

# Sub-Committee on International Activities

Tuesday 13<sup>th</sup> January 2015

19.30 – 21.30

Marriott Marquis, Supreme Court, Washington DC

Minutes

## Attendance

**Ann Frye**, Co-Chair ABE60(1), Ann Frye Ltd, UK **Meeting chair**

**Nina Frid** Co-Chair ABE60(1)  
Canadian Transportation Agency,  
Canada

**Eileen Lu** Eden Social Welfare  
Foundation, Taiwan

**Lalita Sen**, Texas Southern  
University, USA

**Campbell McKee** Motivation, UK

**Claude Marin-Lamellet**, IFSTTAR,  
France

**Joe Nien-Tsu Wang**, Eden Welfare  
Foundation, Taiwan

**Anabela Simoes**, Portugal

**Richard Schultze**, RLS & Associates,  
USA

**John Schoon** University of  
Southampton, UK

**Subash Chandra Vashishth**,  
Svayam, India

**Russell Thatcher** TranSystems Corp,  
USA

**Rex Luk** Hong Kong Society for  
Rehabilitation, Hong Kong

**Judy Shanley** Easter Seals, USA

**Tom Rickert** Access Exchange  
International, USA

**Vasco Reis** University of Lisbon,  
Portugal

**Rosario Macario**, University of  
Lisbon, Portugal

**Shuchita Rawal**, Svayam, India

**Bruno Aguiar**, University of Lisbon.  
Portugal

**Abha Negi** Svayam, India

**Richard Schultze** RLS Associates  
Inc, USA

**Lilian Salazar** Tecnologico de  
Monterrey University, Mexico

**Mary Crass** International Transport  
Forum, France

**Janett Jimenez Santos** Can Lah SC,  
Mexico

**Luis N Filipe**, University of Lisbon,  
Portugal

**Ling Suen** ICSA Inc, Canada

## 1. Matters arising: Update on setting up permanent Transed Secretariat

At the 2014 meeting of ABE(60)1, following a report from Svayam on the setting up of a permanent secretariat for Transed. It was agreed that in the interests of good governance, terms of reference should be drawn up covering the role of the secretariat, its reporting lines (through the Transed sub-committee and ABE 60) and its relationship to TRB. Nina Frid had prepared a draft in consultation with Russell Thatcher and Ann Frye and it was circulated for preliminary views at the meeting. Abha Negi commented that it was very much in line with the terms proposed by Svayam. It was agreed that the draft would be circulated by e-mail to all those attending inviting comments. **Action: Ann & Nina**

## Sub-Committee on International Activities

### 2. Preparations for Transed 2015: feedback from ABE(60)5

Rosario Macario gave a brief summary of the presentation she had made at ABE(60) 5 of the preparation for Transed 2015 to be held in Lisbon from July 28<sup>th</sup> – 31<sup>st</sup>. A copy of the full presentation is attached.

Rosario noted that, in the light of comments made by attendees at ABE (60)5 a decision had been taken to offer significantly lower rates for attendants/caregivers. This was warmly welcomed.

Although there had been a high level of interest expressed in the conference, it was now vital to turn that interest into registrations. All those attending were urged to register for the Conference as soon as possible. **Action: All**

### 3. Report on the work of Access Exchange International

Tom Rickert gave a report on the work of Access Exchange International over the past year. He emphasised in particular his work on providing transport to get children with disabilities to school in developing countries, noting that in some countries fewer than 10% of disabled children got any schooling.

Full details of Tom's work are attached.

### 4. Knowledge Exchange: recent Developments around the world

A number of participants reported on projects and developments. These included:

**Claude Marin-Lamellet:** France: policy: the act adopted in 2005 planned that all public transport networks, public building as well as private commercial area should be accessible after 10 years. We are now at the end of that period and it has been recognized that the goal will not be achieved. So the French government has modified the act to cancel the 10 years limit; now, if a public transport network is not accessible, the public transport authority has to produce a master plan detailing the process of accessibility development, with no time limit (but the plan has to be timed). Local accessibility commissions have to evaluate the master plan and give agreement; an administrative local control is supposed to be done, with possible financial penalties.

Research: IFSTTAR is running a study on the use of electric scooters and mobility aids other than wheelchairs in public transport; this study has been commissioned by the French technical administration in charge of rules in public transports. We have conducted interviews of public transport operators and a computerized model has been designed to test the behaviour of the mobility systems in various situations: braking, lateral movement. The final results will be delivered by the end of March.

## Sub-Committee on International Activities

**Judy Shanley:** Easter Seals is interested in developing international partners, especially to focus on youth transition and mobility and transportation. Judy Shanley, Easter Seals Asst. Vice President, Education & Youth Transition developed a paper on the connections across school and public transit to assure that youth have mobility and transportation knowledge as they leave secondary settings. For additional information, please contact Judy Shanley, [jshanley@easterseals.com](mailto:jshanley@easterseals.com)

Easter Seals is a partner on a national technical assistance center, the [National Center for Mobility Management \(NCMM\)](#). NCMM, funded by the Federal Transit Administration, is charged with helping build the capacity of communities to implement mobility management systems and coordinated transportation, to facilitate mobility and transportation options for all.

**Janett Jimenez:** In July 2014 it was published the Mobility Act for Mexico City, which replaced the Transport and Highway Act. Legislation changed from giving priority to vehicles towards pedestrians' mobility. I was involve on the draft of this document concerning people with limited mobility, including people with disabilities. Currently the draft of the Regulation for the Mobility Act is in process. I am on the right time to give proposals for regulating the accessibility for the different modes of transport. There are time constraints for proposals and struggling with the issues and information that need to be addressed in the regulation.

**Russell Thatcher** noted that his company--TranSystems--together with The Collaborative, KFH Group, and the Disability Rights Education & Defense Fund (DREDF) completed TCRP research and prepared a report titled "TCRP Report 163: Strategy Guide to Enable and Promote the Use of Fixed-Route Transit by People with Disabilities." Russell noted that the ADA created a link between fixed-route transit and ADA paratransit: if people with disabilities can't use fixed-route transit service to complete a trip, the local transit agency is obligated to provide ADA paratransit. Demand for ADA paratransit service has increased from 15 million trips in 1990 to 45 million trips in 2000 to 105 million trips in 2013. The newly published Strategy Guide provides practical suggestions for how to make it possible for more people with disabilities to travel by fixed-route transit. It covers system accessibility, employee training, fixed-route service monitoring, pedestrian infrastructure improvements, public information and marketing, travel training and trip planning, fare incentives, and eligibility determination. Case studies which examine the costs and outcomes of implementing specific strategies are included. The report can be ordered online at <http://www.national-academies.org/trb/bookstore>.

**John Schoon:** Design of crossings at intersections and other unsignalled crossings do not consider the needs of pedestrians who require additional time and space when crossing. Observation-reaction time, length of the crossing unit (up to 2m) are not considered, and no safety margin is included. Therefore crossing times

## Sub-Committee on International Activities

may be up 50% longer than the design allows when configuring layout and estimating safe sight distances. Particularly for disabled people and those otherwise encumbered such as people with wheelchairs, mobility scooters and prams, crossing becomes a high risk activity or cannot be made. Our research is examining the implications of current design approaches in order to suggest ways of making crossing designs more responsive to the needs of pedestrians -- especially disabled people.

**Mary Crass:** Mary Crass of the International Transport Forum informed the committee of the accessibility-related themes in the 2015 summit programme on Transport Trade and Tourism.

First, a panel session entitled Transport for Tourists and Travellers: Improving the User Experience will focus in part on ensuring that transport systems are fully accessible for older and disabled tourists.

In addition, Ann Frye will be organising a side event entitled Capitalising on Grey-haired Globetrotters, which will explore the economic aspects of increasing tourism among older people.

Mary also noted that the 2016 Summit will focus on Green and Inclusive Transport, and will feature a strong emphasis on equity issues in transport including as they relate to access for older and disabled users of the transport system.

**Ling Suen/Daniel Blais:** The Canadian Transportation Development Centre (TDC) has two accessibility projects to report on: the one on motorized mobility aids (MMA's or scooters) has been completed with publication pending, while the other is currently ongoing. The completed project was a workshop to validate the proposed definition for MMA's. The results indicated that separate definitions and guidelines should be established for transportable and non-transportable motorized mobility aids. The objectives of the second TDC accessible transport project are to investigate, identify and test potential technological solutions for passengers using mobility aids to board trains.

In addition, the Société d'assurance automobile du Québec (SAAQ) and the Ministère de la santé et des services sociaux du Québec (MSSS) mandated the Institut national de santé publique du Québec (INSPQ) to conduct a study titled *Avis de santé publique sur la circulation des aides à la mobilité motorisées sur le réseau routier, 2011* (*Public Health Notice on the Use of Motorized Mobility Aids on the Road Network*). The recommendations include developing a legislative framework to regulate the use of MMA's for Quebec. The Quebec government is expected to announce regulatory measures to address issues in this regard."

**Lilian Salazar:** last year I was working in Universities Campus Accessibility Audits. It includes all the campus facilities as buildings and open spaces, as well as the surroundings in public space in order to guarantee that pedestrians, people with disabilities and people using public transportation can arrive. This work involved the architecture students of Tec de Monterrey University at Mexico

## Sub-Committee on International Activities

City, where they got the training for the audits, and performed the document with solutions including plans.

**Anabela Simoes:** 1. participation at an international seminar organised by the Florida Institute of Technology and NASA (under invitation): Risk-taking in life-critical systems, with the following presentation: Risk-taking across ageing. A book will be published by Springer composed of the different participations.

2. Another book chapter on road safety and older drivers.

Under my mission as co-chair of the research subcommittee, I've attended CRC workshops and webinars and provided support to members willing to submit RNS.

**Campbell McKee:** I am Chairman of Motivation Charitable Trust which provides low-cost appropriate wheelchairs to WHO standards to developing countries, via international aid agencies. [www.motivation.org.uk](http://www.motivation.org.uk)

- We work in the context that up to 100 million people who need a wheelchair do not have access to one. In the developed countries of the world, approximately 1.2% of the population are wheelchair users. In the other countries of the world this proportion is less than 0.3%. Without mobility aids, there can be no access to transport.
- We are working with the Government of India on a joint programme with ALIMCO (Artificial Limb Manufacturing Company) to introduce improved Wheelchair services centres across the country, together with the provision of high-quality wheelchairs within the Indian Government's improved reimbursement programme.
- We are also working closely with the Chinese Federation of Disabled People to introduce training in wheelchair service provision to WHO standards. This will be done also in conjunction with former staff of the Hong Kong Rehabilitation Society.
- Both these initiatives will be further steps towards improving the availability of mobility aids to millions of people, as a first stage towards accessible transport.

I am also President of the European Mobility Group (EMG), which consists of companies which adapt or convert cars to enable disabled people to drive themselves. Our 40+ Member companies across Europe convert or adapt some 25,000 cars a year. Our principal goals are the development of improved standards of construction and supply, and of customer care; and technology transfer between Member companies, leading to innovative solutions becoming available to more disabled people who wish to drive themselves. [www.mobilitygroup.eu](http://www.mobilitygroup.eu)

- We are reviewing the availability of rental cars across Europe for drivers with a disability. This is an integral part of generating accessible tourism, for those whose journey plans are not suited to accessible public transport

## **Sub-Committee on International Activities**

options. While the major car rental companies claim to offer accessible vehicles, the reality of the situation at local depots can often mean that local staff are unfamiliar with both the equipment available to them, and of the specific needs of disabled people. The EMG is drawing up details of locally-based specialist companies, including Member companies, who can provide a tailored service provided by specialists in the needs of drivers with disabilities.







