Disability Standards for Accessible Public Transport 2002

as amended

made under subsection 31 (1) of the

Disability Discrimination Act 1992

This compilation was prepared on 24 February 2004
taking into account amendments up to *Disability Standards for Accessible Public Transport Amendment 2004 (No. 1)*

[Note: The amendments made by the *Disability Standards for Accessible Public Transport Amendment 2004 (No. 1)* have been incorporated in this compilation for the convenience of users.

As at 24 February 2004 the amendments are uncommenced. They will commence on 2 April 2004]

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Part 1 Preliminary

Division 1.1 Purpose and application of Standards

1.1 Name of Standards [*see* Note 1]

These Standards are the *Disability Standards for Accessible Public Transport 2002*.

Note These Standards take effect as provided by subsections 31 (3) and (4) of the *Disability Discrimination Act 1992*.

1.2 Purpose of Standards

(1) The *Disability Discrimination Act 1992* seeks to eliminate discrimination, 'as far as possible', against people with disabilities. Public transport is a service covered by the *Disability Discrimination Act 1992*.

(2) The purpose of these Standards is to enable public transport operators and providers to remove discrimination from public transport services.

1.3 Acknowledgment of rights of passengers, operators and providers

In prescribing how public transport is to be made accessible, these Standards acknowledge certain rights of passengers, operators and providers, as well as imposing some responsibilities.

1.4 Application of Standards

(1) These Standards apply to the widest possible range of people with disabilities as defined by the *Disability Discrimination Act 1992*.

(2) These Standards apply to all operators and the conveyances they use to provide public transport services. They also apply to providers and supporting premises and infrastructure.

1.5 Guidelines

These Standards are accompanied by Guidelines. Passengers, operators and providers need to consult the Guidelines when interpreting these Standards.

1.6 Incorporation of Australian Standards and Australian Design Rules

These Standards:

(a) prescribe certain sections of **Australian Standard 1428.1** (*Design for access and mobility. Part 1 General requirements for access — Buildings*, second edition, 2001) for transport premises, infrastructure and conveyances; and

(b) prescribe some of the additional requirements of **Australian Standard 1428.2** (*Enhanced and additional requirements — Buildings and facilities*, 1992) for transport premises, infrastructure and conveyances; and

(c) prescribe some of the additional requirements of **Australian Standard 1428.1 Supplement 1** (*Design for access and mobility: General requirements for access — Buildings — Commentary*, 2001) for transport premises, infrastructure and conveyances; and

(d) prescribe some of the additional requirements of **Australian Standard 1428.4** (*Design for access and mobility: Tactile ground surface indicators for the orientation of people with vision impairments*, 1992) for transport premises, infrastructure and conveyances; and

(e) prescribe some of the additional requirements of **Australian Standard 1735.12** (*Lifts, escalators and moving walks: Facilities for persons with disabilities*, 1999) for transport premises, infrastructure and conveyances; and

(f) prescribe some of the additional requirements of **Australian Standard 2220.1** and **Australian Standard 2220.2** (*Emergency warning and intercommunication systems in buildings*, 1993) for transport premises, infrastructure and conveyances; and

(g) prescribe some of the additional requirements of **Australian Standard 2899.1** (*Public information symbol signs: General information signs*, 1986) for transport premises, infrastructure and conveyances; and

(h) prescribe some of the additional requirements of **Australian Standard 3856.1** (*Hoists and ramps for people with disabilities — Vehicle mounted: Product requirements*, 1998) for transport premises, infrastructure and conveyances; and

(i) prescribe some of the additional requirements of **Australian Design Rule 58** (*Requirements for omnibuses designed for hire and reward*, as amended to include *Road Vehicle (National Standards) Determination No 2 of 1992*) for transport premises, infrastructure and conveyances; and

(j) apply additional requirements specific to public transport.

1.7 Applicability of Standards

These Standards apply to conveyances, premises and infrastructure as indicated in a table below each section.

Examples

Example 1 A section that includes the information set out below applies to all conveyances, premises and infrastructure.

Conveyances	Premises	Infrastructure

Example 2 A section that includes the information set out below applies to all premises and infrastructure but does not apply to conveyances.

	Premises	Infrastructure

Example 3 A section that includes the information set out below applies only to conveyances that are buses and does not apply to premises or infrastructure.

Conveyances
• Buses

Example 4 A section that includes the information set out below applies to all infrastructure, except airports that do not accept regular public transport services, and does not apply to conveyances or premises.

Infrastructure
except airports that do not accept regular public transport services

Division 1.2 Meaning of important terms

1.8 Purpose of Division 1.2

(1) This Division gives the meanings for some important terms used in these Standards.

(2) Unless the contrary intention appears, any other term that is used in these Standards and in the *Disability Discrimination Act 1992* has the same meaning in these Standards as it has in the Act.

Note See section 4 of the *Disability Discrimination Act 1992* for definitions of other relevant terms, for example ***disability*** and ***disability discrimination***.

1.9 Access path

An ***access path*** is a path that permits independent travel for all passengers within public transport premises, infrastructure or conveyances.

1.10 Airport that does not accept regular public transport services

An ***airport that does not accept regular public transport services*** is an airport that accepts aircraft other than aircraft that operate for the purpose mentioned in paragraph 206 (1) (c) of the *Civil Aviation Regulations 1988.*

1.11 Allocated space

An ***allocated space*** is a three dimensional space that can accommodate a wheelchair or similar mobility aid.

1.12 Conveyance

(1) A ***conveyance*** includes any of the following, to the extent that they are used to provide a public transport service:

(a) aircraft;

(b) buses or coaches;

(c) ferries;

(d) taxis;

(e) trains, trams, light rail, monorails, rack railways;

(f) any other rolling stock, vehicle or vessel classified as public transport within its jurisdiction by regulation or administrative action of any Government in Australia.

(2) A ***conveyance*** does not include the following:

(a) charter boats (including water taxis);

(b) limousines (including chauffeured hire cars);

(c) self-drive rental cars.

1.13 Dedicated school bus and dedicated school bus service

(1) A bus is a ***dedicated school bus*** only during the time in which it is being used to provide a dedicated school bus service.

(2) A ***dedicated school bus service*** is a service that operates to transport primary or secondary students to or from school or for other school purposes.

1.14 Dial-a-ride service

A ***dial-a-ride service*** is a service that:

(a) is usually operated by a small bus; and

(b) serves a local community; and

(c) operates on flexible routes that allow passengers to be picked up and dropped off at their front doors.

1.15 Direct assistance

Direct assistance is help given by an operator or provider:

(a) to make public transport accessible to a person with a disability when premises, infrastructure or conveyances do not fully comply with these Standards; or

(b) to provide non-discriminatory access on request.

1.16 Equivalent access

(1) ***Equivalent access*** is a process, often involving the provision of direct assistance, under which an operator or provider is permitted to vary the equipment or facilities that give access to a public transport service, so long as an equivalent standard of amenity, availability, comfort, convenience, dignity, price and safety is maintained.

(2) ***Equivalent access*** does not include a segregated or parallel service.

1.17 Hail-and-ride service

A ***hail-and-ride service*** is a service operated by a bus that follows set routes, but may stop for passengers at any safe point on the route.

1.18 Infrastructure

(1) ***Infrastructure*** is any structure or facility that is used by passengers in conjunction with travelling on a public transport service.

(2) ***Infrastructure*** does not include any area beyond immediate boarding points (for example, bus stops, wharves, ranks, rail stations, terminals).

1.19 Manoeuvring areas

A ***manoeuvring area*** is a space in which a wheelchair or similar mobility aid is able to turn.

1.20 Operator

(1) An ***operator*** is a person or organisation (including the staff of the organisation) that provides a public transport service to the public or to sections of the public.

(2) A public transport service may have more than one operator.

1.21 Premises

(1) ***Premises*** are structures, buildings or attached facilities that an operator provides for passenger use as part of a public transport service.

(2) ***Premises*** are a form of infrastructure.

1.22 Provider

(1) A ***provider*** is a person or organisation that is responsible for the supply or maintenance of public transport infrastructure.

(2) A ***provider*** need not be an operator.

1.23 Public transport service

(1) A ***public transport service*** is an enterprise that conveys members of the public by land, water or air.

(2) A ***public transport service*** includes:

(a) community transport conveyances that are funded or subsidised by charity or public money and that offer services to the public; and

(b) foreign aircraft and vessels that carry passengers to, from, or in Australia and that offer services to the public.

(3) A ***public transport service*** does not include a service that provides adventure travel (for example, white water rafting, ballooning or amusement park rides), except to the extent that the service operates to move the public from one location to another distant location.

1.24 Small aircraft

A ***small aircraft*** is an aircraft with less than 30 seats for the carriage of passengers.

Part 2 Access paths

2.1 Unhindered passage

(1) An access path that allows unhindered passage must be provided along a walkway, ramp or landing.

(2) An access path must comply with **AS1428.2 (1992) Clause 8.1**.

Premises	Infrastructure
	except airports that do not accept regular public transport services

2.2 Continuous accessibility

An access path must comply with **AS1428.2 (1992) Clause 7**, *Continuous accessible path of travel*.

Premises	Infrastructure
	except airports that do not accept regular public transport services

2.3 Path branching into 2 or more parallel tracks

If an access path branches into 2 or more parallel tracks:

(a) the ends of each track must be on the main pedestrian traffic routes; and

(b) the parallel tracks must have equal convenience and be located as close as practicable to the main pedestrian branch.

Premises	Infrastructure
	except airports that do not accept regular public transport services

2.4 Minimum unobstructed width

(1) The minimum unobstructed width of an access path must be 1200 mm (**AS1428.2 (1992) Clause 6.4**, *Width of path of travel*).

(2) However, the minimum unobstructed width of a moving footway may be 850 mm.

Premises	Infrastructure
	except airports that do not accept regular public transport services

2.5 Poles and obstacles, etc

(1) Poles, columns, stanchions, bollards and fixtures must not project into an access path.

(2) Obstacles that abut an access path must have a luminance contrast with a background of not less than 30%.

Premises	Infrastructure
	except airports that do not accept regular public transport services

2.6 Access paths — conveyances

(1) Subject to subsection (3) and section 2.7, an access path that allows continuous and unhindered passage must be provided with a minimum width of at least 850 mm.

(2) Subsection (1) applies to doorways and stairs, and between entrances, exits, allocated spaces and other essential facilities for passengers using wheelchairs and other mobility aids.

(3) If the conveyance exists or is ordered before the commencement of this section, the minimum width may be reduced to 800 mm at any doorway restriction.

Conveyances

- Buses
- Ferries
- Trains
- Trams
- Light rail

2.7 Minimum width between front wheel arches of bus

Between the front wheel arches of a bus, the minimum width of an access path may be reduced to 750 mm between floor level and a height of 300 mm.

Conveyances

- Buses

2.8 Extent of path

(1) An access path must extend from the entrance of a conveyance to the facilities or designated spaces provided for passengers with disabilities.

(2) Up to 50 mm of an adjacent allocated space may be used as part of the access path.

(3) If an access path cannot be provided, the operator must provide equivalent access by direct assistance.

Conveyances

- Buses
- Ferries
- Trains
- Trams
- Light rail

2.9 When is an access path not required

(1) An access path need not extend inside the entrance of a conveyance.

(2) If there is no access path inside the entrance of a conveyance, the operator must provide on-board wheelchairs or direct assistance to passengers to use on-board facilities or services.

Conveyances

- Accessible taxis
- Coaches
- Aircraft

Part 3 Manoeuvring areas

3.1 Circulation space for wheelchairs to turn in

A manoeuvring area must comply with **AS1428.2 (1992) Clause 6.2,** *Circulation space for a 180 degree wheelchair turn.*

Premises	Infrastructure
	except airports that do not accept regular public transport services

3.2 Access for passengers in wheelchairs, etc

(1) Passengers in wheelchairs or mobility aids must be able to enter and exit a conveyance and position their aids in the allocated space.

(2) If this is not practicable, operators must provide equivalent access by direct assistance.

Note See sections 33.3 to 33.6 in relation to equivalent access and direct assistance.

Conveyances

- Buses
  except dedicated school buses
- Ferries
- Accessible rail cars
- Accessible tram cars
- Accessible light rail cars

3.3 Limited on-board manoeuvring

If the design restrictions of a conveyance limit on-board manoeuvring areas for wheelchairs and similar mobility aids, the operator of the conveyance must ensure equivalent access by direct assistance to passengers.

Note See sections 33.3 to 33.6 in relation to equivalent access and direct assistance.

Conveyances

- Accessible taxis
- Coaches
- Aircraft
  except small aircraft

Part 4 Passing areas

4.1 Minimum width

A passing area must have a minimum width of 1800 mm (**AS1428.2 (1992) Clause 6.5 (a)**, *Passing space for wheelchairs*).

Premises	Infrastructure
	except airports that do not accept regular public transport services

4.2 Two-way access paths and aerobridges

(1) A passing area must be provided at least every 6 metres along any two-way access path that is less than 1800 mm wide (**AS1428.2 (1992) Clause 6.5 (b)**, *Passing space for wheelchairs* and **Figure 3**).

(2) A passing area is not required on an aerobridge.

Premises	Infrastructure
	except airports that do not accept regular public transport services

4.3 Passing areas — conveyances

(1) A ferry designed to carry more than 1 wheelchair must include at least 1 passing area for each accessible deck.

(2) A train designed to carry more than 1 wheelchair must include at least 1 passing area for each accessible rail car.

(3) The passing area must enable passengers travelling in mobility aids (conforming with the assumptions indicated in Part 40.1 of the Guidelines) to pass each other.

(4) The passing area may comprise part of the allocated space or circulation space or both.

Conveyances

- Ferries
- Trains

Part 5 Resting points

5.1 When resting points must be provided

(1) There must be resting points for passengers along an access path if the walking distance between facilities or services exceeds 60 metres (**AS1428.2 (1992) Note to Clause 7**, *Continuous accessible path of travel*).

(2) A resting point must provide seats (**AS1428.2 (1992) Clause 27.1(a)**, *Street Furniture*).

Premises	Infrastructure
	except airports that do not accept regular public transport services

Part 6 Ramps

6.1 Ramps on access paths

A ramp on an access path must comply with **AS1428.2 (1992) Clause 8**.

Premises	Infrastructure
	except airports that do not accept regular public transport services

6.2 Boarding ramps

A boarding ramp must comply with **AS3856.1 (1998) Clause 2.1.8 (b), (c), (f) and (g)**.

Conveyances
except dedicated school buses and small aircraft

6.3 Minimum allowable width

The minimum allowable width of a ramp is 800 mm.

Conveyances
except dedicated school buses and small aircraft

6.4 Slope of external boarding ramps

The slope of an external boarding ramp must not exceed:

(a) 1 in 12 for unassisted access (**AS3856.1 (1998) Clause 2.1.8(e)**); and

(b) 1 in 8 for unassisted access where the ramp length is less than 1520 mm (**AS1428.2 (1992) Clause 8.4.2 (a)** and **AS1428.1 (2001) Figure 8**); and

(c) 1 in 4 for assisted access (**AS3856.1 (1998) Clause 2.1.8 (e)**).

Conveyances
except dedicated school buses and small aircraft

6.5 Slope of ramps connected to pontoon wharves

The slope of a ramp connected to a pontoon wharf must comply with section 6.1 for at least 80% of the high and low tide levels listed in standard tide charts.

Infrastructure

- Pontoon wharves

Part 7 Waiting areas

7.1 Minimum number of seats to be provided

If a waiting area is provided, a minimum of 2 seats or 5% of the seats must be identified as available for passengers with disabilities if required.

Premises	Infrastructure
	except airports that do not accept regular public transport services

7.2 Minimum number of allocated spaces to be provided

If a waiting area is provided, a minimum of 2 allocated spaces or 5% of the area must be available for passengers with disabilities if required.

Premises	Infrastructure
	except airports that do not accept regular public transport services

Part 8 Boarding

8.1 Boarding points and kerbs

(1) Operators and providers may assume that passengers will board at a point that has a firm and level surface to which a boarding device can be deployed.

(2) If a kerb is installed, it must be at least 150 mm higher than the road surface.

Premises	Infrastructure
	except airports that do not accept regular public transport services

8.2 When boarding devices must be provided

(1) A manual or power assisted boarding device must be available at any accessible entrance to a conveyance that has:

(a) a vertical rise or gap exceeding 15 mm (**AS3856.1 (1998) Clause 2.1.7 (f)**); or

(b) a horizontal gap exceeding 40 mm (**AS3856.1 (1998) Clause 2.1.8 (g)**).

Conveyances
except dedicated school buses and small aircraft

8.3 Use of boarding devices

(1) If a conveyance has a manual or automatic boarding device, it must be available for use at all designated stops.

(2) An available boarding device must be deployed if a passenger requests its use.

Conveyances
except dedicated school buses and small aircraft

8.4 Hail-and-ride services

(1) If a hail-and-ride service is offered, passengers must be able to hail the service at nominated accessible boarding points where boarding devices can be deployed.

(2) The boarding points must offer equal access to public transport services.

Conveyances

- Hail-and-ride services
  except dedicated school buses

8.5 Width and surface of boarding devices

A boarding device must:

(a) be a minimum of 800 mm wide; and

(b) have a slip-resistant surface.

Conveyances

except dedicated school buses and small aircraft

8.6 Maximum load to be supported by boarding device

(1) A boarding device must be able to support a total passenger and mobility aid weight of up to 300 kg.

(2) The device must be clearly labelled with the maximum load that it can carry, both on the boarding device and next to the accessible entrance on the outside of the conveyance.

Conveyances

except dedicated school buses and small aircraft

8.7 Signals requesting use of boarding device

(1) Any signal for requesting the deployment of a boarding device must be located in an allocated space.

(2) If possible, a signal is to be placed according to the dimensions given in **AS1428.2 (1992) Clause 11.4**, *Call buttons*.

Conveyances

- Buses
  except dedicated school buses
- Coaches
- Ferries
- Trains
- Trams

Conveyances
• Light rail

8.8 Notification by passenger of need for boarding device

(1) It must be possible for a passenger to notify the operator of a conveyance that he or she needs a boarding device to board or alight from a conveyance.

(2) If a request signal device is used, it may be located on the conveyance or at the boarding point according to the dimensions given in **AS1428.2 (1992) Clause 11.4**, *Call buttons*.

Conveyances	Premises	Infrastructure
• Buses except dedicated school buses • Coaches • Ferries • Trains • Trams • Light rail		except airports that do not accept regular public transport services

Part 9 Allocated space

9.1 Minimum size for allocated space

The minimum allocated space for a single wheelchair or similar mobility aid is 800 mm by 1300 mm (**AS1428.2 (1992) Clause 6.1**, *Clear floor or ground space for a stationary wheelchair*).

Conveyances	Premises	Infrastructure
except dedicated school buses and small aircraft		except airports that do not accept regular public transport services

9.2 Minimum number of allocated spaces to be provided

At least one allocated space must be provided in each conveyance (**AS1428.2 (1992) Clause 6.1**).

Conveyances

- Accessible taxis

9.3 Minimum head room

(1) The minimum head room in an allocated space is 1410 mm.

Note See section 12.5 in relation to minimum doorway opening.

(2) For a conveyance entering service on or after 1 January 2013, the minimum headroom is 1500 mm.

Conveyances

- Accessible taxis

9.4 Number of allocated spaces to be provided — buses

(1) At least 2 allocated spaces must be provided in each bus with more than 32 fixed seats.

(2) At least one allocated space must be provided in each bus with less than 33 fixed seats.

(3) An allocated space is additional to the fixed seating capacity.

Conveyances

- Buses
  except dedicated school buses

9.5 Number of allocated spaces to be provided — ferries

(1) A minimum of 2 allocated spaces must be provided for the first 32 passenger capacity on a ferry.

(2) An additional 2 allocated spaces must be provided for each additional 100 passenger capacity.

Conveyances

- Ferries

9.6 Number of allocated spaces to be provided — train cars, etc

(1) At least 2 allocated spaces must be provided for each rail, tram or light rail car.

(2) Up to 8 allocated spaces may be consolidated in one car of a set.

(3) If different classes of travel are offered, allocated spaces must be provided in each class.

Conveyances

- Rail cars
- Tram cars
- Light rail cars

9.7 Consolidation of allocated spaces

If possible, allocated spaces are to be consolidated to accommodate larger mobility aids.

Conveyances

- Buses
  except dedicated school buses
- Ferries
- Trains
- Trams
- Light rail

9.8 Allocated spaces in aircraft and coaches

An operator does not have to provide allocated space in an aircraft or coach if each passenger uses a fixed seat in the aircraft or coach.

Conveyances

- Aircraft
- Coaches

9.9 Use of allocated space for other purposes

Allocated space may be used for other purposes if it is not required for use by a passenger in a wheelchair or similar mobility aid.

Conveyances

- Buses
  except dedicated school buses
- Ferries
- Accessible taxis
- Trains
- Trams
- Light rail

9.10 International symbol of accessibility to be displayed

(1) The floor area of an allocated space must:

(a) display the international symbol of accessibility; and

(b) be outlined in a flush contrasting strip 25 mm wide.

(2) The colours prescribed in **AS1428.1 (2001) Clause 14.2 (c)** are not mandatory.

Conveyances

- Buses
- Trains
- Trams
- Light rail

9.11 Movement of mobility aid in allocated space

An allocated space must contain movement of a mobility aid towards the front or sides of a conveyance.

Conveyances

- Buses
  except dedicated school buses
- Trams
- Light rail

Part 10 Surfaces

10.1 Compliance with Australian Standard

(1) Ground and floor surfaces must comply with **AS1428.2 (1992) Clause 9**, *Ground and floor surfaces*.

(2) **AS1428.1 Supplement 1 (2001) Clause C12** provides criteria for the selection of floor surfaces.

Conveyances	Premises	Infrastructure
• Buses except dedicated school buses • Coaches • Ferries • Trains • Trams • Light rail		except airports that do not accept regular public transport services

Part 11 Handrails and grabrails

11.1 Compliance with Australian Standard — premises and infrastructure

A handrail must comply with **AS1428.2 (1992) Clause 10.1**, *Handrails*.

Premises	Infrastructure
	except airports that do not accept regular public transport services

11.2 Handrails to be provided on access paths

(1) Handrails must be placed along an access path wherever passengers are likely to require additional support or passive guidance.

(2) A handrail must not infringe an area on a roadside boarding point that may be needed to deploy a boarding device.

Premises	Infrastructure
	except airports that do not accept regular public transport services

11.3 Handrails on steps

(1) A handrail on steps need not extend beyond the top or bottom of the steps.

(2) A domed button may be placed 150 mm from any break or end of a handrail instead of an extension at a rail end (**AS1428.2 (1992) Figure 5**).

Conveyances
except dedicated school buses and small aircraft

11.4 Handrails above access paths

If installed, a handrail above an access path must comply with **AS1428.1 (2001) Clause 6.1 (c)**, *Handrails* and **Figure 9**.

Conveyances

except dedicated school buses and small aircraft

11.5 Compliance with Australian Standard

A grabrail must comply with **AS1428.2 (1992) Clause 10.2**, *Grabrails*.

Conveyances	Premises	Infrastructure
except dedicated school buses and small aircraft		except airports that do not accept regular public transport services

11.6 Grabrail to be provided where fares are to be paid

A grabrail or handrail must be provided at fixed locations where passengers are required to pay fares.

Conveyances	Premises	Infrastructure
except dedicated school buses and small aircraft		except airports that do not accept regular public transport services

11.7 Grabrails to be provided in allocated spaces

Grabrails that comply with **AS1428.2 (1992) Clause 10.2**, *Grabrails*, must be provided in all allocated spaces.

Conveyances

- Buses
  except dedicated school buses
- Coaches
- Ferries
- Trains
- Trams
- Light rail

Part 12 Doorways and doors

12.1 Doors on access paths

(1) Any doors along an access path must not present a barrier to independent passenger travel.

(2) Direct assistance may be provided through security check points.

Conveyances	Premises	Infrastructure
except dedicated school buses and small aircraft		except airports that do not accept regular public transport services

12.2 Compliance with Australian Standard — premises and infrastructure

Doorways and doors must comply with **AS1428.2 (1992) Clause 11** (except **Clause 11.5.2**).

Premises	Infrastructure
	except airports that do not accept regular public transport services

12.3 Weight activated doors and sensors

(1) A pressure pad of a weight activated door must be sensitive enough to detect a 15 kg service animal.

(2) Any other type of sensor on an access path must be able to detect movement between ground level and 500 mm above the access path.

Premises	Infrastructure
	except airports that do not accept regular public transport services

12.4 Clear opening of doorways

Doorways must comply with **AS1428.2 (1992) Clause 11.5.1**, *Clear opening of doorways*.

Conveyances

- Buses
  except dedicated school buses
- Coaches
- Ferries
- Trains
- Trams
- Light rail

12.5 Vertical height of doorways

(1) Doorways must have an unobstructed vertical height of at least 1400 mm.

Note See section 9.3 in relation to internal headroom.

(2) For a conveyance entering service on or after 1 January 2013, the minimum unobstructed doorway height must be 1500 mm.

Conveyances

- Accessible taxis

12.6 Automatic or power-assisted doors

(1) Doors may be fully automatic.

(2) Power-assisted doors must not require passengers to grip or twist controls in order to operate opening devices.

(3) Operators may provide equivalent access to conveyances by opening manual doors for people with disabilities.

Note See sections 33.3 to 33.5 in relation to equivalent access.

Conveyances

except dedicated school buses and small aircraft

Part 13 Lifts

13.1 Compliance with Australian Standard — premises and infrastructure

Lift facilities must comply with **AS1735.12 (1999)**.

Premises	Infrastructure
	except airports that do not accept regular public transport services

Part 14 Stairs

14.1 Stairs not to be sole means of access

Stairs must not be the sole means of access.

Conveyances	Premises	Infrastructure
except dedicated school buses and small aircraft		except airports that do not accept regular public transport services

14.2 Compliance with Australian Standards — premises and infrastructure

Stairs must comply with:

(a) the notes to **AS1428.1 (2001) Clause 9.2**, *Stair Geometry*; and

(b) **AS1428.1 (2001) Clause 9.3**, *Stairway Handrails*; and

(c) **AS1428.2 (1992) Clause 13.2**, *Configuration of steps*, **Clause 13.3**, *Warning strip at nosing of steps* and **Figures 8 and 9**.

Premises	Infrastructure
	except airports that do not accept regular public transport services

14.3 Compliance with Australian Standards — conveyances

(1) If stairs are provided on a conveyance mentioned below, they must comply with:

(a) the notes to **AS1428.1 (2001) Clause 9.2**, *Stair geometry*; and

(b) **AS1428.2 (1992) Clause 13.2**, *Configuration of steps*, **Clause 13.3**, *Warning strip at nosing of steps* and **Figures 8 and 9**.

(2) However, the minimum access path width on stairs in the conveyance must be 850 mm.

Conveyances

- Ferries
- Trains
- Trams
- Light rail

14.4 Compliance with Australian Design Rule 58 — conveyances

(1) Stairs must comply with **Australian Design Rule 58** to the extent that that rule sets requirements that conflict with these Standards.

(2) In any other case, section 14.3 applies.

Conveyances

- Buses

  except dedicated school buses

Part 15 Toilets

15.1 Unisex accessible toilet — premises and infrastructure

If toilets are provided, there must be at least one unisex accessible toilet without airlock that complies with **AS1428.1 (2001) Clause 10**, *Sanitary facilities*.

Premises	Infrastructure
	except airports that do not accept regular public transport services

15.2 Location of accessible toilets

Accessible toilets must be in the same location as other toilets.

Premises	Infrastructure
	except airports that do not accept regular public transport services

15.3 Unisex accessible toilet — ferries and accessible rail cars

If toilets are provided, there must be at least one unisex accessible toilet without airlock available to passengers using wheelchairs or mobility aids.

Conveyances

- Ferries
- Accessible rail cars

15.4 Requirements for accessible toilets — ferries and accessible rail cars

(1) An accessible toilet must:

(a) comply with the requirements set out in this section; and

(b) allow passengers in wheelchairs or mobility aids to enter, position their aids and exit.

(2) The minimum dimension from the centre line of the pan to the near-side wall must be 450 mm (**AS1428.1 (2001) Figure 22**).

(3) The minimum dimension from the centre line of the pan to the far-side wall must be 1150 mm (**AS1428.1 (2001) Figure 22**).

(4) The minimum dimension from the back wall to the front edge of the pan must be 800 mm (**AS1428.1 (2001) Figure 22**).

(5) The toilet seat must be between 460 mm and 480 mm above the floor (**AS1428.1 (2001) Figure 18**).

(6) Hand washing facilities must be provided either inside or outside the toilet (**AS1428.1 (2001) Clause 10.2.1 (b)**, *Water closets*).

Conveyances

- Ferries
- Accessible rail cars

15.5 Accessible toilet to be provided — aircraft

(1) At least one toilet must be accessible to passengers using an on-board wheelchair.

(2) Direct assistance to the toilet door must be provided.

Conveyances

- Wide-body twin-aisle aircraft

15.6 Stops to be offered if accessible toilet not provided — coaches

If an on-board toilet is not accessible, the operator must offer stops, at reasonable frequency, at premises with accessible toilets.

Conveyances

- Coaches

Part 16 Symbols

16.1 International symbols for accessibility and deafness

(1) The international symbols for accessibility and deafness (**AS1428.1 (2001) Clause 14.2**, *Form of the international symbol* and **Clause 14.3**, *International symbol for deafness*) must be used to identify an access path and which facilities and boarding points are accessible.

(2) The colours prescribed in **AS1428.1 (2001) Clause 14.2 (c)** are not mandatory.

(3) The size of accessibility symbols must comply with **AS1428.2 (1992) Table 1**.

Conveyances	Premises	Infrastructure

16.2 Compliance with AS2899.1 (1986)

The illustrations and symbols prescribed in **AS2899.1 (1986)** must be used if applicable.

Conveyances	Premises	Infrastructure

16.3 Accessibility symbols to incorporate directional arrows

The symbol for accessibility must incorporate directional arrows and words or, if possible, pictograms, to show passengers the way to accessible facilities such as toilets.

Conveyances	Premises	Infrastructure

16.4 Accessibility symbol to be visible on accessible buses

(1) The international symbol of accessibility must be clearly visible on the front of accessible buses.

(2) The symbol must also appear outside accessible doors, accompanied by a numeral indicating the number of allocated spaces provided by the bus.

Conveyances

- Buses

16.5 Accessibility symbol to be visible on accessible doors

The international symbol of accessibility must be clearly visible both inside and outside accessible doors on these conveyances.

Conveyances

- Ferries
- Trains
- Trams
- Light rail

Part 17 Signs

17.1 Height and illumination

Signs must comply with **AS1428.2 (1992) Clause 17.1**, *Signs*, **Clause 17.2**, *Height of letters in signs* and **Clause 17.3**, *Illumination of signs* and **Figure 30**.

Conveyances	Premises	Infrastructure

17.2 Location — premises and infrastructure

Signs must be placed according to **AS1428.2 (1992) Clause 17.4**, *Location of signs*.

	Premises	Infrastructure

17.3 Location — conveyances

(1) If possible, signs are to be placed in accordance with **AS1428.2 (1992) Clause 17.4**, *Location of signs* and **Figure 30**.

(2) If the design of the conveyance prevents strict compliance, signs must be placed above the head height of passengers, whether they are sitting or standing.

(3) If used, destination signs must be placed above the windscreen.

Conveyances

- Buses
- Coaches
- Ferries
- Trains
- Trams
- Light rail

17.4 Destination signs to be visible from boarding point

(1) Destination signs must be visible from, or available at, boarding points.

(2) They may be displayed on the conveyance or within the premises or infrastructure.

Conveyances	Premises	Infrastructure
• Buses • Coaches • Ferries • Trains • Trams • Light rail		

17.5 Electronic notices

(1) Presentations of words or numbers on electronic notices must be visible for at least 10 seconds, unless the electronic notice is for the purpose of ticket validation.

(2) If the electronic notice is for this purpose, the words or numbers on the notice must cease to be visible before the end of 10 seconds if the ticket validation device is used by another person within that time.

	Premises	Infrastructure

17.6 Raised lettering or symbols or use of Braille

(1) If a sign incorporates raised lettering or symbols, they must be at least 0.8 mm above the surface of the sign.

(2) If an operator or provider supplements a notice with Braille characters, they must be placed to the left of the raised characters.

Conveyances	Premises	Infrastructure

17.7 Taxi registration numbers

Raised taxi registration numbers must be placed on the exterior of passenger doors forward of the handle.

Conveyances
• Taxis

Part 18 Tactile ground surface indicators

18.1 Location

Tactile ground surface indicators must be installed on an access path to indicate stairways, ramps, changes of direction, overhead obstructions below a height of 2000 mm, and hazards within a circulation space or adjacent to a path of travel (**AS1428.2 (1992) Clause 18.1**, *Tactile ground surface indicators*).

Premises	Infrastructure

18.2 Style and dimensions

(1) The style and dimensions of tactile ground surface indicators must comply with **AS1428.4 (1992)**.

(2) The stated dimensions may be reduced where a conveyance design does not provide the necessary area.

Premises	Infrastructure

18.3 Instalment at accessible bus boarding points

Colour-contrasted tactile indicators must be installed at accessible boarding points at bus stops or in bus zones.

Infrastructure
• Bus boarding points

18.4 Instalment at railway stations

Colour contrasted tactile indicators must be installed at the edges of railway platforms as prescribed by **AS1428.4 (1992) Clause 6.7**.

Infrastructure
• Railway platforms

18.5 Instalment at wharves

Colour contrasted tactile indicators must be installed at wharf edges as prescribed by **AS1428.4 (1992) Clause 6.8**.

Infrastructure
• Passenger wharves

Part 19 Alarms

19.1 Emergency warning systems

(1) If installed, emergency warning systems must comply with **AS1428.2 (1992) Clause 18.2.1**, *Emergency warning systems*, **Clause 18.2.2**, *Audible alarms*, and **Clause 18.2.3**, *Visual alarms*.

(2) Provision must be made for people with vision impairment to locate the exit path in the event of an emergency.

Conveyances **Premises** **Infrastructure**

Part 20 Lighting

20.1 Illumination levels — premises and infrastructure

Any lighting provided must comply with minimum levels of maintenance illumination for various situations shown in the notes to **AS1428.2 (1992) Clause 19.1**, *Illumination levels*.

Premises	Infrastructure

20.2 Illumination levels — conveyances

(1) Any lighting provided must comply with minimum levels of maintenance illumination for various situations shown in the notes to **AS1428.2 (1992) Clause 19.1**, *Illumination levels*.

(2) Lighting should be at least 150 lux at the entrance and at the point where a passenger pays his or her fare.

Conveyances
• Buses • Coaches • Ferries • Trains • Trams • Light rail

20.3 Dimming

Internal lighting may be dimmed as required to avoid reflection interfering with an operator's vision.

Conveyances

Part 21 Controls

21.1 Compliance with Australian Standard — premises and infrastructure

Controls must comply with **AS1428.1 (2001) Clause 11**.

Premises	Infrastructure
	except airports that do not accept regular public transport services

21.2 Passenger-operated devices for opening and closing doors

Passenger-operated devices for opening and closing manual and power-assisted doors on conveyances must comply with **AS1428.2 (1992) Clause 23.2**, *Operation*, and **Clause 23.3**, *Door handles and hardware*.

Conveyances

- Buses
- Coaches
- Ferries
- Trains
- Trams
- Light rail

21.3 Location of passenger-operated controls for opening and locking doors

Passenger-operated opening and locking controls for doors on conveyances must be located according to **AS1428.1 (2001) Clause 11.1.2**, *Location*.

Conveyances

- Buses
- Coaches
- Ferries
- Trains
- Trams
- Light rail

21.4 Signal devices for conveyances that stop on request

(1) Conveyances that stop on request must be equipped with signal devices that comply with **AS1428.2 (1992) Clauses 23.2 and 23.3**.

(2) If a signal is operated by a button or pad, one surface dimension must be at least 25 mm.

Conveyances

- Buses
- Trams
- Light rail

Part 22 Furniture and fitments

22.1 Tables, benches, counters, etc

Tables, benches, counters and similar fixtures must comply with **AS1428.2 (1992) Clauses 24.1, 24.1.1, 24.1.2, 24.1.3, 24.1.4 and 24.1.5**.

Premises	Infrastructure
except airport terminals	

22.2 Information desks, check-in counters, etc — airports

At least 5% of information desks, check-in counters and similar airport fixtures used by passengers must be suitable for use by passengers in wheelchairs or similar mobility aids.

Premises

- Airport terminals

22.3 Accessible sleeping berths — ferries and trains

(1) Accessible sleeping berths must comply with **AS1428.2 (1992) Clause 24.3 (a), (c) and (d)**, *Beds*.

(2) Passengers in wheelchairs or mobility aids must be able to enter and exit the berth, and position their aids, so that they can get into the bed or bunk.

(3) If this is not possible, or where recliner chairs are used, operators must provide equivalent access by direct assistance.

Note See sections 33.3 to 33.6 in relation to equivalent access and direct assistance.

Conveyances

- Ferries
- Trains

22.4 Accessible sleeping berths — ferries

If a ferry has sleeping berths, at least one accessible sleeping berth must be provided for every 32 beds or bunks on the ferry.

Conveyances

- Ferries

22.5 Accessible sleeping berths — trains

(1) If a train has sleeping berths, a minimum of 2 accessible berths must be provided in each set of up to 4 sleeping cars, or one accessible sleeping berth must be provided for every 32 bunks.

(2) If different classes of travel are offered, accessible sleeping berths must be provided in each class.

Conveyances

- Trains

22.6 Accessible berths to be connected to access path — ferries and trains

(1) Accessible berths must be connected by an access path to essential facilities such as toilets, bathrooms and food service areas that are not part of the accessible cabin.

(2) If this is not practicable, operators must provide equivalent access by direct assistance.

Note See sections 33.3 to 33.6 in relation to equivalent access and direct assistance.

Conveyances

- Ferries
- Trains

Part 23 Street furniture

23.1 Seats

Seats must comply with **AS1428.2 (1992) Clause 27.2**, *Seating in pedestrian areas*.

Premises	Infrastructure
	except airports that do not accept regular public transport services

Part 24 Gateways

24.1 Gateways and checkouts

(1) Gateways and checkouts, such as ticket barriers, must comply with **AS1428.2 (1992) Clause 28**, *Gateways and checkouts*.

(2) However, the width of an accessible gateway or checkout mentioned in **AS1428.2 (1992) Clause 28.2** must be at least 850 mm.

Premises	Infrastructure
	except airports that do not accept regular public transport services

Part 25 Payment of fares

25.1 Passengers to pay fares

All passengers must be prepared to pay fares.

Conveyances	Premises	Infrastructure

25.2 Fare payment and ticket validation systems

(1) Fare payment and ticket validation systems must not require actions from passengers with disabilities that exceed the requirements for other passengers.

(2) For passengers who have difficulties with standard fare payment systems, operators and providers must offer a form of payment that meets equivalent access principles.

Note See sections 33.3 to 33.5 in relation to equivalent access.

Conveyances	Premises	Infrastructure

25.3 Vending machines

Vending machines must comply with **AS1428.2 (1992) Clause 29.1**, *Height*, **Clause 29.2**, *Controls*, and **Clause 29.3**, *Illumination*.

Conveyances	Premises	Infrastructure

25.4 Circulation space in front of vending machine

The circulation space in front of any vending machine must allow for a 180 degree turn as in **AS1428.2 (1992) Clause 6.2**, *Circulation space for 180 degree wheelchair turn*.

	Premises	Infrastructure
		except airports that do not accept regular public transport services

Part 26 Hearing augmentation–listening systems

26.1 Public address systems — premises and infrastructure

If a public address system is installed, it must comply with **AS1428.2 (1992) Clause 21.1**, *Hearing augmentation*.

	Premises	Infrastructure

26.2 Public address systems — conveyances

If a public address system is installed:

(a) people who are deaf or have a hearing impairment must be able to receive a message equivalent to the message received by people without a hearing impairment; and

(b) it must comply with **AS1428.2 (1992) Clause 21.1**, *Hearing augmentation*.

Conveyances

- Buses
- Coaches
- Ferries
- Trains
- Trams
- Light rail

Part 27 Information

27.1 Access to information about transport services

General information about transport services must be accessible to all passengers.

Conveyances **Premises** **Infrastructure**

27.2 Direct assistance to be provided

If information cannot be supplied in a passenger's preferred format, equivalent access must be given by direct assistance.

Note See sections 33.3 to 33.6 in relation to equivalent access and direct assistance.

Conveyances **Premises** **Infrastructure**

27.3 Size and format of printing

(1) Large print format type size must be at least 18 point sans serif characters.

(2) Copy must be black on a light background.

Conveyances **Premises** **Infrastructure**

27.4 Access to information about location

All passengers must be given the same level of access to information on their whereabouts during a public transport journey.

Conveyances

Part 28 Booked services

28.1 Notice of requirement for accessible travel

Operators of booked services may request advance notice of a requirement for accessible travel.

Conveyances

- Aircraft
- Coaches
- Ferries
- Dial-a-ride services
- Trains

28.2 Period of notice of requirement for accessible travel

Any advance notice required of a requirement for accessible travel must not exceed the period of notice specified for other passengers.

Conveyances

- Coaches
- Ferries
- Dial-a-ride services
- Trains

28.3 Location of carers, assistants and service animals

(1) On booked services, operators must locate carers, assistants or service animals with the passenger with whom they are travelling.

(2) In the case of carers or assistants, this would normally be in an adjoining seat.

(3) If a passenger is travelling with a service animal, the animal must be able to accompany the passenger at all times and to travel without encroaching onto an access path.

Conveyances

- Aircraft
- Coaches
- Ferries
- Dial-a-ride services

Conveyances

- Trains

28.4 Accessible seats to be available for passengers with disabilities

(1) Accessible seats must be kept for passengers with disabilities.

(2) Operators must allocate unbooked accessible seats to other passengers only after all other standard seats are filled.

Conveyances

- Aircraft
- Coaches
- Ferries
- Dial-a-ride services
- Trains

Part 29 Food and drink services

29.1 Equal access to food and drink services

Operators and providers must ensure that any food or drink service that is provided as part of a public transport service is equally available to all passengers.

Conveyances	Premises	Infrastructure

29.2 Distance around accessible tables

The distance around accessible tables in food and drink service areas must comply with **AS1428.2 (1992) Clause 24.1.7**.

Premises	Infrastructure
	except airports that do not accept regular public transport services

29.3 Space for passengers using mobility aids

Operators may provide space for passengers using mobility aids in food and drink service areas or give the same convenience by equivalent access.

Note See sections 33.3 to 33.5 in relation to equivalent access.

Conveyances

- Ferries
- Trains

Part 30 Belongings

30.1 Disability aids to be in addition to baggage allowance

(1) Disability aids (for example, equipment and apparatus including mobility, technical and medical aids) are to be in addition to normal baggage allowances.

(2) If possible, disability aids are to be treated in the same way as cabin or accompanied baggage.

Conveyances

- Aircraft
- Coaches
- Ferries
- Trains

Part 31 Priority

31.1 Priority seating

Operators must designate at least 2 of the seats provided on their unbooked conveyances as priority seating for passengers with disabilities and other groups in need of special assistance (for example, the aging).

Conveyances

- Buses
- Ferries
- Rail cars
- Trams
- Light rail

31.2 Information to be provided about vacating priority seating

Operators must inform all relevant passengers (by signage or similar systems) that they should vacate an identified priority seat or allocated space if a passenger with a disability requires it.

Conveyances

- Buses
- Ferries
- Trains
- Trams
- Light rail

Part 32 Adoption

32.1 Effect and application of these Standards

These Standards apply, on and from the date they come into effect under section 31 of the *Disability Discrimination Act 1992*, to:

(a) public transport services provided with:

(i) newly constructed premises or infrastructure; or

(ii) conveyances entering service after these Standards come into effect; or

(iii) premises, infrastructure or conveyances that have undergone substantial refurbishment or alteration; or

(iv) additional or replacement equipment in premises and infrastructure or on conveyances; and

(b) new or revised ancillary services that are provided as an adjunct to the public transport operation; and

(c) new or updated information provided to the public.

Conveyances **Premises** **Infrastructure**

32.2 Manufacture to be completed before target dates

In all cases, manufacture or other work that is required to ensure compliance with these Standards is to be completed before the target dates set out in Schedule 1.

Conveyances **Premises** **Infrastructure**

Part 33 Compliance

33.1 Date for compliance with these Standards — new conveyances, premises and infrastructure

Operators and providers must comply with the specified sections of these Standards for all new premises, infrastructure and conveyances brought into use for public transport service on and from the date these Standards come into effect under section 31 of the *Disability Discrimination Act 1992*.

Conveyances	Premises	Infrastructure

33.2 Date for compliance with these Standards — conveyances, premises and infrastructure in use at target dates

Operators and providers must comply with the specified sections of these Standards for premises, infrastructure and conveyances that are still in use for public transport at the target dates specified in Schedule 1.

Conveyances	Premises	Infrastructure

33.3 Equivalent access

(1) Compliance with these Standards may be achieved by:

(a) applying relevant specifications in these Standards before the target dates; or

(b) using methods, equipment and facilities that provide alternative means of access to the public transport service concerned (but not using separate or parallel services) with equivalence of amenity, availability, comfort, convenience, dignity, price and safety.

(2) This may include direct assistance over and above that required simply to overcome discrimination.

33.4 Consultation about proposals for equivalent access

The operator or provider of a public transport service must consult with passengers with disabilities who use the service, or with organisations representing people with disabilities, about any proposal for equivalent access.

33.5 Equivalent access without discrimination

Operators and providers must be able to demonstrate that equivalent access provides public transport without discrimination ‘as far as possible’.

33.6 Direct assistance

(1) Nothing in these Standards prevents operators or providers from offering assistance directly to passengers.

(2) If these Standards have not been fully met, direct assistance may be a means of providing equivalent access.

(3) In addition to compliance with other provisions of these Standards, direct assistance to passengers is required if:

(a) it is necessary to provide equivalent access to a service; and

(b) direct access can reasonably be provided without unjustifiable hardship.

33.7 Exceptional cases — unjustifiable hardship

(1) It is not unlawful to fail to comply with a requirement of these Standards if, and to the extent that, compliance would impose unjustifiable hardship on any person or organisation.

(2) However, compliance is required to the maximum extent not involving unjustifiable hardship.

(3) In determining whether compliance with a requirement of these Standards would involve unjustifiable hardship, all relevant circumstances of the particular case are to be taken into account including the following:

(a) any additional capital, operating or other costs, or loss of revenue, that would be directly incurred by, or reasonably likely to result from, compliance with the relevant requirement of these Standards;

(b) any reductions in capital, operating or other costs, or increases in revenue, that would be directly achieved by, or reasonably likely to result from, compliance with a relevant requirement of these Standards;

(c) the extent to which the service concerned operates, or is required to operate, on a commercial or cost-recovery basis;

(d) the extent to which the service concerned is provided by or on behalf of a public authority for public purposes;

(e) the financial position of a person or organisation required to comply with these Standards;

(f) any effect that compliance with the relevant requirement of these Standards is reasonably likely to have on the financial viability of a person or organisation required to comply, or on the provision of the service, or feature of service, concerned;

(g) any exceptional operational, technical or geographic factors, including at a local or regional level, affecting a person or organisation's ability to comply with a relevant requirement of these Standards;

(h) financial, staffing, technical, information and other resources reasonably available to a person or organisation required to comply with these Standards, including any grants, tax concessions, subsidies or other external assistance provided or available;

(i) benefits reasonably likely to accrue from compliance with relevant requirements of these Standards, including benefits to people with

disabilities, to other passengers or to other persons concerned, or detriment likely to result from non-compliance;

(j) detriment reasonably likely to be suffered by an operator, provider, passenger or other person or organisation concerned, including in relation to equality of amenity, availability, comfort, convenience, dignity, price and safety of services or effectiveness and efficiency of operation if compliance with relevant provisions of these Standards is required;

(k) if detriment under paragraph (j) involves loss of heritage values — the extent to which relevant heritage value or features of the conveyance, building or other item concerned are essential, and to what extent incidental, to the transport service provided;

(l) whether compliance with a requirement of these Standards may reasonably be achieved (including by means of equivalent access as provided for in sections 33.3 to 33.5) by less onerous means than those objected to by a person or organisation as imposing unjustifiable hardship;

(m) any evidence regarding efforts made in good faith by a person or organisation concerned to comply with the relevant requirements of these Standards;

(n) if a person or organisation concerned has given an action plan to the Commission under section 64 of the *Disability Discrimination Act 1992* — the terms of that action plan and any evidence regarding its implementation;

(o) the nature and results of any processes of consultation, including at local, regional, State, national, international, industry or other level, involving, or on behalf of, an operator concerned, any infrastructure providers as relevant, and people with a disability, regarding means of achieving compliance with a relevant requirement of these Standards and including in relation to the factors listed in this section;

(p) if a person or organisation seeks a longer period to comply with these Standards, or a requirement of these Standards, than is permitted by the preceding sections on Adoption and Compliance — whether the additional time sought is reasonable, including by reference to the factors set out in paragraphs (a) to (o) above, and what undertakings the person or organisation concerned has made or is prepared to make in this respect.

(4) If a substantial issue of unjustifiable hardship is raised having regard to the factors listed in paragraphs (3) (a) to (p), the following additional factors are to be considered:

(a) the extent to which substantially equal access to public transport services (including in relation to equality of independence, amenity, availability, comfort, convenience, dignity, price and safety) is or may be provided otherwise than by compliance with these Standards;

(b) any measures undertaken, or to be undertaken by, on behalf of, or in association with, a person or organisation concerned to ensure such access.

(5) For these Standards:

unjustifiable hardship is to be interpreted and applied having due regard to the scope and objects of the *Disability Discrimination Act 1992* (in particular the object of removing discrimination as far as possible) and the rights and interests of all relevant parties.

Part 34 Review

34.1 Timetable for review

(1) The Minister for Transport and Regional Services, in consultation with the Attorney-General, is to:

(a) review the efficiency and effectiveness of these Standards within 5 years after they take effect; and

(b) carry out a subsequent review every 5 years after the initial review.

(2) The review must include:

(a) whether discrimination has been removed, as far as possible, according to the requirements for compliance set out in Schedule 1; and,

(b) any necessary amendments to these Standards.

Schedule 1 Target dates for compliance

(section 33.2)

Part 1 Target date — 31 December 2007

1.1 Responsibility

- Operators
- Providers

Requirement

Full compliance with the relevant Standards in relation to:

- Waiting areas
- Symbols
- Signs
- Alarms
- Lighting
- Furniture and fittings
- Hearing augmentation
- Information
- Booked services
- Food and drink services
- Belongings
- Priority

Application

Conveyances	Premises	Infrastructure
		except bus stops

1.2 Responsibility

- Radio networks
- Co-operatives

Requirement

Response times for accessible vehicles are to be the same as for other taxis.

Application

Conveyances

- Taxis
- Dial-a-ride services

1.3 Responsibility

- Operators
- Providers

Requirement

Compliance with the relevant Standards by 25% of each type of service in relation to:

- Access paths
- Manoeuvring areas
- Passing areas
- Resting points
- Ramps
- Boarding
- Allocated space
- Doorways and doors
- Lifts
- Stairs
- Toilets
- Tactile ground surface indicators
- Controls
- Street furniture

Application

Conveyances	Premises	Infrastructure
		except bus stops

1.4 Responsibility

- Providers

Requirement

Compliance with the relevant Standards by 25% of bus stops in relation to:

- Access paths
- Manoeuvring areas
- Passing areas
- Ramps
- Waiting areas
- Boarding
- Allocated space
- Surfaces
- Handrails and grabrails
- Stairs
- Symbols
- Signs
- Tactile ground surface indicators
- Lighting
- Street furniture
- Information

Application

	Infrastructure
	• Bus stops

Part 2 Target date — 31 December 2012

2.1 Responsibility

- Operators
- Providers

Requirement

Full compliance with the relevant Standards in relation to:

- Surfaces
- Handrails and grabrails
- Gateways
- Vending machines

Application

Conveyances	Premises	Infrastructure
		except bus stops

2.2 Responsibility

- Operators

Requirement

Full compliance with the relevant Standards in relation to:

- 1500 mm minimum head room and vertical door opening

Application

Conveyances

- Accessible taxis

2.3 Responsibility

- Operators
- Providers

Requirement

Compliance with the relevant Standards by 55% of each type of service in relation to:

- Access paths
- Manoeuvring areas
- Passing areas
- Resting points
- Ramps
- Boarding
- Allocated space
- Doorways and doors
- Lifts
- Stairs
- Toilets
- Tactile ground surface indicators
- Controls
- Street furniture

Application

Conveyances	Premises	Infrastructure
		except bus stops

2.4 Responsibility

- Providers

Requirement

Compliance with the relevant Standards by 55% of bus stops in relation to:

- Access paths
- Manoeuvring areas
- Passing areas
- Ramps
- Waiting areas
- Boarding
- Allocated space
- Surfaces
- Handrails and grabrails
- Stairs
- Symbols
- Signs
- Tactile ground surface indicators
- Lighting
- Street furniture
- Information

Application

Infrastructure
• Bus stops

Part 3 Target date — 31 December 2017

3.1 Responsibility

- Operators
- Providers

Requirement

Compliance with the relevant Standards by 90% of each type of service in relation to:

- Access paths
- Manoeuvring areas
- Passing areas
- Resting points
- Ramps
- Boarding
- Allocated space
- Doorways and doors
- Lifts
- Stairs
- Toilets
- Tactile ground surface indicators
- Controls
- Street furniture

Application

Conveyances	Premises	Infrastructure
except buses		except bus stops

3.2 Responsibility

- Operators
- Providers

Requirement

Compliance with the relevant Standards by 80% of each type of service in relation to:

- Access paths
- Manoeuvring areas
- Passing areas
- Resting points
- Ramps
- Boarding
- Allocated space
- Doorways and doors
- Lifts
- Stairs
- Toilets
- Tactile ground surface indicators
- Controls
- Street furniture

Application

Conveyances

- Buses

3.3 Responsibility

- Providers

Requirement

Compliance with the relevant Standards by 90% of bus stops in relation to:

- Access paths
- Manoeuvring areas
- Passing areas
- Ramps
- Waiting areas
- Boarding
- Allocated space
- Surfaces
- Handrails and grabrails
- Stairs
- Symbols
- Signs
- Tactile ground surface indicators
- Lighting
- Street furniture
- Information

Application

Infrastructure

- Bus stops

Part 4 Target date — 31 December 2022

4.1 Responsibility

- Operators
- Providers

Requirement

All public transport services are to fully comply with the relevant Standards.

Application

Conveyances	Premises	Infrastructure
except trains and trams		

Part 5 Target date — 31 December 2032

5.1 Responsibility

- Operators
- Providers

Requirement

All public transport services are to fully comply with the relevant Standards.

Application

Conveyances

- Trains
- Trams

Notes to the *Disability Standards for Accessible Public Transport 2002*

Note 1

The *Disability Standards for Accessible Public Transport 2002* (in force under subsection 31 (1) of the *Disability Discrimination Act 1992*) as shown in this compilation is amended as indicated in the Tables below.

Table of Instruments

Title	Tabled in the House	Date of commencement	Application, saving or transitional provisions
Disability Standards for Accessible Public Transport 2002	HR: 19 Aug 2002 Sen: 20 Aug 2002	23 Oct 2002 *(a)*	
Disability Standards for Accessible Public Transport Amendment 2004 (No. 1)	HR: 19 Feb 2004 Sen: 1 Mar 2004	2 Apr 2004 *(a)*	—

(a) Subsections 31 (2), (3) and (4) of the *Disability Discrimination Act 1992* provide as follows:

(2) Disability standards formulated in accordance with this section are to be laid before each House of the Parliament within 15 sitting days of that House after the disability standards are formulated and take effect only as provided by the following provisions of this section.

(3) If:

(a) notice of a motion to amend the disability standards is given in either House of the Parliament within 15 sitting days after the disability standards have been laid before that House; and

(b) the disability standards, whether or not as amended, are subsequently approved by that House; and

(c) the other House approves the disability standards in the form approved by the first-mentioned House;

the disability standards take effect in the form so approved from the day on which that other House approves the disability standards in that form.

(4) If no notice of a motion to amend the disability standards is given in the House of Representatives or the Senate within 15 sitting days of the particular House after the disability standards have been laid before that House, the disability standards take effect from the day immediately after the 15th sitting day or, where that day differs in respect of each House, the later of those days.

Table of Amendments

ad. = added or inserted am. = amended rep. = repealed rs. = repealed and substituted

Provision affected	How affected
S. 1.6	am. 2004 No. 1
S. 1.7	am. 2004 No. 1
S. 2.6	ad. 2004 No. 1
S. 2.7	ad. 2004 No. 1
S. 2.8	ad. 2004 No. 1
S. 2.9	ad. 2004 No. 1
S. 4.3	ad. 2004 No. 1
S. 6.2	am. 2004 No. 1
S. 6.4	am. 2004 No. 1
S. 8.2	am. 2004 No. 1
S. 8.6	am. 2004 No. 1
S. 8.8	am. 2004 No. 1
S. 9.10	am. 2004 No. 1
S. 10.1	am. 2004 No. 1
S. 11.4	am. 2004 No. 1
S. 13.1	am. 2004 No. 1
S. 14.2	am. 2004 No. 1
S. 14.3	am. 2004 No. 1
S. 15.1	am. 2004 No. 1
S. 15.4	am. 2004 No. 1
S. 16.1	am. 2004 No. 1
S. 18.1	am. 2004 No. 1
S. 18.2	am. 2004 No. 1
S. 19.1	am. 2004 No. 1
Heading to s. 20.1	rs. 2004 No. 1
S. 20.2	ad. 2004 No. 1
S. 20.3	ad. 2004 No. 1
S. 21.1	am. 2004 No. 1
S. 21.3	am. 2004 No. 1
Heading to s. 26.1	rs. 2004 No. 1
S. 26.2	ad. 2004 No. 1