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Working Party on Inland Water Transport

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Item 7 (d) of the provisional agenda

**Standardization of technical and safety requirements in inland navigation:
Recommendations on Harmonized Europe-Wide Technical Requirements
for Inland Navigation Vessels
(Resolution No. 61, revised)**

Amendments to the Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels (revised Resolution No. 61)

Transmitted by the Russian Federation

I. Mandate

1. This document is submitted in line with Cluster 5: Inland Waterway Transport, paragraph 5.1, of the programme of work 2016-2017 (ECE/TRANS/2016/28/Add.1) adopted by the Inland Transport Committee (ITC) at its seventy-eighth session, on 26 February 2016.

2. The Russian Federation informed the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation at its forty-ninth session of a proposed amendment to Resolution No. 61, "Recommendations on Harmonized Europe-wide Technical Requirements for Inland Navigation Vessels", addressing requirements for the transport of persons with special needs. The proposal in question was drafted on the basis of the 2011 edition of the Danube Commission's Recommendations on Technical Requirements for Inland Navigation Vessels. The proposed amendments appear below.



II. Proposed amendments to chapter 15, “Special provisions for passenger vessels”

3. Article 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.

4. Article 15-6.4, indent (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.

5. Article 15-6.5

Add a new indent (viii):

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

6. Article 15-6.9, indent (v)

Add a new indent:

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

7. Article 15-6.10

Add at the end:

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.

8. *Add* a new paragraph after article 15-6.10:¹

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

- The elevator cab should be at least 1.1 m wide and 1.4 m deep;
- The control buttons should be in an area 0.9-1.2 m from the floor;
- There should be a clear space of at least 1.4 m x 1.4 m in front of the door of the lift.

9. Article 15-9.5

Add at the end:

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.

¹ Secretariat’s proposal: place the requirements in question in a separate article.