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

Geneva, 19–22 October 2010

Item 3(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 Regulation No. 107****Submitted by the expert from the International Association of the Body and Trailer Building Industry\***

The text reproduced below was prepared by the expert from the International Association of the Body and Trailer Building Industry (CLCCR) in order to prohibit escape hatches fitted in the roof of a vehicle when the use of such hatches may present a danger to passengers. It is based on ECE/TRANS/WP.29/GRSG/2009/16 and informal document-GRSG-97-20. The modifications to the current text of the Regulation are marked in bold for new or strikethrough for deleted characters.

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\* 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.

## I. Proposal

*Annex 3*

*Paragraph 7.6.1.11., amend to read:*

“7.6.1.11. Escape hatches, additional to the emergency doors and windows, shall be fitted in vehicles of Class II, III and B (in the upper deck roof in the case of double-deck vehicles). **Except as provided in paragraph 7.6.1.12., they** They may also be fitted in the case of Class I and A vehicles. There shall not be any escape hatches fitted in the roof of a trolleybus. The minimum number of hatches shall be:”

*Insert a new paragraph 7.6.1.12., to read:*

“**7.6.1.12. Vehicles of Class I and A shall not have escape hatches fitted where technical components are installed which present possible dangers to passengers using the escape hatches (e.g. high voltage systems, systems containing dangerous liquids and/or gas, etc.).**”

*Paragraphs 7.6.1.12. to 7.6.1.15. (former), renumber as paragraphs 7.6.1.13. to 7.6.1.16.*

*Paragraph 7.6.2.4., amend to read:*

“7.6.2.4. At least one exit shall be situated either in the rear face or in the front face of the vehicle respectively. For Class I **and A** vehicles and for vehicles with a rear part permanently closed off from the passenger compartment, this provision is fulfilled if an escape hatch is fitted, **or, if paragraph 7.6.1.12. applies, an additional exit to those specified in 7.6.1., is fitted on each side of the vehicle.** For double-deck vehicles...”

## II. Justification

### **Paragraph 7.6.1.12.**

1. The current text of Regulation No. 107, 02 series of amendments, does not prohibit escape hatches fitted in the roof of a vehicle of Class I or A when the hatches may present a danger to passengers using them. However, there is such a provision relative to trolleybuses in paragraph 5.6.1.9. of Regulation No. 36, 03 series of amendments, which has recently been included into Regulation No. 107.

### **Paragraph 7.6.2.4.**

2. If the construction of a Class I or A vehicle does not permit the installation of an exit either in the rear or front face and when the installation of an escape hatch is considered dangerous for passengers, an additional exit on both sides of the vehicle should be provided. This is considered satisfactory for the evacuation of passengers from Class I or A vehicles, which are not prone to roll-over due to their relatively low speed. This possibility already exists in Belgium.