintenance vehicles. Heavy traffic expected	832	F	0	D	1	U	2		E12.A4E
475	flooding. Slow traffic expected	933	F		D	1	U	2		F5.A3E
476	flooding. Heavy traffic expected	935	F		D	1		2		F5.A4E
477	major event. Slow traffic expected	1522	F		D	1	U	2		P1.A3E
478	major event. Heavy traffic expected	1524	F		D	1		2		P1.A4E
479	sports meeting. Slow traffic expected	1536	F		D	1	U	2		P2.A3E
480	sports meeting. Heavy traffic expected	1538	F		D	1		2		P2.A4E
481	fair. Slow traffic expected	1550	F		D	1	U	2		P6.A3E
482	fair. Heavy traffic expected	1552	F		D	1		2		P6.A4E

Table 2 (continued)

Line	Text (metric units)	Code	N	Q	T	D	U	C	P	R
483	security alert. Slow traffic expected	1576	F		D	1	U	2		P15.A3E
484	security alert. Heavy traffic expected	1578	F		D	1		2		P15.A4E
485	(Q sets of) traffic lights not working. Slow traffic expected	1812	F	0	D	1	U	2		T4.A3E
486	(Q sets of) traffic lights not working. Heavy traffic expected	1814	F	0	D	1		2		T4.A4E
487	level crossing failure. Slow traffic expected	1825	F		D	1	U	2		T6.A3E
488	level crossing failure. Heavy traffic expected	1827	F		D	1		2		T6.A4E
489										
490	normal traffic expected	57	F		D	1		2		A96E
491										
492	message cancelled	1589	S					2		
493										
494										
495										
496	3. ACCIDENTS									
497										
498	(Q) accident(s)	201		0	(D)	1		3		B1
499	(Q) serious accident(s)	202		0	(D)	1	U	3		B2
500	multi-vehicle accident (involving Q vehicles)	203		0	(D)	1	U	3		B3
501	accident involving (a/Q) heavy lorr(y/ies)	204		0	(D)	1	U	3		B4
502	accident involving (a/Q) bus(es)	335		0	(D)	1	U	3		B9
503	accident involving (a/Q) tram(s)	273		0	(D)	1	U	3		B31
504	(Q) accident(s) involving hazardous materials	205		0	(D)	1	U	3		B5
505	(Q) fuel spillage accident(s)	206		0	(D)	1	U	3		B6
506	(Q) chemical spillage accident(s)	207		0	(D)	1	U	3		B7
507	(Q) oil spillage accident(s)	336		0	(D)	1	U	3		B15
508	(Q) overturned vehicle(s)	337		0	(D)	1		3		B16
509	(Q) overturned heavy lorr(y/ies)	338		0	(D)	1	U	3		B17
510	(Q) jack-knifed trailer(s)	339		0	(D)	1	U	3		B18
511	(Q) jack-knifed caravan(s)	340		0	(D)	1	U	3		B19
512	(Q) jack-knifed articulated lorr(y/ies)	341		0	(D)	1	U	3		B20
513	(Q) vehicle fire(s)	213		0	(D)	1		3		B13
514	(Q) vehicle(s) spun around	342		0	(D)	1		3		B21
515	(Q) overturned vehicle(s). Danger	378		0	(D)	1	U	3		B16.Z91
516	(Q) earlier accident(s)	343		0	(D)	1		3		B22
517	accident investigation work	344			D	1		3		B23
518	accident investigation work. Danger	391			D	1	U	3		B23.Z91
519	(Q) accident(s) in roadworks area	351		0	(D)	1	U	3		B1.Z241
520	(Q) accident(s), traffic being directed around accident area	12		0	D	1	U	3		B1.Z95
521	(Q) secondary accident(s)	345		0	(D)	1		3		B24
522	(Q) secondary accident(s). Danger	392		0	(D)	1	U	3		B24.Z91
523	(Q) accident(s) in the opposing lanes	209		0	(D)	1		3		B1.Z32
524										

Table 2 (continued)

Line	Text (metric units)	Code	N	Q	T	D	U	C	P	R
525	all accidents cleared, no problems to report	141			(D)	1		3		B95
526	accident cleared	333			(D)	1		3		B98
527										
528	message cancelled	334	S					3		
529										
530										
531										
532	4. INCIDENTS									
533										
534	(Q) incident(s)	214		0	(D)	1		4		B14
535	(Q) broken-down vehicle(s)	211		0	(D)	1		4		B11
536	(Q) broken-down vehicle(s). Danger	393		0	(D)	1	U	4		B11.Z91
537	(Q) broken-down heavy lorr(y/ies)	212		0	(D)	1		4		B12
538	(Q) broken-down heavy lorr(y/ies). Danger	394		0	(D)	1	U	4		B12.Z91
539	(Q) broken-down bus(es)	346		0	(D)	1		4		B25
540	(Q) broken-down tram(s)	386		0	(D)	1		4		B32
541	(Q) derailed tram(s)	389		0	(L)	1		4		B33
542	over-height warning system triggered	11			(D)	1	U	4		B50
543	clearance work	924			D	1		4		F18
544	clearance work. Danger	1034			D	1	U	4		F18.Z91
545	rescue and recovery work in progress	397			D	1	U	4		F29
546	rescue and recovery work in progress. Danger	1066			D	1	U	4		F29.Z91
547										
548	incident cleared	396			(D)	1		4		B97
549	road cleared	395			(D)	1		4		B96
550										
551	message cancelled	2028	S					4		
552										
553										
554										
555	5. CLOSURES AND LANE RESTRICTIONS									
556										
557	intermittent short-term closures	666			D	2	U	5		C33
558	closed	401			L	1	U	5		C1
559	road closed due to (Q) accident(s)	240		0	D	1	U	5		B1.C1
560	closed, rescue and recovery work in progress	16			D	1	U	5		C1.Z42
561	(Q) lane(s) closed	500		0	L	1		5		D1
562	(Q) right lane(s) closed	501		0	L	1		5		D2
563	(Q) centre lane(s) closed	502		0	L	1		5		D3
564	(Q) left lane(s) closed	503		0	L	1		5		D4
565	hard shoulder closed	504			L	1		5		D5
566	emergency lane closed	637			L	1		5		D14
567	(Q) overtaking lane(s) closed	41		0	L	1		5		D50
568	one lane closed	641			L	1		5		D24

Table 2 (continued)

Line	Text (metric units)	Code	N	Q	T	D	U	C	P	R
569	two lanes closed	505			L	1		5		D6
570	three lanes closed	506			L	1		5		D7
571	all lanes closed. Passable via hard shoulder	667			L	1		5		D36.D37
572	all lanes closed. Passable via rest area	668			L	1		5		D36.D39
573	all lanes closed. Passable via exit road and connecting entry road	669			L	1		5		D36.D40
574	all lanes closed. Passable via limited access road	670			L	1		5		D36.D42
575	carriageway reduced (from Q lanes) to one lane	514		0	L	1		5		D15
576	carriageway reduced (from Q lanes) to two lanes	515		0	L	1		5		D16
577	carriageway reduced (from Q lanes) to three lanes	516		0	L	1		5		D17
578	contraflow. Carriageway reduced (from Q lanes) to one lane	601		0	L	1		5		D18.D15
579	contraflow. Carriageway reduced (from Q lanes) to two lanes	602		0	L	1		5		D18.D16
580	contraflow. Carriageway reduced (from Q lanes) to three lanes	603		0	L	1		5		D18.D17
581	closed due to (Q sets of) roadworks	735		0	L	1	U	5		E1.C1
582	(Q sets of) roadworks. Right lane closed	736		0	L	1		5		E1.D2
583	(Q sets of) roadworks. Centre lane closed	737		0	L	1		5		E1.D3
584	(Q sets of) roadworks. Left lane closed	738		0	L	1		5		E1.D4
585	(Q sets of) roadworks. Hard shoulder closed	739		0	L	1		5		E1.D5
586	(Q sets of) roadworks. Two lanes closed	740		0	L	1		5		E1.D6
587	(Q sets of) roadworks. Three lanes closed	741		0	L	1		5		E1.D7
588	roadworks, (Q) overtaking lane(s) closed	51		0	L	1		5		E1.D50
589	roadworks. Carriageway reduced (from Q lanes) to one lane	743		0	L	1		5		E1.D15
590	roadworks. Carriageway reduced (from Q lanes) to two lanes	744		0	L	1		5		E1.D16
591	roadworks. Carriageway reduced (from Q lanes) to three lanes	745		0	L	1		5		E1.D17
592	resurfacing work. Carriageway reduced (from Q lanes) to one lane	776		0	L	1		5		E4.D15
593	resurfacing work. Carriageway reduced (from Q lanes) to two lanes	777		0	L	1		5		E4.D16
594	resurfacing work. Carriageway reduced (from Q lanes) to three lanes	778		0	L	1		5		E4.D17
595	(Q sets of) road marking work. Right lane closed	793		0	D	1		5		E6.D2
596	(Q sets of) road marking work. Centre lane closed	794		0	D	1		5		E6.D3
597	(Q sets of) road marking work. Left lane closed	795		0	D	1		5		E6.D4
598	(Q sets of) road marking work. Hard shoulder closed	796		0	D	1		5		E6.D5
599	(Q sets of) road marking work. Two lanes closed	797		0	D	1		5		E6.D6

Table 2 (continued)

Line	Text (metric units)	Code	N	Q	T	D	U	C	P	R
600	(Q sets of) road marking work. Three lanes closed	798		0	D	1		5		E6.D7
601	(Q sets of) slow moving maintenance vehicles. Right lane closed	835		0	D	1	U	5		E12.D2
602	(Q sets of) slow moving maintenance vehicles. Centre lane closed	836		0	D	1	U	5		E12.D3
603	(Q sets of) slow moving maintenance vehicles. Left lane closed	837		0	D	1	U	5		E12.D4
604	(Q sets of) slow moving maintenance vehicles. Two lanes closed	838		0	D	1	U	5		E12.D6
605	(Q sets of) slow moving maintenance vehicles. Three lanes closed	839		0	D	1	U	5		E12.D7
606	closed for bridge demolition work (at Q bridges)	799		0	L	2	U	5		E13.C1
607	road closed due to landslips	947			L	2	U	5		F9.C1
608	road closed due to burst water main	957			D	1	U	5		F14.C1
609	closed due to serious fire	965			D	2	U	5		F16.C1
610	subsidence. Carriageway reduced (from Q lanes) to one lane	951		0	L	1		5		F12.D15
611	subsidence. Carriageway reduced (from Q lanes) to two lanes	952		0	L	1		5		F12.D16
612	subsidence. Carriageway reduced (from Q lanes) to three lanes	953		0	L	1		5		F12.D17
613	closed due to sewer collapse	956			L	1	U	5		F13.C1
614	closed due to gas leak	961			D	2	U	5		F15.C1
615	closed for clearance work	969			D	1	U	5		F18.C1
616	snow on the road. Carriageway reduced (from Q lanes) to one lane	1021		0	D	1	U	5		G11.D15
617	snow on the road. Carriageway reduced (from Q lanes) to two lanes	1022		0	D	1		5		G11.D16
618	snow on the road. Carriageway reduced (from Q lanes) to three lanes	1023		0	D	1		5		G11.D17
619	(Q) accident(s). Right lane blocked	241		0	D	1	U	5		B1.D8
620	(Q) accident(s). Centre lane blocked	242		0	D	1	U	5		B1.D9
621	(Q) accident(s). Left lane blocked	243		0	D	1	U	5		B1.D10
622	(Q) accident(s). Hard shoulder blocked	244		0	D	1	U	5		B1.D11
623	(Q) accident(s). Two lanes blocked	245		0	D	1	U	5		B1.D12
624	(Q) accident(s). Three lanes blocked	246		0	D	1	U	5		B1.D13
625	blocked by (Q) shed load(s)	303		0	D	1	U	5		B10.C2
626	(Q) shed load(s). Right lane blocked	304		0	D	1	U	5		B10.D8
627	(Q) shed load(s). Centre lane blocked	305		0	D	1	U	5		B10.D9
628	(Q) shed load(s). Left lane blocked	306		0	D	1	U	5		B10.D10
629	(Q) shed load(s). Hard shoulder blocked	307		0	D	1	U	5		B10.D11
630	(Q) shed load(s). Two lanes blocked	308		0	D	1	U	5		B10.D12
631	(Q) shed load(s). Three lanes blocked	309		0	D	1	U	5		B10.D13
632	blocked by (Q) overturned vehicle(s)	369		0	D	1	U	5		B16.C2
633	(Q) overturned vehicle(s). Right lane blocked	370		0	D	1	U	5		B16.D8

Table 2 (continued)

Line	Text (metric units)	Code	N	Q	T	D	U	C	P	R
634	(Q) overturned vehicle(s). Centre lane blocked	371		0	D	1	U	5		B16.D9
635	(Q) overturned vehicle(s). Left lane blocked	372		0	D	1	U	5		B16.D10
636	(Q) overturned vehicle(s). Two lanes blocked	373		0	D	1	U	5		B16.D12
637	(Q) overturned vehicle(s). Three lanes blocked	374		0	D	1	U	5		B16.D13
638	blocked by (Q) broken down vehicle(s).	323		0	D	1	U	5		B11.C12
639	(Q) broken down vehicle(s). Right lane blocked	324		0	D	1	U	5		B11.D8
640	(Q) broken down vehicle(s). Centre lane blocked	325		0	D	1	U	5		B11.D9
641	(Q) broken down vehicle(s). Left lane blocked	326		0	D	1	U	5		B11.D10
642	(Q) broken down vehicle(s). Hard shoulder blocked	327		0	D	1	U	5		B11.D11
643	(Q) broken down vehicle(s). Two lanes blocked	328		0	D	1	U	5		B11.D12
644	(Q) broken down vehicle(s). Three lanes blocked	329		0	D	1	U	5		B11.D13
645	blocked	402			D	1	U	5		C2
646	(Q) lane(s) blocked	520		0	D	1	U	5		D21
647	(Q) right lane(s) blocked	507		0	D	1	U	5		D8
648	(Q) centre lane(s) blocked	508		0	D	1	U	5		D9
649	(Q) left lane(s) blocked	509		0	D	1	U	5		D10
650	hard shoulder blocked	510			D	1		5		D11
651	emergency lane blocked	642			D	1		5		D25
652	(Q) overtaking lane(s) blocked	42		0	D	1	U	5		D51
653	One lane blocked	646			D	1	U	5		D29
654	Two lanes blocked	511			D	1	U	5		D12
655	three lanes blocked	512			D	1	U	5		D13
656	blocked by (Q) obstruction(s) on the road	980		0	D	1	U	5		F1.C2
657	blocked due to spillage on roadway	982			D	1	U	5		F2.C2
658	blocked by storm damage	925			D	1	U	5		F3.C2
659	blocked by (Q) fallen trees	926		0	D	1	U	5		F4.C2
660	blocked by fallen power cables	987			D	2	U	5		F19.C2
661	contraflow	517			L	2		5		D18
662	narrow lanes	518			L	1		5		D19
663	contraflow with narrow lanes	519			L	2		5		D18.D19
664	single alternate line traffic	513			L	2		5		E14
665	(Q sets of) roadworks. Contraflow	746		0	L	2		5		E1.D18
666	(Q sets of) roadworks. Single alternate line traffic	742		0	L	2		5		E1.E14
667	(Q sections of) resurfacing work. Contraflow	779		0	L	2		5		E4.D18
668	(Q sections of) resurfacing work. Single alternate line traffic	775		0	L	2		5		E4.E14
669	subsidence. Contraflow in operation	954			L	2		5		F12.D18
670	turning lane closed	638			L	1		5		D20
671	turning lane blocked	643			D	1		5		D26
672	crawler lane closed	639			L	1		5		D22
673	slow vehicle lane closed	640			L	1		5		D23
674	heavy vehicle lane closed	678			L	1		5		D44

Table 2 (continued)

Line	Text (metric units)	Code	N	Q	T	D	U	C	P	R
675	crawler lane blocked	644			D	1		5		D27
676	slow vehicle lane blocked	645			D	1		5		D28
677	heavy vehicle lane blocked	679			D	1	U	5		D45
678	carriageway closed	664			L	1		5		C34
679	both directions closed	665			L	2		5		C35
680										
681	lane blockages cleared	657			(D)	1		5		D94
682	road cleared	631			(D)	1		5		C91
683	contraflow removed	658			(L)	1		5		D96
684	reopened	467			(D)	1		5		C98
685	open	630			L	1		5		C90
686	lane closures removed	624			(L)	1		5		D98
687										
688	message cancelled	625	S					5		
689										
690										
691										
692	6. CARRIAGEWAY RESTRICTIONS									
693										
694	parallel carriageway closed	479			L	1	U	6		C18
695	right-hand parallel carriageway closed	480			L	1	U	6		C19
696	left-hand parallel carriageway closed	481			L	1	U	6		C20
697	express lanes closed	482			L	1	U	6		C21
698	through traffic lanes closed	483			L	1	U	6		C22
699	local lanes closed	484			L	1	U	6		C23
700	parallel carriageway blocked	486			D	1	U	6		C25
701	right-hand parallel carriageway blocked	487			D	1	U	6		C26
702	left-hand parallel carriageway blocked	488			D	1	U	6		C27
703	express lanes blocked	489			D	1	U	6		C28
704	through traffic lanes blocked	490			D	1	U	6		C29
705	local lanes blocked	491			D	1	U	6		C30
706	bus lane closed	1982			L	1		6		D40
707	bus lane blocked	676			D	1	U	6		D41
708	bridge blocked	26			D	1	U	6		C55
709	tunnel blocked	27			D	1	U	6		C56
710										
711	all carriageways cleared	663			(L)	1		6		C86
712	all carriageways reopened	634			(L)	1		6		C94
713										
714	message cancelled	672	S					6		
715										
716										
717										

Table 2 (continued)

Line	Text (metric units)	Code	N	Q	T	D	U	C	P	R
718	7. EXIT RESTRICTIONS									
719										
720	(Q th) exit slip road closed	407		0	L	1	U	7		C7
721	(Q) exit slip road(s) closed	474		0	L	1	U	7		C13
722	(Q th) exit slip road blocked	475		0	D	1	U	7		C14
723	exit blocked	476			D	1	U	7		C15
724	slip roads closed	408			L	1	U	7		C8
725	slip roads blocked	477			D	1	U	7		C16
726	slip road restrictions	409			L	1		7		C9
727	connecting carriageway closed	478			L	1	U	7		C17
728	connecting carriageway blocked	485			D	1	U	7		C24
729	dangerous situation on exit slip road	1998			D	1	U	7		F32
730										
731	exit reopened	633			(L)	1		7		C93
732	slip roads reopened	466			(L)	1		7		C97
733										
734	message cancelled	673	S					7		
735										
736										
737										
738	8. ENTRY RESTRICTIONS									
739										
740	(Q th) entry slip road closed	406		0	L	1	U	8		C6
741	(Q) entry slip road(s) closed	471		0	L	1	U	8		C10
742	(Q th) entry slip road blocked	472		0	D	1	U	8		C11
743	entry blocked	473			D	1	U	8		C12
744	dangerous situation on entry slip road	1999			D	1	U	8		F31
745										
746	entry reopened	632			(L)	1		8		C92
747										
748	message cancelled	399	S					8		
749										
750										
751										
752	9. TRAFFIC RESTRICTIONS									
753										
754	no motor vehicles	492			L	2	U	9		C31
755	restrictions	493			L	1		9		C32
756	no motor vehicles without catalytic converters	627			L	2	U	9		C90.Z73
757	no motor vehicles with even-numbered registration plates	628			L	2	U	9		C31.Z84
758	no motor vehicles with odd-numbered registration plates	629			L	2	U	9		C31.Z85
759	no through traffic	405			L	1	U	9		C5

Table 2 (continued)

Line	Text (metric units)	Code	N	Q	T	D	U	C	P	R
760	no through traffic for heavy lorries (over Q)	404		8	L	1	U	9		C 5.Z78
761	smog alert	1332			L	2		9		L18
762	no motor vehicles due to smog alert	1338			L	2	U	9		L18.C31
763	closed ahead	469			L	1	U	9	401	C3
764	blocked ahead	470			D	1	U	9	402	C4
765	closed due to smog alert (until Q)	2000		7	L	2	U	9		L30
766	closed due to major event	1527			D	1	U	9		P1.C1
767	closed due to sports meeting	1541			D	1	U	9		P2.C1
768	closed due to fair	1555			D	1	U	9		P6.C1
769	closed due to parade	1559			D	1	U	9		P10.C1
770	closed due to strike	1563			D	1	U	9		P42.C1
771	closed due to demonstration	1567			D	1	U	9		P13.C1
772	closed due to security alert	1580			D	1	U	9		P15.C1
773	closed due to security incident	1485			D	2	U	9		P43.C1
774	closed due to flooding	938			L	2	U	9		F5.C1
775	closed due to avalanches	943			L	2	U	9		F7.C1
776	closed due to avalanche risk	993			L	2	U	9		F7D.C1
777	closed due to ice build-up	995			L	2	U	9		F21.C1
778	closed due to rockfalls	945			L	2	U	9		F8.C1
779	closed due to subsidence	949			L	1	U	9		F12.C1
780	service area busy	2013			D	1		9		C59
781	service area overcrowded, drive to another service area	20			D	1		9		C58
782	service area, fuel station closed	22			L	1		9		C51
783	service area, electric vehicle charging points closed	21			L	1		9		C50
784	service area, restaurant closed	23			L	1		9		C52
785	bridge closed	24			L	1	U	9		C53
786	tunnel closed	25			L	1	U	9		C54
787	closed for heavy vehicles (over Q)	403		8	L	1	U	9		C1.Z8
788	closed for heavy lorries (over Q)	494		8	L	1	U	9		C1.Z78
789	use of hard shoulder allowed	661			D	1		9		D34
790	toll road charges suspended (until Q)	1717		7	D	1		9		U12
791	toll road charges re-apply (from Q)	1718		7	D	1		9		U13
792	advice – new toll charges apply (from Q)	1719		7	L	2		9		U14
793	traffic regulations have been changed	1854			(L)	2		9		U6
794	road closed intermittently	28			D	1	U	9		C57
795	police directing traffic	1971			(D)	1		9		U7
796	bus lane available for all vehicles	1972			L	1		9		D62
797	police directing traffic via the bus-lane	1973			(D)	1	U	9		D63
798	heavy vehicle lane available for all vehicles	1978			L	1		9		D46
799	police directing traffic via the heavy vehicle lane	1979			(D)	1		9		D68
800	normal lane regulations restored	662			(D)	1		9		D93
801	allow emergency vehicles to pass	1974			(D)	1	U	9		U8

Table 2 (continued)

Line	Text (metric units)	Code	N	Q	T	D	U	C	P	R
802	allow emergency vehicles to pass in the heavy vehicle lane	1977			(D)	1	U	9		D67
803	allow emergency vehicles to pass in the carpool lane	1961			(D)	1	U	9		D53
804	closed for high-sided vehicles due to strong winds (Q)	1212		4	L	2	U	9		J5.C1.Z81
805	overtaking prohibited	1976			D	1		9		U10
806	overtaking prohibited for heavy lorries (over Q)	1980		8	D	1		9		U101
807	overtaking restriction lifted	1985			D	1		9		U93
808	drivers of heavy lorries (over Q) are recommended to stop at next safe place	1981		8	D	1	U	9		U102
809	Low Emission Zone restriction in force	1986			L	2		9		C36
810	overtaking prohibited for heavy vehicles (over Q)	1975		8	D	1	U	9		U103
811	convoy service required due to bad weather	2046			D	2	U	9		U80
812										
813	lane restrictions lifted	660			(L)	1		9		D97
814	restrictions for high-sided vehicles lifted	1215			(L)	2	U	9		J97
815	reopened for through traffic	680			(L)	1		9		C87
816	fuel station reopened	36			(D)	1		9		C88
817	electric vehicle charging points reopened	35			(L)	1		9		C99
818	restaurant reopened	37			(D)	1		9		C89
819	motor vehicle restrictions lifted	635			(L)	2		9		C95
820	smog alert ended	40			(L)	2		9		L96
821	traffic restrictions lifted {reopened for all traffic}	636			(L)	2		9		C96
822										
823	message cancelled	468	S					9		
824										
825										
826										
827	10. CARPOOL INFORMATION									
828										
829	(Q person) carpool lane in operation	647		0	L	1		10		D30
830	(Q person) carpool lane closed	648		0	L	1	U	10		D31
831	(Q person) carpool lane blocked	649		0	D	1	U	10		D32
832	bus lane available for carpools (with at least Q occupants)	671		0	L	1		10		D35
833	carpool restrictions changed (to Q persons per vehicle)	650		0	L	1	U	10		D33
834	carpool lane available for all vehicles	1962			L	1		10		D38
835	police directing traffic via the carpool lane	1963			(D)	1		10		D54
836	closed for vehicles with less than three occupants {not valid for lorries}	2006			L	1	U	10		L37
837	closed for vehicles with only one occupant {not valid for lorries}	2007			L	1	U	10		L38

Table 2 (continued)

Line	Text (metric units)	Code	N	Q	T	D	U	C	P	R
838										
839	(Q person) carpool restrictions lifted	659		0	D	1		10		D95
840										
841	message cancelled	2029	S					10		
842										
843										
844										
845	11. ROADWORKS									
846										
847	(Q sets of) roadworks	701		0	L	1		11		E1
848	(Q sets of) major roadworks	702		0	L	1		11		E2
849	(Q sets of) long-term roadworks	802		0	L	1		11		E10
850	(Q sets of) construction work	803		0	L	1		11		E11
851	(Q sections of) resurfacing work	704		0	L	1		11		E4
852	(Q sets of) central reservation work	705		0	L	1		11		E5
853	(Q sets of) maintenance work	703		0	D	1		11		E3
854	roadwork clearance in progress	853			(L)	1		11		E22
855	bridge maintenance work (at Q bridges)	707		0	L	1		11		E7
856	tunnel maintenance work (at Q tunnels)	881		0	L	1		11		E21
857	bridge demolition work (at Q bridges)	805		0	L	1	U	11		E13
858	(Q sections of) blasting work	709		0	L	2		11		E9
859	(Q sets of) roadworks on the hard shoulder	52		0	L	1		11		E11.Z146
860	(Q sets of) roadworks in the emergency lane	53		0	L	1		11		E11.Z147
861	(Q sets of) roadworks during the day time	815		0	L	1		11		E1.Z214
862	(Q sets of) roadworks during off-peak periods	816		0	L	1		11		E1.Z215
863	(Q sets of) roadworks during the night	817		0	L	1		11		E1.Z216
864	(Q sets of) resurfacing work during the day time	821		0	L	1		11		E4.Z214
865	(Q sets of) resurfacing work during off-peak periods	822		0	L	1		11		E4.Z215
866	(Q sets of) resurfacing work during the night	823		0	L	1		11		E4.Z216
867	(Q sets of) temporary traffic lights	708		0	L	2		11		E8
868	(Q sets of) water main work	806		0	L	2		11		E15
869	(Q sets of) gas main work	807		0	L	2		11		E16
870	(Q sets of) work on buried cables	808		0	L	2		11		E17
871	(Q sets of) work on buried services	809		0	L	2		11		E18
872	new roadworks layout	810			(L)	2		11		E19
873	road layout unchanged	855			(L)	2		11		E95
874	new road layout	811			(L)	2		11		E20
875										
876	maintenance work cleared	854			(D)	1		11		E97
877	roadworks cleared	800			(L)	1		11		E98
878										
879	message cancelled	801	S					11		

Table 2 (continued)

Line	Text (metric units)	Code	N	Q	T	D	U	C	P	R
880										
881										
882										
883	12. OBSTRUCTION HAZARDS									
884										
885	(Q) obstruction(s) on roadway {something that does block the road or part of it}	901		0	D	1	U	12		F1
886	(Q) obstructions on the road. Danger	902		0	D	1	U	12		F1.Z91
887	(Q) obstructions on the road. Passable with care	981		0	D	1	U	12		F1.G20
888	(Q) object(s) on roadway {something that does not necessarily block the road or part of it}	61		0	D	1	U	12		F27
889	(Q) object(s) on the road. Danger	63		0	D	1	U	12		F27.Z91
890	(Q) shed load(s)	210		0	D	1		12		B10
891	(Q) shed load(s). Danger	359		0	D	1	U	12		B10.Z91
892	spillage on the road	903			(D)	1		12		F2
893	spillage on the road. Danger	984			(D)	1	U	12		F2.Z91
894	storm damage	904			D	2		12		F3
895	storm damage. Danger	986			D	2	U	12		F3.Z91
896	storm damage expected	972	F		D	2		12		F3E
897	(Q) fallen trees	905		0	D	1		12		F4
898	(Q) fallen trees. Danger	906		0	D	1	U	12		F4.Z91
899	fallen power cables	973			D	2		12		F19
900	fallen power cables. Danger	989			D	2	U	12		F19.Z91
901	flooding	907			L	2		12		F5
902	flooding expected	900	F		D	2	U	12		F5E
903	flooding. Danger	908			L	2	U	12		F5.Z91
904	sewer overflow	974			L	2		12		F20
905	sewer overflow. Danger	990			L	2	U	12		F20.Z91
906	flash floods	909			D	2	U	12		F6
907	risk of flash floods	910			D	2	U	12		F6D
908	flash floods. Danger	991			D	2	U	12		F6.Z91
909	avalanches	911			L	2		12		F7
910	avalanches. Danger	992			L	2	U	12		F7.Z91
911	avalanche risk	912			L	2		12		F7D
912	avalanche risk. Danger	994			L	2	U	12		F7D.Z91
913	ice build-up	975			L	2		12		F21
914	rockfalls	913			L	2		12		F8
915	rockfalls. Danger	998			L	2	U	12		F8.Z91
916	landslips	914			L	2		12		F9
917	landslips. Danger	999			L	2	U	12		F9.Z91
918	mud slide	976			L	2		12		F22
919	earthquake damage	915			L	2		12		F10
920	earthquake damage. Danger	1000			L	2	U	12		F10.Z91
921	subsidence	917			L	1		12		F12

Table 2 (continued)

Line	Text (metric units)	Code	N	Q	T	D	U	C	P	R
922	subsidence. Danger	1026			L	1	U	12		F12.Z91
923	(Q) collapsed sewer(s)	918		0	L	2		12		F13
924	sewer collapse. Danger	1030			L	2	U	12		F13.Z91
925	burst water main	919			D	2		12		F14
926	burst water main. Danger	1031			D	2	U	12		F14.Z91
927	(Q) burst pipe(s)	62		0	D	2		12		F51
928	burst pipe. Danger	64			D	2	U	12		F28.Z91
929	gas leak	920			D	2		12		F15
930	gas leak. Danger	1032			D	2	U	12		F15.Z91
931	grass fire	977			D	2		12		F23
932	serious fire	921			D	2		12		F16
933	serious fire. Danger	1033			D	2	U	12		F16.Z91
934	air crash	978			L	2	U	12		F24
935	rail crash	979			D	2	U	12		F25
936	spillage on the road. Passable with care	983			D	1	U	12		F2.G20
937	storm damage. Passable with care	985			D	2	U	12		F3.G20
938	(Q) fallen tree(s). Passable with care	927		0	D	1	U	12		F4.G20
939	fallen power cables. Passable with care	988			D	1	U	12		F19.G20
940	flooding. Passable with care	942			L	2		12		F5.G20
941	avalanches. Passable with care (above Q hundred metres)	944		0	L	2		12		F7.G20
942	ice build-up. Passable with care (above Q hundred metres)	996		0	L	2	U	12		F21.G20
943	rockfalls. Passable with care	946			L	2		12		F8.G20
944	landslips. Passable with care	948			L	2		12		F9.G20
945	subsidence. Passable with care	955			L	1		12		F12.G20
946	subsidence. Single alternate line traffic	950			L	2		12		F12.E14
947	ice build-up. Single alternate traffic	997			L	2	U	12		F21.E14
948	spillage occurring from moving vehicle	1709			D	1	U	12		R7
949	(Q) slow moving maintenance vehicle(s)	1700		0	D	1	U	12		R9D
950	volcano eruption warning	1090			L	2	U	12		F80
951	house fire	1084			D	2		12		F97
952	forest fire	1085			L	2	U	12		F82
953	vehicle stuck under bridge	1086			D	2		12		F101
954										
955	obstruction warning withdrawn	898			(L)	2		12		F95
956	clearance work in progress, road free again	899			(D)	2		12		F96
957	road free again	970			(L)	2		12		F98
958	road cleared	1712			(D)	1		12		R97
959										
960	message cancelled	971	S					12		
961										
962										
963										

Table 2 (continued)

Line	Text (metric units)	Code	N	Q	T	D	U	C	P	R
964	13. DANGEROUS SITUATIONS									
965										
966	ice build-up on cable structure	2042			D	2	U	13		H80
967	risk of falling ice	895			D	2	U	13		H81D
968	animals on roadway	922			D	2		13		F17
969	sightseers obstructing access	1471			D	2	U	13		P38
970	people on roadway	1472			D	2		13		P39
971	children on roadway	1473			D	2		13		P40
972	cyclists on roadway	1474			D	2		13		P41
973	animals on the road. Danger	923			(D)	2	U	13		F17.Z91
974	people on roadway. Danger	1482			D	2	U	13		P39.Z91
975	children on roadway. Danger	1483			D	2	U	13		P40.Z91
976	cyclists on roadway. Danger	1484			D	2	U	13		P41.Z91
977	large animals on roadway	1067			D	2		13		F26
978	herds of animals on roadway	1068			D	2		13		F30
979	construction traffic merging	852			D	1	U	13		E21
980	construction traffic merging. Danger	856			D	1	U	13		E21.Z91
981	(Q sets of) road marking work	706		0	D	1		13		E6
982	(Q sets of) road marking work. Danger	824		0	D	1	U	13		E6.Z91
983	(Q) unprotected accident area(s)	857		0	D	1		13		B30
984	risk of (Q) unprotected accident area(s)	858		0	D	1	U	13		B30D
985	(Q) unlit vehicle(s) on the road	859		0	D	1		13		R10
986	risk of (Q) unlit vehicle(s) on the road	860		0	D	1	U	13		R10D
987	snow and ice debris	861			L	2		13		G29
988	snow and ice debris. Danger	862			L	2	U	13		G29.Z91
989	people throwing objects onto the road. Danger	897			D	2	X	13		F81.Z91
990	risk of stationary vehicles on roadway	1991			D	1	U	13		R11
991	police activity ongoing	1498			D	1	U	13		P80
992	medical emergency ongoing	1499			D	1	U	13		P81
993										
994	warning cleared	1771			(D)	1		13		F99
995										
996	message cancelled	2030	S					13		
997										
998										
999										
1000	14. ROAD CONDITIONS									
1001										
1002	impassable (above Q hundred metres)	1035		0	D	2	U	14		G16
1003	almost impassable (above Q hundred metres)	1036		0	D	2	U	14		G17
1004	extremely hazardous driving conditions (above Q hundred metres)	1037		0	D	2	U	14		G18
1005	extremely hazardous driving conditions expected (above Q hundred metres)	1073	F	0	D	2	U	14		G18E