

Fact Sheet ISEMOA Task 2.3

State of the art regarding guidance-materials on accessibility

ISEMOA Partner Contributing the Information	Technische Universität Dresden			
Title in Original Language	Guidelines to standardisers of Collective Transport Systems - Needs of older people and persons with disabilities - Part 1: Basic Guidelines			
Title in English	Guidelines to standardisers of Collective Transport Systems - Needs of older people and persons with disabilities - Part 1: Basic Guidelines			
Year	2004			
Initiator	CEN (Comité Européen de Normalisation - European Committee for Standardization), CENELEC (Comité Européen de Normalisation Electrotechnique - European Committee for Electrotechnical Standardization)			
Author / Editor of Guideline	CEN/CENELEC workshop on accessibility			
Supporting Parties				
Guidance developed by (one pick only)	<input type="checkbox"/> Administration / Political actor	<input type="checkbox"/> PRM lobby group	<input checked="" type="checkbox"/> Organization	<input type="checkbox"/> Operator
Type of Document (one pick only)	<input type="checkbox"/> Book	<input type="checkbox"/> Website	<input type="checkbox"/> Article	<input type="checkbox"/> Magazine
	<input type="checkbox"/> Leaflet	<input type="checkbox"/> Flyer	<input type="checkbox"/> *.doc	<input checked="" type="checkbox"/> *.pdf
Link, ISBN, ISSN, Bibliographical Data (one pick only)	<input checked="" type="checkbox"/> Link	<input type="checkbox"/> ISBN	<input type="checkbox"/> ISSN	<input type="checkbox"/> Bibliographical data

	http://www.evs.ee/Checkout/tabid/36/screen/freedownload/productid/166022/doclang/en/preview/1/CWA_45546_1;2004_en_preview.aspx			
Further information	https://www.cen.eu/CEN/sectors/TechnicalCommitteesWorkshops/workshops/Pages/cws16.aspx			
Developed in	Europe			
To Be Applied in	Europe			
Language	English			
Kind of Paper (one pick only)	<input type="checkbox"/> Strategy paper	<input type="checkbox"/> Policy paper	<input type="checkbox"/> QM process	<input checked="" type="checkbox"/> Technical standard
	<input type="checkbox"/> Other:			
Target Area (you can pick both)	<input checked="" type="checkbox"/> Urban		<input checked="" type="checkbox"/> Rural	
Dedicated to (you can pick more than one)	<input type="checkbox"/> Local / Regional administration	<input checked="" type="checkbox"/> Designers / technicians	<input type="checkbox"/> Operators	<input type="checkbox"/> PRM
Type of PRM Affected (you can pick more than one)	<input checked="" type="checkbox"/> Visual impaired	<input checked="" type="checkbox"/> Motor impaired	<input checked="" type="checkbox"/> Hearing impaired	<input checked="" type="checkbox"/> Cognitive / Learning impaired
Application Field (you can pick both)	<input checked="" type="checkbox"/> Public Transport		<input type="checkbox"/> Public Space	
Approach (you can pick more than one)	<input checked="" type="checkbox"/> Engineering, design, technology, planning	<input type="checkbox"/> Financial support, funding	<input type="checkbox"/> Organisational / operational support	<input type="checkbox"/> Awareness building, education

Are Standards Provided?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
If yes - Please Describe (e.g. footpath width, gradients etc.)	Access areas, terminals/stops, boarding areas and processes, vehicles	
Topics of the guideline	This guideline helps to develop norms leading to accessible collective transport systems.	
Description of the guideline	<p>People with functional limitations, whether the result of disability or old age, are confronted with a broad range of important difficulties and obstacles that impact their independence, full social mainstreaming and equal opportunities. This loss of opportunities is expressed, among others, in the impediments such persons face to access collective transport.</p> <p>One of the most important goals pursued in our society and therefore by its representatives is universal access to collective transport, including older persons and people with disabilities.</p> <p>Disabilities may be permanent or temporary and may be the result of any number of causes. The most common are the limitations deriving from disabilities and old age; but they may also be occasioned by specific circumstances and situations, such as people who are overweight or extremely tall or short, children, pregnant women, people travelling with prams/strollers, carrying bulky packages, etc.</p> <p>In this regard, attention should be drawn to the fact that while minor limitations should not, initially, cause difficulties in the use of conventional collective transport systems, the combination of a number of minor limitations (as is often the case in the ageing process) may in fact lead to accessibility problems.</p> <p>It is important in drafting technical standards geared to improving the quality of collective transport, to cater for people whose reduced mobility either temporarily or permanently prevents them from making use of such systems.</p> <p>It is important to underline that the public transport chain and passenger transport systems also include accessible information for passengers with disabilities, and access to related infrastructure, i.e. stations, bus stops, etc.</p> <p>This guideline helps to develop norms leading to accessible collective transport systems.</p>	
Execution (one pick only)	<input checked="" type="checkbox"/> Advisory	<input type="checkbox"/> Partly mandatory
		<input type="checkbox"/> Mandatory (Legally binding)

Any More Comment?	
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