



**Economic and Social
Council**

Distr.
GENERAL

TRANS/WP.1/2005/10
30 December 2004

Original: ENGLISH

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Road Traffic Safety

(Forty-sixth session, 14 -16 March 2005,
agenda item 5 (a))

REVISION OF THE CONSOLIDATED RESOLUTIONS R.E.1 AND R.E.2

Road signs regarding the carriage of dangerous goods particularly in tunnels

Transmitted by the United Kingdom

SUMMARY	
Executive Summary:	This proposal seeks to revise the interpretation of the existing dangerous goods signs, to include new tunnel-specific road signs and to introduce an interpretation for existing dangerous goods signs where no interpretation currently exists.
Action to be taken:	Revise the interpretation of existing dangerous goods signs, to include new tunnel-specific road signs for the carriage of dangerous goods and to introduce an interpretation where none currently exists.
Related documents:	TRANS/WP.15/2004/181 (paras 69-74 and annex) TRANS/WP.15/2004/17 TRANS/WP.15/2004/INF.19 TRANS/WP.15/2004/179/Add.1 WP.1/INF.3 (45th session)

Background

The Working Party on the Transport of Dangerous Goods (WP.15) has been working towards the harmonization of the carriage of dangerous goods through road tunnels across Europe. As part of this work on harmonization the issue of tunnel signage has been examined. At the October 2004 WP.15 meeting the United Kingdom agreed to submit a paper to WP.1 to propose amendments to the Consolidated Resolution on Road Signs and Signals (R.E.2) to give effect to the decisions of the previous WP.15 meetings.

Proposal

This proposal seeks to amend R.E.2 as follows:

- a) to revise the interpretation of the existing dangerous goods sign C, 3 h to allow for new additional panelling;
- b) to amend the title of existing dangerous goods sign C, 3 n from “to cause water pollution” to “cause aquatic pollution” and to introduce an interpretation for sign C, 3 n where no interpretation currently exists; and
- c) to introduce an interpretation for the existing dangerous goods signs D, 10 a, D, 10 b, and D, 10 c, where no interpretation currently exists and to allow for new additional panelling.

For sign C, 3^h



C, 3^h

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

Proposed interpretation

This sign may be used without an additional panel to prohibit the entry of 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 B of ADR for marking of vehicles are required on the vehicles.

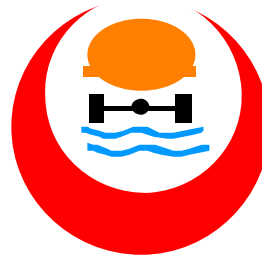
For prohibitions related to specific dangerous goods, prohibitions restricted to certain periods (e.g. peak hours) or those restricted to transit, the sign should be used with an additional panel specifying the prohibition.

For prohibitions restricting the carriage of dangerous goods in tunnels, the sign should be used as follows:

- With an additional panel bearing letter B: No entry for vehicles carrying dangerous goods presenting a very large explosion risk (Grouping B, tunnel codes B, B1000 or B1 according to 2.4 of Annex A of ADR), for which the orange-coloured plate marking according to 5.3.2 of Annex B of ADR is required;
- With an additional panel bearing letter C: No entry for vehicles carrying dangerous goods presenting a very large or large explosion risk or a risk of large toxic release (Groupings B and C, tunnel codes B, B1000, B1, C, C5000 or C1 according to 2.4 of Annex A of ADR), for which the orange-coloured plate marking according to 5.3.2 of Annex B of ADR is required;
- With an additional panel bearing letter 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 (Groupings B, C and D, tunnel codes B, B1000, B1, C, C5000, C1, D or D1 according to 2.4 of Annex A of ADR), for which the orange-coloured plate marking according to 5.3.2 of Annex B of ADR is required;
- With no additional panel: No entry for vehicles carrying any type of dangerous goods, except class 6.2, UN No 3291, for which the orange-coloured plate marking according to 5.3.2 of Annex B of ADR is required.

* * *

For sign C, 3n



C, 3ⁿ

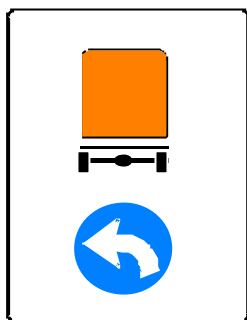
“NO ENTRY FOR VEHICLES CARRYING MORE THAN A CERTAIN QUANTITY OF
SUBSTANCES LIABLE TO CAUSE AQUATIC POLLUTION”

Proposed interpretation

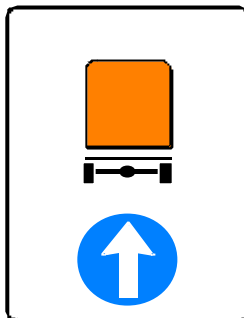
This sign should be used to prohibit the entry of vehicles defined in article 1(a) of ADR carrying dangerous goods classified as pollutants to the aquatic environment according to ADR provided that orange-coloured plates on the vehicle according to the provisions of 5.3.2 of Annex B of ADR concerning marking are required for the carriage of such goods.

* * *

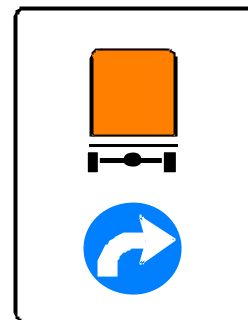
For signs D, 10^a, ^b and ^c



D,10^a



D,10^b



D,10^c

“DIRECTIONS IN WHICH VEHICLES CARRYING DANGEROUS GOODS SHALL PROCEED”

Proposed interpretation

This sign may be used without an additional panel to prescribe a direction for 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 B of ADR are required on the vehicle.

For compulsory 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.

Justification

The standardization of these signs and increased clarification of the interpretation of these signs will facilitate carriage of dangerous goods through tunnels and assist enforcement agencies by providing clear instructions. Industry will be better placed to plan their routes in advance based on harmonized tunnel rules.

Safety implications

Increased safety through harmonization and clarification of information.

Feasibility

There are costs involved for erecting new traffic signs and additional training for drivers and enforcement agencies.

Enforceability

No problems are foreseen, once the dangerous goods training has been provided to both drivers and enforcement agencies.
