

Working Party on the Transport
of Dangerous Goods
(Seventy-sixth session, Geneva,
3-7 May 2004, agenda item 6)

SAFETY IN ROAD TUNNELS

Note by the Chairman

In order to have a clear decision of the WP.15 on the fundamental questions, before the second session of the working group on the safety in road tunnels, the Working Party is invited to examine the following questions:

A. "COMPETENCE" OF ADR CONCERNING TRAFFIC IN TUNNELS

This question is proposed directly by Spain and indirectly by Switzerland:

"... scope of the provisions to be discussed:

- (a) ADR provisions relating to tunnels will come within a framework of recommendations; or
- (b) The implementation of ADR provisions relating to tunnels is mandatory. The competent authorities must restrict traffic in tunnels only through recourse to the ADR grouping system; or
- (c) A compromise solution, i.e. that ADR provisions relating to tunnels are not mandatory if a quantitative risk analysis shows that they are unnecessary" (TRANS/WP.15/2004/27)

"The new provisions should not appear in Chapter 1.9 but in another chapter, for example, 8.6."
(TRANS/WP.15/2004/31)

B. REFERENCE TO SUBSECTION 1.1.3.6

This question is proposed directly by Spain and by Switzerland:

"It should be pointed out that the magnitude of the consequences of an accident (particularly fire, leaks of toxic gas or explosion) in a tunnel is greater than on a road in the open(...) whether the references to 1.1.3.6 are appropriate or not" (TRANS/WP.15/2004/27).

"The WP.15 should adopt the principle that certain tunnels cannot be subjected to the risks of the carriage of dangerous goods below the thresholds of 1.1.3.6.3 and should make provision for the possibility of prohibiting all dangerous goods in certain tunnels. This solution can be achieved in two ways:

- (a) By relinquishing all limits in the table of cargo groupings in the Feldkirch report (...). This solution enables the implementation and interpretation of the provisions to be considerably simplified (...).
- (b) By providing an additional column in the table of cargoes for tunnels in which dangerous goods are prohibited in any quantity (...). This solution upholds a system that is too complicated for practical interpretation and practice". (TRANS/WP.15/2004/31)

C. APPLICABILITY OF OTHER EXEMPTIONS

This question is proposed directly by Spain and by Switzerland:

"It must also be decided whether limited quantities and goods prepared for retail sale are exempted"
(TRANS/WP.15/2004/27).

"The Working Party should adopt the principle that part of the exemptions for which ADR provides cannot be applied to regulated tunnels. Some exemptions of Chapters 3.3 and 3.4 and those of 1.1.3.1 should comply with the rules specific to regulated tunnels". (TRANS/WP.15/2004/31)

D. ADDITIONAL MARKING OF VEHICLES

This question is proposed directly by Spain and by Switzerland:

"The WP.15 should also decide whether additional marking of vehicles and signs and signals in tunnels are mandatory or recommended". (TRANS/WP.15/2004/27)

"...requirements relating to the marking of the transport unit with an orange-coloured plate (...) Irrespective of the quantity of dangerous goods carried, the marking of the vehicle (...) must be required in order to simplify the work of the participants in the transport operation and ensure additional safety in passage through regulated tunnels". (TRANS/WP.15/2004/31)

E. DOCUMENTATION OF TRANSPORT

This question is proposed directly by Spain and by Switzerland:

"The WP.15 should further decide whether it is necessary to mention in the transport document the grouping to which the load belongs. When there are several consignees, this particular may change during the transport operation.". (TRANS/WP.15/2004/27)

- a mandatory transport document; and
- training in accordance with Chapter 1.3.

Irrespective of the quantity of dangerous goods carried, (...) a transport document must be required in order to simplify the work of the participants in the transport operation and ensure additional safety in passage through regulated tunnels". (TRANS/WP.15/2004/31)

F. REVISION OF SUBSTANCES OF "FELDKIRCH" SYSTEM

This question is proposed directly by Switzerland:

"The Working Party should review the substances listed in the table of document INF.15 of the May 2003 session (the report of the Feldkirch expert meeting)". (TRANS/WP.15/2004/31)

G. EXEMPTIONS TO THE TUNNEL RESTRICTIONS

This question is proposed directly by Switzerland:

"The Contracting Parties maintain the right to provide for exemptions to the tunnel grouping system recommended in ADR". (TRANS/WP.15/2004/31)