



Disabled Persons Transport Advisory Committee

Consultation: Designing and Operating Passenger Vessels and Passenger Shore Infrastructure: Guidance on Meeting the Needs of Persons with Reduced Mobility

September 2007

Introduction

1. Ship travel is an important mode of public transport within the United Kingdom, providing a lifeline for many people living in island communities. A significant number of journeys are made by passenger ships each year within, to, and from the United Kingdom.
2. In 2002, approximately 29 million journeys were made by passengers on roll-on/roll-off ferry services on short sea routes (Dover to Calais being the most used) and a further 40 million journeys on domestic routes within the UK (DfT, 2003). It is likely some of these passengers will have a disability: It is estimated that there are approximately 11 million disabled adults and 770,000 disabled children in the UK (Rickards et al., 2004)¹ and this number is likely to increase as the proportion of older people in the population rises.
3. In June 1996 the International Maritime Organisation (IMO) issued guidelines entitled “Recommendation on the Design and Operation of Passenger Ships to Respond to Elderly and Disabled Persons’ Needs”. The member states of IMO were asked “to bring the approved Recommendation to the attention of those concerned for action as appropriate” to ensure that these guidelines were used to improve the accessibility of passenger ships. In response the Maritime and Coastguard Agency issued Marine Guidance Note 31 (MGN 31) in 1997. MGN 31 describes the IMO guidelines.
4. The Disabled Persons Transport Advisory Committee (DPTAC) document “The design of large passenger ships and passenger infrastructure: guidance on meeting the needs of disabled people” was prepared by the DPTAC Ferries Working Group to support and assist all concerned in the interpretation and implementation of the IMO guidelines to address the needs of the wide range of elderly and disabled people using large passenger vessels.

¹ Rickards, L., Fox, K, Roberts, C., Fletcher, L. and Goddard. E. (2004)

5. Transport infrastructure – including ports – is covered by Part 3 of the Disability Discrimination Act 1995 (DDA), which gives disabled people a right of access to goods, facilities and services. However, air and sea transport vehicles are currently exempted from those Part 3 provisions.
6. The DDA 2005 has amended the DDA 1995 to make it clear that the exemption from Part 3 only applies in connection with the provision and use of vehicles, and now includes a regulation-making power to enable the Secretary of State to lift the exemption, in whole or in part (and at different times), in respect of transport providers operating certain types of vehicle, including large passenger ships and cruise liners.
7. In 2005, the Disabled Persons Transport Advisory Committee (DPTAC), the Government's independent advisors on the transport needs of disabled people, was asked by Government to review the effectiveness of the existing voluntary code of practice guidance on the inclusive design of ships and passenger infrastructure. The outcome would inform Government on the need to consider using the powers within the DDA 2005 to ensure the needs of disabled people travelling by sea are met.
8. The research study reported that, although the voluntary guidance had to some extent influenced the design of new ships and investment in the infrastructure, the recommendations were not being fully effective in respect of the detail design and should be reviewed. The Government is currently considering the recommendations from the research report findings, including the need for changes in the law.
9. In the meantime, DPTAC is bringing forward one of the recommendations from the report which is to review the voluntary guidance in order for it to remain a credible resource, update it to reflect the changes to regulations and to include any updates to the reference material.

Purpose of the consultation

10. Via its Maritime Working Group DPTAC has been working closely with the shipping sector to produce updated guidance which it is now consulting on. The document offers best practice advice to the shipping industry on how all those who provide services at passenger shore facilities and services provided on board passenger ships can contribute to the delivery of high quality inclusive services that provide access to all members of society, including disabled people. The aim is to bring together into one document existing best practice guidance on inclusive design for passenger ships and ports.
11. The guidance updates and replaces existing guidance. This guidance consists of
 - The Disabled Persons Transport Advisory Committee's guidance "The design of large passenger ships and passenger infrastructure: Guidance on meeting the needs of disabled people"
 - Marine Guidance Note 31(M) "Recommendation of the design and operation of passenger ships to respond to elderly and disabled persons needs" and
 - Marine Guidance Note 306(M) "Designing and operating smaller passenger vessels: Guidance on meeting the needs of persons with reduced mobility".
12. We are seeking the views and comments from both the shipping industry and disabled people. The guide does not attempt to provide detailed and prescriptive lists of inclusive design requirements. That is the task of other reference material mentioned in the relevant sections of the guide.

Structure of the consultation document

13. The document is separated into six sections which can be read and referred to independently. Chapter seven contains references and a glossary of the terms of reference used in the guidance.
14. Chapters one and two contain general and background information stating the purpose of the guidance and setting

out the legislative and regulatory requirements for the provision of shipping services in meeting the needs of persons with reduced mobility.

15. Chapters three and four refer to the services provided at port side and the passenger interface between ship to shore. The Mobility and Access Committee for Scotland is in the process of complementing the chapter on ship to shore transfer with supplementary guidance on boarding and disembarking from small ferries.
16. Chapter five relates to services provided by passenger vessels of all types engaged in international or domestic voyages of 500GT or more or certified to carry 250 passengers or more.
17. Chapter six relates to services provided by passenger vessels of all types engaged in international or domestic voyages of less than 500 GT or certified to carry fewer than 250 passengers. It is recognized that certain services and facilities are unusual on the board vessels of this size, however if these services or facilities (for example cabins) are provided and these are not referred to in this Chapter, the guidelines contained in Chapter 5 should be followed.
18. Comments are welcome on any matter mentioned in the consultation paper, as well as anything that consultees feel should have been included. If you are making specific comments or suggesting amendments please make reference in your response to the relevant chapter, page and paragraph numbers.

Alternative formats

19. You can view this consultation document in full on the DPTAC website at www.dptac.gov.uk
20. The document can be downloaded free of charge using either Word format or PDF format using Adobe Acrobat. It is possible to alter the font and text size of documents on our website.

21. This consultation document is also available in large print, disk, CD Rom and audio tape. Details of how to order copies are given below.

Consultation criteria: Code of Practice

22. This consultation is being carried out in accordance with the Government's Code of Practice on Written Consultation, a summary of which can be found in Annex A. The consultees to whom it has been sent are listed at Annex B.

Disclosure of responses

23. We will make your response publicly available unless you ask us not to. Please make it clear if you would object to us copying or disclosing your response to others. All responses will be included in any summary of results, although individuals will not be identified. Names and addresses may be held in an electronic database of interested parties for the purpose of distributing future documents on similar issues.

How to respond

Please send your comments on this specification by the **closing date of 5 December 2007**.

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You can also contact us at the above address if you would like more information about this consultation, if you have examples of

good practice to bring to our attention, or if you would like to receive a copy of the final specification.

Representative bodies or organisations are asked to bring this paper to the attention of all the various interests they represent. Additional copies of this consultation paper may be obtained from us, full contact details are given above, or may be downloaded from our website at www.dptac.gov.uk

Annex A - Consultation Code of Practice

We are carrying out this consultation in accordance with the Government's Code of Practice on Written Consultation. This is set out in full on the Cabinet Office website at <http://www.cabinetoffice.gov.uk/regulation/consultation/code/criteria.asp>

The Code of Practice requires that bodies:

Consult widely throughout the process, allowing at least 12 weeks for written consultation at least once during the development of the policy.

Be clear about what the proposals are, who may be affected, what questions are being asked and the timescale for responses.

Ensure that consultation is clear, concise and widely accessible.

Give feedback regarding the responses received and how the consultation process influenced the policy.

Monitor the effectiveness of consultation, including through the use of a designated consultation co-ordinator.

Ensure consultation follows better regulation best practice, including carrying out a regulatory impact assessment if appropriate.

Annex B List of consultees

American Bureau of Shipping
Argyll & Bute Council Ferry Operations
ASP Seascot Ship Management Ltd
Associated British Ports
Association of Pleasure Operations
Atlantic Ferries Ltd
Blyth Bridges Marine Consultants Ltd
British Marine Industries Federation
British Ports Association
British Waterways
Burness Corlett
Caledonian MacBrayne Ltd
Central Scotland Passenger Vessel Association
Clyde Marine Services Ltd
Condor Marine Services Ltd
Cromarty Ferry Company
Cunard Seabourn Ltd
Department for Regional Development Northern Ireland
Department for Transport
DET NORSKE VERITAS
DFDS TORLINE
Equality 2025
Fred Olsen Cruise Line Ltd
GERMANISCHER LLOYD
Glenelg Ferry Operator
HART FENTON
HEBRIDEAN INTERNATIONAL CRUISES LTD
Highland Marine Transport Association
Hovercraft Industry Association
Inclusive Mobility & Transport Advisory Committee
John O'Groats Ferries Ltd
Kerrera ferry Service
Lloyds Register
Loch Lomond Association
Loch Lomond Boat Operators

MAIB
Mallaig Heritage Centre
Mobility & Access Committee Scotland
NUMAST
National Association of Boat Owners
National Union of Rail, Maritime and Transport Workers
Nautilus
Nautilus Union
Nippon Kaiji Kyokai
North Link Ferries Ltd
Oban Yachts
Office for Disability Issues
On Board HMS Belfast
Orkney Ferries
Orkney Islands Council
P&O
Passenger Shipping Association
Pentland Ferries
Rail Maritime & Transport Union
Rail Maritime & Transport Union
Red Funnel (Ferries)
REGISTRO ITALIANO NAVALE
RINA UK Ltd
Road Haulage Association
Royal Institution of Naval Architects
Saga Shipping Company Ltd
Scottish Executive
Sea Containers House
Sea Ferries & Ports Ltd
Seatag Safety Systems Ltd
Shetland Islands Council
Shipbuilders & Ship repairers Association
Sound of Mull Transport Group
South Coast Passenger Vessel Operators Ass
Speed Ferries
St Mary's Boatman's Association
Stena Line Ltd

Strathclyde Passenger Transport
Stuart Wallace
Sweeney's Cruises
Tenby Harbour Users Association
Thames Luxury Charters
The Bristol Packet
The Chamber of Shipping
The Highland Council
Tourism for All
Western Ferries Ltd
Wightlink Ltd
Windermere Lake Cruises