**HEAVY VEHICLE NATIONAL LAW**

**National Heavy Vehicle Standards (Bus Driver Safety Screen) Exemption Notice 2025 (No.1)**

1. **Purpose**

The purpose of this notice is to exempt public passenger transport ultra-low floor buses modified for the installation of a driver safety screen from certain prescribed heavy vehicle standards.

1. **Authorising Provision**

This notice is made under section 61 of the *Heavy Vehicle National Law* (HVNL) as in force in each participating jurisdiction.

1. **Commencement**

This notice commences on 17 June 2025.

1. **Expiry**

This notice expires 16 June 2030.

1. **Title**

This notice may be cited as the *National Heavy Vehicle Standards (Bus Driver Safety Screen) Exemption Notice 2025 (No.1)*.

1. **Definitions**
2. Unless otherwise stated, words and expressions used in this notice have the same meanings as those defined in the HVNL.
3. In this notice—

**Driver’s emergency exit** means a pathway from the driver’s cabin to either the outside of the bus or to the passenger cabin by which you can then get to the outside of the bus in the case of an emergency.

**Driver safety screen** means a driver protection device, which has been designed and fitted in accordance with the document titled “Bus Industry Confederation – Driver Safety Screens Guide”

**Ultra-low floor bus** means a bus that—

(a) has stairless entry;

(b) is accessible to wheelchairs; and

(c) is authorised to carry standing passengers.

1. **Application**

This notice applies to a heavy vehicle which is an ultra-low floor bus, fitted with a driver’s safety screen and used to provide public passenger transport.

1. **Exemption – Prescribed vehicle standards for driver safety screens**
2. All other requirements applicable to the vehicle that are not affected by the fitment of the driver safety screen must comply with relevant vehicle standards.
3. Referring to Table 1, any driver safety screen fitted to an ultra-low floor bus used to provide public passenger transport and operating under this notice is exempt from the requirement in Column 2, of the Australian Design Rule in Column 1, providing it satisfies the requirement in Column 3.

**Table 1: Exemptions from prescribed vehicle standards**

| **Column 1**  **Australian Design Rule** | **Column 2**  **Applicable requirement** | **Column 3**  **Condition of exemption** |
| --- | --- | --- |
| ADR 8/01 – Safety Glazing Material | Clause 7.5.2.1 – Supplementary general requirements  Appendix A – clauses 8.1.1, 8.1.2, 8.1.4, 8.1.4.1, 8.1.4.2 & 8.1.4.3 | When tested independently, the windscreen and any driver’s safety screen must not have an optical transmission of less than 70 per cent. |
| ADR 44/02 – Specific Purpose Vehicle Requirements | Clause 44.9.1.4 – Emergency exits for omnibuses  Clause 44.9.4.1.1 – Emergency door opening  Clause 44.9.4.1.7 – Emergency door latches  Clause 44.9.4.2.5 – Emergency windows  Clause 44.9.5.1 – Marking of emergency exits  Clause 44.9.5.2.1 – Internal signs  Clause 44.9.5.2.3 – Internal signs  Clause 44.9.5.3 – Marking of controls  Clause 44.9.5.4 – Instructions for operation | Exemptions only apply to Driver’s emergency exit. |

1. **Conditions**
2. The fitment of the driver safety screen must be performed in accordance with the “Bus Industry Confederation – Driver Safety Screens Guide” dated May 2025.

***Note:*** *“Bus Industry Confederation – Driver Safety Screens Guide” is published on the Regulator’s website.*

1. The driver safety screen must be designed and fitted in a way which minimises any non-compliances listed in Table 1.
2. The driver’s emergency exit is not to be considered when ensuring the vehicle complies with all Australian Design Rule emergency exit requirements.
3. Prior to disposing of an ultra-low floor bus fitted with a driver safety screen to anyone other than an operator providing a public passenger transport service, the vehicle must be returned to a configuration that complies with all applicable ADRs.
4. This notice only applies to an ultra-low floor bus which is used to provide public passenger transport service and has been modified to fit a driver safety screen prior to 1 July 2027.

Dated 17 June 2025

Kelli Walker

**A/Chief, Safety and Productivity**

**National Heavy Vehicle Regulator**