



Economic and Social Council

Distr.: General
22 February 2010

Original: English
English and French only

Economic Commission for Europe

Inland Transport Committee

World Forum for Harmonization of Vehicle Regulations

Working Party on General Safety Provisions

Ninety-eighth session

Geneva, 3–7 May 2010

Item 3.1 of the provisional agenda

Regulation No. 107 (M₂ and M₃ vehicles) – Proposals for further amendments

Proposal for amendments to Regulation No. 107

Submitted by the expert from Sweden*

The text reproduced below was prepared by the expert from Sweden in order to amend document ECE/TRANS/WP.29/GRSG/2010/15. It is based on informal document GRSG-97-13. The modifications to the current text of the Regulation are marked in bold or strikethrough characters.

* In accordance with the programme of work of the Inland Transport Committee for 2006-2010 (ECE/TRANS/166/Add.1, programme activity 02.4), the World Forum will develop, harmonize and update Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.

A. Proposal

Annex 8, paragraph 3.2.6., amend to read:

“3.2.6. The foot space at priority seating positions shall extend forward of the seat from a vertical plane through the forward edge of the seat cushion. The foot space shall not have a slope in any direction of more than 8 percent. **For vehicles of Classes I, A and II, the vertical distance between the floor of the seating area and the adjacent gangway shall not be more than 250 mm.**”

B. Justification

1. The transition from a sunken gangway to a seating area is not considered to be a step. The vertical distance between the gangway surface and the floor of a seating area can be up to 350 mm. Such a high step can prevent passengers with reduced mobility from accessing the priority seats. We agree with document ECE/TRANS/WP.29/GRSG/2009/15 that this situation is not appropriate.

2. Our proposal aims to reduce the maximum permitted vertical distance between the foot space of a priority seat and the surface of the adjacent gangway to a reasonable level for passengers of reduced mobility. A step height of 250 mm is allowed in the entrance steps of vehicles of Class I and A. It is logical to allow the same height between the foot space of a priority seat and the surface of the adjacent gangway.

3. Research in Sweden shows that people of reduced mobility use, in principle, two different ways of approaching a bus seat that is placed adjacent to a sunken gangway; a) they climb the step and move sideways with their back towards the seat and then sit down on the seat, or b) they stand in the gangway with their back towards the seat and sit down on the seat, then they turn and lift up their legs on to the floor at the seat. Those people who sit down on the seat from a standing position in the gangway have advantage of the higher seat height when they sit down or rise.

4. Many low floor vehicles of Class I, A and II in Sweden have the seats mounted on a floor that is about 250 mm above the gangway surface. The bus manufacturers use the space under the floor for fuel tanks and other equipment. To reduce this floor height would mean a costly re-design of several bus models but would not give any noticeable advantages for passengers with reduced mobility.

5. The experiences in Sweden show that many persons of reduced mobility, e.g. elderly persons, use low floor buses and they do not have problems with the steps in those buses. In fact during the shopping hours they represent the majority of the passengers. They also use other seats than priority seats without any problems.