

**ECONOMIC COMMISSION FOR EUROPE**

**INLAND TRANSPORT COMMITTEE**

Working Party on the Transport of Dangerous Goods  
(Eightieth session,  
Geneva, 8-12 May 2006  
agenda item 8

**ANY OTHER BUSINESS**

**Safety of the transport of dangerous goods in road tunnels**

**Note by the secretariat**

1. At its 79<sup>th</sup> resumed session, the Working Party adopted amendments to ADR concerning the carriage of dangerous goods in road tunnels (ECE/TRANS/WP.15/186/Add.1).

The entry into force of these amendments is scheduled for 1 January 2007, for implementation by Contracting Parties as from 1 July 2007 and no later than 1 January 2010.

2. The effective implementation of these amendments remains linked to the parallel implementation of provisions for road signs and signals contained in the Vienna Convention on Road Signs and Signals (Vienna, 1968) and the European Agreement supplementing the Convention on Road Signs and Signals (Geneva, 1971), as interpreted by the Resolution on Road Signs and Signals (R.E. 2) of the UNECE Inland Transport Committee Principal Working Party on Road Transport, as amended (see new paragraph 1.9.5.3.2 of the draft 2007 amendments in ECE/TRANS/WP.15/186/Add.1).

3. To avoid inconsistencies between ADR and the above-mentioned Vienna Convention and the European Agreement supplementing it, the parallel adoption of amendments to R.E.2, reflecting the provisions of 1.9.5.3 of ADR, is necessary. Draft amendments to R.E.2 have already been discussed by the Working Party on road Traffic Safety (WP.1). but they have not yet been adopted. Since the texts adopted by WP.15 at its resumed 79<sup>th</sup> session in January 2006 were not yet available in all working languages at the 48<sup>th</sup> session of WP.1 (20-23 March 2006), WP.1 requested its Group of Legal Experts to consider the texts proposed by WP.15 (ECE/TRANS/WP.15/185/Add.2, annex 2) and to prepare a proposal for adoption at its 49<sup>th</sup> session scheduled for 27-30 June 2006.

4. The comments made by the WP.1 Group of Legal Experts are contained in ECE/TRANS/WP.1/2006/16, paras. 4-6 (see annex 1 to this informal document).

5. At the request of the WP.1 Group of Legal Experts, the secretariat prepared a proposal of amendment to R.E.2, which will be discussed by WP.1 at its 49<sup>th</sup> session (27-30 June 2006) (ECE/TRANS/WP.1/2006/14) (see annex 2 to this document).

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Annex 1

**EXTRACTS FROM REPORTS OF THE WP.1 GROUP OF LEGAL EXPERTS**

(meeting held on 24 March 2006)

**III. Transport of dangerous goods in tunnels**

4. As requested by WP.1, the Group of Legal Experts considered the text on road signs for the carriage of dangerous goods (TRANS/WP.15/185/Add.2, Annex 2) adopted by the Working Party on the Transport of Dangerous Goods (WP.15) at its resumed 79<sup>th</sup> session (26-27 January 2006) for inclusion in the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR). It stressed that the WP.15 proposal was acceptable as an independent recommendation and proposed that the text be submitted for final adoption by WP.1 at its 49<sup>th</sup> session.

5. However, the Group of Legal Experts asked the secretariat to add two footnotes to the document, one stating that there are no restrictions on the transport of dangerous goods for category A tunnels and the other that the new provisions will enter into force in the ADR on 1 January 2007 but will be followed by a transition period of three years for their introduction. Once they had entered into force, the new provisions would replace the existing text of section 1.11 (a) of the Consolidated Resolution on Road Signs and Signals (R.E.2) (TRANS/SC.1/295/Rev.3). At a future date, WP.1 would have to decide whether these new provisions should be added to the Vienna Convention on Road Signs and Signals or the European Agreement supplementing it.

6. The Group of Legal Experts recommended that the new provisions should be adapted to the principles and structure of R.E.2 and that a consolidated version of R.E.2 be prepared for the 50<sup>th</sup> session of WP.1 incorporating all proposals adopted since its last revision.

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**ECONOMIC COMMISSION FOR EUROPE**

**INLAND TRANSPORT COMMITTEE**

Working Party on Road Traffic Safety

Forty-ninth session  
Geneva, 27-30 June 2006  
Item 3 (r) of the provisional agenda

**REVISION OF THE CONSOLIDATED RESOLUTION  
ON ROAD SIGNS AND SIGNALS (RE.2)**

Road signs concerning the carriage of dangerous goods

**Note by the secretariat**

1. At its seventy-ninth and resumed seventy-ninth sessions (7-11 November 2005 and 26-27 January 2006) the Working Party on the Transport of Dangerous Goods (WP.15) adopted draft amendments to the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) concerning safety in road tunnels (see ECE/TRANS/WP.15/186/Add.1).
2. Since the effective implementation of these amendments require the use of signs C, 3<sup>h</sup> and D, 10<sup>a</sup>; D, 10<sup>b</sup> and D, 10<sup>c</sup>, WP.15 also adopted draft changes to the interpretation of these signs in Consolidated Resolution on Road Signs and Signals (R.E.2) (See ECE/TRANS/WP.15/185/Add.2, paras. 46-49 and annex 2), for approval by the Working Party on Road Traffic Safety.

3. This issue has already been considered by the Working Party at its 46<sup>th</sup>, 47<sup>th</sup> and 48<sup>th</sup> sessions (TRANS/WP.1/98, paras 19-21; TRANS/WP.1/100, paras 31-33, ECE/TRANS/ WP.1/102, paras. 44-45) as well as by the WP.1 legal group of experts (TRANS/WP.1/2005/13, paras. 12-16; ECE/TRANS/WP.1/2006/16, paras 4-6).

4. The Working Party may wish to recall that it had already adopted, at its 34<sup>th</sup> session, several amendments to paragraph 1.11 of R.E.2 (TRANS/WP.1/69, para. 38). Due to the new proposals from WP.15, some of the changes adopted at that time are no longer relevant.

5. It should also be noted that WP.15 has adopted a transitional period for the implementation of the new ADR provisions (see ECE/TRANS/WP.15/186/Add.1, new paragraph 1.6.1.12 in Part 1, Chapter 1.6 of Annex A of ADR). In accordance with this transitional period, the proposed new interpretation should not be applied before 1 July 2007, and the current interpretation may be used until 31 December 2009. As from 1 January 2010, signs indicating restrictions concerning the passage of vehicles carrying dangerous goods through road tunnels should be displayed in accordance with the new paragraph 1.11 (a) of R.E.2.

6. Attention is drawn to the fact that, according to the provisions of ADR which should enter into force on 1 January 2007, road tunnels should be, at the latest by 1 January 2010, categorized as tunnels of tunnel category A, B, C, D or E. Tunnels of tunnel category A are not subject to any transport of dangerous goods restriction.

7. At the request of the WP.1 legal group of experts, and on the basis of the above developments, the secretariat has prepared a consolidated list of amendments to paragraph 1.11 of R.E.2 which the Working Party may wish to consider and adopt to ensure consistency with ADR.

Proposal for amendment of R.E.2, paragraph 1.11

*The new modifications appear in bold*

*Amend 1.11 to read as follows:*

“1.11 The use and meaning of signs for vehicles carrying dangerous goods

**As from 1 July 2007, and no later than 1 January 2010**, Sign C, 3<sup>h</sup> “NO ENTRY FOR VEHICLES CARRYING DANGEROUS GOODS FOR WHICH SPECIAL SIGN PLATING IS PRESCRIBED” described in the 1968 Convention on Road Signs and Signals should be used<sup>1</sup> without an additional panel to prohibit the entry of all vehicles defined in Article 1 (a) of the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) carrying dangerous goods defined in Article 1 (b) of ADR for which orange-coloured plates according to section 5.3.2 of Annex A 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 should be indicated by using this sign with an additional panel bearing a capital letter representing the category to which the tunnel is assigned according to 1.9.5.2.2 of Annex A of ADR, as follows:

- **Sign C, 3<sup>h</sup>** with an additional panel bearing letter B: Tunnel category B\*; No entry for vehicles carrying dangerous goods presenting a very large explosion risk

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<sup>1</sup> Nevertheless, **until 31 December 2009**, this sign ~~should~~ **may continue to** be used without an additional panel to prohibit the entry of vehicles defined in Article 1 (a) of the 1957 European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR), carrying **dangerous goods defined in Article 1 (b)** ~~goods listed in any class of ADR for which orange-coloured plates according to marginal 10-500~~ **5.3.2 of Annex A** of ADR are required on the vehicles. **In such a case**, for prohibitions related to other dangerous goods (e.g. goods listed in national legislation), 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.

\* For the purposes of restrictions the passage of vehicles carrying dangerous goods through road tunnel according to 1.9.5 of Annex A of ADR, tunnels should be classified in tunnel category A, B, C, D or E. No prohibition is applicable when the tunnel is classified in tunnel category A.

- according to 1.9.5.2 of Annex A of ADR and, for which the orange-coloured plate marking according to 5.3.2 of Annex A of ADR is required;
- **Sign C, 3<sup>h</sup>** with an additional panel bearing letter C: Tunnel category C\*; No entry for vehicles carrying dangerous goods presenting a very large or large explosion risk or a risk of large toxic release according to 1.9.5.2 of Annex A of ADR and for which the orange-coloured plate marking according to 5.3.2 of Annex A of ADR is required;
  - **Sign C, 3<sup>h</sup>** with an additional panel bearing letter D: Tunnel category 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 according to 1.9.5.2 of Annex A of ADR and, for which the orange-coloured plate marking according to 5.3.2 of Annex A of ADR is required;
  - **Sign C, 3<sup>h</sup>** with an additional panel: bearing letter E: Tunnel category E\*, No entry for vehicles carrying any type of dangerous goods for which the orange-coloured plate marking according to 5.3.2 of Annex A of ADR is required, except those which are not subject to any tunnel restriction according to 1.9.5.2 of Annex A of ADR.
- (b) **Sign C, 3<sup>m</sup>** "NO ENTRY FOR VEHICLES CARRYING MORE THAN A CERTAIN QUANTITY OF EXPLOSIVES OR READILY INFLAMMABLE SUBSTANCES" described in the 1971 European Agreement supplementing the 1968 Convention on Road Signs and Signals should be used to prohibit the entry of vehicles defined in Article 1 (a) of ADR, carrying dangerous goods of Class 1, of Class 2 **classified as flammable** ~~items with letters (b), (bt), (e) and (et)~~, of Class 3, **except those of Packing Group III** - ~~items 1 to 28~~, of Class 4.1 **classified as self-reactive** ~~items 31 to 50~~ and of Class 5.2 of ADR, provided that orange-coloured plates on the vehicle according to **5.3.2 of Annex A** ~~marginal 10-500~~ of ADR are required for the carriage of the relevant goods.
- (c) **Signs D, 10<sup>a</sup>, D, 10<sup>b</sup> and D, 10<sup>c</sup>** "DIRECTIONS IN WHICH VEHICLES CARRYING DANGEROUS GOODS SHALL PROCEED" described in the **1968 Convention on Road Signs and Signals** 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 A 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.”.