

INLAND TRANSPORT COMMITTEE  
Working Party on the Transport of Dangerous Goods  
(Seventy-ninth session, agenda item 5,  
Geneva, 7-11 November 2005)

## ROAD TUNNEL SAFETY

### Publication of the classification of road-tunnels on the UNECE-Webpage

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#### Introduction

According to the replies to a questionnaire from ECE/Transport Division (January 2002) (<http://www.unece.org/trans/doc/questionnaires/ac7/Quest-ReplyPartB1.pdf>) there are at least 670 road-tunnels in ADR countries. One can imagine that planning a journey from A to B, especially if several countries are involved, can be a difficult task. Therefore consignors and carriers need to know the classifications of the tunnels, before passage, well in advance. Therefore all road-tunnels in ADR countries should preferably be listed with their classification on the webpage of the UNECE Transport Division. The data shall be kept up-to-date, whereby new or amended entries need to be made available well in advance of the date of application in order to avoid unnecessary stopping of vehicles.

#### Proposal

Add new 8.6.x:

The competent authority of the Contracting Party, applying on its territory restrictions for the transport of dangerous goods through tunnels within the scope of 8.6.3, shall notify the Secretariat of the United Nations Economic Commission for Europe of these restrictions, which the Secretariat shall bring to the attention of the Contracting Parties<sup>1</sup>.

In case of new or amended classification of tunnels, this information shall be put on the UNECE web site at least 2 months before entering into force.

<sup>1</sup> Note by the Secretariat: the restrictions for the transport of dangerous goods through tunnels under this section may be consulted on the web site of the Secretariat of the United Nations Economic Commission for Europe (<http://www.unece.org/trans/danger/danger.htm>)

#### Guidance for the information to be put on the UNECE website:

Use can be made of the existing table (used for the questionnaire, referred to in the Introduction) which consolidates the data of all countries, and of which the following columns should be maintained:

- Country

- Other country (if tunnel is international)
- Tunnel name(s)
- E Road number (or “No” if the tunnel is not on an E-road)
- National road number (if the tunnel is not on an E-road)

This should be completed with 3 additional columns:

- “ADR tunnel code “
- “Amended tunnel code – effective from”: here the amended code should be entered together with the date from which it becomes effective
- “Additional information”

Example:

Country (ISO int'l code)	Other Country	Tunnel name(s)	E road number (or "No" if the tunnel is not on an E road)	National road number (if the tunnel is not on an E road)	ADR tunnel code	Amended tunnel code - effective from (dd/mm/yyyy)	Additional information
FR	IT	Mont Blanc	E25	RN 205	A	B - 01.01.2009	

For the users' ease it would be helpful, if the table would be published as an Excel file.

### **Justification**

It is essential for consignors and for carriers to have the classification of tunnels available at all times. To make sure the goods are packed and transported taking into account the tunnel regulations, their classifications must be known at the time of receipt of an order. This will allow the shipper to decide about the kind and size of packaging, depending on the mode of transport and, in case of road-transport, depending on the classification of the tunnels located on the route between production-site and place of delivery. If necessary an alternative route can be chosen.

This will avoid that trucks have to turn back because of packagings that are not allowed to be transported through a certain tunnel because of the lack of access to appropriate information!

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