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World Forum for Harmonization of Vehicle Regulations

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Item 3(a) of the provisional agenda

**REGULATION No. 107
(M₂ and M₃ vehicles)**

Proposal for further amendments

Proposal for draft amendments to Regulation No. 107

Submitted by the expert from the United Kingdom */

The text reproduced below was prepared by the expert from the United Kingdom in order to correct the provisions for priority seating for use by passengers with reduced mobility with respect to their orientation and positioning. The modifications to the current text of the Regulation are marked in bold characters.

*/ In accordance with the programme of work of the Inland Transport Committee for 2006-2010 (ECE/TRANS/166/Add.1, programme activity 02.4), the World Forum will develop, harmonize and update Regulations in order to enhance performance of vehicles. The present document is submitted in conformity with that mandate.

A. PROPOSAL

Annex 8

Paragraph 3.1., amend to read:

"3.1. Steps

The height of the first step from the ground of at least one service door shall not exceed 250 mm for vehicles of Class I and A and 320 mm for vehicles of Class II, III and B. In the case where only one service door meets this requirement there must be no barrier or sign which prevents that door from being used as both an entrance and an exit.

As an alternative for vehicles of Class I and A, the first step from the ground shall not exceed 270 mm in two door openings, one entrance and one exit.

[space]

A kneeling system and/or retractable step may be engaged.

The height of steps in an access passage at the above-mentioned door(s), and in the gangway, shall be not more than 200 mm for vehicles of Class I and A and 250 mm for vehicles of Class II, III and B.

The transition from a sunken gangway to a seating area shall not be considered to be a step."

Paragraph 3.2.1., amend to read:

"3.2.1. ~~(Reserved)~~ **Seats shall be either forward or rearward facing and shall be situated in a position near to a service door(s) suitable for boarding and alighting and compliant with paragraph 3.1.**"

Paragraph 3.2.6., amend to read:

"3.2.6. The foot space at priority seating positions shall extend forward of the seat from a vertical plane through the forward edge of the seat cushion. The foot space shall not have a slope in any direction of more than 8 percent, **and for vehicles of Class 1 and A it shall be located on the same horizontal plane as the adjacent gangway.**"

B. JUSTIFICATION

Paragraph 3.1.

A space is required between the sentence which reads "As an alternative for vehicles of Class I and A, the first step from the ground shall not exceed 270 mm in two door openings, one entrance and one exit." and the sentence which reads "A kneeling system and/or retractable step may be engaged."

This helps to clarify that the step heights of 250 mm, 320 mm and 270 mm can all be met with a kneeling system and/or retractable step engaged.

Paragraph 3.2.1.

Supplement 1 to the 02 series of amendments aimed to clarify the requirements of Regulation No. 107. As part of this process, the mandatory fitting requirements for priority seats were to be contained in Annex 3, whilst all technical requirements would be provided in Annex 8.

During the editing process, the requirements for priority seats to be either forward or rearward facing, and to be near to an accessible doorway were inadvertently omitted from the text of Annex 8.

This proposal aims to re-instate these essential technical requirements.

Paragraph 3.2.6.

The transition from a sunken gangway to a seating area is not considered to be a step, and the vertical distance between the gangway surface and the floor of a seating area can be up to 350 mm.

This currently applies to priority seating positions in the same way as other seating positions. It is likely that this could prevent a large number of persons of reduced mobility from accessing the priority seats.

This proposal aims to establish a link between the foot space of a priority seat and the surface of the adjacent gangway for vehicles of Class 1 and A to ensure that such seats are accessible to a broad range of persons of reduced mobility, without the need to negotiate a step up from the gangway.
