

**DRAFT PROPOSAL FOR 07 SERIES OF AMENDMENTS TO REGULATION No. 14**  
(Safety belts anchorages, ISOFIX anchorages systems and ISOFIX top tether anchorages)

Note: The text reproduced below was prepared by the experts from Italy in order to align and give full consistency to the text of the new corresponding European Directive 2005/41/EC. As far as para. 5.3.1 is concerned, the text is based on the contents of OICA/CLEPA document TRANS/WP29/GRSP/2006/8 (adopted by GRSP-39). The text is based on inf. Doc GRSP-39-1 which has been further revised in order to take account of some comments received after the meeting.

**A. PROPOSAL**

**Paragraph 2.9, shall be deleted.**

**Paragraph 4.2., shall be replaced by the following:**

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

**Paragraph 5.3.1.(proposed by doc. TRANS/WP29/GRSP/2006/8), amend to read:**

"5.3.1. Any vehicle in categories M and N (except those vehicles of categories M<sub>2</sub> or M<sub>3</sub> which belong to Classes I, ~~or II~~ or A 2/) shall be equipped with safety-belt anchorages which satisfy the requirements of this Regulation.

Vehicles of category M<sub>1</sub> shall be equipped with ISOFIX anchorage systems, which satisfy the requirements of this Regulation in accordance with paragraph 5.3.9.

N<sub>1</sub> vehicles fitted with ISOFIX anchorages have also to comply with the provisions of this Regulation.

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

**Paragraph 5.3.6., amend to read:**

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

**Insert new paragraphs 15.2.9. to 15.2.12.14.12 to 14.15, to read:**

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

- 14.13.** As from [xx.xx.20xx], Contracting Parties applying this Regulation shall grant ECE approvals only if the requirements of this Regulation, as amended by the 07 series of amendments, are satisfied.
- 14.14** As from [yy.yy.20yy], Contracting Parties applying this Regulation may refuse to recognize approvals which were not granted in accordance with the 07 series of amendments to this Regulation."
- 14.15** Notwithstanding paragraphs 15.2.10. and 15.2.11, approvals of the vehicle categories to the preceding series of amendments to the Regulation which are not affected by the 07 series of amendments shall remain valid and Contracting Parties applying the Regulation shall continue to accept them.

## **Annex 2**

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

### **B. JUSTIFICATION**

- a) According to the European Community's participation in the revised 1958 Agreement, the UNECE Regulations have become alternatives to the technical annexes of the corresponding Community Directives. The present amendment is aimed in reinforcing consistency between the UNECE Regulations and the Community Directives.
- b) In accordance with the current Regulation it is not mandatory to fit safety belts for Class II vehicles.

This proposal aims to mandate fitting of safety belts for Class II vehicles as important improvement of road safety.

Class II vehicles are constructed principally for the carriage of seated passengers and are normally used for interurban services. They can circulate at 100 km/h on the motorways.

Research has shown that the use of safety belts and restraint systems can contribute to a substantial reduction in the number of fatalities and the severity of injury in the event of an accident, even due to rollover.

A lot of fatalities occur because the passengers are violently thrown around within the confines of the vehicle or even more seriously ejected from the vehicle through the broken windows.

Many studies have demonstrated over time that wearing a safety belt can contribute to decrease significantly the number of people killed.

In cases of coaches, many fatally injured passengers would have survived accidents if they had been provided with and were wearing safety belts.

Italian national legislation, as well as other countries national legislations (France, Sweden, Denmark etc.), already imposes safety belts for class II coaches of M2 and M3 categories.