

**ECONOMIC COMMISSION FOR EUROPE**

**INLAND TRANSPORT COMMITTEE**

**Working Party on Inland Water Transport**

# **Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels**

**Resolution No. 61**

**Revision 1**

**Amendment 4**



**UNITED NATIONS**  
**New York and Geneva, 2017**

## **Additions and amendments to Resolution No. 61 on Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels**

### **Resolution No. 86**

(adopted by the Working Party on Inland Water Transport on 4 November 2016)

*The Working Party on Inland Water Transport,*

*Responding* to the policy recommendation No. 2 of the UNECE White Paper on Efficient and Sustainable Inland Water Transport in Europe (ECE/TRANS/SC.3/189) calling for coordination and support of measures to modernize the inland water fleet at the pan-European level,

*Considering* Resolution No. 61 of on Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels, as amended (ECE/TRANS/SC.3/172/Rev.1 and Amends.1-3),

*Noting* the importance of updating technical requirements for passenger vessels to ensure the safety of passengers,

*Reaffirming* the desirability of further developing Resolution No. 61 with due regard to the latest updates of the European legislation laying down technical requirements for inland waterway vessels and with a view of ensuring harmonization of technical requirements for inland navigation vessels at a Pan-European level,

*Decides* to amend and supplement the text of the annex to Resolution No. 61 as reflected in the annex to this resolution.

## Annex

### Additions and amendments to the annex to Resolution No. 61

#### Amendment to Chapter 15, "Special provisions for passenger vessels"

1. **Para. 15-1.4**

*After the first sentence add*

The areas for persons with reduced mobility should not be located lower than the deck used for embarkation on collective life-saving appliances. Passenger cabins for persons with reduced mobility should be located on the same deck as the common areas (day rooms, accommodation rooms, restaurants, dining areas, toilet and washing facilities), near emergency exits.

2. **Para. 15-6.4 (i)**

*At the end add*

In the case of sliding doors, the lower guiderail should be sunk into the floor. When open, the doors should fold back against a wall and be capable of being held fast.

3. **Para. 15-6.5**

*After (vii) add*

(viii) Areas where there are slopes should be fitted with non-slip surfaces that cannot accumulate electrostatic charges, handrails and other means of support.

4. **Para. 15-6.9**

*After (v) add*

(vi) The steps of the stairs shall have non-slip surfaces and shall not have protrusions or recesses.

5. **Para. 15-6.10**

*At the end add*

Passenger lifts and lifting equipment provided with electricity from the vessel's electrical power plant shall be fitted with a reserve drive to be included in the list of emergency consumers supplied from an emergency diesel generator in the event of the failure of the vessel's electrical power plant. Lifting equipment shall also be equipped with reserve manual drives.

*After para. 15-6.10 add*

15-6.11 Lifts intended for persons with reduced mobility shall meet the following requirements:

- (i) The elevator cab should be at least 1.1 m wide and 1.4 m deep;
- (ii) The control buttons should be in an area 0.9-1.2 m from the floor;

- (iii) There should be a clear space of at least 1.4 m x 1.4 m in front of the door of the lift.

and renumber the paragraphs accordingly.

**6. Para. 15-9.6**

At the end *add*

To assist in guiding people with reduced mobility having impaired sight or hearing, visual and acoustic signalling devices should be set up in the vicinity of the life-saving appliances.

Visual signs should have lighting, including emergency lighting.

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