

UN ECE Regulation No. 107
2nd meeting of the GRSG Informal Group on
Service Doors, Windows and Emergency Exits of Buses and Coaches
(SDWEE)

26th - 27th of January 2010

Instytut Transportu Samochodowego (Motor Transport Institute)
Warsaw, Poland

DRAFT MINUTES

Attendance:

Michael BECKER	Evobus - Germany
Richard DAMM	Federal Ministry of Transport Germany
Alan DAVIS	Irisbus-Iveco – France
Olivier FONTAINE	OICA (Secretary)
Jerzy KOWNACKI	Motor Transport Institute (ITS) Poland (Chair)
Donald MACDONALD	Department for Transport – UK
Allan MCKENZIE	SMMT – UK
Pascale REYNTJENS	Van Hool – Belgium
James RICKABY	Alexander Dennis Ltd. – UK
Josep BORRÓS	Applus+ IDIADA – Spain
Kamil PRZEWOSKI	Applus+ IDIADA – Poland
Laurence WOOD	Plaxton – UK
Artur MARCINISZYN	Transportation Technical Supervision - Poland

1. Welcome by the Motor Transport Institute Management

2. Adoption of the Agenda

Document: SDWEE-02-01-Rev.1 (Secretariat)

In the spirit of an open-minded Informal Group meeting, making the Group ready to accept ideas from all sides, and with the wish to make rapid progress, it was suggested and adopted that the experts can freely express their opinions when relevant. Opinions from experts will then be clearly distinguished from positions from Contracting Parties and NGOs.

3. Revision of the existing documents

Documents: GRSG-97-29 (Chair)
SDWEE-01-01 (Chair - former “EG - B&C Driver’s Door - 03-01”)
SDWEE-01-02 (NL - former “EG - B&C Driver’s Door - 03-02”)
SDWEE-01-03 (HUN - former “EG - B&C Driver’s Door - 03-03”)
SDWEE-01-04 (IRISBUS - former “EG - B&C Driver’s Door - 03-04”)
SDWEE-02-02 (Secretariat)

The Group agreed to add the following documents in the list of relevant sources of opinions and positions:

- SDWEE-02-03 - UK DfT Discussion Paper on Emergency Exits
- SDWEE-02-04 - Improving the requirements of bus EE (H => Chair)
- SDWEE-02-05 - Comparison of requirements (Mr. Thomas Gold, EvoBus)

Mr. Davis pointed out that SDWEE-01-04 is produced as an „IRISBUS” document rather than from France.

UK presented SDWEE-02-03. The expert stressed the need to consider carefully keeping some connection between the type-approval requirements and the actual needs in case of emergency. In particular, he mentioned the role given to the driver whilst he is seated in a vulnerable location in case of frontal crash. This situation makes the driver a non reliable component of the safety chain. The UK expert mentioned better signage, illumination marking, etc. as possible ways to be investigated in the view of acting on some other parameters for improving safety. CLCCR pointed out the lack of scientific researches on this item. D reminded the efforts made at GRSG to address driver’s safety in case of frontal crash. The Group acknowledged the outcome of the GRSG debates on frontal collision, and agreed to focus on occupant evacuation, whatever the situation of the driver. The Secretary pointed out that future mandatory active safety systems are expected to decrease the number of accidents where the driver is the most vulnerable. The Group also agreed to keep schoolchildren in mind during the discussions.

The experts listed the existing researches which could bring some beneficial information to the Group.

- UK study PSV Emergency Exits: Passenger behaviour and exit design (1996)
- BASt-Report on emergency exits in buses and coaches (2003): all relevant results are already included in the current text of UNECE R107 or available to GRSG (GRSG-2006-09, GRSG-91-30, GRSG-2007-07). The expert from D, however, committed to internally evaluate whether some not included aspects could be of some value to the Group.
- UK research on railway vehicles
 - Results of research into safety belts, windows and the industry approach to escape from passenger trains - (<http://www.riagb.org.uk/news/RSSB%20seatbelts.pdf>).
 - Report on signage and illumination of Emergency Door Release mechanisms (<http://www.rssb.co.uk/pdf/reports/research/Signage%20and%20illumination%20of%20Emergency%20Door%20Release%20mechanisms%20in%20passenger%20vehicles.pdf>)
 - Report on passenger safety signage (<http://www.rssb.co.uk/pdf/reports/research/T052a%20-%20Report%201%20-%20Report%20on%20Passenger%20Safety%20Signage.pdf>)
 - Report on validation of Emergency Lighting (http://www.rssb.co.uk/pdf/reports/research/T314_rpt_final.pdf).
- US research on motorcoach evacuation (Motorcoach Safety Action Plan)

The Chair stressed that documents SDWEE-02-02 and SDWEE-02-04 must be kept in mind during the debates.

CLCCR in addition presented documents GRSG/2009/16 and GRSG-97-20 and the Group agreed to take on board the part of the proposal for which GRSG could not find a solution; i.e. the exemption from mandatory roof hatches for vehicles where such escape exits are dangerous.

The Group also agreed, with the kind consent of the Spanish representative, to find some solution to the problem raised by Spain at the 97th session of GRSG about vehicles with more than 22 passengers (seated and standing) which can not fulfil the requirement of two separated doors because of their dimensions and architecture (document GRSG-97-23).

The experts in addition acknowledged the basic difference between ”escaping”, addressing the efforts made by the occupant to escape by himself from the inside of the vehicle, and ”evacuation”, addressing the effort made by the rescue to evacuate the occupants.

4. Update of the situation after the 1st meeting (19th of October 2009)

Documents: ECE/TRANS/WP.29/GRSG/76
SDWEE-02-06 (Thomas Gold – Evobus)
SDWEE-02-07 (Secretariat)

The Group agreed to review the existing text of the Regulation and to evaluate whether the current requirements deliver what they are expected to. The document SDWEE-02-05 was considered the best tool for this purpose.

The experts then reviewed the complete document, and the outcome of the debate can be found in document SDWEE-02-07.

5. Items related to classification of buses and coaches (SD, HD, DD and classes A, B, I, II & III).

See SDWEE-02-07

6. Items related to post-accident position of the vehicle

See SDWEE-02-07

7. Passenger evacuation related items

The Group performed some real scale trials of the escape hatches, following a proposal from the Chair to enlarge the aperture by two times 5cm (length and width). The Chair requested the Industry for opinion about feasibility, costs, etc.

8. Other business

9. List of action items

- UK to provide
 - Relevant outcome of study about bus and coach safety (done – document available upon request)
 - UK research on railway vehicles (done – documents listed under item 3 above)
 - Plug doors (paragraph 7.6.1.3.) – concern may also apply to other doors.
 - Find out the number of roll-over accidents involving double deck Class 1 vehicles in the UK during last 10 years (paragraph 7.6.1.11. – number of roof hatches in relation to the number of passengers)
- Mr. Alan Davis volunteered to address paragraph 7.6.1.7. for next meeting
- D to communicate the relevant but not yet included aspects of the BAST-Report on emergency exits in buses and coaches (2003).

10. Date and place of next meetings (to be confirmed)

SDWEE-03:	2-3 June 2010	Plaxton (Scarborough - UK)
SDWEE-04:	18-19 October 2010	Geneva (GRSG-99)
SDWEE-05:	25-26 November 2010	IDIADA (Barcelona - Spain)