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Working Party on Road Traffic Safety
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agenda item 2 (d))

**AMENDMENTS TO AND IMPLEMENTATION OF THE 1968 CONVENTIONS ON
ROAD TRAFFIC AND ON ROAD SIGNS AND SIGNALS AND THE 1971 EUROPEAN
AGREEMENTS SUPPLEMENTING THEM**

SAFETY IN TUNNELS

Transmitted by Switzerland

Introduction

1. The small group, set up by the Working Party (WP.1) at its thirty-ninth session, examined the recommendations concerning safety in tunnels (Documents TRANS/AC.7/9 and TRANS/AC.7/2002/1) and proposed, although without formulating them in specific terms, a number of amendments to the 1968 Conventions on Road Traffic and on Road Signs and Signals (see Document TRANS/WP.1/2002/28).
2. Basing itself on the provisional proposals of the small group, the Swiss delegation has drawn up the following proposed amendments:

1968 Convention on Road Traffic

ARTICLE 11 (Overtaking and movement of traffic in lines)

Paragraph 10

Expand the last sentence as follows:

“If, owing to the narrowness, profile or condition of the carriageway, taken in conjunction with the density of oncoming traffic, a vehicle which is slow or bulky or is required to observe a speed limit cannot be easily and safely overtaken, the driver of such vehicle shall slow down and if necessary pull in to the side as soon as possible, *in particular in passing places that are indicated as such, on which the voluntary stopping and parking is prohibited*, in order to allow vehicles following him to overtake.”

ARTICLE 25bis (Special regulations for tunnels indicated by special road signs)

Paragraph 1

Delete subparagraph c).

Paragraph 3

Replace the existing text with the following:

“3. Drivers are permitted to stop or park a vehicle only in case of danger. In doing so, they must, where possible, use the places specially indicated.”

Paragraph 4

Existing paragraph 3 becomes paragraph 4.

1968 Convention on Road Signs and Signals

Annex 1 (ROAD SIGNS)

Section E (SPECIAL REGULATION SIGNS)

Chapter II (Descriptions)

Paragraph 9 (Signs notifying the entry to or exit from a tunnel where special rules apply)

Replace the existing text of the second paragraph with the following:

- a) Sign E, 11^a “TUNNEL” must be used, and repeated, to indicate the approach to a tunnel; each sign set up for this purpose shall carry either an inscription in its lower part showing the

distance between the sign and the beginning of the tunnel where the special rules apply, or an additional panel H, 1 described in section H of this annex.

The length of the tunnel, which may be accompanied by the name of the tunnel, must be inscribed either in the lower part of the sign, or on an additional panel H, 2 model as described in section H of this annex.

b) Sign E, 11^b “END OF TUNNEL” must be placed at the point from which the special rules no longer apply.

Paragraph 14

Add a new paragraph 14 with the following wording:

“14 Signs indicating an emergency stopping place and a passing place

- a) The signs E, 17^a and E 17^b “EMERGENCY STOPPING PLACE” (Lay-by) indicate spaces which drivers must, if possible, use for stopping or parking their vehicles in case of danger. The stopping or parking of a vehicle for any other purpose is prohibited. Where such places are equipped with an emergency telephone and/or an extinguisher, the sign shall bear the symbols of signs F, 3 and/or F, 14 either in its lower part or on an additional panel. The symbol “SOS” must appear either on the sign or on the additional panel.
- b) The sign E, 17^c “PASSING PLACE”, which may be placed at the side of carriageways on which overtaking is not possible, indicates the places that the drivers of slow-moving vehicles must use in order to allow following vehicles to pass. The stopping or parking of a vehicle for any other purpose is prohibited.”

Section F (INFORMATION, FACILITIES OR SERVICE SIGNS)

Chapter II (Descriptions)

Paragraph 2

Add a new symbol F, 14 as follows:

“F, 14 “EXTINGUISHER” ”

Section G (DIRECTION, POSITION OR INDICATION SIGNS)

Chapter V (Indication signs)

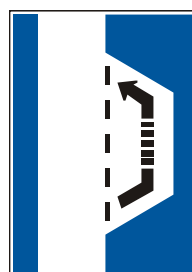
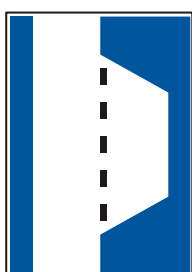
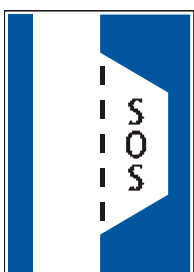
Add a new paragraph 11 with the following wording:

“11 Signs indicating emergency exits

- a) The signs G, 23a and G, 23b, which are placed, in particular, in tunnels and on motorways, indicate to drivers the location of emergency exits.
- b) The signs G, 24^a and G, 24^b, which are placed every 50 m at a height of 1 to 1.5 m on the sidewalls of tunnels and motorways in particular, serve to indicate to drivers the direction to take in order to reach the nearest emergency exit.
- c) The signs G, 23 and G, 24 are green in colour and the symbols, arrows and distance indications are white or of a light colour.”

Annex 3 (REPRODUCTION IN COLOUR OF SIGNS, SYMBOLS AND PANELS REFERRED TO IN ANNEX 1)

Add the following signs and symbols:



E, 17^a

E, 17^b

E, 17^c



F, 14



G, 23^a



G, 23^b



G, 24^a



G, 24^b

COMMENTS

1 1968 Convention on Road Traffic (CRT)

1.1 Ad Article 11, paragraph 10

We propose that the last sentence of Article 11 CRT be amended in line with our proposal to introduce a new sign E, 17^c "passing place" (see §2.1.2e below).

1.2 Ad Article 25 bis

Our proposal clearly specifies that a driver may stop or park in a tunnel only in case of danger. Such a situation involves primarily the need to stop on account of traffic congestion, an accident or a fire on the carriageway used by vehicles travelling in line, or to leave one's vehicle (park) in such cases. Where specially signposted stopping places exist, their use is mandatory only if they can still be reached.

In order to apply this approach to stopping and parking in tunnels, we have deleted §1(c) of Article 25bis CRT and created a new §3, it being unrealistic, in this spirit, to add the words "only in case of danger" to §1(c) CRT as currently worded.

2. 1968 Convention on Road Signs and Signals (CRSS)

2.1 Ad Annex 1, Section E

2.1.1 Chapter II, §9

The small group wondered whether the signs E, 11^a and E, 11^b should be made mandatory for all tunnels, irrespective of their length, or whether a minimum length should be stipulated (see TRANS/WP.1/2002/28 p.6). In our view, they should be mandatory for all tunnels.

To express the idea that it should also be possible to indicate the name and length of the tunnel on an additional panel, we drew on the text of the latter part of subparagraph a); we would, however, point out in this regard that we are deliberately referring to the H, 2 **model**, since the additional panel relates solely to the length. With a view to simplifying the signage, it is also possible to include the name of the tunnel on the same additional panel if it is preferred not to include it directly on the sign. We consider it unnecessary to create a specific additional panel H, 10 for such cases. In our view, then, an indication of the length of the tunnel should be mandatory, while inclusion of its name should be optional.

2.1.2 Ad Chapter II, §14 (new)

a) In our view, the proposed sign "EMERGENCY STOPPING PLACE" (lay-by) should appear in section E and not in section G, considering as we do that this sign clearly implies rules of behaviour (e.g. the obligation to use it in case of emergency, to switch off the engine in tunnels) and that it is not merely an indicative sign. It is for this reason that we are proposing the adoption of new signs E, 17^a, E 17 b. Were WP.1 to see things otherwise and to come out in favour of section G, our proposal should then be placed in Chapter V, as §11, with the sign number G, 25 a, 25 b.

- b) We consider **blue** to be the only colour that should be used for the sign. We advise against opting for the proposal to use green, which is not in accordance with the systematics of the Convention, even where the sign is placed on motorways in those countries where green panels are used for motorway signage, those panels serving solely as advance direction indicators and direction indicators.
- c) Furthermore, we propose that stopping or parking in any cases other than those involving danger be clearly prohibited.
- d) We express reservations regarding the term "lay-by" ["garage" in French]. According to the Convention in force, the words "emergency stopping place" would be more appropriate. This is purely a linguistic issue, but be that as it may, thought needs to be given to the way in which the term "lay-by" is to be translated into other languages.
- e) We likewise propose the introduction of a sign E, 17^c to designate places into which the drivers of slow vehicles should move in order to enable faster vehicles to pass, intentional stopping and parking in such places being prohibited. While fully aware that this proposal does not fall within the framework of those concerning safety in tunnels, we nevertheless advance it here since the proposed sign (E, 17^c) is very similar to sign E, 17^a proposed by the Group of Experts on Safety in Tunnels. Our proposal, if accepted, would entail an amendment to the Convention on Road Traffic (see §1.1 above).

2.2 Ad Annex 1, Section F

We consider there to be no need to create new panels for "Telephone" and "Extinguisher". Under the Convention in force, there is already a sign to indicate the presence of a telephone. In our view, it would suffice to create the same informative sign and to add to it the appropriate symbol for extinguisher. It is then possible to use the same informative signs to indicate the presence of a telephone or of an extinguisher. We consider it excessive to seek to create other panels to indicate the same information, and that this would not be in line with simplification of the system. Furthermore, we consider it unwise to introduce the "Telephone" panel on which the symbol is reversed with respect to the existing F, 3 symbol; such a solution would only throw people's minds into confusion.

As regards the proposed panel carrying wording to the effect that the telephone point and/or extinguisher point provides no protection against fire, it is in use only in rare cases and, moreover, is in a class of its own. Such a panel should not appear in the Convention, but solely in RE 2. Were WP.1 to disagree with this, then it should be placed in Section G of Annex 1 to the Convention on Road Signs and Signals as new sign G. 26.

THIS AREA DOES NOT PROVIDE
ANY PROTECTION IN THE EVENT OF FIRE

**Please make your way to an emergency exit
by following the direction signs on the walls**

RE 2 or G 25