

**Report on the Meeting of the Private Group on Requirements for Service Doors, Windows
and Emergency Exits for Buses and Coaches**

held on the 13th of January 2009, at the Motor Transport Institute (ITS), Warsaw, Poland

1. The meeting was organised in accordance with the para. 22 of Report the 95th session of GRSG and was attended by the following experts:

Mr. Jerzy W. Kownacki (Chair)	- ITS / Poland
Mr. Richard Damm	- Bundesministerium für Verkehr, Bau und Stadtentwicklung / Germany
Mr. Michael Becker	- EvoBus / Germany
Mr. Alan Davis	- Irisbus Iveco / France
Mr. Harry Jongenelen	- RDW / The Netherlands
Mr. Allan McKenzie	- SMMT / United Kingdom
Mr. Donald Macdonald	- Department for Transport / United Kingdom
Mr. Mátyás Matolcsy	- GTE / Hungary
Mr. Jan Bożewicz	- Transportation Technical Supervision (TDT) / Poland
Mr. Josep Borrós	- Applus+ IDIADA / Spain
Mr. Kamil Przewoski	- Applus+ IDIADA / Poland
Mr. Wojciech Przybylski	- ITS / Poland
Mr. Jacek Inowolski	- ITS / Poland
Mr. Jacek Górecki	- ITS / Poland

Excused themselves:

Ms. Annie Luchie	- Agoria Automotive / Belgium
Mr. Takehisa Yamakawa	- OICA (JAMA) / Belgium
Mr. Bohuslav Kovanda	- TÜV SÜD Auto CZ / Czech Republic

2. Discussion

There were three introductory presentations on the following aspects made during the discussion:

- by Mr. Matolcsy considering all bus categories, raising questions on different post-accident vehicle positions, time limitations in case of fire and if breakable side windows should be avoided in the future. He underlined that the different types of emergency exits have different usability both in different emergency situations and in different bus categories. The usability - as a technical measure - shall be used in the future when developing the requirements of emergency exits.
- by Mr. Becker, a table comparison of requirements concerning exits for small and large buses / coaches;

- by Mr. Macdonald - a review of safety issues concerning 50x70 cm hatch usability, rear window usable dimensions (effective aperture size resulting from rear seat backrests close proximity), updated anthropometric data, typical accident scenarios, risk assessment process, hazard assessment process, a need to have at least two doors for vehicles for less than 22 passengers, special provisions for the largest vehicles (e.g. 15-metre double deck or high deck) to enable a rapid evacuation for large number of passengers in case of fire, markings of exits, position of controls (to be reachable also by children), should the door be possible to open while the vehicle is moving at > 5 km/h?, off-side emergency door - "the lost requirement", door separation requirement.

3. Conclusion.

A brainstorming session allowed for general exchange of views and led to the conclusion that in order to resolve the particular safety issue as presented during the 95th session of GRSG, the Group should focus on the class B vehicles only. To be able to prepare a concrete proposal to amend the Regulation 107, there will be a working document prepared and circulated prior to the next meeting of the Private Group, so the general agreement could be reached at that meeting and the final document wording then would be agreed via e-mail and be presented at the 97th session of GRSG. There will also be a proposal for the GRSG to consider a possibility to establish a new Informal Group to reformulate the whole set of technical requirements for service doors, windows and emergency exits for buses and coaches, because the present ones date back to the late 1960 and early 1970 and need to be revised in many aspects.

The next meeting was agreed to take place on Tuesday, the 9th of June at the RDW in Zoetermeer, the Netherlands.