

The EuroTAP tests in 2005 : the Belliard tunnel case



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ADAC/EuroTAP and the Ministry of the Brussels Region

A long Love Story with ...

March 2000 : Léopold II tunnel, ...

February 2002 : Léopold II tunnel, ...

February 2005 : Belliard tunnel, ...

... even if all these tunnels are not in the TERN !!

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The process ...

First a charming contact initiated by 2 very nice ladies ...

... then the (male) German efficiency :

01.12.2004 : fax with questionnaire (15 pages)

07.12.2004 : deadline for the answer

17.12.2004 : fax with the date of the inspection

08.02.2005 : inspection of the tunnel

26.04.2005 : press release with results

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... and its consequences.

The 2 very nice ladies : no problem at all with them !

The (male) German efficiency : some problems !

15 pages questionnaire to answer in 4 days :
too short delay : time consuming !

Date of the inspection : short slot ... but flexible
Inspection itself : more than 3-4 hours long

Press release with results : we negotiated !

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The negociation and our reserves !

We do not (fully) agree with the EuroTAP methodology !!!

We asked to co-operate during this test ...

- by a mutual respect
- by an exchange of information during the evaluation phase after the inspection
- by a mutual "agreement" on the final result, prior to the press release.

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The questionnaire

+ - 250 questions !!

Some answers need time !

Number of break-downs, accidents, fires, injured people, killed people by year the last 3 years !

Autonomy of safety lighting in min !

Number and distances between cameras, traffic lights, telephones, safety exits, niches, extinguishers, hydrants!

Number, power, flow of the ventilators/boosters

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The questionnaire

+ - 250 questions !!

Some questions are outside the tunnel operators province !

Number of fire engines !

Cutting equipment for injured people caught in their car !

Infrared cameras !

Autonomy of special respirators in hours !

Others !

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The inspection

Initially envisaged: 3-4 h including the visit of the tunnel !

In practice: a complete half-day for a lot of extra information, documents, plans, technical notices, statistics, ... with 5 engineers and 2 technicians

but with ...

- a friendly inspector ...
- a discussion in French ...
- with more efficiency than during the previous tests !

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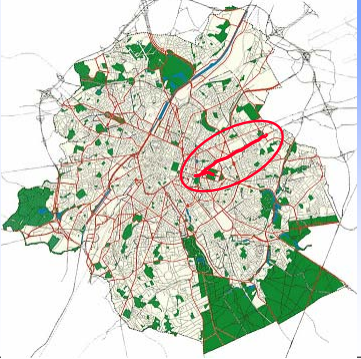
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The inspection

The "victim" :
le tunnel Belliard
2.100 m
+
320 m




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Some requested documents

Schematic representation of the tunnel with ...




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Some requested documents

... the details of the safety exits , ...

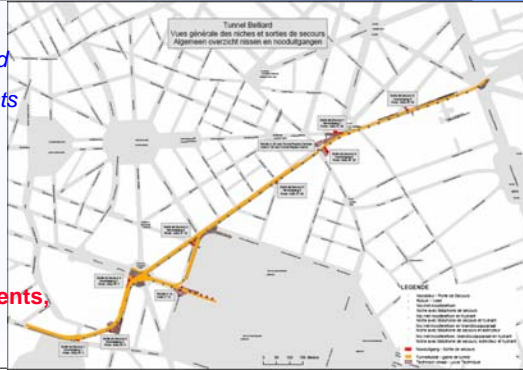


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Some requested documents

... the details of the safety equipments, ...



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Some requested documents

... the details of the ventilation equipments, ...

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Some requested documents

... the concept of the ventilation, ...

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The tunnel inspection in itself

Some Views !

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Some Views !




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Some Views !

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The tunnel inspection in itself

Some Views !



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The evaluation process after the inspection

EuroTAP sent us the draft evaluation.

We do not agree with some comments/scores and ...


- they took care of our remarks
- they modified some scores ...
- ... except one comment/score concerning the noise in our emergency telephone boxes !!!

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Our „bad“ emergency phone box

To compare with Cointe !



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My personal conclusions !

Even if we do not agree with the EuroTAP methodology, we can work together in a win-win way !

EuroTAP took into account (quite all of) our comments !

The iterative process between us and ADAC was fruitful !

The press release has been well accepted !

What is important is to work together to reach our common goal : to have safer tunnels !

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My personal wishes !

To have a better cooperation between EuroTAP and the tunnel operators !

EuroTAP has to work closely with the PIARC committee !

We have to coordinate our actions in tunnel safety !

We have to work together for the video and the leaflets !

**We have to continue to work together
in a win-win perspective !**

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