RESOLUTION No. 63 ON TRANSPORT FOR DISABLED PEOPLE

[CM(87)5]

The Council of Ministers of ECMT meeting in Madrid on 26th and 27th May 1987,

RECOGNISING THAT:

-- Resolution No. 54 of November 1985 called for further work to be undertaken in the field of transport for disabled people;

-- The implementation of Resolution No. 54 requires specific policy and technical measures to be taken in a coordinated way between Member states;

TAKING ACCOUNT of the conclusions drawn from report CM(87)5;

MAKES THE FOLLOWING RECOMMENDATIONS:

Access to Long-distance Transport

Recognising the initiatives already taken by some Member states to make long-distance transport accessible to people of reduced mobility, those Member states whose long-distance transport (terminal facilities and vehicles) is not yet fully accessible to wheelchair bound and other people of reduced mobility should, through the appropriate channels, take steps to achieve such levels of access in accordance with Resolution No. 54, bearing in mind that such accessibility can often be achieved without disadvantage to the operator or other passengers.

Concessions and Tariffs for Rail Travel

Most Member states give reciprocal tariff concessions to the travelling companions of blind people from other Member states, but restrict tariff concessions to passengers with other forms of mobility handicap to their own national citizens. In order to facilitate the better use of public transport by mobility-handicapped people of all nationalities, competent authorities are invited to examine the possibilities of encouraging the railways in their own countries to consider which of the concessions or entitlements that they offer to their own national disabled people could be extended to those visitors from other countries who hold special disable people’s travel or other identification documents issued in those foreign states. At the same time the extension of these concessions can pose problems in that they may entail revenue losses for the railways.

Distress Signs for Disabled Drivers

Inability to cope with breakdowns on the road can be an inhibiting factor preventing disabled drivers from enjoying fully independent mobility, but this problem can be overcome by providing drivers with an emergency sign to be displayed in the event that help is required. It is
therefore recommended that those Member states who do not currently have a widely used or generally recognised distress sign should consider favourably approaches from national organisations representing disabled motorists about the desirability of introducing such a sign.

It is further recommended that in those Member states where such signs are considered advantageous, the desirability should be recognised of having a standardised sign which could be used in every country and that those Member states should work towards the establishment of a common sign.

**Legal Requirements for Seat Belt Wearing**

Bearing in mind ECMT Report CM(82)23 Final on the legal requirements governing seat belt wearing, it is recommended that those Member states who do not already offer exemption from seat belt wearing to disabled people on grounds of physical disability, or who do not recognise exemption given by other states to their disabled car users, should take steps to do so.

**Wheelchair Anchoring Methods**

Recognising that where wheelchair anchoring systems are fitted to public or private vehicles, standardisation to make them quicker and easier to user would be of benefit to disabled consumers, operators and other passengers, would encourage greater use of the restraint systems available, and would be in the interests of safety, it is recommended that competent international bodies with interests in this field strive towards technical design solutions and the goal of standardisation.

**Reciprocal Parking Arrangements**

ECMT Resolution CM(77)24 on reciprocal parking concessions was a step towards enhancing the independent mobility of disabled motorists throughout Member states. However, not everyone involved is fully acquainted with the Resolution and its implications, and it is therefore recommended that Member states take steps to publicise further to disabled people and law enforcement officers in their country the existence of reciprocal parking concessions.

**Monitoring of Associated Policy Developments**

Resolution No. 54 of November 1985 stated that “there should be recognition of the need to monitor developments in all policy areas affecting transport, in order to ensure that the interests of mobility-handicapped people are not inadvertently adversely affected (relative to the population as a whole)...”. It is recommended that those Member states who do not yet have appropriate permanent central representative bodies to monitor policy developments should work towards the introduction of a system or organisation to do so, drawing on the experience of other Member states as necessary.

**Guidelines and Standards for Transport Provision**

The degree to which guidelines and standards exist, and their nature, vary greatly between Member states. In general, such guidelines and standards as do exist relate more commonly to physical aspects (e.g. access to buildings and vehicles) than to transport service (e.g. the proportion of vehicles to be made accessible, facilities to be provided in the vehicle) or the need to provide transport to give access to other services (e.g. medical). It is recommended that Member states work with and through the ECMT and other international bodies to keep other Member states informed of measures taken and to strive for a communality of approach. It is further recommended that those Member
states who do not currently have guidelines and standards in appropriate areas should consider their formulation.

Cross Sector Benefits

Resolution No. 54 recognised that “the wider socio-economic cross sector benefits from transport provision for disabled people should be taken into account by Member governments, both within and between government departments, and that, where appropriate, measures should be taken positively to identify these benefits”. Ministers commend Chapter Ten of this report, CM(87)5, which discusses this topic in detailed terms, as a step towards the latter objective, to those involved at both technical and administrative levels in local and national government, and urge those responsible to continue to work towards fully recognition of this concept in the planning for and investment in transport services for people of reduced mobility.