



transport

Department:
Transport
REPUBLIC OF SOUTH AFRICA



Resolutions from the Transport Summit on Universal Accessibility Accessible Transport for all

Declaration and agreement of the Ministers of Transport, and Women, Youth, and Persons with Disabilities at the Transport Summit on Universal Accessibility in Gauteng, 25-26 April 2024

Summit Declaration

As recommended by the Presidential Working Group on Disability, and as approved by His Excellency, President Cyril Matamela Ramaphosa at the Economic Empowerment Summit in 2022, we, the delegates of the Transport Summit on Universal Accessibility have met over two days from 25-26 April 2024. Under the theme of Accessible Transport for All, we have committed to the implementation of the Action Plan for Universally Accessible Transport.

In partnership with the Department of Women, Youth and Persons with Disabilities as the department responsible for oversight, and hosted by the Department of Transport as the department responsible for implementation, the Summit has welcomed distinguished guests from the disability sector, including the Presidential Working Group on Disability, other transport user groups, state-owned entities and stakeholders, transport operators and innovators, municipal, provincial and national spheres of government, and the President of the Republic of South Africa, His Excellency, Mr Cyril Ramaphosa.

In plenary and commissions, we have jointly crafted resolutions to promote the universal design and universal accessibility of transport infrastructure and services, and their independent use, in a safe and secure manner, with dignity, by people with disabilities and other universal access passengers.



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Preamble

Without transport; walking, cycling, a car, taking a minibus taxi, an e-hailing service, a bus, a coach, a train, a boat, or a plane, there is no freedom of movement. Our Constitution says that 'everyone has the right to freedom of movement', and that everyone includes people with disabilities. Easy access to transport is central to building a stronger and an inclusive economy.

The universal accessibility of all modes of transport is essential for persons with disabilities, elderly people, pregnant women, children, and people accompanying children, to access transport services and to participate in everyday life. The Departments of Transport and Women, Youth and Persons with Disabilities shall adopt all appropriate legislative, administrative and other measures for the implementation of the rights recognized in the Constitution and the United Nations Convention on the Rights of Persons with Disabilities.

Transport that is universally accessible will be part of the medium-term strategic framework 2024-2030 and the scenario planning of government beyond 2030, which will address spatial transformation. Access to services, skills development and economic opportunities will be central, so that the commitments made at the signing of the United Nations Convention on the Rights of Persons with Disabilities in 2007, in the White Paper on the Rights of Persons with Disabilities, 2015, and the White Paper on National Transport Policy, 2021, can be implemented by government in partnership with people with disabilities, other transport user groups, civil society, academia, innovators and transport operators.

Part 1

The Summit acknowledges that barriers exist, which prevent the constitutional right of people with disabilities in South Africa to access transport that is equal, safe, secure and dignified, and which provides freedom of movement; in all modes. Universal access is a minimum requirement for all forms of transport as it enables access to



education, health, to goods, services, job creation, employment and everything that life can offer. The Summit acknowledges the need for innovation and solutions so that barriers to transport can be remedied in urban and rural areas, on land, air and sea.

Part 2

The Action Plan, ***Accessible Transport for All*** commits to the following 6 priorities:

1. Priority One: Enabling environment

- Legislation, policy and regulations shall support the universal design and accessibility of all modes of transport. It shall address the universal accessibility, affordability and viability of multi-modal and inter-modal systems. It shall address the safety and security of all vulnerable pedestrians and cyclists.
- Capacity development, including awareness, education and training programmes that include people with disabilities as educators/trainers, shall increase understanding and knowledge of universal design and universal access of government officials, role players and stakeholders.ⁱ
- The Transport Economic Regulator and the National Public Transport Regulator shall oversee passenger complaints, including complaints from people with disabilities, without reservation and with necessary remedies.ⁱⁱ

2. Priority Two: Customer-focused and customer-oriented transport services

- Persons with disabilities shall have equitable, dignified and responsive access to transport customer services, which will be monitored by all spheres of government.
- Persons with disabilities shall be provided with the opportunity to interact, engage, and to identify continuous transport service improvement.ⁱⁱⁱ
- Transport operators shall receive customer service training that includes people



with disabilities as educators/trainers, and that addresses the reasonable accommodation needs of universal access passengers, particularly people with disabilities.

3. Priority Three: Accessible processes and systems

- Inclusive and accessible transport processes and systems based on the travel chain, shall improve the universal accessibility of transport over time.^{iv}
- Technology innovation shall be implemented so that people with disabilities can access transport services on an equal basis to others. The use of technology innovation to overcome transport barriers shall be encouraged and supported.^v
- Persons with disabilities shall receive responsive and timely information on disruptions, cancellations and major events and shall be equally accommodated in crises situations and by emergency services.

4. Priority Four: Accessible transport buildings, infrastructure and facilities

- Universal access to transport is now a minimum requirement in planning and constructing transport systems, and in their operation. This shall include the on-going maintenance of public transport facilities and products.
- Universal design principles and dignified access to transport buildings, infrastructure and facilities shall be planned and designed into transport systems and infrastructure so that there is no additional retrofitting cost.^{vi,vii}
- Universal design shall be included in all expansions, upgrades, retrofits, modifications. This shall include pedestrian crossings and the design of transport related products.



5. Priority Five: Accessible vehicles

- Persons with disabilities shall have increased access to existing aircraft, vessels, trains, buses, coaches, midi and minibus taxis, e-hailing, metered taxis, cars, and cycling, and universal access to all future forms of transport.^{viii}
- New norms and standards shall be issued on the universal design of road-based public transport vehicles. Over time, new rolling stock standards for rail will be issued, and also for water and air-based transport.^{ix}

6. Priority Six: Workplace accessibility and transformation

- Inclusive practices for employment of people with disabilities shall create accessible work environments in all transport modes.^{x,xi}

ⁱ The DOT shall work with the disability sector to develop minimum standards for training, for all government departments to comply with, including the Department of Transport.

ⁱⁱ This will include the requirement in the WPRPD that conditions, subsidies and licenses include universal access, to support the National Land Transport Act and legislation on Aviation and Maritime, and so that mainstream public transport shall be universally accessible as far as is possible.

ⁱⁱⁱ Consultation with people with disabilities and other universal access passengers shall include transport-run forums, such as the ICT Subcommittee on Universally Accessible Transport and the ACSA Disability Forum, aside from the complaints monitoring processes. Across all government spheres in the Transport sector, similar structures to overcome transport barriers shall be created.

^{iv} For example, innovative products in all transport systems that comply with universal design.

^v Funding of pilot projects for academia and industry-based NGOs for research & innovation in study, development, and implementation of new technologies shall be supported.

^{vi} All planning and design shall cover all human aspects of universally accessible transport, including blindness, deafness and invisible disabilities, as well as the accommodation of people with physical disabilities who are more commonly considered.

^{vii} The Department of Transport shall call on all universities, academic institutions, technology centres, colleges and professional bodies in the construction, product manufacturing and service sectors, to include the topic of universal design and accessibility in their curricula.

^{viii} Including a national car-parking system, driving and testing facilities for drivers with disabilities.

^{ix} Original equipment manufacturers (OEMs) shall form part of the working groups consulted as part of the revision of national standards.

^x Workplace accessibility shall be improved in partnership with the Transport Sector Transformation Forum, with other government departments and programmes, such as the Expanded Public Works Programme (; and in conjunction with key stakeholders and transport stakeholders.

