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Working Party on Inland Water Transport

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

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Item 8 of the provisional agenda

Resolution No. 25, “Guidelines for passenger vessels also suited for carrying disabled persons”

Amendments to Resolution No. 25

Proposal from the Russian Federation

Note by the secretariat

At its thirty-fifth session the Working Party requested the secretariat to collect delegations' comments on the draft revision of Resolution No. 25 contained in document ECE/TRANS/SC.3/WP.3/2009/22 (ECE/TRANS/SC.3/WP.3/70, para. 28).

The following comments have been received from the Russian Federation.

Comments on the draft revision of Resolution No. 25, “Guidelines for passenger vessels also suited for carrying disabled persons”

1. The Russian River Register considers that the draft revision of Resolution No. 25 contained in document ECE/TRANS/SC.3/WP.3/2009/22 could be improved in the following manner:

(a) In the Russian, the term “podvizhnost”, already used in the annex to Resolution No. 61, should be used instead of “mobilnost” in the term “persons with reduced mobility”, unless this change would lead to problems in translation;

(b) The standard height for doorsteps and thresholds referred to in paragraph 3.1 (a) needs to be clarified and should perhaps be deleted, as the International Convention on Load Lines has a standard dimension for door sills that differs from the one cited in the draft document;

(c) The statement in paragraph 3.3 (b) that coamings should be kept “as low as possible” contradicts Resolution No. 61 and the rules of classification societies. Fully eliminating coamings by installing drainage wells that may be covered by close-mesh grilles and drained outside the hull would be a design choice and would necessitate increasing a vessel’s freeboard. This paragraph requires further work;

(d) Paragraph 3.4.2 should be amended to include national requirements for vessel lifts, such as sensors preventing lift doors from closing when a disabled person is in the way;

(e) Paragraph 3.5 (b) should be revised, as the guidelines in the current version are not always realizable. One example is the requirement that the end of the hand-rail should not have sharp corners, as bending the hand-rail bars towards the wall is not always possible (for instance, with open stairs leading from a deck to a deck outside the superstructure and situated outboard);

(f) Paragraph 3.5 (d) should be deleted. The 1.1 m height for guard-rails is a mandatory requirement of the rules of classification societies for passenger vessels, and is not an exception for disabled persons;

(g) The requirement in paragraph 3.6 (d) for the incorporation of a locking device in door handles relates to an individual design choice. As other options are possible, the last sentence of the paragraph should be deleted;

(h) The requirement in paragraph 3.8 (a) that cabins for disabled persons should be centrally situated cannot always be met. Therefore, the words “centrally situated” should be deleted;

(i) The form or type of artificial lighting cited in paragraph 4.1 (c) should not be specified. What is most important is the requirement that such lighting should be present. Fluorescent lamps should be used in accordance with medical standards;

(j) The prohibition of liquid fuel with a flash-point of 55° C prescribed in paragraph 5.3 (a) is the prerogative of the rules of classification societies. For example, the flash-point temperature is 60° C under the rules of the Russian River Register. Paragraph 5.3 (a) should be clarified;

(k) In the Russian text, the phrase “extinguished in any part of the vessel” in paragraph 5.3 (c) is inaccurate, as it must be possible to put out a fire at any given spot on the vessel with two fire-hoses at the same time. Perhaps there is a mistranslation;

(l) Paragraph 5.4 (b) should provide a definition of emergency power plant;

(m) The requirements set out in paragraph 5.4 (c) cannot always be met, as there must be a cofferdam or another space between the engine room and the space with the emergency diesel generator or battery. It would probably be more appropriate to state that the space in which the emergency power plant is located should be separated from adjacent spaces by watertight bulkheads;

(n) The draft document should be complemented by requirements for the provision and arrangement of life-saving appliances for disabled persons.
