

**Proposal for amendments to ECE/TRANS/WP.29/GRSG/2012/15  
prepared by the informal group SDWEE**

The referred document proposed to delete from Annex 3 paragraphs 7.7.4.1. and 7.7.4.1.2. and the belonging Figure 26 of Annex 4. There was a discussion about this subject at the 103<sup>rd</sup> GRSG session. The general view was to accept the deletion, but certain new provisions seemed to be necessary. This proposal tries to formulate the new provisions.

**Proposal**

*Annex 3, paragraphs 7.7.4.1. to 7.7.4.1.2., amend to read:*

"7.7.4.1. Access to escape hatches

**The free motion of the passengers alongside the bus to reach roof hatches shall be made certain. This requirement is met, if at least one of the following requirements is fulfilled:**

7.7.4.1.1. **There is a sunk gangway with a wall depth of minimum [150] mm; or**

7.7.4.1.2. **The free clearance between the highest point of the seatbacks and the lowest point of the luggage, or the heating/ventilation channel alongside the passenger compartment is more than [400] mm."**

**Justifications:**

- At the 103<sup>rd</sup> GRSG session, the experts agreed that the escape hatch can not be used when the bus is standing on its wheels or on its roof. But it is a very useful emergency exit, when the bus is lying on its side.
- In this case, the passengers have to move alongside the bus to reach the closet escape hatch. The gangway can not be used automatically, if there is no surface, on which the passengers may stand and move.
- The sketch below shows two surfaces for the passenger's motion.
- The proposed one is a simplified approach, it does not consider the possible safety belt effect (hanging on the belt), or passengers falling onto each other, etc. However, in spite of these unwanted events, it provides a good possibility for the passenger's motion.

