



**Economic and Social  
Council**

Distr.  
GENERAL

ECE/TRANS/SC.3/WP.3/2008/28  
7 April 2008

ENGLISH  
Original: RUSSIAN

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**ECONOMIC COMMISSION FOR EUROPE**

**INLAND TRANSPORT COMMITTEE**

Working Party on Inland Water Transport

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

Thirty-third session

Geneva, 16-18 June 2008

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"**

**Proposal by the Russian Federation**

**Note by the secretariat**

The Russian Federation is hereby submitting its proposal for the revision, in accordance with the request of the Working Party on Inland Water Transport (ECE/TRANS/SC.3/178, para. 37), of resolution No. 25, in respect of equipment for the embarkation of disabled persons on vessels (requirements for disabled-access gangways and for lifting mechanisms), and also requirements for equipment with life-saving appliances. The Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation may wish to consider this proposal along with document ECE/TRANS/SC.3/WP.3/2008/27 with a view to including the provisions below in the resolution or other corresponding documents.

## **REQUIREMENTS FOR THE EQUIPMENT FOR THE EMBARKATION OF DISABLED PERSONS ON VESSELS AND FOR LIFE-SAVING APPLIANCES**

### **I. REQUIREMENTS FOR DISABLED-ACCESS GANGWAYS**

1. Disabled-access step gangways for disabled people should be not less than 0.9 m in width and approximately 3 m in length, and should ensure unimpeded access to the vessel for disabled people with motor impediments, both in wheelchairs and without them.
2. To allow for the movement on the gangway of wheelchairs, the anti-skid traction strips should be no more than 0.3 m in length, and should be arranged symmetrically along the longitudinal axis. The traction strips should be 0.03 m x 0.04 m in profile, and they should be spaced at intervals of 0.3 to 0.4 m. The disabled-access gangway should have drainage holes and should be equipped with a non-skid surface for wheelchair wheels and other devices used by disabled people.
3. The gradient of the gangway when it is in use should not exceed 25% (14°), so as to accommodate a disabled person in a wheelchair along with the person pushing the wheelchair, or a disabled person who does not require a wheelchair.
4. The gangway should be equipped with fixing arrangements and a raised edge of at least 0.05 m height to prevent wheelchairs from moving sideways while in motion.
5. The design and weight of the gangway should be such that it is possible, with mechanical assistance or manually, to deploy it or retract it to the stowed position in less than 120 sec.
6. The gangway railings should be equipped with handrails on both sides, affixed to three stanchions at a height of 1.0 m and extending 0.30 m beyond each end of the gangway, and bent to a radius of up to 0.2 m, as well as with two intermediate rails. The distance between the level of the gangway and the lower intermediate rail should be 0.23 m.
7. Compensation for variations between the levels of the landing stage and the deck of the vessel should be made with the use of supporting rollers fitted to the end of the gangway on the landing stage side, and a hinged folding ramp.

### **II. REQUIREMENTS FOR THE LIFTING MECHANISM**

8. The carrying capacity of the lifting mechanism should be no less than 3,000 N. The authorized capacity should be posted in the vicinity of the mechanism.
9. The lifting mechanism should have two lifting drives, one of which should be manual and should require an effort on the lever not exceeding 100 N.
10. The platform of the lifting mechanism should be not less than 0.9 m in width and 1.5 m in length.

11. The platform should have a raised edge at least 0.05 m high, preventing wheelchairs with disabled persons from sliding during the lifting or lowering process, and also a non-skid surface for wheelchair wheels.
12. The lifting mechanism railings should be equipped with handrails on both sides, affixed to three stanchions at a height of 1.1 m and extending 0.30 m beyond each end of the platform, and bent to a radius of up to 0.2 m, as well as two intermediate rails. The lower intermediate rail should be fitted at a height of 0.23 m above the platform. The openings on to the platform through which wheelchairs enter and exit should be fitted with quick-release gates.
13. The smooth raising or lowering speed, without jolts, of the lifting mechanism platform, with a disabled person in a wheelchair and an accompanying person, should be between 1.0 and 1.5 m/sec.
14. The design and weight of the lifting mechanism should be such that it is possible, with mechanical assistance or manually, to deploy it or retract it to the stowed position in less than 120 sec.

### **III. REQUIREMENTS FOR LIFE-SAVING APPLIANCES**

15. Lifeboats and life rafts for disabled people should be correspondingly marked. To assist in guiding disabled people with impaired sight or hearing, visible or audible signalling devices should be set up in the vicinity of the life-saving appliances.
16. The lifeboats and life rafts should be located near areas used by disabled people. Provision should be made for the transfer of wheelchair-bound disabled people from their wheelchairs into the lifeboats and life rafts, and for their lowering into the water when fully loaded.
17. Every boat equipped for the transport of disabled people should have lifejackets designed for persons with total disability.

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