

**Hungarian delegate thoughts about the further work of the SDWEE informal group**  
(presented by the Chair on behalf of the Hungarian delegate)

1. Just a small remark: the document reference numbers (after renumbering) are not the same in the report and on the website. In certain cases I can not identify the documents.
  2. I presented 4 documents to the group before, I think two of them could be relevant to the further work: SDWEE -01-03 “Usability of emergency exits” and SDWEE-02-04 “Improving the requirements of bus emergency exits” (you mentioned this one as a reference document to the following work)
  3. All my thoughts and proposals are concentrated on the emergency exits (EE) even when I am talking about service doors or windows. Of course I am not against to change their own requirements, if necessary.
  4. In R.107 the EE’s requirements are grouped as follows: types of EEs; their required numbers; location of EE’s; required minimum numbers; required access to EEs; operational requirements; marking of EEs, instructions to their use. All of these items should be reconsidered in the light of the new approach.
  5. The present, existing approach to the EE’s requirements is good, but two essential things are missing:
    - It is assumed that the bus is standing on its wheels. The possible major post-accident situations are not considered, but they should be.
    - It is assumed that the usability of the different EE types of different bus categories in different post-accident situations are identical. It is not true, the usability of EEs should be specified and considered.
  6. These two important new aspects have influence on all the requirements listed in paragraph 4.
  7. The usability should be a technically specified term; otherwise the Technical Services can not use it. There are many possibilities to specify it; one way is shown in the document SDWEE- 01 -03. (see para. 5-7) Just an example: a breakable emergency window above our head, when the bus is lying on its side is not a usable EE.
  8. The required number of EEs should be given in the following way: “Every bus (passenger compartment) shall have at least X usable EEs in the main post-accident situations specified in para. xy.” Example is given in the document SDWEE-01-03. (see para. 8-9)
  9. When specifying the required access to an EE in different post-accident situations, it is not enough to describe the geometry of a “tube”, the possible motion of the passengers should be also considered: where can they stand, how they can move in the “tube”, how they can grasp and climb, etc.
  10. The importance of the windscreen and the rear window as EE shall be underlined.
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