

**UN ECE Regulation No. 107**  
**6<sup>th</sup> meeting of the GRSG Informal Group on**  
**Service Doors, Windows and Emergency Exits of buses and coaches**  
7-8 September 2011  
Instytut Transportu Samochodowego (Motor Transport Institute)  
Warsaw, Poland

**DRAFT REPORT**

Dates: 7-8 September 2011

**1. Welcome by the Chair**

Mr. Przybylski, Deputy Director of ITS for Technology and International Cooperation, welcomed the participants to the meeting and made a short description of the activities of ITS.

Mr. Kownacki, as Chair of the informal group, thanked the participants for their efforts to join the meeting and shared his hopes of good achievement.

**2. Approval of the minutes of the 5<sup>th</sup> meeting**

Document: SDWEE -05-06 (Secretariat)

HUN questioned the appropriate wording concerning the discussions on document SDWEE-05-03 and the input from HUN.

*“SDWEE-05-03*

*The informal group decided not to review this document because it was not relating to the latest version of the informal group working document, i.e. SDWEE-02-07-Rev.2.”*

The expert from HUN was indeed of the opinion that this document SDWEE-05-06 did relate to the topics addressed by the informal group.

The informal group however questioned whether it was appropriate to put again on the table the fundamental principles of the work, in view of the fact that only about 10 months were still available to achieve concrete results. The group then decided that the Secretary will produce a revision of the minutes as follows:

*“SDWEE-05-03*

*The informal group decided not to review this document because, **while it was related to the topic, it did not take into account the latest version of the working document**–it was not relating to the latest version of the informal group working document, i.e. SDWEE-02-07-Rev.2.”*

**3. Adoption of the Agenda**

Document: SDWEE-06-01 (Secretariat)

The agenda was adopted with the addition of item “5.c” – proposal from HUN, where document SDWEE-06-06 will be examined, and item 6.a: questions from the NL about obstruction.

The group decided to go along with the agenda, and to revise the working document SDWEE-02-07-Rev.3, reviewing each items when relevant. The group also acknowledged the difficulty of amending the text taking on board the principles of document SDWEE-06-06.

**4. Corner stone questions**

Document: SDWEE-02-07-Rev.3 (Secretariat)

#### **a. Laminated vs. toughened glass**

Background:

- Laminated glass addresses keeping the passengers in the vehicle at the time of accident
- Toughened glass addresses easy escape from the vehicle in case of e.g. fire or service doors out of service
- The informal group abandoned the idea of improving the performances of the emergency exits and decreasing their mandatory quantity
- The informal group cannot provide GRSG with recommendations about side windows (reference to a “balance of probabilities”)

The informal group confirmed the conclusion of the last meeting that it cannot provide GRSG with recommendations about side windows. This item will be deleted from the agenda.

#### **b. Emergency exit requirements to be re-written from scratch or simply amended**

Background:

- No discussion was held at the 4<sup>th</sup> meeting on this subject.
- The Editorial Task Force made the choice to simply amend the existing paragraphs.
- Germany questioned in their email dated 11 February 2011 “why the proposal contains that much text which was left unchanged“.
- While this item was not discussed by the informal group at its 5<sup>th</sup> meeting, the outcomes achieved to date indicated a tendency to amend the existing provisions.

The group agreed not to re-write the provisions from scratch, and to continue the revision of the provisions based on document SDWEE-02-07-Rev.3. It was considered helpful that clear conclusions are stated about each provision.

### **5. Revision of working documents**

Documents: SDWEE-02-07-Rev.3 (Secretariat)  
GRSG-100-09 (SDWEE informal group)

Background:

- SDWEE-02-07-Rev.3 divided in 2 parts:
  - The 1<sup>st</sup> part is already in the format of an official document as the items contained in it were discussed in depth by the informal group;
  - The 2<sup>nd</sup> part is in the format of a table with 2 columns, for permitting further exchange of view.
- GRSG-100-09: intermediate proposal for amendments to the Regulation N°107.

The group firstly reviewed the documents SDWEE-06-05 and SDWEE-06-07 from HUN. HUN deplored that the current text of the regulation only considers one post-accident position, i.e. vehicle standing on its wheels.

D recalled that the side windows are indeed used in some accidents where the vehicles remains on its wheels, and was keen that the text is amended such that the side windows are kept as possible emergency exits.

The secretary found too demanding the principle of one emergency exit being not usable. HUN clarified that the purpose is not to request the manufacturer of adding emergency exits.

D informed that its national regulation considers extra emergency exit windows part of the regulatory emergency exits. As a consequence D could not support the HUN proposal that windows are never considered as main emergency exits. In addition, should the side windows be deleted from the number of mandatory emergency exits, then the only difference with the current text of the regulation would be that the rescue hammers would disappear from the vehicles. The expert from D then concluded it positive to keep them among the mandatory emergency exits.

The traditional design in the UK was to have one door each side of the vehicle and each end of the vehicle. Because of the alignment of national rules on the upgraded UNECE R107, the UK subsequently diverged from this traditional design. Mr. McKenzie, while having sympathy with the principles of HUN, was puzzled of accepting the HUN proposal for “historical reasons”, because these principles would imply reversing to the previous traditional design.

The group decided to review document SDWEE-02-07-Rev.3 paragraph by paragraph and requested HUN to point out the items relevant to their principles when necessary.

#### **a. Safety signs**

Document: SDWEE-05-02 (Mr. McKenzie)  
SDWEE-06-04 (Mr. McKenzie)

SDWEE-06 discussions:

- The informal group confirmed the necessity to introduce the relevant provisions in a new paragraph 7.19
- Mr. McKenzie presented document SDWEE-06-04 as a proposal defining requirements for emergency lighting. While the proposed values were generally considered relevant, the informal group recommended to check them again, in particular range of illuminance uniformity (paragraph 2.2. in document SDWEE-06-04)

#### **b. power-operated service door emergency controls**

Document: SDWEE-06-02 (Spain)

Background:

- Principle of a mandatory rotary control adopted
- No mandatory direction of movement
- Direction of movement to be indicated adjacent to the control by appropriate signage
- Document SDWEE-06-02 however questions the decision of one harmonized movement

SDWEE-06 discussions:

- The informal group confirmed the decision of SDWEE-05 relative to a harmonized, rotary movement
- Relevancy of the value of 2 Nm is still to be confirmed at a subsequent meeting
- Dimensions of the control are still to be decided at a subsequent meeting
- The informal group acknowledged the reservation from Spain and agreed to review in depth the document SDWEE-06-02 at its next meeting.

#### **c. Proposal from HUN**

Document: SDWEE-06-06 (HUN)

SDWEE-06 discussions:

- As mentioned in item 5 above, the expert from HUN pointed out the proposals of document SDWEE-06-06 when relevant and the informal group reviewed them.
- Detailed analysis can be found in document SDWEE-02-07-Rev.4

## **6. Other business**

### **a. Question from the NL about obstruction**

Document: SDWEE-06-03 (NL)

The informal group agreed to review this item at its next meeting. The Secretary was tasked to include this topic in the agenda of the next meeting.

## **7. List of action items**

- a) NL to provide position concerning the provision of a service door in the rear face of a vehicle (paragraph 7.6.2.1.1.4.)
- b) Each expert to have a position concerning the necessity to provide an escape hatch on vehicles of class A (paragraph 7.6.2.2.4.).
- c) Experts to provide input concerning the necessity for the non-regulated hatches to respect the requirements about their mutual separation (paragraph 7.6.2.8.)
- d) Input is awaited concerning the proposals for new dimensions of emergency doors (paragraph 7.6.3.1.2.).
- e) The Secretary was requested to include the examples cited per document SDWEE-06-08 into paragraph 7.6.11.1.1.2. (construction principles for the safety signs).
- f) D to provide clear input about their position toward the wording of paragraph 7.6.11.1.3. (safety signs in case of curtains/blinds)
- g) Input is requested to Industry concerning the questions raised by NL per document SDWEE-06-03 (see item 6.a. above) and the accessibility of the service doors (paragraph 7.7.1.).
- h) Informal group to revise the dimensions of the hatch gauges (paragraph 7.7.2.)
- i) D was requested to provide an improved wording prohibiting that the components situated in an escape path be removable only per a movement in the direction opposite to the direction of egress.
- j) All experts are requested to internally check SDWEE-06-04 (emergency lighting – see item 5.a. above) before SDWEE-07
- k) The Secretary was tasked to inform the UNECE Secretariat that the meeting originally scheduled for the 17<sup>th</sup> of October will be cancelled.

## **8. Date and place of next meetings**

- The meeting of 17 October was cancelled
- SDWEE-07 will be held on 30 November to 1 December in Bonn.
- SDWEE-08 will be held on 25-26 January in Paris (OICA offices), if necessary.