

Communication to GRSG concerning Informal Document WP.29-143-06

(Amendment to ECE/TRANS/WP.29/2007/84)
Regulation No.107
(Buses and coaches)

The European Commission is proposing to clarify some of the technical requirements concerning accessibility to the wheelchair area and, in particular, how the test procedure already described in point 3.6.4. to Regulation 107 has to be carried out.

The Commission acknowledges that the set of amendments to Annex VIII prepared by the Working Party chaired by the United Kingdom will significantly improve the provisions concerning both accessibility and safety of wheelchair users. However, the wording used in point 3.6.4. might give way to restricted interpretation, which is certainly not the intention of the legislator.

As the associations of disabled people repeatedly say that they recommend wheelchair users be as independent as possible and travel without requiring special assistance, particular attention has to be paid when considering accessibility to the wheelchair area provided in buses.

By proposing the amendments referred to in the Informal Document in Annex, the European Commission wants to make clear that the provisions in point 3.6.4. are aimed at allowing a wheelchair user to reach the wheelchair area easily, using a limited number of manoeuvres. To that effect, a test must be performed by a person seated in the reference wheelchair so that the test procedure represents the real-life situation of a user manoeuvring his wheelchair himself into the area.

Annex

Informal Document WP.29-143-06

Proposal for an amendment to proposal ECE/TRANS/WP.29/2007/84

(Proposal for Supplement 1 to the 02 series of amendments to Regulation No.107
(Buses and coaches))

A. PROPOSAL

Objective

It is proposed to clarify the technical requirements concerning the access to the wheelchair area, in particular how the test procedure already described in point 3.6.4. to Regulation 107 has to be carried out.

Amendment

Amend to read:

3.6.4. It shall be possible **for a wheelchair user** to move **freely and easily** from the outside of the vehicle through at least one of the doors for wheelchair access into the special area(s) with ~~a~~ **the** reference wheelchair, ~~of~~ **the** dimensions **of which** are shown in Annex 4, figure 21.

3.6.4.1. By “moving freely and easily”, it is meant that there exists:

- (a) **sufficient space available for the wheelchair user to manoeuvre without the assistance of a person;**
- (b) **there are no steps, gaps or stanchions which could be an obstacle to the free movement of the wheelchair user.**

3.6.4.2. For the application of the above provisions, ~~In the case of vehicles of Class I and A fitted with more than one wheelchair space this~~ the test shall be ~~completed~~ performed, in the case of vehicles of Class I and A fitted with more than one wheelchair space, for each wheelchair space with all other wheelchair spaces occupied by the reference wheelchair.

B. JUSTIFICATION

Experience shows that the current wording used in point 3.6.4. may give way to restricted interpretation as, for example, that a non-disabled person might be requested to push the wheelchair up to and into the special area.

The associations of disabled people have repeatedly said that they recommend wheelchair users be as independent as possible and travel without requiring assistance when not necessary. Therefore, the European Commission strongly believes that the text already included in the legislation can be improved with a view to showing that the wheelchair user is able to move by his own means up to and into the wheelchair area.

In addition, the amendment aims to make clear that the prescribed test must be performed by a person seated in the reference wheelchair so that the test procedure represents the real-life situation of a user manoeuvring his wheelchair himself up to the area without being obliged to require the help of a guide or even the driver.

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