**Article 20 - List of illustrative indicators on the right to personal mobility of persons with disabilities**

**Right to personal mobility**

**Attributes/Indicators**

* **Mobility devices and services**
* **Adapted vehicles and their use**
* **Enabling environment and transport**

**Structure**

20.1 Legislation enacted to recognize and ensure the right of persons with disabilities to personal mobility, including ensuring the access to mobility aids, devices and assistive technologies of their choice and tailored to their needs.

20.2 Adoption of a national strategy or policy to address the mobility needs of persons with disabilities, including developing and promoting research and development into low-cost mobility aids, devices and assistive technologies.[[1]](#endnote-1)

20.3 Legal, regulatory and policy measures to facilitate access by persons with disabilities to purchase mobility aids, devices and assistive technologies for persons with disabilities.[[2]](#endnote-2)

20.4 Legal, regulatory and policy measures to facilitate access by persons with disabilities to purchase adapted vehicles and adaptive equipment.[[3]](#endnote-3)

20.5 Legal, regulatory and policy measures regarding driving permit which are inclusive of persons with disabilities and provide the possibility of adaptations of vehicles.[[4]](#endnote-4)

20.6 Regulatory and policy measures to facilitate mobility of persons with disabilities who use vehicles.[[5]](#endnote-5)

20.7 Legislation on construction and planning incorporates accessibility standards on the physical environment and services open to the public (idem 9.3)

20.8 Enacted legislation to ensure rights as passengers to persons with disabilities, including those utilizing mobility aids, devices and assistive technologies, and live assistance, on equal basis with others.[[6]](#endnote-6)

20.9 No provision in legislation or regulations on transportation services that discriminate on the basis of disability.[[7]](#endnote-7)

**Process**

20.10. Awareness raising campaign and activities to promote personal mobility of persons with disabilities and dissemination of information in accessible formats to persons with disabilities, their families and the general public on the existing entitlements and supports available to facilitate their access to mobility aids, devices, assistive technologies, live assistance and intermediaries, their mobility in the built environment and the exercise of their rights as passengers.

20.11 Number of professionals trained in the use mobility aids, devices, assistive technologies, live assistance, etc., to impart mobility skills to persons with disabilities, disaggregated by kind of professional.[[8]](#endnote-8)

20.12 Existence of a fund and budget allocation to ensure access to mobility aids, devices, assistive technologies, and other services to support personal mobility.

20.13 Adoption of protocols to ensure the provision of reasonable accommodation to persons with disabilities at motor vehicle registration offices, driving test centers for lessons, tests, registration and renewal procedures

20.14 Number and proportion of staff in motor vehicle registration offices and driving test centers trained to assist persons with disabilities, on reasonable accommodation and in connection to adapted vehicles.

20.15 Number and proportion of engineers, urban planners trained on trained in universal design and accessibility standards, in connection with mobility devices and the rights of users of mobility devices.

20.16 Number and proportion of transportation staff trained on mobility devices and the rights of users of mobility devices, including on the provision of reasonable accommodation.

20.17 Consultation processes undertaken to ensure active involvement of persons with disabilities, including through their representative organizations, in the design, implementation and monitoring of laws, regulations, policies and programs to enhance personal mobility of persons with disabilities, notably those on the development and allocation of mobility aids, devices, assistive technologies, forms of live assistance and intermediaries.[[9]](#endnote-9)

20.18 Number of received complaints on the right to personal mobility of persons with disabilities, investigated and adjudicated in favor of the complainant, disaggregated by kind of mechanism, and the proportion of these complied with by the government or duty bearer.

**Outcome**

20.19 Number of persons with disabilities accessing publicly funded mobility devices, disaggregated by age, sex, disability, and geographical location.

20.20 Number of persons with disabilities benefiting from specific measures, such as tax and customs exemptions, and financial support or subsidies, to purchase mobility aids, devices and assistive technologies, disaggregated by age, sex, disability, geographical location, and kind of measure.

20.21 Number of persons with disabilities accessing publicly funded trainings on mobility skills and the use of mobility aids, devices and assistive technologies, disaggregated by age, sex, disability, and geographical location.

20.22 Number of persons with disabilities benefiting from specific measures, such as tax and customs exemptions, and financial support or subsidies to purchase and/or import adapted vehicles and adaptive equipment.

20.23 Number of vehicles adapted for persons with disabilities, registered by the relevant public authority.

20.24 Number of persons with disabilities who have a driving permit, disaggregated by age, sex and disability, kind of vehicle, and whether it is regular or adapted.

20.25 Proportion of population that has convenient access to public transport, by sex, age and persons with disabilities (SDG indicator 11.2.1)

20.26 Average share of the built-up area of cities that is open space for public use for all, by sex, age and persons with disabilities (SDG indicator 11.7.1)

**ANNEX**

1. The national strategy or plan should be inclusive of persons with disabilities living in rural areas and those who do not benefit from any specific social security scheme or insurance. It should cover, as a minimum the following areas:

access by persons with disabilities to quality mobility aids, devices and assistive technologies and forms of live assistance and intermediaries, and related services including training, tailored to each individual’s requirements, that are affordable or free of charge, according to the person’s means.

promotion and encouragement of local production and repair of mobility aids, devices and assistive technologies at an affordable cost that takes into account all aspects of mobility for persons with disabilities, including through public subsidies and other incentives.

training of professionals, including e.g. orientation and mobility practitioners and teachers, in the use mobility aids and assistive technologies to impart mobility skills to persons with disabilities

prevention of denial of access in buildings, transport and services open to the public to persons with disabilities utilizing mobility devices and live assistance (e.g. blind persons using a guide dog). [↑](#endnote-ref-1)
2. Measures would include for instance:

	* tax and customs exemptions to import assistive mobility aids, devices and assistive technologies for persons with disabilities, etc., notably when not locally available or affordable.
	* Financial support, including allowances or low interest loans, for the purchase of mobility aids, devices and assistive technologies, etc..
	* Fair reimbursement schemes in order to prevent any additional costs.Related administrative procedures should be accessible to persons with disabilities and simple, to prevent any additional costs and/or administrative burden for persons with disabilities [↑](#endnote-ref-2)
3. Measures would include for instance:

	* tax and customs exemptions to import adapted vehicles, adaptive equipment, etc., notably when not locally available or affordable.
	* Financial support, including allowances or low interest loans, for the purchase of adapted vehicles, adaptive equipment, etc.
	* Fair reimbursement schemes in order to prevent any additional costs.Related administrative procedures should be accessible to persons with disabilities and simple, to prevent any additional costs and/or administrative burden for persons with disabilities. [↑](#endnote-ref-3)
4. Legal and regulatory frameworks on driving permits may include legitimate restrictions based on objective assessment and criteria (e.g. driving skills, knowledge of road rules, public safety, etc.). However, they must foresee current and potential adaptations of vehicles enabling persons with disabilities to drive and restrictions to holding a driving permit must not be based on prejudice and stigma. [↑](#endnote-ref-4)
5. For instance, provisions to require reserved parking spaces for persons with disabilities. [↑](#endnote-ref-5)
6. This should include internal and international transportation services of all kinds, including within the territory of regional integration organizations, e.g. European Union. [↑](#endnote-ref-6)
7. Legal and regulatory frameworks on passenger rights and transportation services must be inclusive of persons with disabilities and not include restrictions based on disability, nor based on the use of mobility aids, devices, assistive technologies, live assistance, etc. [↑](#endnote-ref-7)
8. including e.g. orientation and mobility practitioners. [↑](#endnote-ref-8)
9. This indicator requires verifying concrete activities undertaken by public authorities to involve persons with disabilities in decision-making processes related to issues that directly or indirectly affect them in line with article 4.3 of the CRPD, including consultation meetings, technical briefings, online consultation surveys, call for comments on drafts legislations and policies, among other participatory methods. In this regard, see General Comment no 7 of the CRPD Committee (CRPD/C/GC/7) where it is elaborated that States must:

ensure that consultation processes are transparent;

ensure provision of appropriate and accessible information;

not withhold information, condition or prevent organizations of persons with disabilities from freely expressing their opinions;

include both registered and unregistered organizations;

ensure early and continuous involvement; and

cover related expenses of participants (e.g. transport and other expenses to attend meetings and technical briefings). [↑](#endnote-ref-9)