



**EUROPEAN CONFERENCE OF MINISTERS OF TRANSPORT  
COUNCIL OF MINISTERS**

**Council of Ministers**

**CONSOLIDATED RESOLUTION No 2001/3 ON ACCESSIBLE TRANSPORT**

*This Corrigendum concerns the paragraph "Taxis", page 6, alinea 5.*

*This Resolution was adopted by the Council of Ministers' meeting in Lisbon on 29-30 May 2001.*

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## **CONSOLIDATED RESOLUTION No 2001/3 ON ACCESSIBLE TRANSPORT**

The ECMT Council of Ministers, meeting in Lisbon on 29<sup>th</sup>-30<sup>th</sup> May 2001,

**CONSIDERING** that the integration of older and disabled people in the occupational and social life of the community very closely depends on whether they are able to move about freely and easily for journeys to and from work or for any other purpose.

### **NOTING THAT:**

- demographic changes will result in a significant increase in the number of older people in ECMT Member and Associate countries in the coming years;
- there is a growing demand for travel among older and disabled people and others whose mobility is impaired;
- significant progress has been made to render some modes of transport more accessible to everyone;
- despite this progress much remains to be done.

**AGREES THAT** in order to give a new impetus to improving the situation across all Countries it is useful to consolidate previous Ministerial Resolutions and other relevant work in a single document (see Annex).

### **RECOGNISING THAT:**

- accessibility contributes significantly to the welfare and comfort of the entire population and constitutes an important element in the promotion of public transport and in the implementation of sustainable development;
- difficulties in mobility may be due to a permanent disability (sensory, physical or cognitive) or to a temporary condition or disability (pregnancy, accident) or to external circumstances (accompanying young children, carrying luggage, etc) or age; this resolution concerns all these categories but for simplicity, the term “older and disabled people is used” in the text;
- well designed accessibility of buildings, the environment, roads and transport, whether public or private, enables people with mobility difficulties to move freely and independently;
- more accessible transport increases educational, employment and recreational opportunities and can reduce social services and welfare costs to governments and communities;
- accessibility is not only a social issue but also a very important commercial issue, and the population in question, which is significantly larger than the number of disabled people, represents considerable commercial potential.

**EMPHASISES the following principles:**

- all policy initiatives or developments in transport and land use planning should include an evaluation of their potential impact on safety and accessibility of older and disabled people;
- all links in the transport chain need to be improved so that an accessible environment is created door-to-door and increased efforts must be made to connect the different means of transport and thereby create an integrated, safe and accessible transport system;
- in particular, all new investments in transport must take account of and plan for the needs of older and disabled people in accordance with the Charter adopted by Ministers in Warsaw in 1999;
- close co-operation between governments, public authorities, manufacturers, operators and the people concerned is essential.

**MAKES THE FOLLOWING RECOMMENDATIONS:**

**Governments should:**

**Generally**

***Objectives***

- define clear, concrete and measurable objectives to improve safety and accessibility of older and disabled people, with a programme of specific actions;

***Training***

- work with transport authorities and companies, tour operators, travel agents and others to ensure that staff who are in contact with the public are aware of and sensitive to the problems encountered by older and disabled people when using transport;
- ensure that the designers and decision-makers in all relevant transport fields are trained in the principles and requirements of accessibility;

***Information and Communication***

- use their influence to improve systems of information provision for older and disabled people and ensure that all those concerned by the issue are consulted;
- endeavour to ensure that transport authorities and companies, tour operators and travel agents include, as an integral part of their services, information for older and disabled people on the facilities available to them, including the different links in the mobility chain;
- continue to make efforts to improve the clarity of signing and signalling systems and to harmonise at international level, particularly where safety is an issue;
- work towards introducing dynamic, audible and visual announcements capable of providing information in real time;

### ***Research***

- endeavour to strengthen their research and development activities in relation to the accessibility and safety issues for an ageing population;

### ***Transport planning***

- work to improve co-ordination between the competent authorities at national, regional and local level in order to assure a coherent approach to the accessibility and safety of transport infrastructure and pedestrian facilities;
- together with governments and international organisations a set of guidelines on good practice should be developed including on the function and design of the road system, as well as lighting, intersections and pedestrian facilities;

### ***Personal vehicles:***

#### Parking facilities

- enable people with severely reduced mobility who have difficulty in moving about and using public transport to park their vehicles where parking is otherwise restricted;
- where necessary, provide reserved parking spaces for such people by means of appropriate road signs. These spaces should be designed in accordance with recognised design criteria;
- provide those eligible for such facilities with a parking badge in accordance with (for EU member states) or similar to (for non-EU member states) that of the model defined by the EU; as a minimum the badge should contain the international symbol for disabled people and the name of the badge holder;
- give the same parking facilities to holders of this document coming from another Member or Associated member country as they do to their own nationals;
- take the necessary steps to ensure that police and other parking enforcement authorities are fully informed about the nature of this arrangement;

#### Legal Requirements for Seat Belt Wearing

- mutually recognise exemptions from wearing seat belts for disabled nationals from other countries;

#### Design of vehicles

- facilitate and encourage the design of vehicles for all which take into account the needs of an ageing population;
- work together with other governments, ECMT and industry to draw up a set of design guidelines for vehicles;

#### Driving licences

- study and draw up guidelines on the conditions for issuing and retaining driving licences for older and disabled drivers;

#### ***Air Travel***

- improve access to air travel by
  - implementing the ECAC guidelines on aviation and airport access; and
  - focusing more attention on improving transport links to airports;

#### ***Rail, Light Rail and Tram Systems***

- make renewed efforts to stimulate improved accessibility to railways as well as light rail and tramway systems by:
  - implementing the COST 335 guidelines for heavy rail in both domestic and cross-border services;
  - ensuring that all new tram and light rail systems build in full accessibility from the outset;

#### ***Public Transport***

##### Buses

- continue to facilitate and stimulate the positive trend towards the introduction of fully accessible buses by:
  - implementing the recommendations of the COST 322 report on low-floor buses;
  - assisting the competent authorities to provide the conditions whereby buses can get close to stops and the resources to implement and enforce this;
  - continuing to work with people with disabilities and industry to implement appropriate solutions to the requirements both of wheelchair users and other older and disabled;

##### Coaches

- urge manufacturers and operators to develop, provide and use vehicles capable of meeting the needs of older and disabled people;
- ensure that coach classification systems include a set of criteria for levels of accessibility provided;

##### More Flexible Public Transport Services

- promote the development of new types of intermediate services between public transport and specialised services such as demand responsive public transport services which can be used by the general public but are especially planned to meet the needs of older and disabled people;

Specialised Transport Services

- assist in providing specialised door-to-door transport services for those most severely disabled people who experience particular difficulties and who cannot use public transport;

*Taxis*

- implement the recommendations agreed by the Joint IRU-ECMT Task Force for taxi services, and in particular:
  - encourage regional and local authorities to secure the provision of accessible services in their areas;
  - at national, regional and local levels as appropriate investigate the need for direct and indirect subsidies to enable people with mobility handicaps to make use of taxis where there is no accessible alternative;
  - at national, regional and local level consider the possibility of incentives (financial and/or legislative) to encourage the purchase and operation of accessible vehicles;
  - in cooperation with other Governments and international bodies and in consultation with industry and with older and disabled people, draw up design parameters for accessible taxis (based on ISO standards for wheelchair dimensions).

**REQUESTS:**

**Member countries to:**

- disseminate this Resolution widely in their countries;
- implement this Resolution and the related documents to which it refers;
- report regularly on progress towards implementation and on general improvements in accessibility;

**Associate countries to:**

- subscribe, as far as possible, to the principles and recommendations contained in this Resolution;
- discuss implementation and other policy issues with ECMT Member countries;

**The Committee of Deputies to:**

- continue to work closely with governments, industry, older and disabled people to review progress on implementing these recommendations;
- update regularly the Guide to Good Practice and other reports;
- take new initiatives, wherever needed, to improve safe and accessible mobility for older and disabled people.

ANNEX

Previous ECMT Resolutions superseded by present consolidated text \*

- 97/4 Reciprocal Recognition of Parking Badges for Persons with Mobility Handicaps.
- 97/3 Comprehensive Resolution on Transport for People with Mobility Handicaps.
- 94/2 Access to Taxis for People with Reduced Mobility.
- 91/8 Information and Communication.
- 90/4 Access to Buses, Trains and Coaches for People with Mobility Handicaps.
- 89/68 Access for Pedestrians.
- 87/63 Transport for Disabled People.
- 85/54 Transport for Disabled People.
- 81/45 Transport for Handicapped Persons Obligated to Use Wheelchairs.
- 78/38 Transport for Handicapped Persons.

Other documentation

Charter on Access to Transport Services and Infrastructure, adopted by ECMT Council in 1999.

“Improving Transport for People with Mobility Handicaps: A Guide to Good Practice  
ECMT, Paris, 1999.

Cost 322: Low Floor Buses. The Low Floor Bus System, EC DG VII, Brussels 1995.

Cost 335: Passenger’s accessibility of Heavy Rail Systems, EC DGVII, Brussels, 1997.

(Forthcoming) ECAC Charter on Passenger Rights.

“Facilitation” ECAC.CEAC Doc 30, Part 1, Seventh Edition, 1998  
(ECAC Policy statement in the field of aviation facilitation).

Joint ECMT-IRU Study on Economic Aspects of Taxi Accessibility.

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\*. Resolutions available at <http://www.oecd.org/cem/resol/disabled/index.htm>