

WRITTEN QUESTION E-0537/09  
by Luis de Grandes Pascual (PPE-DE)  
to the Commission

Subject: Transport of people with reduced mobility by bus, application of Directive 2001/85/EC

The current legislation governing the transport by road of passengers with reduced mobility was designed to regulate regular services, since it is clear that, where two passengers in wheelchairs are travelling on a given route, either of them should be able to alight without disturbing the other. This means that there must be sufficient room for manoeuvre inside the vehicle.

This situation cannot occur on occasional services, since all the passengers are travelling to the same destination, and on their return access is organised in such a way as to ensure that the first people to board the coach are those who will be the last to leave it.

The capacity of coaches used for occasional transport services for disabled people in wheelchairs is restricted by the technical requirements of Directive 2001/85/EC<sup>1</sup>, making it necessary to use one or even two additional coaches in order to transport the same number of passengers as before.

In the case of Spain, the costs of providing this type of transport service are borne by the competent public administrations, i.e. the autonomous communities, local councils and other bodies. The new conditions laid down by the directive will therefore have an adverse effect on the funding of this service, since costs will rise. It should also be borne in mind that private centres and associations working with disabled people will not be able to bear the economic burden arising from the increase in transport costs.

In the light of this situation, does the Commission have any plans to amend or adapt Directive 2001/85/EC, in particular Annex VII thereof on the requirements for technical devices facilitating access for passengers with reduced mobility?

---

<sup>1</sup> OJ L 42, 13.2.2002, p. 1.