RESOLUTION No. 90/4 ON ACCESS TO BUSES, TRAINS
AND COACHES FOR PEOPLE WITH MOBILITY HANDICAPS

[CEMT/CM(90)21]

The Council of Ministers, meeting in Paris on 22nd November 1990,

CONSIDERING:

-- The importance of continuing to work towards accessible transport systems in accordance with Resolutions Nos. 54, 63 and 68;

-- The essential role of buses, trains and coaches in transport;

NOTING:

-- The conclusions of the ECMT Seminars on access to buses, coaches and trains in document CM(90)4;

-- That substantial progress is being made towards improving accessibility for many people with mobility handicaps;

REALISING:

-- That because of ageing population in all countries there is a significant and growing demand for transport of all forms from people with mobility handicaps;

-- That therefore further efforts must be made, as finances and technical developments permit, to improve access and services for this sector of the market;

RECOMMENDS:

A. In Relation to Buses

-- That international regulations on buses, in particular those drawn up under the aegis of WP29 of UN/ECE, need to take full account of the needs of people with mobility handicaps. These regulations need to be strengthened and widened in scope to include all types of bus used in public transport and additional features, including more handrails and the use of contrasting colours;

-- That, given the strong endorsement at the Seminar of low-floor buses as an essential stage towards achieving greater mobility for everybody, international regulations should be drawn up as rapidly as possible to ensure that new buses are designed with low floors, level access and no steps inside the vehicle;
-- That, where operating conditions currently preclude the use of low-floor buses, alternative means of achieving level access should be explored and, as a minimum, buses should be used which have as low a floor and as small a number of low steps as possible;

-- That, in the short term, bus manufacturers, bus operators and responsible authorities at local or regional level be urged, in advance of regulation, to seek solutions to the problems of access to existing buses;

-- That further research and information exchange are necessary on the safe carriage of wheelchairs on buses.

B. In Relation to Trains

-- That all new rolling stock of every type should be designed and built to be accessible to people with mobility handicaps;

-- That, for new urban rail rapid transit systems, the platform and vehicle floor should be at the same height and the horizontal gap between them should be minimised;

-- That national and local rail networks should be urged to identify and implement cost-effective improvements that can be made in the short term to improve access for mobility handicapped people;

-- That, for national and international railways, guidelines be drawn up urgently to cover common standards both for specialised equipment, such as lifts (including acceptable wheelchair dimensions, lift platform size, lifting capacity and other safety and operational features) and for access to toilets and other facilities within the train. Such guidelines, which should be drawn up in conjunction with the UIC, should also include an international action programme for implementation;

-- That for passengers in wheelchairs, access to new station facilities, buildings and rolling stock should not require them to transfer out of their own wheelchairs;

-- That railways be encouraged to recognise the benefits of providing better access for all passengers including people with mobility handicaps.

C. In Relation to Coaches

-- That efforts be made to improve access to, egress from and movement within coaches, for people with mobility handicaps;

-- That, in the short term, manufacturers and operators be urged to provide and use vehicles capable of meeting the needs of this market sector. Coach classification systems should include the levels of access provided;

-- That, for high-floor coaches, the most practical longer term solution is to fit passenger lifts to vehicles and this solution should be promoted. Common standards should be defined or acceptable wheelchair dimensions, lift platform sizes, lifting capacity and safety features;

-- That implementation of the above three points be pursued in conjunction with the relevant international bodies in order to achieve international regulations in this field;
-- That further research and information exchange are necessary on the safe carriage of wheelchairs on coaches;

D. Generally

-- That physical improvements to vehicles and infrastructure be made as part of a broader strategy which encompasses access to stops and terminals, as well as public transport operating procedures, staff training and the provision of information;

**ASKS** the Committee of Deputies to report as and when appropriate, on progress towards the implementation of this Resolution.