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INLAND TRANSPORT COMMITTEE
Working Party on Road Traffic Safety

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agenda item 5 (j))

REVISION OF THE CONSOLIDATED RESOLUTIONS R.E.1 AND R.E.2

Road signs regarding the carriage of dangerous goods particularly in tunnels

Transmitted by the United Kingdom

SUMMARY	
Executive Summary:	This proposal seeks to revise the interpretation of existing dangerous goods signs to include new tunnel-specific road signs and to introduce an interpretation for existing dangerous goods signs where no interpretation currently exists.
Action to be taken:	Revise the interpretation of existing dangerous goods signs to include new tunnel-specific road signs for the carriage of dangerous goods and to introduce an interpretation where none currently exists. Add new provisions to R.E.2.
Related documents:	TRANS/WP.15/2004/181 (paras 69-74 and annex) TRANS/WP.15/2004/17 TRANS/WP.15/2004/INF.19 TRANS/WP.15/2004/179/Add.1 TRANS/WP.1/2005/10 WP.1/INF.3 (45 th session) WP.15/INF.32 (78 th session) [TRANS/WP.15/2005/CRP.1]

Background

The Working Party on the Transport of Dangerous Goods (WP.15) has been working towards harmonisation in the carriage of dangerous goods through road tunnels across Europe. As part of this work the issue of tunnel signage has been examined.

At the October 2004 WP.15 meeting, the United Kingdom agreed to submit a paper to WP.1 to propose amendments to the Consolidated Resolution on Road Signs and Signals (R.E.2) to give effect to the decisions of previous WP.15 meetings. The intention is to subsequently incorporate the amendments into the Vienna Convention on Road Signs and Signals or the European Agreement supplementing it during the next round of amendments to the Vienna Conventions and European Agreements.

This was considered by WP.1 during its 46th session, and amendments were suggested by the WP.1 Group of Legal Experts and submitted to WP.15 at its May 2005 session (INF.32, WP.15 78th session). These suggestions have been incorporated into the following revised proposal.

Proposal

This proposal seeks to amend R.E.2 as follows:

- a) revise the interpretation of the existing dangerous goods sign C, 3 h to allow for new additional panels;
- b) amend the title of existing dangerous goods sign C, 3 n from "to cause water pollution" to "cause aquatic pollution", introduce an interpretation for sign C, 3n where no interpretation currently exists, and add to R.E.2; and
- c) introduce an interpretation for the existing dangerous goods signs D, 10 a, D, 10 b, and D, 10 c, where no interpretation currently exists, allow for new additional panels, and add to R.E.2.

For sign C, 3^h



C, 3^h

“NO ENTRY FOR VEHICLES CARRYING DANGEROUS GOODS FOR WHICH SPECIAL SIGN PLATING IS PRESCRIBED”

Proposed interpretation

This sign should be used without an additional panel to prohibit the entry of all

vehicles defined in Article 1(a) of ADR carrying dangerous goods defined in Article 1 (b) of ADR for which orange-coloured plates according to section 5.3.2 of Annex B of ADR for marking of vehicles are required on the vehicles.

For prohibitions related to specific dangerous goods, prohibitions restricted to certain periods (e.g. peak hours) or those restricted to transit, the sign should be used with an additional panel specifying the prohibition.

In tunnels, prohibitions of specific dangerous goods should be indicated as follows:

- Sign C, 3h with an additional panel bearing letter B: No entry for vehicles carrying dangerous goods presenting a very large explosion risk. These are the dangerous goods indicated in Chapter 8.6 of ADR under tunnel category B, carried in vehicles for which the orange-coloured plate marking according to 5.3.2 of Annex B of ADR is required;
- Sign C, 3h with an additional panel bearing letter C: No entry for vehicles carrying dangerous goods presenting a very large or large explosion risk or a risk of large toxic release. These are the dangerous goods indicated in Chapter 8.6 of ADR under tunnel category C, carried in vehicles for which the orange-coloured plate marking according to 5.3.2 of Annex B of ADR is required;
- Sign C, 3h with an additional panel bearing letter D: No entry for vehicles carrying dangerous goods presenting a very large or large explosion risk, or a risk of large toxic release or a large fire risk. These are the dangerous goods indicated in Chapter 8.6 of ADR under tunnel category D, carried in vehicles for which the orange-coloured plate marking according to 5.3.2 of Annex B of ADR is required;
- Sign C, 3h with no additional panel: No entry for vehicles carrying any type of dangerous goods, except class 6.2, UN No 3291, carried in vehicles for which the orange-coloured plate marking according to 5.3.2 of Annex B of ADR is required.

For sign C, 3n

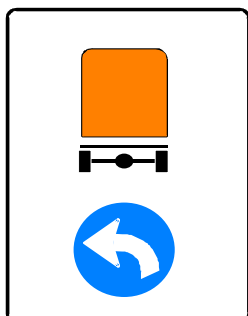


“NO ENTRY FOR VEHICLES CARRYING MORE THAN A CERTAIN QUANTITY OF SUBSTANCES LIABLE TO CAUSE AQUATIC POLLUTION”

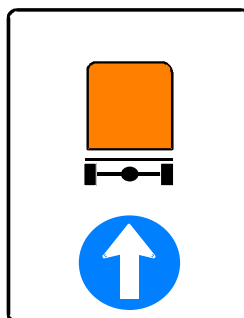
Proposed interpretation

This sign should be used to prohibit the entry of vehicles defined in article 1(a) of ADR carrying dangerous goods classified as pollutants to the aquatic environment according to ADR provided that orange-coloured plates on the vehicle according to the provisions of 5.3.2 of Annex B of ADR concerning marking are required for the carriage of such goods.

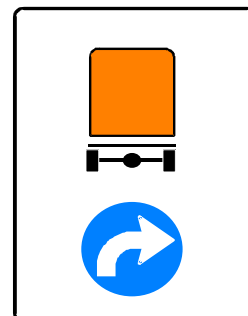
For signs D, 10^a, b and c



D,10 a



D,10 b



D,10 c

“DIRECTIONS IN WHICH VEHICLES CARRYING DANGEROUS GOODS SHALL PROCEED”

Proposed interpretation

This sign should be used without an additional panel to indicate a mandatory direction for all vehicles defined in Article 1(a) of ADR carrying dangerous goods defined in Article 1(b) of ADR for which orange-coloured plates according to section 5.3.2 of Annex B of ADR are required on the vehicle.

For mandatory directions related to specific dangerous goods, or during certain periods (e.g. peak hours), or for transit, the sign should be used with an additional panel specifying the obligation in the same manner as prohibitions are specified when sign C, 3^h is used.

Justification

The standardisation of these signs and increased clarification of the interpretation for these signs will facilitate carriage of dangerous goods through tunnels and assist enforcement agencies by providing clear instructions. Industry will be better placed to plan their routes in advance based on harmonised tunnel rules.

Safety implications

Increased safety through harmonization and clarification of information.

Feasibility

There are costs involved through erecting new traffic signs and additional training for drivers and enforcement agencies.

Enforceability

No problems are foreseen, once the dangerous goods training has been provided to both drivers and enforcement agencies.
