

Solo City: Access to transport that can be enforced

Not many cities in the Global South have enforceable accessibility standards concerning their transportation services. The Standard of City of Solo is legally binding and uncommon in that it also includes provisions for accessible information and communication.

STANDARD OF ACCESSIBILITY OF PUBLIC TRANSPORTATION, INFORMATION & COMMUNICATION

Year of existence:	2006
Country/region of origin:	Solo (Surakarta), Indonesia
Beneficiaries targeted:	Persons with disabilities
Responsible body:	Department of Transportation, Information, and Communication
Stakeholders:	Public and private sector

FACTS & FIGURES

- 60 bus shelters, 30 rapid transit buses, three railway stations, 54 traffic lights, four city walks, its tourism bus and its airport are accessible.
- Persons with disabilities can use modified motorcycles.
- In 2013, its Mayor declared Solo a disability-inclusive city.

IN BRIEF

Solo's Standard of Accessibility of Public Transportation, Information and Communication of 2006 comprises two parts. The first part, concerning public transportation, is based on and enforced at the national level by the Ministerial Regulation on Technical Guidelines of Facilities and Accessibility in Buildings and Environment of 2006. The second part, concerning information and communication, exists only at Solo City level. The local government department of Transportation, Information, and Communication is responsible for its implementation.

INNOVATIVE ASPECTS

Multi-stakeholder involvement
Close collaboration between people with disabilities, transportation services and the Government of Solo brought about this Standard.

Accessing information and communication
The promotion of accessible information and communication includes computers with screen readers, training of officials in sign language, and, soon, easy language.

Enforcement
The Standard's provision on public transportation is enforced at the national level. Solo City's regulation on the equality of persons with disabilities of 2008 strengthens law enforcement at the local level.

HISTORY

In general, Indonesia has comprehensive legislation regarding the rights of persons with disabilities as well as their access to different modes of transportation, e.g. Minister of Transportation Decree No. 71 of 1999. Similarly, the City of Solo has adopted a comprehensive disability law with the Local Regulation No. 2 of 2008 on Equality of Persons with Disabilities as well as the subsequent Mayor Regulation No. 9 of 2013 on the implementation of the Local Regulation No. 2 of 2008. In addition, the city has adopted two standards. Firstly, the Standard of Public Building and Public Facilities of 2006, which includes accessibility for persons with disabilities and which is managed by the City Space Management Office.

Secondly, the Standard of Accessibility of Public Transportation, Information and Communication of 2006. Furthermore, both the Local Regulation No. 8 of 2009 on Buildings and the Local Regulation No. 1 of 2013 on Nexus Management include accessibility aspects.

«Thanks to the Standard, the City of Solo was declared a disability-inclusive city on 28th September 2013.»
(Sunarman Sukamto, CBR DTC Solo City, Indonesia)

KEY FEATURES

Solo's Standard of Accessibility of Public Transportation, Information and Communication of 2006 aims to improve accessibility, safety, and the dignity of people with disabilities and the elderly in the City of Solo, by promoting adequate measures that support self-sufficiency and well-being.

The national Ministerial Regulation on Technical Guidelines of Facilities and Accessibility in Buildings and Environment was adopted as a fundamental guideline for the Standard. The Standard provides a reference for development activities, which include the technical planning and execution of constructions, thereby creating an accessible built environment. It consists of a series of detailed plans and pictures about how to build accessible facilities. Concerning information and communication, all Solo government officials receive, for example, free training in sign language.

In addition, DPOs promote the availability of sign language interpreters in government offices, terminals, railway stations, etc., and governmental offices are providing computers with screen readers. The Standard has been the trigger for the development of the Local Regulation No. 2 of 2008 on Equality of Persons with Disabilities.

IMPLEMENTATION

Implementation of the Standard began in 2008 and is carried out by the local government department of Transportation, Information, and Communication. The provision on public transportation is enforced at the national level by the Ministerial Regulation on Technical Guidelines of Facilities and

Accessibility in Buildings and Environment of 2006, while the part concerning information and communication exists only at Solo City level.

In the event that Transportation Services misimplement the provisions, government officials intervene. DPOs carry out on-the-spot evaluation, coordinate with stakeholders and obtain funds from sponsors or from the City's Revenue and Expenditure Budget.

FUTURE DEVELOPMENT

Problems with urban spaces, city parks and parking spaces continue to exist. In addition, accessibility issues may clash with other poverty issues (e.g. beggars) or with space issues (e.g. rickshaw drivers).

A major problem lies with priorities and cost effectiveness. Concerning information and communication, work on easy or plain language is starting this year.



An accessible bus station in Solo City (© Sunarman Sukamto, CBR Solo)

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