

DRAFT PROPOSAL FOR 05 SERIES OF AMENDMENTS TO REGULATION No. 16

- (I. Safety belts, restraint systems, child restraint systems and ISOFIX child restraint systems.)
- (II. Vehicles equipped with safety-belts, restraint systems, child restraint systems and ISOFIX child restraint systems)

Note: The text reproduced below was prepared by the experts from Italy in order to align and give full consistency to the text of the new corresponding Directive 2005/40/EC.

A. PROPOSAL

Paragraph 5.2.2., amend to read:

"An approval number Its first two digits (at present 05 corresponding to the 05 series of amendments) above."

~~**Paragraph 5.3.3., amend to read:**~~

~~"An approval number Its first two digits (at present 05 corresponding to the 05 series of amendments) or restraint system."~~

Paragraph 8.1.1, amend to read:

"With the exception of seating intended solely for use when the vehicle is stationary, the seats of vehicles belonging to categories M and N (except those vehicles of categories M₂ and M₃ which belong to Classes I, according to Regulation No. 36, to Class A, according to Regulation No. 52 and to Classes I and A, according to Regulation No. 107) must be equipped with safety-belt which satisfy the requirements of this Regulation.

Contracting Parties may, under national law, allow the installation of safety belts or restraint systems other than those covered by they Regulation provided that they are intended for disabled people.

Contracting Parties may also exempt restraint systems designed to comply with the provisions of Regulation 107 series 01 Annex 8 from the provisions of this Regulation.

~~However, any anchorage intended solely for use in conjunction with a disabled person's belt, or any other restraint system according to Regulation 107 series 01 Annex 8, need not to conform to the requirements of this Regulation provided it is designed and constructed under national legal requirements to provide the maximum practical level of safety.~~

Class I, or A vehicles belonging to category M₂ or M₃ may be fitted with safety belts and/or restraint systems conforming to the requirements of this Regulation."

Paragraph 8.1.1., amend the footnote */ to read:

"/ Vehicles of category M₂ and M₃ shall be subdivided into classes as defined in the Consolidated Resolution of Construction of Vehicles (R.E.3), Annex 7 (document TRANS/WP.29/78/Rev.1, as last amended by amendment 4)".

Insert new paragraphs 15.2.9. to 15.2.11., to read:

- "15.2.9. As from the official date of entry into force of the 05 series of amendments, no Contracting Party applying this Regulation shall refuse to grant ECE approvals under this Regulation as amended by the 05 series of amendments.
- 15.2.10. As from 1 October 2007, Contracting Parties applying this Regulation shall grant ECE approvals only if the requirements of this Regulation, as amended by the 05 series of amendments, are satisfied.
- 15.2.11. As from 1 October 2008, Contracting Parties applying this Regulation may refuse to recognize approvals which were not granted in accordance with the 05 series of amendments to this Regulation."

Annex 2

Only for paragraph 1:

Approval numbers "042...", amend to read "052..." and "04" series of amendments amend to read "05".

* * *

B. JUSTIFICATION

- a) According to the European Community's participation in the revised 1958 Agreement, the UNECE Regulations have become alternatives to the technical annexes of the corresponding Community Directives. The present amendment is aimed in reinforcing consistency between the UNECE Regulations and the Community Directives.
- b) In accordance with the current Regulation it is not mandatory to fit safety belts for Class II vehicles.

This proposal aims to mandate fitting of safety belts for Class II vehicles as important improvement of road safety.

Class II vehicles are constructed principally for the carriage of seated passengers and are normally used for interurban services. They can circulate at 100 km/h on the motorways.

Research has shown that the use of safety belts and restraint systems can contribute to a substantial reduction in the number of fatalities and the severity of injury in the event of an accident, even due to rollover.

A lot of fatalities occur because the passengers are violently thrown around within the confines of the vehicle or even more seriously ejected from the vehicle through the broken windows. Many studies have demonstrated over time that wearing a safety belt can contribute to decrease significantly the number of people killed.

In cases of coaches, many fatally injured passengers would have survived accidents if they had been provided with and were wearing safety belts.

Italian national legislation, as well as other countries national legislations (France, Sweden, Denmark etc.), already imposes safety belts for class II coaches of M2 and M3 categories.