

Mont Blanc tunnel: New rules for heavy goods traffic

When a vehicle stops, alarms are set off both in the Mont Blanc and Fréjus tunnels, triggering recovery services immediately. Simultaneously, security and fire services will be sent to the spot. Even vehicles which are abandoned because they have run out of fuel will trigger these safety measures. Due to the increase in this type of problem the tunnel operators will impose costs for invoking security measures caused by fuel shortages:

- Heavy goods vehicles over 3.5 tonnes and coaches: 1.500,00 EUR incl. VAT
- Vehicles until 3.5 tonnes: 300,00 EUR incl. VAT

Currently the payment can not be made with the Frejus Montblanc card. However, rescue operations resulting from other breakdowns are free.

You can request valid tariffs of the Mont Blanc tunnel by contacting our offices or sending us a mail at info@servitir.com.

Please note that the tariffs quoted for journeys from France to Italy and vice versa are subject to VAT at 19.6%.

Since March 1st, 2003 the Mont Blanc tunnel has been open for all vehicles in both directions with the exception of vehicles delivering dangerous goods and those falling into class "Euro0". As of January 1st, 2011 the passage of Mont Blanc tunnel for vehicles with Euro Emission Class 1 is not allowed.

Before heading for the tunnel, all vehicles over 3,5 must stop for a spot check at Passy le Fayet at the end of the A40 on the French end, or when you are in Italy, at the lay-by immediately following the Aoste toll station. You will be given a receipt as proof that your vehicle complies with the traffic regulations. You must show this receipt at the toll station.

The Euro classification for trucks is used by the Mont Blanc and Frejus Tunnels as the basis for charging for use of the tunnels. A sticker which is placed in the windscreen states the vehicle's Euro classification. The Euro stickers are issued by the toll company when one of the tunnels is used.

During tunnel transit you are required to maintain a minimum distance of 150 m (or 100 m if traffic is stationary). The traffic speed limits in the tunnel are 50 km/h minimum and 70 km/h maximum.

Due to accident risk the traffic speed limit is **25 km/h maximum** in front of the tunnel (especially French side).

Important!

The "Special Vehicles" Group (Transport Exceptionnel / Convois Exceptionnel) covers those vehicles that exceed a certain length, width and/or height. Categories A and B are generally defined follows:

Category A:

- a) Refrigerated transport 2.55 m to 2.60 m wide, up to 4.05 m high
- b) Towing

Category B:

- a) Height of vehicle: over 4.05 m
- b) Width of vehicle: from 2.55 m or from 2.60 m for refrigerated vehicles
- c) Length of vehicle: over 18.75 m

Vehicles will be measured by Tunnel operating staff before transit and the data will be recorded.

As of January 1st, 2011 there are special charges for refrigerated transports / vehicles of category A. They are composed of half the return charge plus € 15 for the compulsory tunnel escort service:

Direction of journey	France -> Italy	Italy -> France
Euro 2	298.60 EUR	299.50 EUR
Euro 3 + 4 + 5	283.00 EUR	283.90 EUR

The following tariffs apply from January 1st, 2011 in combination with the Euro Classification (including charge for accompanying a vehicle) for vehicles of category B:

Direction of journey	France -> Italy	Italy -> France
Euro 2	781.40 EUR	783.60 EUR
Euro 3 + 4 + 5	738.60 EUR	741.00 EUR

Vehicles that need to use both lanes of the tunnel to transit must be accompanied by security vehicles equipped with special safety signs and which are in constant contact with the command centre. The maximum speed is 70 km/h.

For vehicles in Category A, convoys of up to 5 are allowed. If several exceptional vehicles of "Category A" are travelling one after the other the charges for the escort vehicles are divided between them. Tunnel operators GEIE-TMB calculate the actual charges of each vehicle after the transit and these then go straight onto the invoice.

A list of traffic congestions and closing dates of both tunnels can be supplied. You can find further information on <http://www.tunnelmb.com/> (only French & Italian)

Tunnel Fréjus: New rules for heavy goods traffic

You can request valid tariffs of the Fréjus tunnel by contacting our offices or send us an email at info@servitir.com.

Please note that the tariffs quoted for journeys from France to Italy and vice versa are subject to VAT at 19.6%.

The "Special Vehicles / Convois Exceptionnels" Group covers those vehicles that exceed a certain length, width and/or height. The company that operates the Fréjus Tunnel makes a distinction here between category A vehicles and category B vehicles:

Category "Classe B":

- a) Width of vehicle: between 2.81 m and 3.50 m
- b) Height of vehicle: up to 4.30 m

Category "Classe C":

- a) Width of vehicle: between 3.51 m and 6.00 m
- b) Height of vehicle: up to 4.30 m
- c) Length of vehicle: over 25.00 m

In combination with Euro classification, the following tariffs will apply for Special Vehicles with effect from 1 January 2011:

Direction	France -> Italy		Italy -> France	
Category	Classe B	Classe C	Classe B	Classe C
Euro 2	393.70 EUR	781.40 EUR	395.00 EUR	784.10 EUR
Euro 3 + 4 + 5	372.10 EUR	738.60 EUR	373.30 EUR	741.00 EUR

Vehicles with a total weight over 3.5 tonnes and euro-norm 0 & euro-norm 1 are not allowed to drive through the tunnel. Certain vehicles carrying dangerous goods that are banned from the Mont Blanc Tunnel may use the Fréjus Tunnel.

Depending on Euro classification, the following additional tariffs apply to vehicles carrying dangerous goods. These vehicles require an escort vehicle supplied by the tunnel operators.

Direction of journey	France -> Italy	Italy -> France
Euro 2	114.20 EUR	114.60 EUR
Euro 3 + 4 + 5	108.00 EUR	108.30 EUR

Convoys of up to 7 vehicles are permitted vehicles carrying dangerous goods.

The tunnel has a maximum speed limit of 70 km per hour. A maximum speed limit of 60km per hour applies for the transport of dangerous goods. During tunnel throughfare a following distance of 150m between vehicles applies (100m for stationary vehicles).

New rules introduced as of 2nd May 2005:

When a vehicle stops alarms are set off immediately both in the Mont Blanc and Fréjus tunnels, triggering recovery services immediately. Simultaneously, security and fire services will be sent to the spot. Even vehicles which are abandoned because they have run out of fuel will trigger these safety measures. Due to the increasing numbers of this type of problem the tunnel operators will impose costs for invoking security measures caused by fuel shortages, as of 2 May 2005:

- Heavy goods vehicles over 3.5 tonnes and coaches: 1.500,00 EUR incl. VAT
- Vehicles under 3.5 tonnes: 300,00 EUR incl. VAT

Currently the payment can not be made with the Frejus Montblanc card. However, rescue operations resulting from other breakdowns are free.

Further information on <http://www.tunneldufrejus.com>