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**ECONOMIC COMMISSION FOR EUROPE**

**INLAND TRANSPORT COMMITTEE**

Working Party on the Transport of Dangerous Goods

**REPORT OF THE WORKING PARTY ON ITS SEVENTY-NINTH SESSION (cont'd)  
(7-11 November 2005 and 26-27 January 2006)**

**Addendum 2**

**Report of the Working Party on its resumed seventy-ninth session  
(26-27 January 2006)**

**CONTENTS**

	<u>Paragraphs</u>
Attendance .....	1
Background .....	2 - 3
Adoption of the agenda .....	4
Safety in road tunnels .....	5- 45
Road signs for the transport of dangerous goods .....	46 - 49
Other business .....	50
Adoption of the report .....	51

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Annex 1: Draft amendments to Annexes A and B of ADR

Annex 2: Texts adopted by the Working Party for transmission to the Working Party on Road Traffic Safety (WP.1)

## **ATTENDANCE**

1. The Working Party on the Transport of Dangerous Goods held its resumed seventy-ninth session from 26-27 January 2006 with Mr. J. Franco (Portugal) as Chairman and Mrs. A. Roumier (France) as Vice-Chairperson. Representatives of the following countries took part in its work: Austria, Belgium, Bulgaria, Czech Republic, France, Germany, Finland, Italy, Latvia, Netherlands, Norway, Poland, Portugal, Slovakia, Sweden, Switzerland, United Kingdom. A representative of the European Commission also took part in the resumed session. The following non-governmental organizations were also represented: European Aerosol Federation (FEA); European Chemical Industry Council (CEFIC); European Committee of Paint, Printing Ink Artists Colours (CEPE); European Cosmetic Toiletry and Perfumery Association (COLIPA); European Liquefied Petroleum Gas Association (AEGPL); Global Express Association (GEA); International Association of the Soap, Detergent and Maintenance Products Industry (AISE) and International Federation of Freight Forwarders Associations (FIATA).

## **BACKGROUND**

2. The Working Party could not complete its work on new provisions for the passage of vehicles carrying dangerous goods through road tunnels by the end of the seventy-ninth session (7-11 November 2005), and the secretariat was requested to consider the possibility of using part of the working time scheduled for the January 2006 session of the Joint Meeting of Experts on the Regulations annexed to ADN (WP.15/AC.2) in order to resume the seventy-ninth session and conclude the discussions on tunnels, after checking that a sufficient number of delegations would take part and that the problems pending could be solved (TRANS/WP.15/185, par.75).

3. Following this request, the secretariat consulted the Chairman of the Joint Meeting of Experts on the Regulations annexed to the ADN (Mr. H. Rein, Germany) who agreed that two days (26 and 27 January 2006) could be released for WP.15 work on tunnels. The secretariat also consulted all delegations of the Working Party who had attended the seventy-ninth session, and transmitted the outcome of these consultations to the Chairman of the Working Party who concluded that the conditions posed by the Working Party for a resumed session were met, notably since fourteen delegations had expressed their intention to participate, and submitted a proposal to the Bureau of the Inland Transport Committee at its 29-30 November 2006 session. The Bureau approved the organization of this resumed seventy-ninth session (ECE/TRANS/2006/2/Add.1, para. 11).

## **ADOPTION OF THE AGENDA**

Document: ECE/TRANS/WP.15/184/Add.2

4. The provisional agenda prepared by the secretariat was amended to take account of informal documents INF.29 to INF.34, and adopted as amended.

## **SAFETY IN ROAD TUNNELS**

Documents: TRANS/WP.15/179/Add.1  
TRANS/WP.15/181, paras. 69-74 and annex  
TRANS/WP.15/183, paras. 49-61 and annex  
TRANS/WP.15/185, para. 51-76 and -/185/Add.1  
TRANS/WP.15/2005/24 (Netherlands)  
TRANS/WP.1/2005/13, paras.12-16, and annex 1  
TRANS/WP.1/2005/10/Rev.1 (United Kingdom)

Informal documents: INF.4 (Secretariat)  
INF.7 (Germany)  
INF.11 and INF.11/Rev.1 (Secretariat)  
INF.13 (Belgium)  
INF.14 (CEFIC, FIATA, IRU, IECC, CEPE)  
INF.16 (France)  
INF.29 (Switzerland)  
INF.30 (Belgium and Netherlands)  
INF.31 (Italy)  
INF.32 (United Kingdom)  
INF.33 (AEGPL)  
INF.34 (Secretariat)

5. Proposals 1 (Netherlands), 2 (Secretariat) and 3 (Belgium) in TRANS/WP.15/185/Add.1 were withdrawn in favour of those contained in informal document INF.30. Therefore, the Working Party decided to work on the basis on this informal document INF.30.

Informal document: INF.29 (Switzerland)

6. The representative of Switzerland introduced informal document INF.29 underlining practical problems caused by the categorization of tunnels resulting from the application of the OECD risk analysis assessment principles.

7. He explained that in accordance with these principles which are now proposed to be included in the ADR, the St. Gotthard tunnel would probably be assigned to tunnel category E. This would result in a considerable increase of the total number of dangerous goods not allowed for carriage in this tunnel, including products of high economic importance, and 33% of passages in international transport allowed in 2004 would become forbidden. On the other hand, some dangerous goods which are presently forbidden in this tunnel would become allowed. He also considered that the exemptions of 1.1.3 of the ADR should not apply in tunnels.

8. The representative of France said that the question of transport of dangerous goods packed in limited quantities was currently on the agenda of the UN Sub-Committee of Experts on the Transport of Dangerous Goods and of the RID/ADR/ADN Joint Meeting and that she would like to come back to the issue of the carriage of limited quantities through tunnels at the next session of the Working Party. She said that she had reservation on exempting limited quantities from the restrictions applicable to the passage through road tunnels.

### **Section 1.9.5**

Informal document: INF.34 (Secretariat)

9. The Working Party agreed to modify editorially the Note under the title of new section 1.9.5 specifying that other provisions concerning restrictions in tunnels are also included in Chapter 8.6 (see annex 1).

10. A majority of delegations felt that it was not necessary to include a new paragraph 1.9.5.1.2 which would state clearly that there is no obligation for Contracting Parties to categorize tunnels through which the transport of dangerous goods is not currently restricted. It was considered that this was obvious since the new provisions would apply only when Contracting Parties decide to restrict the passage of dangerous goods through a tunnel.

Paragraph 1.9.5.1.1

Informal documents: INF.31 (Italy)  
INF.32 (United Kingdom)

11. Some delegations expressed concern at the lack of detail in 1.9.5.1.1 as to the content of the risk assessment required to determine a tunnel category, and the lack of guidance provided in this respect, notably how to integrate in the risk assessment procedure issues such as the availability and suitability of alternative routes, peak hours, use of alternative modes of transport.

12. It was clarified that the examples given in 1.9.5.1.1 were not limitative and that the decision to assign a road tunnel to one of the tunnel categories was of the unique competence of the competent authority which was entitled to reflect its own national concerns when carrying out a risk assessment, or even to decide not to carry out a risk assessment and assign a road tunnel to a tunnel category on an arbitrary basis.

13. After some discussions, the text of paragraph 1.9.5.1.1 proposed by the United Kingdom in INF.32 was put to the vote and adopted with some modifications (see annex 1).

Paragraph 1.9.5.2.1

Informal documents: INF.30 (Belgium and Netherlands)  
INF.31 (Italy)

14. The deletion of the phrase “to the tunnel structure” as proposed by Italy in INF.31 was not adopted. The paragraph was adopted as initially drafted in INF.30 with some slight modifications (see annex 1).

Paragraph 1.9.5.2.2

Document: TRANS/WP.15/2005/24 (Netherlands)

Informal documents: INF.30 (Belgium and Netherlands)  
INF.7 (Germany)

15. The representative of Switzerland considered that the criteria which had been used to assign a tunnel restriction code to various dangerous goods entries lacked consistency. The transport of some goods was heavily restricted while the transport of others with similar properties or even more dangerous (for example, corrosive substances of Class 8, packing group I) was less restricted or not restricted at all.

16. Some delegates said that it was difficult to address such issues without written proposals and noted that the assignment of a tunnel restriction code to a given substance had to be done on the basis of technical and scientific considerations. The representative of Switzerland said that his government will submit proposals for more stringent assignment for certain substances in the future.

17. The Working Party decided to delete all the references to tunnel restriction codes in this paragraph (see annex 1).

*Tunnel Category C*

18. The insertion of the phrase “(compatibility groups C and G)” as proposed in INF.30 after “Division 1.3” for Class 1 was adopted (see annex 1).

19. On the question of whether substances of classification code FT2 (pesticides) should be added to the list of goods of Class 3, the representative of the Netherlands said that the substances of Class 3, Packing Group I, classification code FT1 had been included under Tunnel Category C because some of these substances listed by name in the Dangerous Goods List present a relatively high level of inhalation toxicity, and the code FT1 does not differentiate them from those with a lower inhalation toxicity. He proposed to exclude substances with classification code FT2 because pesticides were not likely to present a high inhalation toxicity, unless the active ingredient itself would possess a high toxic by inhalation hazard in which case the preparation would eventually be classified under Class 6.1, classification code TF2, in accordance with NOTE 3 to 2.2.3.1.1. Other delegates did not share this view and felt that mixtures of pesticide active ingredients with substances of Class 3, Packing Group I, could present a relatively high inhalation toxicity hazard which was not easy to predict or to assess when such mixtures are classified in accordance with the precedence of hazard table of 2.1.3.10.

20. After some technical discussion, the question was put to the vote and it was decided to include FT2 as well (see annex 1).

#### *Tunnel Category D*

21. The insertion of the phrase “(compatibility groups C and G)” after “Division 1.3” for Class 1 was adopted (see annex 1).

22. On the addition of classification code M9 (Elevated temperature substances, liquid) to Class 9, the Working Party agreed that all dangerous goods assigned classification code M9 as well as those assigned classification code M10 (Elevated temperature substances, solid) should be listed (see annex 1).

23. The representative of France, expressed concern at the fact that the restrictions concerning Class 3, packing groups I and II (flammable liquids), applied to the carriage in tanks only and not to the carriage in IBCs. She recalled that carriage in tanks was usually considered safer than carriage in IBCs, and it would not be logical that large quantities up to 3000 litres be restricted when carried in tanks and not restricted when carried in IBCs. This was in contradiction with the recommendation made by the Ad hoc Multidisciplinary Group of Experts on Road Safety in Tunnels that the quantity of fuel carried by heavy goods vehicles be reduced to diminish the potential consequences in the event of a vehicle fire in a tunnel. She also noted that the system allowed transport of this substance in less restrictive conditions than those recommended by the OECD/PIARC report on the transport on dangerous goods through road tunnels, since in the OECD/PIARC report these substances, when carried in tanks, were assimilated to substances which may lead to a large explosion or a large toxic release (restricted in Tunnel category C).

## **Part 8**

### **Chapter 8.6**

#### *Paragraph 8.6.1*

24. The proposal of the representative of Austria for the insertion of a note to this paragraph was adopted (see annex 1).

#### *Paragraph 8.6.3.3*

25. The representatives of France and Switzerland expressed a reservation on the adoption of this paragraph.

*Table under paragraph 8.6.4*

26. The proposal of Germany and Belgium to rename codes “B1000”, “C5000” and “D1” as “B1000C”, “C5000D” and “D1E” was adopted together with some other amendments to the table (see annex 1).

27. The proposal of the representative of France to add a note with an example of interpretation of the tunnel restriction codes was adopted (see annex 1).

**Implementation of the new provisions concerning safety of transport of dangerous goods through road tunnels**

Informal documents: INF.31 (Italy)  
INF.32 (United Kingdom)  
INF.33 (AEGPL)

***Date of entry into force***

28. The Working Party decided by a majority vote (in favour: 11; against: 4) that the date of entry into force of the new provisions should be 1 January 2007.

29. The representatives of Switzerland, Italy and France expressed a reservation on this decision.

***Transitional period***

30. Many delegations agreed that a transitional period for the implementation of the new provisions was needed. It was also clarified that such a transitional period was intended to allow competent authorities to take the necessary measures for the implementation of the new system and therefore, it should only apply to the provisions in section 1.9.5.

31. A majority of delegations considered that a transitional period until 2015 as proposed by Italy in INF.31 would be too long. While some were of the opinion that the transitional period should allow those countries which were able to implement the new provisions as soon as possible to do so, others thought that this will contribute to increase existing differences among countries on national restrictions for the transport of dangerous goods through road tunnels.

32. Others said that their governments needed at least 4 years to categorize tunnels and implement the new section 1.9.5.

33. The representative of Italy said the number of road tunnels in his country was so considerable that a comprehensive risk assessment study for all tunnels would take many years and this could not be done by 2009.

34. The representative of Switzerland considered that the system was not mature enough to be implemented. He also said that the implementation of 1.9.5 in his country would require performing a new risk assessment study on all tunnels for which traffic restrictions are already applicable and that, as in the case of Italy, this would be a costly and time-consuming exercise. He also considered that the strict application of the new ADR provisions for the transport of dangerous goods through road tunnels without integrating social or economic factors might have disastrous consequences on the economy of the most isolated regions of his country which could no longer be supplied with energetic products or chemicals essential to their development. The representative of AEGPL shared this last view.

35. The representative of France recalled that last November, at least three countries had already stated that they would not be ready for full implementation of these provisions as from 2007 and that at least a four-year transitional period would be needed.

36. After lengthy discussions, several dates (2009, 2011 and 2010) were proposed and the implementation date of "1 January 2010, at the latest" was adopted (In favour: 7; Against: 5; Abstention: 3).

37. The representatives of Italy and Switzerland reiterated their reservation to the date of 2010 and added a general reservation on the whole adopted text. The representative of France also expressed a reservation on the adoption of this date.

38. The new wording of paragraph 1.6.1.12 proposed by the secretariat in INF.34 was adopted with the deletion of the phrase "still applicable on 31 December 2006 by virtue", on the grounds that this date would not allow the application of national restrictions to the passage of vehicles through road tunnels different from those applicable before 31 December 2006 during the transitional period (2007-2010).

39. The proposal of the representative of CEFIC to add the sentence "The provisions of 1.9.5 shall not come into force before 1 January 2009" to paragraph 1.6.1.12 was unanimously rejected.

#### **Dissemination of information concerning the restrictions for the passage of vehicles carrying dangerous goods through road tunnels**

Informal document: INF.14 (CEFIC, FIATA, IRU, IECC, CEPE)

40. The Working Party agreed, in principle, that the information about the national restrictions for the transport of dangerous goods through tunnels should be made publicly available and, if possible, through the UNECE website.

41. A member of the secretariat said that the publication of this information on the UNECE website would be possible in accordance with existing procedures but would remain subject to the timely notification by Contracting Parties of such information.

42. No consensus could be reached on the timeframe for the publication of this information.

#### **Publication of the 2007 consolidated edition of the ADR**

43. A member of the secretariat drew attention to the fact that, to ensure the availability of a new consolidated edition in due time before the entry into force of amendments on 1 January of odd years, the texts are normally prepared and submitted to the publisher for reproduction already in May of the previous (even) year. The late adoption of the amendments concerning restrictions on the passage of vehicles carrying dangerous goods through tunnels had already considerably delayed the preparation of the publication this time, and it will be further delayed due to the extensive changes to column (15) of Table A of Chapter 3.2. In addition, several representatives had expressed reservations on the adoption of these new provisions, and if these reservations finally became objections notified in writing by at least 5 countries under the procedure of Article 14, these new provisions would not be deemed accepted and would not enter into force on 1 January 2007. However, this would not be known before 30 September 2006, i.e. well after the start of the printing process, and the published text might then contain provisions which have not been accepted.

44. To avoid these possible problems, the secretariat proposed to publish separately a consolidated version on the basis of the amendments adopted up to and including the November 2005 session of the Working Party, as usual, plus a separate publication which would contain only the amendments concerning the tunnel provisions and a full consolidated table A of Chapter 3.2 amended accordingly, which would then be issued only after confirmation of acceptance of these specific amendments.

45. The majority of delegations considered nevertheless that it would be preferable to publish a consolidated edition which would take account of all draft amendments adopted by the Working Party for entry into force on 1 January 2007, including those concerning the restrictions to the passage of vehicles carrying dangerous goods through road tunnels, and requested the secretariat to do so as soon as possible.

## **ROAD SIGNS FOR THE TRANSPORT OF DANGEROUS GOODS**

Informal documents: INF.11 and INF.11/Rev.1 (Secretariat)

46. The Working Party confirmed that the text for the interpretation of signs C,3h, D,10a, D,10b and D,10c in the consolidated resolution on Road Signs and Signals (R.E.2), prepared by the secretariat in informal document INF.11/Rev.1, on the basis of a text developed by the Legal Group of Experts of the Working Party on Road Traffic Safety (WP.1), was correct.

47. The representative of Switzerland expressed concern at the fact that, although the provisions of R.E.2 were deemed to be of a recommendatory nature for the interpretation of signs and signals, the parallel introduction of the same provisions in ADR for carriage through tunnels would confer a legally binding nature on them. As a consequence, deviations from the interpretation in R.E.2 could no longer be applied through national legislation, e.g. for vehicles not bearing orange-coloured plates or for vehicles other than those defined in article 1 (a) of ADR.

48. The Working Party recommended that the text be submitted to WP.1 for final adoption. After some discussions, it was decided to delete the detailed references to tunnel restriction codes and UN numbers (see annex 2), on the grounds that they were not necessary and, if included, would have to be revised in R.E.2 whenever they would be amended in ADR.

49. The Working Party recommended that WP.1 should adopt this text as soon as possible since effective implementation of the ADR provisions concerning restrictions in road tunnels would require the parallel effective implementation of this revised interpretation.

## **OTHER BUSINESS**

50. The Working Party, on being informed that Mrs. Louise Bigwood, who has been translating its documents and reports for the last 12 years, would retire soon, wished to record its appreciation of the services she had rendered and send her its best wishes for a long and happy retirement.

## **ADOPTION OF THE REPORT**

51. The Working Party adopted, by correspondence, the report on its resumed seventy-ninth session and the annexes thereto on the basis of a draft prepared by the secretariat.

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**Annex 1**

**Draft amendments to Annexes A and B of ADR**

**PART 1**

**Chapter 1.6**

1.6.1.12 Add the following new transitional measure:

"1.6.1.12 The provisions of section 1.9.5 shall apply as from 1 July 2007 only. Notwithstanding the provisions of section 1.9.5, Contracting Parties may continue to apply, until 31 December 2009 at the latest, restrictions to the passage of vehicles through road tunnels in accordance with the provisions of national law.".

**Chapter 1.9**

1.9.3 (a) Delete "or tunnels".

**Chapter 1.9**

1.9.5 **Text of TRANS/WP.15/2005/185/Add.1 with the following modifications:**

1.9.5 Add the following note after the title:

*"NOTE: Provisions concerning restrictions for the passage of vehicles through road tunnels are also included in Chapter 8.6."*

1.9.5.1.1 Delete the number of the paragraph, "1.9.5.1.1" in the margin.

Replace "1.9.5.2.2 depending on" by "1.9.5.2.2. Account should be taken of" and insert "including availability and suitability of alternative routes and modes" after "risk assessment".

1.9.5.2.1 Replace "and possibly serious damage" by "or serious damage".

1.9.5.2.2 Amend to read as follows:

"The five tunnel categories are the following:

*Tunnel category A:*

No restrictions for the transport of dangerous goods;

*Tunnel category B:*

Restriction for dangerous goods which may lead to a very large explosion;

The following dangerous goods are considered to fulfil this condition <sup>1</sup>:

Dangerous goods of	
Class 1:	Compatibility groups A and L;
Class 3:	Classification code D (UN Nos. 1204, 2059, 3064, 3343, 3357 and 3379);
Class 4.1:	Classification codes D and DT; and Self-reactive substances, type B (UN Nos. 3221, 3222, 3231 and 3232);
Class 5.2:	Organic peroxides, type B (UN Nos. 3101, 3102, 3111 and 3112).
When the total net explosive mass per transport unit is greater than 1000 kg:	
Class 1:	Divisions 1.1, 1.2 and 1.5 (except compatibility groups A and L).
When carried in tanks:	
Class 2:	Classification codes F, TF and TFC;
Class 4.2:	Packing group I;
Class 4.3:	Packing group I;
Class 5.1:	Packing group I.

*Tunnel category C:*

Restriction for dangerous goods which may lead to a very large explosion, a large explosion or a large toxic release;

The following dangerous goods are considered to fulfil these conditions <sup>1</sup>:

- the dangerous goods restricted in tunnel category B, and
- the following dangerous goods:

Dangerous goods of	
Class 1:	Divisions 1.1, 1.2 and 1.5 (except compatibility groups A and L); and Division 1.3 (compatibility groups H and J);
Class 7:	UN Nos. 2977 and 2978.
When the net explosive mass per transport unit is greater than 5000 kg:	
Class 1:	Division 1.3 (compatibility groups C and G).
When carried in tanks:	
Class 2:	Classification codes T, TC, TO and TOC;
Class 3:	Packing group I for classification codes FC, FT1, FT2 and FTC;
Class 6.1:	Packing group I for classification codes TF1 and TFC; and Toxic by inhalation entries (UN Nos. 3381 to 3390);
Class 8:	Packing group I for classification code CT1.

<sup>1</sup> This assessment is based on the intrinsic dangerous properties of the goods, their type of containment and quantity carried.

*Tunnel category D:*

Restriction for dangerous goods which may lead to a very large explosion, to a large explosion, to a large toxic release or to a large fire;

The following dangerous goods are considered to fulfil this condition <sup>1</sup>

- the dangerous goods restricted in tunnel category C, and
- the following dangerous goods:

Dangerous goods of	
Class 1:	Division 1.3 (compatibility groups C and G);
Class 2:	Classification codes F, FC, T, TF, TC, TO, TFC and TOC;
Class 4.1:	Self-reactive substances, types C, D, E and F; and UN Nos. 2956, 3241, 3242 and 3251;
Class 5.2:	Organic peroxides, types C, D, E and F;
Class 6.1:	Packing group I for classification codes TF1 and TFC; and Toxic by inhalation entries (UN Nos. 3381 to 3390);
Class 8:	Packing group I for classification code CT1;
Class 9:	Classification codes M9 and M10.
When carried in bulk or in tanks:	
Class 3:	Packing group I and II; and Classification code F2;
Class 4.2:	Packing group II;
Class 4.3:	Packing group II;
Class 6.1:	Packing group I for classification codes TF2 and TW1; and Packing group II for classification codes TF1, TF2, TFC and TW1;
Class 8:	Packing group I for classification codes CF1, CFT and CW1;
Class 9:	Classification codes M2 and M3.

*Tunnel category E:*

Restriction for all dangerous goods other than UN Nos. 2919, 3291, 3331 and 3373.

**NOTE:** For the dangerous goods assigned to UN Nos. 2919 and 3331, restrictions to the passage through tunnels may, however, be part of the special arrangement approved by the competent authority(ies) on the basis of 1.7.4.2. "

<sup>1</sup> This assessment is based on the intrinsic dangerous properties of the goods, their type of containment and quantity carried.

**PART 3****Chapter 3.2**

3.2.1 Amend the explanations for Column (15) to read as follows:

"Column (15) "Transport category / (Tunnel restriction code)"

Contains at the top of the cell a figure indicating the transport category to which the substance or article is assigned for the purposes of exemption related to quantities carried per transport unit (see 1.1.3.6).

Contains at the bottom of the cell, between brackets, the tunnel restriction code that refers to the applicable restriction for the passage of vehicles carrying the substance or article through road tunnels. These are to be found in Chapter 8.6. When no tunnel restriction code has been assigned, this is indicated by the mention '(-)'. "

**Table A**

Amend the heading of Column (15) to read as follows:

*"Transport category  
1.1.3.6  
(Tunnel restriction code)  
(8.6)".*

In column (15), at the bottom of the cell: add, between brackets, the alphanumeric codes as indicated below:

Class 1	Division 1.1 compatibility groups A and L	(B)
	Division 1.1 compatibility groups B, C, D, E, F, G and J	(B1000C)
	Division 1.2 compatibility group L	(B)
	Division 1.2 compatibility groups B, C, D, E, F, G, H and J	(B1000C)
	Division 1.3 compatibility group L	(B)
	Division 1.3 compatibility groups H and J	(C)
	Division 1.3 compatibility groups C and G	(C5000D)
	Division 1.4	(E)
	Division 1.5, compatibility group D	(B1000C)
	Division 1.6	(E)
	UN No. 0190	(E)
Class 2	Classification codes with letters F, TF, TFC	(B1D)
	Classification codes with letters FC	(D)
	Classification codes with letters T, TC, TO, TOC	(C1D)
	Classification codes with letters A, O, C, CO	(E)
Class 3	Classification code D	(B)
	Packing Group I for classification code FC, FT1, FT2, FTC	(C1E)
	Packing Groups I and II	(D1E)
	Classification code F2	(D1E)
	Others	(E)
Class 4.1	Classification codes D and DT	(B)
	UN Nos. 3221, 3222, 3231, 3232	(B)
	Self-reactive substances, types C, D, E, F	(D)
	UN Nos. 2956, 3241, 3242, 3251	(D)
	Others	(E)

Class 4.2	Packing Group I	(B1E)
	Packing Group II	(D1E)
	Others	(E)
Class 4.3	Packing Group I	(B1E)
	Packing Group II	(D1E)
	Others	(E)
Class 5.1	Packing Group I	(B1E)
	Others	(E)
Class 5.2	Type B	(B)
	Types C, D, E, F	(D)
Class 6.1	Packing Group I for classification codes TF1, TFC	(C1D)
	UN Nos. 3381 to 3390	(C1D)
	Packing Group I for classification codes TF2 and TW1	(D1E)
	Packing Group II for classification codes TF1, TF2, TFC and TW1	(D1E)
	Others	(E)
Class 6.2	UN Nos. 2814 and 2900	(E)
Class 7	UN Nos. 2977 and 2978	(C)
	Others except UN Nos. 2919 and 3331	(E)
Class 8	Packing Group I for classification code CTI	(C1D)
	Packing Group I for classification codes CF1, CFT and CW1	(D1E)
	Others	(E)
Class 9	Classification codes M2 and M3	(D1E)
	Classification codes M9 and M10	(D)
	Others	(E)
Dangerous goods not mentioned above		(- )

## PART 8

### Chapter 8.6: Text of TRANS/WP.15/2005/185/Add.1 with the following modifications:

8.6.1.1 Delete the number of the paragraph "8.6.1.1" in the margin, and add the following note at the end:

***"NOTE:** Restrictions not in accordance with 1.9.5 may apply until 31 December 2009 (see 1.6.1.12)."*

8.6.1.2 Delete.

Add new sections 8.6.2 to 8.6.4 as follows:

**"8.6.2 Road signs or signals governing the passage of vehicles carrying dangerous goods**

The tunnel category, assigned in accordance with 1.9.5.1 by the competent authority to a given road tunnel for the purpose of restricting the passage of transport units carrying dangerous goods, shall be indicated as follows by means of road signs and signals:

<b>Sign and signal</b>	<b>Tunnel category</b>
No sign	Tunnel category A
Sign with an additional panel bearing a letter B	Tunnel category B
Sign with an additional panel bearing a letter C	Tunnel category C
Sign with an additional panel bearing a letter D	Tunnel category D
Sign with an additional panel bearing a letter E	Tunnel category E

**8.6.3 Tunnel restriction codes**

8.6.3.1 The restrictions for the transport of specific dangerous goods through tunnels are based on the tunnel restriction code of these goods, indicated in Column (15) of Table A of Chapter 3.2. The tunnel restriction codes are put between brackets at the bottom of the cell. When '(-)' is indicated instead of one of the tunnel restriction codes, the dangerous goods are not subject to any tunnel restriction; for the dangerous goods assigned to UN Nos. 2919 and 3331, restrictions to the passage through tunnels may, however, be part of the special arrangement approved by the competent authority(ies) on the basis of 1.7.4.2.

8.6.3.2 When a transport unit contains dangerous goods to which different tunnel restriction codes have been assigned, the most restrictive of these tunnel restriction codes shall be assigned to the whole load.

8.6.3.3 Dangerous goods carried in accordance with 1.1.3 are not subject to the tunnel restrictions and shall not be taken into account when determining the tunnel restriction code to be assigned to the whole load of a transport unit.

**8.6.4 Restrictions for the passage of transport units carrying dangerous goods through tunnels**

Once the tunnel restriction code to be assigned to the whole load of the transport unit has been determined, the restrictions for the passage of this transport unit through tunnels are the following:

<b>Tunnel restriction code of the whole load</b>	<b>Restriction</b>
B	Passage forbidden through tunnels of category B, C, D and E
B1000C	Passage forbidden through tunnels of category B when the total net explosive mass per transport unit is greater than 1000 kg; Passage forbidden through tunnels of category C, D and E
B1D	Passage forbidden through tunnels of category B and C when carried in tanks; Passage forbidden through tunnels of category D and E
B1E	Passage forbidden through tunnels of category B, C and D when carried in tanks; Passage forbidden through tunnels of category E
C	Passage forbidden through tunnels of category C, D and E
C5000D	Passage forbidden through tunnels of category C when the total net explosive mass per transport unit is greater than 5000 kg; Passage forbidden through tunnels of category D and E
C1D	Passage forbidden through tunnels of category C when carried in tanks; Passage forbidden through tunnels of category D and E
C1E	Passage forbidden through tunnels of category C and D when carried in tanks; Passage forbidden through tunnels of category E
D	Passage forbidden through tunnels of category D and E
D1E	Passage forbidden through tunnels of category D when carried in bulk or in tanks; Passage forbidden through tunnels of category E
E	Passage forbidden through tunnels of category E
-	Passage allowed through all tunnels (For UN Nos. 2919 and 3331, see also 8.6.3.1)

**NOTE:** For example, the passage of a transport unit carrying UN 0161, powder, smokeless, classification code 1.3C, tunnel restriction code C5000D, in a quantity representing a total net explosive mass of 3000 kg is forbidden in tunnels of categories D and E."

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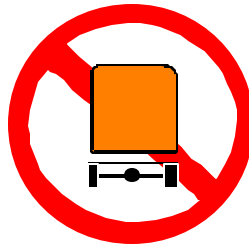
## Annex 2

### Texts adopted by the Working Party for transmission to the Working Party on Road Traffic Safety (WP.1)

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#### “Road signs for the carriage of dangerous goods

For sign C, 3<sup>h</sup>



C, 3<sup>h</sup>

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

This sign should be used 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:

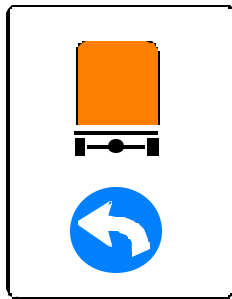
- **Sign C, 3<sup>h</sup>** with an additional panel bearing letter B: Tunnel category B; No entry for vehicles carrying dangerous goods presenting a very large explosion risk according to 1.9.5.2 of Annex A of ADR and (Tunnel codes B, B1000C, B1D or B1E according to 8.6.4 of Annex B of ADR), for which 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 (Tunnel codes B, B1000C, B1D, B1E, C, C5000D, C1D or C1E according to 8.6.4 of Annex B of ADR), 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 (Tunnel codes B,



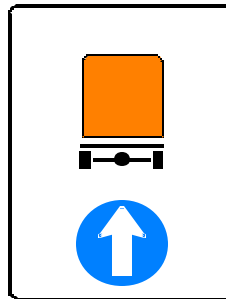
~~B1000C, B1D, B1E, C, C5000D, C1D, D or D1E according to 8.6.4 of Annex B of ADR~~); for which the orange-coloured plate marking according to 5.3.2 of Annex A of ADR is required;

- **Sign C, 3h** 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 of class 6.2, UN Nos 3291 and 3374 which are not subject to any tunnel restriction according to 1.9.5.2 of Annex A of ADR.

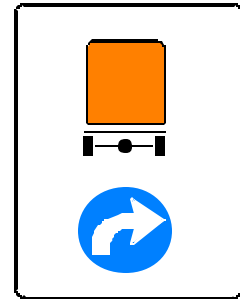
For signs D, 10<sup>a, b</sup> and <sup>c</sup>



D,10<sup>a</sup>



D,10<sup>b</sup>



D,10<sup>c</sup>

“DIRECTIONS IN WHICH VEHICLES CARRYING DANGEROUS GOODS SHALL PROCEED”

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 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.