



**Economic and Social
Council**

Distr.
GENERAL

TRANS/AC.9/2002/7
18 September 2002

Original: ENGLISH

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Meeting of the Multidisciplinary Group
of Experts on Safety in Tunnels (rail)
(Second session, 25-26 November 2002,
agenda item 2)

QUESTIONNAIRE ON SAFETY IN RAIL TUNNELS

Transmitted by the Government of Italy

REGULATIONS AND GENERAL DATA ON RAIL TUNNEL SAFETY

Question 1 - Are there any legislation, regulations, recommendations on safety in rail tunnels in your country (dealing with geometry, infrastructure, equipment, signalling, operation, traffic, train operator education and training, etc.)? If yes, please give details and provide all documents.

In Italy, some legislation and regulations exist about fire prevention and protection that are applied in tunnel fire prevention and protection. In addition, in 1997 new guidelines were issued for safety improvement in long rail tunnels. These guidelines provide, for both existing tunnels and those under construction, certain infrastructural adjustments, in particular for emergency gateways and equipment improvement.

At last, the document enforces the Infrastructural Manager to carry out the emergency general plan for long tunnels (at least for existing tunnels longer than 3 km and tunnels under construction longer than 2 km).

Question 2 - Do you consider the above texts sufficient? If not, please give details.

We think yes, but we also think that a constant monitoring of technologies and regulations is needed for their improvement.

Question 3 - Is your authority considering any changes in the above texts? If yes, please give details and provide the current drafts.

At the moment, the new guidelines mentioned above (1997), are being applied.

Question 5 - Does your country classify rail tunnels, or envisage doing so in future, by the risk of accident associated with them? If yes, please provide details and documents.

In Italy, there is a specific methodology for risk assessment and risk management. It is based on a non-quantitative analysis that provides for the study of several accidents, breakdowns or fires likely scenario.

Question 6 - Please provide any existing data and statistics on fires, accidents, and breakdowns in rail tunnels in your country.

At the moment the classification based on this features:

- a. tunnel length;
- b. traffic typology;
- c. volume of traffic.

The data and statistics on those events will be presented at the next session of the Group.
