

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. As far as the first indent of para. 8.1.1 is concerned, the text is based on the contents of OICA/CLEPA document TRANS/WP29/GRSP/2006/8 (adopted by GRSP-39). The text is based on informal doc GRSP-39-2 rev.1 which has been further revised in order to take account of some comments received after the meeting.

**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 8.1.1 (~~first indent~~ proposed by doc. TRANS/WP29/GRSP/2006/8), replace by:**

"With the exception of ~~folding seats (as defined in Regulation No. 14) and~~ seating intended solely for use when the vehicle is stationary, the seats of vehicles of categories M and N (except those vehicles of categories M<sub>2</sub> and M<sub>3</sub> which belong to Classes I ~~H~~ or A \*/) shall be equipped with safety-belts or restraint systems which satisfy the requirements of this Regulation.

\*/ As defined in Annex 7 to the Consolidated Resolution on the Construction of vehicles (R.E.3), document TRANS/WP.29/78/Rev.1, as last amended by Amendment 4.

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

**Restraint systems complying with the provisions of Regulation 107 series 01 Annex 8 ~~from the provisions of this Regulation~~ are exempted from the provisions of this Regulation.**

**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."**

**Insert new paragraphs ~~15.2.9. to 15.2.11~~ 15.2.10 to 15.2.14., to read:**

"15.2.10. 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.

15.2.11. As from [xx.xx.20xx], 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.

- 15.2.12 As from [yy.yy.20yy], 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."
- 15.2.13 Even after the date of entry into force of the 05 series of amendments, approvals of the components and separate technical units to the preceding series of amendments to the Regulation shall remain valid and Contracting Parties applying the Regulation shall continue to accept them.
- 15.2.14 Notwithstanding paragraphs 15.2.11. and 15.2.12, approvals of the vehicle categories M2 and M3 which belong to Classes I or A to the preceding series of amendments to the Regulation which are not affected by the 05 series of amendments shall remain valid and Contracting Parties applying the Regulation shall continue to accept them.

## **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.