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**Priority Area 2.4: Quality of life issues relating to handicapped/disabled people**

**Task 1: Accessibility of public transport systems for people with disabilities**

Title of Report:

# **State of the Accessibility of Public Transport Systems for People with Disabilities in Slovenia (SI)**

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## PTaccess – Public Transport Systems' Accessibility for people with disabilities in Europe

One specific area, for which there is still a lack of EU level data, is the accessibility of public transport for people with disabilities and its impact on their employment and social integration prospects.

The European project 'PTaccess' offers the chance to fill this gap in knowledge and obtain information on the current state of accessibility of urban and rural public transport systems in 25 EU member states. For each member state PTaccess analyses the state of accessibility of public transport from the point of view of national disabled organisations, national transport operators, and governmental authorities. For regions where public transport is not accessible PTaccess identifies and analyses applied alternative transport solutions (WP1).

PTaccess also identifies and analyses good practices and innovation in making public transport accessible, and enhances the scientific base of policy by providing a sound assessment of the costs and benefits of making public transport accessible (WP2).

Furthermore PTaccess deepens the understanding of the transport-related contexts of social exclusion of disabled people, and draws conclusions about the effects that accessible public transport has on the employment and social inclusion prospects for disabled people. (WP3).

The PTaccess-project runs from the 1st of February 2007 until the 31st of January 2009.

More information about PTaccess can be found on the project's website: [www.ptaccess.eu](http://www.ptaccess.eu)

The PTaccess consortium:

- FGM AMOR (Austria)
- Independent Living Institute ILI (Sweden)
- TU Dresden, Lehrstuhl für Verkehrsökologie (Germany)
- JMP Consultants Limited (United Kingdom)

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Priority Area 2.4: Quality of life issues relating to handicapped/disabled people, Task 1: Accessibility of public transport systems for people with disabilities]

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## 1 Introduction

This document aims to give an overview on the current state of the accessibility of public transport in Slovenia (SI).

This document has been prepared within the framework of the European project PTaccess by FGM-AMOR based on interviews conducted with representatives of people with disabilities, transport operators and governmental authorities in 25 European countries.

In order to draw a comprehensive picture of the current state of the accessibility of public transport in Europe, the following topics have been discussed with the interviewed national experts:

- Statistical data
- Legal and regulatory framework conditions
- Organisational framework conditions
- Accessibility of passenger information
- Accessibility issues in ticketing
- Accessibility of stops and stations
- Accessibility of vehicles
- Safety, reliability and services
- Alternatives to public transport

### How this report has been made

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In order to obtain actual information on the current state of accessibility of urban and rural public transport systems in Europe, the PTaccess team has directly contacted and interviewed national experts within 25<sup>1</sup> EU member states. In each of these 25 member states a representative of a national disabled organisation, a representative of national transport operators, and a representative of a governmental authority have been interviewed and asked to provide their point of view regarding the accessibility of public transport in their country. In order to obtain comparable interview results in each of these countries, interview guidelines and questionnaires have been prepared by the PTaccess consortium. The interviews (at least three per country) have been conducted personally by “national contact persons” in their national language.

For each of the investigated 25 countries the results of all the interviews with the national experts have been compiled into a draft “country report” by FGM-AMOR. These “country reports” describe the state of the accessibility of public transport from the point of view of disabled people, transport operators and governmental authorities. In order to make sure that the interview results have been interpreted correctly, these draft country reports have been checked and corrected by the national contact persons, who had conducted the interviews with the national experts. This is the finalised country report for Slovenia (SI).

### What can be expected from this report

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This report gives an overview of the state of the accessibility of public transport in Slovenia (SI). However, this report does not provide only “official” data and information, since in most countries such data and information does not exist. Instead the report provides spotlights on the current situation regarding the accessibility of public transport from the subjective, but informed, point of view of people with disabilities, transport operators and

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<sup>1</sup> At the time of the preparation of the PTaccess-project Bulgaria and Romania haven't been member states of the European Union, yet. Therefore no interviews have been conducted in these two countries.

governmental authorities. Since each interview-partner brought in her/his subjective viewpoint, it must not be expected to get an objective overview of the situation in the country. However, by asking different experts (representing three important stakeholder groups) about their point of view, and by taking into account the viewpoints of all these concerned stakeholder-groups the authors of this report hope to be able to draw a picture of the situation regarding the accessibility of public transport for people with disabilities in Slovenia (SI) that is not too biased.

**Important:** The reader of this report must always keep in mind that this report is based on the viewpoints of individual people (i.e. each interview partner has brought in her/his personal point of view and her/his personal experiences), and therefore the information given in this report must not be interpreted as an objective official “national” view!

### How to use this report

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People, who are interested to get **more (detailed) information on the accessibility of public transport in Slovenia (SI)** should read this “country report”. There are also “country reports” for each of the other 24 countries, where PTaccess surveys have been made.

People, who are interested to get **a quick overview on the actual state of the accessibility of public transport in Europe**, should read chapter 3 of the summary report “State of the Accessibility of Public Transport Systems for People with Disabilities in Europe”.

People, who would like to know more **details about the interviews** which form the basis of this report, should read Annex II of the summary report “State of the Accessibility of Public Transport Systems for People with Disabilities in Europe”, where all interviewers, interview-partners and questionnaires are listed.



## 2.1 General Information

### 2.1.1 About the PTaccess interviews

<b>Interviewer:</b>	<b>Name</b>	<b>Organisation</b>
PTaccess National Contact Person	Sebastian Toplak	University of Maribor
<b>Interview partners:</b>	<b>Name</b>	<b>Organisation</b>
Representatives of Transport Operators	Jože Veren, Robert Sever	Slovenian Chamber of Commerce; Bus-operators associations
Representatives of People with Disabilities	Štefan Kušar Boris Šušteršič (president), Ivo Jakovljevič (motor imp.), Stane Padežnik (visual imp.)	Nacionalni svet invalidskih organizacij Slovenije (NSIOS)
Representative of Governmental Authority	Vojmir Drašler	Ministry of Transport

**Table 1: Interviewer and Interview-partners in Slovenia**

## 2.1.2 Statistical Data from Slovenia

Statistical Data for Slovenia	
Number of inhabitants	2,000,000
Inhabitants with disabilities	180,000 <sup>2</sup>
Inhabitants with motor impairments	14,500
Inhabitants with visual impairments	3,500
Inhabitants with hearing impairments	5,400
Inhabitants with cognitive / learning impairments	9,000
Inhabitants who are functional illiterates	7,234
Share of disabled people living in urban areas	no data available
Share of disabled people at working age	no data available
Share of disabled people at working age who are actually working	34,000 <sup>3</sup>

Table 2: Statistical data for Slovenia

## 2.1.3 Legal and regulatory framework conditions in Slovenia

Proposal of the law of equalization feasibility of disabled people exists in Slovenia. There is no law regarding the accessibility of public transport, but the law is under preparation. There are national agendas to guarantee mobility for people with disabilities. There is no monitoring of the accessibility of public transport in Slovenia.

### Regulations regarding the accessibility of public transport

According to the Ministry of Transport there is the proposal of the law of equalization feasibility of disabled people, done by Ministry of Labor, Family and Social Affairs (MLFSA).<sup>4</sup> There is no general national standard for Public Transport.

According to NSIOS there is no specific law for accessible public transport but there is a law under preparation (called "ZAKON O IZENAČEVANJU MOŽNOSTI INVALIDOV - ZIMI").

### “Priority” of accessibility of public transport on the political agenda

The Resolution of Transport policy states: to regulate accessibility of public transport for disabled people ...<sup>5, 6</sup>

<sup>2</sup> 9%

<sup>3</sup> and 9957 are registered as unemployed

<sup>4</sup> Source: <http://www.mdds.gov.si/en/>

The accessibility of public transport in general is a topic on the national agenda, although this is not mainstream. There is no regional level (yet) in Slovenia. Some local communities (as e.g. Ljubljana, Murska Sobota) do.

#### Monitoring of the accessibility of public transport

There is no monitoring of the accessibility of public transport conducted at a national level.

#### Special fares and public transport tariffs for people with disabilities

According to the Ministry of Transport there are national programmes (agendas) to guarantee mobility for people with disabilities.

The interview-partner of NSIOS stated that there is quite a good system (but not as a part of public transport) to guarantee some basic mobility for disabled people. Particularly transport to working places and educational institutions. Disabled people have in general six free tickets per year and 70% discount (although this can differ). The accompanying person has a 100% discount. The Ministry of Labor pays the operator for the loss of revenue.

According to the Ministry and Transport and NSIOS visual impaired people have 75% reduction and some categories of motor impaired people have also 75% reduction.

### **2.1.4 Organisational framework conditions**

Two different authorities that all have competence regarding regional buses and railway system exist in Slovenia. In addition, since Slovenia has no regional level, municipalities are responsible for local bus services (there is no trams or underground system in Slovenia). Slovenia has one operator of trains, about 50 operators of bus services and several city services.

Cooperation between governmental authorities and people with disabilities is low, while cooperation between the transport operators and disability organisations depends on the particular city and varies from very high cooperation to no collaboration at all.

NSIOS is the main disability organisation in Slovenia with 20 sub-organisations. People with disabilities are more and more interested in integration with stakeholders. Nevertheless, this is not the highest priority for operators.

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<sup>5</sup> Source: Official Gazette (OG), 58/06, 6th June 2006

<sup>6</sup> The Resolution of Transport policy is a 10 pages long document. It has nine priorities and among them, the mobility for disabled people is mentioned in “package” “mobility for older citizens”. Among list of measures for PT (21 measures), the so-called “logical accessibility” for disabled people is listed as measure nr. 15. Among infrastructure measures the so-called “physical accessibility” for disabled is listed as measure nr. 8.

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## Governmental authorities dealing with anti-discrimination and social inclusion issues referring to people with disabilities

### Governmental authorities responsible for public transport

On the national level, the Ministry of Transport has all competencies regarding public transport. For the regional buses, the Directorate for Roads is responsible and for railway the Directorate for Railway. The Directorate for Transport policy started with first steps of integration (of all modes of public transport) process. Slovenia has no regional level, so the next levels are municipalities, responsible for local bus services (there are no trams or underground services in Slovenia).<sup>7</sup>

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### Main transport operators and Public Transport associations

There are Slovenian Railways (the only operator of trains in Slovenia); there are about 50 bus operators with concession for regional bus services, there are several city buses (in Ljubljana, Maribor, Koper and 8 smaller cities all around Slovenia).<sup>8</sup>

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### Main disability organisations

There is an umbrella organisation: NSIOS; including 20 sub-organisations as follows:

- Zveza društev slepih in slabovidnih Slovenije
- Zveza društev gluhih in naglušnih Slovenije
- Društvo distrofikov Slovenije
- Zveza paraplegikov Slovenije
- Združenje multiple skleroze Slovenije
- Sožitje - Zveza društev za pomoč osebam z motnjami v duševnem razvoju Slovenije
- Zveza delovnih invalidov Slovenije
- Zveza društev civilnih invalidov vojn Slovenije
- Zveza društev vojnih invalidov Slovenije
- Zveza za šport invalidov Slovenije
- Društvo laringektomiranih Slovenije
- Zveza invalidskih društev ILCO Slovenije
- Društvo revmatikov Slovenije
- Društvo študentov invalidov Slovenije
- Društvo paralizikov Slovenije
- Združenje invalidov - Forum Slovenije
- Društvo VIZIJA - PZS - društvo gibalno oviranih
- Društvo VITA - za pomoč po nezgodni poškodbi glave

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<sup>7</sup> Source: For PT in general: vojmir.drasler@gov.si; For busses: janez.blaz@gov.si; for Railway the competences are splitted between Directorate for Railways at the MOT and the Agency for railways.

<sup>8</sup> Source: Slovenske železnice, bostjan.koren@slo-zeleznica.si; bus operators are members of Association of bus operators under umbrella of chamber of commerce. Smaller operators are members of chamber of craft.

- "INVALID" - Zveza društev invalidov in oseb z invalidnostjo
- SONČEK - Zveza društev za cerebralno paralizo Slovenije

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## Cooperation among stakeholders

### Cooperation between the governmental authorities and disability organisations

According to the Ministry of Transport there are two important long term documents: "Nacionalne usmeritve za izboljšanje dostopnosti grajenega okolja, informacij in komunikacij za invalide" and "Action program 2007-2013".

The interview-partner of NSIOS means that the cooperation between governmental authorities and people with disabilities is low; there is awareness on both sides, the cooperation is important.

### Cooperation between the transport operators and disability organisations

According to NSIOS there is moderate cooperation in some cities (Ljubljana, Murska Sobota, for example) and low cooperation or no cooperation at all somewhere else. Once in year (mobility week in September) they have some common actions, sometimes also some assessment.

### Cooperation between the transport operators and governmental authorities

In the opinion of the Ministry of Transport, the main barriers that hinder faster improvement of the accessibility of public transport is the lack of knowledge.

According to the Slovenian Chamber of Commerce there are some actions on the main railway route to improve accessibility. There are also actions in the cities. (Of course) transport operators are interested in cooperation with other stakeholders (e.g. authorities, disability organisations) to learn from them (including some excursions).

### Attitudes of the stakeholders regarding the use of public transport by people with disabilities

According to the Ministry of Transport, people with disability are more and more interested for the integration or cooperation with other stakeholders (public transport operators, authorities etc). The operators have other (for them more important) priorities at the moment (decreasing demand etc.).

According to NSIOS, disabled people want to use public transport as much as possible (of course), but they don't press or perform lobbying in a systematic way. They cooperate with some local operators (Ljubljana for example) and are quite satisfied with small improvements done already. For the interview-partner of NSIOS there is no general statement possible whether people with disabilities prefer technical or human assistance, because both is needed.

According to NSIOS less than 10% of people with motor impairments use (regularly or sometimes) public transport; approximately 50% of visual impairments and near to 100% of people with hearing impairments. In the opinion of NSIOS, it is likely for blind people to use public transport to go for work or to go for visiting friends. It is perhaps likely to go for shopping but not really to go for cinema/theatre/disco etc. or bring their children to kindergarten/school or leisure activities. For people with cognitive/learning impairments it is likely to go for work.

In the opinion of the interview-partner of the Slovenian Chamber of Commerce the provision of accessible public transport would not really help people with disabilities to find/keep a job. It is not likely for disabled people to do their daily trips per public transport.

## 2.2 Accessibility of Public Transport

**Pre-trip information:** Pre-trip information regarding the accessibility of stations, stops, vehicles and services for people with disabilities is poor in Slovenia. There is no common service or good route planner.

**On-trip information:** Some stations and lines have acoustic information and some train stations provide some real-time information. However, most of information provided on-trip is not accessible for people with motor impairments, with hearing impairments or for people with visual impairments since there is no acoustic announcement.

**Ticketing:** People with disabilities receive large discounts (up to 75%) on the tickets. The accompanying person has 100% discount. The tickets can be bought by the driver and on the major bus stations, but ticket vending machines are not accessible for disabled people.

**Stops and stations:** Accessibility of city stops and stations is sufficient for people with motor impairments, while accessibility of regional bus stops and local train stations is poor. Moreover, these stops are not really accessible for people with visual impairments.

**Vehicles:** Some city buses and some local trains are accessible for people with motor impairments. Nevertheless, in general accessibility of vehicles is bad. There are some plans to improve accessibility on city busses (some of them already have two designed places for wheelchair users), however, not regional busses where satisfaction of disabled people regarding boarding/alighting is not satisfied at all. Boarding is possible only in some local trains for motor impaired people, but not in long-distance trains. For people with visual, hearing or cognitive/learning impairments barrier-free boarding is not offered.

**Safety, Reliability, and Service:** Nearly all busses and trains have no special safety equipment (no safety belts, emergency buttons, no equipment for communication with driver, etc.) Emergency buttons have only city buses, some trains and train stations in urban areas there acoustic announcements are possible. However, in case of an emergency there are no special plans for evacuating people with disabilities. The reliability of technical equipment is high in local trains and train stations in urban areas, but is quite low elsewhere. The bus system (city and regional) is very punctual in Slovenia. For people with disabilities customer service is poor, there are no special designed services for people with motor and no desks specially designed to be accessible for people with motor or visual impairments in Slovenia.

### 2.2.1 Accessibility of passenger information

In general the interview-partner of the Ministry of Transport thinks that the accessibility of public transport passenger information needs improvement. Also the interview-partner of NSIOS thinks that the passenger information in Slovenia is sufficient to poor.

#### Pre-trip information

According to NSIOS, pre-trip information is available by print products, telephone (but on the commercial line), internet (but not integrated, each provider has his own website). There is no really good route planner provided. In general pre-trip information on accessibility for disabled people is insufficient / poor. There is no customer service offered (except on airport and some railway stations, but “on-demand”) in Slovenia. There is a system of special (but not public) transport for people with disabilities. The assessment of every element of this service is “excellent”.

According to Ministries and NSIOS there is no special service/design of travel planning information for people with disabilities. There are printed timetables, non-integrated route-planner, internet and telephone information services available; but not for people with disabilities. Pre-trip information regarding the accessibility of stations, stops, vehicles and services is poor. To get information on tariffs and tickets, there is a telephone service (without special service for people with disabilities). There is a luggage transport service (e.g. on the busses), but no other customer service.

### On-trip information

According to NSIOS there is no real-time information available in regional buses. At local and long-distance train stations there are displays with some real-time information and some acoustic information (also in the vehicle) available. In general there is no Braille-information available with exception of some stops in Ljubljana. There are acoustic announcement in some stations and lines (new busses in Ljubljana). There is no on-trip information for people with motor impairments available in all vehicles. For people with hearing impairments there is no information available in regional buses or long-distance trains. Only on some city buses and local trains there are displays.

According to the Slovenian Chamber of Commerce, there is so-called “prometnik”; the person in charge to offer real-time information at larger passenger terminals in urban areas. There is no acoustic announcement (also no Braille-code timetable), so on-trip information is not available at bus stops for people with visual impairments. At all bus stops in urban areas and all train there are printed timetables which can be used by people with hearing impairments. Also 50% of bus stops in rural areas are equipped with printed time-tables. In the regional buses there is no special service but the bus drivers (on-demand) are willing to give information.

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## **2.2.2 Accessibility issues in Ticketing**

Disabled people have in general 6 free tickets per year and 70% discount (but it differs). The accompanying person has 100% discount. The Ministry of Labour is paying the operator the loss of revenue (in a certain way). They (almost) all use counters; since desk are not always accessible for wheelchairs, they ask other customers to help; there is always a willingness to help. Ticketing machines are not used by people with disabilities, in general there are not a lot of vending machines in Slovenia and they are only accessible for people with hearing (not for people with motor or visual impairments).

According to the Slovenian Chamber of Commerce, visual impaired people and some categories of motor impaired people have 75% reduction. The tickets can be bought by the driver and on the major bus stations. The interview-partner of the Slovenian Chamber of Commerce thinks that the ticket vending machines are not designed in order to guarantee barrier-free usage and they are not accessible for disabled people.

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## **2.2.3 Accessibility of stops and stations**

According to NSIOS, the satisfaction of people with motor impairments regarding the accessibility of stops and stations is sufficient. The interview-partner remarked that the whole system should “work” – there is “no help”. City bus stops are accessible but the level of satisfaction with regional bus stops is poor. The accessibility of local train stations is also poor (stops on local lines are not accessible). Stations at long-distance trains are accessible (only in Ljubljana, on the other main railway station there is “a help on-demand” needed).

According to the Slovenian Chamber of Commerce, bus stops are not accessible for people with motor or visual impairments.

### Strategy regarding the improvement of the accessibility of public transport in Slovenia

According to NSIOS there is (in general) in action program for disabled people (2007-2013), where accessibility is one of the main topic. There is a list of 19 measures.

The Slovenian Chamber of Commerce stated that improvements are planned.

### Current state regarding the accessibility of bus stops and stations in Slovenia

According to NSIOS, there is no general statement about the accessibility of public transport stops and stations possible. There are some stations (Ljubljana) which are quite good accessible for people with motor impairments, but on the other hand not really accessible for the people with visual impairments (no relief-line to follow on the pavement/floor), for example.

The Slovenian Chamber of Commerce also stated that stops and stations are in general “not accessible” for disabled people with except from some in Ljubljana.

## **2.2.4 Accessibility of vehicles**

### Strategy regarding the improvement of the accessibility of the public transport vehicles

According to NSIOS, the strategy towards accessible public transport fleet is - in general - stated in the national Action program for people with disabilities (2007-2013); the plan is general and the measures have no detailed timetable (when, where etc).

According to the Slovenian Chamber of Commerce, the operators of regional busses have no plan to improve the accessibility of vehicles. There are some plans to improve accessibility on city busses.

### Actual state of the accessibility of the public transport vehicles in Slovenia

There are some vehicles (some city buses and some local trains) accessible for people with motor impairments; the accessibility of vehicles in general is poor.

According to NSIOS, people with motor impairments are in general not satisfied with boarding possibilities; because solutions are only on some stops/lines (it is possible to board on in Ljubljana for example, but boarding off is a problem). In the Ljubljana fleet there are 10% of low-floor city buses. There are some (new) local trains, where boarding is possible for motor impaired people, but in long-distance trains it is in general not possible. On city buses, operators have changed the on-bus information; so the partly blind people can better recognise the line number (which is now bigger and lighter). For visual impaired people there are announcements and for hearing impaired people there are displays on main stations of the long-distance train.

In the city buses (those designed for barrier free use i.e. 25%) there are two “spaces” designated for wheelchair users. There are no tactile guidance system, high-contrast design etc.. In regional buses there is no space reserved for wheelchairs and the level of satisfaction of disabled people regarding boarding/alighting is not satisfied at all. Regional buses are in general not designed barrier-free.

According to the Slovenian Chamber of Commerce there are low-floor city buses, but the share of it differs a lot. The stops are mostly not designed for the barrier free boarding. High-contrast design etc. is not known/ used. At 25% of the stops of city buses they operate barrier-free boarding for people with motor impairments (25% in Ljubljana, 6 of 44 in Maribor, 1 in Murska Sobota). For people with visual, hearing or cognitive/learning

impairments barrier-free boarding is not offered. About 25% of city buses do have barrier-free interior design for motor impaired people but not for people with visual, hearing or cognitive/learning impairments.

## 2.2.5 Safety, Reliability and Service

### Safety aspects

The interview-partner of NSIOS doesn't think that riding by public transport is dangerous for disabled people. There is no special safety equipment in buses and trains in Ljubljana and Maribor (with some exceptions, the new bus in Murska Sobota, for example, has safety belts for wheelchairs). There are no safety belts in buses (except in the first row) and on the trains. There are emergency buttons only on the city buses. There is no equipment for communication with driver/service on buses and trains. In emergencies there is an acoustic announcement and there are displays in Ljubljana in city buses. In regional buses, on bus stops and in train stations in rural areas there is no accessible information about emergencies. In local and long-distance trains and on train stations in urban areas there are acoustic announcements possible. In case of an emergency there are no special plans for evacuating people with disabilities. Only in train stations in urban areas there are displays and acoustic announcements in Ljubljana.

According to the Slovenian Chamber of Commerce only 1 of 75 city buses and none of the regional buses have some safety equipment. There is no information available in emergencies in regional buses and on bus stations and there are also no evacuation plans.

### Reliability and Punctuality

According to the Slovenian Chamber of Commerce the reliability of technical equipment and/or staff guaranteeing the accessibility of vehicles and stops/stations is low in buses, long-distance trains and train stations in rural areas. In local trains the reliability is moderate (there are new trains), and at train stations in urban areas it is high. The main railway station (ie. Ljubljana) is equipped with lifts, which are good designed.

The interview-partner of the Slovenian Chamber of Commerce stated that punctuality of public transport in (in general) not a problem in Slovenia. 10% or less of the buses and trams arrive with a delay of less than 5 minutes.

According to the Slovenian Chamber of Commerce the reliability of the accessibility of regional buses is moderate to good. The bus system (city and regional) is very punctual. Departures are in more as 90% punctual; arrivals are very often before scheduled time. 5% of the buses arrive with a delay of less than 5 minutes. At regional buses 80% of the arrivals are at time or before time.

### Customer Service

According to NSIOS, there are no special designed services for people with motor impairments, so luggage storages are limited accessible. There are also no desks specially designed to be accessible for people with motor or visual impairments in Slovenia (no relief leading lines, also no Braille-coded information). Public transport operators do not offer assistance at bus or train stations.

The Slovenian Chamber of Commerce stated that there are printed timetables on bus stations and on the 50% of bus-stops in rural areas so that accessible information is available for people with hearing impairments. Public transport operators are not involved in the assistance system, but there are passenger terminal operators (with concession, for example) who offer assistance.

### Staff Training

According to NSIOS, the staff has - in general - no knowledge of the needs of disable people but they learn during their work. Nevertheless, there is in general willingness to help (to learn). There are no special training schemes for Transport Operators' staff (or it is not known if there are - perhaps some providers have internal training).

The interview-partners of the Ministry of Transport and the Slovenian Chamber of Commerce also do not know about special training.

### **2.3 Alternatives to public transport**

There is quite a “good working” system for insuring mobility for disabled people. There are special small buses with special routes, collecting the disabled people going to school or to companies employing disabled people.