

Area Access "How to"

Vehicle Access and Traffic Circulation and Parking on the ITER Site

This document defines the rules governing site access in a vehicle, circulation and parking on the ITER Site in view of protecting people and property while ensuring the continuity of site activities.

These rules apply to any person accessing the ITER Site and its different areas. Bicycles are not covered by this procedure

Approval Process			
	Name	Action	Job Title / Affiliation
Author	Zingraff L.	16 May 2025:signed	Nuclear security engineer
Co-Authors			
Reviewers	Peaucelle X. van Baaren W.	16 May 2025:recommended 17 Jun 2025:recommended	Section Leader Project Leader
Approver	Perrier G.	19 Jun 2025:approved	Head of Department
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v1.1	Approved	10 Apr 2014	New version taking into account few comments about version 1.0. notably change of the scope.
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1 Purpose

This document aims to define the rules governing site access and circulation to ensure everyone's safety and prevent accidents while ensuring the continuity of site activities.

2 Scope

This document applies to the entire ITER site [1], including the worksite, parking lots, traffic lanes, storage areas, and Corbières.

These rules apply to each person, pedestrian, driver, or passenger, accessing the ITER Site, and Corbières.

Any vehicles, including Motorized Personal Mobility Devices (MPMD), and construction vehicles, are concerned by these rules.

3 Definitions and acronyms

Company Vehicle	The term “ <i>Company vehicle</i> ” refers to motor vehicles belonging to or under the responsibility of a legal entity except IO (e.g. contractor or DA’s vehicle).
DA	Domestic Agency
HSR	Health and Safety Report
ITER Site	The term “ <i>Site</i> ” refers to the entire ITER Site
IO	ITER Organization
Intervention vehicle	Vehicles belonging to security guards, emergency response team, nurses, Host State emergency services
Motorized Personal Mobility Device (MPMD)	<p>The following devices are considered as MPMD:</p> <ul style="list-style-type: none"> • Motorbike: a motorized vehicle consisting of two wheels. • Bicycle (electric): a vehicle consisting of two wheels held in a frame one behind the other, propelled by pedals and steered with handlebars attached to the front wheel. • Gyropod/gyroskate: A single-seater electric vehicle consisting of a platform on two wheels that the driver, standing up, drives using a handle. • Gyrowheel consists of a single electric wheel with two small platforms for placing your feet on either side. • Hoverboard: A handlebar-less gyropod that you manoeuvre with your feet. • Scooter (electric): an individual means of transport consisting of a metal plate mounted on two wheels (the front wheel is steered by handlebars) on which the user can place one foot and move the whole assembly with the other. • Skateboard (electric): individual means of transport usually made of a specially designed 7–8-ply maple plywood deck with polyurethane wheels attached to the underside by a pair of trucks.

Non-Motorized Personal Mobility Device (NMPMD)	<p>The following devices are considered as NMPMD:</p> <ul style="list-style-type: none"> • Bicycle (non-electric): a vehicle consisting of two wheels held in a frame one behind the other, propelled by pedals and steered with handlebars attached to the front wheel. • Scooter (non-electric): individual means of transport, consisting of a metal plate mounted on two wheels (the front wheel being steered by handlebars) where the user can place one foot and move the whole assembly with the other. • Skateboard (non-electric): individual means of transport usually made of a specially designed 7–8-ply maple plywood deck with polyurethane wheels attached to the underside by a pair of trucks.
Parking	The term “ <i>parking</i> ” refers to stationary vehicles when they are not covered by the definition of a “stopped vehicle”.
Person	Anyone with a valid badge who is present on the ITER Site or Corbières.
Service Vehicle	The term “ <i>Service vehicle</i> ” refers to motor vehicles belonging to or under the responsibility of ITER Organization.
SES	Security and Safety section
SQD	Safety and Quality Department
Stopped	The term “ <i>stopped</i> ” refers to the temporary halt of a vehicle during which time the passengers get in or get out of the vehicle, or the time needed for someone to load or unload the vehicle, with the driver remaining behind the wheel or nearby so the vehicle can be moved if required.
Vehicle	The term “ <i>vehicle</i> ” refers to all motor vehicles including service vehicle, company vehicle, intervention vehicle, and MPMDs such as motorbikes or bicycles (electric or not).

4 References

- [1] [ITER Site Development Plan \(UYRHXX\)](#)
- [2] [Internal Regulations \(27WDZW\)](#)
- [3] [French Highway Code](#)
- [4] [How to access the ITER Platform \(X9WVHB\)](#)
- [5] [SLT – Review of speed limits on site \(9MVPDW\)](#)
- [6] [Decree n° 2015-1533 of 25 November 2015](#)
- [7] [Cycling rules \(B8EZ6G\)](#)
- [8] [How to request access to and within the ITER Site \(WRWQRG\)](#)
- [9] [Working Instruction for the Use of Electric Car Chargers on the ITER Site \(7VM73C\)](#)
- [10] [ITER Site Golden Rules of Safety Enforcement Rules \(YSU3VK\)](#)
- [11] [Procedure for security searches at ITER entrances \(YHFTFF\)](#)
- [12] [Procedure for management of incidents, accidents and unsafe situations \(2CTZTP\)](#)

5 Responsibilities

5.1 Management

The SES section is responsible for drafting vehicles' comprehensive access, traffic, and parking rules based on safety regulations and site-specific needs.

The SES section with the support of the OHS contract services representatives is responsible for overseeing day-to-day adherence to traffic and parking rules by all badge holders.

The SES section, with the support of the OHS contract services representatives, and building or area owner may edit, temporarily or permanently, limitations on vehicle access to the concerned building or area.

The IO/DG/CP/BSM/BFO section is responsible for:

- physically marking and designating traffic lanes according to the rules established.
- physically installing traffic signs at designated locations.
- ensuring maintenance of traffic lanes and traffic signs.

Any entity responsible for one area can detail the vehicle access rules for its areas. These rules are under the SES section's review.

5.2 Users

All users of the ITER site are responsible for their safety and that of others. They must respect access, traffic, and parking rules and behave responsibly.

Individuals or companies (with personal or company vehicles) are responsible for any bodily injury or damage to personal assets or property they cause on the ITER Site, except in the case of service vehicles for which specific rules apply.

6 General traffic rules

6.1 Circulation

Circulation within the premises of the ITER site is limited to professional and everyday trips. It is prohibited outside the usual means of communication, particularly near the fence of the ITER site.

The French Highway Code [3] rules apply on the ITER site and Corbières.

Pedestrian traffic is prohibited outside the pedestrian paths.

Pedestrians must use sidewalks and crosswalks. Where there is no sidewalk, they must travel along walls or buildings.

A path between temporary pedestrian access gantries on the Platform is considered a pedestrian path even without road markings.

Pedestrian access to a parking area is strictly limited to the drivers of parked vehicles and their passengers, provided they hold a right of access to the ITER Site. Pedestrians must stay on the pathways marked on the ground when they exist to avoid accidents.

The driver and all passengers must always wear seat belts. Using a hand-held cell phone while driving is prohibited.

It is strictly forbidden for unauthorized pedestrians and vehicles to use the patrol paths along the Site Boundary fence and park near the Site boundary fence. Only the SES section and security

guard company may use these paths unless the driver is first authorized by the SES section leader or his representative.

According to [4], traffic on the platform is limited to delivery vehicles or vehicles necessary for construction operations. Light vehicles requiring access to the ITER platform must have specific authorization and display the corresponding badge.

Rules governing MPMDs are detailed in section 8.

6.2 Speed

Vehicles must respect speed limits and road signs. Speed must be adapted to the specific conditions of the road and the period.

The maximum speed allowed on the ITER site is 50 km/h. Specific speed limits may apply to certain areas as mentioned in [5].

Speed is limited to 20 km/h for cyclists.

6.3 Vehicles access

Host State emergency vehicles (Police, Gendarmerie, or Firefighters and Ambulance) may access the ITER Site with authorization from the Director-General or his appointed representative, except in cases where access is deemed to have been given according to Article 3.7 of the Headquarters Agreement and conditions set in [6].

Anyone with a valid access badge (except visitors, people participating in a Tour Access Request, and people involved in a public event or workshop) can access the ITER Site with vehicles.

Vehicles that can be used for accommodation, such as camping cars and caravans, are strictly forbidden on the ITER Site, the outside parking lot, and Corbières. Trailer cases are authorized but are subject to security approval on an occasional basis.

6.4 Priority

Intervention vehicles have priority when they use their light and sound devices.

The horn is prohibited for other vehicles except in cases of immediate danger.

Pedestrians have the right of way at crossing points; drivers should stop, if safe to do so, to allow pedestrians to cross.

6.5 Signalling

The road signs in force on the ITER site must be respected.

6.6 Truck

All delivery vehicles accessing the worksite zone must pass through the washing installations located at the North of the platform or after the guardhouse D before leaving the site.

Traffic controllers will regulate the traffic if necessary for deliveries carried out on traffic lanes. Unloading areas will be identified.

Never overtake another moving truck.

6.7 Parking

6.7.1 General principles

Vehicles may only be left parked in car parks provided for this purpose [1] while respecting the specific information on the parking (disabled parking, service car parking, electric car parking [9],...). It is prohibited to park in particular:

- in front of fire hydrants, doors, gates, and emergency exit as well as on sidewalks and along borders marked in red and white or yellow.
- by encroaching on a pedestrian crossing and marked spaces reserved for people with reduced mobility or safety devices.

Any given person can only park one authorized vehicle at a time on the ITER Site. Vehicles must be parked correctly in the parking spaces marked out on the ground or specially equipped for this purpose. Vehicles should be parked in the “ready to go” direction.

Users shall lock the doors and windows when leaving the vehicle unattended.

6.7.2 Outside opening hours and long-term parking

It is strictly forbidden to park personal vehicles and company vehicles on the Site outside opening hours, except in the following cases:

- Business trip (missions).
- Force majeure (case of absolute necessity).
- Private matters (limited to one night during the working days or three nights during the weekend).

ITER Organization reserves the right to take specific measures if it is found that a vehicle is parked for a long period. These measures and associated costs are the responsibility of the owner.

6.7.3 Specific rules for disabled parking

Disabled parking is reserved for people with disabilities (people holding a disability, priority, and parking card for disabled people or the Mobility Inclusion Card).

Temporary use of parking for disabled people can be authorized by IO/DG/SQD/SES if the concerned person expresses a request and with IO/DG/AMD/HRD approval. IO/DG/CP/BSM/BFO will provide a specific flyer to put in the car. This authorization is issued with the number of available parking spaces and the occupancy rate of the different car parks. It is dependent on the health status of the applicant and comes to an end once the applicant has recovered.

6.7.4 Rental car

The cars rented by IO are parked at PC0 at the end of the rental for return and the keys are left, during working hours, in the specific mailbox located at the reception office of building 03, where the rental company collects them.

If necessary, keys can be returned after reception closes.

After a call to the Command Post, the person with a rental car can hand over the keys to security guards who will drop them in the mailbox located inside building 03.

6.8 Traffic accident

Any traffic accidents on the ITER site’s internal roads must be immediately reported to the Command Post.

In case of any damage to ITER site facilities caused by a vehicle, the driver, and an IO representative, i.e. IO/DG/CP/BSM/BFO, must draw up an accident report within two working days.

In case of any other damage caused by a vehicle, the driver must draw up an accident report within two working days.

All drivers should be adequately insured in line with the French Highway Code.

In case of urgency, tow truck access must be discussed with the Command Post.

7 Specific rules for Non-Motorized Personal Mobility Device and Motorized Personal Mobility Device

7.1 Circulation

Motorbikes and bicycles are authorized on the ITER site and Corbières. Other NMPDs and MPMDs are forbidden on the ITER site and Corbières.

NMPDs and MPMDs are forbidden on the ITER site's platform.

Riding a bicycle requires the driver to respect the French Highway Code and the rules detailed in [7]. In Corbières, as there is no cycle path, cyclists must ride on the right-hand side of the road respecting the direction of traffic and paying particular attention to vehicle maneuvering.

I01 and I02 accesses are requested with a Jira ticket "Technical room access request" [8], <https://jira.iter.org/service/customer/portal/4/create/219>

Tips for cycling on roads:

- Cycling safely.
- Make sure motorists can see you.
- Be aware of vehicles.

Tips for motorists

- Give cyclists a wide berth when overtaking.
- At night, dip your headlights when approaching cyclists.
- In wet weather, allow cyclists extra room as surfaces may be slippery.

7.2 Parking

Bicycles must be parked in dedicated bicycle racks and not taken or stored inside buildings.

NB: Any bike abandoned for over a month will be considered waste.

7.3 Equipment

The mandatory safety equipment, on the ITER site and Corbières, are:

- For the cyclist:
 - Helmet.
 - High-visibility jacket or equivalent high-visibility device.
- For the bicycle:
 - two brakes, front and rear.

- a yellow or white front light and a red rear light are only required when visibility is low and at night.
- reflectors (reflective device) red at the rear, white at the front, and orange on the sides and pedals.
- Buzzer: any device other than a tone is prohibited, so no bells, whistles, or horns.

Furthermore, if desired, the cyclist can equip the left rear of his bike with a danger-relieving device.

It is forbidden to wear any device likely to emit sound on the ears (earphones, earpieces, or headphones). The use of hand-held telephones is also prohibited.

Smoking and eating while riding are also forbidden.

Cyclists with electric bicycles should possess appropriate insurance if the bicycle power exceeds 250w or the speed exceeds 25 km/h, as it will be treated like a motorbike.

7.4 Charging

Charging electric bicycle batteries is authorized by connection to domestic office sockets only if:

- The office or surrounding area is equipped with a fire detection system or equivalent.
- The battery is dismountable and can be brought inside the office for charging.
- The battery charging management automatically cuts charging if issues are detected.
- The area for charging is well-ventilated and away from combustible materials.
- The user regularly inspects the battery to ensure it is in good working condition and meets safety standards.
- The user monitors charging to prevent overcharging, which can lead to overheating and potential battery damage or fire hazards.

8 Specific rules for work and construction vehicles

Work and construction vehicles are specially designed for worksites and cannot be used on the road for goods or people's transport. They are limited to a speed of 25 km/h and respect the priority of pedestrians and vehicles.

Out of the ITER Platform, only categories I and II work and construction vehicles, as defined in the French Highway Code, can travel on the internal roads while respecting the French Highway Code.

If these obligations cannot be met, the heavy mobile machinery must be transported on a trailer or a machine carrier.

If the circulation conditions for category II vehicles are respected, employers must also give their approval to the employees who will be responsible for driving for each trip.

9 Checks

9.1 Entering and exiting vehicles

Random checks (visual inspections) of vehicles [11] can be organised at the ITER Site entrance and exit when requested by the Director-General or his representative. The status (privileges and immunities) of certain staff members, such as IO staff or DA staff, can under no circumstances dispense them from such checks which are intended to guarantee the protection of people, the

Site, and its facilities. Refusal to submit a check may lead to the application of certain measures as described in section 10.

9.2 Speeding

When requested by the Director-General of the ITER Organization, SQD head, SES section leader, or his representative, speed controls can be performed by SES with the support of security guards anywhere on the ITER Site and in the presence of an ITER staff member from the SQD.

Any infringements may lead to one or several measures as described here below.

Such incidents will be recorded in the Command Post's logbook and lead to an HSR JIRA Ticket.

10 Measures in case of breach of the traffic rules

Non-compliance with the present traffic rules, as it breaks the ITER golden rules [10], may result in the following measures being taken by the ITER Organization following [12] and an HSR Jira ticket may be raised:

- Affix of sticker on the window behind the driver's seat or in another place without disturbing the driver's vision and record the concerned vehicle's plate number by the Command post.
- Withdrawal of any authorizations granted to access the ITER Site with a vehicle.
- Vehicle removal at the risks and costs of the relevant person.