

MINISTRY OF THE PRESIDENCY

ROYAL DECREE 1544/2007, of November 23, by which the basic conditions of accessibility and non-discrimination for access to and use of means of transportation by disabled persons are regulated.

Law 51/2003, of December 2, on equal opportunities, non-discrimination and universal accessibility for the disabled, established the frame of reference in order to advance progressively in the adoption and implementation of measures for guaranteeing and putting into effect the right to equality of opportunities for disabled persons according to Articles 9.2, 10, 14 and 49 of the Constitution.

The legal text referred to establishes, in its Article 10, that the Government "shall regulate some basic conditions of accessibility and non-discrimination that guarantee the same levels of equal opportunities to all disabled citizens, while its first final provision authorizes it to issue the necessary provisions for the regulation and execution of the law, at the joint proposal of the Ministry of Labour and Social Affairs and of the Ministries competent in the area, with the prior consultations that are collected in it.

Regulation of the aforesaid basic conditions would be structured in the provisions given in the above-mentioned Constitution articles, that enshrine the principles of freedom, equality and participation, as well as of attention to disabled persons, guaranteeing some minimal levels extendable to the whole State, without which territorial imbalances could be suffered that would generate discriminations and disadvantages to the group of citizens made up of the disabled.

In fulfilment of these legal provisions, this royal decree determines the basic conditions of accessibility and non-discrimination for use by the disabled, for the following means of transport: rail, sea, air, road, urban and suburban bus, metropolitan railway, taxi and special transportation services, also establishing a schedule for its implementation within the framework of the stipulations of the eighth final provision of Law 51/2003, of December 2. Regarding air transport, the protection and assistance standards established by (CE) Regulation No. 1107/2006, of the European Parliament and of the Council, of July 5, 2006, on the rights of persons with disability or reduced mobility in air transportation, are mandatory. Annex III to this royal decree complements these regulations, including other conditions not regulated in (CE) Regulation No. 1107/2006, regarding airport infrastructures and information and communication systems.

This provision has been subjected to the information procedure in regard to technical regulations and standards, and regulations related to information society services contemplated in Directive 98/34/CE of the European Parliament and of the Council, of June 22, modified by Directive 98/48/CE, of July 20, as well as in the Royal Decree 1337/1999, of July 31, which incorporates this directive into the Spanish legal system.

In the preparation of this royal decree, the following entities were also consulted: in regard to air transport, the Airline Association (ALA), the International Air Transport Association (IATA), the Spanish Association of Airline Companies (AECA) and the Association of Spanish Air Transport Companies (ACETA). In regard to rail and road transport, the Traveller Transport Section of the National Council on Ground Transport and the National Committee on Road Transport. In regard to sea transport, the Spanish Shipping Association (ANAVE), the Basque Shipping Association (ANAVAS) and the Autonomous Communities of the Canary Islands and of the Balearic Islands.

The project was also presented to the Sectoral Conference on Social Affairs, as well as to the Spanish Federation of Municipalities and Provinces, having received a favourable report also from the National Council on Disability.

To cover the costs to the infrastructures and means of transport under state jurisdiction, deriving from the application of this Royal Decree, the fifth final provision anticipates the adoption of the necessary budgetary measures so that the Ministries responsible for its application can confront these costs without prejudice to the execution of plans they have already established.

Finally, the active participation, in the preparation of this provision, of organizations of disabled persons and their families, working jointly with the Spanish Committee of Representatives of Persons with Disabilities (CERMI), an entity that focuses the efforts of this social sector, should be pointed out.

By virtue of their jurisdictional authority, at the proposal of the Minister of Labour and Social Affairs and of the Minister of Development, in accordance with the Council of State and after due deliberation of the Council of Ministers in their meeting on November 23, 2007,

I H E R E B Y D E C R E E:

Article 1. Basic conditions of accessibility to, and use of, the different means of transportation for disabled persons

1. Annexes I, II, III, IV, V, VI, VII, VIII and IX, inserted below and relating, respectively, to the following means of passenger transport: rail (I), sea (II), air (III) and road (IV), urban and suburban bus (V), metropolitan railway (VI), taxi (VII) and special transportation services (VIII), and to the adoption of horizontal or common measures (IX), and establishing the basic conditions of accessibility to and use of the same for disabled persons, according to provisions in Article 1.2 of Law 51/2003, of December 2, on equal opportunities, non-discrimination and universal accessibility for disabled persons, are hereby approved.

2. Without prejudice to indications in Section 1 of Annex IX, the specifications in this annex shall be generically applicable within an interval not to exceed two years following the entry into force of this royal decree, in the new services, materials, infrastructures and other components of all affected means of transportation, and within an interval not to exceed five years in the existing ones.

Article 2. Rail transport

1. The basic conditions of accessibility contained in Annex I shall be applicable to the areas of public use and the rolling stock of all systems of rail transport with the specifications that are indicated therein. Of these, the provisions established in the technical specifications for interoperability (TSIs) on accessibility for persons with reduced mobility that are in force according to the European Union regulations, shall be fulfilled.

2. Stations that handle a volume of passengers greater than 1,000 passengers/day on a yearly average, or that are in a provincial capital, shall be adapted to stipulations in Annex I within a period not to exceed 8 years from their entry into force, provided the adaptation processes are adequate. These stations shall meet all Annex I specifications.

3. Stations that handle a volume of passengers less than or equal to 1,000 and greater than 750 passengers/day on a yearly average shall adapt to stipulations in Annex I within a period not to exceed thirteen years from their entry into force, provided the adaptation processes are adequate. It is only compulsory for these stations to meet those Annex I specifications indicated with an asterisk.

4. The conditions established in Annex I shall be applicable to all new stations and to existing ones that undergo structural transformation processes, in the terms anticipated in the first additional provision, independently of the service they provide and the current or expected number of passengers, beginning two years after the entry into force of this royal decree. They shall be mandatory in nature when so indicated by the criteria given in the above Sections 2 and 3.

5. The basic conditions established in Annex I, regarding rolling stock, shall be mandatory in their application, from the date of entry into force of this royal decree, to all new material whose purchase is formalized later than twelve months from that same date. Rolling stock already in use, or whose purchase has been formalized within twelve months from the entry into force, shall be adapted to provisions in Annex I within a period not to exceed thirteen years from that same date, provided the adaptation processes are adequate, without prejudice to provisions in Section 3.5.3.

Measures regarding the rolling stock shall be applicable to that having historical or heritage value only if the adaptation does not involve detriment or loss to this value.

Article 3. Sea transport

1. Port authorities and marine terminal managers shall undertake the necessary procedures so that the port/interface facilities that are under their jurisdiction can comply with the stipulations of Annex II within the four-year maximum period from the entry into force of this royal decree. The new port/interface facilities shall be accessible as of eighteen months after the entry into force of this royal decree.

2. Companies owning passenger lines shall equip at least one ship to be accessible to disabled persons for each regular passenger line on every day of service and in each direction of the shipping lane, within a maximum period of 3 years from the entry into force of the present royal decree. The fulfilling of the basic conditions of Annex III will give it its status of accessible.

The new ships must meet the conditions of accessibility as of two years after the entry into force of this royal decree.

Article 4. Air transport

1. In addition to the protection and assistance regulations collected in Regulation (CE) No. 1107/2006 of the European Parliament and of the Council, of July 5, 2006, on the rights of persons with disability or reduced mobility in air transport, applicable in the terms anticipated in this EC regulation, other conditions of accessibility related to airport infrastructures, and information and communication systems, are established in Annex III of this royal decree.

2. The measures included in Section 1 of Annex III shall be applicable within the maximum periods anticipated in Section 1 of the eighth final provision of Law 51/2003, of December 2.

3. The measures included in Section 2 of Annex III shall be mandatory eighteen months after the entry into force of this royal decree.

Article 5. Road transport

1. Bus stations and existing transfer points that handle a volume greater than 1,000,000 passengers annually, and stations in provincial capitals, shall be adapted to stipulations in Annex IV, in their entirety, within a period not to exceed eight years from the entry into force of this royal decree.

2. Stations and transfer points with a volume less than or equal to 1,000,000 passengers annually shall be adapted to the above-mentioned Annex within a period not to exceed thirteen years from the entry into force of this royal decree. At these stations, only the specifications indicated in Annex IV shall be mandatory.

3. New bus stations and transfer points shall be accessible, fulfilling the basic conditions indicated in Annex IV, as of two years after the entry into force of this royal decree, taking into account the criteria indicated in the above sections.

4. Provisions in Annex IV.2 on basic conditions of accessibility in the regular lines of intercity transport by bus shall be applicable within the following periods:

- a) Provisions in Sections 1.b), 1.c), 1.f), 1.i) and in Section 4, as of the entry into force of this royal decree.
- b) Provisions in Sections 1.d), 1.e), 1.g) and 1.h) shall be required of all new vehicles that are incorporated into the services referred to, as of the entry into force of this royal decree.
- c) Provisions in Section 1.a) three years after the entry into force of this royal decree.
- d) The conditions required by Sections 2 and 3 shall be included, as minimal, in all specifications for the concession of services referred to, respectively, that are granted starting from the entry into force of this royal decree, being enforceable for new vehicles that are incorporated into the concessions starting from the granting of these concessions.

5. In buses and services on lines with a volume of fewer than a million passengers per kilometre and year, and whose longest route does not exceed 100 kilometres, only regulations from Annex IV.2, Sections 1.b) to 1.i), 2.c), 3 and 4 shall be considered basic conditions of accessibility and non-discrimination.

Article 6. Urban and suburban bus transport

1. The existing stops for the urban and suburban bus transport services shall be adapted to the stipulations of the basic conditions of accessibility established in Annex V within a period not to exceed two years from the entry into force of the present royal decree, if the stop is used for more than one line; and within a period not to exceed four years, in all other cases.

2. All new stops shall be accessible, in fulfilment of Annex V, beginning the year of the entry into force of this royal decree.

3. The new rolling stock which is affected, namely classes I and II, shall be accessible, in fulfilment of Annex V, beginning the year of the entry into force of this royal decree.

Article 7. Metropolitan railway transport

1. The basic conditions of accessibility contained in Annex VI shall be applicable to stations and stops as well as to the rolling stock of the three systems that can form part of the metropolitan railway: conventional or heavy metro, light metro and tramway.

2. In the existing property, the stations of a metro network, whether head station, through station or final station, with more than two lines, and those that form part of a transfer point, shall be accessible within a period not to exceed four years from the entry into force of the present royal decree. At these stations, all of the specifications of Annex IV shall be applicable.

3. At those stations with more than one line, this period shall be seven years from the entry into force of the present royal decree. At these stations, all of the specifications in Annex IV shall be applicable.

4. At all other metro stations and tram stops in the existing property, this period shall be ten years from the entry into force of this royal decree. At these stations, the specifications in Annex IV marked with an asterisk shall be mandatory; the others are in the nature of recommendations.

5. All new metro stations or tram stops, and all existing ones that undergo structural transformation processes, shall be accessible beginning the year of the entry into force of this royal decree. At these stations, the nature either as mandatory or as a recommendation of the specifications in Annex IV shall be the following:

At new stations, all of them shall be obligatory. At existing ones, the same criterion established in the above Sections 2, 3 and 4, shall be applied.

6. The new rolling stock of conventional metro, light metro and tramway shall be accessible as of two years after the entry into force of this royal decree.

7. The existing rolling stock with a useful life of over ten years shall be adapted to the stipulations in Annex VI, within a period not to exceed four years from the date of entry into force of this royal decree.

Article 8. Adapted taxi transport

1. In all municipalities, city councils shall encourage at least 5 percent, or fraction, of taxi licenses to correspond to adapted vehicles, according to Annex VII. Holders of licenses shall request voluntarily that their taxi be adapted; but if the above-mentioned percentage is not covered, city councils shall require that the last licenses granted allow their autotaxi to be accessible.

2. These autotaxis shall give priority in their service to disabled persons but, in the event these services are not occupied, they shall be on an equal footing with other non-adapted autotaxis for giving service to any citizen without disability.

3. Plans for implementing the stipulations in the above Sections 1 and 2 shall have been made by city councils one year after the entry into force of this royal decree. Implementation of these two subsections shall not exceed ten years after the entry into force of this royal decree.

Article 9. Special transportation services

1. The basic conditions of accessibility of special transport services (hereafter referred to as STSes) are established in Annex VIII.

2. City councils, municipal consortia, regional communities and autonomous communities shall, within two years from the entry into force of this royal decree, conduct a technical study of the needs for STSes among the disabled population that lives in the area.

3. The same above-mentioned entities, in a period not to exceed three years from the entry into force of the present royal decree, shall start up and maintain the STSes that answer the existing demand. This should be the object of a plan adjusted to the STS entity; it shall be executed in its entirety, in the worst case scenario, within a period of six years from the entry into force of the present royal decree.

4. In the rural environment, STSes may be integrated into the intercity services to meet the demand that they be provided for all citizens, with none excluded, in the autonomous communities.

First additional provision. Adaptations in port, airport, rail, metropolitan railway and urban and suburban bus transport facilities.

Any work that is carried out at port facilities and marine terminals, airports, railway stations, metropolitan railway and urban and suburban bus transport terminals existing upon the entry into force of this royal decree, consisting of extensions, redesigning, or other modifications whose cost involves an increase greater than 50 percent of the replacement value, shall include, in the project implementation, any redesigning necessary to equip them with the basic conditions of accessibility and non-discrimination, with the following order of priorities:

a) To establish at least one feasible route for the disabled, both wheelchair users and those affected by any other disability, in accesses to the facilities by means of ramps, elevators or other similar mechanisms.

b) To adapt the spaces for public use inside the facilities, making them accessible, paying special attention to those related to passenger transportation, to the type of assistance to the public and communications between infrastructure and rolling stock.

Second additional provision. Adaptations in existing rolling stock for sea, rail, metropolitan railway passenger transport, and urban and suburban bus transportation.

In rolling stock, except for air transport, that is in service upon the entry into force of this royal decree, or whose purchase has been formalized within twelve months from the entry into force, in which modifications are made at a cost exceeding 30 percent of its initial value plus its accumulated depreciation, any redesigning necessary to equip them with the basic conditions of accessibility and non-discrimination shall be introduced, according to the following order of priorities:

a) To establish access means for disabled persons using wheelchairs consisting of ramps, lifts or other similar mechanisms that permit access from any platform of the commercial stations.

b) To condition the spaces intended for passengers in order to guarantee accessibility and internal communication for the disabled, according to the requirements contained in the corresponding annex.

Third additional provision. Compatibility of specifications in the annexes with other regulations in effect.

Provisions in the present royal decree shall be understood to be without prejudice to stipulations in Law 21/1995, of July 6, regulating package travel, by which Directive 90/314/CEE of the Council, of June 13, 1990, regarding package travel, package holidays and package tours, was incorporated into the Spanish legal system; to (CE) Regulation 261/2004, of February 11, 2004, by which standards are established regarding compensation and assistance for air passengers in the event of denied boarding, and cancellation or considerable delay in the flights; and (CE) Regulation 1107/2006, of July 5, 2006, of the European Parliament and of the Council, on the rights of persons with disability or reduced mobility in air transport.

Fourth additional provision. Penalty system

The non-fulfillment of stipulations in this royal decree shall be penalized according to provisions in the legislation on infractions and penalties in the area of universal accessibility and non-discrimination.

Sole repealing provision. Regulatory repeal

1. Article 6 ter. and Annex III of Royal Decree 1247/1999, of July 16, on security rules and regulations applicable to passenger ships making voyages between Spanish ports, according to the statement given by the Royal Decree 1036/2004, of May 7, by which Directive 2003/24/CE of the European Parliament and of the Council, of April 14, 2003, as applicable to classes A, B and C ships sailing under the Spanish flag, is incorporated into the Spanish legal system, are repealed.

2. Whatever provisions of equal or lower rank are opposed to provisions in this royal decree are hereby repealed.

First final provision. Regulatory powers

The Ministers of Public Works and of Labour and Social Affairs shall issue the proper provisions for the development and application of the stipulations of this royal decree, in the area of their respective jurisdictions.

Both ministries shall establish the formation of a Commission, with representation from the National Council on Disability, for the monitoring and control of the implementation of stipulations in the present royal decree.

Second final provision. Updating of the annexes

Every four years, the measures contained in the annexes of this royal decree shall undergo revision in order to carry out their ongoing updating in order to adapt to the progress made in the area of accessibility. This updating shall be carried out by joint order of the Ministers of Public Works and of Labour and Social Affairs, after having heard the National Council on Disability.

Third final provision. Nature of the conditions established in this royal decree

Given the nature of those conditions contained in this royal decree as basic conditions of accessibility and non-discrimination, the autonomous communities and local administrations may, within the scope of their jurisdictions, establish additional ones that they may consider relevant in order to favour this accessibility and non-discrimination.

Fourth final provision. Preparation of technical manuals

In a period not to exceed three years from the entry into force of this royal decree, the Ministry of Public Works or body whose responsibility it is, shall approve complementary technical manuals on accessibility in infrastructures and rolling stock for the forms and means of transport affected by this royal decree.

Fifth final provision. Financing

The necessary budgetary measures shall be adopted by the competent Ministries for the application of this Royal Decree on infrastructures and means of transport under state jurisdiction.

Sixth final provision. Compensation for the increase in cost of the regular permanent road passenger transport services.

Compensation for the cost of the obligations imposed in this royal decree on companies operating regular transport services shall be made according to stipulations to this effect in legislation regulating ground transport.

Seventh final provision. Incorporation of the basic conditions of accessibility and non-discrimination into the Technical Construction Code.

The Government, at the proposal of the Ministers of Public Works, of Labour and Social Affairs, and of Housing, shall incorporate the basic conditions of accessibility and non-discrimination regarding the transport infrastructures regulated in this royal decree into the Technical Construction Code, approved by Royal Decree 314/2006, of March 17, to the extent covered by the law.

Eighth final provision. Jurisdictional authority

This royal decree is issued in the exercise of the powers vested in the State by Article 149.1.1, 20, 21 and 24 of the Constitution.

Ninth final provision. Entry into force

The present royal decree shall enter into force the day following its publication in the "Official State Bulletin".

Issued in Madrid, November 23, 2007. JUAN CARLOS Rex

First Vice-President of the Government and Minister of the Presidency

MARÍA TERESA FERNÁNDEZ DE LA VEGA SANZ

ANNEX I

Basic conditions of accessibility to the railway

1. Stations

In large stations (> 1,000 passengers/day, and provincial capitals), all specifications included in the annex are mandatory. In stations with a volume of passengers less than or equal to 1,000 and greater than 750 passengers/day, only those included in any section or paragraph marked with an asterisk are mandatory.

Generically, measures for guaranteeing accessibility in stations shall be those established in the technical specifications for interoperability (TSIs) on accessibility for persons with reduced mobility that are in effect according to the European Union regulations.

1.1. Parking lots

(*) Wherever there is a specific area for public parking for the station, and managed by it, there must be reserved parking spaces for disabled persons who are authorized and have identification.

These spaces shall have the relevant horizontal and vertical signage, shall be located as close to the accessible entrance as possible, and shall also be connected to this entrance by means of an accessible route.

The number of spaces, the signage, characteristics and dimensions shall be adjusted to the specific regulations on public parking that are in effect.

1.2 Accessible routes

1.2.1 Definition

An accessible route should be understood to mean one that is marked as such and that allows access to disabled persons. A feasible route shall be understood to mean one that is marked as such and that allows safe, prompt access for disabled persons in interim locations with more limited clearance width.

1.2.2 Accessible exterior routes

(*) All accessible pedestrian routes in the immediate vicinity of the station shall have a sufficient minimum clearance height and width, not being applicable on stairways, ramps, escalators, moving sidewalks, moving ramps or elevators or other mechanical devices for carrying in a vertical direction.

Their lengthwise and crosswise slopes shall not exceed the limits of the specific regulations in effect. Pavement is to be hard and to have anti-reflecting and non-slip properties, and shall permit movement without bumps.

Manhole covers and drains are to be flush with the pavement. Gratings around trees are to be covered by flat, resistant pieces or grid.

All depressions shall reach the line of curb-roadway contact with no level change. If this is not possible, a small level change is acceptable whenever the curb is bevelled.

1.2.3 Accessible interior routes

(*) There is to be an accessible interior pedestrian route in the station to connect the adapted access of the station with the essential points inside it: ticket sales, information, washrooms, cafeteria and platforms.

In the event that all train services cannot be provided from the main platform closest to the passenger building, there must be an accessible route to other platforms that need to be used, without placing crossings at the level of the tracks. To do so, the station is to have pedestrian overpasses or underpasses, with the necessary elements (ramps, elevators, stair glide platforms, escalators, moving ramps, etc.) that ensure proper accessibility.

(*) The level of lighting in these interior accessible routes shall be at least 100 luxes, measured at floor level, with a cooler colour temperature. The pavement of the interior accessible routes must be of material with a non-slip surface finish.

1.2.4 Stairways and fixed ramps

(*) Stairways that do not have any device permitting wheelchair users to climb them may not form part of an accessible route. Their characteristics (size of steps, signage, etc.) shall adhere to the specific regulations in effect.

(*) The entire staircase must have an illumination level of at least 150 luxes measured at floor level and a colour temperature of 4000° K. A strip of tactile pavement 120 centimetres shall be placed at the outset, with different colouring and strongly contrasted with the surrounding pavement.

The fixed ramps in the main passages shall have a minimum clearance width of 90 centimetres, measured between the handrails, and shall comply with the specific regulations in effect.

The floor surface must be finished in a non-slip material, for either dry or wet conditions.

(*) All ramps must have an illumination level, measured at floor level, of at least 150 luxes.

1.2.5 Escalators

As was indicated in point 1.2.4 above, escalators may not form part of an accessible route.

All escalators shall have a length without any slope, both for getting on and for getting off the escalator, that fulfills the specific regulations in effect.

(*) The entire stairway must have an illumination level of at least 150 luxes measured at floor level.

The edge and sides of each step shall be marked with a 5 centimetre strip of reflecting yellow paint.

1.2.6 Moving ramps/moving sidewalks

All moving ramps or moving sidewalks shall have at least an entry and exit zone with the carpeting flush with the pavement. There shall be lateral handrails at a height of 90 centimetres, extending for 45 centimetres, their color contrasting with the surroundings.

Moving ramps shall have a maximum slope of 12 degrees, which is equal to 21.26%.

(*) They are to have a minimum illumination level of 150 luxes, measured at floor level, throughout their entire length.

1.2.7 Pedestrian overpasses and underpasses

Pedestrian overpasses and underpasses that are used as part of the passengers' accessible route shall have an area free of obstacles, along the entire length, 160 centimetres wide and with a clearance height of 220 centimetres.

(*) They are to have a minimum illumination level of 100 luxes, measured at floor level, throughout their entire length.

1.2.8 Elevators for public use

(*) The dimensions of the elevators that are used as part of the passengers' accessible route, shall be sized to permit their use by wheelchair users with baggage and accompanied by one person.

Depending on whether the cabin has one or two accesses, which in this case would be at 90 or 180°, its minimum floor space must not be less than (width x depth): 110x140 centimetres, 140x140 centimetres and 110x140 centimetres, respectively.

The rest of the specifications shall be established in the corresponding technical manual.

1.2.9 Guardrails and handrails.

Stairways and ramps shall be equipped with handrails on both sides and at two levels. They shall be continuous and finish at a distance of 45 centimetres before and after the flight of stairs.

1.3 Accesses

(*) There shall be at least one access door designated as accessible for access to the station, and another for access to the platforms, if necessary.

If the doors are automatic, sliding or swinging, they are to be equipped with photoelectric cells that control the opening and closing without any danger to users.

The controlled entrances shall have at least one with a blade-type, guillotine-type or automatic swinging system with a clear span of no less than 80 centimetres and whose control devices shall be at a maximum height of 115 centimetres. Failing this, in the control there is to be a gate with the same minimum clear span, opened by station personnel guaranteeing the passage of a wheelchair.

The exterior lighting system shall have a minimum illumination level in the main entrance of 150 luxes measured at floor level. If artificial lighting is required to reach these levels, the illumination level shall be at least 40 luxes higher than lighting levels in the vicinity, with a cooler colour temperature. There are to be no shadowy areas.

1.4 Washrooms

In those stations provided with washrooms, the minimum dimensions of all toilet stalls shall be 100 centimetres wide by 170 centimetres long (if the door opens inward), and 150 centimetres (if the door opens outward). Entrances to the stalls shall have a minimum clearance of 65 centimetres. Doors to all stalls shall have an air gap above or below.

(*) In addition, one stall in each group or row shall have a door with a clearance width of at least 80 centimetres to permit its use by wheelchair users. Its signage, characteristic and dimensions shall be adjusted to the specific regulations in effect for toilets accessible to wheelchair users. If there is an accessible toilet for both sexes, it shall have a separate entrance from the rest of the toilets. All toilets shall have devices with sound and light signals for cases of an emergency.

1.5 Projecting furniture, complements and elements.

All projecting furniture, complements and elements shall contrast with their environment and shall have rounded edges.

Furniture and complements shall be located where they will not obstruct the passage of persons with visual disability. As a general rule, the furniture shall be set in, aligned to one side, away from the pedestrian route and preferably with no mobile articles installed.

All projecting elements below a height of 220 centimetres that project more than 15 centimetres shall be indicated by means of an obstacle at floor level up to a maximum height of 25 centimetres that can be detected by the cane of a person with visual disability.

There are to be no elements hanging below a height of 220 centimetres.

In each rest area, there shall be at least one space equipped with ergonomic seats, with a back, and ischiatic supports are also to be placed there.

1.6 Counters for ticket sales, information and customer service

Where there are counters for ticket sales, information and traveller assistance, they shall be clearly identified. At least one counter shall be accessible ensuring these three functions, according to the corresponding specific technical regulation.

1.7 Vending machines and other interactive elements

(*) If there are rows of machines for the same function or that dispense the same product, at least one of them shall be adapted for wheelchair users.

(*) In each group of public telephones at least one that is conditioned for persons with visual, hearing impairment or physical disability shall be installed. It shall be marked to that effect.

The location of vending machines should make them easy to find and their position should vary as little as possible.

1.8 Visual and audible information

1.8.1 Object

Basic information for travellers should be provided visually and audibly. Last minute changes, emergency situations or incidents shall be considered basic information. Spoken information is to be consistent with the visual information provided.

1.8.2 Signage

The visual information shall be legible under all general lighting conditions, shall contrast with the background on which it is presented, and shall be consistent and simultaneous with the spoken information provided.

Information elements (posters, panels, monitors, etc.) must be located in places that permit their readers to move as close to or as far from them as their visual or physical disability may require. They shall be directly lighted, avoiding reflections on the surface, with contrasting colours between the background and the text. Advertisements shall not be mixed with the general orientation and information systems.

Tactile-visual information shall be given to persons with visual or intellectual disability.

Signage, symbols and pictograms shall be used consistently throughout the entire journey.

All information announced by public address systems on the platforms shall be given simultaneously on accessible monitors or panels.

A magnetic induction loop connected to the public address systems shall be installed, at least in the area of the platform used the most.

1.8.3 Dynamic information

The dynamic information screens shall be sized to show complete names and words, easily understood abbreviations being permitted. Each station name, or message word, shall be displayed for a minimum of 2 seconds. If information is given on a (horizontal or vertical) ticker, the scrolling speed shall not exceed 6 characters per second.

1.8.4 Pictograms

There shall not be more than 3 pictograms next to a single directional arrow.

In the event there is some unspecified equipment for disabled persons, a sign according to the international symbol code shall be "provided for persons with disability" accompanied by the specific symbol.

In addition, the sign mentioned shall be included next to the directional information for itineraries and accessible services for persons in wheelchairs, signage in the boarding area for passengers in wheelchairs, if there is information regarding the configuration of the train on the platform, and signage in the area where induction loops are installed.

The place where a text telephone is located for emergencies shall be indicated.

It shall also be necessary to include the pictogram that refers to the existence, if applicable, of the sign language interpreting service, in the place where it is located.

1.9 Platforms

On newly constructed platforms, without constraints on routes of existing track that would make it impossible and on which it cannot be ensured that the doors of the trains designated for wheelchair users do not open onto fixed elements (such as pillars, posts, stairways, elevators, ramps, etc.), the following minimum free distance shall be guaranteed:

- 160 centimetres from the edge of the platform to the fixed elements whose parallel distance from the track is less than 100 centimetres.

- 200 centimetres from the edge of the platform to the fixed elements whose parallel distance from the track is greater than 100 centimetres and less than 1000 centimetres.

- 240 centimetres from the edge of the platform to the fixed elements whose parallel distance from the track is greater than 1000 centimetres.

On newly-constructed platforms, the color of the material of the platform edge shall contrast with the darkness of the space between the car and the platform. The edge piece of the platform shall be 60 centimetres wide and should include at least two strips of non-slip material.

(*) A 60 centimetre wide strip of button flooring of non-slip material must be placed next to the platform edge piece. Also, there shall be a bright yellow band (preferably Pantone 012) 10 centimetres wide next to this strip.

On newly constructed platforms, the pavement on platforms shall have a non-slip surface. Its surface finish shall preferably be continuous and if not, an attempt shall be made to avoid joins over

0.5 centimetres wide and 0.3 centimetres deep. Designs with protrusions or cracks shall also be avoided in possible "butt jointed" pavements or tiles.

(*) The area of the platform that is expected to be used by travellers must guarantee that, about 15 minutes before the arrival of the trains and up to 5 minutes after their departure, there will be a minimum average illumination of 20 luxes, measured at floor level, with a minimum value of 10 luxes.

2. Train access from platform

2.1 Rolling stock

On the trains there must be a door on each side of the train connecting an adapted area of the train itself with the platform, also with some device to cover the distance that may exist between the car and the platform.

After the 13-year period of adaptation established in Article 2, any rolling stock that has not been adapted to the height of the platforms on which service is provided shall have an on-board lift (lift platform) located either on each side of the train or else with mobile equipment on the platform, to be chosen according to the type of train and of infrastructure, that would make it possible to cover any change in level that may exist.

An on-board lift is a device integrated into a vehicle that must be deployed by personnel of the transport operator. When it is operated, the system can cover the maximum difference in height between the floor of the car and the station platform.

The on-board lifts must meet specifications of Spanish and European regulation UNE-EN 1756-2 "Lift gates. Lift platforms for mounting on rolling vehicles. Security requirements. Part 2: Lift platforms for passengers. December 2005."

2.2 Stations under the responsibility of the Rail Infrastructure Administrator.

For commuter services, 68 centimetres is set as the height for platforms and the low floor of CIVIA type trains, and 68 centimetres and 76 centimetres as the height for platforms for Medium Distance services, taking into account that the fixed height can be different in properly justified, exceptional cases, as long as proper accessibility is ensured. For other services, the height of the platforms shall be 76 centimetres or 68 centimetres, over the rail head, with the height of 55 centimetres being permitted in properly justified, exceptional cases. It is advisable that in stations where suburban services coexist with another type, the platforms should have a specialized purpose depending on the nature of the service they provide.

2.3 Stations under the responsibility of FEVE (narrow-gauge railway)

Platforms and cars of all services are set at a nominal height of 105 centimetres.

2.4 Other specifications

These specifications may be completed with those established, when applicable, by the Technical Specifications for Interoperability (henceforth TSIs) or a technical manual (henceforth TM) that complete these basic conditions in fulfilment of stipulations in the fourth final provision of this royal decree.

2.5 Basic condition

(*) The entity responsible for assistance services in stations and operators of passengers' transport services shall agree on the way in which all wheelchair users are aided with the necessary means to board or disembark the train at every station, in conditions of dignity and safety.

3. Rolling stock

3.1 Generalities.

The stipulations established next shall be understood to be basic conditions of accessibility for rolling stock.

Generically, measures for accessibility for rolling stock shall be those established by the TSIs, now in the process of preparation, or a TM approved by the Ministry of Public Works.

3.2 Seats

In trains or rail services whose use does not require prior seat reservations, at least 10 percent of the seats shall be designated as priority seats for the use of disabled persons.

The priority seats and vehicles containing them shall be identified by TSI signs.

3.2.1 Design and distribution of priority seats.

In the TSI or TM, the design and distribution of the priority seats, whether unidirectional or face-to-face, shall be specified.

3.2.2 Passengers who board the train by wheelchair but travel in a conventional seat

In each train, priority seats shall be conditioned for passengers who board the train by wheelchair but travel in a conventional seat; there shall be at least the number of units specified in the following Epigraph 3.3, according to the length of the train.

In these seats:

- a) An adequate, accessible space shall be conditioned in order to reach these.
- b) Necessary measures shall be taken to help these passengers in their transfer between wheelchair and normal seat.
- c) Necessary measures shall be taken to store the wheelchair belonging to the disabled passenger on the train during the trip.
- d) Necessary means and measures shall be taken so that the passenger can use an adapted washroom, if there is one, on a long trip.

3.3 Spaces for passengers who do not leave their wheelchair

According to the length of the train, there must be at least the number of spaces on it for wheelchair passengers indicated on the following chart:

Number of spaces for wheelchair passengers

Less than 110 metres	1 space for a wheelchair
110 to 205 metres	2 spaces for wheelchairs
205 to 300 metres	3 spaces for wheelchairs
More than 300 metres	4 spaces for wheelchairs

To ensure stability, the space for wheelchairs shall be designed so that they can face forward or backward with respect to the direction of movement. They shall have a back with a headrest for their back.

The wheelchair shall be anchored by its chassis to the floor of the car, with enough rigidity and with versatile devices that are easily placed in position.

The wheelchair user shall be able to wear a seatbelt with at least three anchorage points. The wheelchair space for the wheelchair user shall be able to accommodate a chair with the following characteristics:

Minimum dimensions:

- Width 700 millimetres, plus 50 millimetres on each side for the passenger's hands when moving.
- Length 1,300 millimetres.
- Height 1,400 millimetres minimum.
- Turning circle of 1,500 millimetres.

In the space intended for wheelchairs, collapsible or folding seats may be installed, but when they are in a closed position they should not interfere with the size requirements of the space intended for wheelchairs.

3.4 Doors

3.4.1 Exterior doors

All exterior doors intended for passengers shall have the accessibility measures that persons with visual or physical disability require, as specified in the TSIs or TM.

3.4.2 Interior doors

If interior doors are anticipated, these must also be adjusted to the requirements in the TSIs or TM.

3.5 Washrooms

3.5.1 General

When a train has washrooms, the interior dimensions of the cars permitting, a universal washroom shall be provided next to the space for wheelchairs and next to the accessible sleeping berths, if any, and shall be adjusted to both the requirements for standard washrooms and the requirements for universal washrooms as specified in the TSIs or TM.

3.5.2 Standard washroom

A standard washroom is not designed for use by persons in wheelchairs.

The minimum clearance width of the door without obstacles shall be 500 millimetres.

All control accessories, including the flush system, shall be of a colour or tone that contrasts with the background surface, and shall be identifiable to the touch.

Clear, precise information regarding the operation of all accessories shall be provided, making use of pictograms, and shall be tactile.

Next to the WC and to the washbasin, vertical and horizontal grab bars should be installed. The toilet seat and cover and all grab bars shall be of a colour or tone that contrasts with those of the background.

3.5.3 Universal washroom

A universal washroom is a washroom designed to be used by all passengers, including all categories of disabled persons.

The access door to the washroom shall have a minimum clearance width of 800 millimetres.

The outside of the door shall be marked with the international symbol for "provision for disabled or handicapped persons", in accordance with regulation ISO 7000:2004, Symbol 0100 (henceforth ISA).

Inside the washroom compartment, there shall be enough space to allow a wheelchair to be manoeuvred in order to use the toilet and washbasin. There shall be space to fit a cylinder 1,500 millimetres in diameter and 300 millimetres high inside it without obstacles, and on top, another one 1,400 millimetres in diameter and 1,400 millimetres high. This last cylinder, in the distribution of the washroom on the ground plan, shall be, as a maximum, tangential to the toilet and/or to the washbasin.

Regarding vehicles in service at the entry into force of the royal decree, or whose purchase has been formalized within twelve months after the entry into force, the best solution for providing access for disabled persons to the washrooms until the removal of the material for commercial operation, if this solution is viable, shall be studied individually for each series.

On each side of the toilet, there shall be a horizontal handle adjusted to the requirements of the previous clause. The handle on the side accessible by wheelchair shall be moveable so that it permits the wheelchair user to pass from there to the toilet and vice versa without obstacles. The distribution of the toilet must allow wheelchairs to approach the toilet with its axis at 45 degrees from the axis of the toilet on the ground plan, to facilitate the transfer.

The surface of the toilet seat, when it is lowered, shall be at a height of between 450 and 500 millimetres above floor level.

The washbasin shall be installed so that it has no supporting base and the legs of a person in a wheelchair can fit under the basin: height \geq 700 millimetres, depth \geq 500 millimetres and width \geq 500 millimetres. In the distribution of the material on the ground plan, whether or not the washbasin is placed in a corner, the person in a wheelchair must be able to approach the washbasin facing forwards.

All elements (washbasin, soap-dish, toilet paper, mirror, faucets and hand dryer) shall be easily accessible for a wheelchair user.

The washbasin cubicle shall be provided with at least one device that, in the event of danger, will allow a disabled person to notify or let someone know that there is a problem.

The alarm device shall be different from any other accessory in the toilet and shall be a different colour and shape from other control devices.

The alarm devices shall be activated manually without requiring a force of more than 30 N.

Inside the toilet compartment there is to be a visual and audible indicator to show that the alarm system has been activated.

The door of this toilet must be sliding, whether straight or curved and solid or laminated, with a clear span of at least 800 millimetres.

Depending on the location of the door and the space for manoeuvrability available outside the entrance to the toilet, the clear span shall have a minimum value of 800 millimetres, but may measure as much as 1,000 millimetres. or even more, whenever design conditions so require.

3.6 Tunnels

From the entrance of the vehicle, the minimum passing width through the vehicle shall measure 450 millimetres, from floor level to a height of 1,000 millimetres, and shall measure 550 millimetres from a height of 1,000 millimetres to 1,950 millimetres.

The intercirculation tunnel between interconnected vehicles of the same train section shall maintain a minimum width of 550 millimetres, measured above a straight, horizontal track.

From the vehicle entrance, accesses to and from the spaces intended for wheelchairs, or accessible areas and doors, the universal washroom and accessible berths, if any, shall have a minimal clearance width of 800 millimetres to a height of 1,450 millimetres, at any given point.

In all corridors, the illumination level shall be at least 150 luxes, measured at floor level.

Next to each space intended for passengers in wheelchairs, immediately beside it, permitting access to the door of the universal washroom in front of the door of the universal washroom and, when applicable, the accessible berths, there shall be a space for manoeuvring with a minimum diameter of 1,500 millimetres in which the person using a wheelchair can manoeuvre.

3.7 Information for the passenger

3.7.1 General

All information shall be of a consistent nature and in accordance with European or national rules.

All information shall be consistent with the general orientation and information system, especially regarding colour and contrast in trains, platforms and accesses.

There should be a transcription of the oral message broadcast by the public address system, into written text.

The visual information shall be readable under all lighting conditions when the vehicle or station is in service.

The visual information shall contrast with the background on which it is located. Light coloured characters on a dark background are advisable.

The information elements (posters, panels, monitors, etc.) must be placed in locations that allow the readers to move as close to or as far from them as their visual or physical disability may require.

3.7.2 Information (signs, pictograms, induction loops and emergency call devices)

All security, warning, obligation and prohibition signs shall include pictograms and shall be designed according to standard ISO 3864-1.

The TSIs or TM shall specify in detail the precise measures and with the specifications that will permit them to benefit the greatest number of disabled people possible, especially those with visual or hearing disability. Some of the problems that at least must be dealt with are listed as follows:

The minimum size of symbols, graphics and writing.

Information and tactile signs.

Symbols and pictograms.

Magnetic induction loops.

Text telephones.

Easy availability of help or information.

Existence of an emergency call device.

3.7.3 Information (description of the destination and reservation of places).

Inside each car, in newly constructed vehicles, the final destination or train itinerary shall be shown.

The following train stop shall be shown so that it can be read from at least 50 percent of the passenger seats in each car. This information shall be exhibited with the necessary time to inform passengers and guarantee a comfortable deboarding, taking into account the characteristics of the rail service involved and the anticipated time of the stop in the station.

The requirement that the announcements of the train destination and of the "next stop" should be visible from 50 percent of the passenger seats is not enforceable if the train is partially or completely divided into compartments of not more than eight passengers, connected by a corridor. However, a display screen shall be visible by a person standing in the corridor and by a passenger occupying a wheelchair space.

If there reservations are offered for seats in the car, the number or letter of the car (as used in the reservation system) shall be shown on all access doors to the train or to the passenger room, or next to these.

If the seats are identified by numbers or letters, the corresponding number or letter shall appear in a visible and easily identifiable area next to these. The numbers and letters shall contrast with the background.

Newly constructed vehicles shall be provided with a public address system that can be used to announce routine or emergency warnings by the engineer or by another member of the train personnel who has specific responsibility regarding the passengers. These warnings shall also be provided by written text.

3.7.4 Leisure and information

The movies projected in the itinerary shall be shown subtitled, in the event some hearing impaired passenger requests it from the personnel on board.

3.8 Level changes

The tread of all steps in a staircase shall be highlighted by a band on the edge. It shall be of a different and well contrasted texture and colouring, flush with the rest of the pavement of the step, which shall extend and negotiate the entire width of the step.

Steps are not permitted between the lobby of an accessible external door for wheelchairs, the space dedicated to the wheelchairs, a compartment universal bedroom and the universal washbasin.

3.9 Handrails

All handrails shall contrast with their background.

The entrances that have more than two steps shall be equipped with handrails on both sides, installed internally as close as possible to the outer wall of the car. These handrails shall follow the line of the step edge and shall extend 45 centimetres before and after the flight of stairs whenever possible.

There should also be handrails or handles in, or next to, the connecting walkways.

3.10 Sleeping berth accessible for wheelchairs

When a train has sleeping berths for passengers, it shall carry a vehicle in which there shall be at least one berth accessible for persons using wheelchairs.

If a rail vehicle provides accessible berths for persons using wheelchairs, the outside of the door of the corresponding car shall be marked with the ISA.

Access from the platform shall be accessible under conditions in Point 2.

Doors for access to accessible berths shall satisfy the conditions in Point 3.6.

There shall be an adjacent universal washbasin subject to the conditions in Points 3.5.1 and 3.5.3.

In access to the compartment and approach to the bed and universal washbasin, the spaces indicated in Point 3.5.3 shall be maintained.

The berth shall be provided with at least two emergency control devices.

The lower emergency control device shall be located in such a way that it can be comfortably reached by a person lying on the floor.

Inside the bed compartment, there shall be a visual and audible means of indication installed to indicate that the emergency control device has been activated.

3.11 Position of footboard in boarding or deboarding the vehicle

3.11.1 General requirements

The footboards shall be of such a nature that the maximum clearance gauge of the vehicle construction is adjusted to the requirements of Annex C of the TSIs of Freight Cars, the ETHes [Technical Specifications for Approval, Spanish acronym] that are edited in its day or the Instructions of rail clearance gauge that are in effect.

The lowest step (first level), if necessary, shall be located at the lower limit of the clearance gauge of the vehicle construction, according to the requirements of Annex C of the TSIs for Freight Cars, the ETHes that are written if applicable or the instructions for rail clearance gauge that are in effect.

The horizontal position of the lowest step (first level), if necessary, shall be located at the external limit of the clearance gauge of the vehicle construction, according to the requirements of Annex C of the TSIs of freight cars, the ETHes that are written, if applicable, or the rail clearance gauge instructions that are in effect.

Also, the position of the footboard should meet the requirements established in the TSIs on accessibility that are in effect according to the standards of the European Union.

3.11.2 Entry/exit footboards

All entry and exit footboards shall be non-slip and shall have a real width without obstructions as wide as the door opening.

The minimum illumination level for the footboards shall be 75 luxes measured at tread level.

All steps, as far as possible, shall be the same height, and shall stand out by means of a nonskid strip along the edge. This shall be of a different, well contrasted texture and colouring, and flush with the rest of the pavement of the step that shall extend to the entire width of the steps on the front and upper surfaces of the edge of the steps.

The circulating area of the vehicle shall be accessible by a maximum of four steps, one of which may be mobile.

3.11.3 Movable footboards

A movable footboard is a device integrated into the car, totally automatic and activated in conjunction with the sequences of opening/closing of the door.

Movable footboards may be used provided they are adjusted to the requirements regarding the clearance gauge chosen for construction of the rolling stock, in accordance with Annex C of the TSIs for freight cars, the ETHs that are written up, if applicable, or the railway clearance gauge instructions in effect.

In the event the mobile footboard extends beyond that permitted by the clearance gauge rules, the train shall be immobilized while the footboard is extended.

Extension of the movable footboard must be completed before the opening of the door begins, and, conversely, retraction of the footboard may only begin when the door is totally closed.

An appropriate mechanism shall be installed to ensure the stability of the movable footboards in their extended and retracted positions.

The surface of the movable footboard shall be non-slip, of a different, contrasted texture and colouring compared to the surroundings. It shall have an effective width without obstacles that is similar to that of the door opening and that is permitted by the clearance gauge.

The movable footboard shall be equipped with a device that stops its opening motion if its forward edge enters in contact with any rigid object.

3.12 Auxiliary means for boarding the train for wheelchair passengers

3.12.1 General requirements

When a door compatible with wheelchairs needs to open in the course of normal use, on a platform of an accessible station, auxiliary means shall be provided for use between this door and the platform that will permit a wheelchair passenger to board or deboard the train, unless it is shown that the space between the edge of this door threshold and the platform edge can be safely negotiated.

For access ramps, folding footboards and on-board lift platforms, the auxiliary means of access shall accept a wheelchair with conventional dimensions, (1,200 x 700 millimetres) and shall support a

weight of at least 300 kilograms located in the center of the ramp distributed over an area of 660 millimetres by 660 millimetres.

The surfaces of the auxiliary means of access to the train shall be non-slip and shall have a width clearance of at least 760 millimetres. If the surface has a width less than 900 millimetres, its edges on both sides shall be raised to prevent the wheels of the wheelchairs from falling off the surface.

Lifts on board must meet the specifications of Spanish and European standard UNE-EN 1756-2 "Lift gates. Lift platforms for mounting on rolling vehicles. Safety requirements. Part 2: Lift platforms for passengers. December 2005."

3.12.2 Specific requirements for ramps.

An access ramp shall be placed manually by the rail operator's personnel either if it is kept on the station platform or if it is carried on board the train, or else it shall be deployed semi-automatically by mechanical means, activated by personnel of the railway operator.

The inclination of a ramp shall have a maximum value of 18 percent. This maximum value may require assistance for the passenger.

A safe compartment shall be provided to guarantee that the stored ramps, including portable ones, do not hit a passenger's wheelchair or an auxiliary means of mobility, or create any danger for the passengers in the event of a sudden stop.

3.12.3 Specific requirements for semiautomatic ramps

A control shall ensure that the vehicle cannot move when a semiautomatic ramp has not been stored.

A semiautomatic ramp shall be equipped with a device that can stop the movement if its forward edge enters into contact with any rigid object.

The semiautomatic ramp must be able to support a concentrated downward vertical load of 2 kN that shall be applied over an area of 100 millimetres x 200 millimetres in any position of the exposed surface of the ramp, without causing deformation.

The semiautomatic ramp must be able to support, on its exposed surface, an evenly distributed downward vertical load of 4 kN per metre of footboard length without causing major permanent deformation.

An appropriate mechanism shall be installed to ensure the stability of the semiautomatic ramps in extended and retracted positions.

3.12.4 Specific requirements for bridge-plates.

A bridge-plate is a device integrated into the car, automatic or manual, activated, when it is automatic, in conjunction with the opening/closing sequences of the doors. It remains horizontal without support from the station platform.

The bridge-plate shall be able to support a concentrated downward vertical load of 2 kN that shall be applied over an area of 100 millimetres * 200 millimetres in any position of the exposed surface of the ramp, without causing deformation.

The bridge-plate shall be able to support, on its exposed surface, an evenly distributed downward vertical load of 4 kN per metre of footboard length without causing major permanent deformation.

The maximum force exerted by an automatic bridge-plate shall be adjusted to the following:

The maximum force exerted by a bridge-plate in the opening direction shall not exceed a maximum of 300 N in striking an obstacle.

When passengers may remain standing on a bridge-plate, the bridge-plate shall not work with a vertical force of 150 N applied over an area 80 millimetres in diameter in any position of ramp surface.

An appropriate mechanism to ensure the stability of the bridge-plate in extended and retracted position shall be installed.

The surface of the bridge-plate shall be of a non-slip texture and a different colouring and contrasted with regard to the rest, and shall have an effective width and without obstacles similar to that of the door opening. The sides where it is inserted into the ramp shall also be indicated with a reflecting yellow colour.

The bridge-plate shall incorporate an emergency method to extend it and store it if there is no current power.

ANNEX II

Basic conditions of accessibility of the means of maritime transport

1. Definitions

To effects of that anticipated in this annex the following shall be understood to mean:

- a) Port facility: Collection of spaces and buildings for public use, located in a port, intended for the provision of passenger transport services.
- b) New port facility. Any port facility whose final design is approved by the corresponding Professional Association more than 6 months after the date for the entry into force of this provision.
All final designs of port facilities that, having been approved in the six months previous to the entry into force of the royal decree, have not been implemented either in the period of 18 months after their entry into force, are considered to be included in this definition.
- c) Sea terminal. The collection of facilities in a port dedicated to passenger transport and equipped with the spaces and means that are necessary to provide this service, including facilities for issuing ticket, reception and waiting areas, and passenger boarding and disembarking areas.
- d) Interface. Transition area between ground and ship located in the port facility or sea terminal that provides the operations of passenger boarding and disembarking.
- e) ISA. International symbol of accessibility
- f) New ship. Any class A, B, or C passenger ship and any high-speed passenger ship the keel of which is laid or which is at a similar stage of construction six months after the entry into force of the royal decree.
- g) Ship at a similar stage of construction. Ship at an identifiable or assembly phase of construction that involves the modification of not less than 50 tons of the estimated total of the structural material or 1% of this total, if this value is lower.

2. Applicable measures in the urban environment of the port facilities

2.1 Parking lots.

In the parking areas, a sufficient number of parking spaces shall be reserved for vehicles that transport persons with permanent disability, with adequate minimum dimensions in relation to the surface of the parking lots and located next to, or as close as possible to, the pedestrian routes intended for access to the marine facilities and other facilities for public use.

These spaces shall be marked with the international symbol of accessibility (ISA) and with the distinguishing characteristics that establish the prohibition of parking in them to persons who are not disabled.

In the case of parking lots or garages with more than one level, there shall be accessible entrance and exit routes established and, in the event of the installation of an elevator being necessary, its cabin and entrance doors shall be accessible, being placed as close as possible to the spaces reserved for adapted parking and as close as possible to the access routes.

Both the parking areas reserved for disabled persons and the accessible elevators shall be equipped with sufficient means of communication to enable them to request assistance from port personnel if needed.

2.2 Pedestrian routes

There is to be a pedestrian route connecting reserved spaces in the parking lots for disabled persons with the rest of the port infrastructures and facilities for public use, as directly as possible, with the following characteristics:

The routes should be set up so as to guarantee the existence of a passage free of any obstacle, with a width that would permit, as a minimum, the simultaneous crossing of two persons in wheelchairs, and whatever changes in level there may be should be negotiated by means of ramps with a degree of slope sufficient to guarantee safe conveyance for disabled persons.

The pavements should be non-slip, and without protrusions, and all grills, registers, hole covers, gratings around trees, and other fixtures of a similar nature, shall be flush with the pavement level.

These measures shall also be applicable to depressions, islands and pedestrian walkways.

Regarding the spaces on the docks and boarding facilities, specific measures should be taken to ensure the safe, comfortable movement of persons with physical and visual disability, in particular, with the appropriate pavement, routing, signage of edges and dangerous spots and the paving and roofing of these passages, in accordance with provisions in the above paragraphs.

3. Accessibility to buildings for public use in ports and marine terminals

Accesses to buildings for public use in ports and marine terminals shall be established in such a way that they allow free access and easy functioning for disabled persons, taking special care with the following aspects:

a) Curtain effect. Lighting and design measures shall be taken to avoid the curtain effect.

b) Signage of doors and accesses. Doors, glass partitions and other obstacles shall be adequately marked, by either graphic or sound signals to avoid accidents, especially for persons with visual disability.

c) Changes in level and ramps. In the event that there are surfaces at a different level from the access routes, there should be corresponding ramps installed that are equipped with sufficient safety elements, observing the prescriptions given in Section 2.2 regarding the characteristics of the pavements and structure of the ramps.

4. Accessibility inside the buildings for public use in ports and marine terminals

4.1 Lobbies and waiting rooms

Lobbies, waiting rooms and service areas for the public shall be equipped with routes marked by means of graphic or sound systems and adapted for use by disabled persons.

Regarding disabled persons who are not wheelchair users, the floors of these routes shall be non-slip, avoiding floors with polished, shiny, waxed finishes.

For disabled persons using wheelchairs, the pavements of the routes shall be continuous in those specific waiting areas in which they may, if so desired, be assisted by terminal personnel until they have boarded.

4.2 Furniture

Furniture near the internal routes of the buildings mentioned above, as well as that in service and waiting areas, shall be adapted so that their finishes, edges and corners are rounded, so as to prevent blows and lesions to persons with visual disability, while allowing the greatest possible mobility and most comfortable access to services for persons in wheelchairs.

4.3 Ischiatic supports and seats

Necessary measures should be taken for persons with physical disability to rest while they are getting from one place to another, with ischiatic supports and seats, both devices being installed in places and according to the most appropriate design for the requirements of persons with physical disability.

4.4 Counters, wickets, ticket vending machines and information booths

The facilities for assistance for disabled users shall be designed so as to permit easy access, with special attention to establishing enough space to guarantee and facilitate an adequate turning radius for persons using wheelchairs, being located in areas next to, or failing that, as close as possible to the routes referred to in Section 4.1, as well as facilitating their use by persons with visual, hearing or intellectual disabilities.

Counters and assistance points shall have magnetic induction (magnetic loop) systems, properly marked, to provide the best possible understanding to persons wearing hearing aids.

4.5 Public telephones

In each group of public telephones at least one should be specifically conditioned for persons with hearing, visual, or physical disability.

4.6 Washrooms

Washrooms shall be specially conditioned for wheelchair users, so that in each row of toilets there is one that can be used in appropriate conditions by wheelchair users without requiring external help.

There shall be, taking into consideration the surface area of each of the port facilities and the volume of passengers, at least one toilet that shall be open for use by any person using a wheelchair, without needing to request a key for its use, although there may be a master key mechanism allowing it to be opened from outside, in situations of user emergency, so that they should be equipped with an easily accessible communication system for effects of requesting, if necessary, the aid of the marine facility personnel

There shall be, taking into consideration the surface area of each of the port facilities and the volume of passengers, at least one toilet that shall be open for use by any person using a wheelchair, without needing to request a key for its use, although there may be a master key mechanism allowing it to be opened from outside, in situations of user emergency, so that they should be equipped with an easily accessible communication system for effects of requesting, if necessary, the aid of the marine facility personnel.

Also, in the common toilets for public use, the necessary measures shall be taken to facilitate their use by persons with visual or hearing disability or short stature.

4.7 Circulation

Measures shall be taken that make it possible to establish the best conditions possible for accessibility to the routes, means and equipment for public circulation in the marine terminal. To this effect, the following conditions shall be kept in mind:

4.7.1 Fixed stairways

Measures should be taken to offer the best conditions of accessibility in the fixed stairways of the port buildings for public use and of the marine terminals, taking into account the conditions of persons with physical disability, those with difficulty in walking but not wheelchair users, and persons with visual disability.

The measures shall include the design of stairways and steps, handrails, landings, non-slip tread surface in dry and wet conditions, especially for the first group of handicapped mentioned, and, for the second, correct lighting, tactile paving signage on floors and tactile signage on handrails, colour strips and signage on the edge of treads, contrasted tread, riser and baseboard colours.

4.7.2 Escalators

If the facilities of the port buildings for public use and of the marine terminals have stairways or moving walkways, these shall have the safety elements necessary to guarantee their safe use by disabled persons.

4.7.3 Fixed ramps.

Any change in level in the routes in a port building for public use and in a marine terminal should be solved by means of the installation of fixed ramps whose safety and level conditions shall be adjusted to provisions in Letter c) of Section 3 of this Annex.

In addition, steps should be avoided in the layout of the ramp, and curves that could tend to cause danger and discomfort for conveying disabled persons, paying special attention to the degree of the slopes.

4.7.4 Elevators for public use

Elevators shall have appropriate dimensions so that it is possible to enter them and manoeuvre easily inside them using a wheelchair, and they shall have safety elements such as surveillance and safety cameras and conventional alarm devices at a height easily accessible by wheelchair users, and with texts and indications in Braille.

In order to guarantee the safety of persons with hearing disabilities, elevators should have the greatest number of faces possible communicating visually between the outside and inside of the cabin, so that in emergency situations, sensations of isolation can be avoided for the user.

Elevators shall also be equipped with sound and light warning devices for floor stops and systems of verbal information, all with accessibly located.

4.7.5 Lift platforms

In the event of changes in level involving a large slope or in the absence of adapted stairways, lift platforms shall be installed in order to negotiate these, that shall have adequate dimensions for wheelchair use and be equipped with anchorages, handles, handrails and other elements that guarantee the safety of disabled users.

5. Standards applicable to interface

In the interface areas, measures of accessibility shall be implemented that facilitate solutions of continuity in port-ship circulation, through the establishment of corresponding pedestrian steps, handrails in corridors, stairways, ramps, platforms, lifts or elevators. They shall also be equipped with covers that protect the users against atmospheric inclemency.

If, in the interface or ramp accesses to Ro-Pax ships and ferries, vehicles are used at the service of the port or shipping Authorities, these they shall be accessible to disabled persons according to stipulations in the technical regulations regarding this matter.

6. Information and measures for accompaniment

In order for disabled persons to have the broadest information possible available to them, for effects of signage of elements and facilities, and in the event of an emergency, in the areas referred to in the previous articles, there shall be Braille or visual signage or panels, as well as public address systems supported by magnetic induction loops.

In the port facilities and marine terminals there shall be an accompaniment service, as support for those disabled persons who request it and who are confined to wheelchair, stretcher or whose vision is affected more than 50 percent, if these persons are not accompanied.

7. Guide/assistance dogs

In any event, persons who require the accompaniment of guide/assistance dogs may have access to buildings and facilities for public use in ports and marine terminals, but must identify the dogs by means of an official identification and accredit the owner, to the satisfaction of the personnel responsible, to indicate that these dogs are properly certified.

To effects of the provisions of the previous paragraph, guide/assistance dogs are considered to be those dogs that have been trained to accompany, lead and help disabled persons, in specialized and officially recognized training schools.

An appropriate place on the grounds shall be conditioned so that the guide/assistance dogs can relieve themselves.

8. Emergency situations. Evacuation routes

In the emergency plans for ports and marine terminals, the measures required to guarantee the evacuation of disabled persons shall be contemplated, as well as equipping the facilities, spaces and port buildings and marine terminals for public use with the elements necessary for dealing with emergency situations, in accordance with the prescriptions given below in detail, through the formalization of the corresponding emergency protocols:

8.1 Alarms

Specific measures shall be adopted for emergency situations by installing both sound and light or visual information devices for emergency situations.

In addition, depending on the dimensions of the facilities, properly marked alarm points that can be used by disabled persons or by their companions in the event of an emergency, shall be installed.

8.2 Evacuation routes

The evacuation routes, both general and special, if necessary, for disabled persons shall be equipped with accessible fixed ramps to negotiate changes of level and corridors and doors that are properly marked, by establishing exits with photoluminescent signage.

Regarding elevators that may be installed for evacuation purposes, these shall be equipped with automatically operated generating systems, guaranteeing that all their stops and landings are isolated and are protected by doors against fire and smoke.

In the facilities and plants without direct access to the outside, properly marked areas of assisted rescue shall be established that shall be protected against fire and smoke, and equipped with gas masks and intercommunication systems that permit contact with the port facility's security departments.

8.3 Personnel

Training. Necessary measures shall be adopted by both the Port Authorities and the entities that provide services in the ports, so that, according to the activity carried out and the volume of the facilities, part of its personnel will have received the training necessary to give normal attention to disabled persons and fundamentally in order to assist them in the event of an emergency or evacuation.

9. Adaptability of passenger ships. General standards

Necessary measures shall be adopted by the competent public administrations regarding marine transport, whenever it is feasible for reasons of the ship's safety, so that disabled persons can enjoy a comfortable, safe access and stay on board classes A, B, and C passenger ships and on all high-speed passenger ships, according to the prescriptions that make up the following sections.

10. Access to passenger ships

Measures shall be adopted by the port authorities and by the shipping companies and the necessary means shall be available to guarantee that disabled persons can board the ships mentioned in the previous article in adequate conditions of safety, in accordance with the following prescriptions:

10.1 Walkway accesses

Boarding using walkways, according to the characteristics of the ships and the boarding areas in the ports, shall be possible by use of the following systems:

10.1.1 Access walkways to decks located at a higher level than the jetty

Between the reception deck of the ship and the dock there shall be ramp sections sufficiently wide so as to be used by a wheelchair and are equipped with handrails and non-slip floors that permit their conveyance under safe conditions, using covered or finger walkways.

Alternatively, depending on the characteristics of the ships and the docks, an Ambulift type vertical lift, bridging the difference in level between the ship and the jetty, can be installed or, either by stern or prow, according to the ship's characteristics, access may be gained using an accessible vehicle for disabled persons.

10.1.2 Access walkways to decks located at a lower level than the dock

In this case, the accessibility measures shall consist of establishing a fixed ramp to a level next to the deck connected to it by means of a walkway. This walkway should be of wide enough, have an acceptable slope, with lateral protection, and a non-slip floor even when wet.

10.2 Accesses by ramp

When disabled persons are expected to board the ship by car on a moving ramp, parking spots with appropriate dimensions and in a convenient location, but as near as possible to the elevators, shall be established on the dock intended for cars during the voyage, in a number proportional to the total number of parking places and the ship's technical characteristics.

The boarding of the cars of disabled persons, in order that they may be parked in the places designated in the previous paragraph without compromising the rest of the loading operations, shall begin in advance of any other vehicle, and the debarking shall take place when the remaining vehicles has finished.

In addition, in an appropriate place and as close as possible to the places mentioned above, systems of interphones or intercoms that make it possible to request help from the ship's crew if necessary, shall be available.

11. Conveyance on board ship

The corridors and hallways that permit horizontal movement inside the ship shall be equipped with the means necessary for negotiating the discontinuities in height that make it impossible for wheelchairs to pass, or that involve a risk for persons with visual disability or who require the use of aids for moving about, as long as the use of these means does not affect the ship's structural safety, or require the placing of obstacles for evacuations in emergency situations.

In any event the corridors and hallways shall have non-slip floors and shall be properly marked and marked with light or sound systems.

In order to guarantee vertical movement, and in accordance with structural characteristics and the ship's safety, lift platforms or elevators equipped with similar equipment to that required for the port facilities shall be installed.

12. Public spaces

The service areas and facilities, including commercial, recreational areas and medical clinics, if applicable, shall be adapted to the following accessibility criteria:

12.1 In general, movement by wheelchair should be permitted, and protrusions and changes in level should be avoided as much as possible, according to the structural characteristics of the ship, and these should be adequately indicated by both light and sound signage.

12.2 Spaces intended for disabled persons who do not leave their wheelchair during the voyage. Areas shall be established to this effect in each lounge and on each deck, according to which surface can be used for this purpose, according to considerations of the ship's movement and safety; these areas shall be equipped with non-slip floors and safety belts and anchorages to guarantee that the voyage transpires in adequate safety conditions.

12.3 Spaces for disabled persons who leave their wheelchair during the voyage. For wheelchair users who leave their wheelchairs, with or without assistance, during the voyage, there should be seats conditioned at the end of the rows that are the most suitable for bringing the wheelchair close to, an adequate number for each lounge and deck. Those seats must have folding external armrests, to expedite the transfer, and handles to assist the movement of disabled person. These armchairs shall have safety belts with three anchorage points and there shall be one seat for every fifty or fraction of fifty percent of these.

12.4 Collective washrooms

According to the ship's dimensions and structural safety parameters, in the collective washrooms each row of urinals shall be equipped with one adapted one that permits its use by disabled persons, equipped with the corresponding safety elements such as grab bars or handrails.

Regarding spaces conditioned as washrooms, at least one of these cubicles shall be conditioned, equipped with the corresponding safety and support elements that would ensure their safe use according to the sailing conditions.

13. Special regulations

For the deaf and hard of hearing, adequate measures shall be adopted so that they can benefit from the audiovisual aids and can access the information transmitted by the public address system: magnetic induction loops, installation of frequency modulation, infrared, subtitling, sign language and other technical measures.

Regarding persons with visual disability, there must be special lighting measures, Braille signage on seats (if they are numbered), and equipping with possible technical aids to assist in making the voyage.

In any event, the use of assistance dogs shall be allowed subject to applicable regulations in this regard in the port facilities, and always respecting foreign health regulations.

14. Cabins

Ship cabins shall be adapted for their use by disabled persons in accordance with the following regulations:

14.1 Cabins conditioned for persons in wheelchairs

In passenger ships, one cabin out of every hundred or fraction of the total shall be conditioned according to the ship's possibilities, for their use by passengers with wheelchairs.

Both the cabin and its washroom, if there is one, should be accessible for disabled persons and should contain adequate furniture, accessories and operating devices, in a contrasting color.

14.2 Conventional cabins

There shall be at least three cabins conditioned for use by disabled persons other than wheelchair users.

These cabins shall be equipped with sound and light warning systems that can notify users when emergency situations occur.

Also, if the demand of disabled passengers not involving the use of wheelchairs is greater than the number of cabins established in the above paragraph, there shall be portable sound and light equipment available that can warn of any emergency situation.

15. Emergency situations

In general, manuals and procedures for emergency situations on passenger transport ships shall be supplemented according to the following criteria:

15.1 Location of cabins.

The cabins adapted for use by wheelchair users are to be as close as possible to an accessible elevator that communicates with decks for public use and as near as possible to the means of evacuation.

Provisions in the above paragraph shall also be applicable to cabins that, though not adapted, are being used by disabled persons not using wheelchairs .

15.2 Evacuation routes. Areas of assisted rescue.

On passenger ships accessible evacuation routes shall be conditioned, including for passengers using wheelchairs, toward the abandon-ship points. In ships already existing in which, due to their technical characteristics, it may be difficult or unreasonable for safety reasons to establish a safe, acceptable evacuation route for wheelchair users, areas of assisted rescue shall be conditioned, with the same characteristics as in the port facilities, for waiting for a rescue team under safe conditions.

Evacuation routes shall be properly marked and indicated, using to that effect any visual and acoustic means and devices that may be necessary.

If the characteristics of the ship make it necessary to create a special evacuation route or path, or one different from the general ones for passengers in wheelchairs, this shall also be marked differently, based on the ISA.

15.3 Accessible alarms

Devices for activating an alarm must be accessible for passengers with any type of disability.

15.4 Photoluminescent marking and signage.

On board ship, photoluminescent marking and signage for assisting in emergency situation evacuations is obligatory.

15.5 Instructions

Information for disabled persons, in particular regarding instructions, regulations, protocols and available resources in an emergency and/or evacuation situation must be given in the most adequate formats and means for all types of disability.

15.6 Access to rescue means.

In particular, forms of access to means of rescue from the ship should be conditioned for all passengers, whatever their disability (Braille, sign language, text, etc.).

16. Makeup of crews

Marine companies should make up their crew according to the protocols established by the competent organisms to that effect, for dealing with disabled persons, assisting and aiding those who require it throughout the whole voyage, especially in the cabin, public spaces, washrooms, and in particular in emergencies and evacuations. Stipulations in these protocols must be incorporated into the normal work activity of the crew.

17. Complementary measures

17.1 According to stipulations in the Royal Decree 665/1999, of April 23, in all ships, upon boarding, details of all disabled persons on board during the voyage shall be taken with an exact indication of their location. These data shall figure in a list that shall be provided to members of the crew both in order to assist these passengers in cases of emergency, and to be able to locate them quickly and assist them in any circumstance related to their disability that makes this assistance necessary during the voyage.

17.2 In order to guarantee safety during boarding and sailing operations, as well as to facilitate fulfilment of the shipping lines' obligations in regard to cabin reservations, reserved parking spaces for vehicles, provision of adapted equipment, as well as those related to the fulfilment of obligations indicated in the above paragraph, disabled persons should indicate, when they reserve their tickets, their condition and the type of disability they suffer from, in addition to the circumstance of whether they require some type of assistance or special attention.

17.3 On each ship, and appropriately for its characteristics, technical aids shall be made available to disabled passengers, especially to wheelchair users -such as seats adapted to ship conditions, walkers, canes- and to deaf persons, or hard of hearing - such as light and vibratory alarm clocks and doorbells, Internet, with a videoconferencing system, television with teletext, text telephones, etc.

18. Assistance protocols

Some action and protocol regulations should be established by the competent organisms to be carried out by the crew and by disabled persons during the voyage and in all emergency situations.

ANNEX III

Basic conditions of accessibility related to airport infrastructures

1. Basic conditions of the infrastructure

1.1 The airport management body shall guarantee, within established time limits, that all new facilities and equipment of the infrastructures under its responsibility, both inside and outside the terminal buildings, shall be accessible to disabled persons and in particular to wheelchair users, under the conditions established in this annex.

1.2 When the boarding and deboarding doors are not connected with the door of the aircraft by means of telescopic walkways, or the boarding or deboarding is carried out at the level of the airport runway, the airport management body shall provide an accessible route to any disabled person between the boarding or deboarding door and the aircraft or terminal.

1.3 The airport management body shall, in the terms indicated above, guarantee the interconnection by means of accessible routes between:

- a) The metropolitan public ground transportation terminals and the airport terminal buildings.
- b) The public parking lots in general and the arrival or departure points.
- c) The arrival or departure points and the baggage pick-up or check-in facilities.
- d) The different terminal buildings that can give service to the airport.
- e) The check-in counters and the aircraft, when the boarding door is located at the same level as the door of the aircraft and at which the boarding is carried out through telescopic walkways.
- f) Between the arrival doors and the baggage claim areas.

1.4 The airport management body shall provide accessible infrastructures for telephone intercommunication as far as possible for all disabilities, between certain reserved parking places for disabled persons and the arrival or departure points.

1.5 The airport management body shall provide accessible intercommunication infrastructures and request for assistance as far as possible for all disabilities, including for telephony between the arrival or departure points and the organizations that are to lend him/her assistance.

1.6 The airport management body shall provide, in addition to the infrastructures indicated in Sections 1.4 and 1.5, telecommunication and information systems accessible to passengers with hearing and visual impairment in the same terms and conditions as for the rest of the passengers. When this information is not accessible through the means usually used for the public in general, the airport management body shall, at the request of the disabled passenger, provide it individually.

1.7 Airport transport companies that have at least two automatic ticket-issuing and check-in machines in an airport shall adapt at least one of them, to the extent permitted by the technology, for each check-in area, so that it can be used by disabled passengers under the same conditions as the rest of the passengers. Their location shall be determined in coordination with the airport management body and the users' committee.

1.8 The airport management bodies shall also guarantee for each type of vending machine, whatever its contents, the same conditions as those mentioned in Section 1.7, provided there is a minimum of two vending machines of the same type in each area.

1.9 In all areas for public use in an airport, accessible evacuation routes shall be conditioned, sufficient in number and in proportion to the size of the airport, as far as the infrastructure permits, or failing that, the airport management body shall provide alternative measures of assistance.

2. Basic conditions of the information and communication system

2.1 In order to reach a coordinated, integrated system of attention for disabled persons, the airport management body shall use the classification and codes established in Document 30 of the European Conference of Civil Aviation and based mainly on Resolution 700 and the recommended Practices 1700 of the IATA, in its communications with any of the affected administrative bodies.

2.2 The air transport companies and their authorized agents and tourist operators shall:

a) As a minimum, at the request of any disabled person, provide information regarding accommodation conditions on board an aircraft, including information with respect to the availability of accessible seats and washrooms, availability of conveyance elements on board, availability of storage in the cabins for wheelchairs, including electric ones, and the availability of transport in the cabin for guide or certified assistance dogs.

b) Inform any disabled persons who so request, regarding the conditions of accessibility at the destination airports abroad.

c) Prepare, as far as the technology permits, the telecommunication procedures and means that allow disabled persons, and especially persons with visual and hearing impairment, to have access to information regarding the flights, to communicate with them by means of telephonic and electronic means offered by them to make reservations, to receive confirmation of a trip and the corresponding transport document, under the same conditions as the public in general.

2.3 As long as the telecommunication systems fail to permit a non-discriminatory treatment, the air transport operators and their authorized agents, and tourist operators, shall offer a service to disabled persons by any alternative means, under the same economic and information conditions as to the public in general.

2.4 The airport management body shall take the necessary steps to inform disabled persons regarding how to proceed in making a trip, from the moment they require information about a flight, until finalizing the trip, including reservation and purchase of the ticket, arrival and conveyance inside the airport.

2.5 Spanish air transport companies shall establish detailed procedures regarding the service that must be given to disabled persons, in their respective operating manuals.

2.6 Information regarding the trip, both in the airport and on board the aircraft, shall be integrated into the information systems generally used by all passengers, whenever feasible. Should the need arise, specific systems shall be provided for passengers with hearing or visual impairments.

2.7 The Ministry of Public Works shall prepare and distribute a notebook that will include information regarding the conditions, means and procedures necessary for attention to disabled persons, to the airport management bodies, air operators and tourist operators, and public ground transportation companies taking passengers to and from the airport. It shall also contain information so that disabled persons can program and make the flight.

Technical means. Regarding persons with hearing impairment: the following measures should be adopted in the airport administration area:

Visual and light emergency alarms, warnings and visual information by means of captions and voice recognition systems, transcription of spoken messages on the public address system to written text, by means of voice recognition systems.

Magnetic induction (magnetic loop) systems, text telephones, subtitled videotapes.

ANNEX IV

Basic conditions of accessibility for road transport

1. Fixed facilities and infrastructures for public access

In large stations ($\geq 1,000,000$ passengers/year and those of provincial capitals), all specifications included shall be obligatory. In all others, only those marked with an asterisk shall be enforceable. The information corresponding to the asterisks is in reference to Annex I.

List of the basic conditions for rail transport that are applicable here:

1. Terminals.

- 1.1 Parking lots. (*)
- 1.2 Accessible routes.
 - 1.2.1 Definition.
 - 1.2.2 Accessible exterior routes. (*)
 - 1.2.3 Accessible interior routes. (*)
 - 1.2.4 Stairways and fixed ramps. (*)¹
 - 1.2.5 Escalators. (*)
 - 1.2.6 Moving ramps/moving sidewalks. (*)
 - 1.2.7 Pedestrian overpasses and underpasses. (*)
 - 1.2.8 Elevators for public use. (*)
 - 1.2.9 Guardrails and handrails.
- 1.3 Accesses. (*)
- 1.4 Washrooms. (*)
- 1.5 Projecting furniture, complements and elements.
- 1.6 Counters for ticket sales, information and customer service.
- 1.7 Vending machines and other interactive elements. (*)
- 1.8 Visual and acoustic information.
 - 1.8.1 Object.
 - 1.8.2 Signage.
 - 1.8.3 Dynamic information.
 - 1.8.4 Pictograms.
- 1.10 Accessibility in evacuation routes. (*)

2. Platforms

The specific basic conditions for platforms in a bus station are listed as follows.

2.1 (*) Intercommunication. Intercommunication of the main building with each of the docks and platforms shall be possible through accessible routes.

2.2 Pavement. The pavement of the walking surfaces on the platforms shall have a non-skid surface finish, when wet.

Strips of special pavement shall be used, with a tactile-visual finish, to assist persons with intellectual disability.

2.3 (*) Ischiatic supports and seats. Seats and specially indicated ischiatic supports for this place must be available in appropriate locations and sufficient quantities.

Their design shall follow specific regulations in this regard.

2.4 (*) Lighting. All walking surfaces in these areas shall have an illumination level of at least 100 luxes, and at the edge of the platforms, in the place for boarding and deboarding coaches, it shall be at least 150 luxes with lamps having a colour temperature of at least 6,000° K.

2.5 Signage and information. Elements deliberately normalized to give maximum assistance to persons with visual or hearing impairment in signage of timetables, arrivals and departures by platforms and docks, and incidents, emergency situations, etc.

3. Rolling stock

The rolling stock shall fulfil the basic conditions established by the European Union regulations in this area as well as the corresponding transposition and complementary provisions.

Basic conditions of accessibility on the regular intercity transport buslines:

1. All permanent, regular public transportation for passengers for general intercity use shall satisfy, on all dispatches, the following accessibility conditions:

- a) Possibility of electronic purchase of tickets through the Internet on lines that have 10 or more vehicles assigned.
- b) Reservation of places for disabled persons near accesses to the vehicle.
- c) The floor of the vehicle may not be slippery.
- d) There shall be grip bars, handles or other elements intended to facilitate the operations of entering and leaving the vehicle from outside. They shall be strongly contrasted with the rest of the vehicle.
- e) The edges of the steps, or any other obstacles there may be, shall be appropriately marked.
- f) Access free of charge to identified guide or assistance dogs accompanying blind or otherwise disabled persons, according to the applicable regulations.
- g) Interior signage of elements for entering and leaving the vehicle.
- h) In the case of an audiovisual projection during the trip, subtitles shall be provided.
- i) Orthoses and devices that a disabled passenger may require shall be transported free of charge in storage.

2. Services whose itinerary exceeds one autonomous community, besides the requirements anticipated in the above section, shall satisfy the following on all dispatches:

- a) Accessibility for persons who travel in their own wheelchair as well as the necessary means for access to the vehicle for the wheelchair passenger.
- b) Sound and text information inside vehicles when it is necessary to give information to passengers.
- c) Reservation free of charge of spaces for the devices, aids, apparatus or mechanisms that constitute technical aids for disabled persons.

3. In services whose itinerary runs entirely within one autonomous community or in the cities of Ceuta and Melilla and have 10 or more vehicles assigned, a minimum of 10% of these shall fulfill the requirements established in Section 2.

4. The conditions required in this annex to facilitate the use of these vehicles by disabled persons, as a minimum, shall be stated in the specifications of conditions for all tenders to award regular intercity services for road passenger transport.

ANNEX V

Basic conditions of accessibility in urban and suburban bus transport

1. Stops

The presence of the stops shall be marked in the pavement by placing a grooved strip for tactile-visual detection, 120 centimetres wide and in a colour highly contrasted with the adjacent areas of pavement. This strip shall run crosswise to the direction of the line of movement across the entire width of the sidewalk, from the facade, landscaped area or outermost part of the pedestrian route to the curb area.

Identification characters for the busline shall have a minimum height of 14 centimetres and shall contrast with the background surface on which they appear.

The posts corresponding to the stops shall have information regarding the identification and name of the line in Braille.

Next to the curb at the stop, there shall be a tactile-visual warning strip installed, in a bright yellow tone and colour and at least 40 centimetres wide.

The area of the roadway before, after, and at the stop itself must be protected by rigid, stable elements that prevent the invasion of vehicles that might improperly block the approach of the bus to the stop, so that the moving ramp can reach the correct boarding point.

Shelters

The configuration of the shelter shall permit access either laterally or in the centre, with a minimum clearance space of 90 centimetres. Its interior space shall also permit the fitting of two superimposed concentric cylinders free of obstacles, the lower one from the floor to a height of 25 centimetres with a diameter of 150 centimetres and the upper one to a height 210 centimetres measured from the floor, with a diameter of 135 centimetres.

If any of the vertical walls is transparent or translucent, it is to have two horizontal bands between 5 and 10 centimetres wide, in bright, contrasting colours that run along the entire length, the first one at a height of between 70 and 80 centimetres, and the second between 140 and 170 centimetres, from the floor.

Information regarding the identification, name and route of the lines, shall have a Braille transcription. When users are informed on a screen of the situation of the buses on the lines serving that stop, the device should include the simultaneous sound information, upon request by any blind person, with a control of the type used to activate the sound signals of the traffic-lights, or an alternative system.

There shall be at least one ischiatic support and a seat.

Grouped or individual seats shall have armrests at least on their outer side; the height from the seat to the floor shall be 45 ± 2 centimetres.

2. Rolling stock

2.1 Urban buses

2.1.1 Range of application

The present basic conditions of accessibility shall be applicable to road vehicles: any vehicle for collective urban transport with a capacity of over nine places, including the driver.

For these vehicles, class I and class A urban buses, compliance with order CTE/1612/2002, of June 25, which updates Annexes I and II of Royal Decree 2028/1986 of June 6, on regulations for applying certain CE directives, regarding the approval of types of vehicles - automobiles, tow-trucks, semi-trailers, motorcycles, mopeds and agricultural vehicles -, as well as of parts and pieces of these vehicles, shall be mandatory.

Class I: Vehicles equipped with areas for standing passengers that permit the frequent circulation of the passengers. Capacity of over 22 passengers.

Class A: Vehicle designed for the transport of standing passengers; the vehicles in this class have seats and must have arrangements for standing passengers. Capacity of not more than 22 passengers.

2.1.2 Class I low-floor urban buses. Vehicle in which at least 35% of the available surface for standing passengers (or of its front section, in the case of articulated vehicles, or of its lower level, in double-decker vehicles) constitutes a flat surface without steps, with access, at least, to a service door.

a) The height from the roadway to the bus floor by at least one of the service doors must not exceed 250 millimetres. This height can be measured with the kneeling system activated.

b) There must be a surface free of seats with the capacity to accommodate at least one wheelchair passenger; the rectangle formed by this area shall be situated with the longer side parallel to the lengthwise axis of the vehicle. On this surface area there may not be any steps or other obstacles.

The area for accommodating a wheelchair must have the following minimum dimensions: a length of 1,300 millimetres and a width of 750 millimetres.

c) The wheelchair passenger shall be positioned in the area mentioned, with the wheelchair facing the back.

d) A person travelling in a wheelchair shall support his/her back and head on a padded partition or back.

A minimum height of 1,300 millimetres (for head and back support) and width of 300 millimetres (so that the wheelchair can approach it between its back wheels), can be used as a guide for sizing the partition.

e) In the space reserved for wheelchair passengers, there shall be a horizontal bar installed along the side of the vehicle so that the passenger can easily hang onto it.

f) The route from the access door for wheelchair passengers to the reserved space shall be practicable for these passengers. There cannot therefore be any step or obstacle along this route.

g) Stop request. There shall be a stop request button installed inside, in the space reserved for wheelchair passengers, to indicate to the driver that a wheelchair passenger wishes to exit the bus.

On the outside of the vehicle, to the right or left of the access door for wheelchair passengers, there shall be a button installed.

These buttons shall be marked with the international symbol of accessibility (ISA); the inside pictogram can serve, in turn, to indicate the space is reserved.

h) The clearance width of the door of the access for wheelchair passengers must be greater than or equal to 900 millimetres. If there is a central bar here, at least one of the sides should have a clearance space of 800 millimetres.

i) It shall be essential to equip the vehicle with a moving ramp or lift and kneeling system to facilitate access for persons with reduced mobility.

The passage from the ramp to the interior of the vehicle shall not have slope changes and protrusions shall be avoided where the ramp joins the floor of the vehicle.

In the lateral kneeling system, a safety device shall be installed that prevents the vehicle from injuring some part of the person's body when descending.

j) Bars and handles. There shall be a complete network of bars and handles, without areas in which there are difficulties to hang onto them.

The surface of bars, handles and support posts and aids in the interior passage shall be of a non-skid material in a colour that contrasts with its environment.

Grip bars and/or handles shall be installed on both sides of the service doors.

k) Reserved seats. At least four seats near the access door shall be reserved for persons with reduced mobility who are not wheelchair users, marking them with the regulation pictogram.

These seats cannot be on the wheel arches because of the excessive height.

Handles shall be installed in their vicinities to assist in the sitting/standing operations and hanging on, as well as a stop request button.

The button shall be located within hand's reach.

The armrest, if there is one, must be easy to remove.

l) Reference shall be made by means of a pictogram, in a visible place for all passengers, to the authorization for blind persons to travel accompanied by their guide dog and for those who have other disabilities, with their assistance dog.

m) The floor of the vehicle shall be made of materials that do not produce reflections and shall be non-slip both when dry and when wet.

If the bus is articulated, the flooring for the articulation shall have a high contrast in texture and colour with respect to the adjacent areas of flooring.

n) Information for passengers with sensory disability.

External information. There shall be a sound and a light signalling device in the vicinity of the entrance service door in order to facilitate its localization.

The audible signal device shall indicate the bus number and/or bus line by means of a recorded voice message or any other technique.

Internal information. There shall have a device to notify visually and audibly about requested stops and the name of the next stop.

For municipalities with a low number of vehicles and that therefore do not have the Vehicle Scheduling Control System (VSCS), this section n) is recommendable.

o) Exterior conditioning. The ISA already mentioned shall be affixed to the front right-hand part of the bus.

The door that has access devices for persons in wheelchairs shall be marked outside and inside with the above-mentioned accessibility logo.

The bus shall have three signs placed on the outside in which the number that identifies it and the line to which it belongs shall be placed: one on the front and another on the back part, and the third on the right-hand side according to the direction in which it is travelling.

p) Inside the bus, the line of the edge of the access floor shall be marked along its entire length with a strip 3 to 5 centimetres, and in a colour that contrasts strongly with the rest of the floor.

q) The information in the interior light panels shall have graphic characters of regulation size.

2.2 Intercity-suburban buses

2.2.1 Range of application

The present basic conditions of accessibility shall be applicable to highway vehicles, vehicles for collective intercity-suburban transport and with a capacity greater than nine places, including the driver. For these vehicles, class II intercity-suburban buses, compliance with Order CTE/1612/2002, of June 25, which updates Annexes I and II of Royal Decree 2028/1986, of June 6, on the regulations for applying certain CE directives regarding the approval of types of vehicles - automobiles, tow-trucks, semi-trailers, motorcycles, mopeds and agricultural vehicles -, as well as of parts and pieces of these vehicles, shall be mandatory.

Class II: Vehicles intended mainly for the transport of seated passengers and designed to permit the transport of standing passengers, but only in the aisle or in an area that is not to exceed the space intended for two double seats. Capacity of over 22 passengers.

2.2.2 Low-floor intercity-suburban buses

The basic conditions in these buses are exactly the same as those that have been established for low-floor urban buses, namely, those given in the above points 2.1.2.1. a), b), c), d) e), f), g), h), i), j), k), l), m), n), o), p) and q).

2.2.3 Intercity-suburban buses with steps

Buses that for various reasons (routes, or length less than 9 metres) cannot be low-floor, must comply with the same specifications mentioned above for low-floor buses except for i), which establishes a new measure, because instead of a moving ramp in these buses, a lift platform is required.

Also, arrangement s) is added.

These arrangements, different in the buses with steps, are the following:

i) It shall be essential to equip the vehicle with a lift platform to facilitate access for persons with reduced mobility.

r) Steps. The height of the first step, the footboard, from the pavement to one of the service doors, shall not exceed the height set by the European Directive. This height may be obtained using a retractable step or any other system.

The remaining steps, if any, shall also be of a limited height.

The risers of the first and last step shall be marked by means of photoluminescent bands in a colour that contrasts with the surface of these.

The treads shall be made of non-slip material, both when dry and when wet, of a minimum depth according to the regulation, and shall not protrude above the riser. The outer end of each tread shall be marked with photoluminescent bands of a colour that contrasts with the surface of these and of a different texture.

ANNEX VI

Basic conditions of accessibility in metropolitan railway transport

Annex VI groups the basic conditions of accessibility of the three systems of transport that can form part of the metropolitan railway: conventional or heavy metro, light metro and tramway.

Capacity, distance between stations and an underground, mixed or surface route separate the three systems, with some overlap.

For effects of accessibility, this last range of situations of the route shall differentiate Chapter 1 of this present Annex VI, "Stations"; Chapters 2, "Limit between rolling stock and infrastructure" and Chapter 3, "Rolling stock", are common to the three systems.

1. Metropolitan railway stations

What are to be understood as basic conditions are now established for metro stations (Section 1.1) and later for tram stops (Section 1.2).

The following specifications shall be obligatory in their entirety in all types of new stations, and in existing ones, either head, through or final stations, through which more than one line passes and those that are part of an inter-modal transfer point.

In the existing stations through which only one line passes, only the provisions indicated with an asterisk shall be obligatory.

1.1 Metro

1.1.1 Parking lots

(*) Wherever there is a specific public parking area for the station, and managed by it, there shall be reserved parking places for disabled persons who are authorized and carry identification. They shall be marked with the correct horizontal and vertical signage. They shall be around the nearest points possible to the accessible entrance.

They shall be connected with it by a route, preventing the ends from invading the pedestrian route.

The number of places, signage, characteristics and dimensions shall be adjusted to the specific regulation in effect on public parking lots.

1.1.2 Accessible routes

1.1.2.1 Definition

An accessible route should be understood to mean one that is marked as such and that permits access to disabled persons.

1.1.2.2 Accessible exterior routes. (*) All accessible pedestrian routes in the immediate vicinity of the station shall have a sufficient minimum width clearance and minimum headroom clearance to satisfy the corresponding technical regulation, this not being applicable to stairways, ramps, escalators, rolling sidewalks, moving ramps or elevators or any other mechanical means of vertical conveyance.

Their lengthwise and crosswise slopes shall not exceed the limit of the specific regulations in effect in regard to this topic. The pavements shall be hard and shall have anti-glare and non-slip properties. They shall permit movement without hitting any bumps.

Manhole covers and drains are to be flush with the pavement. Gratings around trees are to be covered by flat resistant pieces or grid.

All depressions shall reach the line of contact curb-roadway with no level change. If this is not possible, a small change in level is acceptable whenever the curb is bevelled.

1.1.2.3 Accessible interior routes. (*) There shall be an accessible pedestrian route inside the station to connect the adapted access to the station with the essential points inside it: ticket sales, lobbies and platforms.

The station shall have the necessary elements, (ramps, elevators, escalators, moving ramps, etc.) that ensure proper accessibility between the platforms of all lines in the station.

(*) The illumination level of these accessible interior routes shall be at least 100 luxes, measured at floor level, with a colour temperature for lamps of around 4,000.º K.

The pavement of the accessible interior routes must be made of a material with non-slip surface finish.

1.1.2.4 Stairways and fixed ramps. (*) Stairways that do not have any device to permit wheelchair users to climb them cannot form part of an accessible route.

Their characteristics (size of steps, signage, etc.) shall adhere to the specific regulations in effect.

(*) The entire stairway must have an illumination level of at least 150 luxes measured at the floor.

The fixed ramps of the main journeys shall fulfill the specific regulations in effect.

The surface of its floor must have a superficial finish of non-slip material, when dry and when wet.

(*) All ramps must have an illumination level, measured at the floor, of at least 150 luxes.

1.1.2.5 Escalators. As was pointed out in Point 1.1.2.4 above, the escalators that do not have an alternative device to permit wheelchair users to climb them, cannot form part of an accessible route.

All escalators shall have at least the length of three steps without any slant, both in boarding and in deboarding, and shall fulfill the specific regulations in effect.

(*) The entire stairway must have an illumination level of at least 150 luxes measured at the floor.

The front edge and sides of each step shall be marked with a band of reflecting yellow paint.

1.1.2.6 Moving ramps/moving sidewalks. Any moving ramp or moving sidewalk shall have at least one entry and exit zone with the carpeting flush with the pavement, and shall comply with the specific regulations in effect. They shall have extended side handrails in a colour that contrasts with the environment.

The moving ramps shall have a maximum slope of 12 percent.

(*) There must be a minimum illumination level of 150 luxes, measured at the floor, throughout their entire length.

1.1.2.7 Elevators for public use. (*) The dimensions of the elevators that are used as part of the passengers' accessible route, shall be sized to permit its use by wheelchairs users.

The rest of the specifications are given in the corresponding regulation or technical manual.

1.1.2.8 Guide-rails and handrails. The stairways and ramps shall be equipped with handrails on both sides and at two levels, in a color that contrasts with their environment.

1.1.2.9 Pavements. (*) The pavements of all accessible routes, interior and exterior, as well as that of washrooms for public use, shall have a non-slip surface finish, both when dry and when wet. The surface finish of the pavement of the platforms and of accesses to areas for public use from the exterior, shall be non-skid, both when dry and when wet.

According to the degree of non-slip or anti-skidding recommended in each case, the pavement in these critical areas for normal use that make up the accessible routes must, in order to avoid the risk of accidental slipping taking place due to the presence of polluting agents that may reduce friction, such as soapy water or oil, present the minimum slip coefficients (Rd), in dry and in wet conditions, measured according to regulation UNE-ENV 12633:2003, that are given in the following chart:

Minimum values for the characterization of the quality of slipperiness

Area	Rd (1)	Coefficient R (2)
Interiors		
Lobbies and corridors	$25 \leq Rd < 35$	R9
Ramps and stairways	$Rd \geq 35$	R10
Platforms		
Protected	$Rd \geq 45$	R10
Out of doors	$Rd \geq 54$	R11
Accesses from the exterior		
Lobbies and corridors	$Rd \geq 54$	R11
Ramps and stairways	$Rd \geq 54$	R11

(1) The slip-resistance value R_d is determined by means of the pendulum test described in Annex A of regulation UNE-ENV 12633:2003 using scale C in test tubes without accelerated wear.

(2) The value of coefficient R is determined by the inclined plane test, according to regulation DIN 51130.

N.B.: In the event the pavement is of a material whose slip quality is measured by regulation DIN 51130, its coefficient R shall be, as a minimum, that included in the above chart.

N.B.: In the event of having both parameters (R_d and R) for the same pavement, the most restrictive shall be used, that is, the one that represents less slip.

1.1.3 Accesses

(*) There shall be at least one door designated as accessible for access to the station.

The doors shall be marked visually in the cells in which they are located. They must also be partially transparent and with signage bands at eye level.

Of the controlled passages, there is to be at least one with a revolving type, guillotine type or automatic swinging system, with a passage with a clear span not less than 90 centimetres and whose control devices shall be a maximum of 115 centimetres high. Failing this, at the control point there shall be a gate with the same minimum clear span, opened by station personnel, which guarantees the passage of a wheelchair or of a guide-dog and its user.

The system of exterior lighting, equipped with a minimum illumination level in the main entrance of 150 luxes measured at floor level. If artificial lighting is required to reach these levels, the illumination level shall be at least 40 luxes above illumination levels in the vicinity, and with a cooler colour temperature. Dark areas should be avoided.

1.1.4 Projecting furniture, complements and elements

All projecting furniture, complements and elements shall contrast with their environment and shall have rounded edges, avoiding materials that shine or glitter.

The furniture and complements shall be located where they will not obstruct the passage of persons with visual disability. As a general rule, the furniture shall be set in, aligned to one side, away from the pedestrian route and without crossing the guide strip and preferably with no mobile articles installed.

All those projecting elements that are below a height of 220 centimetres and that project more than 15 centimetres shall be indicated by means of an obstacle in the floor to a maximum height of 25 centimetres that can be detected by the cane of a person with visual disability.

There are to be no elements hung below a height of 220 centimetres.

In each rest area, there shall be at least one space equipped with ergonomic seats, with a back, and there shall also be ischiatic supports placed there.

1.1.5 Counters for ticket sales, information and customer service

Where there are counters for ticket sales, information and traveller assistance, they shall be clearly identified. At least one counter for each function shall be accessible for the different disabilities, according to the technical regulation to that effect.

1.1.6 Vending machines and other interactive elements

(*) If there are rows of machines for the same function, or that dispense the same product, at least one of them shall have the instructions for use equipped with:

(*) Texts in Braille on the slots indicating their function: "coins", "bills", "cards" or other relevant functions.

(*) The screens shall have short, easily legible messages. Font type Arial is recommended, size 28. They should also have high contrast.

(*) The dials and slots shall be located at a height 95 centimetres and 120 centimetres. The collection of bills or products dispensed shall be located at a height of 70 centimetres.

(*) In each group of public telephones, at least one should be installed that is conditioned for persons with visual impairment, with hearing impairment and with physical disability. It shall be marked to that effect.

Vending machines shall always be located in the same place so that they can be found easily.

1.1.7 Visual and audible information

1.1.7.1 Object. Basic information for passengers shall be provided visually and audibly. Last minute changes, emergency situations or incidents shall be considered basic information. Written information should be given simultaneously on a screen in sign language.

Spoken information is to be consistent with the visual information that is provided.

1.1.7.2 Signage. Visual information shall be legible under all general lighting conditions, shall contrast with the background on which it is presented, and shall be consistent with the spoken information that is provided, which, if technologically feasible, shall be literal and simultaneous.

Information elements (posters, panels, monitors, etc.) must be placed in locations that permit their readers to move as close to or as far from them as their visual or physical disability may require. They shall be lighted directly, without reflections on the surface, with contrasting colours between the background and the text. Advertisements are not to be mixed with the general orientation and information systems.

Signage, symbols and pictograms, shall be used consistently throughout the entire journey.

Information through tactile-visual pavement shall be provided for persons with visual or intellectual impairment with a type of surface finish and in appropriate colours.

1.1.7.3 Dynamic information. The dynamic information screens shall be sized to show complete words and names, easily understood abbreviations being permitted. Each station name, or message word, shall be displayed for a minimum of 2 seconds. If information is given on a (horizontal or vertical) ticker, the scrolling speed shall not exceed 6 characters per second.

1.1.7.4 Pictograms. There shall not be more than 3 pictograms next to a single direction arrow.

In the event there is some unspecified equipment for disabled persons, a sign according to the international symbol code shall be "provided for people with disability" accompanied by the ISA symbol.

In addition, the sign mentioned shall be included next to the directional information for accessible services and routes for persons in wheelchairs, signage of the boarding area for passengers in wheelchairs and signage of the area where induction loops are installed.

1.1.8 Platforms

A. Generalities

(*) The height of the platforms shall not exceed that of the floor of the train in its lowest position.

The edge of the platforms shall be in a straight line. B. Floors.

B.1 Slippery quality of the pavement.

(*) Surface finishes that are related, in general, are recommended.

Environment	Type of surface finish	Rd	R
Protected	Non-slip	≥ 45	10
Outdoor	Anti-slip	≥ 54	11

Regarding its colour, it is recommended only that it should harmonize and contrast with that of the special areas.

B.2 Surface finish and colour of special areas. Edge piece. A conventional, normalized, grooved design is correct. It is suggested grooves be filled with carborundum. Its best colour is one that contrasts with that of the track.

Line of dots of light next to the edge piece. It is recommended that a line of dots of light be installed next to the edge piece and on the inside, along the entire length of the platform, to emit small flashes when the train is about to arrive.

(*) Band for warning of danger. A strip warning of imminent danger must be placed next to the previous one, with bright yellow, reflecting buttons.

Walkway band. If between the previous band and the wall of the platform (case of one track only) or between the warning band and the centre of the platform there is a reasonable space, a band

of striped pavement that guides using texture and color, shall be placed parallel to the edge of the platform, leading to all the points of interest, with the precise turns.

Warning strips. A warning strip shall be placed before those points, with the same type of surface design, striped, parallel to the immediate object.

(*) One of the most important of these strips shall form the so-called "safe area". This area, across the platform, leads to the "accessible service door" to the train.

A) Edge panels

It is suggested that at the edge of the platform, a panel be placed all along the entire length, with doors that only open when the train stops exactly in the place so that its doors match those of the panel along the edge.

B) Lighting

(*) Generically, the platform shall have an illumination level of 150 luxes, with lamps having a colour temperature of around 4,500° K. The edge of the platform shall have an illumination level of at least 200 luxes and its lamps shall have a colour temperature of around 6,000° K.

C) Visual and sound information.

The general public address system shall be slightly supplemented at some point on the platform with speakers next to which a person who is hard of hearing can put his/her ear.

Also, the public address system can be connected to a magnetic induction loop that permits persons with more severe hearing disability to hear by switching their hearing aids to position "T". These measures shall be clearly identified.

The visual information must follow the technical standards that help a person with visual disability read it comfortably (i.e. it can be enjoyed to the greatest extent possible by persons with visual disability). It is recommended that this type of measure for reinforcing the information services, and other more specific ones, should be concentrated in the so-called "safe area" of each platform, as mentioned above.

Emergency situations must be announced in the entire station, and on the platforms, by regulated light and sound systems.

D) Furniture

(*) On the platforms, there must be accessible seats and ischiatic supports installed.

1.1.9 Accessibility in evacuation routes

(*) All types of stations, with levels for public use at the main level, or underground or overhead, shall contain accessible evacuation roads.

These shall be based on fixed ramps, as a first choice. If these are not feasible, elevators conditioned for this purpose shall be installed, for use in emergency situations, although they may be used conventionally in normal situations; the conditioning shall consist in forming independent fire sectors at its stops and having a form of its own electric power source for emergency situations.

In the event that this solution is not feasible either, the necessary Areas for Assisted Rescue shall be conditioned. These are enclosures protected against fire and smoke, under supervision and in contact, so that disabled persons can wait under safe conditions for the qualified rescue service.

1.2 Tram stops

1.2.1 Generalities

(*) The surface of the platform shall not be higher than the floor of the vehicle in its lowest position.

(*) The pavement shall have a non-skid surface, under both dry and wet conditions, and shall not dazzle.

(*) The stops shall be connected to the rest of the urban pedestrian walkway by an accessible route.

The presence of the stops, "warning", shall be marked in the pavement by placing a grooved strip for tactile-visual detection, with a minimum width of 120 centimetres and in a colour highly contrasted with the adjacent areas of pavement. This strip shall run crosswise to the direction of the

line of movement across the entire width of the sidewalk, from the facade, landscaped area or outermost part of the pedestrian walkway, to the curb area.

(*) Next to the curb piece of the platform, in the pavement area adjacent to it, there shall be a visual-tactile strip of bright yellow, reflecting buttons. This strip shall run uninterruptedly the entire length of the platform.

The posts corresponding to the stops shall have information on the identification and name of the line in Braille.

If users are informed on a screen of the situation of the trams on the lines serving that stop, the device should be completed with the simultaneous sound information, upon request of any person with visual impairment, with a remote control of the type used for operating the sound information of traffic lights, or an alternative system.

1.2.2 Shelters

The configuration of the shelter shall permit access either from the side, or in the centre, with a minimum clearance width of 90 centimetres. Its interior space shall also permit the fitting of two superimposed concentric cylinders free of obstacles, the lower one from the floor to a height of 25 cm with a diameter of 150 centimetres, and the upper one to a height of 210 centimetres measured from the floor, with a diameter of 135 centimetres.

If some of the vertical walls is transparent or translucent, it is to have two horizontal bands between 5 and 10 centimetres wide, in bright, contrasting colors that run along the entire length, the first one at a height of between 70 and 80 centimetres and the second between 140 and 170 centimetres from the floor.

Information regarding the identification, name and route of the lines shall have a Braille transcription.

(*) There shall be at least one ischiatic support and a seat. Grouped or individual seats shall have armrests at least on their outer side; the height from the seat to the floor shall be of 45 ± 2 centimetres.

1.2.3 Ticket issuing machines, ticket cancelling machines and information terminals

The location of ticket machines shall be marked by the installation in the pavement of a visual-tactile strip with a high colour contrast, arranged so as to be parallel to the front of the machine, adjacent to it and with the same length as the front. The strip is to be 120 centimetres wide.

(*) At least one of the machines shall have the accessibility measures for the different disabilities described in Point 1.1.6 of the basic conditions in the metro stations.

Basic conditions of accessibility common to the three systems (conventional metro, light metro and tram).

2. Limit between the rolling stock and the platform

2.1 Best distances.

The best distances recommended for accesses, horizontal and vertical gaps, between the rolling stock and the platform, are the following:

h = Height between platform and floor of vehicle.

s = Distance between edge of platform and edge of vehicle.

h = Between 0 and 50 millimetres.

s = Between 0 and 50 millimetres.

2.2 Distances permitted. Gaps may be allowed:

h = Between 0 and 50 millimetres.

s = Between 0 and 75 millimetres.

2.3 Negative vertical distances

It is recommended that the vertical gap should not be negative.

3. Rolling stock

On conventional metro, on light metro, and on the tram, the height of the rolling stock must be similar to that of the platform.

These basic conditions are applicable to the rolling stock in these three systems of means of transport by metropolitan railway.

3.1 Accessible service door.

At least one of the access doors to each train or tram shall guarantee accessibility for persons with reduced mobility. It shall be the first door onto the train, right next to the engineer's cabin.

Use of boards or ramps: in the event of horizontal gap greater than 75 millimetres long or a vertical gap upwards of 50 millimetres or downwards of 25 millimetres, the use of boards or moving ramps shall be necessary to improve access. They shall be placed in the accessible service door.

The width clearance of this access door must be sufficient, according to the technical regulation to that effect.

The access doors shall have a high colour contrast with the rest of the vehicle.

They shall be provided with an anti-trap device.

If a button for opening is necessary, it shall be located accessibly, with a high colour contrast and easily detectable by a blind person by its shape.

3.2 Stop request

The stop request shall be confirmed audibly and visually.

There shall be a stop request button installed inside, in the space reserved for wheelchair passengers.

These buttons shall be marked visually and tactilely.

In general, all stop request buttons shall be in a colour that contrasts with the surface to which they are attached and must be activatable with the palm of the hand.

3.3 Grab bars and handles

Throughout the entire train or tram there shall be a complete network of bars and handles, without any areas that might present difficulties in getting a grip.

Their anchorage system and type of material shall prevent any swaying.

The surface of grip bars, handles and support posts and aids in the interior route shall be made of a non-skid material and color that contrasts with the surroundings.

Grab bars and/or handles shall be attached to both sides of all service doors.

3.4 Reserved seats.

At least two seats per car shall be reserved next to the access door for disabled persons who are not wheelchair users, marking them with the corresponding pictogram.

There shall be handles installed in their vicinity to assist in the sitting/standing operations and for hanging on, as well as a stop request button.

The armrests, if there are any, shall be folding.

3.5 Vehicle flooring

The vehicle floor shall be made of materials that do not produce reflections and shall be non-slip in both dry and wet conditions.

3.6 Information for passengers with sensory disability

a) External Information.

There shall be a sound and light signalling device in the vicinity of the accessible service door in order to facilitating its localization.

b) Internal Information.

There shall be a device to notify visually and audibly about requested stops and the name of the next stop.

c) Doors.

The doors shall contain sound and light devices warning of the opening and closing of doors, perceptible both from the inside and from the outside.

3.7 Exterior conditioning

The international symbol of accessibility already mentioned shall be affixed to the front right-hand part of the vehicle.

The accessible service door that has the access devices for persons in wheelchair shall be marked outside and inside with the above-mentioned ISA logo.

There shall be contrast with the surface in light colours and the characters in dark colours. Care shall be taken that the contrasts shall not dazzle, as happens between black and white.

3.8 Flooring

In the interior, the line of the floor edge and the edge of the steps, if applicable, shall be marked throughout their length with a band of colour strongly contrasting with the rest of the floor.

3.9 Interior light panels.

The information in the interior light panels shall have graphic characters according to the specific technical regulation.

3.10 Space for wheelchair passengers

There must be at least one space free of seats with a capacity to accommodate at least two passengers in wheelchairs. The rectangle formed by the surface for each one of the passengers shall be situated with the longer side parallel to the lengthwise axis of the vehicle. On this surface area there may not be any steps or other obstacles.

The area for accommodating a person in a wheelchair must have the following minimum dimensions:

Length: 1,300 millimetres. Width: 800 millimetres.

The wheelchair passenger shall be positioned on the above-mentioned surface, facing the back part of the vehicle, or facing the front and parallel to the side, never in a crosswise position.

A person traveling in a wheelchair shall support his/her back and head on a padded partition or chair back.

The space reserved for the wheelchair passenger, to one side of the vehicle, shall be indicated with an indicative poster or pictogram.

In the space reserved for wheelchair passengers, there shall be a horizontal bar installed along the side of the vehicle at a height of between 800 and 900 millimetres, at least 40 millimetres apart, and with a diameter of between 30 and 40 millimetres.

The route from the access door for wheelchair passengers to the reserved space shall be accessible.

ANNEX VII

Basic conditions of accessibility in taxi transport

1. Taxi stops

1.1 Urban environment

The taxi stops shall be connected to the urban environment by accessible routes. This condition shall be specified in precise detail in a technical regulation that takes into account these passengers' different forms of boarding.

2. Accessible taxis

2.1 Generalities

The vehicles that provide taxi or autotaxi service and that wish to qualify as accessible, in order to be able to transport disabled persons, must satisfy the requirements in Regulation UNE 26.494 and its later modifications.

2.2 Essential measures

The essential measures, of the basic conditions, are indicated.

2.2.1 Wheelchair passenger

The vehicle shall be conditioned so that a person can enter and exit, as well as travel in the taxi, in his/her own wheelchair, comfortably and safely.

For this purpose, the vehicle shall have the approved means and/or transformation or Reform of Importance necessary. It shall be equipped with a compartment that allows this passenger to travel facing forwards or backwards with respect to the direction of movement, never crosswise; it shall have a back with a fixed headrest (joined permanently to the structure of the vehicle); it shall have a wheelchair anchor and a safety belt at a minimum of three anchorage points for the occupant. It shall be the taxi driver's obligation to secure these last two devices, if the user so desires.

2.2.2 Other persons. If the height between the roadway and the frame of the rear side door is greater than 250 millimetres, it is mandatory that it have a step, with the requirements specified in the above-mentioned regulation.

Adapted taxis shall have the rates written in Braille.

A "van" type vehicle (capacity equal to 9 places, including the driver) or an "all terrain" vehicle that could meet the technical requirements because of its size characteristics, will not be approved as accessible autotaxis due to not fulfilling the fundamental criterion of normalization.

ANNEX VIII

Basic conditions of accessibility in the special transport services

1. Definition

A special transport service (STS) is one that does not have all, though it may have some, of the characteristics of an ordinary transport service; that is, regularity, schedules, commercial rates and fixed itineraries, among others.

In addition, it is a service that is conceived expressly to transport the citizens with a more serious disability of any type, and who for this reason are unable to or do not wish to use the ordinary transport services, even though they are accessible. This may be due to their serious intellectual or physical disability (lack of balance, of coordination of movements, inability to operate or use a wheelchair...).

In any event, the STSes shall have a rate policy.

These STSes are only provided with adapted vehicles and with qualified personnel throughout the entire process of the service, including before and during.

The services may be given, always on demand, with advance notice or without, group or individual service; with vehicles of varying capacities, always automobiles, but everything from private cars to buses, including vans, minibuses and minibuses.

The area in which an STS can operate has no limit, because it must fill the gaps of ordinary transport services. The minimum should be the municipal area, although in large cities this area can be divided up. On the other hand, in small population centres, service will have to be provided in combined or regional areas.

The STSes should be used through a permanent assistance structure, with staff and materials coordinated in a reception center for demands and control of the means for responding to them. The centre shall be in permanent contact with STS vehicles.

It shall be possible to provide services on a regular, periodic basis, with fixed routes, depending on the STE entity and its resources. Others may be created and/or modified by the organizational centre, over a period of time or immediately.

2. Infrastructure

Since the STSes may have different types of vehicles, there is no point defining basic conditions for their infrastructures. In addition, their operations do not usually have fixed stopping points.

3. Rolling stock

The rolling stock must have some especially strict accessibility measures.

3.1 Vehicles with a capacity of up to 9 places, including the driver.

These vehicles, from private cars to vans, shall be subject to those basic conditions of accessibility established in Regulation UNE 26.494/2004 ("Highway vehicles. Vehicles for the transport of persons with reduced mobility. Capacity equal to or less than nine places, including driver") and its later modifications.

3.2 Vehicles with a capacity of over 9 places

The basic conditions of accessibility of these vehicles shall be those established in Order CTE/1612/2002, of June 25, by which Annexes I and II of Royal Decree 2028/1986, of June 6, on the regulations for the application of certain CE directives, relating to the approval of types of vehicles - automobiles, tow-trucks, semi-trailers, motorcycles, mopeds and agricultural vehicles -, as well as parts and pieces of these vehicles, are updated.

ANNEX IX Horizontal measures

1. Complementary character of the horizontal measures

The measures contained in this annex shall be applicable when there is no specific one contemplated on the topic in the corresponding sectoral annex.

The conditions collected in Points 3, 4.c), 5.2. final section, 6, 8 and 10, shall be considered basic conditions of accessibility and non-discrimination for small-entity infrastructures and services, as opposed to large-entity ones, for which all regulations in this present Royal Decree are mandatory.

2. Services for the disabled passenger

In public transportation entity facilities, if their administration permits, there shall be a properly formed assistance service to attend to disabled persons in transit through the facilities, to provide information they may need, and to assist them in the issuing of tickets.

3. Guide and assistance dogs

There shall be conditioned places, as far as possible, for guide and assistance dogs to relieve themselves.

In all public transportation service vehicles, properly identified guide and assistance dogs shall be accepted. They shall travel next to their owner. Their entrance and stay shall also be permitted in buildings and departments for public use of those services.

4. Information measures

In the entity services and facilities, if their administration permits, the following measures shall be adopted:

a) Internet websites. If they have an Internet website or page, all available information that could be useful for potential passengers with some disability should be collected and concentrated in a link.

In order for it to be properly used by the greatest possible number of users, including persons with different types of disability, the content shall be presented clearly, in accessible, simple language, with the usual navigation mechanisms, according to the guidelines in the Web Accessibility Initiative (WAI, <http://www.w3.org/wai>).

b) Specific information pamphlets. Informative pamphlets shall be made available to possible passengers with disability, in formats that make them useful to the greatest number of disabilities. They shall contain an extract of the information required in order to prepare for and carry out the trip

under the best possible conditions: the rights of the disabled passenger, safety regulations, protocols, etc.

c) Other means. If the transport service has other general or conventional forms of information, such as printed guides, these shall include at least basic information on the accessibility of its infrastructures, services available, etc.

5. Auxiliary material

5.1 The intercity transport entity facilities, if their administration permits, shall have auxiliary material that disabled persons may need while in transit through the facilities, and in any event indispensable for ordinary wheelchairs.

5.2 In long distance services, rolling stock permitting, there shall be auxiliary material or technical aids that could be useful for disabled persons during the trip.

The auxiliary material or technical aids belonging to disabled persons shall be stored in an appropriate place, stably and safely.

6. Emergency situations

Transport operators shall establish the protocol and forecast of performances in emergency situations that could arise during the trip within a period of one year after the entry into force of this Royal Decree, attending to specificities of both the disability and the form and means of transport. In the passenger terminals included in the area of applicability of this Royal Decree, whenever possible and appropriate, the evacuation routes for general use shall be accessible to all persons, taking into account the fire protection regulations in public buildings.

7. Incidents in provision of the service

When an operator needs to handle a possible incident in his/her service that requires the use of a support means of transport, he/she shall organize the operation taking into consideration that the special services that are required must be provided in conditions of dignity and accessibility for disabled passengers, offering the following, as far as possible:

Accessible support vehicles.

Means for handling the transfer between a possibly damaged vehicle and the support vehicle.

If necessary, accessible support lodging.

8. Alarm devices in the rolling stock

Alarm devices for public use in emergency situations shall be accessible in all vehicles and, as far as possible, to disabled persons.

9. Crews

Company operators who take care of the passengers, shall establish training processes for their crew so that they can assist and aid disabled passengers, in any given situation.

10. Reserved places

In all means of public transportation where it is feasible, there shall be preferential places for occupation by disabled persons, with the characteristics that shall be established in the technical manuals of each.

Preferential places for disabled shall be offered in all classes. In the event that a means of transport has only preferential places in higher classes (preferential, club, etc.), the disabled passenger shall be upgraded, paying only the price of the lower tourist class, etc.

Conditions of passenger assistance

In the different transport services, there shall be equipment and devices to make the trip safe and ensure assistance to disabled persons under conditions of dignity, as well as of comfort and reasonable safety, according to provisions in the present Royal Decree and corresponding annexes, avoiding the use, except in exceptional circumstances, of improvised means such as the "manual" transfer of passengers with intense needs of support (wheelchair users, etc.).