

Proposal for an amendment to Regulation No 107 (M₂ and M₃ vehicles)

The text reproduced below has been prepared by the expert from OICA to provide a specific area in vehicles of Class I which would allow the child to remain seated in his pram or pushchair.

I. Proposal

Paragraph 5.2., amend to read:

“5.2. Vehicles of Class I shall be accessible for people with reduced mobility, including at least one wheelchair user **or one pushchair or pram**, according to the technical provisions laid down in Annex 8.”

Annex 4, insert a new figure 23 C, to read:

"Figure 23 C

Pictogram for pram and pushchair area



Colour: blue basis with white symbol

Size: at least 150 x 100 mm"

Annex 8, the title, amend to read

"requirements for technical devices facilitating access to Accommodation and accessibility for passengers with of reduced mobility"

Annex 8, amend paragraph 3.6 to read:

"3.6. **Pushchair, pram and** wheelchair accommodation provisions

3.6.1. For each **pushchair, pram or** wheelchair ~~user~~ provided for in the passenger compartment there shall be a special area at least 750 mm wide and 1,300 mm long.. The longitudinal plane of the special area shall be parallel to the longitudinal plane of the vehicle and the floor surface of the special area shall be slip resistant and the maximum slope in any direction shall not exceed 5 percent

In the case of a **special area designed for** a rearward facing wheelchair complying with the requirements specified in paragraph 3.8.4., the slope in the longitudinal direction shall not exceed 8 per cent provided that this slope inclines upwards from the front end of the special area.

In the case of a ~~wheelchair space~~ **special area** designed for a forward facing wheelchair, the top of preceding seat-backs may intrude into the ~~wheelchair~~ space **above the special area** if a clear space is provided as shown in Annex^o4, figure 22^o.

A special area may serve as well for the accommodation of a wheelchair as for the accommodation of a pushchair or pram, provided the relevant requirements are met.

Paragraph 3.6.6., amend to read:

"3.6.6. Vehicles fitted with a **special area for a pushchair, pram or** wheelchair ~~space~~ shall have ~~pictogram(s)~~ **pictograms** in accordance with Annex 4, figures 23A **and 23C** visible from the outside, both **of them** on the front nearside of the vehicle and adjacent to the relevant service door(s).

One of ~~these~~ **the** pictograms shown in Annex 4, figure 23A shall be placed internally adjacent to each wheelchair space indicating whether the wheelchair is to be positioned facing the front or the rear of the vehicle.

The pictogram as shown in Annex 4, figure 23C shall be placed internally adjacent to each special area dedicated for a pram or pushchair."

II. Justifications

This document aims at proposing some dedicated space and marking for pushchairs and prams in low floor vehicles of Class I, along the lines of the European Commission request per document GRSG-100-06.

Discussions held at the 100th session of GRSG in May 2011 indicated the following suggestions to accommodate the additional provisions:

- Scope limited to low-floor vehicles of Class I;
- Additional markings indicating the existence and location of the space dedicated to the unfolded pushchairs and prams;
- Space combined with space dedicated to wheelchairs: the rarity of simultaneous usage by both a pushchair AND a wheelchair does not justify that all Class I vehicles be equipped with separate spaces. Such option should nevertheless remain accepted for suiting the wishes of operators in some particular conditions.
- Deletion of the strapping requirements: experience in the field shows that such devices are seldom used. In addition, elaborating provisions adapted to the multitude of different types of pushchairs and prams would go beyond the ambition of this document.

The proposal above follows the route of equipping all Class I vehicles with some space and markings for pushchairs and prams. Should this space not be combined with the space for wheelchairs, then the available area could not accommodate in the same time, in all vehicles, these two spaces and the provisions for priority seats and their accessibility. The solution should then have to be found in the direction of a scope limited to the vehicles where it is technically feasible to suit sufficient space for two different areas.
