



20.04.2005

GENERAL ASSEMBLY 2005

Development of the agenda

11.1 Installation of an ITA Committee on Safety

The 7 current running or recently finalized European research projects and networks on safety in tunnels were launched in consequence of the catastrophic fire accidents in the Mont Blanc Tunnel (France/Italy) and the Tauern Tunnel (Austria).

These aforementioned projects - in detail (see attachment) DARTS, FIT, SafeT, Safe Tunnel, Sirtaki, UPTUN and Virtual Fires - have most recently started an initiative with the objective to jointly continue work on safety in underground facilities. With this initiative the projects generally aim at networking activities, gathering, combining and clustering of (inter)national research and promotion of safety issues in tunnels and other underground structures on a worldwide level. Through these goals they intend to enhance and facilitate innovation, standardization and integration activities.

To follow these objectives the projects came together and collectively decided to look for an internationally well-recognized association as an umbrella organisation. Accordingly, the discussion very soon led to ITA. ITA has been formally asked to house and administer the combined group. Each project has several partners and the number of partners involved in the various projects totals to about 100, among them the leading research institutes, universities, consultants, operators, owners, and suppliers of Europe active in the field of safety.

A well organized and structured cooperation between this group and ITA would doubtless be of high benefit for both sides:

- The advantages on ITA's side would be that this opportunity fulfils the ITA Strategy, strengthens ITA's position in the safety business and facilitates and strengthens our relations with the EU. In addition, an existing well organised website of the FIT project dealing with tunnel test site facilities, numerical models for fire and smoke propagation, safety equipment, reports on fire accidents and case studies for upgrading tunnels could be taken over by ITA and integrated into ITA's website. Also, ITA would strengthen its public relations with decision makers and gain considerably favourable exposure among all the various partners and others involved.
- The advantages for the joint initiative of the projects/networks would be to enable them to extend their activities beyond their current dates of termination. They also gain ITA as a host who can facilitate a world wide recognition and dissemination of results, to maintain and continue the project related website and to use the network of ITA for seminars, courses and workshops.

It is proposed that ITA create a Committee specifically for these proposed activities. The formation of such a Committee is permitted by the Statutes of ITA.

There is no doubt that addressing safety in connection with tunnel traffic includes automatically also operational aspects. In this field so far as road tunnels are concerned ITA and PIARC have cooperated since the early 70's. Both associations intend to continue a close cooperation in the operational field of road tunnels. This will be underscored by a clear and active involvement of PIARC in this ITA Committee on Safety.

An additional opportunity is that within the ITA Committee on Safety varying clusters could be formed which will apply for research funding not only on the European level but also on international levels. If awarded, the cluster will be responsible for the use of the research funds and for organising the work within the time and financial limits. This will be and has to be managed independently from ITA. So, the research management has neither to be organised, nor financed by the ITA secretariat. ITA will always be acting as a "host" and not as a "manager" in order to eliminate any potential for financial loss (or gain) and to minimize any potential for adverse publicity in case of unanticipated difficulties.

The ITA Committee on Safety will finance its own activities and pay for all its costs, including appropriate payments to ITA for the work ITA is doing for them. This repayment to ITA would cover services and expenses incurred by the Secretariat. Such financial arrangements are covered by our existing Statutes and By-laws.

The afore mentioned group has elected Alfred Haack to be its Chairman and Didier Lacroix (from the side of PIARC) its Vice-Chairman.

As Expert on Safety to the ITA Executive Council appointed by the General Assembly 2004 in Singapore I ask the General Assembly to strongly support the idea of installing an ITA Committee on Safety and recommend to take a positive decision and to accept the proposals for Chairman and Vice-Chairman of the ITA Committee on Safety.

Alfred Haack
Expert on Safety to the ITA Executive Council

ANNEX 1: EUROPEAN RESEARCH PROJECTS AND NETWORKS ON SAFETY IN TUNNELS

In consequence of the devastating fire accidents occurred in the Mont Blanc and Tauern tunnels in 1999, the following important research projects and networks were initiated by the European Commission. They are multinational projects awarded and funded within the fifth Research Framework Programme of the European Union.

Durable And Reliable Tunnel Structures (DARTS) started in March 2001 and ended in early 2004. The initiative included eight European partners and was structured into six technical work packages. It was primarily dedicated to the problem of exceeded cost during the construction of underground transport facilities. Furthermore, the quality and lifetime of tunnels as the most cost-intensive component of the entire traffic infrastructure was to be improved. For more information see www.dartsproject.net.

Fire in Tunnels (FIT) was established in March 2001 for four years. This is a “thematic network” which includes 33 partners from 12 European countries. It gathers information from all over Europe and around the world about existing research results and general experiences with fire safety in transport tunnels and makes recommendations. For more details see: www.etnfit.net.

Cost-effective, sustainable and innovative Upgrading Methods for Fire Safety in existing Tunnels (UPTUN) is designed as a research and development project for four years and was started in September 2002. 41 partners from 16 European countries are part of this co-operative effort. The principal goals of this large-scale project with a budget of approximately 12 million euros are described in the project website: www.uptun.net.

Innovative Systems and Frameworks for Enhancing of Traffic Safety in Road Tunnels (Safe Tunnel), began in September 2001 for three years and involved nine partners. This research project primarily contributes to reducing the extent and number of accidents in road tunnels with the help of preventive safety measures. For further details see: www.crfproject-eu.org.

Virtual Fires (Virtual Real Time Emergency Simulator) also started in 2001 for a duration of three years with eight partners from five European countries. The objective was to develop a suitable and practical simulator to train fire fighters in confining and fighting fires in tunnels. A computer model was used to create virtual simulations of fires in tunnel situations. For more information visit: www.virtualfires.org.

Safety in Tunnels (Safe-T) is another thematic network with a three-year term started in the end of 2003. The primary objective is to harmonize the European requirements regarding tunnel safety. Experiences gathered at national level are compiled and assessed. For further details see: www.safetunnel.net.

Safety Improvement in Road & Rail Tunnels using Advanced Information Technologies and Knowledge Intensive Decision Support Models (SIRTAKI) was initiated in September 2001 for a term of three years. The initiative is shared by twelve European partners. The main focus of the project is to reform operative concepts with regard to safety and emergency management. For further details see www.sirtakiproject.com.



20.04.2005

ASSEMBLEE GENERALE 2005

Déroulement de l'ordre du jour

11.1 Mise en place d'un Comité de l'AITES pour la Sécurité

Les 7 projets et réseaux européens actuels de recherche sur la sécurité dans les tunnels, en cours ou récemment achevés, ont été lancés à la suite des accidents catastrophiques liés aux incendies dans le Tunnel du Mont Blanc (France/Italie) et dans le Tunnel Tauern (Autriche).

Les responsables de projets mentionnés ci-dessus (cf. PJ), à savoir, DARTS, FIT, SafeT, Safe Tunnel, Sirtaki, UPTUN et Virtual Fires, ont récemment pris une initiative ayant pour objectif de poursuivre conjointement les travaux sur la sécurité dans les installations souterraines. Par cette initiative, il s'agit de mettre en réseau les activités, à rassembler, réunir et regrouper la recherche (inter)nationale et la promotion des problèmes de sécurité dans les tunnels et autres structures souterraines au niveau mondial. Il s'agit également d'augmenter et de faciliter les activités d'innovation, de standardisation et d'intégration.

Pour atteindre ces objectifs, les responsables de projets ont convenus et ont collectivement décidé de chercher une association reconnue sur le plan international comme hôte de leurs travaux; la discussion a rapidement conduit à l'AITES, à qui il a été formellement demandé d'héberger et de gérer le groupe. Chacun des sept projets a plusieurs associés et le nombre d'associés impliqués dans les divers projets s'élève à une centaine environ, dont les principaux instituts de recherche, universités, consultants, maîtres d'ouvrage, maîtres d'oeuvre et fournisseurs d'Europe, actifs dans le domaine de la sécurité.

Une coopération bien organisée et structurée entre ce groupe et l'AITES apporterait sans aucun doute de nombreux avantages aux deux parties :

- Les avantages, côté AITES, se traduiraient par le fait que cette opportunité répond à la Stratégie de l'AITES, renforce sa position sur la question de la sécurité, facilite et renforce ses relations avec l'Union Européenne. De plus, le site web bien organisé du projet FIT traitant des installations de sites d'essai de tunnel, des modèles numériques pour l'incendie et la propagation de la fumée, des équipements de sécurité, des rapports sur des accidents liés à l'incendie et les études de cas pour la modernisation de tunnels, pourrait être repris par l'AITES et intégré dans son site web. De ce fait, l'AITES renforcerait ses relations avec les décideurs et gagnerait en notoriété auprès de divers partenaires et autres parties impliquées.

- Les avantages pour l'initiative commune des projets/réseaux seraient de leur permettre d'étendre leurs activités au-delà de leurs dates actuelles d'achèvement. Ils profiteraient également de l'AITES comme d'un hôte qui peut faciliter une reconnaissance mondiale et assurer la diffusion des résultats, entretenir et prolonger le site web lié au projet et enfin, utiliser le réseau de l'AITES pour des séminaires, des cours et des ateliers.

Il est proposé que l'AITES crée un Comité spécialement pour les activités proposées. Les Statuts de l'AITES permettent la formation d'un tel Comité.

Il ne fait aucun doute que le fait d'aborder la sécurité en rapport avec le transport dans les tunnels inclut automatiquement aussi des aspects opérationnels. Dans ce domaine, dans la mesure où les tunnels routiers sont concernés, l'AITES et l'AIPCR coopèrent depuis le début des années 70. Les deux associations ont l'intention de poursuivre leur étroite collaboration dans le domaine opérationnel des tunnels routiers. Ce sera mis en évidence par un engagement clair et actif de l'AIPCR dans ce Comité de l'AITES pour la Sécurité.

Une opportunité supplémentaire est liée à la constitution, au sein du Comité, de groupes qui rechercheront le financement de leurs recherches non seulement au niveau européen, mais aussi à des niveaux internationaux. En cas d'obtention du financement, le groupe sera responsable de l'utilisation des fonds de recherche et de l'organisation du travail dans les délais et le respect des limites financières. Ce sera et cela doit être géré indépendamment de l'AITES. Ainsi, la gestion de la recherche ne doit ni être organisée, ni être financée par le secrétariat de l'AITES. L'AITES agira toujours comme un « hôte » et non comme un « manager » pour éliminer toute perte financière (ou gain) et réduire au minimum toute possibilité de publicité défavorable en cas de difficultés imprévues.

Le Comité pour la Sécurité financera ses propres activités et réglera toutes ses dépenses, dont les paiements appropriés à l'AITES pour le travail effectué par l'AITES pour lui. Ce remboursement à l'AITES couvrira les services et les dépenses occasionnés par le Secrétariat. Ces dispositions financières sont couvertes par les Statuts et le Règlement Intérieur.

Le groupe mentionné ci-dessus a élu Alfred Haack, comme Président, et Didier Lacroix (du côté de PIARC), comme Vice-Président.

En tant qu'Expert sur la Sécurité au Bureau Exécutif de l'AITES nommé par l'Assemblée Générale 2004 à Singapour, je demande à l'Assemblée Générale de fortement soutenir l'idée de mettre en place un Comité de l'AITES pour la Sécurité et recommande de prendre une décision positive et d'accepter les propositions pour le Président et le Vice-président du Comité de l'AITES pour la Sécurité.

Alfred Haack
Expert sur la Sécurité au Bureau Exécutif

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