REPORT


Committee on Economic and Monetary Affairs and Industrial Policy

Rapporteur: Mr Simon Francis Murphy
By letter of 17 October 1997 the Commission submitted to Parliament, pursuant to Article 189b(2) of the EC Treaty and Article 100A of the EC Treaty, the proposal for a European Parliament and Council Directive on special provisions for vehicles used for the carriage of passengers comprising more than eight seats in addition to the driver’s seat and amending Council Directive 70/156/EEC.

At the sitting of 24 October 1997 the President of Parliament announced that he had referred this proposal to the Committee on Economic and Monetary Affairs and Industrial Policy as the committee responsible and to the Committee on Transport and Tourism for its opinion.

At its meeting of 14 July 1997 the Committee on Economic and Monetary Affairs and Industrial Policy had appointed Mr Simon Francis Murphy rapporteur.


At the last meeting it adopted the draft legislative resolution by 31 votes to 0, with 20 abstentions.

The following took part in the vote: von Wogau, chairman; Katiforis and Secchi, vice-chairmen; Murphy, rapporteur; Areitio Toledo, Arroni, Berès, Billingham, Boogerd-Quaak (for Cox), Camisón Asensio (for de Brémond d'Ars), Cassidy (for Carlsson), Caudron, Donnelly, Ettl (for Kuckelkorn), Fayot, Filippi (for Christodoulou), Friedrich, Gallagher, García Arias, Gasòliba i Böhm, Glante, Glase (for Fourçans), Harrison, Hendrick, Herman, Hoppenstedt, Ilaskivi, Imbeni, Kestelijn-Sierens, Langen, Lindqvist (for Larive), Lukas, Lulling, Mann T (for García-Margallo y Marfil), Mather, Metten, Miller, Paasilinna, Peijs, Pérez Royo, Pomés Ruiz (for Konrad), Randzio-Plath, Rapkay, Read, Riis-Jorgensen, Rübig, Svensson, Theonás (for Ribeiro), Thyssen, Torres Marques, Watson, Wibe and Wolf (for Hautala).

The opinion of the Committee on Transport and Tourism is attached.

The report was tabled on 19 March 1998.

The deadline for tabling amendments will be indicated in the draft agenda for the relevant part-session.
LEGISLATIVE PROPOSAL


This proposal is approved with the following amendments:

<table>
<thead>
<tr>
<th>Text proposed by the Commission(1)</th>
<th>Amendments by Parliament</th>
</tr>
</thead>
</table>

(Amendment 1)

Title

Whereas, while the principal aim of this Directive is to guarantee the safety of passengers, it is also necessary to provide technical prescriptions to allow accessibility for persons of reduced mobility to the vehicles covered by the Directive, in accordance with the Commission's Transport and Social Policies; whereas every effort must be made to improve access to these vehicles; whereas, therefore, new vehicles, type-approved in accordance with this Directive and designed for the operation of scheduled urban and interurban services, should be accessible to the people of reduced mobility in order to facilitate their free movement; whereas it is possible even at this stage to translate this principle into concrete requirements for vehicles of Class I, whilst appropriate technical solutions for the other classes...

(Amendment 2)

Recital 9

(1) OJ C 17, 20.1.1998, p.1
designed to provide for scheduled urban and interurban services have to be evaluated and the relevant provisions of the Directive confirmed or adapted, if necessary, on the basis of a report by the Commission; whereas, pursuant to the principle of subsidiarity, Member States should be encouraged to make vehicles other than such vehicles more accessible for passengers with reduced mobility;

classes designed to provide for scheduled urban and interurban services have to be evaluated and the relevant provisions of the Directive confirmed or adapted, if necessary, on the basis of a report by the Commission; whereas, pursuant to the principle of subsidiarity, Member States should be encouraged to make vehicles other than such vehicles more accessible for passengers with reduced mobility;

(Amendment 3)
Article 2

Member States may not refuse EC type-approval or national type-approval for a vehicle, or refuse or prohibit the sale, registration, entry into service or use of a vehicle, on grounds relating to provisions for vehicles used for the carriage of passengers and comprising more than eight seats in addition to the driver’s seat, if the requirements of the Annexes are satisfied.

Member States may not refuse EC type-approval or national type-approval for a vehicle, or refuse or prohibit the sale, registration, entry into service or use of a vehicle, on grounds relating to provisions for vehicles used for the carriage of passengers with the capacity for more than 8 passengers, in seats or in wheelchairs, in addition to the driver, if the requirements of the Annexes are satisfied.

(Amendment 4)
Article 3(1)

1. Member States may grant EC type-approval to vehicles whose construction characteristics meet the derogations specified in paragraphs 7.6.1.1.bis, 7.6.1.4.bis, 7.7.8.1.bis, 7.7.8.1.1.bis, 7.7.8.4.1.bis, of Annex I and 7.6.1.1bis and 7.6.1.4bis of Annex VIII for vehicles of Class I, A, and B not exceeding an overall width of 2.3m and for Class I double-decker vehicles.

1. Member States shall grant EC type approval to vehicles whose construction characteristics meet the provisions specified in paragraphs 7.7.8.1.bis, 7.7.8.1.1.bis, 7.7.8.4.1.bis, of Annex I.
1. Member States may prohibit the sale, the first and all successive registrations and the entry into service of vehicles benefiting from the derogations described in paragraph 1.

1. Member States may prohibit the sale, first and all successive registrations and the entry into service of vehicles benefiting from the provisions given in paragraph 1.

1. Vehicles of Class I designed to provide scheduled urban and interurban services shall conform either to the technical provisions laid down in Annex I, Part B or to those of Annex I, Part C, and to the requirements for at least one of the boarding aids specified in Annex VII.

1. Vehicles of Class I and Class II designed to provide scheduled urban and interurban services shall conform either to the technical provisions laid down in Annex 1, Part B or to those of Annex I, Part C, and to the requirements for at least one of the boarding aids specified in Annex VII.

2. Where necessary, the Commission shall submit to the European Parliament and the Council, on the basis of a full study, a proposal to amend this Directive in order to lay down the technical requirements for Class II vehicles used for scheduled urban and interurban services.

2. Where necessary, the Commission shall submit to the European Parliament and the Council, on the basis of a full study, a proposal to amend this Directive in order to lay down the technical requirements for Class III and A vehicles used for scheduled services.

3. Member States shall have freedom to choose the most appropriate solution to achieve improved accessibility in vehicles other than those referred to in paragraph 1.

Delete
1. Member States may select the provisions for emergency doors appropriate for their territory.

2. Member States may prohibit the sale, first and all successive registrations and entry into service of vehicles fitted with one or more emergency doors on the opposite side of the vehicle to the service door(s).

3. Member States may prohibit the sale, first and all successive registrations and entry into service of vehicles approved to this Directive which are not fitted with at least one emergency door on the opposite side of the vehicle to the service door(s).

A (Amendment 10)
Article 7, first paragraph

The Commission shall be assisted by the committee established under Article 13 (1) of Directive 70/156/EEC.

The Commission shall be assisted by the committee established under Article 13 (1) of Directive 70/156/EEC and the committee shall include Representatives of the Member States who represent bus and coach passengers, including from national councils of disabled people.
2.1.4 "Low-floor bus" is a vehicle in which at least 35% of the area available for standing passengers (or in its forward section in the case of articulated vehicles, or in its lower deck in the case of double-decker vehicles) forms an area without steps and includes access to at least one service door. Such service door shall be suitable for the admission and discharge of persons of reduced mobility.

A low-floor bus shall have an initial step height for boarding, which is no greater than 240 mm. This height can be achieved by kneeling, that is, through the use of a device which lowers the suspension. The floor area available for passengers excludes the driver's cab, wheelboxes and internal staircases.

2.16. 'Driver’s compartment’ means the space intended for driver’s exclusive use and containing the driver’s seat, the steering wheel, controls, instruments and other devices necessary for driving or operating the vehicle.

2.16. 'Driver’s compartment’ means the space intended - except in emergencies - for driver’s exclusive use and containing the driver’s seat, the steering wheel, controls, instruments and other devices necessary for driving the vehicle and the free space enabling the driver to operate these controls.
2.17 “Unladen kerb mass (MK)” means the mass of the vehicle with bodywork in running order, unoccupied and unladen but including coolant, oils, fuels, tools, spare wheel and driver. The mass of the driver is assessed at 75 kilograms and the fuel tank(s) is (are) filled to 90% of the capacity specified by the manufacturer.

(Amendment 14)
ANNEX I, PART A, 2.17a (new)

2.17a (new) "Mass of the vehicle in running order": definition according to directive 97/27/EC Annex I paragraph 2.5.

(Amendment 15)
ANNEX I, PART A, 2.18

2.18 “Technically permissible maximum laden mass - (MT)” means the technically permissible maximum mass stated by the manufacturer.

(Amendment 16)
ANNEX I, PART A, 2.19
2.19. 'Passenger' means a person other than the driver or a member of the crew. For the purposes of this Directive, 'passengers with reduced mobility' means all passengers who have special difficulty when using public transport, especially elderly people, disabled people and, among these, wheelchair users. Reduced mobility does not necessarily imply any form of medical impairment.

2.19. 'Passenger' means an adult other than the driver or a member of the crew. For the purposes of this Directive, 'passengers with reduced mobility' means all passengers with reduced mobility who wish to use buses and coaches, such as disabled people (including people with sensory and intellectual impairments, and wheelchair users), people with limb impairments, people of small stature, people with heavy luggage, pregnant women, people with shopping trolleys, and parents with children (including children seated in pushchairs). Reduced mobility does not necessarily imply any form of medical impairment.

(Amendment 17)
ANNEX I, PART A, 2.25a (new)

2.25a (new) Unless otherwise stated, all measurements shall be made when the vehicle is at its mass in running order and is standing on a smooth and horizontal ground surface. If a kneeling system is fitted to the vehicle, it shall not be in operation.

(Amendment 18)
ANNEX I, PART A, 2.25b (new)
2.25b (new) Whenever there is a requirement in this directive for a surface in the vehicle to be horizontal or at a specific angle when the vehicle is at its mass in running order (kg), in the case of a vehicle with mechanical suspension, the surface may exceed this slope or possess a slope when the vehicle is at its mass in running order (kg), provided that this requirement is met when the vehicle is in the loading condition declared by the manufacturer. If a kneeling system is fitted to the vehicle, it shall not be in operation.

(Amendment 19)
ANNEX I, PART A, 7.3, TITLE

7.3 Number of passengers accommodated

(Amendment 20)
ANNEX I, PART A, 7.3.1

7.3.1 There shall be on the vehicle a number (P) of seating places which conform to the requirements of paragraph 7.7.8. If the vehicle is of Class I or Class II and A, the number P shall be at least equal to the number of square metres of floor available for passengers and crew (if any) (S₀) rounded down to the nearest whole number.

7.3.1 Deleted

(Amendment 21)
ANNEX I, PART A, 7.3.2
7.3.2 The total number $N$ of passenger and crew accommodation for vehicles shall comply with the following inequalities:

\[
    N < P + \frac{S}{S_{sp}} \text{ and } N < \frac{Q}{Q}
\]

- $P$: Number of seating places (paragraph 7.3.1);
- $S$: Surface area ($m^2$) (paragraph 7.2.2) available for standing passengers;
- $S_{sp}$: Space provided for one standing passenger ($M^2/\text{passenger}$) (see below);
- $MT$: Technical maximum mass (kg) (paragraph 2.18);
- $MK$: Unladen kerb mass (kg) (paragraph 2.17);
- $V$: Total volume of luggage compartment ($m^3$) (paragraph 7.1.6);
- BX shall exert specific load of not less than 75 kg/m$^2$ over the whole roof surface equipped for the carriage of luggage (paragraph 7.1.7.);
- $Q$: Given the mass of one passenger (kg) (table in 7.3.2);

In the case of vehicles of Class III and B $S_{sp} = 0$.

The value of $Q$ and $S_{sp}$ for each Class of vehicle is as follows:

<table>
<thead>
<tr>
<th>Class</th>
<th>Q (kg) mass of one place for passenger</th>
<th>$S_{sp}$ (m$^2$/passenger)</th>
<th>$p$ space provided for one standing passenger</th>
</tr>
</thead>
<tbody>
<tr>
<td>I &amp; A(**)</td>
<td>68</td>
<td>0.125</td>
<td></td>
</tr>
<tr>
<td>Class II</td>
<td>71(*)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Class III &amp; B</td>
<td>71(*)</td>
<td></td>
<td>No standing passenger</td>
</tr>
</tbody>
</table>

(*): Including 3 kg for hand luggage.

(**): If a vehicle of Class II, Class III or Class B is approved as a Class I or Class A vehicle, the mass of luggage carried in luggage compartments accessible only from outside the vehicle is not taken into account.

(Amendment 22)
7.3.3 When the vehicle is loaded with a number N of passengers and crew and a mass B + BX of baggage the masses on each axle and the mass of the vehicle shall not exceed the value of their respective maximum technical masses.

(Amendment 23)
ANNEX I, PART A, 7.3.4a (new)

7.3.4a If a vehicle is designed to have a variable number of seating places, area available for standing passengers or number of passengers seated in wheelchairs carried, the marking requirements shall vary according to the maximum seating capacity, the corresponding number of passengers seated in wheelchairs and standing passengers as appropriate.

(Amendment 24)
Annex I, Part A, 7.3.4.3

7.3.4.3 the maximum number of wheelchairs which the vehicle is designed to carry, if any, and

7.3.4.3 the maximum number of passengers seated in wheelchairs which the vehicle is designed to carry, if any, and
ANNEX I, PART A, 7.4.2.1a (new)

7.4.2.1a If the vehicle has a variable seating capacity, standing capacity or is designed to carry one or more passengers seated in wheelchairs, for any area of the passenger compartment in which such variations occur, the loads in paragraph 7.4.2.1 shall be the greater of:

- the mass represented by the number of seated passengers that may occupy the area including the mass of any demountable seats;
- or
- the mass represented by the number of standing passengers that may occupy the area;
- or
- the mass of wheelchairs and users that may occupy the area at a total mass of 180kg each placed at a height of 50cm above the floor in the centre of each wheelchair space;
- or
- the mass of seated passengers, standing passengers and wheelchair users and any combination of these that may occupy the area.

ANNEX I, PART A, 7.5.4.3a (new)

7.5.4.3a Leakage of liquids or gases from the battery compartment(s) to the passenger volume shall not be possible under any conditions of tilt or disturbance.

ANNEX I, PART A, 7.6.1.1 (new)
7.6.1.1 The minimum number of doors in a vehicle shall be two, either two service doors or one service door and one emergency door. The minimum number of service doors required is as follows:

<table>
<thead>
<tr>
<th>N° of passengers</th>
<th>Class Ie A</th>
<th>Class II B</th>
<th>Class IIIe</th>
</tr>
</thead>
<tbody>
<tr>
<td>9-45</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>46-70</td>
<td>2</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>71-100</td>
<td>3</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>101-140</td>
<td>4</td>
<td>4</td>
<td>4</td>
</tr>
<tr>
<td>&gt;140</td>
<td>5</td>
<td>5</td>
<td>5</td>
</tr>
</tbody>
</table>

By derogation to the provisions of 7.6.1.1, Member States may permit the sale or entry into service of new vehicles complying with the following provision:

Every vehicle of Class I and A not exceeding an overall width of 2.3 m. shall have two doors, one service door and one emergency door on the opposite side. The minimum number of doors required is as follows:

<table>
<thead>
<tr>
<th>Number of passengers</th>
<th>Number of doors</th>
</tr>
</thead>
<tbody>
<tr>
<td>Class I &amp; A</td>
<td></td>
</tr>
<tr>
<td>9 - 45</td>
<td>2</td>
</tr>
<tr>
<td>46 - 70</td>
<td>3</td>
</tr>
<tr>
<td>71 - 100</td>
<td>4</td>
</tr>
<tr>
<td>101 - 140</td>
<td>5</td>
</tr>
<tr>
<td>&gt; 140</td>
<td>6</td>
</tr>
</tbody>
</table>
7.6.1.4 The minimum number of emergency exits shall be such that the total number of exits is as follows:

<table>
<thead>
<tr>
<th>Number of Passengers</th>
<th>Minimum total number</th>
<th>Number of Passengers</th>
<th>Minimum number of exits</th>
</tr>
</thead>
<tbody>
<tr>
<td>9-16</td>
<td>3</td>
<td>9-16</td>
<td>3</td>
</tr>
<tr>
<td>17-30</td>
<td>4</td>
<td>17-30</td>
<td>4</td>
</tr>
<tr>
<td>31-45</td>
<td>5</td>
<td>31-45</td>
<td>5</td>
</tr>
<tr>
<td>46-60</td>
<td>6</td>
<td>46-60</td>
<td>6</td>
</tr>
<tr>
<td>61-75</td>
<td>7</td>
<td>61-75</td>
<td>7</td>
</tr>
<tr>
<td>76-90</td>
<td>8</td>
<td>76-90</td>
<td>8</td>
</tr>
<tr>
<td>91-110</td>
<td>9</td>
<td>91-110</td>
<td>9</td>
</tr>
<tr>
<td>111-130</td>
<td>10</td>
<td>111-130</td>
<td>10</td>
</tr>
<tr>
<td>&gt;130</td>
<td>11</td>
<td>&gt;130</td>
<td>11</td>
</tr>
</tbody>
</table>

Escape hatches can only count as one of the abovementioned number of emergency exits.

7.6.1.4 bis  By derogation to the provisions of 7.6.1.4, Member States may permit the sale or entry into service of new vehicles complying with the following provision:

The minimum number of exits for vehicles of Class I and A not exceeding an overall width of 2.3 m. shall be such that the total number of exits is as follows:

<table>
<thead>
<tr>
<th>Number of passengers</th>
<th>Minimum total number</th>
</tr>
</thead>
<tbody>
<tr>
<td>9 - 16</td>
<td>3</td>
</tr>
<tr>
<td>17 - 30</td>
<td>4</td>
</tr>
<tr>
<td>31 - 45</td>
<td>5</td>
</tr>
<tr>
<td>46 - 60</td>
<td>6</td>
</tr>
<tr>
<td>61 - 75</td>
<td>7</td>
</tr>
<tr>
<td>76 - 90</td>
<td>8</td>
</tr>
<tr>
<td>97 - 110</td>
<td>9</td>
</tr>
<tr>
<td>111 -130</td>
<td>10</td>
</tr>
<tr>
<td>&gt; 130</td>
<td>11</td>
</tr>
</tbody>
</table>

Escape hatches can only count as one of the abovementioned number of exits.

7.6.1.4 bis Deleted

(Amendment 30)
7.6.1.11 Escape hatches, additional to the emergency doors and windows, shall be fitted in the roof of the Class II, III and B vehicles. They may also be fitted in the case of Class I and A vehicles. In such cases the minimum number of hatches shall be:

<table>
<thead>
<tr>
<th>Number of passengers</th>
<th>Number of hatches</th>
</tr>
</thead>
<tbody>
<tr>
<td>not exceeding 50</td>
<td>1</td>
</tr>
<tr>
<td>exceeding 50</td>
<td>2</td>
</tr>
</tbody>
</table>

(Amendment 31)
ANNEX I, PART A, 7.6.2.1

7.6.2.1 The service door(s) shall be situated on the side of the vehicle that is nearer to the side of the road corresponding to the direction of traffic in the country in which the vehicle is to be licensed for operation and at least one of them shall be in the forward half of the vehicle. This does not preclude the provision of a door in the rear face of a vehicle for use by wheelchair passengers.

7.6.2.2 In case of more than one service door, two of the doors shall be separated such that the distance between transverse vertical planes through their centres of area is not less than 40 per cent of the overall length of the passenger compartment. If one of these two doors forms part of a double door this distance shall be measured between the two doors which are furthest apart.

(1) The distance referred to in the previous paragraph shall be measured between the two doors which are furthest apart.

(2) In the case of double doors, this distance shall be measured between the two doors which are furthest apart.
ANNEX I, PART A, 7.6.2.6a (new)

7.6.2.6a If an emergency door(s) is fitted to a Class II or III vehicle on the opposite side to the service door(s) at least one emergency door shall comply with the service door provisions of paragraphs 7.6.3 and 7.7.7.

(Amendment 34)
ANNEX I, PART A, 7.6.4.2

7.6.4.2 Every control or device for opening a service door from the outside shall not be more than 150cm from the ground when the vehicle is standing unladen on an even surface.

(Amendment 35)
ANNEX I, PART A, 7.6.5.1.2

7.6.5.1.2 in the case of interior controls, are placed on, or within 300mm of, the door, at a height of not less 1600mm above the first step;

(Amendment 36)
ANNEX I, PART A, 7.6.9.1

7.6.9.1 Every escape hatch shall operate so as not to obstruct clear passage from inside or outside the vehicle. Escape hatches shall be either ejectable, hinged or made of readily-breakable safety glass. Ejectable types shall not become totally detached from the vehicle when operated. The operation of ejectable escape hatches shall be such that inadvertent ejection is effectively prevented.
ANNEX I, PART A, 7.6.9.1a (new)

7.6.9.1a Roof escape hatches shall be either ejectable, hinged or made of readily breakable safety glass. Floor hatches shall be either hinged or ejectable and shall be fitted with an audible warning device to warn the driver when it is not securely closed. The floor escape hatch lock, and not the movement of the hatch itself shall activate this device.

ANNEX I, PART A, 7.6.9.1b (new)

7.6.9.1b Ejectable types shall not become totally detached from the vehicle when operated such that the hatch is not a danger to other road users. The operation of ejectable escape hatches shall be such that inadvertent operation is effectively prevented. Floor ejectable hatches shall eject only into the passenger compartment.

ANNEX I, PART A, 7.6.9.1c (new)

7.6.9.1c Hinged escape hatches shall hinge along the edge towards the front or rear of the vehicle and shall hinge through an angle of at least 100 degrees. Hinged floor escape hatches shall hinge into the passenger compartment.
Technical requirements for retractable steps

see parts B & C

Retractable steps if fitted shall comply with the following requirements:

7.6.10a (new) Their operation shall be synchronised with that of the corresponding service or emergency door.

7.6.10b (new) When the door is closed no part of the retractable step shall project more than 10 mm beyond the adjacent line of the body work.

7.6.10c (new) When the door is open and the retractable step is in the extended position, the surface area shall conform to the requirements of paragraph 7.7.7 of this Annex.

7.6.10d (new) It shall not be possible for the vehicle to move from rest, under its own power, when the step is in the extended position. In the case of a manually operated step, an audible or visual indication shall alert the driver when the step is not fully retracted.

7.6.10e (new) The step shall not be capable of being extended when the vehicle is in motion. If the device to operate the step fails, the step shall retract and remain in the retracted position. However, the operation of the corresponding door shall not be hindered in the event of such a failure, or if the step is damaged.

7.6.10f (new) When a passenger is standing on the retractable step, the corresponding door shall be incapable of being closed. Compliance with this requirement shall be checked by placing a mass of 15 kg representing a small child, at the centre of the step. This requirement shall not apply to any door within the driver's direct field of view.
retractable step shall not be liable to cause any bodily harm either to passengers or to persons waiting at bus stops.

7.6.10h (new) The corners of retractable steps facing forwards or rear-wards shall be rounded to a radius of not less than 5 mm; the edges shall be rounded to a radius of not less than 2.5 mm.

7.6.10i (new) When the passenger door is open, the retractable step shall be securely held in the extended position. When a mass of 136 kg is placed in the centre of a single step or a mass of 272 kg is placed in the centre of a double step the deflection at any point on the step shall not exceed 10 mm.

(Amendment 41)

ANNEX I, PART A, 7.7.1.10

7.7.1.10 The service door and emergency door dimensions in paragraph 7.6.3.1 and the requirements of paragraphs 7.7.1.1 to 7.7.1.7, 7.7.2.1 to 7.7.2.3, 7.7.5.1 and 7.7.8.5 shall not apply to a vehicle of class B with a maximum mass not exceeding 3,5 tonnes and up to 12 passenger seats in which each seat has unobstructed access to at least two doors.

7.7.1.10 The service door and emergency door dimensions in paragraph 7.6.3.1 and the requirements of paragraphs 7.7.1.1 to 7.7.1.7, 7.7.2.1 to 7.7.2.3, 7.7.5.1 and 7.7.8.5 shall not apply to a vehicle of class B with a maximum mass not exceeding 3,5 tonnes and up to 16 passenger seats in which each seat has unobstructed access to at least two doors.
Access to escape hatches

At least one escape hatch shall be situated above at least a part of a seat or some other equivalent support affording access to them.

7.7.4.a (new)

In the case of escape hatches fitted in the roof, at least one hatch shall be situated above a part of a seat back or some other equivalent support affording access to it.

7.7.4.b (new)

In the case of an escape hatch fitted in the floor, the hatch shall be fitted where there is a clear space above the hatch equivalent to the height of a gangway. Any heat source or moving components shall be at least 50cm away from any part of the hatch aperture.

(Amendment 43)
ANNEX I, PART A, 7.7.5.1, third paragraph

7.7.5.1, third paragraph

The gauging device may come into contact with strap hangers, if fitted and move them away.

7.7.5.1 , third paragraph

The gauging device may come into contact with strap hangers and other flexible objects, such as belt components, if fitted and move them away.

(Amendment 44)
ANNEX I, PART A, 7.7.6.2

7.7.6.2 .12.5 % in the case of a vehicle of class III and B, and

7.7.6.2 12.5 % in the case of a vehicle of class III and B, and in the case of class I and II low-floor buses for that part of the gangway which projects for no more than two metres either side of the centre of the second axle and, where appropriate, the third axle with the total length not exceeding 2 m, and
7.7.6.3a 8% in the case of a low floor vehicle of class I or II of the inner part of the gangway, 2m either side of the centre line(s) of the second axle and, where appropriate, the third axle, for a single overall length not exceeding 2m. This surface shall be particularly slip resistant. Where 8% is impractical due to rear axle configuration a step should be provided from the flat area at the front of the vehicle onto the rear sloping gangway.

(Amendment 46)
ANNEX I, PART A, 7.7.7.1

7.7.7.1 The maximum and minimum height, and the minimum depth, of steps for passengers at service and emergency doors and within the vehicle shall be as follows:

<table>
<thead>
<tr>
<th>Classes</th>
<th>First step</th>
<th>Max height (cm)</th>
<th>Min depth (cm)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>from ground</td>
<td>Max height (cm)</td>
<td>Min depth (cm)</td>
</tr>
<tr>
<td>I, II, A</td>
<td>24(1)</td>
<td>36(1)(2)</td>
<td>30 (*)</td>
</tr>
<tr>
<td>III, B</td>
<td>25(3)</td>
<td>35(4)</td>
<td></td>
</tr>
<tr>
<td>Other steps</td>
<td>Min height (cm)</td>
<td>12</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Min depth (cm)</td>
<td>30</td>
<td></td>
</tr>
</tbody>
</table>

(*) 23cm for vehicles having a capacity not exceeding 22 passengers.
(1) 150 cm in the case of an emergency door.
(2) 43 cm in the case of a vehicle with solely mechanical suspension.
(3) 30 cm in the case of steps at a door behind the rearmost axle.
(4) 25cm in gangways for vehicles having a capacity not exceeding 22 passengers.
7.7.7.1.1 For the purpose of this Annex, any step from a sunken gangway to a seating area shall not be considered to be a step. The maximum height of such a step to a seating area from the gangway shall be 35cm.

7.7.7.1.1 For the purpose of this Annex, any step from a sunken gangway to a seating area shall not be considered to be a step. The maximum height of such a step to a seating area from the gangway shall be 35cm. Any step from a sunken gangway shall be clearly marked with a contrasting nosing.

(Amendment 48)
ANNEX I, PART A, 7.7.7.6a (new)

7.7.7.6a In the case of a low-floor vehicle there shall be no steps between at least 35% of the area available for passengers and the first step from the ground of at least one service door.

(Amendment 49)
ANNEX I, PART A, 7.7.8.3

7.7.8.3 Height of seat cushion(see Annex III, figure 1)

The height of the uncompressed seat cushion relative to the floor shall be such that the distance from the floor to a horizontal plane tangent to the front upper surface of the seat cushion is between 40 and 50cm: this height may however be reduced to not less than 35cm at the wheel arches and at the engine compartment.

7.7.8.3 Height of seat cushion(see Annex III, figure 1)

The height of the uncompressed seat cushion relative to the floor measured on the vertical plane passing through the centre of each seating position, shall be such that the distance from the floor to a horizontal plane tangent to the front upper surface of the seat cushion is between 45 and 50cm; this height may however be reduced to not less than 35cm in the vicinity of the wheel arches (taking into account the allowances given in item 7.7.8.6.4.2) and at the engine/transmission compartment.
7.7.8.5.1 A minimum clear space in front of each passenger seat shall be provided as shown in Annex III, figure 13. The seat-back of another preceding seat or a partition whose contour corresponds approximately to that of the inclined seat back may intrude into this space as provided by paragraph 7.7.8.4. The local presence in this space of seat legs shall also be permitted provided that adequate space remains for the passenger’s feet. In the case of seats alongside the driver’s seat in vehicles with up to 22 passengers, intrusion of the dash board, instrument panel, windscreen, sunvisor, seat belts and seat belt anchorages shall be allowed.

7.7.8.5.2 However, at least 2 in Class I and 1 in Class A forward or rearward facing seats specifically intended and marked for passengers with reduced mobility other than wheelchair users shall be provided in that part of the bus which is most suitable for boarding. These seats shall be designed for disabled so as to provide enough space, shall have suitably designed and placed handholds to facilitate entry and exit of the seat and provide communication in accordance with paragraph 7.7.9 from the seated position.
7.7.8.6.3.3 In the case of the footwell of outboard, a zone of a cross-sectional area not exceeding 200 cm² and having a maximum width not exceeding 100 cm (see Annex III, figure 16)

(Amendment 53)

ANNEX I, PART A, 7.7.9.1

7.7.9.1 On vehicles of class I, II and A, a means shall be provided to enable passengers to signal to the driver that he/she should stop the vehicle. The controls for all such communication devices shall have protruding buttons, no more than 120 cm from the floor, and shall be a contrasting colour or colours. Controls shall be distributed adequately and evenly throughout the vehicle. Activation of the control shall also be indicated to the passengers by means of one or more illuminated signs; The sign shall display the words “bus stopping”, or equivalent, and/or a suitable pictogram and shall remain illuminated until the service door(s) open. Articulated vehicles shall have signs in each rigid section of the vehicle. Double deck vehicles shall have them on each deck.

7.7.9.1 On vehicles of class I, II and A, a means shall be provided to enable passengers to signal to the driver that he/she should stop the vehicle. The controls for all such communication devices shall have palm operated buttons no more than 120 cm from the floor, and the button surrounds and the buttons shall be in bright colours which are clearly contrasted from the surface on which they are mounted and with each other. Controls shall be distributed adequately and evenly throughout the vehicle. Activation of the control shall also be indicated to the passengers by means of one or more illuminated signs; The sign shall display the words “bus stopping”, or equivalent, and/or a suitable pictogram and shall remain illuminated until the service door(s) open. Articulated vehicles shall have signs in each rigid section of the vehicle. Double deck vehicles shall have them on each deck.
7.7.9.3 Vehicles of Classes I, II and A shall have provision for the route number (or letter if applicable) and destination to be displayed. Provisions for a route number at least 20cm high shall be made on the front of the vehicle and the side in which service doors are fitted. In addition vehicles of Classes I, II and A shall have provisions for a route number at the rear of the vehicle. Provisions for a destination display at least 12cm high shall be made on the front of vehicles of Classes I, II and A.

Annex I, Part A, 7.7.9.3

7.7.9.3 Vehicles of Classes I, II and A shall have provision for the route number (or letter if applicable) and destination to be displayed. Provisions for a route number at least 20cm high shall be made on the front of the vehicle and the side in which service doors are fitted. In addition vehicles of Classes I, II and A shall have provisions for a route number at the rear of the vehicle. Provisions for a destination display at least 12cm high shall be made on the front of vehicles of Classes I, II and A. All route number and destination displays shall be clearly visible, in the daytime and at night, under all lighting conditions. Lettering should be white or yellow on a black background, and fonts recognised as having a high legibility factor for people with visual impairments shall be used. The destination should be announced by recorded voice, inside and outside the bus, when stopping at bus stations, railway stations and other key interchanges along the route.

(Amendment 55)
Annex I, Part A, 7.7.9.3a (new)

7.7.9.3a Induction Loops

On buses and coaches where a public address system is used, i.e. where a courier or a driver gives information to passengers by speaking into a microphone, an induction loop should be fitted, to enable hearing aid users to hear the announcements.

(Amendment 56)
Annex I, Part A, 7.11.1.2a (new)

7.11.1.2a They shall be designed and installed so as to allow all passengers, including seated passengers, passengers in wheelchairs, people of small stature and children to get safely to and from the service doors.
7.11.1.4 The clearance between a handrail or handhold and the adjacent part of the vehicle body or walls shall be of at least 4cm. However in the case of a handrail on a door or a seat, or in the access passage of a vehicle of Class II, III and B, a minimum clearance of 3.5cm shall be permitted.

7.11.3.3 In the case of a double door in a vehicle without steps or with only one step, no centre sanction or handrail shall be fitted.

7.11.4.1 A horizontal hand-rail at a height of between 80cm and 90cm above floor level shall be provided between the service door(s) and the priority seating, described in paragraph 7.7.8.5.2

7.12 Accessibility for passengers with reduced mobility and provisions for wheelchair users

7.12 (new) Technical requirements for vehicles equipped with a kneeling suspension system
7.12 -1 (new) An operating control shall be fitted for the driver or other crew member to activate the kneeling system. If the kneeling system is interlocked with any other system, e.g. the parking brake, failure of the kneeling system shall not adversely affect that other system. Furthermore, failure of the interlocked system shall not cause kneeling to take place.

7.12 -2 (new) The raising and lowering of the vehicle body may be controlled either manually or automatically. A vehicle may be equipped with both systems with a control for selecting either system placed in the driver’s area.

7.12 -3 (new) A manual operating mechanism shall have master control situated in the driver’s area and an emergency stop control adjacent to any control used to initiate the kneeling process. An emergency stop control is not required if the operating control is designed to immediately stop the kneeling process when released. The mechanism for lowering the body shall be designed in such a way that it may be stopped at any point in the lowering or raising process.
control mechanism which is simultaneously activated by the control of another device, e.g. of a service door, it shall be possible for the lowering process to be stopped by the driver by means of an emergency switch located within his/her reach.

(Amendment 65)
ANNEX I, PART A, 7.12.

This section deleted

(Amendment 66)
ANNEX I, PART A, 7.13

This section deleted

(Amendment 67)
ANNEX I, PART A, 7.15

7.15 Luggage racks, driver protection

The occupants of the vehicle shall be protected from objects liable to fall from luggage racks under breaking or cornering forces. If luggage compartments are fitted, they must be designed in such a way that luggage is prevented from falling in the event of sudden breaking.

The occupants of the vehicle shall be protected from objects liable to fall from luggage racks under breaking or cornering forces. If luggage compartments are fitted, they must be designed in such a way that luggage is prevented from falling in the event of sudden breaking. Luggage racks and compartments shall also be placed at a height, where persons, including persons who are blind or partially sighted, do not bump their heads on them. If such racks or compartments cannot be placed where the risk of people bumping their heads is eliminated, the edges of the said racks or compartments must be padded.

(Amendment 68)
ANNEX I, PART A, 7.17a (new)
Every vehicle covered by this Directive shall be fitted with an audible reversing device for the benefit and safety of all passengers, transport employees, and the general public.

(Amendment 69)
ANNEX I, PART A, 7.18

7.18 Driver cab area

The design of the working place of the driver must be based on achieving the maximum comfort and safety of the driver. Controls and equipment must be easy to use and adaptable to the drivers physical characteristics. The principles of ergonomics must be applied throughout.

(Amendment 70)
ANNEX I, PART B

This section deleted

(Amendment 71)
ANNEX I, PART C

This section deleted

(Amendment 72)
ANNEX III, Explanatory diagrams, figure 1

10 cm 2 cm

(Amendment 73)
ANNEX III, Explanatory diagrams, figures 1 and 5
The Diagram needs to be redrawn, so that the dimensions are legible. It needs to be redesigned, so that there are four wheels, not three, that is, there need to be two pivotable front wheels. The length should be extended to at least 1,200 mm in order to allow for wheelchair users who use footrests.

ANNEX VI, 1.1, Minimum dimensions for exits

<table>
<thead>
<tr>
<th>Aperture</th>
<th>Aperture</th>
</tr>
</thead>
<tbody>
<tr>
<td>Emergency window</td>
<td>Emergency window</td>
</tr>
<tr>
<td>Dimensions</td>
<td>Dimensions</td>
</tr>
<tr>
<td>Aperture area : 4 000 cm²</td>
<td>Aperture area : 4 000 cm²</td>
</tr>
</tbody>
</table>

Remarks
A 5% tolerance shall, however, be permitted in respect of this area for type-approvals issued for one year following the entry into force of this Directive. It shall be possible to inscribe this area in a rectangle of 50 cm x 70 cm.

(Amendment 76)
ANNEX VII, 3.1a (new)
reduced mobility, excluding provision for wheelchair users and others who require a boarding aid in order to get on or off the vehicle

(Amendment 77)
ANNEX VII, 3.1 b (new)

3.1 b (new) Vehicles shall be designed to be used by passengers with reduced mobility, as defined in paragraph 2.19.

Vehicles designed to be used by passengers seated in wheelchairs and others who need a boarding aid in order to get on or off the vehicle will comply with the provisions of Annex VII.

(Amendment 78)
ANNEX VII, 3.1 c (new)

3.1 c (new) Per wheelchair user provided for in the passenger compartment there shall be a designated area at least 90 cm wide and 150 cm long.

(Amendment 79)
ANNEX VII, 3.1 d (new)

3.1 d (new) A wheelchair user shall be able to get on and off the vehicle through a service door, which shall be at least 900 mm wide, and which is fitted with a boarding aid (a ramp or a lift).
(Amendment 80)
ANNEX VII, 3.1 e (new)

3.1 e (new) Access from the door to the designated area:

It shall be possible to move from the doors referred to in paragraph 7.12.4 to the designated area referred to in paragraph 7.12.3 with a reference wheelchair of the dimensions shown in Annex III, figure 21.

Besides, the vehicle shall be so designed as to allow an easy evacuation of the wheelchair users from their designated area in a case of emergency.

In the case of Class II and Class III vehicles, when the wheelchair users are in their designated area, the width of the gangway may be reduced provided that it permits the free passage of a gauging device as defined in paragraph 7.7.5.1, except as for its lower diameter, which shall be 30 cm.

(Amendment 81)
ANNEX VII, 3.1 f (new)
3.1 f (new) A means of communication with the driver, in accordance with paragraph 7.7.9 of Annex I shall be provided for sole use by the wheelchair user. It shall be located in the designated area, 500mm from the corner behind the wheelchair user, and 800 to 900 mm off the floor. It shall provide a different signal to the communication devices provided for other passengers, in order that the driver is made aware of the need to use the boarding aid and to allow sufficient time for the wheelchair user to leave the vehicle.

(Amendment 82)
ANNEX VII, 3.1 g (new)
3.1 g. 1 (new) For all vehicles in which seatbelts are not fitted, the stability and safety of a passenger travelling seated in a wheelchair will be assured by the following provisions:
i) the wheelchair and the passenger seated in the wheelchair may be unrestrained, provided that:
- the longitudinal axis of the space for a wheelchair shall be parallel to the longitudinal axis of the vehicle and
- one of the sides of the space for a wheelchair shall rest against a side of the vehicle and
- the wheelchair user travels facing the rear of the vehicle;
ii) a partition shall be placed in front of the designated wheelchair space, on which is mounted a backrest, with a padded surface, facing the rear of the vehicle; this backrest must be placed in the centre of the designated space, and must be capable of bearing the mass of the wheelchair and its occupant (250kg), when the vehicle is travelling in a forward direction and goes from a speed of at least 50km/h to a halt with a deceleration of at least 5m/sec²; the rear wheels of the wheelchair must be able to rest against this partition or against a bar mounted across the designated space for this purpose;
iii) means must be provided which restricts any lateral movement of the wheelchair into the gangway or to the side of the vehicle, such as a vertical stanchion or a partition;
iv) a horizontal handrail shall be fitted at a height of 850mm to 100mm above the floor along at least one side of the designated space;
v) a sign will be placed in the designated space stating “Priority space for a wheelchair user”,
seatbelts are fitted, the stability and safety of a passenger travelling seated in a wheelchair shall be assured by the following provisions:

i) the wheelchair and the passenger seated in the wheelchair must travel in a designated area in which:

- the longitudinal axis of the area designated for a wheelchair user shall be parallel to the longitudinal axis of the vehicle, and
- one of the sides of the designated area for a wheelchair user shall rest against the side of the vehicle;

ii) the wheelchair shall be restrained by a separate wheelchair tie down system which ensures the security of the wheelchair at a total mass of 85 kg;

iii) the passenger shall be restrained by a separate wheelchair occupant restraint system, which is fitted to anchorages of sufficient strength for seatbelts fitted in that class of vehicle (as laid down in EU regulations).

(Amendment 83)

ANNEX VII, 3.1 h (new)

3.1 h (new) Boarding aids/accessibility:

Any boarding aid shall be fitted at a service door intended for use by wheelchair users.


ANNEX VII, 3.1 i (new)

3.1 i (new) Special provisions for vehicles designed for carrying mainly wheelchair users.

If the vehicle is to carry more than eight wheelchair users, at least two exits shall comply with the provisions of Annex VII, unless the vehicle is a low-floor bus with two such exits. Moreover the access to the doors and to the gangways shall permit free passage of crew members.

(Amendment 85)

ANNEX VII, 3.1 j (new)

3.1 j (new) Accessibility pictograms

Appropriate pictograms, internal and external, shall indicate the presence of specific seats for passengers with reduced mobility other than wheelchair users and, if necessary, the possible transport of wheelchair users. Such pictograms are represented in Annex III, fig. 22 a and b.
3.1.1  The vehicle and the boarding aids shall be such that a wheelchair user being able to use normally his arms and hands and sitting on a platform 15cm above the ground (representing a pavement) is able to board easily in the vehicle through the service doors designed for this purpose, when the relevant access controls are operated.

The requirement shall also be assumed to be met if the vehicle passes the test without any boarding aid in the case for certain low-floor buses.

3.1.1  A low floor bus intended for wheelchair users shall have a ramp fitted at the service door, or doors, intended for their use. The top of the ramp shall be no more than 240mm from the ground when the vehicle is stationary, and the angle of the ramp shall be no more than 6% when the edge of the ramp is resting on the edge of a platform 160mm high.

For a vehicle fitted with a passenger lift, the lift shall be capable of lifting a passenger seated in their wheelchair from the ground to the height of the vehicle floor.

(Amendment 87)
ANNEX VII, 3.3.1, General provisions

3.3.1 Lifts shall only be capable of operation when the vehicle is at a standstill. Raising and lowering of the lift shall be indicated by three flashing yellow lights and an audible signal. These lifts shall be positioned as follows: two lights on the outside of the vehicle on either side of the door in the lower area; one lighting the interior above that door. The lights shall comply with Directive 76/756/EEC.

When raising of the platform and before lowering is initiated a device preventing the wheelchair from rolling off shall automatically come into operation.

3.3.1 Lifts shall only be capable of operation when the vehicle is at a standstill. Raising and lowering of the lift shall be indicated by three flashing yellow lights and an audible signal. These lifts shall be positioned as follows: two lights on the outside of the vehicle on either side of the door in the lower area; one lighting the interior above that door. The lights shall comply with Directive 76/759/EEC.

When raising of the platform begins and before lowering is initiated a device preventing the wheelchair from rolling off shall automatically come into operation.
3.3.3.2 In all others cases, the control shall be adjacent to the lift. They shall be capable of being activated and deactivated only by the driver from his seat.

3.3.3.2 In all others cases, the control shall be adjacent to the lift. The power supply for the lift shall be controlled by the driver, with the on/off power switch located in the driver’s cab.

(Amendment 89)
ANNEX VII, 3.3.6, Dimensions and load capacity

3.3.6 The lift platform shall be not less than 80cm wide, and not less than 125cm long, and shall be capable of operating when carrying a mass of at least 300kg.

3.3.6 The lift platform shall be not less than 80cm wide, and not less than 150cm long, and shall be capable of operating when carrying a mass of at least 300kg.

(Amendment 90)
ANNEX VII, 3.4.1.3

3.4.1.3 Extension and retraction of the ramp shall be indicated by three flashing yellow lights and an audible signal; the ramps shall be identifiable by clearly visible red and white retro-reflecting hazard markings on the outer edges.

3.4.1.3 Extension and retraction of a power operated ramp shall be indicated by three flashing yellow lights and an audible signal; the ramps shall be identifiable by clearly visible red and white retro-reflecting hazard markings on the outer edges.

(Amendment 91)
ANNEX VII, 3.4.6, Dimensions of the ramp

3.4.6 The ramp shall provide a space of at least 80cm wide. The slope of the ramp, when extended or folded manually to the outside of the bus, should not exceed 12% to facilitate access to the bus for wheelchair users in particular.

3.4.6 The ramp shall provide a space of at least 900mm wide. The slope of the ramp, when extended or folded manually to the outside of the bus, should not exceed 6% to facilitate access to the bus for wheelchair users in particular.
7.7.5.1 The gauging device may come into contact with strap hangers for standing passengers, if fitted, and move them away. The width of the upper panel may be reduced at the top when a chamfer not exceeding 30 degrees from the horizontal is included (figure 1).
(Codecision procedure: first reading)

The European Parliament,

- having regard to the Commission proposal to Parliament and the Council, (COM(97)0276 - 97/0176(COD))(1),

- having regard to Article 189b(2) of the EC Treaty and Article 100A of the EC Treaty, pursuant to which the Commission submitted the proposal to Parliament (C4-0545/97),

- having regard to Rule 58 of its Rules of Procedure,

- having regard to the report of the Committee on Economic and Monetary Affairs and Industrial Policy and the opinion of the Committee on Transport and Tourism (A4-0113/98),

1. Approves the Commission proposal, subject to Parliament’s amendments;

2. Calls on the Commission to alter its proposal accordingly, pursuant to Article 189a(2) of the EC Treaty;

3. Calls on the Council to incorporate Parliament’s amendments in the common position that it adopts in accordance with Article 189b(2) of the EC Treaty;

4. Should the Council intend to depart from the text approved by Parliament, calls on the Council to notify Parliament and requests that the conciliation procedure be initiated;

5. Points out that the Commission is required to submit to Parliament any modification it may intend to make to its proposal as amended by Parliament;

6. Instructs its President to forward this opinion to the Council and Commission.

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(1) OJ C 17, 20.1.1998, p.1
This proposal seeks to harmonise the construction standards for the interior and bodywork design of buses and coaches, in the context of the European system for type-approval. Whole vehicle type approval for these vehicles will only be possible once the two remaining directives, on masses and dimensions and on the technical construction characteristics of buses and coaches and the fitting out of those vehicles, have been adopted. In the meantime manufacturers still have the option of whether to type-approve their vehicles according to the EU type-approval system. At this stage, the proposals remain only for non-binding, optional type-approval pending a full mandatory system at a future date.

The system of whole vehicle type-approval for buses and coaches and the realisation of the internal market offer obvious benefits for manufacturers, operators and users. Until now the technical provisions for buses and coaches have been stipulated in national laws which differ from one Member State to another, thereby constituting a barrier to the free circulation of these vehicles within the European Union. The Directive would not apply to vehicles that are already in service.

In addition to the removal of barriers to the free movement of these vehicles, the proposal concentrates on improving road and passenger safety for all European citizens, and makes particular reference to accessibility and accessibility for people with reduced mobility. More accessible transport also means safer transport, as most accidents occur when passengers board or alight from a bus. With regard to the definition of accessibility, account has to be taken of the different geographical terrain in different European regions and Member States. Regional and national vehicle type preferences have been acknowledged and respected as a guiding principle throughout the text and its amendments.

Derogations in the Commission’s proposal enable manufacturers to continue to build according to their present configurations. Allegations were made that certain technical provisions of the original draft proposal would result in the removal of the double-decker bus and so-called minibuses and midibuses. However, it is possible to remove such derogations without contradicting the requirements of the different European regions and Member States through the voluntary type-approval approach, which as has already been noted will remain optional under these proposals. The voluntary type-approval approach is also sufficiently flexible to respond to the economic needs of the various manufacturers. It should therefore be allowed for the widest variety of vehicles, including traditional double decker Class I vehicles used in the UK, Ireland and Germany, and the increasing numbers of minibuses and midibuses.

International legislation for the special technical provisions for buses and coaches is stipulated in the regulations of the United Nations Economic Commission for Europe (UNECE), to which nearly all Member States are party. These regulations were used as a basis for discussions leading to the current Commission text. Continuity and direct reference to these regulations have therefore been made in the Parliament’s report; in the same way elements of overlap with the Commission’s proposals on masses and dimensions have also been moved from this Directive as appropriate.
It is widely accepted that the number of service doors on buses should increase with the passenger capacity of the vehicle. Amendments to the Commission text in this area have been made acknowledging the specific requirements of the different European regions and member states, including the important issue of the direction of traffic flow.

The Commission’s draft Directive contains clear provisions regarding accessibility to buses and coaches. However mandatory provisions are at present limited to Class I vehicles, ie vehicles which are most often used in urban settings. The rapporteur believes it is realistic for these provisions to be broadened to include Class II vehicles, ie vehicles normally used for interurban passenger transport services and longer journeys.

Low floor buses are clearly the most efficient way for member states to improve accessibility for faster boarding and alighting. Geographic restrictions in some rural areas means that it is impossible to make general requirement for low-floor buses. But where low floor buses cannot be employed, a conventional bus with an accessibility aid shall be required. Technical requirements for such accessibility aids have been included in the Parliament’s report.

As a forward-looking, progressive Directive, maximum accessibility for all remains a basic prerequisite throughout the text, wherever feasible. Commission studies which look into accessibility in the remaining classes of vehicles are also very welcome.

Further safety measures, together with accessibility within the interior frame of the vehicles are also dealt with in detail in the draft Directive. These include references to staircases, steps and step heights; gangways and the maximum slope of gangways; interior fittings such as lights, handrails and handholds; the stability and anchorage of wheelchairs; the avoidance of fire risks; the strength of the superstructure and seat dimensions.

Additional safety provisions, with particular reference to the welfare of the driver and crew are also to be incorporated into the final Directive through corrigendum.

Finally, the rapporteur has attempted to clarify a number of the Commission’s omissions and typographical errors through corrections in its report.

The Parliament’s report is an amalgamation of the wishes, views and concerns expressed by all interested bodies, including representatives and experts from the Manufacturers and Industry, Trade unions, Consumer and Disability groups. The proposal, through the Parliament’s amendments, ultimately seeks to harmonise the construction standards for the interior and bodywork design of buses and coaches in line with the accomplishment of the Internal Market, in order to facilitate free trade between Member States. At the same time it aims to set optimum safety and accessibility standards for all European citizens, in line with the EU’s transport and social policies and for the encouragement of public transport usage. Demand for safe and accessible transport is increasing with the same momentum as the demand for high standards among operators.
26 February 1998

**OPINION**
(Rule 147)

for the Committee on Economic and Monetary Affairs and Industrial Policy

on the proposal for a European Parliament and Council Directive relating to special provisions for vehicles used for the carriage of passengers comprising more than eight seats in addition to the driver’s seat and amending Council Directive 70/156/EEC - (COM(97)0276 - C4-0545/97 - 97/0176(COD)); report by Mr Murphy

Committee on Transport and Tourism

Draftsperson: Mrs Barbara Schmidbauer

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**PROCEDURE**

At its meeting of 25 November 1997 the Committee on Transport and Tourism appointed Mrs Barbara Schmidbauer draftsperson.

It considered the draft opinion at its meetings of 3 February and 25 February 1998.

At the last meeting it adopted the following conclusions by 15 votes to 5, with 2 abstentions.

The following were present for the vote: Wijsenbeek, acting chairman; Lüttge and Sisó Cruellas, vice-chairmen; Schmidbauer, Draftsperson; Aparicio Sánchez, Bernardini (for Megahy), Camisón Asensio, Castricum, Cornelissen, Danesin, van Dijk, Grosch, Jarzembowski, Klironomos, Koch, Langenhagen, Piecyk, Schlechter, Simpson, Sindal, Stenmarck, Stockmann (for Seal), Swoboda and Watts.

**GENERAL REMARKS**

1. The proposed legislation sets out special provisions to improve the construction of buses and coaches. Once approved this legislation would be a step nearer to whole vehicle type approval for buses and coaches to establish a full internal market for these vehicles and to improve safety at the same time.

The proposed Directive concentrates on body construction requirements, generally in line with non-mandatory UN-ECE regulations, but going beyond these where higher levels of safety were achievable. It provides for:

- the number, type and location of the service and emergency exits and the technical specifications related to these,
2. Some of the controversial issues arising from this legislation concern the minimum number of service and emergency doors, the spacing between seats and the minimum seat width for "minibuses" and "midibuses", two types of vehicle which have a market niche in the United Kingdom and Ireland.

In this context, the Commission has authorised derogations from the harmonised rules to double-deck buses and to small buses for urban transport, which will be reviewed until January 2005.

3. The question of accessibility is another key element of this proposed Directive. Parliament has always considered that accessibility to all modes of public transport, and access thereto, for persons with reduced mobility should be one of the priorities of the EU transport policy in order to facilitate the social integration of disabled persons through access to public transport. Moreover, the definition of people with reduced mobility should not be limited to disabled persons, but also to elderly persons who may have a mobility problem, and also to all those who due to a particular situation (e.g. pregnant women, passengers carrying luggage or bulky shopping, passengers with children or pushchairs, passengers with bicycles) may have difficulties on accessing to public transport. This means that lack of accessibility is a problem for many passengers and not just for the disabled.

The Commission’s approach was not to require that all new types of vehicles complying with the provisions of the proposed Directive should be accessible to persons of reduced mobility from the year 2000; it only provided concrete requirements for this purpose for vehicles of Class I ("vehicles constructed with areas for standing passengers to allow frequent passenger movement") establishing that at the least one of the doors of such vehicles (above all urban low-floor buses) should contain boarding aids. Concerning the other vehicles of Class II and III the Commission says that they do not have for the time the expertise to determine the best technical solution and that they will submit "shortly" a proposal on this issue.

CONCLUSIONS

4. The Committee on Transport and Tourism welcomes this proposed legislation but regrets that the requirements for buses and coaches will only be optional until such time as whole-vehicle type approval will be introduced setting the starting date.

Concerning the question of accessibility, the Committee on Transport and Tourism wishes to propose a number of amendments to the proposal in order to guarantee the access of persons with reduced mobility to public transport. The genuine integrations of disabled people into society as a whole can only be achieved if there is an effort for gradually altering all means of public transport. Indeed, about 10% of the EU population have some kind of disability, the great majority of which suffer from physical or mental long-term disabilities. These persons experience severe difficulty in getting about the streets or in using public or private transport. They are mobility-handicapped and for them mobility is an essential factor in the quest for a full and independent life.
If they are to have access to employment, services such as shops and schools, to leisure activities, holiday destinations and to family and social contacts. In the European Union there are about 100 million elderly people and this number tends to increase due to the demographic evolution of the European population. Some 80 million people have some form of mobility impairment which makes access to public transport systems more difficult. Older people - and others with reduced mobility - are particularly dependent on public transport as it has been estimated that at least 50% of older people do not have access to private cars.

In economic terms these persons form an important part of the market for passenger transport services and the extra cost of altering public transport is not prohibitive at all as it has been calculated that accessible buses only cost less than 10% more. Moreover, this extra cost will be compensated by the new shares of the market that such vehicles will be able to get by ensuring that public transport is accessible for all.

The Committee on Transport and Tourism requests the committee responsible to incorporate the following amendments in its report:

<table>
<thead>
<tr>
<th>Text proposed by the Commission</th>
<th>Amendments by Parliament</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>(Amendment No 1)</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Title</strong></td>
<td></td>
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<tr>
<td><strong>(Amendment No 2)</strong></td>
<td></td>
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<tr>
<td><strong>Recital 9</strong></td>
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<tr>
<td>Whereas, while the principal aim of this Directive is to guarantee the safety of passengers, it is also necessary to provide technical prescriptions to allow accessibility for persons of reduced mobility to the vehicles covered by the Directive, in accordance with the Commission’s Transport and Social Policies; whereas every effort must be made to improve access to these vehicles; whereas, therefore, new vehicles, type-approved in accordance with this Directive and designed</td>
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</tr>
</tbody>
</table>
Interurban services, should be accessible to the people of reduced mobility in order to facilitate their free movement; whereas it is possible even at this stage to translate this principle into concrete requirements for vehicles of Class I, whilst appropriate technical solutions for the other classes designed to provide for scheduled urban and interurban services have to be evaluated and the relevant provisions of the Directive confirmed or adapted, if necessary, on the basis of a report by the Commission; whereas, pursuant to the principle of subsidiarity, Member States should be encouraged to make vehicles other than such vehicles more accessible for passengers with reduced mobility;

(Amendment No 3)
Article 2

Member States may not refuse EC type-approval or national type-approval for a vehicle, or refuse or prohibit the sale, registration, entry into service or use of a vehicle, on grounds relating to provisions for vehicles used for the carriage of passengers and comprising more than eight seats in addition to the driver's seat, if the requirements of the Annexes are satisfied.

(Amendment No 4)
Article 4

1. Vehicles of Class I designed to provide scheduled urban and interurban services shall conform either to the technical provisions laid down in Annex I, Part B or to those of Annex I, Part C, and to the requirements for at least one of the boarding aids specified in Annex VII.

1. Vehicles of Class I and Class II designed to provide scheduled urban and interurban services shall conform either to the technical provisions laid down in Annex I, Part B or to those of Annex I, Part C, and to the requirements for at least one of the boarding aids specified in Annex VII.
submit to the European Parliament and the Council, on the basis of a full study, a proposal to amend this Directive in order to lay down the technical requirements for Class II vehicles used for scheduled urban and interurban services.

3. Member States shall have freedom to choose the most appropriate solution to achieve improved accessibility in vehicles other than those referred to in paragraph 1.

(Amendment No 5)

Article 8a (new)

Six months after the entry into force of this Directive the European Commission shall submit to the European Parliament and the Council a proposal for a directive laying down the technical and other provisions governing the safety of the driver and other crew members of vehicles authorized to be used for the carriage of more than eight persons, in seats or wheelchairs, in addition to the driver.

(Amendment No 6)

Annex I, Part A, 2.1.4

2.1.4 "Low-floor bus" is a vehicle in which at least 35% of the area available for standing passengers (or in its forward section in the case of articulated vehicles, or in its lower deck in the case of double-decker vehicles) forms an area without steps and includes access to at least one service door. Such service door shall be suitable for the admission and discharge of persons of reduced mobility.

A low floor bus shall have an initial step height for boarding, which is no greater than 240 mm. This height can be achieved by kneeling, that is, through the use of a device which lowers the suspension. The floor area
(Amendment No 7)
Annex I, Part A, new 2.19 a

2.19 a "Passengers with reduced mobility" means any person who has special difficulty in using public transport owing to a loss of physical, psychological, sensory or mental capacity.

Such definition should also apply to all persons who due to a particular situation (e.g. pregnant women, passengers with prams or small children, or bulky shopping) may experience problems when using public transport.

(Amendment No 8)
Annex I, Part A, 7.2.1.6

the area required to provide a clear works area
the area required for the service crew, if such
at services:
a crew exists:

(Amendment No 9)
Annex I, Part A, 7.3.1

There shall be on the vehicle a number (P) of seating places which conform to the requirements of paragraph 7.7.8. If the vehicle is of Class I or Class II and A the number P shall be at least equal to the number of square metres of floor available for passengers and crew (if any) (S,) rounded down to the nearest whole number.

(Amendment No 10)
Annex I, Part A, 7.3.4.3
Every vehicle of Class I and A not exceeding an overall width of 2.3 m shall have two doors, one service door and one emergency door on the opposite side. The minimum number of doors required is as follows:

7.6.4.2 Every control or device for opening a service door from the outside shall not be more than 150 cm from the ground when the vehicle is standing unladen on a level surface.

7.6.5.1.2 in the case of interior controls, are placed on, or within 300 mm of, the door, at a height of not less 1600 mm above the first step;

7.7.7.1 The maximum and minimum height, and the minimum depth, of steps for passengers at service and emergency doors and within the vehicle shall be as follows:

<table>
<thead>
<tr>
<th>Classes</th>
<th>I, II &amp; A</th>
<th>III &amp; B</th>
</tr>
</thead>
<tbody>
<tr>
<td>First step from ground</td>
<td>Max. height (cm)</td>
<td>32 (1)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Classes</th>
<th>I, II, III, A, &amp; B</th>
</tr>
</thead>
<tbody>
<tr>
<td>First step from ground</td>
<td>Max. height (cm)</td>
</tr>
<tr>
<td>Min. depth (cm)</td>
<td>30</td>
</tr>
<tr>
<td></td>
<td>Max. height (cm)</td>
</tr>
<tr>
<td>-----------------</td>
<td>-----------------</td>
</tr>
<tr>
<td>Other steps</td>
<td></td>
</tr>
<tr>
<td></td>
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</tbody>
</table>

(*) 23 cm for vehicles having a capacity not exceeding 22 passengers.

(1) 150 cm in the case of an emergency door.

(2) 43 cm in the case of a vehicle with solely mechanical suspension.

(3) 30 cm in the case of steps at a door behind the rearmost axle.

(4) 25 cm in gangways for vehicles having a capacity not exceeding 22 passengers.

(1) 150 cm in the case of an emergency door.

(2) In the case of low-floor buses this may be achieved by using kneeling suspension; in the case of other vehicles, this can be achieved by using a fold-out step.

(3) Not applicable to the staircase leading to the upper deck of a double-deck bus.

(Amendment No 15)
Annex I, Part A, 7.7.8.1.2.1

25 cm in the case of individual seats, and 25 cm in the case of individual seats, the distance between the plane of the seat and the wall, and

(Amendment No 16)
Annex I, Part A, 7.7.8.1.2.2

22.5 cm in the case of continuous seats for two or more passengers.

22.5 cm in the case of continuous seats for two or more passengers, the distance between the plane of a seat and the wall and half the distance between the planes of two adjacent seats.

(Amendment No 17)
Annex I, Part A, 7.7.8.5.2

7.7.8.5.2 However, at least 2 in Class I and 1 in Class A forward or rearward facing seats specifically intended and marked for passengers with reduced mobility other than wheelchair users shall be provided in that part of the bus which is most suitable for boarding. These seats shall be designed for disabled so as to provide enough space, shall have suitably designed and placed handholds to facilitate entry and exit of the seat and provide

7.7.8.5.2 However, at least 2 in Class I and Class II and 1 in Class A forward or rearward facing seats specifically intended and marked for passengers with reduced mobility other than wheelchair users shall be provided in that part of the bus which is most suitable for boarding. These seats shall be designed for disabled so as to provide enough space, shall have suitably designed and placed handholds to facilitate entry and exit of the
Vehicles of classes I, II and A shall have provision for the route number (or letter if applicable) and destination to be displayed. Provisions for a route number at least 20 cm high shall be made on the front of the vehicle and the side in which service doors are fitted. In addition vehicles of classes I, II and A shall have provisions for a route number at the rear of the vehicle. Provisions for a destination display at least 12 cm high shall be made on the front of vehicles of Classes I, II and A.

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All route number and destination displays shall be clearly visible, in the daytime and at night, under all lighting conditions. Lettering should be white or yellow on a black background, and fonts recognized as having a high legibility factor for people with visual impairments shall be used. The destination should be announced by recorded voice inside and outside the bus, when stopping at bus stations, railway stations and other key interchanges along the route.
7.11.1.4 The clearance between a handrail or handhold and the adjacent part of the vehicle body or walls shall be of at least 4 cm. However, in the case of a handrail on a door or a seat, or in the access passage of a vehicle of Class II, III and B, a minimum clearance of 3.5 cm shall be permitted.

(Annex I, Part A, 7.12)

7.12 Accessibility for passengers with reduced mobility and provisions for wheelchair users.

7.12.1 In order to fix a standard for reduced mobility, one will hereafter consider wheelchair users, who can freely and normally use their arms and hands, as a reference for passengers with reduced mobility.

7.12.2 Vehicles designed to provide scheduled urban and interurban services shall be designed to afford an easy access to passengers with reduced mobility. These vehicles shall comply with the provisions of paragraphs 7.12.3 to 7.12.13 and with the relevant provisions of Annex VII.

The same provisions shall apply to other vehicles designed to afford easy access to passengers with reduced mobility.

7.12.3 Per wheelchair user provided for in the passenger compartment there shall be a special area at least 90 cm wide and 130 cm long.
among which at least one service door, through which wheelchair users can pass, with a width of at least 90 cm. In the case of vehicles designed for carrying one or two wheelchair users, this number may be reduced to one door, provided that it be a service door and that there be another with a width of at least 60 cm.

7.12.5 Access from the door to the special area:

It shall be possible to move from the doors referred to in paragraph 7.12.4 to the special area referred to in paragraph 7.12.3 with a reference wheelchair of the dimensions shown in Annex III, figure 21.

Besides, the vehicle shall be so designed as to allow an easy evacuation of the wheelchair users from their special area in a case of emergency.

In the case of Class II and Class III vehicles, when the wheelchair users are in their special area, the width of the gangway may be reduced provided that it permits the free passage of a gauging device as defined in paragraph 7.7.5.1, except as for its lower diameter, which shall be 30 cm.

7.12.6 One of the several means of communication shall be provided in Class I and Class II vehicles in accordance with paragraph 7.7.9, except near the parked positions of the wheelchairs.

7.12.7 Stability of the wheelchairs:

See Annex VII (Amendment No 23)
designed to carry only one or two wheelchairs, the following provisions are applicable:

- the wheelchair may be unrestrained;

- the longitudinal axis of the space for a wheelchair shall be parallel to the longitudinal axis of the vehicle;

- one of the sides of the space for a wheelchair shall rest against a side of the vehicle;

- the wheelchair shall travel facing backwards;

- a partition perpendicular to the longitudinal axis of the vehicle shall be provided between the space for a wheelchair and the other passenger seats;

- the wheels or the back of the wheelchair shall rest against the partition (or backrest of the seat row in front) in order to avoid the wheelchair tipping over;

- the partition or backrest of the seat row in front shall be able to bear the unrestrained wheelchair totalling a mass of 250 kg, including the user, when the vehicle brakes from a speed of at least 50 km/h to a halt with a deceleration of at least 5 m/sec²;

- a handrail or handhold shall be fitted to the side of the vehicle in such a way as to allow the wheelchair user to grasp it easily;

- a retractable handrail (or any equivalent device) shall be fitted on the opposite side of the wheelchair area in order to restrict any lateral shift of the wheelchair and to allow the wheelchair user to grasp it easily;

- a non skid coat shall cover the floor of the special area:
"This place is reserved for a wheelchair. The wheelchair must be placed facing backwards resting against the partition brakes on".

7.12.7.2 If the vehicle is designed to carry more than two wheelchair users:

A restraint system shall be provided in order to warrant the stability of the wheelchair(s) totalling a mass of 250 kg each, including the user, when the vehicle brakes from a speed of at least 50 km/h to a halt with a deceleration of at least 5 m/sec².

The restraint system control shall be red and shall be easy to operate for the wheelchair user and anybody else in order to ease evacuation in a case of emergency. Its operating instructions shall be clearly displayed adjacent to it.

The restraint system shall be so designed as to prevent misuse. In particular, it shall not be able to remain half-closed.

7.12.8 Boarding aids / accessibility: See Annex VII (Amendment No 23)

At least one of the doors referred to in paragraph 7.12.4 shall bear a boarding aid complying with the provisions of Annex VII. In addition, any other boarding aid fitted on the vehicle shall comply with the provisions of Annex VII.
Any opening control adjacent to a door referred to in paragraph 7.12.4, whether being outside or inside of the vehicle, shall not be higher than 130 cm from the ground or the floor.

Moreover, when a boarding aid is not to be directly operated by a wheelchair user, a means of communication with the driver, shall be fitted outside adjacent to the door, and not higher than 130 cm from the ground.

7.12.10 Lighting

Adequate lighting shall be provided in order to allow wheelchair users to board and unboard conveniently and safely, without disturbing the driver nor other users.

7.12.11 Mass distribution

In the case of Class II vehicles, including those principally designed for wheelchair users, for the purposes of paragraph 7.3, every wheelchair place shall be considered as one seat and therefore be included in "P". Their corresponding area shall be conventionally assumed to be 90 cm x 130 cm and shall be deduced from $S_0$ in order to determine $S_1$. The mass of a wheelchair comprising the mass of the passenger shall be conventionally assumed to be 250 kg. For other vehicles, paragraph 7.3 shall apply, ignoring the presence of wheelchairs. In the case of Class III and Class II primarily intended for the carriage of wheelchair users, the prescriptions of 7.3.1 shall not apply.

7.12.2 Lighting

Adequate lighting shall be provided in order to allow all passengers to board and unboard conveniently and safely. The level of illumination shall be 20 lux. All steps will be lit in such a way as to make them safe for people with visual impairments.

See Annex VII (Amendment No 23)
designed for carrying mainly wheelchairs users.

If the vehicle is to carry more than eight wheelchair users, at least two exits shall comply with the provisions of Annex VII, unless the vehicle is a low-floor bus with two such exits. Moreover the access to the doors and to the gangways shall permit free passage of crew members.

(Amendment No 21)
Annex I, Part B, 7.7.6.4

7.7.6.4 12.5% in the case of a low-floor vehicle of Class I or II of the inner part of the gangway, 1m either side of the second axle centre line. This surface shall be particularly slip resistant.

7.7.6.4 8% in the case of a low-floor vehicle of Class I or II of the inner part of the gangway, 1m either side of the second axle centre line. This surface shall be particularly slip resistant.

(Amendment No 22)
Annex III, Figure 21

Reference wheelchair

This diagram needs to be redesigned, so that there are four wheels, not three, that is, there needs to be two pivotable front wheels. The length should be extended to at least 1200 mm in order to allow for wheelchair users who use footrests.
Requirements for boarding aids

This Annex contains the requirements which the boarding aids referred to in paragraph 7.12 must comply with. Boarding aids not described in this Annex may be accepted by the technical service in charge of the test provided that they are recognised to be as safe as those described in this Annex.

1. Scope

These requirements shall apply to vehicles equipped with technical boarding aids, thereby permitting easier access for persons with reduced mobility.

2. Definitions

2.1 Boarding aids means devices or systems facilitating access to buses, such as kneeling systems, lifts, ramps, etc.

2.2 Kneeling system means a boarding aid which lowers and lifts totally or partially the superstructures of vehicles.

2.3 Lift means a boarding aid in the door area with a lifting platform to overcome the difference between the height of the vehicle floor and the ground.

2.4 Ramp means a boarding aid to bridge the gap between the floor of the vehicle and the ground.

2.5 Safety device means a device which when activated, reduces the risk of injury.

3. Requirements

3.1 General provisions
The vehicle and the boarding aids shall be such that a wheelchair user being able to use normally his arms and hands and sitting on a platform 15 cm above the ground (representing a pavement) is able to board easily in the vehicle trough the service doors designed for this purpose, when the relevant access controls are operated.

The requirement shall also be assumed to be met if the vehicle passes the test without any boarding aid in the case for certain low-floor buses.

3.1.2 Markings

The controls actuating the boarding aids shall be clearly marked as such. The extended or lowered position of the boarding aid shall be indicated by tell-tale to the driver.

3.1.3 Emergency operation

In the event of the failure of a safety device, lifts, ramps and kneeling systems shall be incapable of operation, unless they can be safely operated by manual effort. The type and location of the emergency operating mechanism shall be clearly marked. In the event of power failure, lifts must be capable of manual operation.

3.1.4 Access to doors

Access to one of the doors on the vehicle may be obstruct by a boarding aid providing the following two conditions are satisfied from both inside and outside the vehicle.

3.1.4.1 The boarding device does not obstruct the handle or other device for opening the door.

3.1.4.2 The boarding device can be readily moved to leave the doorway clear for use in an emergency.

3.2 Kneeling system

A low-floor bus fitted intended for wheelchair users will have a ramp fitted at the service door, or doors, intended for their use. The top of the ramp shall be no more than 240 mm from the ground when the vehicle is stationary, and the angle of the ramp shall be no more than 6%.

For a vehicle fitted with a passenger lift, the lift shall be capable of lifting a passenger seated in the wheelchair from the ground to the height of the vehicle floor.

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3.2 Kneeling system
3.2.1.1 Operating mechanism

An operating control shall be required to activate a kneeling system. If the kneeling system is interlocked with any other system, e.g. the parking brake, failure of the kneeling system must not adversely affect that other system. Furthermore, operation of the interlocked system shall not cause kneeling to take place.

3.2.1.2 Modes of operation

The raising and lowering of the vehicle body may be controlled either manually or automatically. A vehicle may be equipped with both systems, driver selectable.

3.2.1.2.1 Manual operating mechanism

The manual operating mechanism shall be controlled from the driver’s seat. The mechanism for lowering the body shall be designed in such a way that if released during lowering it automatically returns to the off position within at least 80% of the total lowering distance. In so doing the lowering process shall be stopped and reversed immediately. It shall be only possible to initiate the lowering process again when the vehicle body is in its normal position (position during travel.

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When there is an automatic control mechanism which is simultaneously activated by the control of another device, e.g. of a service door, it shall be possible for the lowering process to be stopped and reversed by the driver of the vehicle by means of an emergency switch located within reach of the driver. It shall only be possible to initiate the lowering process again when the vehicle body is in its normal position (position during travel). The lowering process shall be initiated only when the doors are closed. It shall be at least 80% complete before the service doors are fully open. The raising process shall not be initiated if a service door is still open.

3.2.1.3 Lowering the body of the vehicle

The lowering process shall take place at speeds no faster than 5 km/h. It shall be ensured that the bus cannot drive off when the body is lowered.

3.2.1.4 Raising the body of the vehicle

It shall not be possible to initiate the raising process if a service door is still completely open. The raising process shall be interrupted when the reversing mechanism of a door is operated

3.2.1.5 Special mode of operation

It may be possible by an additional manual control located separately on the dashboard to stop the raising process at any time provided the vehicle is at standstill and the starting prevention device is activated

When there is an automatic control mechanism which is simultaneously activated by the control of another device, e.g. of a service door, it shall be possible for the lowering process to be stopped and reversed by the driver of the vehicle by means of an emergency switch located within reach of the driver. It shall only be possible to initiate the lowering process again when the vehicle body is in its normal position (position during travel). The lowering process shall be initiated only when the doors are closed. It shall be at least 80% complete before the service doors are fully open. The raising process shall not be initiated if a service door is still open.

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3.3.1 General provisions

Lifts shall only be capable of operation when the vehicle is at a standstill. Raising and lowering of the lift shall be indicated by three flashing yellow lights and an audible signal. These lifts shall be positioned as follows: two lights on the outside of the vehicle on either side of the door in the lower area; one lighting the interior above that door. The lights shall comply with Directive 76/756 EEC.

When raising of the platform and before lowering is initiated a device preventing the wheelchair from rolling off shall automatically come into operation.

3.3.2 Additional technical requirements for power operated lifts

3.3.2.1 The operating mechanism shall be designed in such a way that, if released, it automatically returns to the off position. As it does so the movement of the lift shall immediately be stopped and it shall be possible to initiate a movement in either direction without delay.

3.3.2.2 Areas not visible to the operator where the movement of the lift might trap or crush objects shall be protected by a safety device (e.g. reversing mechanism).

3.3.2.3 In the event of one of these safety devices coming onto operation, the movement of the lift shall immediately be stopped and movement in the opposite direction initiated.

3.3.3 Operation of power operated lifts

3.3.3.1 Where the lift is at a service door situated within the direct field of vision of the driver of the vehicle, the lift may be operated by the driver when the driving seat.

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adjacent to the lift. They shall be capable of being activate and deactivated only by the driver from his seat.

3.3.3.3 After activation of the operational controls by the driver of the vehicle from his seat it shall be possible to operate the lift by the user or by an attendant. It must be possible for the driver and user or attendant to communicate with each other.

3.3.3.4 The actuating mechanism shall be operated against unauthorised use (e.g. key-operated switch).

3.3.4 Manually operated lift

The lift shall be designed for operation by controls adjacent to the lift.

3.3.5 Operation of manually operated lifts

The lift shall be so designed that excessive forces are not required to operate it.

3.3.6 Dimensions and load capacity

The lift platform shall be not less than 80 cm wide, and not less than 125 cm long, and shall be capable of operating when carrying a mass of at least 300 kg.

3.4 Ramp

3.4.1 General provisions

3.4.1.1 The ramp shall only be capable of operation when the vehicle is at a standstill

3.4.1.2 Edges on the outside shall be rounded to a radius of no less than 2.5 mm Corners on the outside shall be rounded to a radius of not less than 5 mm.

adjacent to the lift. The power supply for the lift will be controlled by the driver, with the on/off power switch located in the driver's cab.

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shall be indicated by three flashing yellow lights and an audible signal; the ramps shall be identifiable by clearly visible red and white retro-reflecting hazard markings on the outer edges.

3.4.2 Modes of operation

Extension and retraction of the ramp may be carried out either manually or power operated.

3.4.3 Additional technical requirements for power operated ramps

3.4.3.1 Extension of the ramp in the horizontal direction shall be protected by a safety device.

3.4.3.2 In the event of one of these safety devices coming into operation, the movement of the ramp shall immediately be stopped.

3.4.3.3 The horizontal moment of a ramp shall be interrupted when it is loaded with a mass of 15 kg.

3.4.4 Operation of power operated ramps.

Ramps may be operated by the driver of the vehicle from the driver's seat, or by the passenger at the door by means of a switch which has been rendered operable by the driver, or by a special operating mechanism at the door in question (e.g. key-operated switch).

3.4.5 Operation of manually operated ramp.

The ramp shall be so designed that excessive forces are not required to operate the ramp.

Ramps shall be indicated by three flashing yellow lights and an audible signal; the ramps shall be identifiable by clearly visible red and white retro-reflecting hazard markings on the outer edges.

3.4.2 Modes of operation

Extension and retraction of the ramp may be carried out either manually or power operated.

3.4.3 Additional technical requirements for power operated ramps

3.4.3.1 Extension of the ramp in the horizontal direction shall be protected by a safety device.

3.4.3.2 In the event of one of these safety devices coming into operation, the movement of the ramp shall immediately be stopped.

3.4.3.3 The horizontal moment of a ramp shall be interrupted when it is loaded with a mass of 15 kg.

3.4.4 Operation of power operated ramps.

Ramps may be operated by the driver of the vehicle from the driver's seat, or by the passenger at the door by means of a switch which has been rendered operable by the driver, or by a special operating mechanism at the door in question (e.g. key-operated switch).

3.4.5 Operation of manually operated ramp.

The ramp shall be so designed that excessive forces are not required to operate the ramp.
The ramp shall provide a space at least 80 cm wide. The slope of the ramp, when extended or folded manually to the outside of the bus, should not exceed 12% to facilitate access to the bus for wheelchair users in particular.

The ramp shall provide a space at least 900 mm wide. The slope of the ramp, when extended or folded manually to the outside of the bus, should not exceed 6% when the bus is kneeling and the outside edge of the ramp is resting on a block of 160 mm high. This is to facilitate access to the bus for wheelchair users.

3.5 Other provisions

See Annex I, Part A, 7.12.3

3.5.1 Per wheelchair user provided for in the passenger compartment there shall be a designated area at least 900 mm wide and 1300 mm long.

See Annex I, Part A, 7.12.4

3.5.2 A wheelchair user shall be able to get on and off the vehicle through a service door, which shall be at least 900 mm wide, and which is fitted with a boarding aid (a ramp or a lift).

See Annex I, Part A, 7.12.5

3.5.3 Access from the door to the special area:

It shall be possible to move from the doors referred to in paragraph 3.5.2 to the special area referred to in paragraph 3.5.1 with a reference wheelchair of the dimensions shown in Annex III, figure 21.

Besides, the vehicle shall be so designed as to allow an easy evacuation of the wheelchair users from their special area in a case of emergency.

In the case of Class II and Class III vehicles, when the wheelchair users are in their special area, the width of the gangway may be reduced provided that it permits the free passage of a gauging device as defined in paragraph 7.7.5.1 of Annex I, except as for its lower diameter, which shall be 30 cm.
driver in accordance with the paragraph 7.7.9 of Annex I should be provided for sole use by the wheelchair user. It should be located in the designated area, 500 mm from the corner behind the wheelchair user and 800 mm to 900 mm off the floor.

It should provide a different signal to the communication devices provided for other passengers, in order that the driver is made aware of the need to use the boarding aid and to allow sufficient time for the wheelchair user to leave the vehicle.

See Annex I, part A, 7.12.7

3.5.5 Stability of the wheelchairs

7.12.7.1

3.5.5.1 For all vehicles in which seatbelts are not fitted, the stability and safety of a passenger travelling seated in a wheelchair will be assured by the following provisions:

i) the wheelchair and the passenger seated in the wheelchair may be unrestrained, provided that:

- the longitudinal axis of the space designated for a wheelchair user shall be parallel to the longitudinal axis of the vehicle and,

- one of the sides of the designated space for a wheelchair user shall rest against the side of the vehicle, and,

- the wheelchair user travels facing the rear of the vehicle;
designated wheelchair space, on which is mounted a backrest, with a padded surface, facing the rear of the vehicle; this backrest must be placed in the centre of the designated space, and must be capable of bearing the mass of the wheelchair and its occupant (250 kg), when the vehicle is travelling in a forward direction and goes from a speed of at least 50 km/h to a halt with a deceleration of at least 5m/sec²; the rear wheels of the wheelchair must be able to rest against this partition or against a bar mounted across the designated space for this purpose:

iii) a means must be provided which restricts any lateral movement of the wheelchair into the gangway or to the side of the vehicle, such as a vertical stanchion or a partition:

iv) a horizontal handrail shall be fitted at a height of 850 mm to 1000 mm above the floor along at least one side of the designated space:

v) a sign will be placed in the designated space stating: "Priority space for a wheelchair user".

7.12.7.2 3.5.5.2 For all vehicles in which seatbelts are fitted, the stability and safety of a passenger travelling seated in a wheelchair will be assured by the following provisions:

i) the wheelchair and the passenger seated in the wheelchair must travel in a designated space in which:

- the longitudinal axis of the space designated for a wheelchair user shall be parallel to the longitudinal axis of the vehicle, and

- one of the sides of the designated space for a wheelchair user shall rest against the side of the vehicle, and

- the wheelchair user travels facing the front or the rear, but not the side, of the vehicle;
separate wheelchair tiedown system which ensures the security of the wheelchair at a total mass of 85 kg:

iii) the passenger shall be restrained by a separate wheelchair occupant restraint system, which is fitted to anchorages of sufficient strength for seatbelts fitted in that class of vehicle (as laid down in EU regulations).

See Annex I, Part A, 7.12.8

3.5.6 Boarding aids / accessibility:

Any boarding aid shall be fitted at a service door intended for use by wheelchair users.

See Annex I, Part A, 7.12.9

3.5.7 Door controls

Any opening control adjacent to a door referred to in paragraph 3.5.2, whether being outside or inside of the vehicle, shall be 850 mm to 1000 mm above the ground or the floor.

Moreover, when a boarding aid is not to be directly operated by a wheelchair user, a means of communication with the driver, shall be fitted outside adjacent to the door, and shall be 850 mm to 1000 mm above the ground.

See Annex I, Part A, 7.12.11

3.5.8 Mass distribution

In the case of Class II vehicles, including those principally designed for wheelchair users, for the purposes of paragraph 7.3 of Annex I, every wheelchair place shall be considered as one seat and therefore be included in "P". Their corresponding area shall be conventionally assumed to be 90 cm x 130 cm and shall be deduced from $S_0$ in order to determine $S_1$. The mass of a wheelchair comprising the mass of the passenger shall be conventionally assumed to be 250 kg. For other vehicles, paragraph 7.3 shall apply, ignoring the presence of wheelchairs. In the case of Class III and Class II primarily intended for the carriage of wheelchair users, the prescriptions of 7.3.1 shall not apply.
designed for carrying mainly wheelchair users.

If the vehicle is to carry more than eight wheelchair users, at least two exits shall comply with the provisions of Annex VII, unless the vehicle is a low-floor bus with two such exits. Moreover the access to the doors and to the gangways shall permit free passage of crew members.