



Australian Government

Department of Infrastructure, Transport,  
Regional Development, Communications, Sport and the Arts

# **Exposure Draft Overview Paper - Disability Standards for Accessible Public Transport Amendment 2025**

October 2025

# Contents

<b>Contents</b>	<b>2</b>
<b>Introduction</b>	<b>3</b>
<b>Summary of amendments to the Transport Standards</b>	<b>4</b>
<b>Application and transitional provisions</b>	<b>20</b>
<b>Next steps</b>	<b>23</b>

# Introduction

The Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts (the department, we, us, our) has released an exposure draft of the Disability Standards for Accessible Public Transport Amendments 2025 (the amendments). These amendments give effect to the reforms to the Transport Standards that were announced by the Australian Government on 20 March 2024.

The department worked closely with the disability community, industry and all levels of government to identify issues, develop policy options and help inform the final reform package. More than 500 participants took part in a range of consultation events and activities during the reform process, including surveys, webinars, focus groups and written submissions. This consultation helped to shape and inform the agreed amendments. Thank you to everyone who participated during the consultation process.

The exposure draft sets out the agreed amendments, which aim to modernise the Transport Standards and improve accessibility across the whole public transport journey. We are seeking your feedback on:

- The clarity of the proposed amendments, to ensure they are easy to understand and reflect the intent of the agreed reforms.
- The effectiveness of the transitional arrangements for operators and providers, particularly in scenarios where processes are underway to procure, construct or significantly upgrade assets.
- Any other relevant view or information.

The department acknowledges legislation can be difficult to read and understand. This paper aims to summarise the proposed amendments outlined in the exposure draft to make them easier to understand. The exposure draft is available at [www.infrastructure.gov.au/transport-standards-reform](http://www.infrastructure.gov.au/transport-standards-reform).

The Transport Standards **Error! Reference source not found.** (Guidelines) have also been updated to reflect the proposed amendments to the Transport Standards and remove outdated content. The changes will give better effect to the intent of the Guidelines as a document to support the interpretation of the Transport Standards. The draft updated Guidelines are available at [www.infrastructure.gov.au/transport-standards-reform](http://www.infrastructure.gov.au/transport-standards-reform).

## How to contribute

You can give feedback on the exposure draft of the amended Transport Standards and Guidelines until **20 November 2025**. For more information visit [www.infrastructure.gov.au/transport-standards-reforms](http://www.infrastructure.gov.au/transport-standards-reforms).

To share your feedback:

- Make a submission below by clicking the 'Have Your Say' button
- Email us and share your feedback in writing, via video or by sending an audio recording to [DisabilityTransport@infrastructure.gov.au](mailto:DisabilityTransport@infrastructure.gov.au)
- Call [1800 621 372](tel:1800621372)

The department may use your feedback responses and personal information in connection to the drafting of the Disability Standards for Accessible Public Transport Amendment 2025. The department will not otherwise use or disclose your personal information except as authorised by law.

There is no legal obligation to provide your name and personal details with your feedback.

The department will store your personal information securely and the department's [privacy policy](#) contains information regarding complaint handling processes and how to access and/or seek correction of personal information held by the Department. For more information see [Privacy | Department of Infrastructure, Transport, Regional Development, Communications and the Arts](#)

# Summary of amendments to the Transport Standards

The amendments aim to improve public transport accessibility and remove discrimination against people with disability by giving effect to the agreed reforms. Further information about the reform package is available at [www.infrastructure.gov.au/departments/media/publications/reform-disability-standards-accessible-public-transport-2002-summary-decision](http://www.infrastructure.gov.au/departments/media/publications/reform-disability-standards-accessible-public-transport-2002-summary-decision).

There are also a range of amendments to simplify drafting to bring it in line with modern drafting practices, including changes to the way application tables are presented.

The structure of this paper follows the structure of the Transport Standards, which is separated into 35 parts each covering different aspects of public transport services or assets. The paper provides an explanation of the substantial amendments to be made to the Transport Standards, along with what the amendments mean for people with disability and operators and providers of public transport services, including when operators and providers will be required to comply with the new requirements. Further information about compliance with the new requirements is outlined in the Application and transitional arrangements section on page 25.

## Questions to consider:

- Are the amendments addressed in each of the parts outlined below clear and easy to understand? Do the amendments deliver on the intent of the agreed reforms?
- Do the updated Transport Standards Guidelines assist in interpreting the updated Transport Standards? Is any additional guidance required?

## Amendments to Part 1 (Preliminary)

Part 1 outlines the purpose of the Transport Standards, who the Transport Standards apply to, and provides definitions for important terms that are used in the Transport Standards.

The amendments to Part 1 update or introduce important terms that help interpret the intent and purpose of the reforms.

## New and updated definitions

The term *'airport that does not accept regular public transport services'* will be removed from the Transport Standards. The definition for this term relied on the *Civil Aviation Regulations 1988* which has been repealed. Amendments to the definition of *'Infrastructure'* (section 1.18) and *'Conveyance'* (section 1.12) will still give effect to the intent of this definition which is to exclude airports that do not accept regular public transport services from the application of the Transport Standards.

Section 1.8 will also be amended to update the list of Australian Standards, Australia/New Zealand Standards, Australian Design Rules and other industry standards that will be referenced within the Transport Standards when the amendments come into effect. Referenced industry standards were previously listed in section 1.6.

New terms that help to interpret the intent and purpose of the reforms will also be added to section 1.8. New terms are outlined below:

### Accessible:

- a) in relation to a light rail car—means a light rail car that is marked as being accessible; or
- b) in relation to a taxi—means a taxi that is marked as being accessible; or
- c) in relation to a tram car—means a tram car that is marked as being accessible; or
- d) in relation to a rail car—means a rail car that is marked as being accessible

**Boarding device:** A device designed to facilitate access to and from a conveyance, and includes hoists, removeable gangways, boarding ramps and scissor lifts, but does not include aerobridges.

**Fixed gangway:** A structure that provides pedestrian access between a fixed jetty or shore and a floating structure.

**Passenger loading zone:** An area with one or more spaces for vehicles to stop at in order to pick up or drop off passengers.

**Priority seat:** A seat identified as available for a person with a disability if the person requires a seat.

**Removeable gangway:** A deployable ramp that bridges the gap between a pontoon boarding point and ferry deck.

**Rules of Unified English Braille:** *The Rules of Unified English Braille Third Edition 2024*, as in force or existing at the time when this section commences.

## Amendments to Part 2 (Access paths)

Part 2 of the Transport Standards includes requirements relating to access paths to ensure continuous access to and within public transport infrastructure, premises and conveyances.

The amendments to Part 2 will clarify the requirements for access paths to ensure safe and accessible access to all spaces and facilities and better align the Transport Standards with the Disability (Access to Premises — Buildings) Standards 2010 (Premises Standards).

Amendments to Part 2 are outlined below.

**Unhindered passage (section 2.1):** Section 2.1 will be amended to ensure fixed gangways are deemed an 'access path'. Together with the new definition for fixed gangways (section 1.8) and new gradient requirements (section 6.5), this amendment will help ensure fixed gangways are as safe and accessible as other access paths listed in section 2.1.

**Continuous accessibility (section 2.2):** Section 2.2 will be amended to replace an outdated Australian Standard reference with requirements that better align with the requirements of the Premises Standards. The new requirements will ensure that suitably located access paths are provided to connect interior facilities within public transport premises and infrastructure, as well as connecting public transport premises and infrastructure with exterior spaces or facilities associated with the public transport precinct, such as accessible car parking spaces.

**Minimum obstructed width (section 2.4):** Section 2.4 will be amended to remove an unnecessary Australian Standard reference and better align terminology with that used in the Premises Standards.

**Poles and obstacles, etc. (section 2.5):** Section 2.5 will be amended to include testing requirements for luminance contrast and clarify that structures are to be tested against adjacent and fixed backgrounds within 2 metres of the structure. This will better align the application and means of testing with the Premises Standards.

**Access paths — conveyances (section 2.6):** Section 2.6 will be amended to clarify an access path is a three-dimensional space and set requirements for an unobstructed vertical clearance of at least 1500mm. Only devices to signal the need for a boarding device and certain safety features will be permitted to project into this space.

**Minimum width between front wheel arches of bus (section 2.7):** Section 2.7 will be amended to clarify what is meant by "front wheel arches of the bus" to address misinterpretation by some manufacturers which could restrict access for mobility aid users.

## Amendments to Part 3 (Manoeuvring areas)

Part 3 includes requirements to ensure people who use mobility aids can safely move to their seat or allocated space when onboard a public transport conveyance.

The amendments to Part 3 will replace outdated Australian Standards references and improve manoeuvring areas within the space constraints in conveyances by setting requirements for unobstructed vertical dimensions and requiring manoeuvring areas to be located as close as possible to access paths and allocated spaces.

Amendments to Part 3 are outlined below.

**Circulation space for wheelchairs to turn in (section 3.1):** Section 3.1 will be amended to update an outdated Australian Standard reference to better align with the Premises Standards. The amendment introduces specifications for 90-degree turns. 180-degree turns will remain unchanged.

**Obstructions in manoeuvring area—conveyances (section 3.2):** The existing requirements of section 3.2 will be moved to section 9.12 of the Transport Standards. The requirements are more appropriately located in Part 9 (Allocated Spaces) because they relate to mobility aid users being able to position themselves within an allocated space in a conveyance.

Section 3.2 will include new requirements to clarify that a manoeuvring area is a three-dimensional space and set requirements for an unobstructed vertical clearance of at least 1500mm. Only devices to signal the need for a boarding device and certain safety features will be permitted to project into this space.

**Co-location of manoeuvring areas with access paths and allocated spaces—conveyances (section 3.4):** The amendments to Part 3 will introduce a new section 3.4 with a requirement to co-locate access paths, manoeuvring areas and allocated spaces.

The new requirement will apply to buses (except dedicated school buses), ferries, accessible rail cars, accessible tram cars and accessible light rail cars.

## Amendments to Part 4 (Passing areas)

Part 4 includes requirements to ensure suitable passing areas for people using mobility aids.

The amendments to Part 4 will replace references to outdated Australian Standards and remove unnecessary references to the Guidelines.

Amendments to Part 4 are outlined below.

**Minimum width (section 4.1):** Section 4.1 will be amended to update an outdated Australian Standard reference. This will not result in changes to minimum width requirements for passing areas.

**Passing areas – conveyances (section 4.3):** Section 4.3 will be amended to remove a reference to the Guidelines. It is unsuitable to reference the Guidelines in this section. The intent of the Guidelines is not to provide additional requirements, but to provide guidance on interpreting the Transport Standards.

## Amendments to Part 5 (Resting points)

Part 5 provides requirements for the when resting points must be provided along an access path and that resting point must provide seats.

The amendments to Part 5 will introduce new requirements to provide a flat and stable space beside resting point seats that is suitable for a wheelchair or mobility aid.

Amendments to Part 5 are outlined below.

**When resting points must be provided (section 5.1):** Section 5.1 will be amended to introduce new requirements to provide a flat and stable space beside resting point seats. This will ensure accessible resting points are provided for mobility aid users.

## Amendments to Part 6 (Ramps)

Part 6 includes design requirements for ramps.

The amendments to Part 6 will remove duplication and move some requirements relating to boarding ramps to be more appropriately located in Part 8 (Boarding). Amendments to Part 6 will also improve the safety of fixed gangways connected to pontoon wharves.

Amendments to Part 6 are outlined below.

**Boarding ramps (section 6.2):** The requirements in section 6.2 will be moved to be more appropriately located in section 8.6A of the Transport Standards, which includes requirements for other types of boarding devices.

**Minimum allowable width (section 6.3):** The minimum width requirement provided in section 6.3 will be removed to avoid duplication with subsection 8.5(1).

**Slope of external boarding ramps (section 6.4):** The requirements of section 6.4 will be moved to be more appropriately located in section 8.6B which includes requirements for other types of boarding devices.

**Slope of fixed gangways connected to pontoon wharves (section 6.5):** Section 6.5 will be amended to clarify the current requirements and provide distinct specifications for fixed gangways. Together with related reforms to provide a definition of a 'fixed gangway' (section 1.8) and deeming fixed gangways as an access path (section 2.1), this will help ensure fixed gangways are safe and accessible.

## Amendments to Part 7 (Waiting areas)

Part 7 provides requirements for the minimum number of priority seats and allocated spaces to be provided in a waiting area.

Amendments to Part 7 will improve clarity and increase the number of allocated spaces and priority seats in waiting areas.

Amendments to Part 7 are outlined below.

**Minimum number of priority seats and allocated spaces (section 7.1):** Sections 7.1 and 7.2 will be amended to co-locate priority seating and allocated space requirements and introduce a new ratio approach to determine the minimum number of priority seats and allocated spaces. This will maximise the accessibility of premises and infrastructure by rounding the number of accessible units upwards.

The amendments also clarify that where a bench is provided, the entire bench should be designated as a priority seat.

## Amendments to Part 8 (Boarding)

Part 8 provides requirements to improve the accessibility of the boarding experience. This includes requirements for hail-and-ride services, boarding devices and flat and stable boarding points.

Amendments to Part 8 intend to improve the clarity of drafting and increase flexibility and accessibility of boarding for public transport users by introducing new design requirements for removeable gangways, new requirements for the identification of lead stops at bus stations, zones and interchanges, and new requirements for passenger loading zones.

Amendments to Part 8 are outlined below.

**Boarding points and kerbs (section 8.1):** Amendments to section 8.1 will provide specific requirements for the gradient of bus, tram and light rail boarding points to ensure they are safe and accessible when boarding devices are deployed. Where independent boarding is not provided, this section also requires operators and providers to provide a nominated point from which a person with disability can request assistance from staff.

**Identification of accessible conveyances (section 8.1A):** Amendments to Part 8 will introduce a new section 8.1A with requirements for carriages on conveyances to be marked as accessible if they meet certain accessibility requirements. This will provide for consistent identification and equip people with disability with certainty and the information necessary to make informed travel decisions. These requirements will apply to buses, light rail and trains.

**Hail-and-ride services (section 8.4):** The amendments to section 8.4 aim to more accurately reflect the nature of hail-and-ride services, which are operated by a conveyance that follows a set route, but may stop for

passengers at any safe point on the route. The amendments will provide additional flexibility to users, as well as operators and providers, and better reflect the nature of hail-and-ride services by removing the need for 'nominated' accessible boarding points to allow boarding from any safe point.

**Width and surface of boarding devices (section 8.5):** The amendments to section 8.5 will clarify slip resistance requirements for boarding devices. This will improve the safety and accessibility of boarding devices.

**Boarding ramps (section 8.6A):** Amendments to Part 8 will relocate the requirements currently provided at section 6.4 of the Transport Standards to this new section 8.6A. This will ensure requirements for all types of boarding devices are co-located in Part 8 of the Transport Standards.

Amendments to this section will also introduce new requirements for boarding ramps that are not fixed to conveyances to have edge barriers, regardless of vertical rise. This will improve the safety of boarding ramps for people who use mobility aids.

**Slope of external boarding ramps (section 8.6B):** Amendments to Part 8 will relocate requirements for the slope of external boarding ramps, currently provided at section 6.4 of the Transport Standards to this new section 8.6B. This will ensure requirements for all types of boarding devices are co-located in Part 8 of the Transport Standards. Minor amendments will also be made to this section to reflect modern drafting practices.

**New design requirements for removable gangways (sections 8.6C to 8.6H):** Amendments to Part 8 will introduce new requirements for the design of removable gangways. These requirements replicate existing industry standards from the National Standard for Commercial Vessels (NSCV) Part C1 (Design and construction – Arrangement, accommodation and personal safety). These requirements are proposed to be removed as part of a review of the NSCV. Moving the requirements to the Transport Standards will ensure removable gangways continue to be as safe and accessible as other boarding devices. The new sections will apply to ferries and include requirements for:

Length and security of removeable gangways (section 8.6C) – to ensure removeable gangways have an effective means to be secured and sufficient length to be able to maintain two points of contact on moving pontoons and ferry decks to accommodate vertical and lateral movements when a ferry is berthed;

Handrails on removable gangways (section 8.6D) – to ensure a clear width between continuous handrails with design requirements, including luminance contrast requirements, to ensure guidance and support for people with disability when boarding ferries;

Side barriers and edge barriers on removeable gangways (section 8.6E) – to ensure the provision of side and edge barriers on removable gangways which are important safety features for mobility aid users.

Gradient of removeable gangways (section 8.6F) – to provide that direct assistance must be provided if the walking surface exceeds a gradient of 1:8. This recognises the cyclical alteration of removable gangways due to tidal variations and vertical movements when a ferry is berthed.

Surfaces of removeable gangways (section 8.6G) – to provide that removeable gangways must have minimal gaps, and surfaces that comply with relevant Australian Standards to prevent slips and trips. Removeable gangways must also have a luminance contrast strip between 50-75mm on the leading edge of the gangway, to allow people with vision impairment to identify the removable gangway.

Strength requirement and testing of removeable gangways (section 8.6H) – to ensure that removeable gangways must be able to withstand certain weight limits. The limits are designed to be appropriate to allow a person in a mobility aid and carer to safely board a ferry.

**Requesting use of boarding device to alight (section 8.7):** The amendments to section 8.7 will replace an outdated Australian Standard reference and improve the accessibility of signalling devices. This will improve the accessibility of signalling devices to request the use of a boarding device to alight from conveyances, particularly for those with hearing impairment and limited hand function.

**Requesting use of boarding device to board (section 8.8):** There is considerable overlap between sections 8.7 and 8.8 which makes the application of the requirements to public transport assets unclear. To resolve this



uncertainty, section 8.8 will be amended to outline the requirements for boarding a conveyance from premises and infrastructure. The amendments to section 8.8 will also replace an outdated Australian Standard. The requirements for alighting from conveyances are outlined in section 8.7.

**Identification of lead stops (section 8.9):** The amendments to Part 8 will introduce a new section 8.9 to improve the accessibility of lead stops by providing new requirements for lead stop identification at bus stations in premises, and bus zones and interchanges as part of public transport infrastructure.

A lead stop is a bus stop which is designed to have a single platform boarding point for passengers where buses queue behind each other. This is in contrast to a bus stop which is designed for a particular set of pre-designated services, and which has designated stopping areas for each of those different services. The new requirements will apply to premises and infrastructure.

**Passenger loading zones within premises and infrastructure (section 8.10):** The amendments to Part 8 will introduce a new section 8.10 with requirements for accessible vehicle spaces in passenger loading zones, including the use of tactile ground surface indicators. This will enable passengers to safely arrive, depart, unload, load and move throughout a public transport facility or precinct. The new requirements will apply to premises and infrastructure.

**On-street passenger loading zones and taxi ranks (sections 8.11 and 8.12):** Amendments to Part 8 will introduce new requirements for accessible on-street passenger loading zones and taxi ranks. This will enable passengers to safely arrive, depart, unload, load and move from the street to nearby public transport precincts. These new requirements will apply to infrastructure. These new provisions include requirements for:

Passenger loading zones on public streets (section 8.11) – to provide new requirements for passenger loading zones on public streets, including the minimum number of accessible spaces to be provided, accessible space design and the use of tactile ground surface indicators.

Taxi ranks on public streets (section 8.12) – to provide new requirements for taxi ranks on public streets, including connections to access paths, the minimum number of accessible spaces to be provided, accessible space design and the use of tactile ground surface indicators.

**Public parking areas within premises and infrastructure (sections 8.13):** Amendments to Part 8 will introduce a new section 8.13 outlining requirements for the design, number and location of accessible parking spaces. These new requirements will apply to premises and infrastructure

## Amendments to Part 9 (Allocated space)

Part 9 provides requirements to ensure the accessibility and safety of allocated spaces for people who use mobility aids, including dimension, signage and location requirements.

Amendments to Part 9 will improve signage requirements and the accessibility of allocated spaces, particularly for people who use larger mobility aids and wheelchairs, by setting requirements for unobstructed vertical dimensions and ensuring access isn't compromised by consolidating allocated spaces.

Amendments to Part 9 are outlined 9 below.

**Unobstructed vertical dimension of an allocated space (section 9.1A):** The amendments to Part 9 will introduce a new section 9.1A to set requirements for an unobstructed vertical clearance of at least 1500mm from the allocated space floor for conveyances. Only devices to signal the need for a boarding device and certain safety features will be permitted to project into this space. This will ensure allocated spaces are as clear and functional as practicable. The requirements will apply to conveyances, except dedicated school buses, small aircraft and taxis.

**Information must be provided – priority access of allocated spaces (Section 9.1B):** The amendments to Part 9 will introduce a new section 9.1B with requirements for allocated spaces to be identified by signage. The requirements in section 31.2 regarding information about vacating allocated spaces for people with disability will also be moved to this section. This will clarify that people using mobility aids have priority access to

allocated spaces. These requirements will apply to buses (except dedicated school buses), ferries, trains, trams and light rail.

**Minimum head room for accessible taxis (section 9.3):** The title of section 9.3 will be amended to more appropriately reflect the requirements and application of this section. This amendment will have no material impact.

**Number of allocated spaces to be provided – rail, tram and light rail cars (section 9.6):** The title of section 9.6 will be amended to more appropriately reflect the requirements and application of this section. This amendment will have no material impact.

**Consolidation of allocated spaces (section 9.7):** The amendments to section 9.7 will clarify that if allocated spaces are consolidated, the access path leading to each space, and the associated manoeuvring area for each space, must not be compromised. This will ensure operators and providers do not compromise access for people in larger mobility aids.

**Use of allocated space for other purposes (section 9.9):** The amendments to section 9.9 will insert a note to clarify that the use of allocated spaces for other purposes could include the use of fold down seats. The intent of the amendment is to clarify that folded seats are permitted in allocated spaces, provided that when not in use and folded up, they do not intrude into the vertical clearance and reduce the width of allocated spaces.

**International symbol of accessibility to be displayed (section 9.10):** Subsection 9.10(2) provides that the colours prescribed in an outdated Australian Standards are not mandatory. The amendments to section 9.10 will remove this outdated reference. This will not result in changes to the requirements, as this exception for the prescribed colours will be retained in section 16.1 which outlines the design requirements for the international symbols for accessibility and deafness.

**Access for persons in wheelchairs etc. (section 9.12):** The current requirements of section 3.2 relate to mobility aid users being able to position themselves within an allocated space in a conveyance. Part 9 will be amended to move the current requirements in section 3.2 to be more appropriately located in this new section 9.12. This will have no material impact.

## Amendments to Part 10 (Surfaces)

Part 10 provides requirements for ground and floor surfaces to comply with certain Australian Standards.

Amendments to Part 10 will replace outdated Australian Standard references and provide new requirements for luminance contrast and the selection of slip resistant surfaces.

Amendments to Part 10 are outlined below.

**Compliance with Australian Standards for conveyance surfaces (section 10.1):** Section 10.1 will be amended to apply only to conveyances, with requirements for premises and infrastructure to be moved to section 10.2. The amendments to section 10.1 will also replace outdated Australian Standard references in subsection 10.1(1) to provide more detail on abutment and levels. The criteria for the selection of suitable surfaces for wet and dry locations currently outlined in subsection 10.1(2) will be updated through amendments which introduce new sections 10.2 and 10.3.

**Slip resistance for premises and infrastructure (section 10.2):** The amendments to Part 10 will move requirements for the selection of slip resistance surfaces for premises and infrastructure from subsection 10.1(2) to this new section 10.2 and replace an outdated Australian Standard reference. These new requirements will apply to premises and infrastructure.

**Slip resistance for buses and coaches (section 10.3):** The amendments to Part 10 will introduce a new section 10.3 which will provide updated guidance for the selection of slip resistant floor surfaces for buses (except dedicated school buses) and coaches. These amendments will not introduce any material change for industry manufacturing and operating these conveyances.

**Luminance contrasting floor and wall surfaces in premises and infrastructure (section 10.4):**  
The amendments to Part 10 will introduce a new section 10.4 with luminance contrast requirements for floor and wall surfaces in premises (except premises to which the Premises Standards apply) and infrastructure.

This will improve wayfinding and safety for people with low vision, and will align the Transport Standards with the Premises Standards. These new requirements will apply to premises and infrastructure.

## Amendments to Part 11 (Handrails and grabrails)

Part 11 provides requirements for the location and design of handrails and grabrails.

Amendments to Part 11 will improve the provision of handrails and grab rails to improve safety and accessibility across the public transport journey.

Amendments to Part 11 are outlined below.

**General requirements—premises and infrastructure (section 11.1):** Amendments to section 11.1 will replace an outdated Australian Standard reference. Luminance contrast requirements and requirements for domed warning indicators for interruptions along handrails were not included in the updated Australian Standard. To ensure these important accessibility features are retained, these requirements have been incorporated in the amendments to this section.

**Handrails to be provided on access paths (section 11.2):** The amendments to section 11.2 will provide greater clarity by specifying where breaks in handrails may be permitted such as at lift doors, ramps and staircases, and by identifying overbridges and subways as key areas where passengers are likely to require handrails. This will improve the accessibility of access paths in premises and infrastructure for people with vision impairments who use handrails as a wayfinding tool, and people who use handrails as physical supports.

**Handrails on steps and stairs—conveyances (section 11.3):** Amendments to section 11.3 will introduce new requirements for the provision, geometric design and luminance contrast of handrails. This will improve the safety and accessibility of steps and stairs on conveyances. These requirements will apply to conveyances (excluding ferries, dedicated school buses and small aircraft).

**Handrails above access paths (section 11.4):** The amendment to section 11.4 will replace an outdated Australian Standard reference. This amendment will have no impact on material outcome.

**Handrails on stairs—ferries (section 11.4A):** Amendments to Part 11 will introduce a new section 11.4A. This section will provide requirements for handrail design in ferries to compliment the requirements provided in the National Standard for Commercial Vessels to ensure people with disability can safely traverse steps and stairs on ferries.

**Grabrails must comply with applicable Australian Standard (section 11.5):** The amendments to section 11.5 will replace an outdated Australian Standard reference and amend the heading of the section to better reflect the requirements of the provision. This amendment will have no impact on material outcome.

**Grabrails to be provided in allocated spaces (section 11.7):** The amendments to section 11.7 will ensure grabrails are functional for people with disability, including those using mobility aids, by providing that they must not be placed too close to adjacent surfaces or obstructions. The amendments will also replace an outdated Australian Standard reference and introduce luminance contrast requirements for grabrails to ensure they are more identifiable to those with low vision.

**Grabrails on access paths (section 11.8):** Amendments to Part 11 will introduce a new section 11.8 with requirements to ensure grabrails are consistently provided along conveyance access paths and that they are functional for people with disability, including those using mobility aids, by providing that they must not be placed too close to adjacent surfaces or obstructions. The section also requires that grabrails meet luminance contrast requirements to ensure they are identifiable to those with low vision. These requirements will apply to buses, coaches, ferries, trains, trams and light rail.

## Amendments to Part 12 (Doorways and doors)

Part 12 provides requirements for automatic and power assisted doors and the dimensions of doorways.

Amendments to Part 12 will improve the accessibility of doorways for people using mobility aids and people with reduced arm and hand mobility by requiring unisex accessible toilet doors to be power-assisted and

including requirements which reduce the physical effort needed to open doors along a public transport journey. Requirements for luminance contrasting will also be introduced to ensure doorways are identifiable to those with low vision.

Amendments to Part 12 are outlined below.

**Doorways and doors must comply with applicable Australian Standards (section 12.2):** Amendments to section 12.2 will replace an outdated Australian Standard reference to better align the Transport Standards with the Premises Standards. The title of this section will also be amended to better reflect the requirements of the section. This will result in some increased door circulation dimensions.

**Weight activated doors and sensors (section 12.3):** Section 12.3 will be amended to refer to ‘assistance animal’ to align terminology in the Transport Standards with the *Disability Discrimination Act 1992*. This will have no impact on material outcome.

**Clear opening of doorways (section 12.4):** Amendments to section 12.4 will update an outdated Australian Standard reference. The amendments will also include design and luminance requirements for doorways on conveyances to ensure they are identifiable and prevent the risk of trips and head strikes.

**Automatic or power-assisted doors (section 12.6):** The amendments to section 12.6 will clarify automatic doors must not require passengers to apply constant pressure to operate them. This will improve the accessibility of automatic doors for people with reduced hand and arm mobility.

**Unisex accessible toilet doors must be power assisted (section 12.7):** Part 12 will be amended to introduce a new section 12.7 to provide that the door of a unisex accessible toilet must be power-assisted and not require a person to open or close that door by pushing or pulling that door. This will improve accessibility for people with reduced mobility and people who use mobility aids.

## Amendments to Part 13 (Lifts)

Part 13 provides requirements to ensure lifts are accessible for people with disability.

Amendments to Part 13 will replace outdated Australian Standards and introduce new requirements for accessible communication systems and signage when using lifts.

Amendments to Part 13 are outlined below.

**Compliance with Australian Standard — premises and infrastructure (section 13.1):** The amendments to section 13.1 replace an outdated Australian Standard reference to ensure the Transport Standards reflect technological advances and include design features which improve the accessibility of lifts.

**Braille and tactile information in lift landings (section 13.2):** The amendments to Part 13 will introduce a new section 13.2 which outlines requirements for braille and tactile wayfinding information to be provided at lift landings. This will improve the accessibility of lifts for people with vision impairments.

**Audible announcement in lift about location and directions (section 13.3):** The amendments to Part 13 will introduce a new section 13.3 which outlines requirements for lift cars to provide succinct audio information to orient a person when they leave the lift. This will improve the accessibility of lifts for people with vision, cognitive and hearing impairments.

**Emergency communication systems in lift (section 13.4):** The amendments to Part 13 will introduce a new section 13.4 which will provide requirements for emergency communication systems to be installed in lifts to ensure people with disability, particularly those who are deaf or non-verbal, and those with hearing or speech impairments, can communicate the need for assistance when in a lift car during an emergency. These requirements will apply to premises (except premises to which the Premises Standards apply) and infrastructure.

## Amendments to Part 14 (Stairs)

Part 14 provides design specifications to ensure the accessibility of steps and stairs, and requires stairs to not be the sole means of access.

Amendments to Part 14 will introduce requirements for escalators and inclined travellers and modality specific requirements for stairs.

Amendments to Part 14 are outlined below.

**Stairs, escalators etc. not to be sole means of access (section 14.1):** The amendments to section 14.1 will introduce requirements for escalators and inclined travellers not to be the sole means of access.

**Requirements for risers, treads and handrails on stairs (section 14.2):** The amendments to section 14.2 will replace outdated Australian Standard references and introduce additional dimension requirements for handrails, stair risers and stair treads to enhance safety for people with disability.

**Internal stairs on trains, trams and light rail (section 14.3):** Section 14.3 will be amended to provide stair requirements that accommodate the space and design constraints of trains, trams and light rail. Ferries will be removed from the application table for this section, with new modality specific requirements for ferries to be introduced in a new section 14.3A.

**Stairs on ferries (section 14.3A):** The amendments to Part 14 will introduce new modality specific requirements for stairs on ferries in a new section 14.3A. These requirements better accommodate the space, design and operational constraints of ferries.

**Specific requirements—buses (section 14.4):** The amendments to section 14.4 will provide for additional accessibility requirements not covered by Australian Design Rule 58, including requirements for step edges and tread nosings, handrails on passenger doors and a requirement that stairs must not intrude into access paths.

**Specifications for escalators in premises and infrastructure (section 14.5):** Amendments to Part 14 will introduce a new section 14.5 with minimum width requirements for escalators and inclined travellers. This will provide certainty for operators and providers regarding what a safe, accessible minimum width should be for escalators and inclined travellers. These requirements will apply to premises (except premises to which the Premises Standards apply) and infrastructure.

## Amendments to Part 15 (Toilets)

Part 15 provides accessibility requirements for toilet facilities, including the location and provision of accessible toilets and design requirements.

Amendments to Part 15 will better align the Transport Standards with the Premises Standards and improve the accessibility of toilets in premises, infrastructure and conveyances for people with disability.

Amendments to Part 15 are outlined below.

**Unisex accessible toilet – premises and infrastructure (section 15.1):** The amendments to section 15.1 will replace an outdated Australian Standard reference. This will better align the Transport Standards with the Premises Standards and improve the accessibility of toilet facilities.

**Unisex accessible toilet — ferries and accessible rail cars (section 15.3):** The amendments to section 15.3 will introduce requirements for there be equal or near equal numbers of left- and right-hand accessible toilets wherever an accessible rail car or ferry has two or more unisex accessible toilet. These amendments will ensure people can choose an accessible toilet best suited to their needs.

**Requirements for accessible toilets – ferries and accessible rail cars (section 15.4):** The amendments to section 15.4 will replace outdated Australian Standard references. This will result in minor changes to washbasin location which is likely to align with current practice in all new onboard toilets.



## Amendments to Part 16 (Symbols)

Part 16 provides requirements for the design and location of the International symbol for accessibility and deafness and other graphical symbols for public information.

Amendments to Part 16 will improve drafting and align the Transport Standards with current Australian Standards and ISO Standards.

Amendments to Part 16 are outlined below.

**International symbol for accessibility and deafness (section 16.1):** Section 16.1 will be amended to replace outdated Australian Standard references. The amendments will also provide for size requirements for the symbols where the symbols form part of a fixed sign.

**Graphical symbols for public information from ISO 7001 must be used (section 16.2):** Section 16.2 will be amended to replace the withdrawn reference with ISO 7001 (2007) which specifies graphical symbols for the purposes of public information. The title of this section will also be amended to better reflect the requirements of the amended section.

## Amendments to Part 17 (Signs)

Part 17 provides requirements for the provision, location and design of various types of public transport signage, including requirements for braille and tactile lettering on signs, letter height and electronic notices.

Amendments to Part 17 will improve clarity and the visibility of signage and ensure the Transport Standards reflect the shift to digital information systems.

Amendments to Part 17 are outlined below.

**Height, illumination and legibility (section 17.1):** Section 17.1 will be amended to provide greater clarity on font type and luminance contrast for static, non-braille and non-tactile signs.

**Location of signs (section 17.2):** The amendments to section 17.2 will combine sections 17.2 and 17.3 and provide greater clarity to the requirements for signage location in relation to conveyances, premises and infrastructure. The intent is to simplify these sections and clarify that the requirements relate to signage not provided in braille and tactile format which are addressed through other sections.

**Signs in spaces with hearing augmentation systems (section 17.3):** The new requirements of section 17.3 introduce requirements for signage to be provided in spaces that contain a hearing augmentation system. Signs must identify the type of system in use, the area covered by the system and (if receivers are being used by the system) where receivers can be obtained. This will improve accessibility for people who rely on hearing augmentation systems to receive public transport information. These requirements will apply to conveyances, premises (except premises to which the Premises Standards apply) and infrastructure.

**Signs in sanitary facilities (section 17.3A):** Amendments to Part 17 will introduce a new section 17.3A with requirements for signs in accessible sanitary facilities. This includes a requirement to provide signage for unisex accessible sanitary facilities which identifies if the facility is suitable for left-handed or right-handed use and signage directing users to accessible sanitary facilities. These requirements will apply to buses, coaches, ferries, trains, trams, light rail, premises (except premises to which the Premises Standards apply) and infrastructure.

**Digital information display screens (section 17.5):** Section 17.5 will be amended to align the Transport Standards with modern technology to provide for accessible digital displays and fare ticketing systems. This will allow for independent access to fare payment systems and improve the accessibility of digital information for people with disability through improved requirements for display screens and the size of letters on screens.

**New design and location requirements for braille and tactile signs and labels (sections 17.6 to 17.6D):**

Amendments to Part 17 will introduce detailed new requirements for the design and placement of signs and labels containing braille and tactile elements. These requirements are consistent with the Premises Standards, and will reduce uncertainty for operators and providers and improve consistency for braille users. These

requirements will apply to conveyances, infrastructure and premises (except premises to which the Premises Standards apply).

The new provisions include requirements for:

Braille in signs and labels – design requirements (section 17.6) – section 17.6 will be amended to replace the general requirements for raised lettering or symbols or the use of braille on signs with detailed requirements regarding the type, design and placement of braille;

Tactile characters etc on signs and labels – design requirements (section 17.6A) – introduces detailed requirements for tactile signs and labels, including letter height, font, spacing and finish;

Braille and tactile signs and labels – general requirements (section 17.6B) – introduces general requirements for braille and tactile signs and labels, including requirements relating to background, finish and the luminance contrast of signs with braille and tactile elements.

Specific requirements for braille and tactile signs – location requirements (section 17.6C) – introduces requirements for the location of braille and tactile signs and labels, including requirements for the placement of signs, and locations where signs must be provided including exits, sanitary facilities, spaces with hearing augmentation systems and other rooms with accessible features or facilities.

Specific requirements for braille and tactile signs (section 17.6D) – introduces requirements for braille and tactile signs and labels, including requirements for the sign to have rounded edges and meet minimum luminance contrast requirements when viewed against the background on which it is mounted and other surfaces within 2 metres.

## Amendments to Part 18 (Tactile ground surface indicators)

Part 18 provides requirements for the location, design and instalment of tactile ground surface indicators (TGSIs).

Amendments to Part 18 will align the Transport Standards with the Premises Standards and improve the safety and effectiveness of TGSIs.

Amendments to Part 18 are outlined below.

**Location (section 18.1):** Section 18.1 will be amended to align the Transport Standards with the Premises Standards and provide requirements for the use and location of warning TGSIs. This will improve safety for people who use TGSIs to assist with wayfinding.

**Style and dimensions (section 18.2):** Section 18.2 will be amended to update and replace an outdated Australian Standard reference and provide style and dimension specifications for both warning and directional TGSIs. The amendments will also introduce requirements for luminance contrast tests for TGSIs. This will improve requirements for directional TGSIs to assist people who are blind or vision impaired to navigate through public transport precincts.

**Instalment at accessible bus boarding points (section 18.3):** The amendment to section 18.3 will result in TGSIs at accessible bus boarding points being required to meet the luminance requirements of section 18.2. This will enhance safety for people with vision impairments.

**Instalment at railway stations (section 18.4):** The amendments to section 18.4 will result in TGSIs at railway stations being required to meet the luminance requirements of section 18.2 and will replace an outdated Australian Standard reference. This will enhance safety for people with vision impairments.

**Instalment at wharves (section 18.5):** The amendments to section 18.5 will result in TGSIs at passenger wharves being required to meet the luminance requirements of section 18.2 and will replace an outdated Australian Standard reference. This will enhance safety for people with vision impairments.

## Amendments to Part 20 (Lighting)

Part 20 provides requirements for illumination levels in public transport premises, infrastructure and conveyances.

Amendments to Part 20 will introduce a performance-based standard for lighting in premises and infrastructure.

Amendments to Part 20 are outlined below.

**Illumination levels — premises and infrastructure (section 20.1):** Amendments to section 20.1 will introduce a performance-based standard for lighting. This will ensure public transport operators and providers deliver appropriate lighting solutions for the diverse and nuanced requirements of people with disability while also meeting the unique safety, contextual and operational requirements for public transport environments.

## Amendments to Part 21 (Door controls, switches and general purpose outlets)

Part 21 provides accessibility requirements for controls, including door controls and signal devices for conveyances that stop on request.

Amendments to Part 21 will update Australian Standards references and align the Transport Standards with the Premises Standards. This will improve the accessibility of controls.

Amendments to Part 21 are outlined below.

**Door control requirements for premises and infrastructure (section 21.1):** Amendments to section 21.1 will replace an outdated Australian Standard reference and add luminance contrast requirements to door handles.

**Passenger-operated devices for opening and closing doors (section 21.2):** Amendments to section 21.2 will replace an outdated Australian Standard reference. The amendments will result in better defined controls for power operated doors, rationalise manual door opening forces to conform to those that can be met by commercially available products. The amendments will also ensure that luminance contrast requirements from the outdated Australian Standard reference are retained.

**Location of passenger-operated controls for opening and locking doors (section 21.3):** Amendments to section 21.3 will replace an outdated Australian Standard reference which better specifies the location for manual controls to power-operated doors.

**Signal devices for conveyances that stop on request (section 21.4):** Amendments to section 21.4 will replace outdated Transport Standards references.

## Amendments to Part 24 (Access Gates)

Part 24 provides accessibility requirements, such as minimum width, for access gates and checkouts.

Amendments to this Part will remove an outdated Australian Standards reference and simplify requirements for the width of access gates. The heading of Part 24 will also be amended to better reflect the requirements of this Part.

Amendments to Part 24 are outlined below.

**Access gates (section 24.1):** The requirements of section 24.1 will be replaced with a requirement that where access gates form a barrier between paid and unpaid areas of a station or interchange, the gate must have a minimum width of 850mm. This will ensure access gates are wide enough for people using mobility aids to pass through.



## Amendments to Part 25 (Payment of fares)

Part 25 provides requirements to ensure people with disability can independently access fare systems and vending machines.

Amendments to Part 25 will reflect changes in technology and align the Transport Standards with the Premises Standards.

Amendments to Part 25 are outlined below.

**Requirements for an accessible fare system (section 25.2):** Section 25.2 will be amended to reflect developments in technology since the introduction of the Transport Standards. These amendments will provide requirements for accessible fare system elements to facilitate access to equity of fares and payment and validation options, as well as requirements for the location of fare system elements.

**Circulation space in front of vending machine (section 25.4):** Amendments to section 25.4 will replace an outdated Australian Standard reference. This amendment will have no impact on the material outcome.

## Amendments to Part 27 (Information)

Part 27 provides requirements to ensure people with disability can access public transport information, such as the size and format of print and the requirements for people with disability to have access to general transport information and information about location.

Amendments to Part 27 introduces a range of new requirements for the provision of information in print and braille formats, and for information to be provided to inform passengers about their location on a journey and about planned service disruptions. New requirements on the use of websites to communicate service information, including minimum requirements for website or mobile web system accessibility will also be introduced, along with a requirement to publish information about the accessibility features of public transport infrastructure, premises and conveyances.

Amendments to Part 27 are outlined below.

**Access to information about transport services (section 27.1):** Amendments to section 27.1 will clarify general information about public transport services cannot be provided solely in an online format. This will provide certainty for passengers who are unable to access online information.

**Direct assistance to be provided (section 27.2):** Amendments to section 27.2 will introduce requirements for infrequently requested formats to be provided in a timely manner or via direct assistance. These amendments will ensure people with disability can access the information they need to confidently use public transport.

**Size and format of printing on request (section 27.3):** Section 27.3 will be amended to provide requirements specifying font weight and text justification for large print documents that a passenger may request. This will improve the accessibility of information for people with impaired vision.

**Braille in embossed print format (section 27.5):** Part 27 will be amended to introduce a new section 27.5 which will provide clarity on the standard of braille required for use in the provision of public transport information in *printed* formats. These requirements will apply to information provided to the public regarding public transport services.

**Information about stops should be given during public transport journey (section 27.6):** Part 27 will be amended to introduce a new section 27.6 outlining requirements for services with more than one stop to provide passenger location during journey information using visual and audio displays. These requirements will apply to information provided onboard conveyances, excluding taxis and aircraft.

**Online information about public transport services must be accessible (section 27.7):** Part 27 will be amended to introduce a new section 27.7 outlining accessibility requirements for public transport service information on websites and mobile web systems. This recognises customer's increasing reliance on online and mobile information technology to access information about public transport, and will ensure people with

disability have equal access to this information. These requirements will apply to information provided to the public regarding public transport services.

**Information provided during disruptions (section 27.8):** Part 27 will be amended to introduce a new section 27.8 outlining requirements for information provided during planned disruptions to be in accessible formats and with a reasonable amount of notice. This will reduce miscommunication and improve safety for people with disability during a service disruption. These requirements will apply to information provided to the public regarding disruptions to public transport services.

**Communicating accessibility features of conveyances, premises and infrastructure (section 27.9):** Part 27 will be amended to introduce a new section 27.9 outlining requirements for the communication of accessibility features (such as ramps, lifts, TGSIs etc.) by operators and providers. This will provide greater certainty and make journey planning easier for people with disability. These requirements will apply to information provided to the public regarding public transport services.

**Information and communication technology must be accessible (section 27.10):** Part 27 will be amended to introduce a new section 27.10 outlining requirements for any information and communication technology (ICT) that an operator or provider intends for public use to be accessible to persons with disabilities. This ensures people with disability have equitable experiences to other passengers as ICT becomes more prevalent in a public transport context. These requirements will apply generally to ICT procurements where the resulting product or service is intended for public use by a public transport operator or provider.

## Amendments to Part 28 (Booked services)

Part 28 provides requirements for booked services, including advanced notice of a requirement for accessible travel, location of carers and assistance animals and accessible seat provision.

Amendments to Part 28 will reflect current terminology and booking practices.

Amendments to Part 28 are outlined below.

**Location of carers, assistants and assistance animals (section 28.3):** Section 28.3, including the section title, will be amended to include reference to '*assistance animal*' instead of '*service animal*'. This will align terminology in the Transport Standards with the *Disability Discrimination Act 1992* and will have no material impact.

**Accessible seats to be available for passengers with disabilities (section 28.4):** Amendments to section 28.4 will ensure contemporary booking practices are reflected in the Transport Standards. This will allow passengers with disability to select their preferred seat to accommodate their accessibility requirements.

## Amendments to Part 31 (Priority Seating)

Part 31 provides requirements for the provision, location and signage of priority seating.

Amendments to Part 31 will introduce a new method for determining the minimum number of priority seats in a conveyance, and introduce new requirements for signage, the location of priority seats and requirements to accommodate assistance animals. The heading of Part 31 will be amended from *Priority* to *Priority seating* to better reflect the requirements of this part.

Amendments to Part 31 are outlined below.

**Allocation of priority seating (section 31.1):** Amendments to section 31.1 will introduce a requirement for the number of priority seats provided in a conveyance to be determined using a ratio, rather than a minimum. This will provide a more sufficient proportion of priority seats in conveyances.

**Appearance and signage (section 31.2):** Amendments to section 31.2 will introduce requirements for luminance contrasting of priority seating upholstery, as well as appropriately designed and located signage to ensure that people with disability are able to safely locate and access priority seating. Requirements regarding information about vacating allocated spaces for people with disability will be moved to section 9.1B. The application table for this section has been amended to refer to rail cars instead of trains.

**Location of priority seats in conveyance (section 31.3):** Amendments to section 31 will introduce a new section 31.3 outlining requirements for priority seating to be clustered as close to entrance doors and accessible facilities as practicable, or to a consistently staffed location. This will improve accessibility and amenity for people with disability. These requirements will apply to buses, ferries, rail cars, trams, light rail.

**Accommodation of assistance animals (section 31.4):** Amendments to section 31 will introduce a new section 31.4 outlining requirements to ensure a space underneath priority seats that is sufficient to accommodate standard sized assistance animals is available on conveyances. These requirements will apply to buses, ferries, rail cars, trams, light rail.

## Introduction of Part 31A (Strategies and programs to prevent harassment or victimisation of persons with a disability)

There are currently no requirements for operators and providers to develop and implement strategies and programs to prevent the harassment or victimisation of people with a disability. A new Part 31A will introduce new requirements for operators and providers to implement strategies and programs to ensure staff are aware of their obligations and are trained on preventing and addressing harassment of people with disability in public transport settings.

Amendments to Part 31A are outlined below.

**Strategies and programs to prevent harassment or victimisation of persons with a disability (section 31A.1):** A new section 31A.1 will introduce requirements for operators and providers to develop and implement strategies, such as staff training, to prevent the harassment or victimisation of people with disability. This will improve the overall experience of travelling on public transport for people with disability, and equip staff to better assist and meet the needs of people with disability. These requirements will apply to all public transport operators and providers.

## Amendments to Part 32 (Adoption)

Part 32 provides requirements for the adoption of the Transport Standards.

Amendments to the Transport Standards will repeal Part 32. The adoption of the current requirements in the Transport Standards will be preserved in a new Part 35.

## Amendments to Part 33 (Compliance) and Schedule 1

Part 33 outlines requirements regarding compliance with the Transport Standards.

Section 33.1 and 33.2 include information about the compliance timeframes for the current requirements of the Transport Standards, including the timeframes for compliance outlined in Schedule 1 of the Transport Standards. Amendments to the Transport Standards will repeal section 33.1, section 33.2 and Schedule 1. The compliance timeframes for the current requirements of the Transport Standards will be preserved through a new Part 35.

The compliance timeframes for the current requirements of the Transport Standards will be retained. It is not the intention to amend, remove or alter the existing requirements for compliance prescribed in Schedule 1 of the Transport Standards. These reforms will not provide existing assets with any additional time to comply with the current requirements of the Transport Standards. If an operator is non-compliant with the current requirements at the time the amending instrument comes into effect, they will still be non-compliant with the existing requirements.

## Amendments to Part 33A (Exemptions from compliance)

Part 33A outlines the power of the Australian Human Rights Commission (AHRC) to grant exemptions to compliance with the Transport Standards, and that a person may apply to the Administrative Appeals Tribunal (AAT) for a review of the AHRC's decision.

Amendments will be made to Part 33A to reflect that the Australian Public Transport Jurisdictional Committee no longer operates under this title, and that the AAT has been replaced by the Administrative Review Tribunal. The Administrative Review Tribunal is a new federal administrative review body. It commenced on 14 October 2024, replacing the AAT. The AAT has ceased operations, with all current matters now transferred to the Administrative Review Tribunal.

Amendments to Part 33A are outlined below.

**Commission may grant exemptions (section 33A.1):** Amendments to section 33A.1 will remove reference to the Australian Public Transport Jurisdictional Committee. The committee that fulfils the function outlined in this section no longer operates under this name. The reference has been replaced with reference to a committee made of representatives from the Commonwealth, and State and Territory governments that deal with public transport policy. This amendment will ensure the Transport Standards remain current regardless of the name of the committee that fulfils the function under this section.

**Review of exemptions by Administrative Review Tribunal (section 33A.4):** Amendments to section 33A.4 replace the name of the Administrative Appeals Tribunal with the name of the new Administrative Review Tribunal.

**Publication of notice of decision (section 33A.5):** Amendments to this section will simplify the requirements for publication of decisions and reference the new *Administrative Review Tribunal Act 2024* instead of the *Administrative Appeals Tribunal Act 1975*.

## Application and transitional provisions

At the commencement of the amended Transport Standards, there will be new public transport assets (infrastructure, premises or conveyances) under construction and existing public transport assets undergoing substantial refurbishment. There will also be projects to procure new public transport assets, or projects to substantially upgrade existing assets, in the planning process.

Application and transitional provisions outlined in a new Part 35 have been carefully considered to ensure the commencement of the amended Transport Standards does not delay or increase the cost of these projects, whilst ensuring that the new requirements are implemented according to the agreed implementation approach for each reform area so the benefits of the reforms to people with disability can be realised as soon as possible.

The amended Transport Standards will not provide existing assets with any additional time to comply with the current requirements of the Transport Standards. The new Part 35 also preserves the timeframes for complying with the existing requirements of the Transport Standards.

### Questions to consider:

Are the transitional provisions outlined below clear and easy to understand? Do the provisions accurately reflect the intent, particularly in relation to scenarios where processes are underway to construct, procure or significantly upgrade assets?

Are the definitions suitable or are there changes that you would make as an operator or provider to better reflect your procurement or planning approval processes?

## Part 35—Application of Disability Standards for Accessible Public Transport Amendment 2025

### Section 35.1 – Definitions for this Part

A new section 35.1 will provide definitions for important terms used in Part 35. This will help interpret the intent and purpose of the requirements to ensure this Part is clear and easy to understand. This includes information about projects in planning or under construction at the commencement of the amended Transport Standards.

#### Projects in planning or procurement at commencement of the amended Transport Standards

##### *Where the project has not approached the market or received relevant approvals*

If a project has not reached the **approach to market** stage (in relation to the procurement of conveyances) or has not received a **relevant approval** (in relation to the construction or substantial refurbishment or alteration of premises or infrastructure), operators and providers will be required to implement all new requirements of the Transport Standards that apply to new and substantially refurbished assets and infrastructure.

##### *Where the project has approached the market or received relevant approvals*

If a project has reached the **approach to market** stage (in relation to the procurement of conveyances) or received a **relevant approval** (in relation to the construction or substantial refurbishment or alteration of premises or infrastructure), operators and providers will not be required to implement the new requirements that apply to new or substantially refurbished assets or infrastructure. Operators and providers will still be required to comply with the existing requirements of the Transport Standards. If the asset is substantially refurbished at a later date, then the new requirements would apply to the refurbishment.

#### Projects under construction at commencement of the amended Transport Standards

If a project is already under construction or approval to approach the market has been granted at commencement of the amended Transport Standards, operators or providers will not be required to implement the reforms that apply to new or substantially refurbished assets. Operators and providers will still be required to comply with the existing requirements of the Transport Standards. If the asset is substantially refurbished at a later date, then the new requirements would apply to the refurbishment.

New terms within section 35.1 that help to interpret the intent, for projects in planning or procurement, and projects under construction at commencement of the amended Transport Standards, are outlined below.

**Approach to market:** for a procurement means to seek written quotations invite tenders as part of a procurement.

**Existing conveyances:** Means:

- (a) conveyances (except existing trains and trams) that are in service immediately before the commencement day, and that are not substantially refurbished or altered on and after that day;
- (b) conveyances that:
  - (i) entered into service on and after the commencement day; but
  - (ii) the design of those conveyances had been submitted in response to an approach to market for a procurement that occurred before the commencement day.

**Existing premises and infrastructure:** Means:

- (a) premises or infrastructure in use immediately before the commencement day and that are not substantially refurbished or altered on and after that day; or
- (b) premises or infrastructure that:
  - (i) had commenced being constructed, or substantially refurbished or altered, before the commencement day; but
  - (ii) had not been completed by that day; or
- (c) premises or infrastructure that:
  - (i) had received a relevant approval to be constructed, or substantially refurbished or altered, before the commencement day; but
  - (ii) the construction, or substantial refurbishment or alteration, had not commenced by that day.

**Relevant approval:** in relation to premises or infrastructure, means an approval or a development application (however described) for the premises or infrastructure.

## Section 35.2 – Application of amended Standards to existing trains and trams

Schedule 1 requires trains and trams to comply with the Transport Standards by 31 December 2032. Section 35.2 will preserve the existing timeframe for trains and trams to be compliant with the Transport Standards as outlined in Schedule 1 (31 December 2032). Section 35.2 also provides that operators of existing trains and trams must also comply with the new requirements in the amended Transport Standards by this target date if those trains and trams remain in service at that date.

The terms **amended Standards**, **existing trains and trams** and **target date**, defined in the new section 35.1, help to interpret the intent of this section.

## Section 35.3 – The non-amended Standards continue to apply to existing conveyances etc.

Schedule 1 requires different types or elements of public transport assets to comply with the Transport Standards by the target dates outlined by this Schedule. With the exception of trains and trams which have until 31 December 2032, the target dates for other public transport assets has now passed. Section 35.3 confirms that unless otherwise provided by this Part, the non-amended Standards continue to apply, on and after the commencement day, to operators and providers of existing conveyances and existing premises and infrastructures. Non-amended Standards refer to the Transport Standards as they currently exist (prior to the amendments coming into effect).

The term **non-amended Standards**, defined in the new section 35.1, helps to interpret the intent of this section.

This section reflects that it is not the intention to amend, remove or alter the existing requirements for compliance prescribed in Schedule 1 of the Transport Standards. These reforms will not provide existing assets with any additional time to comply with the current requirements of the Transport Standards. If an operator is non-compliant with the current requirements at the time the amending instrument comes into effect, they will still be non-compliant with the existing requirements.

## Section 35.4 – This Part does not affect the application tables

Section 35.4 confirms that Part 35 does not affect the operation of application tables in the amended Transport Standards.

## Section 35.5 – 35.27 – Application of specific amendments

The tables in sections 35.5 – 35.27 provide the implementation approach for the amendments to each Part of the Transport Standards, that were agreed through the reform process. The tables outline two implementation approaches:



- a. implementation for existing assets, with a prescribed timeframe for compliance (similar to the current Schedule 1 of the Transport Standards); and
- b. implementation for new and substantially upgraded assets.

These are explained further below.

There are also a range of deregulatory changes or changes that clarify existing requirements or provide for a definitional change. These amendments don't introduce new requirements or result in material change to the intent of the Transport Standards. As agreed through the reform process, these amendments will apply as soon as the amended Transport Standards come into effect.

### Implementation for existing assets with a prescribed timeframe for compliance

Where the tables in Part 35 indicate that requirements will apply after the end of a transitional period (5-year or 10-year), this means that existing assets must be compliant with these requirements by the end of this transitional period. If the requirement relates to a process such as information provision, processes must be in place so that operators and providers are compliant by the end of the transitional period.

The terms **5-year transitional period** and **10-year transitional period** defined in the new section 35.1, help to interpret sections 35.5 to 35.27.

These requirements would also apply to new public transport assets that come into service on or after the amended Transport Standards take effect.

### Implementation for new and substantially upgraded assets

Where the tables in Part 35 indicate that requirements apply on and after the commencement day to new assets, including conveyances, premises, infrastructure, this means the requirements will apply to new public transport assets that come into service on or after the amendments to the Transport Standards come into force. The requirements will also apply to relevant public transport assets that are already in service if the asset is substantially refurbished or altered.

In this context, substantially refurbished or altered will carry its ordinary meaning. As outlined in the Guidelines, 'substantial' upgrading means periodic major works on facilities but not routine maintenance. It is the particular upgrading, reconstruction or refurbishment that must comply with the Transport Standards and not the infrastructure as a whole. For instance, providers don't have to put in a lift if they are only upgrading their information system or constructing a waiting room.

The terms **new conveyances** and **new premises and infrastructure** defined in the new section 35.1, help to interpret sections 35.5 to 35.27.

Where the tables indicate that requirements will apply to new, additional or replacement equipment, this means the requirements will apply to equipment that comes into service on or after the amendments to the Transport Standards come into force. This equipment may be new, additional to that already provided or entering service to replace end of life equipment. Where the tables indicate that requirements will apply to new or updated information, any new or updated information provided on or after the amendments to the Transport Standards come into force must meet the new requirements.

## Next steps

Feedback heard during consultation will be considered when finalising the updated Transport Standards. Once finalised, updated Transport Standards will be tabled in parliament. After the legislation is tabled the updated Transport Standards will come into force. Information will be available to users and operators and providers of public transport in the lead up to the amended Transport Standards taking effect.