

Informal document No. **GRSG-88-11**
(88th GRSG session, 18-22 April 2005,
agenda item 1.4.)

Transmitted by the expert from the United Kingdom

Minutes of the GRSG – Ad-hoc working group on
Safety of Wheelchair Passengers in Road Vehicles session
(Tuesday 14 & Wednesday 15 December 2004, London)

Minutes (confirmed)

Attending

Donald Macdonald (DM)(Chair)	DfT (United Kingdom)
Josep Borrós (JB)	IDIADA (Spain)
Miquel Armengol (MA)	IDIADA (Spain)
Jan Petzäll (JP)	SNRA (Sweden)
Jerzy Kownacki (JK)	ITS (Poland)
Michael Becker (MB)	Evobus GmbH (Germany)
Harry Jongenelen (HJ)	RDW (Netherlands)
Bohuslav kovanda (BK)	TUV (Czech Republic)
Allan McKenzie (AM)	SMMT (United Kingdom)
Asbjørn Hagerupsen (AH)	Public Roads Administration (Norway)
Len Stanway (LS)	Ford (United Kingdom)
Colin Copelin (CC)	IRU / CPT (United Kingdom)
Bob Cakebread (BC)	SAVE Transport Cons. (United Kingdom)
Alan Davies (AD)	Irisbus (United Kingdom)
Jim Hand (JH)	DfT (United Kingdom)

Apologies

Antonio Rodriguez	INSIA (Spain)
Christian Pichon	UTAC (France)
Jean-baptiste Avrillier	Ministry of Transport (France)
Louise Turner	DfT (United Kingdom)
Giulio Mendogni	Iveco (Italy)

1. Welcome and Introductions

- 1.1 The Chairman opened the meeting and welcomed the group to London.
- 1.2 This was followed by brief introductions from each of the group members.
- 1.4 The Chairman invited comments on the previous minutes and the following were received.

Paragraph No.	Comment
7.2	References Annex 3 Para 2.33. Amend to ' Annex 3 Para 2.33'.
7.14	Reference to Annex 8 missing. Amend to 'Annex 8 paras 3.8.1, 3.8.1.1, 3.8.3 & 3.8.4 (excluding 3.8.4.1)'
7.19.2	Amend to ' Whilst the group did not have the opportunity to discuss this proposal in detail, it agreed that the width requirement for the band of colour mandated by additional para 3.11.4.1.6 could be relaxed to allow a width of 45mm-55mm. Whilst there were some further views were expressed, the Chairman asked the experts to consider its requirements for the next meeting'

- 1.5 There being no further comments, the minutes were agreed.

2. Background

- 2.1 The representative from Ford advised that the transposition of European Community Directive 2001/85/EC and the relevant provisions of 97/27/EC into an ECE Regulation had been completed and published as Regulation 107.01 and came into force on 12 August 2004.
- 2.2 OICA produced a draft 02 series of amendments to align the requirements in the new 107.01 series with those in Regs 36, 52 and 107.00. This proposal was agreed by GRSG in October 2003 but the European Commission had yet to confirm that they were a signatory to Regulation 107.
- 2.3 OICA additionally produced a package of suggested improvements that could form Supplement 1 to 107.02. The latest version of this document was TRANS/WP29/GRSG/2003/22/rev2 tabled in October 2004 at the 87th session of GRSG.
- 2.2 GRSG documents can be found at www.unece.org.

3. Access to wheelchair positions

- 3.1** The Chairman raised the issue of vehicles in which there were more than one wheelchair position. The concern is that the current text does not explain adequately whether access to all wheelchair positions should be possible with all of the other wheelchair positions occupied by a reference wheelchair. This issue was raised at the previous meeting and IDIADA were asked to prepare a proposal as an amendment to Annex 8 paragraph 3.6.4⁽¹⁾. The UK also prepared a proposal addressing this issue⁽²⁾.
- 3.2** It was acknowledged generally that for some vehicles, access to each wheelchair position would be desirable whilst others were occupied, but for others it may be a difficult challenge with little benefit.
- 3.3** The expert from Germany advised that he was able to support the text contained in the UK proposal for Classes A and I only but could not support the proposed text for Class II vehicles due to possible problems for operators and manufacturers with respect to seating loss.
- 3.4** Discussions were deferred until the following day on this subject and the UK undertook to prepare a revised draft text⁽³⁾ based upon these discussions.
- 3.5** Following considerable discussions on the purpose of the paragraph, and to which vehicles such a requirement should apply, it was agreed that a proportion of this proposal⁽³⁾ would be accepted into the working document with a reservation placed on its application to Class II vehicles pending further discussions at the next meeting.

4. Wheelchair user entry and exit

- 4.1** The Chairman raised the issue as to whether the group considered it acceptable for a wheelchair user to exit a vehicle on a ramp backwards.
- 4.2** The group agreed that this was not acceptable and the UK undertook to draft a possible additional paragraph to Annex 8 Para 3.6.5.⁽³⁾
- 4.3** The expert from Germany commented that as the document was an approval standard, the requirement should be specified as a test procedure. The expert from the SMMT further suggested that reference to vehicle classes be removed and the requirements of this paragraph simply applied to vehicles fitted with a ramp for wheelchair access.
- 4.4** The group agreed with the amended paragraph however, the expert from the SMMT was asked to consult industry before including in a formal proposal to GRSG.

5. Development of Adhoc group working document

5.1 A revised working document prepared by the expert from Irisbus was used as the basis for subsequent discussions.⁽⁴⁾

5.2 Para 1.4

5.2.1 The proposed Para 1.4 was discussed. The expert from Irisbus believed that if Contracting Parties were allowed to set National requirements manufacturers would be forced to homologate each for EMC. There would also be no standard dimensions.

5.2.2 The expert from the Netherlands advised that they were unable to refuse anything that met the requirements of the Directive or Regulation. The Chairman thought that there was some ambiguity on this issue. Although a Member State or Contracting party was not permitted to prohibit the sale of a vehicle which met the 2001/85/EC or Reg107.01, they were at liberty to prevent a specific use, such as the use of a vehicle without route and destination equipment from operating on a scheduled service.

5.2.3 The expert from Ford advised that the latest amendment to the Framework Directive is seeking to prohibit Member States from preventing the 'sale' or 'use' of vehicles which have been Type Approved to 2001/85/EC.

5.2.4 BC from SAVE Transport Consultancy advised that each Member State already set their own requirements for route and destination information displays. There is a need to recognise this fact in regulation which might then lay the foundations for the future development of harmonised standards.

5.2.5 The group agreed to the text subject to some minor amendments.

5.3 Para 2.1.1.2

5.3.1 The expert from Spain introduced a proposed amendment to both Para 2.1.1.2 and Annex 8 Para 3.6.1, to change the vehicle definitions. The views within the group were mixed.

5.3.2 The expert from Ford advised the group that GRSG had been put under pressure to consider amendments to the vehicle definitions but this would require amending R.E.3.

5.3.3 The expert from Ford undertook to consider the information documents with respect to numbers of wheelchairs and any further changes.

- 5.3.4** The Chairman advised the group that in his view, it would be best to find a solution which did not require an amendment to the definitions. The expert from Irisbus agreed to look at this issue outside of the meeting and make a proposal to the group for their subsequent consideration⁽⁸⁾ - The proposal is included within the working document pending further discussion.

Action : AD (Irisbus)

5.4 Para 2.33

The proposed amendment⁽⁴⁾ to this paragraph was agreed with some minor modification.

5.5 Para 5.2

The expert from the Netherlands sought clarification for Type Approval Authorities regarding the minimum number of wheelchair spaces. The expert from Germany suggested an amendment to Para 5.2 to specify a minimum of one wheelchair space in a Class I vehicle. The group agreed and will be included in any formal proposal to GRSG.

5.6 Para 5.3

The group agreed to the proposed paragraph⁽⁴⁾ with some minor amendment.

Annex 3

5.7 Para 7.2.3.4

The wording of the additional paragraph⁽⁴⁾ was agreed, but is moved to form new paragraph 3.2.8 of Annex 8.

5.8 Para 7.7.8.5.3

The paragraph proposed by the expert from Germany, and detailed within paragraph 7.5 of the document GRSGadhoc/SWPRV/04/15 formed the basis for these discussions. The German proposal was provisionally agreed subject to amendments including a requirement for 1 priority seat in a Class A, and the addition of 'at least' to specify minimum numbers in other vehicle categories. The Chairman asked group members to obtain the views of manufacturers and operators on this issue for further discussion at the next meeting.

Action : All

5.9 Para 7.7.8.5.3.1

As detailed in the earlier working document⁽⁴⁾, paragraph is deleted.

5.10 Para 7.7.9.1

The Spanish proposal ⁽¹⁾ made recommendations to amend this paragraph to allow for additional communication devices, located in a higher position for standees. The group agreed to the Spanish proposal with some minor amendments.

5.11 Para 7.8.1.3

The amendment detailed in the earlier working document ⁽⁴⁾ was agreed with some minor textual modification.

5.12 Para 7.8.3

The amendment detailed in the earlier working document ⁽⁴⁾ was agreed with some minor textual modification.

5.13 Para 7.11.4

The revised text submitted by the expert from Irisbus ⁽⁵⁾ was accepted and the paragraph moved to Annex 8, Para 3.4. Paragraph 7.11.4 reserved.

Annex 8

5.14 Para 3.2.1

The amendment detailed in the earlier working document ⁽⁴⁾ was agreed. Text is deleted and paragraph 'Reserved'.

5.15 Para 3.2.4

Amended to read 'The minimum width of a priority seat cushion, measured from a vertical plane passing through the centre of that seating position, shall be 220mm on each side'.

5.16 Para 3.5

With respect to the earlier working document ⁽⁵⁾, the words 'priority seat or' have been re-instated. 'Non-slip is amended to read 'slip resistant'.

5.17 Para 3.6.1

The expert from Irisbus advised that the reference to figure 23 should be figure 22.

5.18 Para 3.6.4.

Proposals concerning this paragraph were made by Spain ⁽¹⁾ and the UK ⁽²⁾. There were detailed discussions concerning the purpose of this

paragraph. A form of words were agreed pending further discussion at the next meeting.

5.19 Para 3.6.5

Refer to paragraph 4 of these minutes. In addition, the expert from the SMMT was asked to canvass the views of industry on this requirement.

Action : AM (SMMT)

5.20 Para 3.4.1 (Now Para 3.6.6)

The expert from Germany agreed to make a proposal for pictograms and colours.

Action : MB (Germany)

5.21 Para 3.7.3

The text as detailed in the previous working document ⁽⁴⁾ was accepted with some minor amendments.

5.22 Para 3.8

The group agreed that the proposal submitted by INSIA⁽⁶⁾ would not be discussed at this meeting. It was hoped that a representative from INSIA would be available at the next meeting to present this proposal.

5.23 Para 3.8.1

The text as detailed in the previous working document ⁽⁴⁾ was accepted with some minor amendments.

5.24 Para 3.8.2.4

The text as detailed in the previous working document ⁽⁴⁾ was accepted with some minor amendments.

5.25 Para 3.8.3.7.3

The text as detailed in the previous working document was accepted subject to minor amendments regarding the referencing of Regulation No. 14.

5.26 Para 3.8.4

The text as detailed in the previous working document was accepted however the expert from Germany expressed concern in Para 3.8.4.3 (formerly 3.8.4.c) that the current proposal did not allow the wheels of the wheelchair to rest against the support or backrest. This issue shall be discussed further at the next meeting. In addition, the word 'rigid' was added to require a 'rigid device'.

5.27 Para 3.9

The expert from the SMMT submitted a paper⁽⁹⁾ containing a proposed amendment to this paragraph however, the group did not have an opportunity to discuss.

5.29 Para 3.10

Deleted as recommended in the previous working document⁽⁴⁾.

5.30 Para 3.11

Reference to 'boarding aid(s)' amended to 'boarding device(s)'

6. **General**

- 6.1** The expert from Germany presented the group with a document⁽¹⁰⁾ which contained different control requirements currently detailed within 2000/85/EC. He suggested that these be rationalised. The Chairman asked that group members might wish to submit any comments that they may have on this document to the UK within 1 month.

Action : All

- 6.2** Despite reaching agreement on amendments to the following paragraphs, 7.11.4 and 7.11.4.1 of Annex 3 and 3.2.3, 3.2.8, 3.4, 3.6.6 of Annex 8, these amendments have not been included within the formal proposal to GRSG pending further discussion on priority seat requirements.

7. **Conclusions**

The Chairman thanked everybody for their participation. The results of this meeting would be translated into a revised working document (which would highlight those aspects on which the group had reached agreement and those items which required further discussion. Those items on which agreement had been reached would form the basis of a formal proposal to GRSG.

8. **Date of next meeting**

The Polish Motor Transport Institute gave a tentative offer to host the next meeting on 9 and 10 June, and this has now been confirmed. It is anticipated that the meeting shall follow a similar format as other meetings but further details shall be provided nearer to the time.

References:

- (1) Spanish proposal submitted by IDIADA - Reference GRSGadhoc/SWPRV/04/20
- (2) UK proposal for Annex 8 para 3.6.4 - Reference GRSGadhoc/SWPRV/04/18
- (3) UK revised proposal for Annex 8 Para 3.6.4 and 3.6.5 - reference GRSGadhoc/SWPRV/04/23
- (4) Adhoc group working document modified by Irisbus - reference GRSGadhoc/SWPRV/04/12/Rev1
- (5) Irisbus proposal for amendments to R107.01 - Reference GRSGadhoc/SWPRV/04/19
- (6) Spanish proposal submitted by INSIA - Reference GRSGadhoc/SWPRV/04/21
- (7) Revised adhoc group working document - Reference GRSGadhoc/SWPRV/04/25
- (8) Proposal for amendments to Annex 3, 8 & 11 to reg107.01 - Reference GRSGadhoc/SWPRV/04/29
- (9) Proposal submitted by the SMMT for amendments to R107.01 - Reference GRSGadhoc/SWPRV/04/17
- (10) Comparison chart of 2001/85/EC requirements for controls - Reference GRSGadhoc/SWPRV/04/24
