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**Economic Commission for Europe****Inland Transport Committee****World Forum for Harmonization of Vehicle Regulations****Working Party on General Safety Provisions****105<sup>th</sup> session**

Geneva, 8–11 October 2013

Item 2(b) of the provisional agenda

**Regulation No. 107 (M<sub>2</sub> and M<sub>3</sub> vehicles) –****Requirements for service doors, windows and emergency exits****Proposal for amendments to the 06 series of amendments to  
Regulation No. 107 (ECE/TRANS/WP.29/2013/100)****Submitted by the expert from Hungary** \*

The text reproduced below was prepared by the expert from Hungary to reinsert appropriate amendments to paragraphs 7.7.4.1. to 7.7.4.1.2. of Annex 3. This proposal is based on informal document GRSG-104-11. It supplements ECE/TRANS/WP.29/2013/100 adopted by Working Party on General Safety Provisions (GRSG) at its 104<sup>th</sup> session and submitted to the World Forum for Harmonization of Vehicle Regulations (WP.29) for consideration at its November 2013 session. The modifications to the current text of the Regulation are marked in bold characters.

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\* In accordance with the programme of work of the Inland Transport Committee for 2010–2014 (ECE/TRANS/208, para. 106 and ECE/TRANS/2010/8, 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.

## I. Proposal

*Annex 3, paragraphs 7.7.4. to 7.7.4.1.2., amend to read:*

"7.7.4. Access to escape hatches

7.7.4.1. Escape hatches in the roof

**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 a minimum of [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."**

## II. Justification

1. At the 103<sup>rd</sup> session GRSG, the experts agreed that the escape hatch cannot be used when the bus is standing on its wheels or on its roof. However, it is a very useful emergency exit, when the bus is lying on its side.

2. In such a case, the passengers have to move alongside the bus to reach the closet escape hatch. The gangway cannot 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.

3. 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 unintended events, it provides a good possibility for the passenger's motion.

