

**UN ECE Regulation No. 107**  
**4<sup>th</sup> meeting of the GRSG Informal Group on**  
**Service Doors, Windows and Emergency Exits of buses and coaches**  
18-19 October 2010  
UNECE Palais de Nations  
Geneva

**DRAFT AGENDA**

Duration of the meeting:

Monday 18 October: 10:30 am to around 5:30 pm  
Tuesday 19 October: 9:30 am to 12:30

**1. Welcome by the Chair**

**2. Approval of the minutes of the 3<sup>rd</sup> meeting**

Document: SDWEE -03-09

**3. Adoption of the Agenda**

Document: SDWEE-04-01 (Secretariat)

**4. Targets for progress**

**a. Short application term targets**

- Visibility of the signage and controls, signage harmonization within B&C Industry

Document: SDWEE-04-04

Background:

- Provided by Mr. McKenzie (SMMT)
- Draft Guidelines for the Communication of Safety Information on vehicles of categories M3/N3
- Provides description of the purpose of the signage, definitions, requirements, and provisions for the graphics

- Assessing benefits of railway experience for B&C situation

Document: SDWEE-04-07

Background:

- Provided by Mr. Macdonald (UK-DfT)
- Refers to SDWEE-03-03, which describes UK research into rail passenger safety
- An assessment of the outcomes of this research indicates that the principles could be applied to buses and coaches
- Contains a list comprising the described research projects and some follow on work

## **b. Medium application term targets**

- Separation of doors on small vehicles.

Document: ECE/TRANS/WP.29/GRSG/2010/6 (E)

Background:

- Pilot: Mr. Davis (Irisbus)
- There exist short or very short vehicles with more than 22 passengers (seated and standing) that cannot fulfil the requirement of having two separated doors because of their dimensions and architecture
- GRSG/2010/6 solves this problem. Was adopted as a Supplement to UNECE R107 at the 98<sup>th</sup> session of GRSG
- Further discussion seems unnecessary

- Accessibility of the emergency exits, including assessment of current gauges relevance.

Document: SDWEE-04-05

Background:

- Provided by Mr. Rickaby (Plaxton) and Mr. Becker (Evobus)
- Assesses possible harmonization of Emergency Exit Door (ED) Step Heights among the vehicle categories
- harmonization to the lower value of 700 mm or to the higher value of 850 mm

- Emergency lighting

Document: SDWEE-04-03

Background:

- Provided by Mr. Wood (Plaxton)
- Outlines a preliminary investigation into the use of emergency lighting in M3 category vehicles
- Proposes two possible options for improving the current requirements: Functional enhancement emergency lighting and self maintained emergency lighting

- Functionality of the controls

Document: SDWEE-04-06

Background:

- Provided by Mr. McKenzie (SMMT)
- Addresses internal and external door release devices used on vehicles of categories M2 and M3.
- Aims device location, handle hardware, signage

## **c. Long application term targets**

- Step height to emergency doors

Document: SDWEE-04-05

Background: see above

- Laminated glazing vs. breakable glass: elaboration of an appropriate test, not design restrictive

Document: SDWEE-04-02

Background:

- Provided by Mr. Wood (Plaxton)
- outlines the initial finding into the use of laminated glazing in vehicles of category M3 & M2

## **5. Revision of the brainstorming about improvable items**

Document: SDWEE-03-09

Background:

- At the 3<sup>rd</sup> meeting of the informal group, after having inspected some vehicles kindly made available by the host Plaxton, the experts summarized their observations about items which could be improved
- A list of those items can be found in the document in reference.

## **6. Corner stone questions**

- a. Laminated vs. toughened glasses**
- b. Emergency exit requirements to be re-written from scratch of simply amended**

## **7. Revision of Paragraph 7.6.1.7**

Documents: SDWEE-03-04-Rev.1 (Mr. Davis – Irisbus)  
SDWEE-03-04-Rev.2 (Mr. Jongenelen – NL)

Background:

- Both inputs address the case when the driver's compartment does not provide access to the passenger compartment
- Both proposals are provided with relevant justifications

## **8. Continuation of the revision of document SDWEE-02-07-Rev.2.**

Document: SDWEE-02-07-Rev.1

The revision of the document SDWEE-02-07-Rev.1 was interrupted at paragraph 7.6.1.11. at the 3<sup>rd</sup> meeting of the informal group.

## **9. Other business**

## **10. List of action items**

## **11. Date and place of next meetings**