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**ECONOMIC COMMISSION FOR EUROPE**

INLAND TRANSPORT COMMITTEE

Ad hoc Multidisciplinary Group of Experts  
on Safety in Tunnels

**RECOMMENDATIONS OF THE GROUP OF  
EXPERTS ON SAFETY IN ROAD TUNNELS**

Addendum 1

**CONTEXT**

On 17 and 18 January 2002, the Ad hoc Multidisciplinary Group of Experts on Safety in Tunnels met to examine the possible implications of the fire in the Gotthard tunnel (24 October 2001) on the recommendations contained in TRANS/AC.7/9.

The results of the enquiry confirmed the validity of the recommendations which appear in the above-mentioned report. However, the Group of Experts underlined the urgency of implementing certain of them, notably those which deal with improving information for and training of drivers using tunnels so as to make them aware of the correct behavior to adopt in the case of an incident.

Furthermore, in light of the information which had emerged regarding the accident in the Gotthard tunnel, the Group of Experts agreed to add two new recommendations. The first regards access to the profession of road transport operator. The Group of Experts recommended that the conditions for such access and their implementation should be made stricter and harmonized at the pan-European level and that the correct application and respect for those conditions be ensured. The second concerns emergency information systems to instruct drivers to leave their vehicles and proceed to emergency exits in the event of a fire.

## **NEW PROPOSALS TO BE ADDED TO THE REPORT**

I. The new recommendations are to be added to part **C.1.2** of the report (Proposed measures for road users) as **Measure 1.11 and Measure 1.12**:

### **“Measure 1.11            Access to the profession**

**The rules on access to the profession of road transport operator and their implementation should be reinforced and harmonized at the level of professional qualifications, financial standing and good repute. The checking of compliance with these rules both on the roadside and at transport enterprises should also be intensified.”**

### **“Measure 1.12            Emergency driver information systems**

**Internationally harmonized systems (sirens, flashing lights, etc.) should be developed and implemented to inform drivers in the event of a fire that they have to leave their vehicles without delay and proceed immediately to the nearest emergency exit in the tunnel.**

Drivers are not always aware of the extent of the danger posed by a fire in a tunnel, above all when they are at some distance from the fire. In addition to messages transmitted by radio, systems have to be developed which inform drivers that their lives are in danger and that they should leave their vehicle. Such systems should also clearly indicate the emergency exits and the direction of the closest emergency exit.”

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