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**Economic Commission for Europe****Inland Transport Committee****World Forum for Harmonization of Vehicle Regulations****Working Party on General Safety Provisions****100<sup>th</sup> session**

Geneva, 11–15 April 2011

Item 3(a) of the provisional agenda

**Regulation No. 107 (M<sub>2</sub> and M<sub>3</sub> vehicles) – Proposals for further amendments****Proposal for amendments to Regulation No. 107****Submitted by the experts from France\***

The text reproduced below was prepared by the experts from France to reduce the number of standing passengers in vehicles of Class II, designed essentially for the carriage of seated passengers. It is based on informal document No. GRSG-99-08 distributed at the ninety-ninth session of the Working Party on General Safety Provisions (GRSG). 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 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, insert new paragraph 7.2.2.5., to read:*

**"7.2.2.5. In the case of a vehicle of Class II, the number of standing passengers (SP) shall not exceed 50 per cent of the number of seated passengers (P)."**

*Annex 11, paragraph 3.2.3.2.1., amend to read:*

"3.2.3.2.1. The vehicle in running order .....

SP, declared by the manufacturer, shall not exceed **either** the value  $S_1/S_{Sp}$ , where  $S_{Sp}$  is the conventional space provided for one standing passenger specified in the table below, **or the limit specified in paragraph 7.2.2.5. of Annex 3.**

WP (kg), is the number ..... 3 kg for hand baggage."

## II. Justification

1. Vehicles of Class II are designed and constructed principally for the carriage of seated passengers, with standing passengers in the gangway and in an area equivalent to 2 bench seats and are intended for inter urban transport.

2. Typical passenger numbers according to surfaces the  $S_o$  and  $S_1$  are:

- 12m vehicle: 49 seated passengers and 35 standing passengers
- 15m vehicle: 63 seated passengers and 42 standing passengers

3. The proposal reinforces the definition of "designed and constructed principally for the carriage of seated passengers" by limiting the number of standing passengers to 50 per cent of seated passengers in vehicles where the loading conditions, according to paragraph 3.2.3. of Annex 11, permit a higher number of standing passengers.

4. In most cases the proposed amendment will not affect vehicles already approved because the number of standing passengers is already limited by the 18 tonne maximum national mass when the vehicle is loaded according to Annex 11. However, it will limit the number of standing passengers in 3 axle vehicles and 2 axle vehicles with a high design mass.

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