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World Forum for Harmonization of Vehicle Regulations

Working Party on Passive Safety

Forty-first session

Geneva, 7-11 May 2007

Item 9.2. of the provisional agenda

REGULATION No. 16
(Safety-belt anchorages)

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Mandatory fitting of safety-belts for Class II buses

Proposal for draft amendments to Regulation No. 16

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-belts for Class II buses. It is based on a document without a symbol (informal document No. GRSP-40-09), distributed during the fortieth session of GRSP and comments received by Japan (see report ECE/TRANS/WP.29/GRSP/40, para. 29).

Deleted: and to align the text with the corresponding Directive 2005/40/EC

The modifications to the existing text of the Regulation are marked in **bold** characters or marked as strikethrough.

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

A. PROPOSAL

Paragraph 5.2.2., amend to read:

"An approval number Its first two digits (at present [06] corresponding to the [06] series of amendments) above."

Paragraph 8.1.1., amend to read:

"8.1.1. 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 M₁, M₂ (of Class III or B */), M₃ (of Class III or B */) and N (except those vehicles of categories M₂ and M₃ which belong to Classes I II or A */) shall be equipped with safety-belts or restraint systems which satisfy the requirements of this Regulation.

Contracting Parties applying this Regulation, may demand the installation of safety belts on M₂ and M₃ vehicles belonging to Class II.

When fitted, the safety belts and/or restraint systems in Class I, II or A vehicles belonging to category M₂ or M₃ have to be in compliance with 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 No. 107, 01 series of amendments, Annex 8, 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."

Deleted: 8.1.1. . 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 M₂ and M₃ which belong to Classes I II or A */) shall be equipped with safety-belts or restraint systems which satisfy the requirements 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].¶

¶ / . 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.¶

Insert new paragraphs 15.2.17 to 15.2.21., to read:

- "15.2.17. As from the official date of entry into force of the [06] series of amendments, no Contracting Party applying this Regulation shall refuse to grant ECE approvals under this Regulation as amended by the [06] series of amendments.
- 15.2.18. 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.
- 15.2.19. 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.
- 15.2.20. Even after the date of entry into force of the [06] 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.
- 15.2.21. Notwithstanding paragraphs 15.2.18. and 15.2.19., 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 [06] series of amendments shall remain valid and Contracting Parties applying the Regulation shall continue to accept them.
- 15.2.22. As long as there are no requirements concerning the compulsory fitting of safety belts 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

Paragraph 1., amend to read:

Approval numbers "042...", amend to read "[062]..." and "04" series of amendments amend to read "[06]".

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.

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.
