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Working Party on the Standardization of Technical
and Safety Requirements in Inland Navigation

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Item 9 bis of the provisional agenda

TRANSPORT OF PEOPLE WITH REDUCED MOBILITY

Revision of Resolution No. 25, "Guidelines for Passenger Vessels
also suited for carrying Disabled Persons"

Note by the secretariat

I. INTRODUCTION

1. It is recalled that at its fifty-first session, the Working Party on Inland Water Transport (SC.3) agreed to include in its programme of work the issue of transport of people with reduced mobility. SC.3 noted that this issue was addressed in the 1986 resolution No. 25, which contains Guidelines for Passenger Vessels also suited for carrying Disabled Persons and, more recently, in resolution No. 61 containing Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels. SC.3 asked the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) to review and update, if necessary, resolution No. 25 (ECE/TRANS/SC.3/178, para. 37).

2. At its thirty-second session, the SC.3/WP.3 considered the text of resolution No. 25 reproduced in document ECE/TRANS/SC.3/WP.3/2008/12. Noting the existence of provisions on people with reduced mobility in Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels (annex to resolution No. 61), SC.3/WP.3 discussed whether the content of resolution No. 25 could be integrated into resolution No. 61 or maintained

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as a separate resolution and revised in the view of the provisions already included in resolution No. 61. To reach a conclusion on this issue, SC.3/WP.3 asked the secretariat to provide a comparative analysis of the relevant provisions in resolution Nos. 61 and 25. SC.3/WP.3 also agreed with the proposal by the CCNR to use as reference, Administrative instructions No. 22 to annex II of Directive 2006/87/EC to be adopted by the European Union (ECE/TRANS/SC.3/WP.3/64, para. 24).

3. In accordance with the SC.3/WP.3 decision, the present document provides a comparative table reproducing the provisions of resolution No. 25 and, where available, the corresponding provisions of resolution No. 61. The document also contains in the annex Administrative instructions No. 22.

4. The Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation may wish to consider this information and decide if and how the revision of resolution No. 25 should be carried out. In analysing the content of the existing provisions, the Working Party may also wish to take into account a proposal by the Russian Federation, presented in document ECE/TRANS/SC.3/WP.3/2008/28.

II. PROVISIONS CONCERNING PEOPLE WITH REDUCED MOBILITY IN RESOLUTIONS NOS. 25 AND 61.

Resolution No. 25, “Guidelines for Passenger Vessels also suited for carrying Disabled Persons”	Resolution No. 61 containing Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels
I. Definition of disabled people/people with reduced mobility	
No definition of disabled persons is provided.	1-2.125. “Persons with reduced mobility”: persons facing particular problems when using public transport, such as the elderly and the handicapped and persons with sensory disabilities, persons in wheelchairs, pregnant women and persons accompanying young children;”
II. Technical Requirements	
<u>2.1: Passenger areas and lounges</u> Passenger areas and corridors should have a clear width of at least 1.30 m so as to be accessible to wheelchairs. Projecting elements should be avoided as much as possible and sharp edges should be rounded off. Especially wardrobes, shelves and cupboards should be set into walls; vertical pipes should as far as possible be located in recesses or corners. Anti-slip coverings and coatings should be provided, particularly where there are gradients (ramps, cambers), in the gangways and corridors between the various lounges and	15-1.3 On passenger vessels, areas shall be provided for use by persons with reduced mobility, according to the provisions of this chapter. If the application of provisions of this chapter which take into account the specific safety needs of people with reduced mobility is difficult in practice or incurs unreasonable costs, the Administration can allow exceptions from these provisions. 15-6.5 Connecting corridors shall comply with the following requirements: [...] (iii) Connecting corridors intended for use by persons with reduced mobility shall have a

<p>between the lounges and the stairs. These coverings and coatings should not generate static electricity. Handrails or other means of support may also usefully be provided.</p>	<p>clear width of 1.30 m. 15-6.14 Traffic areas intended for use by persons with reduced mobility shall have a clear width of 1.30 m and be free of doorsteps and sills more than 0.025 m high [...].</p>
<p><u>2.2: Gangways for disembarkation</u> The gangways for passenger disembarkation should have on each side a handrail at a height of 1 m and a second at the height of 0.75 m above the actual gangway. It is important for the handrails to extend in length 0.3 m beyond each end of the gangway. The gangway should have a minimum clear width of at least 0.9 m. Each railing should have at least three stanchions. To allow for the use of wheelchairs, the anti-slip cross-pieces should not be more than 0.3 m long and 0.03 m high. The holes of perforated surfaces should not be more than 0.01 m wide or 0.03 m long. The best method of solving the problem caused by the difference in level between the gangway and the pier or deck is to place movable flaps at each end of the gangway.^{1/}</p>	<p>15-6.11: Parts of the deck intended for passengers, and which are not enclosed, shall comply with the following requirements: (i) Openings and equipment for embarking or disembarking and also openings for loading or unloading shall be such that they can be secured and have a clear width of at least 1.00 m. Openings, used normally for the embarking or disembarking of persons with reduced mobility, shall have a clear width of at least 1.50 m; 15-6.14 [...]. Walls in traffic areas, intended for use by persons with reduced mobility shall be equipped with handrails at a height of 0.90 m above the floor.</p>
<p><u>2.3 Door sills and coamings</u> Door sills in the passenger areas should be avoided wherever possible. If they cannot be avoided, they should have a maximum height of 0.025 m. Open-deck coamings should be kept as low as possible taking into account other requirements in force. They can be eliminated by installing drainage wells, which may be covered by a close-mesh grille and drained outside the hull. If the door sills and coamings should have the height of more than 0.025 m, they should be removable, or consist of a low flexible rubber section or allow clearance by movable ramps.</p>	<p>15-6.14 Traffic areas intended for use by persons with reduced mobility shall have a clear width of 1.30 m and be free of doorsteps and sills more than 0.025 m high [...]</p>

^{1/} Attention is drawn to the fact that a person in a wheelchair cannot cope with gradients of more than 1:20 (3°) without the help of another person, while ascending a gradient of more than 1:4 (14°) is very difficult even with the help of another person. If a landing stage necessitates a steeply inclined gangway for disembarkation (for example 1:4), the gangway should not exceed 2 m in length.

<p><u>2.4 Stairs, lifts</u></p> <p>The stairs should not be too steep (maximum gradient 38° if possible). Stairs should be straight and placed in fore and aft direction. The steps should have a maximum height of 0.18 m and a minimum depth of 0.3 m. It is particularly important to ensure that the steps are anti-slip and have no projections or hollows.</p> <p>The deck areas immediately before stairs or steps should be properly marked by different floor coverings. It is advisable to avoid single steps in the corridors, particularly in front of or behind doors. Lifts should have the following dimensions:</p> <p style="padding-left: 40px;">Cabin: at least 1.1 m wide, 1.4 m deep.</p> <p style="padding-left: 40px;">Lift door: at least 0.8 m clear width (if possible in the form of a sliding or folding door).</p> <p style="padding-left: 40px;">Control panel: between 0.9-1.2 m above the floor.</p> <p style="padding-left: 40px;">Handrails: 0.9 m above the floor.</p> <p>There should be a clear space of at least 1.4 m x 1.4 m in front of the door of the lift.</p>	<p>15-6.9 Stairs and their landings in the passenger areas shall comply with the following requirements:</p> <p>(v) In addition, stairs intended for use by persons with reduced mobility shall comply with the following requirements:</p> <ul style="list-style-type: none"> - the gradient of the stairs shall not exceed 32°; - the stairs shall have a clear width of at least 0.90 m; - spiral staircases are not allowed; - the stairs shall not run in a direction transverse to the vessel; - the handrails of the stairs shall extend approximately 0.30 m beyond the top and bottom of the stairs without restricting traffic routes; - handrails, front sides of at least the first and the last step as well as the floor coverings at the ends of the stairs shall be colour highlighted. <p>15-6.10 Lifts intended for persons with reduced mobility, and lifting equipment, like stairlifts or lifting platforms, shall be constructed according to a relevant standard or a regulation of the Administration.</p>
<p><u>2.5 Handrails and guardrails</u></p> <p>The handrail on each side of the stairs should be placed at a height of 0.90 m above the front edge of the steps, follow the stair without interruption and extend approximately 0.3 m beyond the top and bottom of the stairs. The bars of the handrail should be circular, with a diameter of 0.04-0.05 m and the distance between the handrail and the wall should be at least 0.06 m. At the end of the handrails the bars should be bent towards the wall.</p> <p>In addition, handrails should be provided for guidance and support along corridor walls and open-deck superstructures at a height of 0.9 m above the deck.</p> <p>The height of the guardrails should be at least 1.1 m above the deck.</p>	<p>15-6.11 Parts of the deck intended for passengers, and which are not enclosed, shall comply with the following requirements:</p> <p>(i) They shall be surrounded by a fixed bulwark or guard rail at least 1.00 m high or a railing according to a recognized international standard. Bulwarks and railings of decks intended for use by persons with reduced mobility shall be at least 1.10 m high;</p> <p>15-6.5 [...] Connecting corridors more than 1.50 m wide shall have hand rails on either side;</p>

<p>2.6 Doors</p> <p>Except for those opening into corridors, the doors of passenger lounges should open outwards. When open, the doors should fold back against a wall and be capable of being held fast.</p> <p>Special door-construction such as swing doors and revolving doors should be avoided. In the case of sliding doors, the lower guiderail should be sunk into the floor. The clear width of the doors should be at least 0.9 m in order to allow the easy passage of wheelchairs. In order to permit access to doors from the direction in which they open, there should be a minimum clearance of 0.5 m between the inner edge of the door-frame on the lock side and an adjacent perpendicular wall.</p> <p>It should not be possible for unauthorized persons to lock or bar the doors of the passenger lounges.</p> <p>The doors of toilets for disabled persons should open outwards or should be sliding doors. The locking device should be incorporated in the door handle.</p>	<p>15-6.4 Doors of passenger rooms shall comply with the following requirement</p> <p>(iv) For doors intended for use by persons with reduced mobility, there shall be from the direction from which the door opens, a minimum clearance of 0.60 m between the inner edge of the doorframe on the lock side and an adjacent perpendicular wall.</p>
<p>2.7 Toilets and wash-rooms</p> <p>At least one toilet and one wash-room should be accessible to disabled persons and adapted to their specific needs. Toilets suitable to disabled persons using wheelchairs should be at least 1.5 m x 1.82 m. The height of the toilet seat should be approximately 0.4 m. Handgrips for disabled persons should be fixed to the walls and attention given to ensuring that the fittings are quite stable and firmly attached. The toilet-paper holder should be well within reach and a person should be able to use it with one hand.</p> <p>There should be a free space of 0.6 m height and 0.7 m width under the wash-basin.</p> <p>The height of the upper side of the wash-basin above the floor should be 0.8-0.85 m.</p> <p>If necessary the mirror should extend down as far as the wash-basin.</p>	<p>15-6.18 There shall be toilets available for passengers. At least one toilet shall be fitted for use by persons with reduced mobility according to a relevant standard or a regulation of the Administration and shall be accessible from areas intended for use by persons with reduced mobility.</p>
<p>2.8 Cabins and public areas</p> <p>Cabins for disabled persons should where possible be located on the same deck of the vessel, being preferably the deck on which the</p>	

<p>public area is located. They should be centrally situated and easily accessible. The counters of offices open to the public (for example, the information office and the ticket office) should be accessible to disabled persons in wheelchairs.</p> <p>Tables and seats should be so constructed that they will not overturn when used for support. Clearance under tables should be 0.7 m in order to provide a sufficiently large space for the legs to knee-height.</p> <p>When tables and seats in the lounges or on the deck are permanently fixed, a number of seats (one for every 100 passengers admitted but at least 4) should be specially adapted and reserved for persons suffering from motor disablement.</p>	
<p>2.9 <u>Measures for allergic persons</u></p> <p>The furnishings shall as far as possible be made from non-allergenic material. The use of some areas should be prohibited for passengers who are accompanied by furred animals.</p>	
<p>3. <u>Information, communication and services: Markings, indications, signs and lighting</u></p> <p>Sills, ramps, guardrails and handrails should be easily recognizable by their different colours.</p> <p>In order to indicate special lounges and facilities for disabled persons the appropriate symbols specified in international regulations should be used. The direction indicator signs on the vessel and the instruction panels regarding conduct on board should be attached to the walls and not to the doors. The letters should be at least 0.015 m high. The text or symbol should stand out clearly against the main colour of the sign, which should in turn contrast with its background.</p> <p>Signs indicating the emergency exits or containing prohibitions or obligations must be capable of being lit so as to be clearly visible. Stairs and areas accessible to disabled persons must at all times be well lit. Fluorescent tubes of the daylight type are the best form of artificial lighting.</p>	<p>15-10.3 For the following rooms and locations, adequate lighting shall be provided [...]:</p> <ul style="list-style-type: none"> (iv) in other areas intended for use by persons with reduced mobility;

<p>3.2 <u>Loudspeakers, public address systems</u> It should be possible to reach all the decks and cabins accessible to passengers by a loudspeaker system. The loudspeakers should be sufficiently powerful for messages to be clearly distinguished from background noise (for example, engines, ventilators, etc.). In the toilets and wash-rooms adapted for disabled persons a suitable device for calling a person for help should be provided.</p>	<p>15-8.3 The vessel shall be equipped with an alarm system. [...]The alarm shall be capable of being triggered from at least the following places: [...] - in toilets, intended for use by persons with reduced mobility;</p>
<p>3.3 <u>Information</u> Details of information offices and possibilities of assistance should be displayed at appropriate points on the vessel.</p>	
<p>4. <u>Safety</u> 4.1 <u>General provisions</u>: If the requirements in force do not provide for them the following safety measures must be given special attention</p>	<p>15-13.1 A safety rota shall be provided on board passenger vessels. [...] Specific safety measures for persons with reduced mobility shall be taken into consideration.</p>
<p>4.2 <u>Disembarkation</u> Passenger cabins for disabled persons should not be located below the disembarkation deck. Vessels should have on each side of the vessel on the main deck at least one passenger disembarkation place with a minimum free opening for disembarkation of 1.5 m in width. Accommodation for disabled persons should be so arranged that evacuation of all passengers is possible at any time to an open and sufficiently large deck. From this deck there should be in any case one emergency disembarkation opening of 1.0 m in width.</p>	
<p>4.3 <u>Special protection against fire</u> Liquid fuel having a flash-point of 55° C and lower should not be used, except for outboard engines for lifeboats. Engine-rooms should be equipped with a fixed fire extinguishing installation of a suitable type. This installation should be capable of being activated from outside the engine-room. There should be at least two independent fire-fighting pumps on board, one of which should be installed outside the main engine-room. The capacity of each pump and the number and distribution of hose connections should be such that any part of the vessel can be reached from at least two</p>	

<p>separate connections, each with a single length of hose.</p> <p>Bulkheads and doors between public corridors and cabins and between the cabins themselves, bulkheads and doors of staircases connecting more than two decks, as well as ceilings and surface coatings of bulkheads and planking should be fire resistant.</p> <p>On vessels with cabins, all accommodation and cabins for passengers, crew and other personnel should be equipped with suitable sprinkler systems. The fire-protection flaps prescribed for air and ventilation ducts should close automatically when the temperature of the air in the ducts exceeds 70°C. It should also be possible to close them manually.</p>	
<p>4.4 <u>Additional arrangements</u></p> <p>Life-jackets should be kept within reach at appropriate points on the gangway giving access to exits. In addition, cabins suited for disabled persons should be provided with life-jackets.</p> <p>The scheduled period of operation of the emergency power plant should be at least 60 minutes.</p> <p>If the emergency power plant is not located above the bulkhead deck, the engine-room and the space occupied by the emergency power plant should be separated by at least one watertight compartment.</p> <p>An emergency lighting system should be provided in the passenger accommodation and cabins.</p> <p>An installation giving a general alarm by both optical and acoustic means should be provided.</p> <p>Vessels should be equipped with a radiotelephone installation for:</p> <ul style="list-style-type: none"> Public communication; Shipping notices; Ship-to-ship communication. 	<p>15-10.4 In addition to 9-2.16.6, adequate emergency lighting shall be provided for the following rooms and locations [...]:</p> <ul style="list-style-type: none"> (iv) in other areas intended for use by persons with reduced mobility;
<p>4.5 <u>Safety instructions</u></p> <p>The safety instructions for the crew should state the special safety measures required for disabled persons in an emergency.</p>	<p>15-13.2 The safety rota includes a safety plan, in which at least the following are clearly and precisely designated:</p> <ul style="list-style-type: none"> (i) areas intended for use by persons with reduced mobility; [...].

ANNEX

Administrative instruction N° 22**in accordance with Article 1.07 of Annex II of the Directive 2006/87/EC**
Specific safety requirements of persons with reduced mobility

(Article 1.01(90), article 15.01(4), Article 15.06 (3) to (5), (9), (10), (13) and (17),
Article 15.08(3), Article 15.10(3), Article 15.13(1) to (4))

1. Introduction

Persons with reduced mobility have safety needs exceeding those of other passengers. These needs are taken into account in the requirements of Chapter 15, which are explained as follows.

These requirements are intended to ensure that persons with reduced mobility can stay and move safely on board vessels. In addition, in an emergency such persons should have the same level of safety as other passengers.

It is not necessary that all passenger areas fulfil the specific safety requirements of persons with reduced mobility. Therefore those requirements apply only to certain areas. However, the persons in question must be given the opportunity of being informed of the areas specially adapted for them in view of safety, so that they can organise their stay on board accordingly. It is the responsibility of the ship-owner to make the corresponding areas available, make them known and communicate them to persons with reduced mobility.

The provisions concerning persons with reduced mobility make reference to:

- The European Parliament and Council Directive 2003/24/EC of 14 April 2003 amending Council Directive 98/18/EC on safety rules and standards for passenger ships, and
- The guide for the adaptation of inland waterway passenger vessels to people with disabilities in accordance with Resolution No. 25 of the United Nations Economic Commission for Europe.

The definition of the term “persons with reduced mobility” used in Annex II is largely identical to that of the directive and most of the technical requirements are based on the guide. In cases of doubt, therefore, both can be referred to when taking decisions. In general, the requirements of the directive and guide go beyond those of Annex II.

The requirements of Annex II do not concern berths and similar installations. These are subject to national provisions.

2. Article 1.01(90) – Term “Persons with reduced mobility”

“Persons with reduced mobility” means anyone who, as a result of physical impairments, cannot move or distinguish their surroundings in the same way as other passengers. This

definition includes persons with impaired eyesight or hearing or persons accompanying children in buggies or being carried. However, for the purposes of these provisions, persons with reduced mobility do not include anyone with psychic impairments.

3. Article 15.01(4) – General provisions: Areas provided for use by persons with reduced mobility

Areas provided for use by persons with reduced mobility range from, in the simplest case, the entrance area to the places from which an evacuation will take place in an emergency. They shall include:

- a place where life-saving equipment is stowed or issued in an emergency,
- seats,
- a suitably-adapted toilet (No. 10 of these guidelines) and
- connecting corridors.

The number of seats corresponds at least approximately to the number of persons with reduced mobility that – over a lengthy period – are most frequently onboard simultaneously. The number should be determined by the ship-owner on the basis of experience, as this is beyond the knowledge of the competent authority.

On cabin vessels consideration shall also be given to connecting corridors to passenger cabins used by persons with reduced mobility. The number of such cabins is to be determined by the ship-owner in the same way as the number of seats. With the exception of the width of doors, no requirements are imposed for the special arrangement of cabins. It is the responsibility of the owner to make any further necessary arrangements.

Sentence 2 is identical to Article 24.04 (4), taking into account the special safety requirements of persons with reduced mobility. It shall therefore be applied likewise. Should the recommendations require alternative measures, these may in particular be of organizational nature.

4. Article 15.06 (3)(g) – Exits of rooms

With regard to the requirements concerning the width of connecting corridors, exits and openings in bulwarks or guard rails intended for use by persons with reduced mobility or usually used for the embarkation or disembarkation of persons with reduced mobility, consideration shall be given to buggies and the fact that people may be dependent on various types of walking aids or wheelchairs. In the case of exits or openings for embarkation or disembarkation account shall also be taken of the additional space needed for any assisting staff.

5. Article 15.06(4)(d) – Doors

The requirements regarding the arrangement of the area surrounding doors intended for use by persons with reduced mobility shall ensure that persons dependent for example on walking aids can open such doors safely.

6. Article 15.06 (5)(c) – Connecting corridors

See No 4 of this Administrative instruction.

7. Article 15.06(9) – Stairways and elevators

The requirements for the arrangement of stairways shall, in addition to possible reduced mobility, also take into account eyesight impediments.

8. Article 15.06(10)(a and b) – Bulwarks and guard rails

The requirements for bulwarks and guard rails of decks intended for use by persons with reduced mobility shall provide for a greater height since such persons are more likely to lose their balance or be unable to hold on by themselves.

See also No. 4 of this Administrative instruction.

9. Article 15.06(13) – Traffic areas

For various reasons, persons with reduced mobility need to support themselves or hold on more frequently, so walls in traffic areas intended for use by persons with reduced mobility shall be equipped with handrails at an appropriate height.

See also No 4 of this Administrative instruction

10. Article 15.06(17) – Toilets

Persons with reduced mobility shall also be able to stay and move safely in toilets, so at least one toilet shall be adapted accordingly.

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