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**ECONOMIC COMMISSION FOR EUROPE**

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World Forum for Harmonization of Vehicle Regulations (WP.29)

Working Party on Passive Safety (GRSP)  
(Thirty-sixth session, 7-10 December 2004,  
agenda item B.1.1.)

PROPOSAL FOR DRAFT AMENDMENTS TO REGULATIONS Nos. 14 and 16  
(Safety-belts and safety-belt anchorages)

Transmitted by the expert from the Russian Federation

Note: This document is distributed according to the request of GRSP (TRANS/WP.29/GRSP/35, para. 12). It is based on the text of informal document No. WP.29-132-11.

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Note: This document is distributed to the Experts on Passive Safety only.

**A. PROPOSAL**

Regulation No. 14, paragraph 5.3.1. and Regulation No. 16, paragraph 8.1.1., the text in brackets, amend to read:

"(except those vehicles of categories M<sub>2</sub> and M<sub>3</sub> which belong to Class I, according to Regulation No. 36 and to Class A, according to Regulation No. 52 and to classes I and A, , according to Regulation No. 107)".

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**B. JUSTIFICATION**

1. The application of the above-mentioned paragraphs for type approval has revealed the insufficient precision of their formulation, creating difficulties to decide on the necessity of equipment of buses with safety-belts and safety-belt anchorages.

As a rule, at the time of homologation, it is not possible to know whether the bus would be used only in urban traffic conditions. However, in urban traffic mostly buses of Class I, according to Regulation No. 36, Class A, according to Regulation No. 52 and classes I and A, according to Regulation No. 107 are used. Normally such buses cannot be driven outside of urban areas.

The amendment proposed to Regulations Nos. 14 and 16 would allow to decide about the necessity to equip buses with safety-belts and safety-belt anchorages.

2. Within the framework of discussion in WP.29, concerning opportunities of improvement of the quality of Regulations, this proposal can be the illustration of the necessity of coordination of drafting documents in different Working Parties.

In the case of inaccuracy discovered in the text of a document, such coordination might take place, on the proposal of the Chairman of the Working Party which developed the document, at the WP.29 or made by the secretariat.

The increased time necessary for the consideration and drafting of documents would be compensated by improvement of their quality.

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