

Overall I find the document well-written and informative. SCI Canada supports converting the technical provisions in the codes into regulations while keeping the more objectives – based provisions in the codes of practice. We agree that this approach employs prescriptive regulatory provisions that make requirements very clear for regulated entities and ensures these requirements can be enforced. SCI Canada also supports monitoring and enforcement of compliance.

SCI Canada encourages CTA to devote resources to developing an implementation strategy by involving representatives from the private sector and organizations representing Canadians with disabilities. Facilitated discussion leading to consensus on both regulations and an implementation protocol that promotes willing compliance and unity within this community will be a distinct advantage to achieving the changes we all desire in a shorter period of time and with fewer power struggles.

As mentioned during the meeting, SCI Canada recommends establishing core principles that our community (CTA, private sector and public sector stakeholders) develops and commits to operating within will guide the creation of regulations and joint ownership of an implementation strategy. Principles mentioned during the meeting include the following, focused discussion is required to arrive at consensus on such principles by our community:

- emphasis should be on physical access and a culture of inclusivity in order to encourage active use of transportation services;
- achieving a barrier free and inclusive transportation system provides social and economic benefits to all Canadians, not just our fellow citizens living with disabilities;
- clarifying the concept of accessibility first and accommodation second is important, stating that wherever possible we are dedicated to a fully accessible transportation system and where this is not possible, we are dedicated to accommodation that supports an individual accessing the transportation service in a way that is dignified and meets their needs;
- no barriers are necessary or justified (reference to document contact on page 1);
- a bill of rights and obligations or both Canadians living with disabilities and private sector organizations under the jurisdiction of CTA would be beneficial in clarifying respective rights and obligations of all stakeholders;
- prescriptive regulations and mandatory compliance should clearly lay out expectations and consequences for noncompliance; and,
- our system will assure access to transportation services so Canadians with disabilities do not have to fight for the right to use federally regulated transportation services, exceptions to access should be investigated by the carrier and/or CTA removing the responsibility from the individual to raise a complaint.

Under Training, SCI Canada urges CTA to use Canadians with disabilities in providing training on disability awareness, also to use Canadians with disabilities actively monitoring and correcting lack of compliance.

Under International Air Services, SCI Canada urges CTA to require all foreign carriers to comply with regulations.

Under Buses, SCI Canada urges CTA to include extra – provincial bus operation in comprehensive accessibility regulation.

Under Terminals, SCI Canada urges CTA to require carriers and terminals to obtain CTA permission for planned acquisitions of new equipment and major retrofits.

Under Systemic Issues, SCI Canada urges CTA to require all service providers to comply with binding decisions resolving complaints by a particular carrier, thereby leveling the playing field among competitors and increasing barrier free access for users.

Under One Person, One Fare, SCI Canada urges CTA to include a policy whereby qualifying passengers with disabilities are never charged for extra seats.

Under Service Animals, SCI Canada urges CTA to develop a regulation that is more inclusive than the Part VII provisions and applies to all federal modes of transportation.

Under Positioning and Seating Devices, SCI Canada urges CTA to develop a regulation that allows passengers to use special seating or positioning devices.

Under Reporting, Monitoring and Compliance, SCI Canada urges CTA to require service providers to publicly publish multi-year accessibility plans and progress reports, and report on accessibility related complaints that they receive.

SCI Canada sincerely thanks CTA for the opportunity to review and have input on this Regulatory Modernization Initiative. Please feel free to call on SCI Canada to be of assistance at any time.

Bill Adair  
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Spinal Cord Injury Canada