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TRANSPORT AND SECURITY

Documentation: TRANS/2002/15.

[15.] The Committee, **expressing** its profound regret about the tragic events of 11 September 2001, **welcomed** the document prepared by the secretariat as an important contribution to defining an approach to the issue of transport and security. The Committee **felt** that a clear definition of the concept of security in transport was necessary in order to evaluate if and how this issue should be further considered in the framework of the UNECE. The Committee also **stressed** the importance that security in transport should be carefully balanced against transport facilitation in order to ensure traffic fluidity, in particular through the use of new technology.

[16.] The Committee **requested** all its subsidiary bodies to identify within their respective fields, taking into account some of the work and studies undertaken by other organs, in particular by the ECMT, the differences between "security" and "safety" concepts and the relevant concrete questions that could be addressed in this respect. It also **requested** the secretariat to consolidate these views for consideration by the Committee at its next session in order that the Committee could provide guidance on further action in this field. The Committee also **invited** Governments to inform the secretariat of the measures taken in this area at national level in order to identify specific needs for further international action.

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HARMONIZATION OF VEHICLE REGULATIONS

Documentation: TRANS/WP.29/776; TRANS/WP.29/792; TRANS/WP.29/815.

[36.] The Committee **noted** the summary of activities of WP.29 given by a member of the secretariat and **approved** the reports of WP.29 on its one-hundred-and-twenty-third (TRANS/WP.29/776), one-hundred-and-twenty-fourth (TRANS/WP.29/792) and one-hundred-and-twenty-fifth (TRANS/WP.29/815) sessions.

(a) The 1958 Agreement and annexed ECE Regulations

[37.] The Committee **noted** that during 2001 the total number of the Contracting Parties to the Agreement reached thirty-seven by the accession of South Africa. The thirty-eighth Party, New Zealand, deposited its instrument of accession at the end of November 2001, and in mid-January 2002 decided to apply thirty-seven existing ECE Regulations.

[38.] The Committee also **noted** that during 2001 the total number of the Regulations annexed to the Agreement reached one-hundred-and-fourteen, when two new ECE Regulations entered into force. During the year, forty-five existing Regulations were updated by fifty-eight amendments, which had been adopted by the Administrative Committee (AC.1) of the Agreement.

(b) The 1998 (Global) Agreement

[39.] The Committee **noted** that two additional Contracting Parties, New Zealand and the Netherlands, deposited their instruments of accession to the Agreement at the end of 2001 and at the beginning of January 2002, respectively, becoming the seventeenth and eighteenth Parties to the Agreement. It also

noted that, whilst a formal proposal was made by the United States of America for a first candidate global technical regulation, the question of the division of responsibilities under the Agreement between the ECE and the Treaty Section of the Office of Legal Affairs (OLA) remained unresolved.

(c) The 1997 Agreement on Periodical Technical Inspections

[40.] The Committee **noted** with satisfaction that Rule No. 1 concerning the periodical technical inspections of heavy passenger and goods vehicles involved in international transport was adopted by the Administrative Committee (AC.4) of the Agreement, entered into force on 4 December 2001, and was annexed to the Agreement. It also **noted** that during 2001 Finland ratified its signature of the Agreement.

[41.] However, it was **noted** with concern that the Agreement has currently only six Contracting Parties. The Committee **reiterated its invitation** to the remaining eighteen signatories (Austria; Belgium; Cyprus; Czech Republic; Denmark; France; Georgia; Germany; Greece; Ireland; Italy; Portugal; Slovakia; Spain; Sweden; Switzerland; United Kingdom; Ukraine) to expedite their ratification procedures in order to allow the full function of the Agreement.

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ROAD TRAFFIC SAFETY

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(a) **International instruments related to road safety (Vienna Conventions on Road Traffic and on Road Signs and Signals, the Europe an Agreements supplementing them, Consolidated Resolutions R.E.1 and R.E.2)**

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[66.] With reference to the Consolidated Resolutions on Road Traffic (R.E.1) and on Road Signs and Signals (R.E.2), the Committee **welcomed** the progress made which, in the case of R.E.1, had taken the form of the adoption of a new chapter on pedestrian safety and a new section on assistance to victims of road accidents (*TRANS/WP.1/76, paragraphs 23 and 24 and annexes 1 and 2*), and the replacement, with the collaboration of WP.29, of the present text of annex 2 of the Resolution concerning technical inspections by new provisions (*TRANS/WP.1/78, paragraph 35 and documents TRANS/WP.1/2001/25 and Corr.1*). It **invited** WP.1 to continue the work of revising the Resolutions, to reflect on possibilities for modernizing them in the future and to advertise them as widely as possible and also in other regional commissions.

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ANNEX 1

SAFETY IN ROAD TUNNELS

Resolution No. 249

Adopted by the Inland Transport Committee on 21 February 2002

The Inland Transport Committee,

Considering that the three major accidents which have taken place in Alpine road tunnels (Mont Blanc (March 1999), Tauern (May 1999) and Saint Gothard (October 2001)) have, as a result of their extremely serious human and economic consequences, brought to the fore the necessity and the importance of increasing the level of safety in tunnels in order to minimize the risks of accidents and their effects when they occur,

Concerned with the importance of seeking the greatest possible harmonization internationally in this regard, based on best national practices,

Considering that the Committee, as representative of all European States and in view of the position it occupies in transport matters through the numerous legal instruments it has developed, particularly in the road sector, is a privileged location for developing, coordinating and proposing measures leading to this harmonization Europe-wide,

Recalling the decision taken at its sixty-second session (February 2000) to establish an Ad Hoc Multidisciplinary Group of Experts on Safety in Tunnels to respond to that aim,

Considering the terms of reference of the Ad Hoc Multidisciplinary Group of Experts, and in particular the major task entrusted to it of developing “recommendations for minimum requirements concerning safety in tunnels of various types and lengths”, beginning with road tunnels,

Considering the work the Ad Hoc Multidisciplinary Group of Experts has carried out since July 2000 and in particular its Final Report, dated 10 December 2001,^{1/}

Aware of the strategic importance of this report and of the forty-three recommendations it contains, in the form of measures, referring to the four factors influencing safety in tunnels, namely: road users, operation of tunnels, infrastructure and vehicles,

- (1) **Approves** the report prepared by the Ad Hoc Multidisciplinary Group of Experts, dated 10 December.
- (2) **Welcomes** the great interest expressed by the member countries of UN/ECE and the pertinent international organizations in the work of the Ad Hoc Multidisciplinary Group of Experts.

^{1/} This report is available on the UN/ECE web site, at the following address:
<http://www.unece.org/trans/main/itc/ac7rep.html>

- (3) **Congratulates** and **thanks** all the members of the Ad Hoc Multidisciplinary Group of Experts, and in particular its Chairman, Mr. Egger (Switzerland) and its Vice-Chairman, Mr. Lacroix (France), for the efficiency and the speed with which the work has been effected and the quality of that work.
- (4) **Invites** UN/ECE member States to implement, with the greatest possible dispatch, the recommendations set out in the report, beginning with those that are most cost-effective, with a view to minimizing risks of accident, particularly risks to users.
- (5) **Requests** its pertinent subsidiary bodies, in particular WP.1, WP.29, SC.1 and WP.15, to consider rapidly the recommendations pertaining to their sphere of competence and to identify those that could be incorporated into existing legal instruments, with the most appropriate formulation.
- (6) **Invites** the Commission of the European Union and the pertinent international organizations and non-governmental organizations to take the said recommendations into account in their work.
- (7) **Invites** the members of the Group of Experts on Road Tunnels to hold regular meetings, at least every two years, for the purpose of considering new developments in safety in tunnels and for adding to, updating or amending as necessary the recommendations contained in the report in the light of technological progress and the work carried out by other international organizations and bodies.
