

Article 20: List of illustrative indicators on personal mobility

ADVANCE VERSION

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Right to personal mobility

Attributes/ Indicators

Attributes/ Indicators	Assistive technology and services	Adapted vehicles and their use	Enabling environment and transport
Structure	<p>20.1 Legislation enacted to recognize and ensure the right of persons with disabilities to personal mobility, including by ensuring access to mobility, vision, hearing and communication, devices and assistive technologiesⁱ of the individual's choice and tailored to their individual needs.</p> <p>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, vision, hearing and communication devices and assistive technologies.^{iv}</p> <p>20.3 Legal, regulatory and policy measures to facilitate access by persons with disabilities to purchase mobility, vision, hearing and communication devices and assistive technologies.^v</p>	<p>20.4 Legal, regulatory and policy measures to facilitate access by persons with disabilities to purchase adapted vehicles and adaptive equipment.^{vi}</p> <p>20.5 Legal, regulatory and policy measures regarding obtaining a driving permit which are inclusive of persons with disabilities and provide the possibility of adaptations of vehicles.^{vii}</p> <p>20.6 Regulatory and policy measures to facilitate mobility of persons with disabilities who use vehicles.^{viii}</p>	<p>20.7 Legislation on construction and planning, including requirements to grant authorization, incorporates mandatory accessibility standards on physical environment and services open to the public (idem 9.3)</p> <p>20.8 Enacted legislation to ensure rights to persons with disabilities as passengers, including those utilizing mobility aids, devices, assistive technologies and live assistance, on equal basis with others.ⁱⁱ</p> <p>20.9 No provision in legislation or regulations on transportation services that discriminate on the basis of disability.ⁱⁱⁱ</p>
Process	<p>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, vision, hearing and communication devices, assistive technologies, live assistance and intermediaries, their mobility in the built environment and the exercise of their rights as passengers.</p> <p>20.11 Number of professionals trained in the use mobility, vision, hearing and communication devices, assistive technologies, live assistance, etc., to impart mobility skills to persons with disabilities, disaggregated by kind of professional.^{ix}</p> <p>20.12 Existence of a fund and budget allocation to ensure access to mobility, vision, hearing and communication devices, assistive technologies, and other services to support personal mobility of persons with disabilities.</p>	<p>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</p> <p>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.</p>	<p>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.</p> <p>20.16 Number and proportion of passenger transportation staff trained on mobility devices and the rights of users of mobility devices, including on the provision of reasonable accommodation to persons with disabilities.</p>

Right to personal mobility

Attributes/ Indicators	Assistive technology and services	Adapted vehicles and their use	Enabling environment and transport
Process (Continued)	<p>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 programmes to enhance personal mobility of persons with disabilities, notably those on the development and allocation of mobility, vision, hearing and communication devices, assistive technologies, forms of live assistance and intermediaries.^x</p> <p>20.18 Proportion of received complaints on the right to personal mobility of persons with disabilities that have been investigated and adjudicated; proportion of those found in favour of the complainant; and proportion of the latter that have been complied with by the government and/or duty bearer; each disaggregated by kind of mechanism.</p>		
Outcome	<p>20.19 Number of persons with disabilities accessing publicly funded mobility devices, disaggregated by sex, age, disability, and geographical location.</p> <p>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, vision, hearing and communication devices and assistive technologies, disaggregated by age, sex, disability, geographical location, and kind of measure.</p> <p>20.21 Number of persons with disabilities accessing publicly funded trainings on mobility skills and the use of mobility, vision, hearing and communication devices and assistive technologies, disaggregated by sex, age, disability, and geographical location.</p>	<p>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.</p> <p>20.23 Number of vehicles adapted for persons with disabilities, registered by the relevant public authority.</p> <p>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.</p>	<p>20.25 Proportion of population that has convenient access to public transport, by sex, age and persons with disabilities (SDG indicator 11.2.1)</p> <p>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)</p>

- i This includes all assistive technology and devices (e.g. wheelchairs, glasses, white canes and smartphones) that support persons with disability to move freely. See Special Rapporteur on the rights of persons with disabilities' [Factsheet on assistive devices and technologies](#), also [A/HRC/34/58](#), paras 14, 80-81.
- ii This should include internal and international transportation services of all kinds, including within the territory of regional integration organizations, e.g. European Union.
- iii 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.
- iv 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, vision, hearing and communication 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, vision, communication and hearing 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 among others, orientation, communication, hearing and mobility practitioners and teachers, in the use of assistive technologies to impart mobility and other 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).
- v Measures would include for instance:
- tax and customs exemptions to import assistive mobility, vision, hearing and communication devices and assistive technologies for persons with disabilities, etc., particularly when not locally available or affordable.
 - financial support, including allowances or low interest loans, for the purchase of mobility, vision, hearing, communication devices and assistive technologies, etc.
 - equitable reimbursement schemes in order to prevent any additional costs.
- Related administrative procedures should be uncomplicated and accessible to persons with disabilities to prevent any additional costs and/or administrative burden for persons with disabilities
- vi 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.
 - equitable reimbursement schemes in order to prevent any additional costs.
- Related administrative procedures should be uncomplicated and accessible to persons with disabilities to prevent any additional costs and/or administrative burden for persons with disabilities.
- vii Legal and regulatory frameworks on driving permits may include legitimate restrictions based on objective criteria and assessment (e.g. driving skills, vision test, knowledge of road rules, public safety, etc.), however, restrictions to holding a driving permit must not be based on prejudice and stigma. In addition, they must foresee current and potential adaptations of vehicles enabling persons with disabilities to drive.
- viii For instance, provisions to require reserved parking spaces for persons with disabilities.
- ix including e.g. orientation and mobility practitioners.
- x 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 and [General Comment no. 7](#) of the CRPD Committee, including consultation meetings, technical briefings, online consultation surveys, calls for comments on draft legislation and policies, among other methods and mechanisms of participation. In this regard, States must
- ensure that consultation processes are transparent and accessible;
 - 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;
 - cover related expenses of participants.