




**EuroTAP 2006 – Next Steps**

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EuroTAP 2006 – Next steps

Starting point:  
Summary of collected comments and criticisms from international experts in the last years

- \* **What is (and what is not) EuroTAP methodology;**
- \* **The main criticisms to the methodology;**
- \* **The approach of “one test fits all”;**
- \* **Poor communications with operators about the test.**



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What are the tests?

- “...represent user-oriented tests and provide a global estimate of safety” ...
- “...” The results might help users to take their own decisions when it comes to planning their journeys and might alert road authorities to act in certain severe cases.”

What are not the tests ?

- “The tunnel tests are not a substitute for inspections of administrative authorities in order to rank for priorities of tunnel refurbishment, neither for any risk analysis as foreseen in the Directive 2004/54/EC.”

From Mr Theologitis' communication to the Workshop "SAFE TUNNELS FOR EUROPE", held in Rimini on 11 November 2004




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Qualitative or quantitative assessment ?  
Scientific methodology?

.....Anyway.....

**....Even a “qualitative ranking” needs to prove consistency and appropriateness**



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The main criticisms

- 1. “Additive” method is not appropriate;**
- 2. Weights of components cannot be the same in all tunnels;**
- 3. No credit for alternative measures.**




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1. “Additive” method

“The safety of a tunnel is not the sum of individual safety measures...”  
*(PIARC Document, December 2004)*

Safety potential calculation	Maximum points achievable	Tunnel 1 - Dark at all	Tunnel 2
Tunnel system	14	14	14
Lighting and energy supply	8	0	8
Traffic and traffic control	16	16	8
Communication	11	11	11
Escape routes	14	14	14
Fire protection	19	19	19
Ventilation system	11	11	11
Crisis management	7	7	7
<b>Total</b>	<b>100</b>	<b>92</b>	<b>92</b>
<b>Delta</b>		<b>0%</b>	



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2. Weights of components cannot be the same in all tunnels


“One size fits all!”

e.g. “emergency exits are much more important in bi-directional tunnels than in uni-directional tunnels with a well-designed longitudinal ventilation” (PIARC Document, December 2004)

In the first case, the absence of emergency exits and escape routes has to be considered with much more weight than in the second!


“Lack of interaction between the elements of the test represents a fundamental weakness...” (CEDR, August 2005)


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3. No credit for alternative measures


It's needed to consider some additional points to alternative measures that compensate the lack of some safety equipment, especially in technological field, as envisaged by the EU Directive itself.


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Proposals for the methodology improvements


1. “Additive” method  
Define thresholds for some groups of features; points no less than...
2. Weights of components not the same in all tunnels  
Weights and ranges not independent from the tunnels
3. Alternative measures  
Additional points to alternative measures


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Further need for the test process


**Poor communications with operators about the test**  
Improving the communication process to the single tunnels operators, before and after the test (timetable and contents).


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The answers are following...

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**End**  
Thank you for your attention

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