



**Economic and Social  
Council**

Distr.  
GENERAL

ECE/TRANS/WP.15/2007/9  
13 February 2007

Original: ENGLISH

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**ECONOMIC COMMISSION FOR EUROPE**

**INLAND TRANSPORT COMMITTEE**

Working Party on the Transport of Dangerous Goods

Eighty-second session  
Geneva, 7-11 May 2007  
Item 5 of the provisional agenda

**PROPOSALS FOR AMENDMENTS TO ANNEXES A AND B OF ADR**

Publication of Tunnel Restrictions

Transmitted by the Government of Austria

**SUMMARY**

Executive Summary:	Tunnel Restrictions according to 1.9.5 shall be published on UNECE website
Action to be taken:	Add 1.9.5 in 1.9.4
Related documents:	ECE/TRANS/WP.15/185/Add.2 paras. 10-12 INF.17 (France) at the eighty-first session of WP.15 ECE/TRANS/WP.15/190 para. 68

Introduction

1. 1.9.4 of ADR states: “The competent authority of the Contracting Party applying on its territory any additional provisions within the scope of 1.9.3 (a) and (d) above shall notify the secretariat of the United Nations Economic Commission for Europe of the additional provisions, which Secretariat shall bring them to the attention of the Contracting Parties.”. Before ADR 2007 came into force, tunnel regulations were covered by 1.9.3 (a) and the secretariat of UNECE carried out its duty by publication on its website.

2. Introducing 1.9.5, ADR 2007 deleted tunnels in 1.9.3 (a) and replaced the notification to UNECE by

“1.9.5.3.1 Contracting Parties shall indicate tunnel prohibitions and alternative routes by means of signs and signals.”

“1.9.5.3.4 Traffic signs and signals intended to prohibit access of vehicles carrying dangerous goods to road tunnels shall be affixed at a place where the choice of alternative routes is possible.”

and

“1.9.5.3.7 Restrictions shall be published officially and made publicly available.”

3. Drivers realising one or two of these signs are usually neither equipped with an ADR or at least with its Table A in 3.2 nor with enough time to check their load, whether it is allowed to pass the tunnel. Even if WP.15 decides to help drivers by requiring the tunnel restriction code to be entered in the transport document, the scheduler of the transport would not benefit from this. He has to know in advance about restrictions to find the best way for a given load.

4. ECE/TRANS/WP.15/190 therefore says “The Working Party agreed that it would be advisable to study further a number of problems related to the application of the new provisions concerning the passage of vehicles through road tunnels, notably driver training and the determination by or on behalf of the driver of a load’s tunnel restriction code in advance of a transport operation.” and ECE/TRANS/WP.15/185/Add.2 “The Working Party agreed, in principle, that the information about the national restrictions for the transport of dangerous goods through tunnels should be made publicly available and, if possible, through the UNECE website.”

#### Proposal

5. Austria proposes to integrate the new tunnel regulations in the system of notification of the old ones by amending 1.9.4 to read as follows:

"The competent authority of the Contracting Party applying on its territory any additional provisions within the scope of 1.9.3 (a) and (d) ~~above~~ or 1.9.5 shall notify the secretariat of the United Nations Economic Commission for Europe of the additional provisions, which secretariat shall bring them to the attention of the Contracting Parties."

#### Justification

Safety:

6. The transport can be planned and performed safer, when restrictions are well known in advance.

Feasibility:

7. Every carrier using roads through tunnels with restrictions would benefit from this system.

8. No transitional period is required.

Enforceability:

9. Only UNECE and Contracting Parties are charged with additional obligations.

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