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**Wheelchair transport passport
schemes — Code of practice**

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Foreword

Publishing information

This British Standard is published by BSI Standards Limited, under licence from The British Standards Institution, and came into effect on 30 April 2020. It was prepared by Subcommittee CH/173/1, *Wheelchairs*, under the authority of Technical Committee CH/173, *Assistive products for persons with disability*. A list of organizations represented on these committees can be obtained on request to their secretary.

Supersession

This British Standard supersedes BS 8603:2013, which is withdrawn.

Information about this document

This British Standard is intended for transport operations where risk assessment of individual passenger needs has taken place as part of an overall risk management process. It is intended to be used in harmony with other risk assessment processes that might already be in place.

The term “passport” has been adopted, and it has been noted that the term has connotations of cross-boundary freedom of movement. Whilst the intention of this standard is to provide guidelines for passport schemes operated on a local basis, extensive adoption of the scheme across the UK will facilitate easier and safer travel.

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Any user claiming compliance with this British Standard is expected to be able to justify any course of action that deviates from its recommendations.

It has been assumed in the preparation of this British Standard that the execution of its provisions will be entrusted to appropriately qualified and experienced people, for whose use it has been produced.

Presentational conventions

The provisions of this standard are presented in roman (i.e. upright) type. Its recommendations are expressed in sentences in which the principal auxiliary verb is “should”.

Commentary, explanation and general informative material is presented in smaller italic type, and does not constitute a normative element.

Where words have alternative spellings, the preferred spelling of the Shorter Oxford English Dictionary is used (e.g. “organization” rather than “organisation”).

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Compliance with a British Standard cannot confer immunity from legal obligations.

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Introduction

Living with a disability can provide many challenges to individuals, their families and carers throughout their everyday lives. In some circumstances a wheelchair might be beneficial to assist with mobility. The design and function of a wheelchair and seating system, however, can vary widely depending on the age, needs and physical characteristics of the user and their carers.

Greater freedom of mobility and access to safe transport lies at the heart of many day-to-day activities for all members of society. Similarly, safe transport for wheelchair users is a key element in an individual's ability to access medical facilities as well as participate in education, work and leisure. It is therefore highly probable that a wheelchair will be used as a seat in a motor vehicle, regardless of complexity of disability.

Blanket operator training services provided by passenger lift platform and wheelchair tie-down and occupant restraint system manufacturers are generally capable of delivering the basic principles of equipment usage but for more complex cases where specific provisions need to be applied, the passport scheme has a major role to play as a means of specific information transfer.

Presenting essential information for wheelchair securement, occupant restraint and other needs of the wheelchair user to transport providers in a clear manner with a common method of operation can not only reduce risks associated with travel, but enable greater confidence for the passenger, their carers and families in the achievement of social inclusion.

1 Scope

This British Standard gives recommendations for the provision and operation of systems to present essential information required by wheelchair users, their carers, transport commissioners, providers and their subcontractors, vehicle drivers and their assistants, for the safer transport of wheelchair-seated passengers in a road vehicle.

This British Standard also gives clarification on the roles and responsibilities of all parties engaged in the provision of wheelchairs, seating systems and wheelchair accessible transport services. This includes equipment prescribers, transport managers and transport commissioners. The standard outlines a risk-oriented approach to maximizing passenger safety when essential information is determined as a result of a multi-discipline transport risk management process.

NOTE 1 By the clarification of the roles and responsibilities of all parties engaged in the provision of wheelchair-seated passenger transport services, the route for professional development of transport commissioners, transport managers, drivers and passenger assistants might be established.

NOTE 2 While the information provided by a scheme might be relevant, it would not provide a wheelchair user additional rights to travel on public transport.

NOTE 3 Wheelchair users and their care providers have a responsibility in providing information pertinent to their safe transport (see [4.3.1](#)).

Normative references

There are no normative references in this document.