

UNITED
NATIONS

E



**Economic and Social
Council**

Distr.
GENERAL

~~ECE/TRANS/WP.29/GRSP/2007/10~~
26 February 2007

Formatted: Strikethrough

Deleted: Rev.1

Original: ENGLISH
ENGLISH AND FRENCH ONLY

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

World Forum for Harmonization of Vehicle Regulations

Working Party on Passive Safety

Forty-first session
Geneva, 7-11 May 2007

Item 8.2. of the provisional agenda

REGULATION No. 14
(Safety-belt anchorages)

Deleted: ¶
¶

Mandatory fitting of safety-belt anchorages for Class II buses

Proposal for draft amendments to Regulation No. 14

Submitted by the experts from France and Italy

The text reproduced below was prepared by the experts from Italy and France in order to insert into the Regulation mandatory fittings of safety-belt anchorages for Class II buses. It is based on a document without a symbol (informal document No. GRSP-40-08), distributed during the fortieth session of GRSP and on the comments received by Japan (see report ECE/TRANS/WP.29/GRSP/40, para. 23). The modifications to the existing text of the Regulation are marked in **bold** characters or marked as strikethrough.

Deleted: and to align the text with the corresponding Directive 2005/41/EC

Note: This document is distributed to the Experts of the Working Party on Passive Safety (GRSP) only.

A. PROPOSAL

Paragraph 2.9., shall be deleted.

Paragraph 4.2., amend to read:

"An approval number Its first two digits (at present 07, corresponding to the 07 series of amendments) above."

Paragraph 5.3.1., amend to read:

"5.3.1. Any vehicle in categories M and N (except those vehicles of categories M₂ or M₃ which belong to Classes I, ~~or H~~ or A 1/) shall be equipped with safety-belt anchorages which satisfy the requirements of this Regulation.

Vehicles of category M₁ shall be equipped with ISOFIX anchorage systems, which satisfy the requirements of this Regulation in accordance with paragraph 5.3.8.

N₁ vehicles fitted with ISOFIX anchorages have also to comply with the provisions of this Regulation.

1/ 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."

Paragraph 5.3.6., amend to read:

"5.3.6. For all ~~folding~~ seats, ~~or seating~~ intended solely for use when the vehicle is stationary, as well as any seats of any vehicle not covered in paragraphs 5.3.1. to 5.3.4., no belt anchorages are required. However, if the vehicle is fitted with anchorages for such seats, these anchorages must comply with the provisions of this Regulation. ~~In this case, two lower anchorages shall be sufficient. Any anchorage intended solely for use in conjunction with a disabled person's belt, or any other restraint system according to Regulation No. 107, 01 series of amendments, Annex 8, do not need to conform to the requirements of this Regulation.~~"

"

Insert new paragraphs 14.12. to 14.15., to read:

"14.12. As from the official date of entry into force of the 07 series of amendments, no Contracting Party applying this Regulation shall refuse to grant ECE approvals under this Regulation as amended by the 07 series of amendments.

14.13. 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 07 series of amendments, are satisfied.

Deleted: 5.3.6. . For all ~~folding~~ seats, ~~or seating~~ intended solely for use when the vehicle is stationary, as well as any seats of any vehicle not covered in paragraphs 5.3.1. to 5.3.4., no belt anchorages are required. However, if the vehicle is fitted with anchorages for such seats, these anchorages must comply with the provisions of this Regulation. [As long as there are no requirements concerning the compulsory fitting of safety belt anchorages and safety belts for folding seats, Contracting Parties may continue to apply the requirements already in force for these kind of seats at the time of acceding to this Regulation.]¶

~~In this case, two lower anchorages shall be sufficient. Any anchorage intended solely for use in conjunction with a disabled person's belt, or any other restraint system according to Regulation No. 107, 01 series of amendments, Annex 8, do not need to conform to the requirements of this Regulation.~~

14.14. As from [yy.yy.20yy], Contracting Parties applying this Regulation may refuse to recognize approvals which were not granted in accordance with the 07 series of amendments to this Regulation."

14.15. Notwithstanding paragraphs 14.13. and 14.14., approvals of the vehicle categories to the preceding series of amendments to the Regulation which are not affected by the 07 series of amendments shall remain valid and Contracting Parties applying the Regulation shall continue to accept them.

14.16. As long as there are no requirements concerning the compulsory fitting of safety belt anchorages for folding seats in their national requirements at the time of acceding to this Regulation, Contracting Parties may continue to allow this non-fitment for the purpose of national approval and in this case these bus categories cannot be type approved under this Regulation."

Annex 2

Approval number "062439", amend to read "072439" and "06" series of amendments amend to read "07".

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 EU Directives. The present amendment is aimed at reinforcing consistency between the UNECE Regulations and the EU 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.

Formatted: Font: Not Bold, English (U.S.)

Formatted: Font: Not Bold, English (U.S.)

Formatted: English (U.S.)

Formatted: Normal (Web), Indent: Left: 0 pt, Hanging: 56.1 pt, Tabs: 56.1 pt, Left + 47.55 pt + 77.25 pt + 98.35 pt + 134.35 pt + 170.35 pt + 206.05 pt + 242.05 pt + 277.8 pt + 313.8 pt + 349.8 pt + 385.5 pt + 421.5 pt + 457.5 pt

Formatted: English (U.S.)

Formatted: Font: Bold, Complex Script Font: Times New Roman, English (U.K.)

Formatted: English (U.S.)

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.
