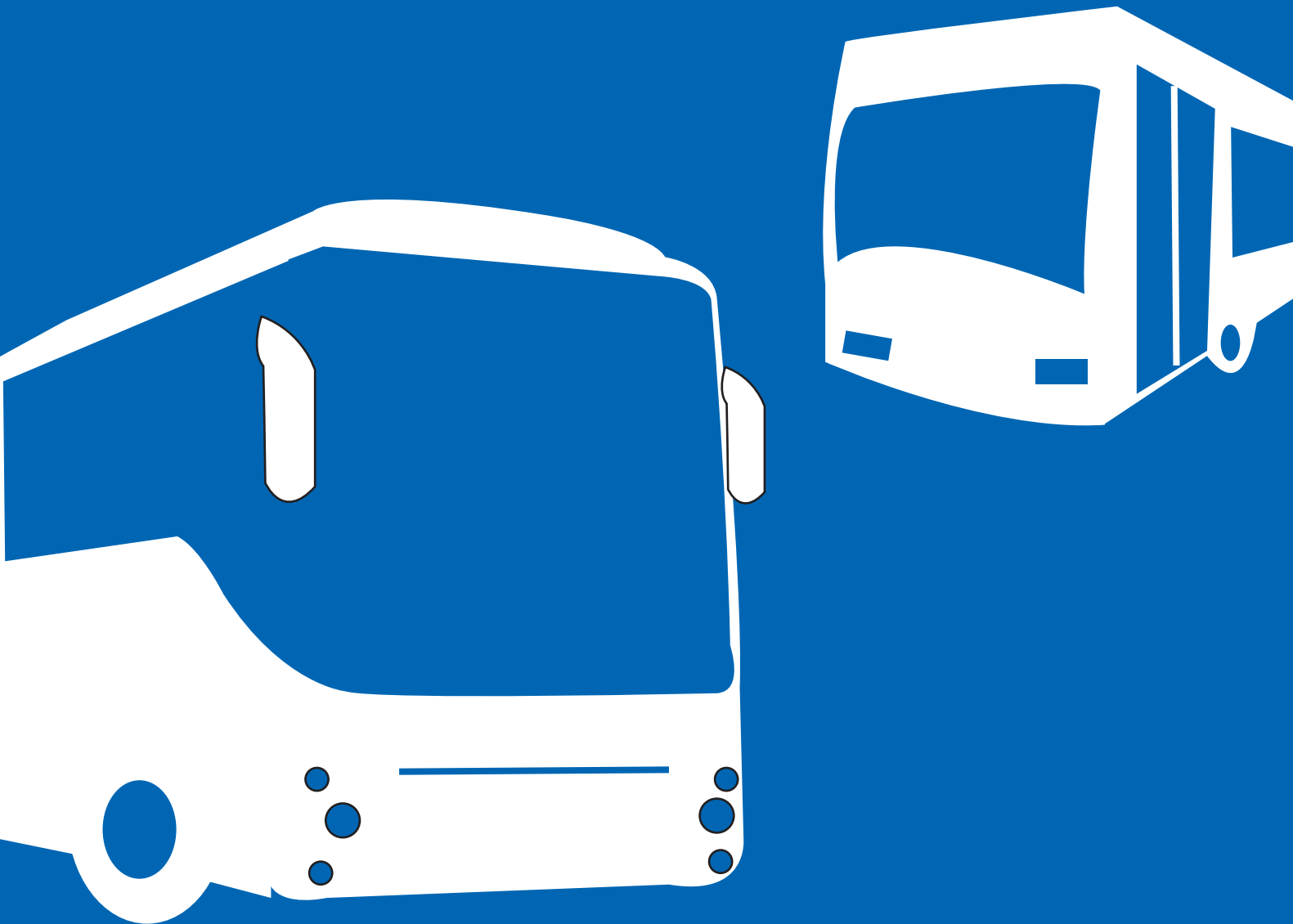




IRU Bus & Coach Safety Programme



A. Safety Requirements for new Bus and

1. Fire prevention and protection of vehicle risk zones against fire

Current situation:

Directive 95/28 (only) deals with the spread of fire in the passenger compartment.

IRU Recommendations:

- Flame retarding in the engine compartment for 30 minutes, according to British test Standards, BS 5852 of 1990 (e.g. by using materials with absorbent coatings, wire protection, automatic fire detection systems, etc.).
- Instructions for drivers in case of fire in the passenger or engine compartments (e.g. do not open the engine compartment in case of fire as the in-draught will stimulate flames).

2. Improve vehicle evacuation

Current situation:

Directive 2001/85 lays down some requirements but needs to be clarified.

IRU Recommendations:

Standardisation of door-opening devices in normal and emergency situations.

- Outside: emergency button should be between 1000 and 1500 mm from the ground and not more than 500 mm from the door.
- Inside: the Emergency exits should be well-marked and placed in a harmonised way (either a button or a handle, covered with plexi-glass). Moreover, it must be possible to open doors manually should the electronic door opening mechanism fail because of fire.
- Outside and inside: central locking of all doors and emergency windows with one key.

3. Provide emergency lights over emergency exits

Current situation:

Emergency exits are indicated.

IRU Recommendations:

- The emergency exit markings should illuminate to allow passengers to orientate themselves in case of an accident in conditions of poor visibility.
- Emergency exits should be indicated with an illuminated sign with a green pictogram of a running man that stays lit for at least 15 minutes in case of an accident during the night or in conditions of poor visibility.

4. Safer Cruise control

Current situation:

Cruise control is authorised.

IRU Recommendations:

- Support should be given to encourage technical developments towards an adaptive cruise control system.
- Overall responsibility for safety should remain with the driver.

5. Improve road adherence

Current situation:

Electronic Stability Control (ESP) systems are voluntary.

IRU Recommendations:

- ESP technology should be mandatory for Class II and Class III vehicles.
- Reinforcement of the structure of Class II and III vehicles (for single and double-deckers and coaches with lower driver compartments).

Coach Construction

6. Standardise and fit ergonomic dashboards and instrument panels

Current situation:

Dash boards and instrument panels differ depending on the vehicle mark/type.

IRU Recommendation:

- The requirements defined in the ISO standard should be extended to buses and coaches.

7. Improve driver's vision

Current situation:

Directive 2003/97 on rear-view mirrors does not provide for mirrors between the door and the wheel.

IRU Recommendations:

- Mirrors between the door and the wheel, as well as a horizontal mirror in front should be mandatory for all buses to improve the driver's indirect vision of people getting on and off.
- Window condensation requirements for buses and coaches should be similar to that for private cars.

8. Improve reverse assist systems

Current situation:

No legal requirements; always upon the initiative of the transport operators.

IRU Recommendation:

- The use of existing technology (radar systems, cameras, etc) should be encouraged and supported.

9. Improve seat design

Current situation:

Performance requirements are set by UNECE (R80) and are quite similar to those for private cars.

IRU Recommendation:

- Improvements to the back of the seat are still possible to increase safety (e.g. no ashtrays).

10. Activate stop lights when using a retarder

Current situation:

Stoptlights do not function when the retarder is used.

IRU Recommendations:

- Stoptlights must function when a vehicle decelerates to avoid dangerous situations for other users.
- Mandatory safety regulation is needed in this field and, in the meantime, the industry commits, on a voluntary basis, to fitting a cable connected to stoptlights.

11. Optimise the location and fixing of equipment/accessories

Current situation:

Equipment and accessories are not fixed and are not appropriately located.

IRU Recommendations:

- Coffee machines should be fixed and less noisy.
- Drinks should not be located at the front of the vehicles as this leads to passengers circulating, which is distracting for drivers.

B. General Safety Policy Requirements for all Bus and Coach Operators

12. Force drivers and crews to wear seatbelts and remind passengers of safety guidelines and the obligation to wear a seatbelt (for example by showing a video tape in Class II and III vehicles).
13. Force operators and drivers to respect driving and rest times and motivate them to promote a healthy life style and defensive driving.
14. Respect mandatory safety training requirements for drivers and develop a life-style module in initial and continuous safety training courses, emphasising vigilance management.
15. Raise the awareness of consigners that all transport operations should be carried out respecting social regulations (principle of co-responsibility).
16. Respect speed limits and forbid alcoholic drinks and all reaction-inhibiting substances during working hours. When starting work, no alcohol content in the bloodstream is allowed.
17. Wear a fluorescent jacket outside the vehicle.
18. Improve parking and pick up / drop off areas, insist on the strict application of the Highway Code to improve safety when getting into or out of a school bus.
19. Study road user behaviour.
20. Develop a harmonised accident data base (accidentology).

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