RECOMMENDATIONS OF THE GROUP OF EXPERTS ON SAFETY IN ROAD TUNNELS

FINAL REPORT

Version 1.5

DRAFT
Measure D1.06

Instruction of drivers of vehicles carrying dangerous goods should include specific aspects of behaviour in tunnels.

All drivers of vehicles transporting dangerous goods already have to undergo special instruction leading to a test, and successful candidates are awarded a certificate. They are required to attend a follow-up course and take another test every five years in order to renew this certificate. The initial training of new drivers as well as the follow-up courses for experienced drivers should include instruction on safety in tunnels.

Measure D1.07

Regulations governing the transport of dangerous goods through tunnels should be rationalized at the international level.

OECD and PIARC are currently completing a proposal to:

1. create five dangerous goods cargo groupings accepted at the international level and which should be used to regulate the authorization of the transport of dangerous goods in road tunnels.
2. propose a quantitative risk analysis be carried out, taking into account both the itinerary including the tunnel and any alternative itinerary(ies), and a decision supporting model, allowing the authorization or not of all or part of the transport of the dangerous goods through each tunnel.

It is recommended:

(a) to include the five dangerous goods cargo groupings proposed by OECD and PIARC in the appropriate UN and/or UN ECE legal instruments so that their use becomes compulsory for tunnel regulations regarding dangerous goods.

(b) to create a new sign to be placed at tunnel entrances indicating which groupings of dangerous goods are allowed/prohibited, with reference to the five dangerous goods cargo groupings to be created.

(c) to perform a quantitative risk analysis as proposed by OECD and PIARC before deciding on tunnel regulations regarding dangerous goods.

(d) to study the possibility of classification as dangerous goods of certain liquids or easily liquefied substances with calorific values comparable to that of hydrocarbons.

(e) to consider operating measures for reducing the risks involved in the transport of dangerous goods in tunnels (declaration before entering, escort, etc.), on a case-by-case basis. Regulations may require the formation of convoys and accompanying vehicles for the transport of certain types of particularly dangerous goods; however, these measures are also dependent on sufficient space being available in front or in advance of the tunnel as well as available operational means.

(f) to study the possibility of introducing automatic detection of dangerous goods transport (e.g. by electronic devices carried on vehicles).