Fact Sheet ISEMOA Task 2.3

State of the art regarding guidance-materials on accessibility

ISEMOA Partner Contributing the Information	Technische Universität Dresden			
Title in Original Language	Improving Access To Taxis			
Title in English	Improving Access To Taxis			
Year	2007			
Initiator	European Conference of Ministers of Transport (ECMT)			
Author / Editor of Guideline	European Conference of Ministers of Transport (ECMT), International Road Transport Union (IRU)			
Supporting Parties	Philip Oxley			
Guidance developed by (one pick only)	☐ Administration / Political actor	☐ PRM lobby group	☒ Organization	☐ Operator
Type of Document (one pick only)	☒ Book	☐ Website	☐ Article	☐ Magazine
	☐ Leaflet	☐ Flyer	☐ *.doc	☐ *.pdf
Link, ISBN, ISSN, Bibliographical Data (one pick only)	☐ Link	☒ ISBN	☐ ISSN	☐ Bibliographical data

	978-92-821-0103-2			
Further information	http://www.iru.org/index/en_events2007_acesstaxi			
Developed in	Europe			
To Be Applied in	Europe			
Language	English			
Kind of Paper (one pick only)	☒ Strategy paper	☐ Policy paper	☐ QM process	☐ Technical standard
	☐ Other:			
Target Area (you can pick both)	☒ Urban		☒ Rural	
Dedicated to (you can pick more than one)	☐ Local / Regional administration	☒ Designers / technicians	☒ Operators	☐ PRM
Type of PRM Affected (you can pick more than one)	☒ Visual impaired	☒ Motor impaired	☐ Hearing impaired	☐ Cognitive / Learning impaired
Application Field (you can pick both)	☒ Public Transport		☐ Public Space	
Approach (you can pick more than one)	☒ Engineering, design, technology, planning	☐ Financial support, funding	☒ Organisational / operational support	☐ Awareness building, education

Are Standards Provided?	☒ Yes	☐ No
If yes - Please Describe (e.g. footpath width, gradients etc.)	Ramp gradients, floor heights, door measures, seat measures, positions of aiding facilities	
Topics of the guideline	Accessible taxi design and how to provide accessible taxis for all	

Description of the guideline	Whilst access to public transport for disabled and older people in recent years has improved considerably, taxis remain a challenge for transport accessibility. In particular, the predominant design of vehicles used for this purpose in most countries remains difficult for many disabled and older people to use. In 1994 ECMT Ministers of Transport approved a Resolution which, among others, recommended that vehicle manufacturers and designers should be encouraged to address accessibility in the design of all taxis. Although progress in improving the accessibility of taxis has been made in some countries, implementing the 1994 Resolution has generally been slow. Only one European country is known to have more than 20 percent of its taxi fleet accessible for wheelchair users. Most countries have less than 10 per cent and, in some cases, none at all. ECMT and the IRU joined forces to examine how the design of taxis can be improved to meet the needs of disabled people. The objective was to develop as realistic a set of recommendations as possible for vehicle design for manufacturers, whilst ensuring that the needs of the user are fully addressed. In this way, the study starts from the point of view of the disabled users' needs. It goes on to take account of what would be feasible so far as the vehicle manufacturers are concerned and what would be acceptable to the taxi trade. Content: 1. INTRODUCTION 2. BACKGROUND 3. THE NEED FOR ACCESSIBILITY 4. METHODOLOGY 5. THE TAXI MARKET 6. DESIGN FOR WHEELCHAIR ACCESSIBILITY 7. TAXIS FOR OTHER DISABLED PEOPLE 8. THE PROPORTION OF WHEELCHAIR-ACCESSIBLE TAXIS 9. DISPATCH AND CONTROL OF TAXIS 10. ENCOURAGING THE PROVISION OF ACCESSIBLE TAXIS 11. SUPPORT FOR ACCESSIBLE TAXIS 12. INFRASTRUCTURE 13. TRAINING FOR THE INDUSTRY 14. RECOMMENDATIONS 15. CONCLUSIONS		
Execution (one pick only)	☒ Advisory	☐ Partly mandatory	☐ Mandatory (Legally binding)
Any More Comment?			