

**Meeting Details:**

Committee:	Accessibility Advisory Committee
Date:	July 24, 2006
Location:	Boardroom, 1112 Fort Street, Victoria, BC
Time:	14:30-16:00h

**Attendees:**

<b>BC Coalition of People with Disabilities:</b>	<b>BC Ferries:</b>
Pat Danforth Information & Referral Coordinator Disability Resource Centre, Victoria  Valerie Thoem Director BC Coalition of People with Disabilities  Linda Bartram (by conference call) President, Victoria Chapter Alliance for Equality of Blind Canadians  Julie Caudle Alliance for Equality of Blind Canadians	Bruce Paterson Gregg Clackson Roberta Chartier Gary Leitch – Chair  <b>Regrets:</b> Barbara Britton-Wilson Jeff Davidson
<b>Guests:</b> Captain George Capacci, Vice President Fleet Operations Mark Collins, Vice President, Engineering Manuel Achadinha, Vice President, Terminal Operations Geoff Dickson, Vice President, Food & Retail Services	

**1. Introduction: Gary Leitch**

Following introductions, Gary Leitch explained that Pat Morris was on vacation and thanked Pat for his work in preparing for this meeting. Gary also thanked the committee for their patience in that this meeting had been postponed from March due to the *Queen of the North* accident.

This meeting is formally the annual meeting of the committee with the company's corporate sponsors. Gary explained the recent changes in the organization of the company and introduced our guests as the new corporate sponsors of the committee's work. For the benefit of the new corporate sponsors Gary reviewed the history of the committee and its work to date.

## 2. Progress Report on Implementation

- **Swartz Bay Terminal Update:**

Gregg Clackson explained that due to changes in the construction scheduling, remedial actions identified during the site visit have been delayed. It is now anticipated that changes to the foot passenger reception area (in the de-lamination area), and parking compound will be completed later this year.

- **Reservations System and Telephony:**

Roberta Chartier reported on actions taken since the last meeting to address issues identified with the reservations system, IVR, and the telephones installed at BCF facilities.

In decision 98-626, the CRTC addressed accessibility issues for telephones. The details on this order may be read at: Telecom Order CRTC 98-626 / Ordonnance Télécom CRTC 98-626.

The height at which payphones are installed is usually governed by local building codes but the height that has been determined as universally accessible by the industry is 54" from the ground to the coin slot. This typically allows for the 27" space required under the shelf for wheelchair clearance with a coin slot that is still accessible. This has been our standard for many years so I would speculate that virtually all of our phones with BCF are at this height. Regarding the type of technology installed, we have 231 payphones in service with BCF, of those 62 are an older style phone that does not have a visual display. The timeframe for upgrading those phones is dependent on when we evolve from Radio service and onto Cellular service for the fleet. There are still some routes that operate by Radio only which we will not be able to upgrade until cellular service is fully operational there.

The remaining 169 BCF payphone locations standard Millennium payphone) are fully CRTC compliant.

- **Onboard Services:**

Barb Britton-Wilson sent her regrets for not being able to attend. Through the chair she reported that signage in the Spirit class vessels had been changed to increase font size and contrast. Julie Caudle reported that she had noticed this positive change.

- **Signage and Design:**

Jeff Davidson was unable to attend and provided a written report which is appended to these minutes. (Appendix A)

- **New Vessel Construction and Vessel Upgrades:**

Bruce Paterson made a detailed presentation on the status of BC Ferries' new build program and the accessibility standards being applied to various projects. The presentation is attached to these minutes. (Appendix B)

## 3. BC Ferries Training Programs Opportunities for Accessibility Relevant Training:

Lonni Swanlund, Director of Employee Training and Development summarized BC Ferries' training programs as they relate to accessibility issues. Lonni reported on the development of a new training video dealing with accessibility issues on ferries which is being developed by a UK company. BC Ferries is participating in the development of this training film. She asked members to forward to her any suggestions they had for issues to be addressed in the video. Lonni's presentation is attached (Appendix C)

**4. Next Meeting:**

As there was insufficient time to complete the agenda the next meeting will be held as soon as practical.

**5. Meeting adjourned:**

16:10h

Gary Leitch  
August 11, 2006

# Accessibility Initiatives – New Construction and Major Vessel Capital Projects

24 July 2006



## General Standards

1. *Canadian Transportation Agency's Code of Practice - Ferry Accessibility for Persons with Disabilities (SOR-02)*
2. *Signage Standards – for way finding*
3. *Adoption of Slide Technology for Evacuation Systems*
  - *Noting "Design-Build" Philosophy, shipyards must educate themselves and adopt these standards*

## General Standards (Continued)

### *3. Adoption of Slide Technology for Evacuation Systems*

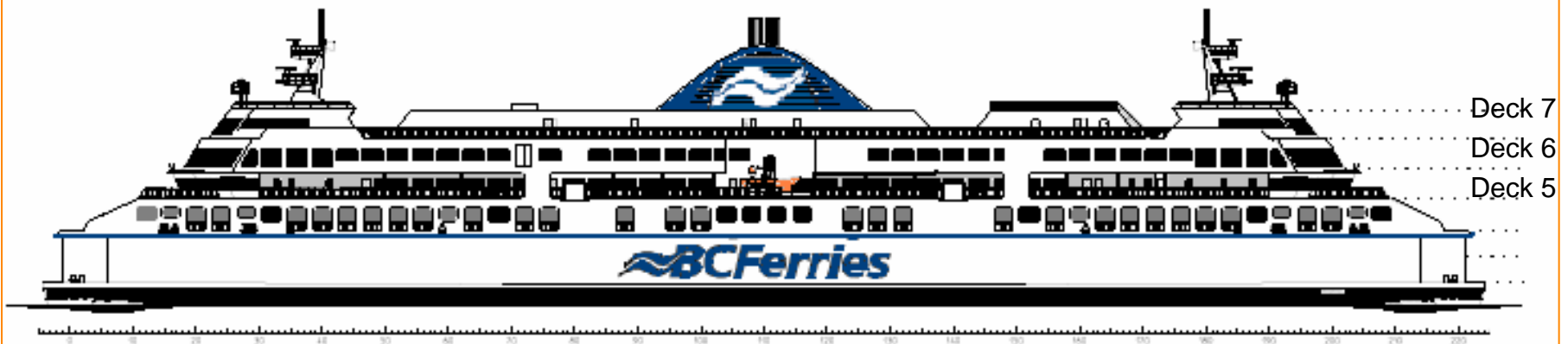


## Super C-Class

- 1650 passenger, 370 car day ferry, intended for major routes

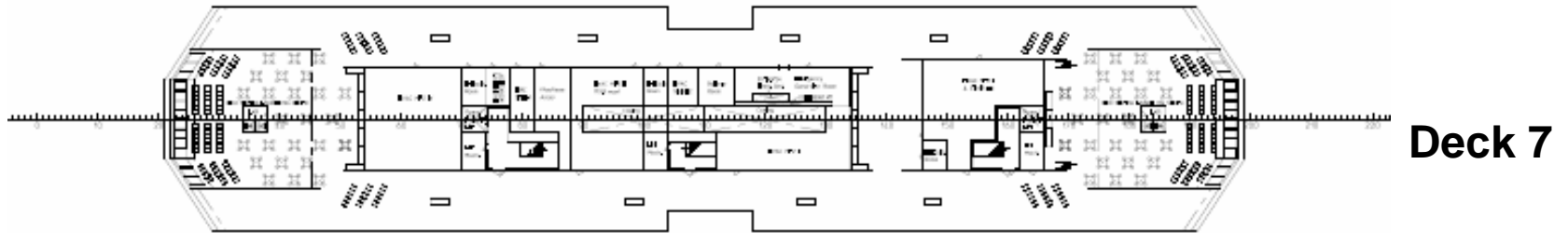
### Passenger Deck Arrangements:

- two passenger decks + sundeck – elevator access to all
- main services on Deck 6; boarding on Deck 5
- signage, corridors, elevators to Accessibility Guidelines
- disabled W/C's on each passenger deck

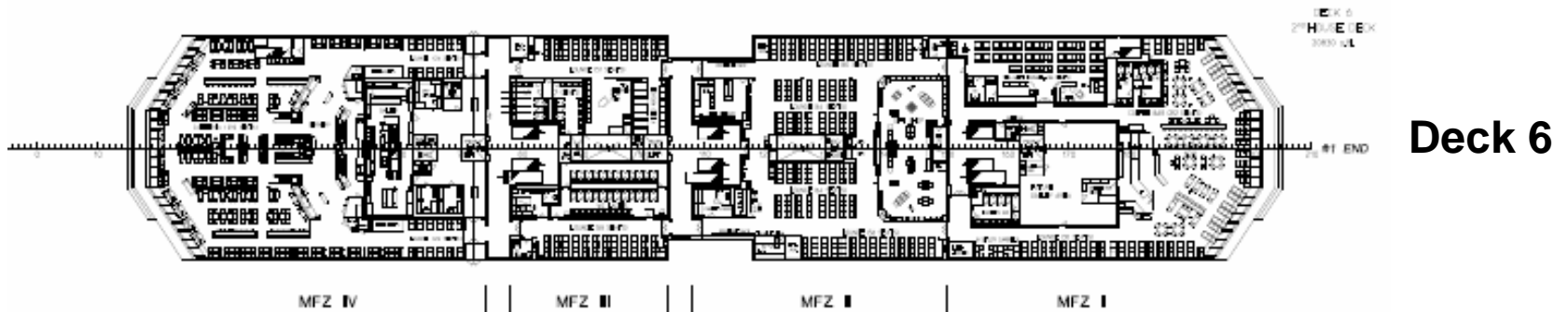


## Super C-Class

### Passenger Deck Arrangements:



Deck 7



Deck 6



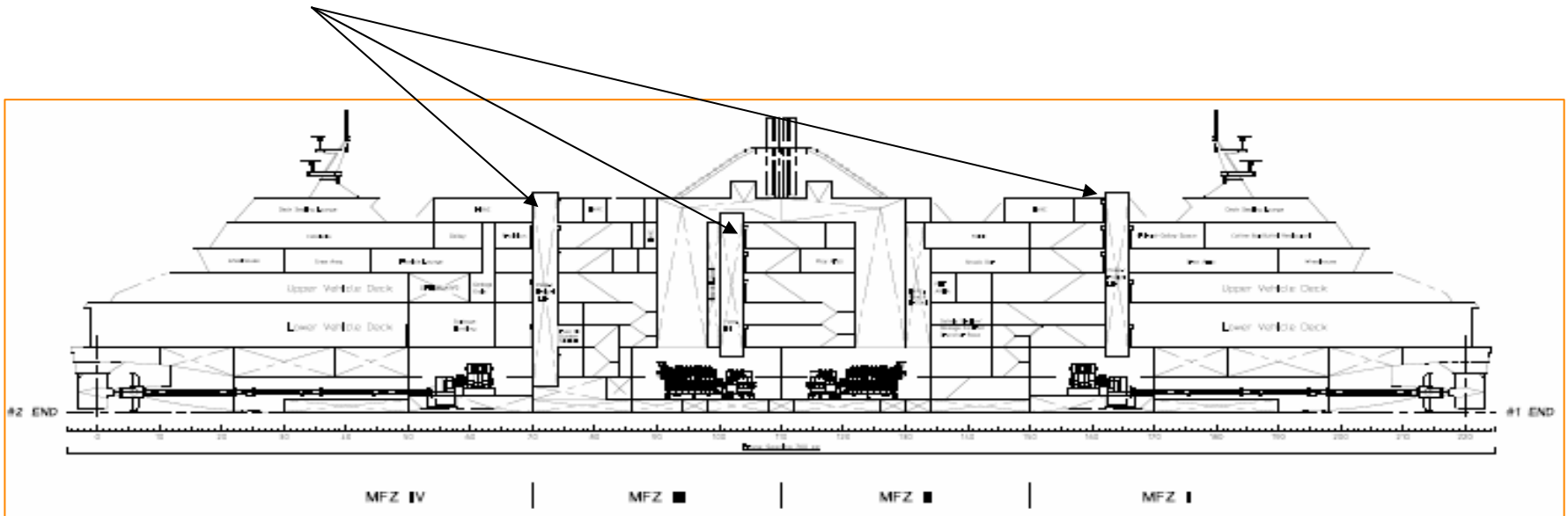
Deck 5



## Super C-Class

### Elevator Access:

3 elevators- car decks to passenger deck; two to Sun Deck

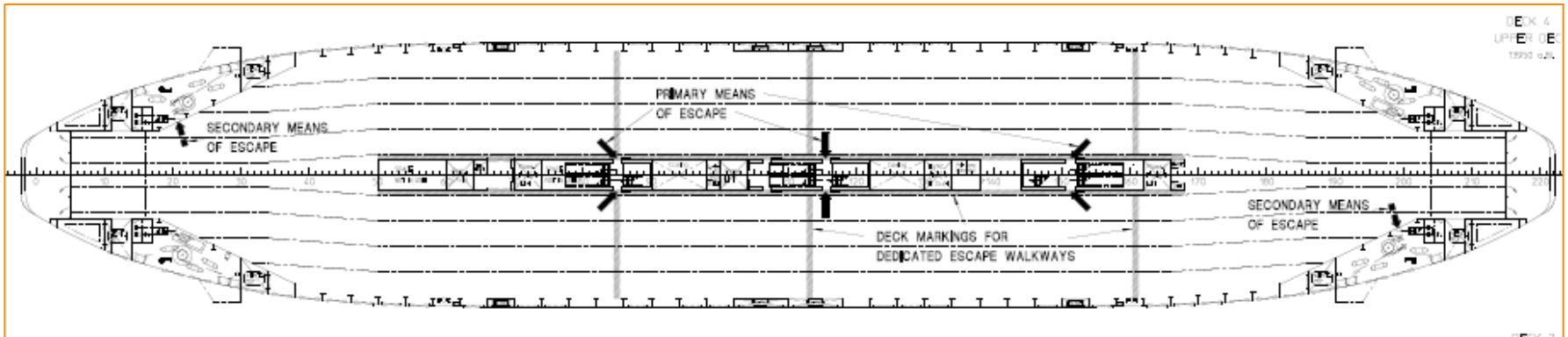


- Elevators specified to the Guidelines for disabled access

## Super C-Class

### Vehicle Deck Arrangements:

- SPIRIT Class standards for lanes adopted – improved access to vehicles
- SOLAS requirement – 600mm lane around casing
- Access to 3 elevators on both car decks

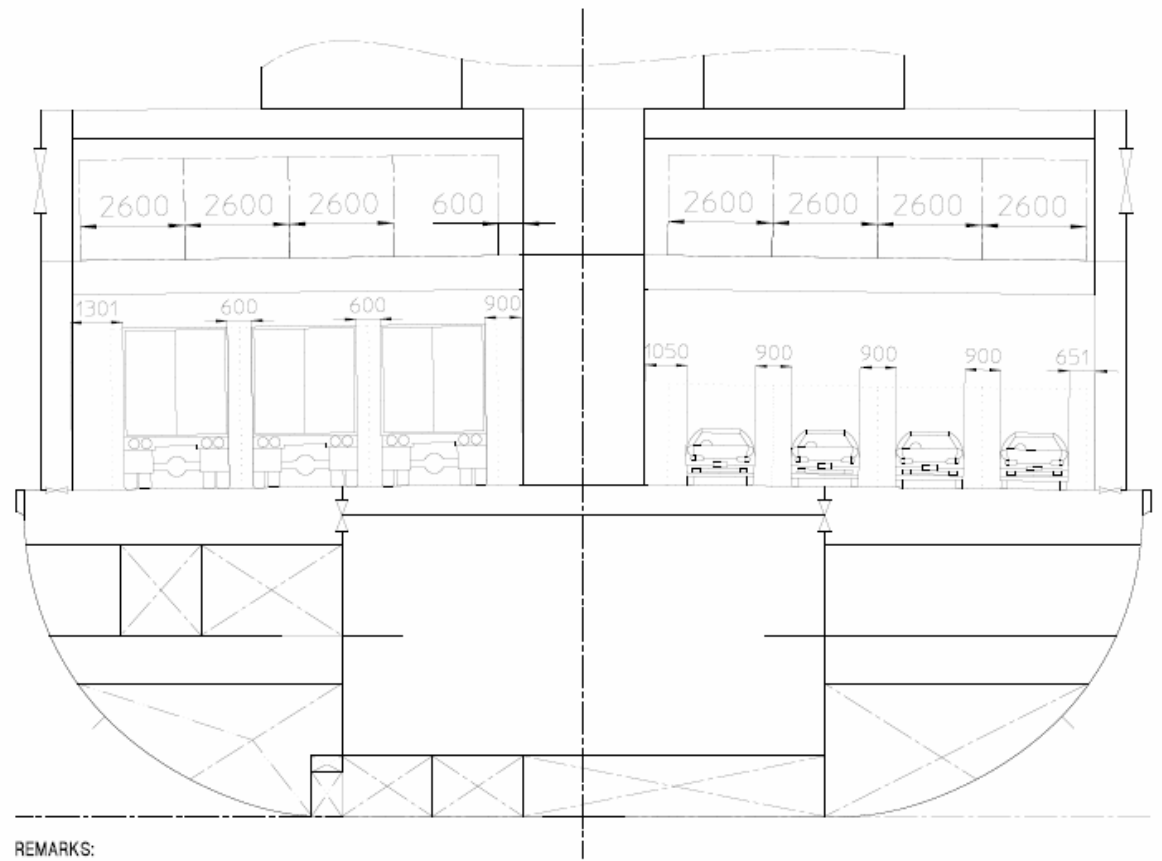


## Super C-Class

### Vehicle Deck

### Arrangements:

#### AVAILABLE LONGITUDINAL WALKWAYS ON VEHICLE DECKS

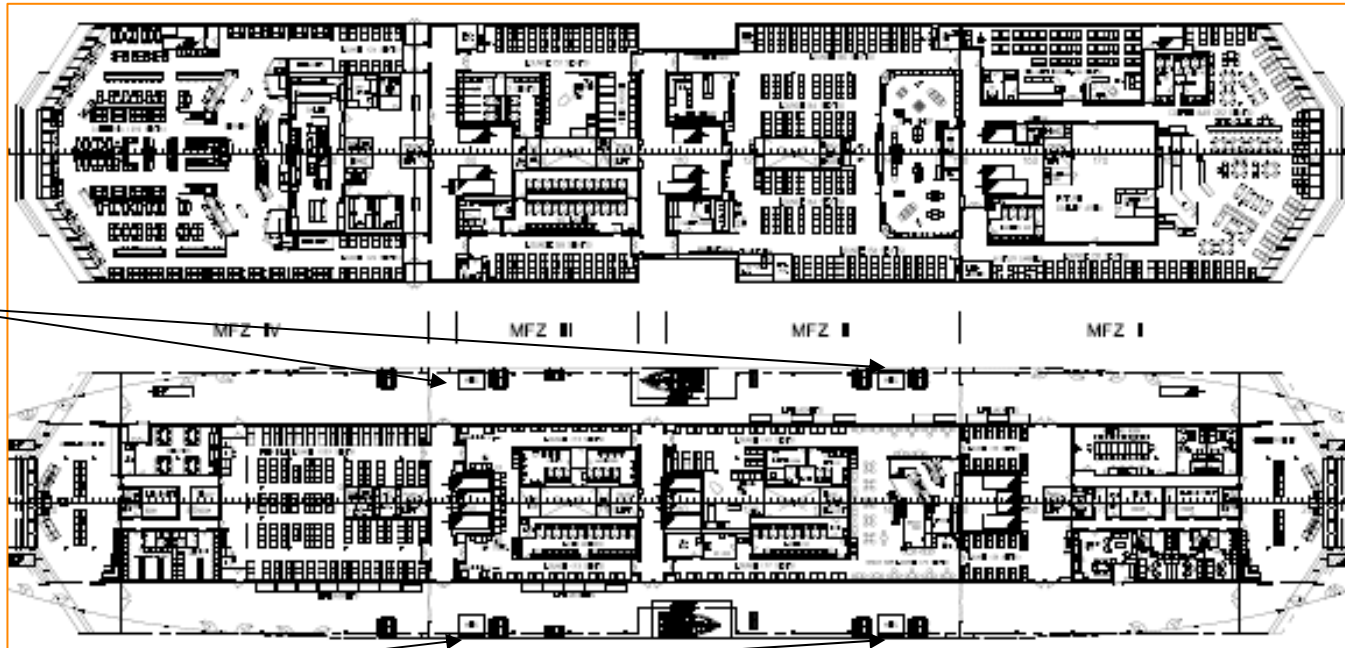


REMARKS:  
ASSUMED AEQ WIDTH: 1700 mm  
ASSUMED WIDTH OF COMMERCIAL VEHICLES: 2600 mm

## Super C-Class

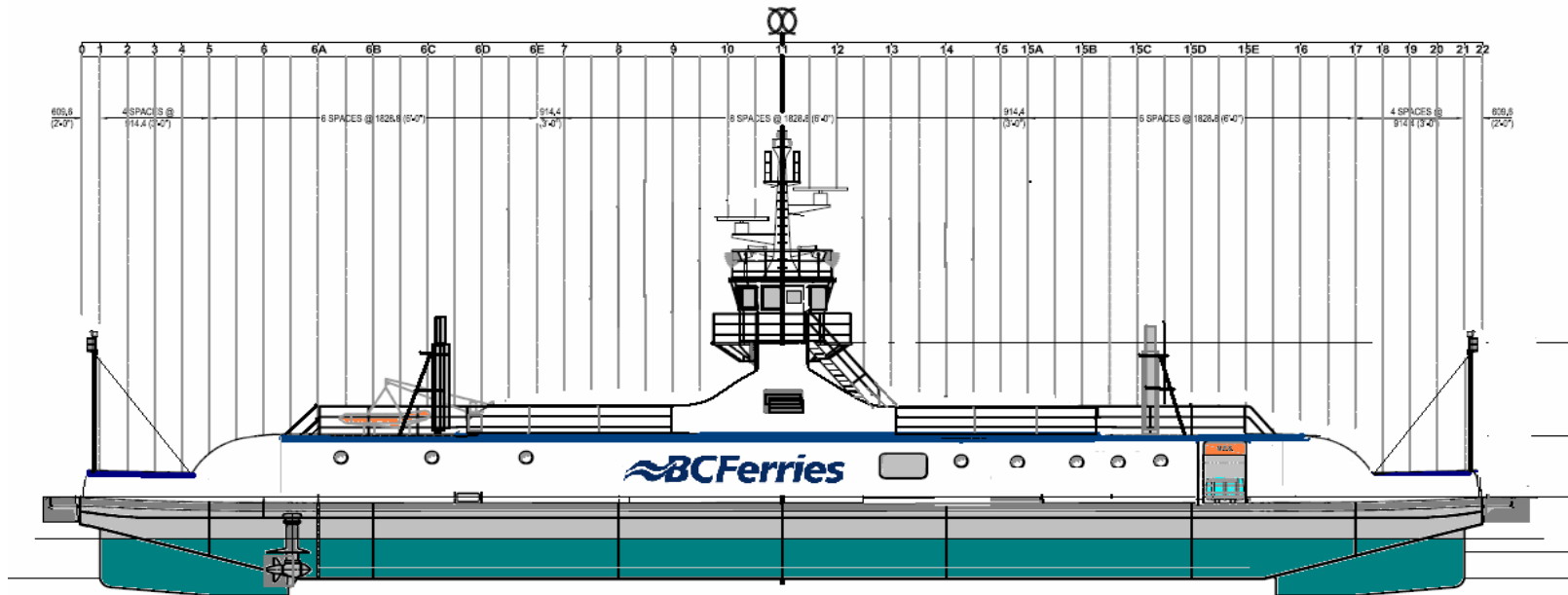
### Lifesaving Arrangements:

- slide-based, four stations, no alternative liferafts required
- challenges around mustering, embarkation from two+ decks



## HULL 259 (ex- Utah Ferry)

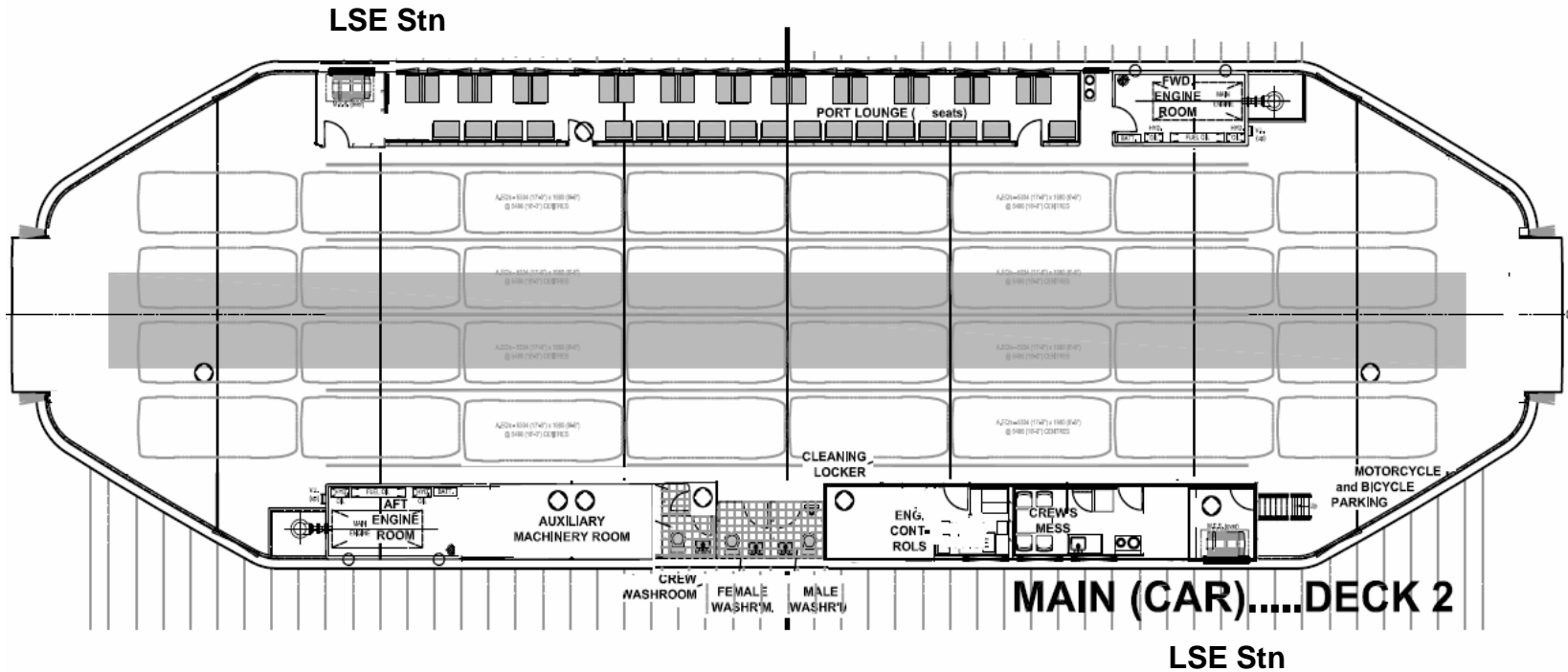
- 32 car, 300 pax ferry, intended for inter-island service
- Vehicle deck and passenger lounge on one level, wheelchair access
- Male and female washroom both handicap accessible.
- Slide-based evacuation system (first on a minor vessel)



**STARBOARD OUTBOARD PROFILE**

## HULL 259 (ex- Utah Ferry)

- car deck layout - vehicle deck and passenger lounge on one level, wheelchair access
- Male and female washroom both handicap accessible.



## HULL 259 (ex- Utah Ferry)

- Slide-based evacuation system (first on a minor vessel)



## Northern Vessel 1– New Build

- 600 passenger, 130 car cabin ferry, 55 passenger cabins, SOLAS

### Features:

- two passenger decks + sundeck – 2 elevators access
- food services on Deck 4; lounges+cabins on Deck 5
- signage, corridors, elevators to Accessibility Guidelines; 3 dedicated disabled passenger cabins
- vehicle deck to Spirit-Class standards
- LSE based on covered lifeboats+ slide system (SOLAS SIV)



Deck 6  
Deck 5  
Deck 4

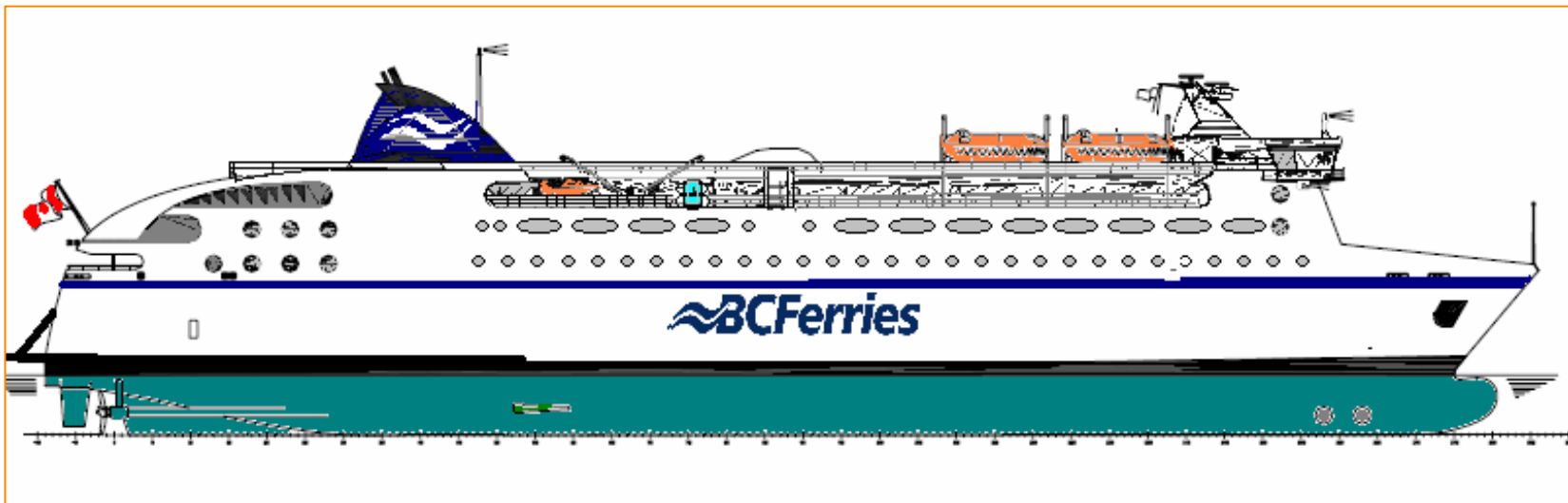


## Northern Vessel 2– Purchase

- 600 passenger, 100 car cabin ferry, ~80 passenger cabins, SOLAS

### Features:

- two passenger decks + sundeck – 1 elevator access
- food services on Deck 5; lounges+cabins on Deck 5
- signage, corridors, elevators to SOLAS – challenges on accessibility
- vehicle deck to European standards
- LSE based on covered lifeboats+ chute system (SOLAS SIV)



Deck 6  
Deck 5  
Deck 4

## Intermediate Ferry

- 600 passenger, 125 car day ferry for Inter-Island service

### Features:

- one passenger lounge + sundeck – 1 elevator access
- signage, corridors, elevators to Accessibility Guidelines
- vehicle deck to Spirit Class; use of ramps - access
- LSE based on slide system
- foot passenger access from Sundeck accessible by elevator; “Snug Cove” platform unsuitable.



## C-Class Mid-Life Upgrades

- 1500 passenger, 360 car day ferry, intended for major routes

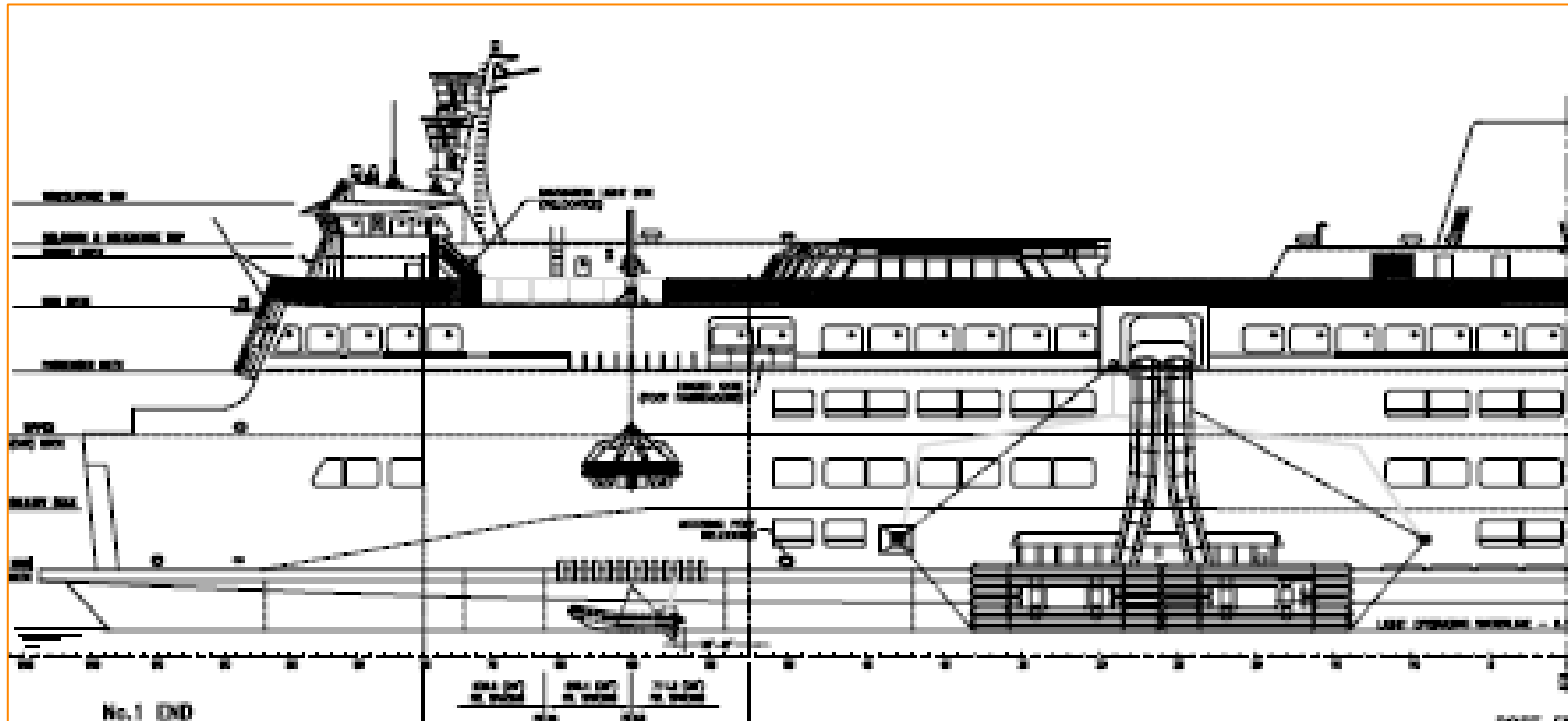
### Features:

- one passenger deck + sundeck – elevator access to all
- escalators removed, 1 new elevator installed to code
- signage improved, corridors to Accessibility Guidelines
- disabled W/C's on passenger deck
- LSE based on RFD chute system + davit launched rafts



## C-Class Mid-Life Upgrades

- LSE based on RFD chute system + davit launched rafts



## Issues:

- Car Deck Shelter – M.V. POWELL RIVER QUEEN
- Access to passenger lounges – BOWEN-Class, HSQ, TACHEK-Class, NIP, NIMPKISH
- Elevator access – NEW WESTMINSTER
- Signage standards – location/size/clarity
- LSE on Minor Vessels – crewing impact



## Summary:

- General Initiatives – Accessibility Guidelines in SORs, LSE, Signage
- New Construction – Guidelines adopted; implementation part of design-build process
- MLUs and Conversions – challenges within existing vessel designs
- Fleet Issues – standards for Minor and Intermediate vessels

