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INLAND TRANSPORT COMMITTEE

Working Party on Road Traffic Safety

(Thirty-third session, 28 September - 1 October 1999,
agenda item 4 (c))

**REVISION OF THE CONSOLIDATED RESOLUTIONS ON ROAD TRAFFIC (R.E.1)
AND ON ROAD SIGNS AND SIGNALS (R.E.2)**

Safety in tunnels

Transmitted by the Governments of Hungary and the Russian Federation

Note: At its thirty-second session, in light of the recent fire in the Mont Blanc Tunnel, the Working Party invited Governments to transmit relevant sections of their national legislation to the secretariat so that the Working Party could discuss the issue of safety in tunnels and decide whether there is a need to add provisions to any of its legal instruments.

The following contributions have been received from the Governments of Hungary and the Russian Federation.

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Hungary

1. The speed of vehicles entering and travelling in long tunnels (e.g. greater than 0.5 kilometers) should be uniform, e.g. 60 + or - 10 km/h.
2. In order to achieve this:
 - physical speed reducing devices, e.g. rumble strips or speed humps viable for 70 km/h and duly signed should be placed on the entrance lanes outside tunnels;
 - illuminated signs should display 60 km/h speed limit in the tunnel;
 - operators of tunnels should ensure an excellent state of the pavement surface, evenness, skid resistance, etc.
3. Vehicles should maintain a distance from the preceding vehicle of 50 m (100m).
4. In the case of vehicles carrying dangerous goods, a 100m distance should be obligatory.
5. Special penalties might also prove useful to prevent:
 - vehicles in a bad state of repair from entering tunnels;
 - violation of traffic rules in tunnels (speeding, overtaking);
 - traffic accidents in tunnels.

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Notes:

In regulating the transport of dangerous goods in tunnels, consideration should be given to the quantities of such goods carried in one vehicle, depending on their degree of dangerousness.

The Working Party should consider urgently requesting the opinion and suggestions from the OECD-RTR Programme where a major ongoing project is dealing with the transport of dangerous goods in tunnels. The PIARC, ECMT and CTIF (international organization of fire brigades) should also be contacted.

As many as possible of the above provisions should be included in Article 25 bis of the Convention on Road Traffic.

Russian Federation

1. According to the road traffic regulations of the Russian Federation, traffic in tunnels is organized in full compliance with the provisions of Article 25 bis of the 1968 Convention on Road Traffic (incorporating amendments which entered into force on 3 September 1993).
2. Taking into account that the provisions of Article 25 bis apply to all tunnels (without exceptions), sign E,11 is not used in the Russian Federation.
3. An additional warning sign (model A^a with a symbol of a tunnel as displayed on sign E,11^a) could be used to indicate the approach to a tunnel which is not lit or if the visibility of the entry portal is limited.
