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Reference: C.N.443.2000.TREATIES-1 (Depositary Notification)

AGREEMENT CONCERNING THE ADOPTION OF UNIFORM TECHNICAL
PRESCRIPTIONS FOR WHEELED VEHICLES, EQUIPMENT AND PARTS
WHICH CAN BE FITTED AND/OR BE USED ON WHEELED VEHICLES AND
THE CONDITIONS FOR RECIPROCAL RECOGNITION OF APPROVALS
GRANTED ON THE BASIS OF THESE PRESCRIPTIONS. GENEVA, 20 MARCH
1958

REGULATION NO. 52. UNIFORM PROVISIONS CONCERNING THE
CONSTRUCTION OF SMALL CAPACITY PUBLIC SERVICE VEHICLES

PROPOSAL OF AMENDMENTS TO REGULATION

On 23 June 2000, the Secretary-General received from the Administrative Committee of the above Agreement, pursuant to article 12 (1) of the Agreement, amendments proposed to the above Regulation.

..... A copy, in the English and French languages, of the document containing the text of the proposed amendments is transmitted herewith (doc. TRANS/WP.29/725).

The Secretary-General wishes to draw attention to article 12 (2) and (3) of the Agreement which read as follows:

"2. An amendment to a Regulation will be considered to be adopted unless, within a period of six months from its notification by the Secretary-General, more than one-third of the Contracting Parties applying the Regulation at the time of notification have informed the Secretary-General of their disagreement with the amendment. If, after this period, the Secretary-General has not received declarations of disagreement of more than one-third of the Contracting Parties applying the Regulation, the Secretary-General shall as soon as possible declare the amendment as adopted and binding upon those Contracting Parties applying the Regulation who did not declare themselves opposed to it. When a Regulation is amended and at least one-fifth of the Contracting Parties applying the unamended Regulation subsequently declare that they wish to continue to apply the unamended Regulation, the unamended Regulation will be regarded as an alternative to the amended Regulation and will be incorporated formally as such into the Regulation with effect from the date of adoption of the amendment or its entry into force. In this case the obligations of the Contracting Parties applying the Regulation shall be the same as set out in paragraph 1.

3. Should a new Contracting Party accede to this Agreement between the time of the notification of the amendment to a Regulation by the Secretary-General and its entry into force, the

Attention: Treaty Services of Ministries of Foreign Affairs and of international organizations concerned.

Regulation in question shall not enter into force for that Contracting Party until two months after it has formally accepted the amendment or two months after the lapse of a period of six months since the communication to that Party by the Secretary-General of the proposed amendment."

29 June 2000

A handwritten signature in black ink, consisting of several stylized, overlapping loops and lines.



**Economic and Social
Council**

Distr.

GENERAL

TRANS/WP.29/725

3 May 2000

ENGLISH

Original: ENGLISH and
FRENCH

ECONOMIC COMMISSION FOR EUROPE

LAND TRANSPORT COMMITTEE

World Forum for Harmonization of Vehicle Regulations (WP.29)

DRAFT SUPPLEMENT 2 TO THE 01 SERIES OF AMENDMENTS TO REGULATION No. 52

(Small capacity public service vehicles)

Note: The text reproduced below was adopted by the Administrative Committee (AC.1) of the amended 1958 Agreement at its fourteenth session, following the recommendation by WP.29 at its one-hundred-and-twentieth session. It is based on document TRANS/WP.29/2000/21, as amended (TRANS/WP.29/703, para. 169).

Insert a new paragraph 1.1., to read:

- "1.1. Technical provisions for the carriage of passengers with reduced mobility are outside of the scope of this Regulation. Until harmonized provisions for accessibility are finalized and included in an annex to this Regulation, Contracting Parties may apply additional requirements to ensure access to vehicles and the safety of such passengers."

Paragraph 2.1., amend to read:

- "2.1. "Vehicle" means a single-deck vehicle of category M₂ or M₃ 1/ designed and constructed for the carriage of seated, or seated and standing persons and having a capacity

Footnote 1/, pertinent to paragraphs 1. and 2.1., amend the reference to the document symbol to read "(document TRANS/WP.29/78/Rev.1/Amend.2)".

Paragraph 2.1.1., amend to read:

- "2.1.1. Class A: Vehicles designed to carry standing passengers; a vehicle of this class has seats and may have provisions for standing passengers."

Paragraph 2.1.2., amend to read:

- "2.1.2. Class B: Vehicles not designed to carry standing passengers; a vehicle of this class has no provisions for standing passengers."

Insert a new paragraph 2.20.1., to read:

- "2.20.1. "Passenger with reduced mobility" means all passengers who have a special difficulty when using public transport, especially elderly and disabled people. Reduced mobility does not necessarily imply any form of medical impairment."

Paragraph 4.4.1., footnote 2/, amend to read:

"2/ 24 for Ireland, 31 for Bosnia and Herzegovina, 32 for Latvia, 33 (vacant), 34 for Bulgaria, 35-36 (vacant), 37 for Turkey, 38-39 (vacant), 40 for The former Yugoslav Republic of Macedonia, 41 (vacant), 42 for the European Community (Approvals are granted by its Member States using their respective ECE symbol) and 43 for Japan. Subsequent numbers shall be assigned to other countries in the chronological order in which they ratify or accede to the Agreement Concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these Prescriptions, and the numbers thus assigned shall be communicated by the Secretary-General of the United Nations to the Contracting Parties to the Agreement."

Insert a new paragraph 5.6.4.10., to read:

"5.6.4.10. The service door in any open position shall not obstruct the use of or required access to any mandatory exit."

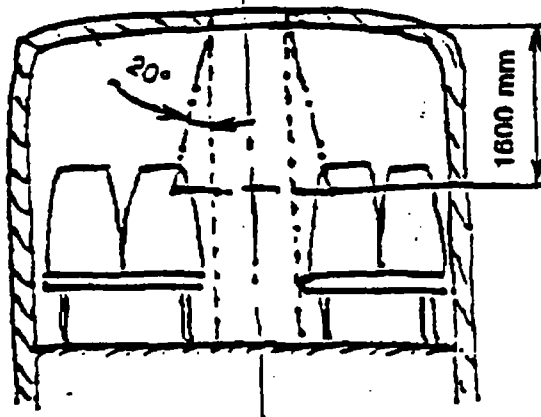
Insert a new paragraph 5.7.1.12., to read:

"5.7.1.12. The maximum slope of the floor in the access passage shall not exceed 5 per cent when the unladen vehicle is standing on a smooth and horizontal surface in its normal condition of travel (in particular: any kneeling device shall not be engaged)."

Paragraph 5.7.4., amend to read:

"5.7.4. Access to escape hatches

5.7.4.1. If an escape hatch is fitted in a Class B vehicle, at least one escape hatch shall be located such that a four-sided truncated pyramid having a side angle of 20° and a height of 1,600 mm touches part of a seat or equivalent support. The axis of the pyramid shall be vertical and its smaller section shall contact the aperture area of the escape hatch. Supports may be foldable or movable provided they can be locked in their position of use. This position shall be taken for verification.



5.7.4.2. When the structural thickness of the roof is more than 150 mm, the smaller section of the pyramid shall contact the aperture area of the escape hatch at the level of the outside surface of the roof."

Paragraph 5.7.5.1., amend to read:

".....

±/ The height of the upper cylinder may be reduced by 10 cm in any part of the gangway which is located to the rear of the most forward of the following two planes:
a transverse vertical plane situated 1.5 m forward of the centreline of the rear axle (foremost rear axle in the case of vehicles with more than one rear axle), and
a transverse vertical plane situated at the rear edge of the rearmost service door.

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

Insert new paragraphs 5.7.5.1.1. to 5.7.5.1.1.2., to read:

"5.7.5.1.1. On vehicles of Class A, the diameter of the lower cylinder may be reduced from 35 cm to 30 cm in any part of the gangway which is located to the rear of the most forward of the following two planes:

5.7.5.1.1.1. a transverse vertical plane situated 1.5 m forward of the centreline of the rear axle (foremost rear axle in the case of vehicles with more than one rear axle);

5.7.5.1.1.2. a transverse vertical plane situated at the rear edge of the rearmost service door in between the axles."

Paragraph 5.7.6., amend to read:

"5.7.6. Slope of the gangway

The slope of the gangway shall not exceed:

5.7.6.1. In the longitudinal direction:

5.7.6.1.1. 8 per cent in the case of a vehicle of Class A, or

5.7.6.1.2. 12.5 per cent in the case of a vehicle of Class B.

5.7.6.2. In the transversal direction 5 per cent for all classes."

Paragraph 5.7.7.1., amend to read:

"5.7.7.1. the maximum and minimum height, and the minimum depth, of steps for passengers at service and emergency doors and within the vehicle are specified in annex 3, figure 4."

Insert a new paragraph 5.7.7.3., to read:

"5.7.7.3. Any transition from a sunken gangway to a seating area shall not be considered to be a step. However, the vertical distance between the gangway surface and the floor of the seating area shall not exceed 35 cm."

Paragraphs 5.7.7.3. to 5.7.7.5. (former), renumber as paragraphs 5.7.7.4. to 5.7.7.6.

Insert a new paragraph 5.7.7.7., to read:

"5.7.7.7. The maximum slope of the step in any direction shall not exceed 5 per cent."

Insert a new paragraph 5.7.8.1.3.6., to read:

"5.7.8.1.3.6. Intrusion of hopper type windows when open and their fittings."

Paragraph 5.9.2.3., amend to read:

"..... the floor at that position. Exception may be given in the middle of large platforms, but the sum of these exceptions shall not exceed 20 per cent of the total standing area."

Annex 3, figure 4, the table and the notes below the table, amend to read:

"

| | A (cm) <u>1/ 3/</u> | B (cm) <u>1/ 2/</u> | |
|------------------------------|---------------------|---------------------|--------------|
| | max. | min. | max. |
| Class A | 36 | 12 | 25 <u>4/</u> |
| Class B | 40 | 12 | 35 |
| mechanical suspension solely | 43 | | |

Notes:

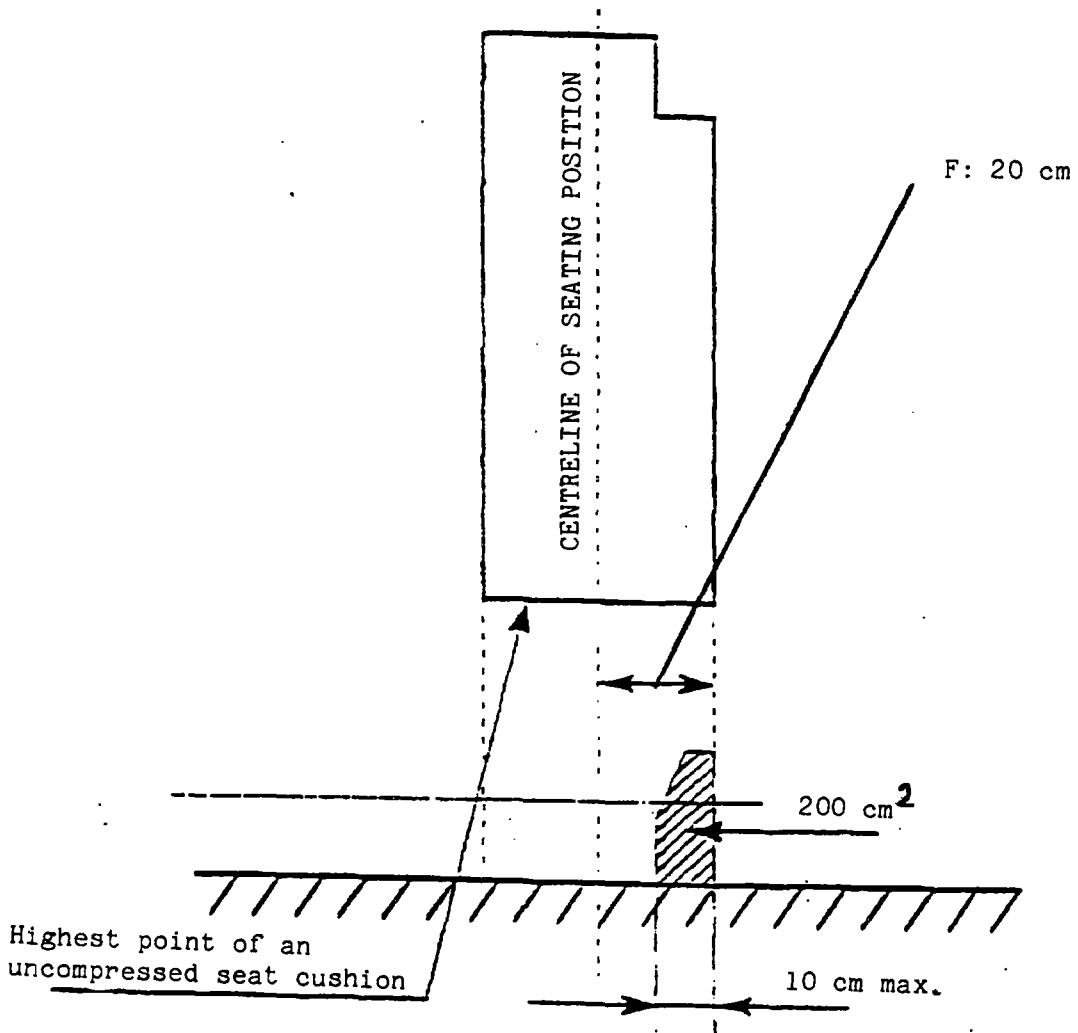
- 1/ At a double doorway the steps in each half of the access passage shall be treated separately.
- 2/ B need not be the same for each step.
- 3/ 70 cm in the case of an emergency door.
- 4/ 30 cm in the case of steps at a door behind the rearmost axle."

Annex 3, figure 8, replace by the following figure:

"

Figure 8

PERMITTED INTRUSION IN LOWER PART OF PASSENGER SPACE
(See paragraph 5.7.8.1.3.3.)



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