



Economic and Social Council

Distr.: General
6 February 2012

Original: English

Economic Commission for Europe

Inland Transport Committee

World Forum for Harmonization of Vehicle Regulations

Working Party on General Safety Provisions

102nd session

Geneva, 16–20 April 2012

Item 2 of the provisional agenda

Regulation No. 107 (M₂ and M₃ vehicles)

Proposal for further amendments to Regulation No. 107

Submitted by the experts from the International Organization of Motor Vehicle Manufacturers *

The text reproduced below was prepared by the experts from the International Organization of Motor Vehicle Manufacturers (OICA) to improve the provisions on the accessibility of pushchairs or prams. The modifications to the current text of the Regulation are marked in bold for new or strikethrough for deleted characters.

*In accordance with the programme of work of the Inland Transport Committee for 2010–2014 (ECE/TRANS/208, para. 106 and ECE/TRANS/2010/8, programme activity 02.4), the World Forum will develop, harmonize and update UN Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.

I. Proposal

Paragraph 5.2., amend to read:

"5.2. Vehicles of Class I shall be accessible for people with reduced mobility, including at least one wheelchair user **or one pushchair or pram**, according to the technical provisions laid down in Annex 8."

Annex 4, insert a new figure 23 C, to read:

"Figure 23 C

Pictogram for pram and pushchair area



Colour: blue basis with white symbol

Size: at least 150 x 100 mm"

Annex 8

The title, amend to read:

"Requirements for technical devices facilitating access to Accommodation and accessibility for passengers with reduced mobility"

Paragraphs 3.6. and 3.6.1., amend to read:

"3.6. **Pushchair, pram and** wheelchair accommodation provisions

3.6.1. For each **pushchair, pram or** wheelchair user provided for in the passenger compartment there shall be a special area at least 750 mm wide and 1,300 mm long. The longitudinal plane of the special area shall be parallel to the longitudinal plane of the vehicle and the floor surface of the special area shall be slip resistant and the maximum slope in any direction shall not exceed 5 per cent.

In the case of a **special area designed for** a rearward facing wheelchair complying with the requirements specified in paragraph 3.8.4., the slope in the longitudinal direction shall not exceed 8 per cent provided that this slope inclines upwards from the front end of the special area.

In the case of a ~~wheelchair space~~ **special area** designed for a forward facing wheelchair, the top of preceding seat-backs may intrude into the ~~wheelchair space~~ **above the special area** if a clear space is provided as shown in Annex 4, figure 22.

A special area may also serve for the accommodation of a wheelchair, as for the accommodation of a pushchair or pram, provided the relevant requirements are met."

Paragraph 3.6.6., amend to read:

"3.6.6. Vehicles fitted with a **special area for a pushchair, pram or wheelchair space** shall have ~~pictogram(s)~~ **pictograms** in accordance with Annex 4, figures 23A and 23C visible from the outside, both **of them** on the front nearside of the vehicle and adjacent to the relevant service door(s).

One of ~~these~~ **the** pictograms shown in Annex 4, figure 23A shall be placed internally adjacent to each wheelchair space indicating whether the wheelchair is to be positioned facing the front or the rear of the vehicle.

The pictogram as shown in Annex 4, figure 23C shall be placed inside of the vehicle adjacent to each special area dedicated for a pram or pushchair."

II. Justification

1. This document proposes a dedicated space and marking for pushchairs and prams in low floor vehicles of Class I, along the lines of the European Commission request (GRSG-100-06).
2. Discussions held at the 100th session of GRSG in May 2011 indicated the following suggestions to accommodate the additional provisions:
 - (a) Scope limited to low floor vehicles of Class I;
 - (b) Additional markings indicating the existence and location of the space dedicated to the unfolded pushchairs and prams;
 - (c) Space combined with space dedicated to wheelchairs: the rarity of simultaneous usage by both a pushchair and a wheelchair does not justify that all Class I vehicles be equipped with separate spaces. Such an option should nevertheless remain acceptable for complying with the wishes of operators in particular conditions;
 - (d) Deletion of the strap requirements: experience in the field shows that such devices are seldom used. In addition, developing provisions adapted to the multitude of different types of pushchairs and prams would go beyond the ambition of this document.
3. This proposal aims at equipping all Class I vehicles with space and markings for pushchairs and prams. Should this space be separated from the space for wheelchairs, then the available area should not accommodate at the same time, in all vehicles, these two spaces and fulfil the provisions for priority seats and their accessibility. In that case, the solution could be to limit the scope to vehicles where it is technically feasible to suit sufficient space for two different areas.