

**Economic and Social Council**Distr.: General
11 January 2019

Original: English

Economic Commission for Europe**Inland Transport Committee****World Forum for Harmonization of Vehicle Regulations****Working Party on General Safety Provisions****116th session**

Geneva, 1–5 April 2019

Item 2(a) of the provisional agenda

Amendments to regulations on buses and coaches:**UN Regulation No. 107 (M₂ and M₃ vehicles)****Proposal for Supplement 8 to the 06 series of amendments,
Supplement 3 to the 07 series of amendments and
Supplement 1 to the 08 series of amendments to Regulation
No. 107 (M₂ and M₃ vehicles)****Submitted by the expert from Italy***

The text reproduced below was prepared by the expert from Italy to amend Annex 3 of the Regulation on test requirements to be met by all buses and coaches regarding the emergency door exits. It is a revision of the requirements proposed by the former informal working group on Service Doors, Windows and Emergency Exits (SDWEE). The modifications to the current text of UN Regulation No. 107 are marked in bold for new characters and as strikethrough for deleted ones.

* In accordance with the programme of work of the Inland Transport Committee for 2018–2019 (ECE/TRANS/274, para. 123 and ECE/TRANS/2018/21/Add.1, Cluster 3.1), the World Forum will develop, harmonize and update UN regulations to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.

I. Proposal

Annex 3, paragraphs 7.6.2.5. and 7.6.2.5.1., amend to read:

- "7.6.2.5. At least one exit shall be situated either in the rear face or in the front face of the vehicle:
- 7.6.2.5.1. In the case of Class I, ~~and~~ A and B (**Class B with internal volume less than 25 m³**) vehicles, the requirements of paragraph 7.6.2.5. above are fulfilled if an escape hatch is fitted; or, if paragraph 7.6.1.12. applies, an additional exit to those specified in paragraph 7.6.1. above, is fitted on each side of the vehicle."

II. Justification

1. An exit as required in paragraph 7.6.2.5. in the front face is impossible to install in a Class B vehicle, due to the fact that windscreen should accomplish UN Regulation No. 43.
2. UN Regulation No. 107 requires a minimum number of emergency exits that are listed in paragraph 7.6.1.4. of Annex 3. In a Class B vehicle the number of emergency exits should be at least four. Considering the conditions, the following exists are necessary:
 - (a) One door (1), according to paragraph 7.6.1.1.;
 - (b) One escape hatche (1), according to paragraph 7.6.1.10.;
 - (c) One exit on each side of the vehicle (1), according to paragraph 7.6.2.2.2.;
 - (d) One exit in the reward half and in the forward half of the vehicle (1), according to paragraph 7.6.2.2.3.; and
 - (e) One door in the front or in the rear face of the vehicle (1), according to paragraph 7.6.2.5.;

Therefore, the minimum number of exits is five, and not four.

3. Thus, a Class B vehicle, with a volume less than 25 m³, even if the roll over risk is possible, can be consider as Class I and Class A vehicles of paragraph 7.6.2.5.1., because it is a small volume vehicle and the distance toward the roof and the lateral side is small. Furthermore, according to paragraph 7.6.3.1.5. of the 05 series of amendments to UN Regulation No. 107, the dimension of escape hatches was increased (minimum area from 400,000 mm² to 450,000 mm²). The presence of a hatch in the rear compartment can compensate the absence of an exit in the rear face.