STATUS REPORT OF THE INFORMAL WORKING GROUP ON SAFER TRANSPORT OF CHILDREN IN BUSES AND COACHES (IWG-STCBC)

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INFORMAL WORKING GROUP

Last meeting

17th IWG-STCBC meeting
Date: 30th August 2023
Location: Brussels

18th IWG-STCBC meeting
Date: 13th November 2023
Location: Online

Next meeting
**SUMMARY OF THE NEW UN REGULATION**

| Time line       | GRSP- May 2025  
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<th>WP.29 – November 2025</th>
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| Objective       | No ejection of the children.  
|                 | Good retention in the seat  |
| Phase 1         | a: CRS approved according to R-129 with 3-point belt and or ISOFIX  
|                 | b: Built in systems  |
| Phase 2         | CRS in combination with 2-point belts  |
KEY ELEMENTS

- Test configurations: Frontal impact and rollover
- Retention system: 2-point belt
- Consideration of the CRS: R-129 approved CRS + additional new UN Regulation approval

UN R129 + New UN XXX = CRS for buses and coaches
**DECISIONS DONE**

- Solution for current vehicle fleet, the construction of the bus cannot be modified.
- Separate components on the CRS for installation will not be allowed.
- Combination of 2-point belts and top tether or Support leg will not be allowed.
- Tests results:
  - 1st step: Dummy injury criteria for monitoring purposes only
  - 2nd step: Dummy injury criteria mandatory from XXX

Before XX/XX/XX
- Dummy injury criteria for monitoring purposes
- Head displacement for monitoring purposes

After XX/XX/XX
- Dummy injury criteria mandatory
- Head displacement mandatory
Ongoing

- Head impact through the front seat acceptable only if the impact is in the R80 zone.

- Test procedure:
  - Test bench (UN R129) / Real bus seat

- Labeling.

- Minimum characteristics necessary for the installation of the CRS in the bus seat:
  - Length of Seat belt.
  - Distance between lower anchorages points
NEXT STEPS

- Tests comparison:
  - Tests to be done in the UN R129 test bench
  - Tests to be done in a bus seat
THANK YOU FOR YOUR ATTENTION