

**Proposal for draft amendments to Regulation No. 107**  
(M<sub>2</sub> and M<sub>3</sub> Vehicles)

**A. PROPOSAL**

Insert a new paragraph 2.1.9., to read :

"2.1.9. "Sightseeing bus" means a vehicle with partial roof or without roof, belonging to Class III, which is specifically adapted for touring purposes."

Annex 3,

Insert new paragraphs 7.2.1.1. and 7.2.1.2., to read :

"7.2.1.1. Contracting Parties applying this Regulation [as amended by the 02 series of amendments] shall be free to lay down appropriate limits for masses and dimensions of the vehicles to be registered on their territory.

They may refuse the registration and the circulation of vehicles, while type-approved in accordance with this Regulation, if their masses and dimensions exceed the maximum masses and dimensions permitted in their legislation.

7.2.1.2. Paragraph 7.2.1.1. shall not apply to the height of a sightseeing bus without roof. For such vehicle the overall height shall be limited to 3.80 m."

**B. JUSTIFICATION**

1. GRSG has expressed the wish to set up a specific "class" for buses with open-top within Regulation No. 107, in order to lay down harmonized technical provisions to protect passengers, as much as possible, against accidental ejection. For this purpose, the vehicle has to be fitted with a number of appropriate equipments, which are specified in Regulation No. 107 (see OICA TRANS/WP.29/GRSG/2006/5 for reference).

The best means to impose appropriate equipments - as (for example) seats with type-approved anchorages, safety belts - and to prohibit standees passengers would be to classify these vehicles in Class III.

2. The inclusion of Annex 11 has been deemed necessary for the purposes of calculations. However, the characteristics of a coach are depending on its maximum dimensions and maximum axle capacities (e.g. manoeuvrability requirements). For example, in the European Community, Directive 97/27/EC and Directive 96/53/EC lay down specific requirements with respect to mass, length, height etc. of vehicles. It cannot be excluded that calculations made on the basis of the specifications of the vehicle could result in an infringement of the legislation of a Contracting Party. The addition of a sentence which clarifies that an approval can be refused by a Contracting Party seems appropriate.

3. When the overall height of a double decker, in case of a sightseeing vehicle without roof, is set at 4.00 m (in the case of the EU), it is possible that the practical height (=when people are seated) will exceed 4.00 m. Therefore, there exists a serious risk for these people to be hit by electrical wiring in certain cities. For this reason, it is necessary to limit the overall length of the vehicle. In principle the height of the vehicle with passengers should not exceed 4.00 m.

-----