EXPLANATORY STATEMENT

Issued by authority of the Attorney-General

Disability Discrimination Act 1992

Disability Standards for Accessible Public Transport Amendment 2026

AUTHORITY

Subsection 31(1) of the *Disability Discrimination Act 1992* (DDA) provides that the Attorney-General may, by legislative instrument, formulate standards (a disability standard) in relation to any area in which it is unlawful under Part 2 of the DDA for a person to discriminate against another person on the ground of a disability of the other person.

The DDA provides that discrimination (direct or indirect) on the basis of disability is unlawful in a broad range of areas of public life, including employment, accommodation, education, access to premises, clubs and sports, the provision of goods, facilities, services and land, existing laws and the administration of Commonwealth laws and programs. Section 24 of the DDA (a provision of Part 2) makes it unlawful for a person who provides goods, services or facilities, including transport, to discriminate against another person on the ground of the person's disability.

The Disability Standards for Accessible Public Transport 2002 (Transport Standards), made by the Attorney-General under section 31 of the DDA, came into effect on 23 October 2002. The Transport Standards provide certainty to operators and providers of public transport services about their responsibilities under the DDA. The aim of the Transport Standards is to remove discrimination for people with disability as far as possible and ensure public transport services are safe and accessible for people with disability.

This instrument relies on subsection 33(3) of the *Acts Interpretation Act 1901*, which provides that where an Act confers a power to make, grant or issue any instrument of a legislative or administrative character, the power shall be construed as including a power exercisable in the like manner and subject to the like conditions (if any) to repeal, rescind, revoke, amend or vary any such instrument.

PURPOSE OF THE INSTRUMENT

The purpose of the Disability Standards for Accessible Public Transport Amendment 2026 (the Amendment Standards) is to amend the Transport Standards to reflect the reforms announced by the Australian Government in March 2024.

The reform process commenced in 2019, and the government consulted extensively with people with disability, Disability Representative Organisations, public transport operators and providers, and other levels of government to identify accessibility barriers and develop reform options. The reforms seek to remove discrimination against people with disability and improve accessibility across the whole public transport journey, including the training of public transport staff to better meet the needs of people with disability, improved safety

Authorised Version Explanatory Statement registered 30/07/2026 to F2026L01002

onboard conveyances, and making it easier to find and understand information to plan a journey.

Consideration of comments from State and Territory Ministers

Subsection 31(3) of the DDA requires that, before making a disability standard, the Attorney-General must take into consideration any comments made to the Attorney-General by a minister of a state or territory who is responsible for matters relating to disability discrimination.

On 7 August 2025, the Minister for Infrastructure, Transport, Regional Development, and Local Government wrote to state and territory ministers seeking comments on the making of this instrument. Submissions were received from five state and territory government departments responsible for the provision of public transport in their jurisdictions.

These comments were taken into consideration by the Attorney-General before making this instrument. Accordingly, the requirements of subsection 31(3) of the DDA have been met.

Exemption from sunsetting

This instrument and the Transport Standards are exempt from sunsetting due to subsection 54(2) of the *Legislation Act 2003* read together with item 23 of the table in section 12 of the *Legislation (Exemptions and Other Matters) Regulation 2015*. The exemption reflects that the Transport Standards require a more regular statutory review process than sunsetting (section 34.1 of the Transport Standards requires the Transport Standards be reviewed every five years).

BACKGROUND

Statutory reviews of the Transport Standards

Under Section 34.1 of the Transport Standards, the Minister for Transport and Regional Services, in consultation with the Attorney-General, is required to review the efficiency and effectiveness of the Transport Standards every five years. The review must:

- report on the effectiveness and efficiency of the Transport Standards;
- report on whether discrimination has been removed as far as possible; and
- include any necessary amendments to the Transport Standards.

Previous reviews of the Transport Standards recommended the Transport Standards be updated to reflect current and future needs of people with disability, and to support public transport operators and providers to fulfil their obligations under the DDA. Collectively the reviews identified barriers impacting the effectiveness and efficiency of the Transport Standards, and outlined the need to update the Transport Standards to:

- improve the accessibility of Australia's public transport services;
- modernise the Transport Standards to meet Australians' current and future transport needs by incorporating technological advances and emerging technologies;

Authorised Version Explanatory Statement registered 30/07/2026 to F2026L01002

- harmonise requirements between the Transport Standards and the Disability (Access to Premises – Buildings) Standards 2010 (Premises Standards) to promote alignment and consistency, and simplify regulatory requirements where the two disability standards intersect;
- improve compliance with the Transport Standards by improving regulatory clarity and flexibility regarding how operators and providers can meet their obligations under the DDA; and
- reduce discrimination against people with disability concerning public transport services.

DEVELOPMENT OF THE REFORMS

The reforms were developed in collaboration with the Attorney-General's Department, state and territory governments, people with disability, disability representative organisations and the public transport industry, at the direction of the Infrastructure and Transport Ministers Meeting (ITMM).

Between 2019 and 2021, the government convened the National Accessible Transport Taskforce (the Taskforce), comprised of representatives from the disability community, the public transport industry, technical subject matter experts and governments, to develop policy options to address issues raised in previous statutory reviews. Working groups were established under the Taskforce to consult with relevant stakeholders to further understand the issues. These issues were endorsed as areas of reform by the National Accessible Transport Steering Committee, comprised of senior officials from the Australian Government, state and territory governments and the Australian Human Rights Commission.

In February 2022 at the ITMM, Ministers confirmed their preferred options for 16 areas of reform in Stage 1. On 9 June 2023, Ministers considered a further 60 areas of reforms and implementation arrangements for the full package of 76 reforms. The final reform package was announced by the government in March 2024.

The reform package is broad, including new requirements for staff training to better meet the needs of people with disability, ensuring service information is provided in accessible formats, and a range of improved design requirements to ensure services are safe and accessible. The instrument also makes minor, technical and consequential amendments to the Transport Standards, including changes to reflect changes in drafting practices and to clarify the expression of some of the existing provisions.

PUBLIC CONSULTATION

The purpose of public consultation was to learn more about the contexts in which discrimination is likely to occur for people with disability and gather a broad range of stakeholder views on the merits of the proposed policy options. This included associated impacts, costs and benefits, and the extent to which each option would achieve the intended outcome.

Authorised Version Explanatory Statement registered 30/07/2026 to F2026L01002

Through public consultation, feedback was sought on policy options for each reform area, including a status quo, non-regulatory and regulatory option, and options for the implementation of all reform proposals.

Across two stages of public consultation, more than 500 participants took part in a range of consultation events and activities including surveys, webinars, focus groups and written submissions to provide feedback on the proposed reform options.

A broad range of stakeholders provided feedback during public consultation, including:

- people with disability, their families and carers;
- disability organisations and advocacy groups;
- operators and providers of public transport, including peak industry bodies;
- state, territory and local governments; and
- Australian Government departments and agencies.

The consultation process sought to prioritise the lived experience of people with disability and leverage the expert knowledge of various stakeholder groups. Activities were designed to allow the disability community, governments and the public transport industry to have open and transparent opportunities to engage and have their say. Submissions could be provided in accessible formats, including via written submission, surveys, or verbally through a phone line. Consultation events were led by people with disability and delivered in partnership with disability organisations.

REGULATION IMPACT STATEMENT

The government undertook impact analyses processes for both stages of consultation, outlining the options for each reform area, findings from the public consultation, the costs and benefits for each option, and a preferred option. The government prepared two Decision Regulation Impact Statements to support decision making. The Office of Impact Analysis (formerly the Office of Best Practice Regulation) assessed both impact analyses and determined they met Australian Government best practice regulation requirements (Stage 1 reference: 23821, Stage 2 reference: OBPR21-01141). The impact analyses support this explanatory statement and have been published on the Office of Impact Analysis website: www.oia.pmc.gov.au.

DOCUMENTS INCORPORATED BY REFERENCE

As this instrument is an amending instrument, it does not itself incorporate any documents by reference. However, it amends the Transport Standards to incorporate relevant parts of Australian Standards, among other industry standards and documents, to provide technical detail to support the provisions of the Transport Standards.

The Transport Standards incorporate Australian Standards in reliance on section 14 of the *Legislation Act 2003*, which relevantly provides that enabling legislation which enables provision to be made in relation to any matter by legislative instrument, may make provision for or in relation to that matter, by applying, adopting or incorporating, with or without

Authorised Version Explanatory Statement registered 30/07/2026 to F2026L01002

modification, any matter contained in any other instrument or in writing as in force or existing at or before the time the incorporating legislative instrument commences.

The *Legislation Act 2003* and the DDA do not authorise the incorporation of material 'as in force from time to time'. The Transport Standards only require compliance with specific versions of these documents referenced within.

This instrument incorporates these documents to update Australian Standards referenced in the Transport Standards, respond to technological advancements since the Transport Standards were introduced and improve alignment with the Premises Standards. In some instances, however, older references have been retained where the contemporary Australian Standard reference does not retain important accessibility features that are included in previous versions.

Amendments or revisions to Australian Standards are developed when members of the public and/or stakeholders representing committee member organisations identify that changes are required to ensure standards are fit for purpose. A proposal for a revision or amendment is submitted to Standards Australia by the proponent for approval. Project proposals are only approved when they are supported by stakeholders or industry, and the submission includes a net benefit case. Information on the procedures for proposal and net benefit cases is available on the Standards Australia website at www.standards.org.au.

Overall, the impact of updates to the Australian Standards versions as they relate to the Transport Standards are relatively minor in practice. The updates to the Australian Standards include editorial clarifications and corrections, some reductions in stringency that do not impact access to public transport for people with disability, and some very minor increases in stringency that often reflect contemporary practices. Further detail about the rationale and impact of these updates is outlined in the notes on clauses in this Explanatory Statement.

Australian Standards may be obtained from Standards Australia on a user-pays basis and from public and some university libraries. In August 2023, Standards Australia launched the Reader Room platform, which offers limited, no-fee access to Australian Standards for non-commercial purposes for Australian residents and other limited authorised users. More information can be found at the Standards Australia website: www.standards.org.au Consumers who have complex needs or issues may contact the Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts to seek advice and assistance to access referenced Australian Standards on a case-by-case basis.

STATEMENT OF COMPATIBILITY WITH HUMAN RIGHTS

A statement of compatibility with human rights for the purposes of Part 3 of the *Human Rights (Parliamentary Scrutiny) Act 2011* is set out at Attachment A.

Authorised Version Explanatory Statement registered 30/07/2026 to F2026L01002

DETAILED EXPLANATION OF THE PROVISIONS OF THE DISABILITY STANDARDS FOR ACCESSIBLE PUBLIC TRANSPORT AMENDMENT 2026

SECTIONS

Section 1 – Name of Standards

1. This section provides that the name of the instrument is the Disability Standards for Accessible Public Transport Amendment 2026 (the Amendment Standards).

Section 2 – Commencement

2. This section provides that the Amendment Standards commence on the day after the last day on which a resolution disallowing the instrument could be passed by either House of Parliament under the *Legislation Act 2003*. However, the provisions do not commence at all if the instrument or provision of the instrument is disallowed or taken to have been disallowed under that Act.

Section 3 – Authority

3. This section provides that the Amendment Standards are made under subsection 31(1) of the *Disability Discrimination Act 1992.*

Section 4 – Schedules

4. This section provides that each instrument specified in a Schedule to the instrument is amended or repealed as set out in the applicable items in the Schedule concerned, and for any other items in a Schedule to the instrument has effect according to its terms. The only instrument that is specified in the Schedules is the Disability Standards for Accessible Public Transport 2002 (Transport Standards).

SCHEDULE 1 – PART 1 (PRELIMINARY) AMENDMENTS

Disability Standards for Accessible Public Transport 2002

Item 1 – Section 1.6

5. Item 1 repeals section 1.6. Australian Standards and other industry standards incorporated by reference in the Transport Standards have moved to be more appropriately listed in section 1.8.

Item 2 – Section 1.7

Authorised Version Explanatory Statement registered 30/07/2026 to F2026L01002

6. Item 2 repeals and substitutes section 1.7 to simplify drafting and reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision. The requirements of the Transport Standards continue to apply to conveyances, premises and infrastructures as indicated in an application table below each section.

Item 3 – Sections 1.8 to 1.11

7. Item 3 repeals sections 1.8 to 1.11 and substitutes a new section 1.8 to consolidate definitions for important terms used in the Transport Standards.

8. The definition for 'airport that does not accept regular public transport services', previously provided at section 1.10 of the Transport Standards, as existed before the Amendment Standards, has been repealed. The definition for this term relied on the Civil Aviation Regulations 1988, which was repealed and substituted in 2021 through amendments given effect by the Flight Operations – Consequential Amendments and Transitional Provisions Regulations 2021. An amendment to section 1.23 (Item 7 of Schedule 1) continues to give effect to the intent of the definition, which is to exclude airports that do not accept regular public transport services from the application of the Transport Standards.

9. The note at section 1.8 highlights to the reader that a number of expressions used in the Transport Standards are defined in the DDA, including the following:

   (a) assistance animal;
   (b) Commission;
   (c) disability;
   (d) disability discrimination.

10. Section 1.5 of the Transport Standards provides that the Standards are accompanied by Guidelines. The Guidelines aim to assist in the understanding and interpretation of the Transport Standards. The definition of 'Guidelines' provided in section 1.8 clarifies that the reader should consult the updated Guidelines published in 2026.

Item 4 – At the end of section 1.12(2)

11. Item 4 adds new paragraphs (d) – (f) at subsection 1.12(2) to amend the definition of 'Conveyance' to exclude charter flights, joy flights and recreational flights from the definition of conveyances to which the Transport Standards apply.

12. Together with changes to section 1.23 (Item 7 of Schedule 1), the intent of Item 4 is to clarify that these services would not be considered regular public transport services within the meaning of the Transport Standards.

Item 5 – Sections 1.13, 1.14, 1.15, 1.17, 1.19 and 1.21

Authorised Version Explanatory Statement registered 30/07/2026 to F2026L01002

13. Item 5 repeals sections 1.13, 1.14, 1.15, 1.17, 1.19 and 1.21. The definitions for terms previously contained in these sections, as they existed before the Amendment Standards, have been consolidated in section 1.8 with other important terms used in the Transport Standards.

Item 6 – Subsection 1.22(1)

14. Item 6 omits "public transport infrastructure" and substitutes "conveyances, premises or infrastructure" in subsection 1.22(1) to clarify the intent the Transport Standards. This amendment does not otherwise affect the content or operation of the provision.

Item 7 – At the end of section 1.23

15. Item 7 adds a new subsection (4) to section 1.23 to clarify that airports, terminals or other facilities that do not accept aircraft transporting members of the public in accordance with fixed schedules to and from fixed places over specific routes are excluded from the Transport Standards. For example, private airstrips that only accept charter flights do not need to meet the requirements of the Transport Standards relating to premises and infrastructure. Similarly, terminals at major airports that only operate to service planes that, for example, transport cargo, also do not need to meet the requirements of the Transport Standards. This amendment continues to give effect to the intent of the definition of 'airport that does not accept regular public transport services', that was repealed through Item 3 of Schedule 1.

Item 8 – Section 1.24

16. Item 8 repeals section 1.24. The definitions for small aircraft previously contained in this section has been consolidated in section 1.8 with other important terms used in the Transport Standards.

SCHEDULE 2 – PART 2 (ACCESS PATHS) AMENDMENTS

Disability Standards for Accessible Public Transport 2002

Item 1 – Subsection 2.1(2)

17. Item 1 amends the reference to clause 8.1 of AS 1428.2 (1992) to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

Item 2 – Section 2.1 (table)

18. Item 2 repeals the application table at section 2.1 and substitutes a new subsection 2.1(3) to deem a fixed gangway as an 'access path'. Together with the definition for fixed gangways in section 1.8 of the Amendment Standards (introduced by Item 3 of Schedule 1) and gradient requirements for fixed gangways in section 6.5 of the Amendment Standards (introduced by Item 5 of Schedule 6), this item will ensure

Authorised Version Explanatory Statement registered 30/07/2026 to F2026L01002

fixed gangways are as safe and accessible as other access paths listed in subsection 2.1(1).

19. Item 2 also inserts subsection 2.1(4) to amend the presentation of the application table to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

20. The words ‘except airports that do not accept regular public transport services’ have been omitted from the revised application table as a consequence of the amendment made by Item 7 of Schedule 1. Omitting these words does not affect the application of this provision. Airports that do not accept regular public transport services will continue to be excluded from the application of this section.

Item 3 – Section 2.2

21. Item 3 repeals and substitutes section 2.2 to omit reference to an outdated 1992 version of an Australian Standard and introduce new requirements that will ensure access paths are provided and suitably located to access public spaces and accessible facilities within public transport premises and infrastructure. Access paths must connect public transport premises and infrastructure with external spaces or facilities. These include accessible parking associated with the public transport premises or infrastructure, nearby connecting infrastructure, buildings or structures such as bus stops, passenger loading zones and accessible taxi ranks, and adjoining streets or walkways where there is an entrance point to the public transport premises or infrastructure.

22. The revised section 2.2 also includes new requirements for access paths to be easily identifiable and designed to minimise the distance that people with disability need to move to travel between accessible facilities of premises or infrastructure.

23. Item 3 also repeals the application table at section 2.2, and substitutes subsection 2.2(4) to amend the presentation of the table to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

24. The words ‘except airports that do not accept regular public transport services’ have been omitted from the revised table as a consequence of the amendment made by Item 7 of Schedule 1. Omitting these words does not affect the application of this provision. Airports that do not accept regular public transport services will continue to be excluded from the application of this section.

Item 4 – Section 2.3

25. Item 4 amends section 2.3 to insert “(1)” before “If” as a consequence of the amendment made by Item 5 of Schedule 2. This amendment does not otherwise affect the content or operation of the provision.

Authorised Version Explanatory Statement registered 30/07/2026 to F2026L01002

Item 5 – Section 2.3 (table)

26. Item 5 repeals the application table at section 2.3, and substitutes subsection 2.3(2) to amend the presentation of the table to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

27. The words 'except airports that do not accept regular public transport services' have been omitted from the revised table as a consequence of the amendment made by Item 7 of Schedule 1. Omitting these words does not affect the application of this provision. Airports that do not accept regular public transport services will continue to be excluded from the application of this section.

Item 6 – Subsection 2.4(1)

28. Item 6 omits reference to an outdated 1992 version of an Australian Standard from subsection 2.4(1). The amendments will not result in any change to access path width.

Item 7 – Subsection 2.4(2)

29. Item 7 repeals and substitutes subsection 2.4(2) to clarify requirements for moving walkways and to better align with the terminology and requirements of the Premises Standards. The amendments will not result in any change to access path width.

Item 8 – Section 2.4 (table)

30. Item 8 repeals the application table at section 2.4, and substitutes subsection 2.4(3) to amend the presentation of the table to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

31. The words 'except airports that do not accept regular public transport services' have been omitted from the revised table as a consequence of the amendment made by Item 7 of Schedule 1. Omitting these words does not affect the application of this provision. Airports that do not accept regular public transport services will continue to be excluded from the application of this section.

Item 9 – Subsection 2.5(1)

32. Item 9 amends subsection 2.5(1) to omit "Poles", and substitute "Structures such as poles" as a consequence of the amendment made by Item 10 of Schedule 2. This amendment does not otherwise affect the content or operation of the provision.

Item 10 – Subsection 2.5(2)

33. Item 10 repeals and substitutes subsection 2.5(2) with new provisions that require structures that abut an access path to have a luminance contrast of not less than 30 per cent when viewed against the surrounding floor or pavement, or against other fixed

Authorised Version Explanatory Statement registered 30/07/2026 to F2026L01002

surfaces that are within two metres of the obstacle. Luminance contrast must be tested in accordance with Appendix B of Australian Standards 1428.1 (2021).

34. The amendments provide greater clarity so that only adjacent and permanent backgrounds are required to meet the luminance contrast requirements and better aligns the Transport Standards and the Premises Standards by providing a consistent means of testing.

Item 11 – Section 2.5 (table)

35. Item 11 repeals the application table at section 2.5, and substitutes subsection 2.5(3) to amend the presentation of the table to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

36. The words 'except airports that do not accept regular public transport services' have been omitted from the revised table as a consequence of the amendment made by Item 7 of Schedule 1. Omitting these words does not affect the application of this provision. Airports that do not accept regular public transport services will continue to be excluded from the application of this section.

Item 12 – After subsection 2.6(1)

37. Item 12 inserts new subsections 2.6(1A) and (1B) to section 2.6 to ensure access paths are as clear and functional as practicable to ensure maximum access to mobility aid users.

38. Subsection 2.6(1A) introduces requirements for access paths to have an unobstructed vertical clearance from the path's floor of at least 1500 mm to ensure uninterrupted access for mobility aid users. Subsection 2.6(1B) provides limited exceptions for certain objects or fixtures that are necessary for passenger safety to protrude into this vertical space, such as grab rails, excursion barriers and devices to signal the need for a boarding device.

Item 13 – Subsection 2.6(2)

39. Item 13 amends subsection 2.6(2) to omit "Subsection (1) applies", and substitute "Subsections (1), (1A) and (1B) apply" as a consequence of the amendment made by Item 12 of Schedule 2.

Item 14 – Subsection 2.6(3)

40. Item 14 omits "on the commence of this section" and substitutes "2 April 2004" to clarify that subsection (3) applies to assets that existed or were ordered before the date this subsection commenced when the Transport Standards were previously amended.

Item 15 – Section 2.6 (table)

Authorised Version Explanatory Statement registered 30/07/2026 to F2026L01002

41. Item 15 repeals the application table at section 2.6, and substitutes subsection 2.6(4) to amend the presentation of the table to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

Item 16 – Section 2.7

42. Item 16 amends section 2.7 to insert "(1)" before "Between" as a consequence of the amendment made by Item 17 of Schedule 2. This amendment does not otherwise affect the content or operation of the provision.

Item 17 – After subsection 2.7(1)

43. Item 17 inserts a new subsection 2.7(2) to clarify what is meant by "front wheel arches of a bus".

44. Subsection 2.7(1) provides that the general requirement for conveyances to have an 850 mm wide access path (as outlined in section 2.6), may be reduced to 750 mm between floor level and a height of 300 mm between the front wheel arches of a bus. There is no definition of wheel arches in the Australian Design Rules or equivalent regulations. Misinterpretation of these requirements by some manufacturers can result in the design of front access paths applying 750 mm to access paths outside the wheel arch area. This restricts access for some mobility aid users. This amendment will provide clarity to assist with interpreting subsection 2.7(1).

Item 18 – Section 2.7 (table)

45. Item 18 repeals the application table at section 2.7, and substitutes subsection 2.7(3) to amend the presentation of the table to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

Item 19 – Section 2.8 (table)

46. Item 19 repeals the application table at section 2.8, and substitutes subsection 2.8(4) to amend the presentation of the table to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

Item 20 – Section 2.9 (table)

47. Item 20 repeals the application table at section 2.9, and substitutes subsection 2.9(3) to amend the presentation of the table to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

SCHEDULE 3 – PART 3 (MANOEUVRING AREAS) AMENDMENTS

Disability Standards for Accessible Public Transport 2002

Item 1 – Section 3.1

Authorised Version Explanatory Statement registered 30/07/2026 to F2026L01002

48. Item 1 amends section 3.1 to insert "(1)" before "A" as a consequence of the amendment made by Item 3 of Schedule 3. This amendment does not otherwise affect the content or operation of the provision.

Item 2 – Section 3.1

49. Item 2 omits an outdated 1992 Australian Standard reference from section 3.1, and substitutes in reference to "clause 3.5 of AS1428.1 (2021) (circulation space for wheelchair turn)" to introduce specifications for 90-degree turns and better align with the Premises Standards. The specifications for 180-degree turns remain unchanged.

Item 3 – Section 3.1 (table)

50. Item 3 repeals the application table at section 3.1, and substitutes subsection 3.1(2) to amend the presentation of the table to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

51. The words 'except airports that do not accept regular public transport services' have been omitted from the revised table as a consequence of the amendment made by Item 7 of Schedule 1. Omitting these words does not affect the application of this provision. Airports that do not accept regular public transport services will continue to be excluded from the application of this section.

Item 4 – Section 3.2

52. Item 4 repeals and substitutes the requirements of section 3.2 to introduce new requirements to ensure manoeuvring areas in conveyances are as clear and functional as practicable to enable maximum access by mobility aid users.

53. This section requires that mobility aid users must be able to enter, exit and position themselves within an allocated space in a conveyance, or for operators to provide direct assistance to the person if this is not practicable. A note is included in this section to direct readers to sections 33.3 to 33.6 for information relating to equivalent access and direct assistance.

54. New requirements have been introduced to specify that manoeuvring areas must have an unobstructed vertical clearance of at least 1500 mm. Subsection 3.2(4) provides limited exceptions for certain objects or fixtures that are necessary for passenger safety to protrude into this vertical space, such as grab rails, excursion barriers and devices to signal the need for a boarding device.

Item 5 – Section 3.3

55. Item 5 amends section 3.3 to insert "(1)" before "If" as a consequence of the amendment made by Item 6 of Schedule 3. This amendment does not otherwise affect the content or operation of the provision.

Authorised Version Explanatory Statement registered 30/07/2026 to F2026L01002

Item 6 – Section 3.3 (table)

56. Item 6 repeals the application table at section 3.3, and substitutes subsection 3.3(2) to amend the presentation of the table to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

Item 7 – At the end of Part 3

57. Item 7 inserts a new section at the end of Part 3. Section 3.4 introduces requirements to co-locate access paths, manoeuvring areas and allocated spaces. Keeping accessible features as close as practicable improves accessibility for people with disability by reducing distance and difficulty accessing these features in sometimes crowded conveyances. These requirements apply to buses (except dedicated school buses), ferries, accessible rail cars, accessible tram cars and accessible light rail cars.

SCHEDULE 4—PART 4 (PASSING AREAS) AMENDMENTS

Disability Standards for Accessible Public Transport 2002

Item 1 – Section 4.1

58. Item 1 amends section 4.1 to insert "(1)" before "A" as a consequence of the amendment made by Item 3 of Schedule 4. This amendment does not otherwise affect the content or operation of the provision.

Item 2 – Section 4.1

59. Item 2 omits an outdated Australian Standard reference from section 4.1, and substitutes in reference to Australian Standard "clause 3.4 of AS 1428.1 (2021) (passing space for wheelchairs)". This does not result in changes to the minimum width requirements for a passing area.

Item 3 – Section 4.1 (table)

60. Item 3 repeals the application table at section 4.1, and substitutes subsection 4.1(2) to amend the presentation of the table to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

61. The words 'except airports that do not accept regular public transport services' have been omitted from the revised table as a consequence of the amendment made by Item 7 of Schedule 1. Omitting these words does not affect the application of this provision. Airports that do not accept regular public transport services will continue to be excluded from the application of this section.

Item 4 – Subsection 4.2(1)

Authorised Version Explanatory Statement registered 30/07/2026 to F2026L01002

62. Item 4 amends the reference to clause 6.5(b) of AS 1428.2 (1992) (passing space for wheelchairs) and Figure 3 to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

Item 5 – Section 4.2 (table)

63. Item 5 repeals the application table at section 4.2, and substitutes subsection 4.2(3) to amend the presentation of the table to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

64. The words 'except airports that do not accept regular public transport services' have been omitted from the revised table as a consequence of the amendment made by Item 7 by Schedule 1. Omitting these words does not affect the application of this provision. Airports that do not accept regular public transport services will continue to be excluded from the application of this section.

Item 6 – Section 4.3(3)

65. Item 6 omits "(conforming with the assumptions indicated in Part 40.1 of the Guidelines)" from subsection 4.3(3). This amendment removes reference to the Guidelines to improve the consistency of drafting of the instrument. The Guidelines do not provide additional requirements but provide guidance on interpreting the Transport Standards.

Item 7 – Section 4.3 (table)

66. Item 7 repeals the application table at section 4.3, and substitutes subsection 4.3(5) to amend the presentation of the table to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

SCHEDULE 5—PART 5 (RESTING POINTS) AMENDMENTS

Disability Standards for Accessible Public Transport 2002

Item 1 – Subsection 5.1(1)

67. Item 1 amends the reference to clause 7 of AS 1428.2 (1992) (continuous accessible path of travel) to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

Item 2 – Subsection 5.1(2)

68. Item 2 repeals subsection 5.1(2) and substitutes a new subsection to introduce additional requirements to provide a flat and stable space beside resting point seats. This will ensure accessible resting points are provided for mobility aid users.

Authorised Version Explanatory Statement registered 30/07/2026 to F2026L01002

69. The note at subsection 5.1(2) refers the reader to section 35.6 which provides that public transport operators and providers must comply with the requirements of subsection 5.1(2) five years from the date the amended Transport Standards come into effect.

Item 3 – Section 5.1 (table)

70. Item 3 repeals the application table at section 5.1, and substitutes subsection 5.1(3) to amend the presentation of the table to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

71. The words 'except airports that do not accept regular public transport services' have been omitted from the revised table as a consequence of the amendment made by Item 7 of Schedule 1. Omitting these words does not affect the application of this provision. Airports that do not accept regular public transport services will continue to be excluded from the application of this section.

SCHEDULE 6—PART 6 (RAMPS) AMENDMENTS

Disability Standards for Accessible Public Transport 2002

Item 1 – Section 6.1

72. Item 1 amends section 6.1 to insert "(1)" before "A" as a consequence of the amendment made by Item 3 of Schedule 6. This amendment does not otherwise affect the content or operation of the provision.

Item 2 – Section 6.1

73. Item 2 amends the reference to clause 8 of AS 1428.2 (1992) to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

Item 3 – Section 6.1 (table)

74. Item 3 repeals the application table at section 6.1, and substitutes subsection 2.1(2) to amend the presentation of the table to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

75. The words 'except airports that do not accept regularly public transport services' have been omitted from the revised table as a consequence of the amendment made by Item 7 of Schedule 1. Omitting these words does not affect the application of this provision. Airports that do not accept regular public transport services will continue to be excluded from the application of this section.

Item 4 – Sections 6.2 to 6.4

Authorised Version Explanatory Statement registered 30/07/2026 to F2026L01002

76. Item 4 repeals sections 6.2 to 6.4.

77. The previous requirements in section 6.2 and section 6.4, as they existing before the Amendment Standards, have moved to be more appropriately located in Part 8 (Boarding) with other requirements relating to boarding devices (Item 15, Schedule 8).

78. The minimum width requirement provided in section 6.3 has been repealed as it duplicates existing requirements in subsection 8.5(1).

Item 5 – Section 6.5

79. Item 5 repeals and substitutes section 6.5 with new requirements that better recognise the cyclical alteration of gangway and treadplate slope by clarifying the gradient required to ensure fixed gangways on pontoon wharves are safe and accessible throughout the entire tidal range.

SCHEDULE 7—PART 7 (WAITING AREAS) AMENDMENTS

Disability Standards for Accessible Public Transport 2002

Item 1 – Sections 7.1 and 7.2

80. Item 1 repeals sections 7.1 and 7.2 and substitutes a new section 7.1 that co-locates requirements for priority seating and allocated spaces and introduce a new ratio approach to determine the minimum number of priority seats and allocated spaces that must be provided. These requirements will round the number of accessible units upwards to improve access to public transport by ensuring people with disability have greater access to priority seating and allocated spaces when needed.

81. In recognition of the space and design constraints of bus stops, subsection 7.1(3) provides an exception that allows for the number of allocated spaces and priority seats to be reduced to one for bus stops.

82. Provision is also made where seating consists of benches. Subsection 7.1(4) clarifies that where a bench is provided, the entire bench should be considered as a priority seat, with subsection 7.1(5) outlining minimum width requirements for benches that provide for multiple priority seats.

83. The words ‘except airports that do not accept regular public transport services’ have been omitted from the revised application table as a consequence of the amendment made by Item 7 of Schedule 1. Omitting these words does not affect the application of this provision. Airports that do not accept regular public transport services will continue to be excluded from the application of this section.

Authorised Version Explanatory Statement registered 30/07/2026 to F2026L01002

84. The note under the application table refers the reader to section 35.8 which provides that public transport operators and providers must comply with the requirements of section 7.1 five years from the date the amended Transport Standards come into effect.

SCHEDULE 8—PART 8 (BOARDING) AMENDMENTS

Disability Standards for Accessible Public Transport 2002

Item 1 – Subsection 8.1(1)

85. Item 1 repeals and substitutes subsection 8.1(1) to improve drafting to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

Item 2 – Section 8.1 (table)

86. Item 2 repeals the application table at section 8.1, and substitutes subsection 8.1(3) to amend the presentation of the table to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

87. The words ‘except airports that do not accept regular public transport services’ have been omitted from the revised table as a consequence of the amendment by Item 7 of Schedule 1. Omitting these words does not affect the application of this provision. Airports that do not accept regular public transport services will continue to be excluded from the application of this section.

Item 3 – After section 8.1

88. Item 3 inserts new sections 8.1A to 8.1C to improve safety for people with disability when they board certain conveyances.

89. Section 8.1A provides for independent boarding to be provided to all accessible train doors where possible. However, where independent boarding is not possible, this section requires operators and providers to provide a nominated assistance point from which a person with disability can request assistance from staff to board the train.

90. Large gradient and cross fall changes can reduce accessibility for people with disability, and make boarding and alighting from buses, trams and light rail unsafe. Section 8.1B outlines specific requirements for bus, tram and light rail boarding points to ensure they are safe and accessible when boarding devices are deployed.

91. Section 8.1C introduces requirements for cars on trains to be marked as accessible if they contain certain accessibility features such as priority seating and allocated spaces. This will allow people with disability to make informed travel decisions by

Authorised Version Explanatory Statement registered 30/07/2026 to F2026L01002

ensuring they are able to identify and choose a train or train car most suited to their needs.

Item 4 – Paragraph 8.2(1)(a)

92. Item 4 omits an outdated 1998 Australian/New Zealand Standard from paragraph 8.2(1)(a), and substitutes in reference to clause 5.1(f) of AS 3856.1 (2021). This does not result in changes to the vertical rise or gap specifications that trigger the need for a boarding device to be deployed.

Item 5 – Paragraph 8.2(1)(b)

93. Item 5 omits an outdated 1998 Australian/New Zealand Standard from paragraph 8.2(1)(b), and substitutes in reference to clause 7.1(e) of AS 3856.1 (2021). This does not result in changes to the horizontal gap specifications that trigger the need for a boarding device to be deployed.

Item 6 – Section 8.2 (table)

94. Item 6 repeals the application table at section 8.2, and substitutes subsection 8.2(2) to amend the presentation of the table to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

Item 7 – Section 8.3 (table)

95. Item 7 repeals the application table at section 8.3, and substitutes subsection 8.3(3) to amend the presentation of the table to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

Item 8 – Subsection 8.4(1)

96. Item 8 omits “nominated” from subsection 8.4(1). Removing the need for ‘nominated’ accessible boarding points clarifies that the expectation is that a user can hail and board a service at any location along the route where a conveyance may safely and lawfully stop. It is the responsibility of the operator to ensure that the passenger is able to board the vehicle from this accessible boarding point, for example, by deploying a boarding ramp. This better reflects the intended nature of hail-and-ride services.

Item 9 – Subsection 8.4(2)

97. Item 9 inserts “accessible” after “The” at subsection 8.4(2) to provide clarity and be consistent with language used in subsection 8.4(1).

Item 10 – Section 8.4 (table)

Authorised Version Explanatory Statement registered 30/07/2026 to F2026L01002

98. Item 10 repeals the application table at section 8.4, and substitutes subsection 8.4(3) to amend the presentation of the table to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

Item 11 – Section 8.5

99. Item 11 amends section 8.5 to insert subsection "(1)" before "A" as a consequence of the amendment made by Item 13 of Schedule 8. This amendment does not otherwise affect the content or operation of the provision.

Item 12 – Paragraph 8.5(b)

100. Item 12 omits the word "surface" and inserts "walking surface that complies with clause 4.1 of AS 1428.1 (2021)". This amendment introduces an Australian Standard reference to clarify slip resistance requirements to improve the safety and accessibility of boarding devices.

Item 13 – Section 8.5 (table)

101. Item 13 repeals the application table at section 8.5, and substitutes subsection 8.5(2) to amend the presentation of the table to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

Item 14 – Section 8.6 (table)

102. Item 14 repeals the application table at section 8.6, and substitutes subsection 8.6(3) to amend the presentation of the table to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

Item 15 – After section 8.6

103. Item 15 inserts sections 8.6A to 8.6H to introduce new requirements for boarding ramps and removeable gangways. These requirements apply regardless of whether the boarding ramp or removable gangway is stored on board a conveyance or at the boarding infrastructure.

104. Section 8.6A relocates the requirements provided in section 6.2 of the Transport Standards, as they existed before the Amendment Standards, to be more appropriately located in Part 8 (Boarding) with other requirements for boarding devices. An outdated 1998 Australian/New Zealand Standard reference has been omitted and substituted with reference to clauses 7.1(d) and (e) of AS 3856.1 (2021). This section also introduces new requirements for boarding ramps that are not fixed to conveyances to have edge barriers, regardless of vertical rise. This will improve the safety and confidence of people who use mobility aids when traversing boarding ramps.

Authorised Version Explanatory Statement registered 30/07/2026 to F2026L01002

105. Section 8.6B relocates the requirements for the slope of external boarding ramps previously provided in section 6.4 of the Transport Standards, as they existed before the Amendment Standards, to be more appropriately located in Part 8 (Boarding) with other requirements for boarding devices.

106. Sections 8.6C to 8.6H introduce new requirements for the design of removeable gangways. These requirements replicate existing industry standards which have been moved from the *National Standard for Commercial Vessels Part C Design and construction Section 1 Arrangement, accommodation and personal safety* (NSCV C1) into the Transport Standards following a review of the NSCV C1. The requirements of each new section are outlined below.

107. Section 8.6C introduces requirements for the length and security of removeable gangways. These requirements ensure removeable gangways have 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.

108. Section 8.6D introduces new requirements for handrails on removable gangways. The requirements will ensure removeable gangways have a clear width between continuous handrails and prescribe other design requirements to ensure handrails are safe, accessible and identifiable, to ensure guidance and support for people with disability when boarding and alighting ferries.

109. Section 8.6E introduces new requirements for side barriers and edge barriers on removeable gangways which are important safety features for mobility aid and other users.

110. Section 8.6F introduces new requirements for direct assistance to be provided if the walking surface of removeable gangways 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 and that direct assistance may sometimes be required. A note is included in this section to direct readers to sections 33.3 to 33.6, relating to equivalent access and direct assistance, to help the reader understand the relationship between these sections.

111. Section 8.6G introduces new design requirements for the surfaces of removeable gangways to ensure they are slip resistant and have minimal gap sizes to prevent slips and trips. Removeable gangways must also have a luminance contrast strip on the leading edge, to allow people with vision impairment to identify and safely traverse the removable gangway.

112. Section 8.6H introduces new requirements for the strength and testing of removeable gangways to ensure that they can withstand certain weight limits. The limits are

Authorised Version Explanatory Statement registered 30/07/2026 to F2026L01002

designed to be appropriate to allow a person in a mobility aid and carer to safely board a ferry.

Item 16 – Section 8.7

113. Item 16 repeals and substitutes section 8.7 with new requirements to better meet the varying accessibility needs of people with disability when requesting the use of a boarding device to alight from a conveyance. Improved requirements for the operation of switches and buttons and new requirements for signalling devices with an audio component to be linked to a hearing augmentation system will make it easier for people with disability, particularly for those with hearing impairment and limited hand function, to request the use of a boarding device.

114. Item 16 also omits an outdated 1992 Australian Standard reference from section 8.7, and substitutes in reference to Australian Standard, "clauses 10.4.3(c) and 10.4.4 of AS 1428.1 (2021)".

Item 17 – Section 8.8

115. Item 17 repeals and substitutes section 8.8 with new requirements that clarify requirements relating to boarding a conveyance from premises and infrastructure. This helps to address overlap and better distinguish these requirements from the requirements in section 8.7 which relate to alighting once onboard a conveyance.

116. Item 17 omits reference to an outdated 1992 Australian Standards reference, and substitutes in reference to Australian Standard, "clause 10.4.3. of AS1428.1 (2021)". This updated reference specifies location requirements for different types of door controls.

117. The application table in section 8.8 has been amended to remove conveyances. This amendment helps to better distinguish the requirements of section 8.8, which relate to the requirements when boarding a conveyance from a premises or infrastructure, from the requirements in section 8.7 which relate to alighting once onboard a conveyance.

118. The words 'except airports that do not accept regular public transport services' have also been omitted from the revised application table as a consequence of the amendment made by Item 7 of Schedule 1. Omitting these words does not affect the application of this provision. Airports that do not accept regular public transport services will continue to be excluded from the application of this section.

Item 18 – At the end of Part 8

119. Item 18 inserts sections 8.9 to 8.13 to introduce new requirements for lead bus stops, the accessibility of passenger loading zones and taxi ranks, and accessible parking spaces for public transport facilities.

Authorised Version Explanatory Statement registered 30/07/2026 to F2026L01002

120. Section 8.9 introduces new requirements for the identification of lead stops at bus zones and interchanges, so that it is easier for people with disability to identify where they can board a service and move to the right location on the platform. 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. The note at subsection 8.9(3) is intended to assist the reader by explaining how a lead stop differs to a bus stop which is designed for a particular set of pre-designated services, with designated stopping areas for each of those different services. The note under the application table refers the reader to section 35.9 which provides that public transport operators and providers must comply with the requirements of this section five years from the date the Amendment Standards come into effect.

121. Section 8.10 introduces new requirements for the minimum number and design of accessible vehicle spaces in passenger loading zones and taxi ranks within, or associated with, public transport premises or infrastructure. The note under subsection 8.10(2) clarifies that if the passenger loading zone has two spaces for vehicles, both of those spaces must be accessible spaces. These requirements also apply to taxi ranks, in accordance with subsection 8.10(4). The requirements in this section will enable passengers in wheelchair accessible taxis and other small public transport conveyances to safely arrive, depart, unload, load and move throughout a public transport facility or precinct such as trains stations and airports. The note under the application table refers the reader to section 35.9 which provides that public transport operators and providers must comply with the requirements of this section ten years from the date Amendment Standards come into effect.

122. Section 8.11 introduces new requirements for the minimum number and design of accessible vehicle spaces in passenger loading zones on public streets. The note under subsection 8.11(1) clarifies that if the passenger loading zone has two spaces for vehicles, both of those spaces must be accessible spaces. Subsection 8.11(4) outlines that the requirements of this section do not apply to a passenger loading zone that is designed to be temporary for a short-term purpose, such as those erected for an event. The requirements of this section will enable passengers in wheelchair accessible taxis and other small public transport conveyances to safely arrive, depart, load and unload from these vehicles. The note under the application table refers the reader to section 35.9 which provides that public transport operators and providers must comply with the requirements of this section ten years from the date the Amendment Standards come into effect.

123. Section 8.12 introduces new requirements for the minimum number and design of accessible vehicle spaces in taxi ranks on public streets. The note under subsection 8.12(4) clarifies that if the taxi rank has two spaces for vehicles, both of those spaces must be accessible spaces. Subsection 8.12(7) outlines that the requirements of this section do not apply to a taxi rank that is designed to be temporary for a short-term purpose, such as those erected for an event. The requirements of this section will

Authorised Version Explanatory Statement registered 30/07/2026 to F2026L01002

enable passengers in wheelchair accessible taxis to safely board and depart from these vehicles. The note under the application table refers the reader to section 35.9 which provides that public transport operators and providers must comply with the requirements of this section ten years from the date the Amendment Standards come into effect.

124. Section 8.13 introduces new requirements for the design, number and location of accessible parking spaces in carparks within or associated with public transport premises and infrastructure, such as carparks designed to serve bus interchanges, rail stations and ferry terminals. The note and example at subsection 8.13(2) assist the reader to understand how the number of required accessible sparking spaces is to be determined. The requirements of this section have been introduced to bridge a gap in requirements for accessible parking spaces between the Premises Standards and carparks considered to be public transport infrastructure or premises not covered by the Premises Standards. The note under the application table refers the reader to section 35.9 which provides that public transport operators and providers must comply with the requirements of this section ten years from the date the Amendment Standards come into effect.

SCHEDULE 9—PART 9 (ALLOCATED SPACE) AMENDMENTS

Disability Standards for Accessible Public Transport 2002

Item 1 – Section 9.1

125. Item 1 amends section 9.1 to insert "(1)" before "The" as a consequence of the amendment made by Item 3 of Schedule 9. This amendment does not otherwise affect the content or operation of the provision.

Item 2 – Section 9.1

126. Item 2 amends the reference to clause 6.1 of AS 1428.2 (1992) (clear floor or ground space for a stationary wheelchair) to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

Item 3 – Section 9.1 (table)

127. Item 3 repeals the application table at section 9.1, and substitutes subsection 9.1(2) to amend the presentation of the table to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

128. The words 'except airports that do not accept regular public transport services' have been omitted from the revised table as a consequence of the amendment made by Item 7 of Schedule 1. Omitting these words does not affect the application of this provision. Airports that do not accept regular public transport services will continue to be excluded from the application of this section.

Authorised Version Explanatory Statement registered 30/07/2026 to F2026L01002

Item 4 – After section 9.1

129. Item 4 inserts new sections 9.1A and 9.1B to introduce requirements for allocated spaces on conveyances to ensure they are as clear and functional as practicable to enable maximum access by mobility aid users.

130. Section 9.1A introduces new requirements for allocated spaces to have an unobstructed vertical dimension of at least 1500 mm. Subsection 9.1A(2) provides limited exceptions for certain objects of fixtures that are necessary for passenger safety to protrude into this vertical space, such as grab rails, excursion barriers and devices to signal the need for a boarding device. Section 9.1A applies to conveyances, except dedicated school buses, small aircraft and taxis.

131. Section 9.1B introduces new signage requirements for allocated spaces to inform passengers that people with a mobility aid have priority access to these spaces and other passengers should vacate allocated spaces if required by a person with a mobility aid. Section 9.1B applies to buses (except dedicated school buses), ferries, trains, trams and light rail.

Item 5 – Section 9.2

132. Item 5 amends section 9.2 to insert "(1)" before "At" as a consequence of the amendment made by Item 7 of Schedule 9. This amendment does not otherwise affect the content or operation of the provision.

Item 6 – Section 9.2

133. Item 6 amends the reference to clause 6.1 of AS 1428.2 (1992) to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

Item 7 – Section 9.2 (table)

134. Item 7 repeals the application table at section 9.2 and substitutes subsection 9.2(2) to amend the presentation of the table to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

Item 8 – Section 9.3 (at the end of the heading)

135. Item 8 amends the heading of section 9.3 to add "for accessible taxis" to the end of the heading, to read 'Minimum head room for accessible taxis'. This section heading more appropriately reflects the requirements and application of this section. This amendment does not otherwise affect the content or operation of the provision.

Item 9 – Section 9.3 (table)

Authorised Version Explanatory Statement registered 30/07/2026 to F2026L01002

136. Item 9 repeals the application table at section 9.3 and substitutes subsection 9.3(3) to amend the presentation of the table to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

Item 10 – Section 9.4 (table)

137. Item 10 repeals the application table at section 9.4 and substitutes subsection 9.4(4) to amend the presentation of the table to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

Item 11 – Section 9.5 (table)

138. Item 11 repeals the application table at section 9.5 and substitutes subsection 9.5(3) to amend the presentation of the table to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

Item 12 – Section 9.6 (heading)

139. Item 12 amends the heading of section 9.6 by omitting "train cars, etc" and substituting "rail, tram and light rail cars". This section heading more appropriately reflects the requirements and application of this section. This amendment does not otherwise affect the content or operation of the provision.

Item 13 – Section 9.6 (table)

140. Item 13 repeals the application table at section 9.6 and substitutes subsection 9.6(4) to amend the presentation of the table to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

Item 14 – Section 9.7

141. Item 14 amends section 9.7 to insert subsection "(1)" before "If" as a consequence of the amendment made by Item 15 of Schedule 9. This amendment does not otherwise affect the content or operation of the provision.

Item 15 – Section 9.7 (before the table)

142. Item 15 inserts a new subsection (2) to provide requirements that 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 amendment ensures operators and providers do not compromise access in the consolidation design, particularly for people in larger mobility aids.

Item 16 – Section 9.7 (table)

Authorised Version Explanatory Statement registered 30/07/2026 to F2026L01002

143. Item 16 repeals the application table at section 9.7 and substitutes subsection 9.7(3) to amend the presentation of the table to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

Item 17 – Section 9.8

144. Item 17 amends section 9.8 to insert subsection "(1)" before "An" as a consequence of the amendment made by Item 18 of Schedule 9. This amendment does not otherwise affect the content or operation of the provision.

Item 18 – Section 9.8 (table)

145. Item 18 repeals the application table at section 9.8 and substitutes subsection 9.8(2) to amend the presentation of the table to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

Item 19 – Section 9.9

146. Item 19 amends section 9.9 to insert subsection "(1)" before "Allocated" as a consequence of the amendment made by Item 21 of Schedule 9. This amendment does not otherwise affect the content or operation of the provision.

Item 20 – Section 9.9 (before the table)

147. Item 20 inserts 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 space and reduce the width of allocated spaces.

Item 21 – Section 9.9 (table)

148. Item 19 repeals the application table at section 9.9 and substitutes subsection 9.9(2) to amend the presentation of the table to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

Item 22 – Subsection 9.10(2)

149. Item 22 repeals subsection 9.10(2). This subsection prescribed colour requirements for the international symbol of accessibility. This subsection has been removed to avoid duplication with the design requirements for the international symbols for accessibility and deafness that are outlined in section 16.1.

Item 23 – Section 9.10 (table)

Authorised Version Explanatory Statement registered 30/07/2026 to F2026L01002

150. Item 23 repeals the application table at section 9.10 and substitutes subsection 9.10(2) to amend the presentation of the table to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

Item 24 – Section 9.11

151. Item 24 amends section 9.11 to insert "(1)" before "An" as a consequence of the amendment made by Item 25 of Schedule 9. This amendment does not otherwise affect the content or operation of the provision.

Item 25 – Section 9.11 (table)

152. Item 25 repeals the application table at section 9.11 and substitutes subsection 9.11(2) to amend the presentation of the table to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

SCHEDULE 10—PART 10 (SURFACES) AMENDMENTS

Disability Standards for Accessible Public Transport 2002

Item 1 – Section 10.1

153. Item 1 repeals section 10.1 and substitutes sections 10.1 to 10.4 to introduce new requirements for the selection of ground and floor surfaces and the luminance contrast of floor and wall surfaces to improve wayfinding.

154. Section 10.1 introduces updated requirements for the selection of ground and floor surfaces for conveyances to prevent slips and trips. Ground and floor surfaces on access paths and circulation spaces must comply with Australian Standard, "clauses 4.1 and 4.2 of AS 1428.1 (2021)".

155. Section 10.2 introduces requirements for slip resistant surfaces for premises and infrastructure to ensure surfaces are suitable, having regard to the conditions to which the surface will likely be subject and Australian Standard 'clause 4.1 of AS 1428.1 (2021). The note at subsection 10.2(1) directs readers to Tables 3A and *3B of SA HB 198:2014 Guide to the specification and testing of slip resistance of pedestrian surfaces* which provides information about slip-resistant values for the selection of floor and pavement surfaces.

156. Section 10.3 introduces requirements for slip resistant floor surfaces for buses (except dedicated school buses) and coaches.

157. Section 10.4 introduces requirements for luminance contrasting floor and wall surfaces in premises (except premises to which the Premises Standards apply) and infrastructure. These amendments will provide a consistent, integrated approach to wayfinding and better align the Transport Standards and the Premises Standards. The

Authorised Version Explanatory Statement registered 30/07/2026 to F2026L01002

note under the application table refers the reader to section 35.11 which provides that public transport operators and providers must comply with the requirements of section 10.4 ten years from the date the amended Transport Standards come into effect.

SCHEDULE 11—PART 11 (HANDRAILS AND GRABRAILS) AMENDMENTS

Disability Standards for Accessible Public Transport 2002

Item 1 – Section 11.1

158. Item 1 repeals and substitutes a new section 11.1 to update an outdated 1992 Australian Standard reference and substitute in reference to Australian Standard, "clauses 8.2 and 9 of AS1428.1 (2021)". Section 11.1 also outlines luminance contrast requirements and requirements for domed warning indicators to ensure these important accessibility features from the outdated Australian Standard reference are retained in the new section.

Item 2 – Section 11.2

159. Item 2 repeals and substitutes a new section 11.2.

160. The new section retains the requirements for handrails to be placed along access paths where passengers are likely to require extra support or guidance, and for a handrail to not infringe a roadside boarding point that may be needed to deploy a boarding device.

161. Subsections 11.2(2) to (4) introduce new requirements for continuous handrails in over-bridges and subways. These are often busy locations where handrails would provide support and passive guidance for people with disability, including people with vision impairments who may use handrails as a wayfinding tool, and people who use handrails as physical supports. Subsections 11.2(3) and (4) outline where breaks in handrails may be permitted. For example, to allow access to stairs and walkways, or to allow access to facilities within overbridges or subways which form part of a concourse.

Item 3 – Section 11.3

162. Item 3 repeals and substitutes section 11.3 with improved requirements for the design of handrails on steps and stairs within relevant conveyances, including adding important accessibility features such as luminance contrast requirements, and requirements for domed warning indicators. Ferries have been added to the list of excluded conveyances in the application table for this section. Requirements for handrails on stairs in ferries are outlined in a new section 11.4B (Item 5 of Schedule 11).

Item 4 – Section 11.4

Authorised Version Explanatory Statement registered 30/07/2026 to F2026L01002

163. Item 4 repeals and substitutes section 11.4 to update an outdated 2001 Australian Standard reference and substitute in reference to Australian Standard item 9(d) and figure 29 of AS1428.1 (2021). This reflects a change in numbering of Australian Standard 1428.1 from the 2001 to 2021 version and has no material impact on the requirements to be met by operators and providers.

Item 5 – After section 11.4

164. Item 5 inserts new sections 11.4A and 11.4B to introduce requirements for the design of handrails on passenger doors on buses and on stairs in ferries.

165. The new requirements in section 11.4A introduce requirements for passenger doors on buses to be fitted with a handrail that is accessible when the door is open. This ensures passengers can access a handrail to provide support while boarding a bus.

166. The new requirements in section 11.4B compliment the requirements provided in the *National Standard for Commercial Vessels Part C Design and construction Section 1 Arrangement, accommodation and personal safety* and ensure important accessibility features such as luminance contrast and domed warning indicators are required for handrails in ferries. This ensures consistency in the accessibility and design of handrails across different transport modes and a person's public transport journey.

Item 6 – Section 11.5 (heading)

167. Item 6 repeals and substitutes the heading of section 11.5 to read 'Grabrails must comply with applicable Australian Standard'. This section heading more appropriately reflects the requirements of the provision. This amendment does not otherwise affect the content or operation of the provision.

Item 7 – Section 11.5

168. Item 7 amends section 11.5 to insert '(1)' before 'A" as a consequence of the amendment made by Item 9 of Schedule 11. This amendment does not otherwise affect the content or operation of the provision.

Item 8 – Section 11.5

169. Item 8 omits an outdated 1992 Australian Standard reference and substitutes in reference to Australian Standard clause 14 of AS1428.1 (2021). This amendment has no material impact on the requirements to be met by operators and providers.

Item 9 – Section 11.5 (table)

170. Item 9 repeals the application table at section 11.5, and substitutes subsection 11.5(2) to amend the presentation of the table to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

Authorised Version Explanatory Statement registered 30/07/2026 to F2026L01002

171. The words ‘except airports that do not accept regular public transport services’ have been omitted from the revised table as a consequence of the amendment made by Item 7 of Schedule 1. Omitting these words does not affect the application of this provision. Airports that do not accept regular public transport services will continue to be excluded from the application of this section.

Item 10 – Section 11.6

172. Item 10 amends section 11.6 to insert ‘(1)’ before ‘A” as a consequence of the amendment at Item 11 of Schedule 11. This amendment does not otherwise affect the content or operation of the provision.

Item 11 – Section 11.6 (table)

173. Item 11 repeals the application table at section 11.6, and substitutes subsection 11.6(2) to amend the presentation of the table to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

174. The words ‘except airports that do not accept regular public transport services’ have been omitted from the revised table as a consequence of the amendment made by Item 7 of Schedule 1. Omitting these words does not affect the application of this provision. Airports that do not accept regular public transport services will continue to be excluded from the application of this section.

Item 12 – Section 11.7

175. Item 12 repeals and substitutes section 11.7 with improved requirements to ensure grabrails provided in allocated spaces in conveyances are functional for people with disability.

176. Subsection 11.7(1) replaces an outdated 1992 Australian Standard reference with reference to Australian Standard clause 14 of AS1428.1 (2021). This amendment has no material impact on the requirements to be met by operators and providers.

177. New requirements for the location and luminance contrast of grabrails have been introduced in subsections 11.7(2) and (3) to ensure grabrails are more identifiable to people with low vision and to increase the functionality of grabrails for people using mobility aids by providing that they must not be placed too close to adjacent surfaces or obstructions.

Item 13 – At the end of Part 11

178. Item 13 inserts a new section 11.8 to provide requirements to ensure grabrails are consistently provided along conveyance access paths and that they are functional for people with disability.

Authorised Version Explanatory Statement registered 30/07/2026 to F2026L01002

179. The provision also introduces luminance contrast requirements for grabrails to ensure they are more identifiable to people with low vision. Subsection 11.8(2) increases the functionality of grabrails for people using mobility aids, by providing that they must not be placed too close to adjacent surfaces or obstructions. These new requirements will apply to buses, coaches, ferries, trains, trams and light rail.

SCHEDULE 12—PART 12 (DOORWAYS AND DOORS) AMENDMENTS

Disability Standards for Accessible Public Transport 2002

Item 1 – Section 12.1 (table)

180. Item 1 repeals the application table at section 12.1, and substitutes subsection 12.1(3) to amend the presentation of the table to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

181. The words 'except airports that do not accept regular public transport services' have been omitted from the revised table as a consequence of the amendment made by Item 7 of Schedule 1. Omitting these words does not affect the application of this provision. Airports that do not accept regular public transport services will continue to be excluded from the application of this section.

Item 2 – Section 12.2 (heading)

182. Item 2 repeals and substitutes the heading at section 12.2 to read "Doorways and doors must comply with applicable Australian Standards – premises and infrastructure". This section heading more appropriately reflects the requirements of the provision. This amendment does not otherwise affect the content or operation of the provision.

Item 3 – Section 12.2

183. Item 3 amends section 12.2 to insert "(1)" before "Doorways" as a consequence of the amendment made by Item 5 of Schedule 12. This amendment does not otherwise affect the content or operation of the provision.

Item 4 – Section 12.2

184. Item 4 omits reference to an outdated 1992 Australian Standard from section 12.2, and substitutes in reference to Australian Standard "clause 13 of AS1428.1 (2009) (doorways, doors and circulation space at doorways)". This amendment will result in some increased door circulation dimensions.

Item 5 – Section 12.2 (table)

Authorised Version Explanatory Statement registered 30/07/2026 to F2026L01002

185. Item 5 repeals the application table at section 12.2, and substitutes subsection 12.2(2) to amend the presentation of the table to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

186. The words ‘except airports that do not accept regular public transport service’ have been omitted from the revised table as a consequence of the amendment made by Item 7 of Schedule 1. Omitting these words does not affect the application of this provision. Airports that do not accept regular public transport services will continue to be excluded from the application of this section.

Item 6 – Subsection 12.3(1)

187. Item 6 omits “service” and substitutes “assistance” to change reference from ‘service animal’ to ‘assistance animal’ to align the terminology used in the Transport Standards with the DDA. This amendment does not otherwise affect the content or operation of the provision.

Item 7 – Subsection 12.3 (table)

188. Item 7 repeals the application table at section 12.3, and substitutes subsection 12.3(3) to amend the presentation of the table to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

189. The words ‘except airports that do not accept regular public transport services’ have been omitted from the revised table as a consequence of the amendment made by Item 7 of Schedule 1. Omitting these words does not affect the application of this provision. Airports that do not accept regular public transport services will continue to be excluded from the application of this section.

Item 8 – Section 12.4

190. Item 8 repeals and substitutes section 12.4 with improved requirements for clear opening of doorways in relevant conveyances.

191. Subsection 12.4(1) replaces an outdated 1992 Australian Standard reference in section 12.4, as existed before the Amendment Standards, with reference to Australian Standard, clause 13.2 of AS1428.1 (2009). This amendment has no material impact on the requirements to be met by operators and providers.

192. Subsections 12.4(2) to (6) introduce new design and luminance requirements for conveyance doorways to ensure they are identifiable and prevent the risk of trips and head strikes. The note under subsection 12.4(6) signals to the reader that other obligations may be imposed in relation to buses and coaches by the *Australian Design Rule 58.*

Authorised Version Explanatory Statement registered 30/07/2026 to F2026L01002

193. The note under the application table refers the reader to section 35.13 which provides that public transport operators and providers must comply with the requirements of section 12.4 five years from the date the Amendment Standards come into effect.

Item 9 - Section 12.5 (heading)

194. Item 9 amends the heading at section 12.5 to insert "- accessible taxis." at the end of the heading. This heading more appropriately reflects the requirements of section 12.5.

Item 10 – Section 12.5 (table)

195. Item 10 repeals the application table at section 12.5, and substitutes subsection 12.5(3) to amend the presentation of the table to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

Item 11 – Subsection 12.6(1)

196. Item 11 repeals subsection 12.6(1). This subsection does not impose obligations on duty holders so has been removed to provide clarity and improve drafting.

Item 12 – Subsection 12.6(2)

197. Item 12 amends subsection 12.6(2) to insert "or apply constant pressure" to clarify that automatic doors must not require passengers to grip or twist controls, or apply constant pressure, to operate them. This will improve the accessibility of automatic doors for people with reduced hand and arm mobility.

Item 13 – Section 12.6 (table)

198. Item 13 repeals the application table at section 12.6, and substitutes subsection 12.6(4) to amend the presentation of the table to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

199. The words 'except airports that do not accept regular public transport services' have been omitted from the revised table as a consequence of the amendment made by Item 7 of Schedule 1. Omitting these words does not affect the application of this provision. Airports that do not accept regular public transport services will continue to be excluded from the application of this section.

Item 14 – At the end of Part 12

200. Item 14 inserts a new section 12.7 at the end of Part 12. Section 12.7 introduces requirements for power-assisted doors for unisex accessible toilets to address the barrier faced in opening and closing manual doors at these critical infrastructure points. These requirements apply to trains, premises (except premises to which the Premises Standards apply) and infrastructure.

Authorised Version Explanatory Statement registered 30/07/2026 to F2026L01002

SCHEDULE 13—PART 13 (LIFTS) AMENDMENTS

Disability Standards for Accessible Public Transport 2002

Item 1 – Section 13.1

201. Item 1 repeals section 13.1 and substitutes section 13.1 to 13.4 to improve lift requirements.

202. Section 13.1 has been revised to replace an outdated 1999 Australian Standard reference with reference to Australian Standard, AS1735.12 (2020). This amendment ensures the Transport Standards reflect technological advances and include design features which improve the accessibility of lifts. Subsection 13.1(2) clarifies that the requirements of the Transport Standards take precedence over a provision of AS1725.12 (2020), in instances where the provisions are inconsistent.

203. New sections 13.2 and 13.3 further improve the accessibility of lifts in premises (except premises to which the Premises Standards apply) and infrastructure, by introducing requirements for braille and tactile signage and audible announcements to assist people make basic orientation decisions when arriving at lift landings. The note under the application table for section 13.2 refers the reader to section 35.14 which provides that public transport operators and providers must comply with the requirements for braille and tactile information at lift landings five years from the date the amended Transport Standards come into effect.

204. A new section 13.4 introduces requirements for emergency communication systems to be installed in lifts. This will ensure people with disability, particularly those who are deaf or non-verbal, and those with hearing or speech impairments, will be able to communicate the need for assistance when in a lift car during an emergency. These requirements apply to premises (except premises to which the Premises Standards apply) and infrastructure.

SCHEDULE 14—PART 14 (STAIRS) AMENDMENTS

Disability Standards for Accessible Public Transport 2002

Item 1 – Section 14.1 (heading)

205. Item 1 amends the heading at section 14.1 to insert “, escalators etc.” after “Stairs” as a consequence of the amendment made by Item 3 of Schedule 14. This heading more appropriately reflects the revised requirements of section 14.1.

Item 2 – Section 14.1

Authorised Version Explanatory Statement registered 30/07/2026 to F2026L01002

206. Item 2 amends section 14.1 to insert "(1)" before "Stairs" as a consequence of the amendment made by Item 3 of Schedule 14. This amendment does not otherwise affect the content or operation of the provision.

Item 3 – Section 14.1 (table)

207. Item 3 repeals the application table at section 14.1.

208. A new subsection 14.1(2) introduces requirements to clarify that escalators and inclined travellators must not be the sole means of access. Stairs, escalators and inclined travellators are not accessible to a range of people with disability. This amendment will ensure accessible entrances are provided to public transport services.

209. Subsection 14.1(3) amends the presentation of the application table to reflect modern drafting practices. The words 'except airports that do not accept regular public transport services' have been omitted from the revised table as a consequence of the amendment made by Item 7 of Schedule 1. Omitting these words does not affect the application of this provision. Airports that do not accept regular public transport services will continue to be excluded from the application of this section.

Item 4 – Section 14.2

210. Item 4 repeals and substitutes section 14.2 to omit reference to outdated 1992 and 2001 Australian Standards and substitute in riser and tread dimensions and reference to clause 8.1 of AS1428.1 (2021) for stair construction requirements.

211. Subsection 14.2(4) amends the presentation of the application table to reflect modern drafting practices. The words 'except airports that do not accept regular public transport services' have been omitted from the revised table as a consequence of the amendment made by Item 7 of Schedule 1. Omitting these words does not affect the application of this provision. Airports that do not accept regular public transport services will continue to be excluded from the application of this section.

Item 5 – Section 14.3

212. Item 5 repeals section 14.3 and substitutes a revised section 14.3 for stair requirements within trains, trams and light rail, and a new section 14.3A for stair requirements within ferries. These mode-specific stair requirements better accommodate the space and design constraints within these conveyances.

213. The revised section 14.3 omits reference to outdated 1992 and 2001 Australian Standards, and substitutes in reference to 8.1(c) to (g) of AS 1428.1 (2021) which outline requirements for opaque risers, stair nosings and the area of luminance contrast on the riser of a stair. These amendments are in line with industry practice, providing compliance certainty for operators and providers and ensuring safety for people with disability. The application table for section 14.3 has also been amended to

Authorised Version Explanatory Statement registered 30/07/2026 to F2026L01002

reflect modern drafting practices and remove ferries from the list of conveyances that must comply with this section.

214. Section 14.3A introduces mode-specific stair requirements for ferries, including reference to clause 8.1 (c) to (g) of AS1428.1 (2021), which outlines requirements for opaque risers, stair nosings and the area of luminance contrast on the riser of a stair. The note under subsection 14.3A(1) signals to the reader that other obligations may be imposed in relation to stair geometry and minimum access path width on stairs by the *National Standard for Commercial Vessels Part C Design and construction Section 1 Arrangement, accommodation and personal safety* (NSCV C1). The requirements of section 14.3A compliment the requirements provided in the NSCV C1 to improve the safety and accessibility of stairs on ferries for people with disability.

Item 6 – Section 14.4

215. Item 6 repeals and substitutes section 14.4 with improved requirements for stairs within buses.

216. Subsections 14.1(1) retains the existing requirements of section 14.1, as existed before the Amended Standards, for steps and stairs within buses to comply with *Vehicle Standard (Australian Design Rule 58/00 – Requirements for Omnibuses Designed for Hire and Reward) 2006* (Australian Design Rule 58). Subsection 14.2(2) provides that Australian Design Rule 58 will prevail to the extent of any inconsistency with a provision of the Transport Standards relating to stairs within buses.

217. Subsection 14.4 also provides for compliance with clauses 8.1 (c), (e), (f) and (g) of AS1428.1 (2021) which outlines design and luminance requirements for step edges and tread nosing, as well as requirements for handrails on passenger doors to improve safety and provide support when boarding and alighting buses.

Item 7 – At the end of Part 14

218. Item 7 inserts a new section 14.5 that introduces a minimum unobstructed width of 850 mm for escalators or inclined travellators. These requirements apply to premises and infrastructure.

SCHEDULE 15—PART 15 (TOILETS) AMENDMENTS

Disability Standards for Accessible Public Transport 2002

Item 1 – Section 15.1

219. Item 1 amends section 15.1 to insert "(1)" before "If" as a consequence of the amendment made by Item 3 of Schedule 15. This amendment does not otherwise affect the content or operation of the provision.

Authorised Version Explanatory Statement registered 30/07/2026 to F2026L01002

Item 2 – Section 15.1

220. Item 2 omits an outdated 2001 Australian Standards reference from section 15.1, and substitutes in reference to Australian Standard "section 12 of AS1428.1 (2021) (sanitary facilities)". This follows a change in numbering of Australian Standard 1428.1 from the 2001 to 2021 version and has no material impact on the requirements to be met by operators and providers.

Item 3 – Section 15.1 (table)

221. Item 3 repeals the application table at section 15.1, and substitutes subsection 15.2(2) to amend the presentation of the table to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

222. The words 'except airports that do not accept regular public transport services' have been omitted from the revised table as a consequence of the amendment made by Item 7 of Schedule 1. Omitting these words does not affect the application of this provision. Airports that do not accept regular public transport services will continue to be excluded from the application of this section.

Item 4 – Section 15.2

223. Item 4 amends section 15.2 to insert "(1)" before "Accessible" as a consequence of the amendment made by Item 5 of Schedule 15. This amendment does not otherwise affect the content or operation of the provision.

Item 5 – Section 15.2 (table)

224. Item 5 repeals the application table at section 15.2, and substitutes subsection 15.2(2) to amend the presentation of the table to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

225. The words 'except airports that do not accept regular public transport services' have been omitted from the revised table as a consequence of the amendment by Item 7 of Schedule 1. Omitting these words does not affect the application of this provision. Airports that do not accept regular public transport services will continue to be excluded from the application of this section.

Item 6 – Section 15.3

226. Item 6 amends section 15.3 to insert "(1)" before "If" as a consequence of the amendment made by Item 7 of Schedule 15. This amendment does not otherwise affect the content or operation of the provision.

Item 7 – Section 15.3 (before the table)

Authorised Version Explanatory Statement registered 30/07/2026 to F2026L01002

227. Item 7 inserts subsection 15.3(2) to introduce new requirements for there to be equal or near equal numbers of accessible toilets of left and right hand, wherever an accessible rail car or ferry has two or more unisex accessible toilets. These amendments will ensure people can choose an accessible toilet best suited to their needs.

Item 8 – Section 15.3 (table)

228. Item 8 repeals the application table at section 15.3, and substitutes subsection 15.3(3) to amend the presentation of the table to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

Item 9 – Subsection 15.4(2)

229. Item 9 repeals and substitutes subsection 15.4(2) to replace an outdated 2001 Australian Standard reference with Australian Standard "figure 38 of AS1428.1 (2021)". This follows a change in numbering of Australian Standard 1428.1 from the 2001 to 2021 version and has no material impact on the requirements to be met by operators and providers.

Item 10 – Subsection 15.4(3)

230. Item 10 omits reference to an outdated 2001 Australian Standard and substitutes with "fall within the range of 1150 to 1450 mm" to broaden the permitted range for positioning an accessible toilet within ferries and accessible rail cars. This amendment has no material impact on the minimum requirements to be met by operators and providers.

Item 11 – Subsection 15.4(4)

231. Item 11 omits references to an outdated 2001 Australian Standard from subsection 15.4(4), and substitutes in reference to Australian Standard, "figure 38 of AS 1428.1(2021)". This follows a change in numbering of Australian Standard 1428.1 from the 2001 to 2021 version and has no material impact on the requirements to be met by operators and providers.

Item 12 – Subsection 15.4(5)

232. Item 12 omits reference to an outdated 2001 Australian Standard from subsection 15.4(5), and substitutes in reference to Australian Standard "figure 38 of AS1428.1 (2021)". This follows a change in numbering of Australian Standard 1428.1 from the 2001 to 2021 version and has no material impact on the requirements to be met by operators and providers.

Item 13 – Subsection 15.4(6)

Authorised Version Explanatory Statement registered 30/07/2026 to F2026L01002

233. Item 13 repeals and substitutes a new subsection 15.4(6) to replace an outdated 2001 Australian Standard reference with Australian Standard "clause 15.2.10 of AS1428.1 (2009)." This will require hand washing facilities to be located inside the toilet cubicle and removes the previous allowance for external hand-washing facilities.

Item 14 – Section 15.4 (table)

234. Item 14 repeals the application table at section 15.4, and substitutes subsection 15.4(7) to amend the presentation of the table to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

Item 15 – Section 15.5 (table)

235. Item 15 repeals the application table at section 15.5, and substitutes subsection 15.5(3) to amend the presentation of the table to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

Item 16 – Section 15.6

236. Item 16 amends section 15.6 to insert "(1)" before "If" as a consequence of the amendment made by Item 17 of Schedule 15. This amendment does not otherwise affect the content or operation of the provision.

Item 17 – Section 15.6 (table)

237. Item 17 repeals the application table at section 15.6, and substitutes subsection 15.6(2) to amend the presentation of the table to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

SCHEDULE 16—PART 16 (SYMBOLS) AMENDMENTS

Disability Standards for Accessible Public Transport 2002

Item 1 – Section 16.1

238. Item 1 repeals and substitutes section 16.1 with new requirements for the location and design of international symbols for accessibility and deafness.

239. Subsection 16.1(1) replaces outdated 2001 Australian Standard references with Australian Standard AS1428.1 (2021) references. This follows a change in numbering of Australian Standard 1428.1 from the 2001 to 2021 version and will harmonise requirements with the Premises Standards. There will be no material impact on the requirements to be met by operators and providers. The note at subsection 16.1(1) retains the exemption that existed before the Amendment Standards, that symbols do not have to satisfy the colour requirements of AS 1428.1 (2021).

Authorised Version Explanatory Statement registered 30/07/2026 to F2026L01002

240. Subsection 16.1(2) outlines revised size requirements for symbols that form part of a fixed sign. These requirements replace the outdated 1992 Australian Standard reference, as existed in section 16.1 before the Amendment Standards.

Item 2 – Section 16.2

241. Item 2 repeals and substitutes section 16.2 with new requirements for graphical symbols used in public information, replacing a withdrawn 1986 Australian Standard reference with reference to ISO 7001 (2007).

Item 3 – Section 16.3

242. Item 3 amends section 16.3 to insert "(1)" before "The" as a consequence of the amendment made by Item 4 of Schedule 16. This amendment does not otherwise affect the content or operation of the provision.

Item 4 – Section 16.3 (table)

243. Item 4 repeals the application table at section 16.3, and substitutes subsection 16.3(2) to amend the presentation of the table to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

Item 5 – Section 16.4 (table)

244. Item 5 repeals the application table at section 16.4 and substitutes subsection 16.4(3) to amend the presentation of the table to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

Item 6 – Section 16.5

245. Item 6 amends section 16.5 to insert "(1)" before "The" as a consequence of the amendment made by Item 7 of Schedule 16. This amendment does not otherwise affect the content or operation of the provision.

Item 7 – Section 16.5 (table)

246. Item 7 repeals the application table at section 16.5, and substitutes subsection 16.5(2) to amend the presentation of the table to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

SCHEDULE 17—PART 17 (SIGNS) AMENDMENTS

Disability Standards for Accessible Public Transport 2002

Item 1 – Section 17.1

Authorised Version Explanatory Statement registered 30/07/2026 to F2026L01002

247. Item 1 repeals and substitutes section 17.1 to add new requirements in subsection 17.1(2) to provide greater clarity on font type and luminance contrast for static, non-braille and non-tactile signs. The application of the requirements of section 17.1 remains unchanged and subsection 17.1(1) retains the Australian Standard AS1428.2 (1992) reference, as existed before the Amendment Standards.

Item 2 – Sections 17.2 and 17.3

248. Item 2 repeals sections 17.2 and 17.3 and substitutes with new signage requirements in sections 17.2, 17.3 and 17.3A.

249. A revised section 17.2 combines the requirements for the location of non-braille and tactile signage in buses, coaches, ferries, trains, trams, light rail, premises (except premises to which the Premises Standards apply) and infrastructure into one section (requirements for the location of braille and tactile signs are provided in section 17.6C). Subsection 17.2(1) retains the Australian Standard reference to clause 17.4(a), (b) and (c) of AS1428.2 (1992) and the requirement that signage be visible from both seated and standing positions. New requirements have been introduced regarding the location of destination signs used in a conveyance and for signage to direct people with disability to the location of the nearest accessible pedestrian entrances.

250. Section 17.3 introduces new requirements for signage to be provided in spaces that contain a hearing augmentation system. This will improve accessibility for people who rely on hearing augmentation systems to receive public transport information. Signs must include the international symbol for deafness, 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. These requirements apply to buses, coaches, ferries, trains, trams, light rail, premises (except premises to which the Premises Standards apply) and infrastructure.

251. Section 17.3A introduces new 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, signage to identify ambulant accessible sanitary facilities and signage directing users to accessible sanitary facilities. These requirements apply to buses, coaches, ferries, trains, trams, light rail, premises (except premises to which the Premises Standards apply) and infrastructure.

Item 3 – Section 17.4 (table)

252. Item 3 repeals the application table at section 17.4, and substitutes subsection 17.4(3) to amend the presentation of the table to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

Item 4 – Section 17.5

Authorised Version Explanatory Statement registered 30/07/2026 to F2026L01002

253. Item 4 repeals and substitutes section 17.5 and introduces new requirements for accessible digital display and ticket validation systems. This will improve the accessibility of digital information for people with disability through improved requirements for display screens, including requirements for polarisation, contrast and the size of letters on screens. These requirements apply to digital display screens in all conveyances, premises and infrastructure.

Item 5 – Section 17.6

254. Item 5 repeals section 17.6 and substitutes sections 17.6 to 17.6E to introduce 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.

255. Section 17.6 introduces new requirements for braille components on signs and labels, with detailed requirements regarding the type, design and placement of braille.

256. Section 17.6A introduces new requirements for tactile characters and symbols (other than braille) on signs and labels, with detailed requirements regarding letter height, font, spacing and finish.

257. Section 17.6B introduces new requirements for braille and tactile signs and labels, including requirements relating to signage background, finish and luminance contrast.

258. Section 17.6C introduces new 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 exists, sanitary facilities, spaces with hearing augmentation systems and other rooms with accessible features or facilities.

259. Section 17.6D introduces new requirements for the location of braille and tactile signs for exit signs in premises and infrastructure, including specifications for the information that must be provided on the sign and the location of the sign.

260. Section 17.6E introduces new 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.

261. The requirements for sections 17.6 – 17.6C and 17.6E apply to conveyances, infrastructure and premises (except premises to which the Premises Standards apply). The requirements in section 17.6D for the location of braille and tactile exit signs apply to premises (except premises to which the Premises Standards apply) and infrastructure.

Item 6 – Section 17.7

Authorised Version Explanatory Statement registered 30/07/2026 to F2026L01002

262. Item 6 amends section 17.7 to insert "(1)" before "Raised" as a consequence of the amendment made by Item 7 of Schedule 17. This amendment does not otherwise affect the content or operation of the provision.

Item 7 – Section 17.7 (table)

263. Item 7 repeals the application table at section 17.7, and substitutes subsection 17.7 (2) to amend the presentation of the table to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

SCHEDULE 18—PART 18 (TACTILE GROUND SURFACE INDICATORS) AMENDMENTS

Disability Standards for Accessible Public Transport 2002

Item 1 – Section 18.1

264. Item 1 repeals and substitutes section 18.1 with new requirements for the use of warning tactile ground surface indicators (TGSIs) on access paths to increase safety for people who are blind or have vision impairment when approaching hazards such as stairs, ramps or overhead obstructions and when an access path meets a vehicular way adjacent to pedestrian entrances to buildings. An outdated 1992 Australian Standard is replaced with references to clauses within Australian/New Zealand Standard AS/NZS1428.4.1 (2009). The revised section harmonises requirements with the Premises Standards.

265. The note under the application table refers the reader to section 35.19 which provides that public transport operators and providers must comply with the requirements of section 18.1 ten years from the date the Amendment Standards come into effect.

Item 2 – Section 18.2

266. Item 2 repeals and substitutes section 18.2 with new design and installation requirements for both warning and directional TGSIs, including the introduction of luminance contrast requirements. An outdated 1992 Australian Standard is replaced with reference to clauses within Australian/New Zealand Standard AS/NZS 1428.4.1 (2009). The revised section harmonises requirements with the Premises Standards.

267. The note under the application table refers the reader to section 35.19 which provides that public transport operators and providers must comply with the requirements of section 18.2 ten years from the date the Amendment Standards come into effect.

Item 3 – Section 18.3

268. Item 3 omits "Colour-contrasted tactile" and substitutes "(1) Tactile ground surface" as a consequence of the amendment made by Item 4 of Schedule 18 and to reflect the

Authorised Version Explanatory Statement registered 30/07/2026 to F2026L01002

amendments made by Items 1 and 2 of Schedule 18 which outline new design requirements for TGSIs.

Item 4 – Section 18.3 (table)

269. Item 4 repeals the application table at section 18.3, and substitutes subsection 18.3(2) to amend the presentation of the application to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

Item 5 – Section 18.4

270. Item 5 omits "Colour-contrasted tactile" and substitutes "(1) Warning tactile ground surface" as a consequence of the amendment made by Item 7 of Schedule 18 and to reflect the amendments made by Items 1 and 2 of Schedule 18 which outline new design requirements for TGSIs.

Item 6 – Section 18.4

271. Item 6 omits reference to an outdated 1992 Australian Standard from section 18.4, and substitutes in reference to clause 3.4 of Australian/New Zealand Standard AS/NZS 1428.4.1 (2009).

Item 7 – Section 18.4 (table)

272. Item 7 repeals the application table at section 18.4, and substitutes subsection 18.4(2) to amend the presentation of the table to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

Item 8 – Section 18.5

273. Item 8 omits "Colour-contrasted tactile" and substitutes "(1) Warning tactile ground surface" as a consequence of the amendment made by Item 10 of Schedule 18 and to reflect the amendments made by Items 1 and 2 of Schedule 18 which outline new design requirements for TGSIs.

Item 9 – Section 18.5

274. Item 8 omits reference to an outdated 1992 Australian Standard from section 18.5, and substitutes in reference to clause 3.5 of Australian/New Zealand Standard AS/NZS 1428.4.1 (2009).

Item 10 – Section 18.5 (table)

275. Item 10 repeals the application table at section 18.5, and substitutes subsection 18.5(2) to amend the presentation of the table to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

Authorised Version Explanatory Statement registered 30/07/2026 to F2026L01002

SCHEDULE 19—PART 19 (ALARMS) AMENDMENTS

Disability Standards for Accessible Public Transport 2002

Item 1 – Subsection 19.1(1)

276. Item 1 amends the references to clause 18.2.1 (emergency warning systems), clause 18.2.2 (audible alarms) and clause 18.2.3 (visual alarms) of AS 1428.2 (1992) to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

Item 2 – Section 19.1 (table)

277. Item 2 repeals the application table at section 19.1, and substitutes subsection 19.1(3) to amend the presentation of the table to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

SCHEDULE 20—PART 20 (LIGHTING) AMENDMENTS

Disability Standards for Accessible Public Transport 2002

Item 1 – Section 20.1

278. Item 1 repeals and substitutes section 20.1 with a new performance-based standard for lighting for public transport premises (except premises to which the Premises Standards apply) and infrastructure. Lighting must be provided that is appropriate for the location and enables the safe completion of tasks.

Item 2 – Subsection 20.2(1)

279. Item 1 amends the reference to clause 19.1 of AS 1428.2 (1992) (illumination levels) to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

Item 3 – Section 20.2 (table)

280. Item 3 repeals the application table at section 20.2, and substitutes subsection 20.2(3) to amend the presentation of the table to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

Item 4 – Section 20.3

281. Item 4 amends section 20.3 to insert subsection “(1)” before “Internal” as a consequence of the amendment made by Item 5 of Schedule 20. This amendment does not otherwise affect the content or operation of the provision.

Item 5 – Section 20.3 (table)

Authorised Version Explanatory Statement registered 30/07/2026 to F2026L01002

282. Item 5 repeals the application table at section 20.3, and substitutes subsection 20.3(2) to amend the presentation of the table to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

SCHEDULE 21—PART 21 (CONTROLS) AMENDMENTS

Disability Standards for Accessible Public Transport 2002

Item 1 – Part 21 (heading)

283. Item 1 amends the heading of Part 21 to "Door controls, switches and general-purpose outlets" to better reflect the content of Part 21 following the amendments made by Item 2 of Schedule 21.

Item 2 – Sections 21.1 to 21.3

284. Item 2 repeals and substitutes sections 21.1 to 21.3 with new requirements for door controls in premises and infrastructure and passenger-operated devices and controls for opening, closing and locking doors on conveyances.

285. A new section 21.1 replaces an outdated 2001 Australian Standard in section 21.1, as existed before the Amended Standards, with reference to Australian Standard "clause 10.4 of AS1428.1 (2021)", better defining the location and function of door controls in premises (except premises to which the Premise Standards apply) and infrastructure. New requirements for door handles to have a luminance contrast of at least 30 per cent when viewed against the rest of a door have also been introduced. These amendments better align with the requirements of the Premises Standards.

286. A new section 21.2 replaces an outdated 1992 Australian Standard in section 21.2, as existed before the Amended Standards, with references to clauses from Australian Standard 1428.1 (2021), better defining controls for power-operated doors and manual door opening forces within conveyances. New requirements for door handles to have a luminance contrast of at least 30 per cent when viewed against the rest of a door have also been introduced.

287. A new section 21.3 replaces an outdated 2001 Australian Standard in section 21.3, as existed before the Amended Standards, with reference to Australian Standard, "clause 10.4.3 of AS 1428.1 (2021)" to better specify the location for passenger-operated controls for opening and locking doors. This aligns the Transport Standards with the Premises Standards and better specifies the location for manual controls to power-operated doors.

Item 3 – Subsection 21.4(1)

288. Item 3 amends subsection 21.4(1) by omitting reference to an outdated 1992 Australian Standard and substituting references to clauses 10.4 and 11 of Australian

Authorised Version Explanatory Statement registered 30/07/2026 to F2026L01002

Standard AS1428.1 (2021). This amendment has no material impact on the requirements to be met by operators and providers.

Item 4 – Section 21.4 (table)

289. Item 4 repeals the application table at section 21.4, and substitutes subsection 21.4(3) to amend the presentation of the table to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

SCHEDULE 22—PART 22 (FURNITURE AND FITMENTS) AMENDMENTS

Disability Standards for Accessible Public Transport 2002

Item 1 – Section 22.1

290. Item 1 amends section 22.1 to insert "(1)" before "Tables" as a consequence of the amendment made by Item 3 of Schedule 22. This amendment does not otherwise affect the content or operation of the provision.

Item 2 – Section 22.1

291. Item 2 amends the reference to clauses 24.1, 24.1.1, 24.1.2, 24.1.3, 24.1.4 and 24.1.5 of AS 1428.2 (1992) to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

Item 3 – Section 22.1 (table)

292. Item 3 repeals the application table at section 22.1, and substitutes subsection 22.1(2) to amend the presentation of the table to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

Item 4 – Section 22.2

293. Item 4 amends section 22.2 to insert "(1)" before "At" as a consequence of the amendment made by Item 5 of Schedule 22. This amendment does not otherwise affect the content or operation of the provision.

Item 5 – Section 22.2 (table)

294. Item 5 repeals the application table at section 22.2, and substitutes subsection 22.2(2) to amend the presentation of the table to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

Item 6 – Subsection 22.3(1)

Authorised Version Explanatory Statement registered 30/07/2026 to F2026L01002

295. Item 6 amends the reference to clauses 24.3(a), (c) and (d) of AS 1428.2 (1992) to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

Item 7 – Section 22.3 (table)

296. Item 7 repeals the application table at section 22.3, and substitutes subsection 22.3(4) to amend the presentation of the table to reflect modern drafting practices. This amendment but does not otherwise affect the content or operation of the provision.

Item 8 – Section 22.4

297. Item 8 amends section 22.4 to insert “(1)” before "If" as a consequence of the amendment made by Item 9 of Schedule 22. This amendment does not otherwise affect the content or operation of the provision.

Item 9 – Section 22.4 (table)

298. Item 9 repeals the application table at section 22.4, and substitutes subsection 22.4(2) to amend the presentation of the table to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

Item 10 – Section 22.5 (table)

299. Item 10 repeals the application table at section 22.5, and substitutes subsection 22.5(3) to amend the presentation of the table to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

Item 11 – Section 22.6 (table)

300. Item 11 repeals the application table at section 22.6, and substitutes subsection 22.6(3) to amend the presentation of the table to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

SCHEDULE 23—PART 23 (STREET FURNITURE) AMENDMENTS

Disability Standards for Accessible Public Transport 2002

Item 1 – Section 23.1

301. Item 1 amends section 23.1 to insert “(1)” before “Seats” as a consequence of the amendment made by Item 3 of Schedule 23. This amendment does not otherwise affect the content or operation of the provision.

Item 2 – Section 23.1

Authorised Version Explanatory Statement registered 30/07/2026 to F2026L01002

302. Item 2 amends the reference to clause 27.2 of AS 1428.2 (1992) (seating in pedestrian areas) to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

Item 3 – Section 23.1 (table)

303. Item 3 repeals the application table at section 23.1, and substitutes subsection 23.1(2) to amend the presentation of the table to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

304. The words 'except airports that do not accept regular public transport services' have been omitted from the revised table as a consequence of the amendment made by Item 7 of Schedule 1. Omitting these words does not affect the application of this provision. Airports that do not accept regular public transport services will continue to be excluded from the application of this section.

SCHEDULE 24—PART 24 (GATEWAYS) AMENDMENTS

Disability Standards for Accessible Public Transport 2002

Item 1 – Part 24

305. Item 1 repeals and substitutes Part 24 with new requirements in section 24.1 for accessible gates which act as a barrier between paid and unpaid areas to have a minimum width of 850 mm. This will ensure accessible gates are wide enough for people using mobility aids to pass through. The amendment repeals a reference to an outdated 1992 Australian Standard.

306. The requirements of section 24.1 will continue to apply to all premises and infrastructure. The words 'except airports that do not accept regular public transport services' have been omitted from the revised table as a consequence of the amendment made by Item 7 of Schedule 1. Omitting these words does not affect the application of this provision. Airports that do not accept regular public transport services will continue to be excluded from the application of this section.

SCHEDULE 25—PART 25 (PAYMENT OF FARES) AMENDMENTS

Disability Standards for Accessible Public Transport 2002

Item 1 – Section 25.1

307. Item 1 amends section 25.1 to insert "(1)" before "All" as a consequence of the amendment made by Item 2 of Schedule 25. This amendment does not otherwise affect the content or operation of the provision.

Item 2 – Section 25.1 (table)

Authorised Version Explanatory Statement registered 30/07/2026 to F2026L01002

308. Item 2 repeals the application table at section 25.1, and substitutes subsection 25.1(2) to amend the presentation of the table to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

Item 3 – Section 25.2

309. Item 3 repeals and substitutes section 25.2 to introduce improved requirements to support technologies used in fare payment and validation systems to ensure they are accessible for people with disability.

310. Fare system elements may include fare system vending machines, cashless reload devices, validation devices, and check-in kiosks. Fare payment methods may include tokens, paper and digital tickets, and other contactless tokens.

311. A fare system consists of both the hardware, or physical infrastructure of the devices / machines themselves, and the user interface or accessibility of the digital information provided by the machine or online elements, as defined by its software elements.

312. Subsections 25.2(2) and (3) outline that hardware and software used by a fare system must comply with relevant clauses of the AS EN 301 549 (2020). This includes requirements for audio output of visual information, auditory output correlation and tactile indication of enabling speech mode. Subsection 25.2(5) outlines location requirements for fare systems designed for persons using mobility aids to reduce glare and ensure they are located adjacent to other fare systems. Subsections 25.2(6) and (7) also include permitted reach ranges from AS EN 301 549 (2020) to ensure fare systems are located and oriented to facilitate access. A note under subsection 25.2(1) highlights to the reader that if a fare system includes a digital information screen, the screen must comply with section 17.5.

313. This section further provides that a fare system must not require actions from a person with a disability that exceed what is required of a person without a disability. However, subsection 25.2(4) provides that if a person's disability affects their use of the fare system provided, then that person must be provided with another way of paying the fare that does not result in them paying more, facilitates independent access to the public transport service and meets equivalent access principles. The note under this subsection directs readers to sections 33.3 to 33.5, relating to equivalent access, to help the reader understand the relationship with these sections.

Item 4 – Section 25.3

314. Item 4 amends section 25.3 to insert "(1)" before "Vending" as a consequence of the amendment made by Item 6 of Schedule 25. This amendment does not otherwise affect the content or operation of the provision.

Item 5 – Section 25.3

Authorised Version Explanatory Statement registered 30/07/2026 to F2026L01002

315. Item 5 amends the reference to clause 29.1 (height), 29.2 (controls) and 29.3 (illumination) of AS 1428.2 (1992) to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

Item 6 – Section 25.3 (table)

316. Item 6 repeals the application table at section 25.3, and substitutes subsection 25.3(2) to amend the presentation of the table to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

Item 7 – Section 25.4

317. Item 7 amends section 25.4 to insert "(1)" before "The" as a consequence of the amendment made by Item 9 of Schedule 25. This amendment does not otherwise affect the content or operation of the provision.

Item 8 – Section 25.4

318. Item 8 amends section 25.4 to omit references to an outdated 1992 Australian Standard, and substitutes in reference to Australian Standard "clause 3.5 of AS1428.1 (2021)". This amendment aligns the Transport Standards with the Premises Standards.

Item 9 – Section 25.4 (table)

319. Item 9 repeals the application table at section 25.4, and substitutes subsection 25.4(2) to amend the presentation of the table to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

320. The words 'except airports that do not accept regular public transport services' have been omitted from the revised table as a consequence of the amendment made by Item 7 of Schedule 1. Omitting these words do not affect the application of the provision. Airports that do not accept regular public transport services will continue to be excluded from the application of this section.

SCHEDULE 26—PART 26 (HEARING AUGMENTATION–LISTENING SYSTEMS) AMENDMENTS

Disability Standards for Accessible Public Transport 2002

Item 1 – Section 26.1

321. Item 1 amends section 26.1 to insert "(1)" before "If" as a consequence of the amendment made by Item 3 of Schedule 26. This amendment does not otherwise affect the content or operation of the provision.

Item 2 – Section 26.1

Authorised Version Explanatory Statement registered 30/07/2026 to F2026L01002

322. Item 2 amends the reference to clause 21.1 of AS 1428.2 (1992) (hearing augmentation) to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

Item 3 – Section 26.1 (table)

323. Item 3 repeals the application table at section 26.1, and substitutes subsection 26.1(2) to amend the presentation of the table to reflect modern drafting practices This amendment does not otherwise affect the content or operation of the provision.

Item 4 – Section 26.2

324. Item 4 amends section 26.2 to insert "(1)" before "If" as a consequence of the amendment made by Item 6 of Schedule 26. This amendment does not otherwise affect the content or operation of the provision.

Item 5 – Section 26.2

325. Item 5 amends the reference to clause 21.1 of AS 1428.2 (1992) (hearing augmentation) to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

Item 6 – Section 26.2 (table)

326. Item 6 repeals the application table at section 26.2, and substitutes subsection 26.2(2) to amend the presentation of the table to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

SCHEDULE 27—PART 27 (INFORMATION) AMENDMENTS

Disability Standards for Accessible Public Transport 2002

Item 1 – Section 27.1

327. Item 1 amends section 27.1 to insert "(1)" before "General" as a consequence of the amendment made by Item 3 of Schedule 27. This amendment does not otherwise affect the content or operation of the provision.

Item 2 – Subsection 27.1(1)

328. Item 2 amends section 27.1 to insert "provided by an operator or provider" after "transport services" to clarify and improve drafting. This amendment does not otherwise affect the content or operation of the provision.

Item 3 – Section 27.1 (before the table)

Authorised Version Explanatory Statement registered 30/07/2026 to F2026L01002

329. Item 3 inserts new requirements at section 27.1 to clarify that general information for public transport services cannot solely be provided in an online format, such as a website. General information about transport services includes timetables, routes, fare, payment methods, next stop information, next service information.

330. The note under subsection 27.1(3) refers the reader to section 35.23 which provides that public transport operators and providers must comply with the requirements of subsections 27.1(2) and (3) five years from the date the amended Transport Standards come into effect.

Item 4 – Section 27.1 (table)

331. Item 4 repeals the application table at section 27.1, and substitutes subsection 27.1(4) to amend the presentation of the table to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

Item 5 – Section 27.2

332. Item 5 amends section 27.2 to insert "(1)" before "If" as a consequence of the amendment made by Item 7 of Schedule 27. This amendment does not otherwise affect the content or operation of the provision.

Item 6 – Section 27.2

333. Item 6 omits the words "equivalent access must be given by direct assistance" at section 27.2, and substitutes with "an operator or provider must provide equivalent access by giving direct assistance" to clarify and improve drafting. This amendment does not otherwise affect the content or operation of the provision.

Item 7 – Section 27.2 (table)

334. Item 7 repeals the application table at section 27.2 and introduces new requirements for when a passenger's preferred format for receiving information is not readily available.

335. In such instances, subsections 27.2(2) and (3) provide that an operator or provider must provide the requested format in a timely manner, and if not immediately available, must provide equivalent access by giving direct assistance to the person until the request is fulfilled.

336. The note under subsection 27.2(3) refers the reader to section 35.23 which provides that public transport operators and providers must comply with the requirements of subsections 27.2(2) and (3) five years from the date the amended Transport Standards come into effect.

Authorised Version Explanatory Statement registered 30/07/2026 to F2026L01002

337. Subsection 27(4) amends the presentation of the application table to reflect modern drafting practices. The requirements of this section continue to apply to information provided by operators and providers of conveyances, premises and infrastructure.

Item 8 – Section 27.3 (at the end of the heading)

338. Item 8 amends the heading of section 27.3 to insert "on request" at the end of the heading, to better reflect the content of section 27.3 as amended by Item 9 of Schedule 27.

Item 9 – Subsections 27.3(1) and (2)

339. Item 9 repeals and substitutes subsections 27.3(1) and (2) with new requirements that specify font weight and text justification for the reproduction of large print documents when requested by a passenger.

Item 10 – Section 27.3 (table)

340. Item 10 repeals the application table at section 27.3, and substitutes subsection 27.3(4) to amend the presentation of the table to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

Item 11 – Section 27.4

341. Item 11 omits the words "All passengers must be" at section 27.4, and substitutes with "(1) An operator or provider must ensure all passengers are" to clarify drafting and as a consequence of Item 12 of Schedule 27. This amendment does not otherwise affect the content or operation of the provision.

Item 12 – Section 27.4 (table)

342. Item 12 repeals the application table at section 27.4, and substitutes subsection 27.4(2) to amend the presentation of the table to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

Item 13 – At the end of Part 27

343. Item 13 inserts a range of new information requirements at the end of Part 27.

344. Section 27.5 introduces new requirements for the standard of braille required for embossed formats. Public transport information embossed in braille must be provided in Grade 1 braille (uncontracted) and Grade 2 braille (contracted), in separate volumes. If a passenger requests information embossed in braille, that information must be provided in Grade 2 braille, unless Grade 1 braille is specifically requested. The requirements of this section apply to information provided by operators and providers of conveyances, premises and infrastructure. The note under the table refers the reader to section 35.23 which provides that public transport operators and

Authorised Version Explanatory Statement registered 30/07/2026 to F2026L01002

providers must comply with the requirements of section 27.5 five years from the date the Amendment Standards come into effect.

345. Section 27.6 introduces new requirements for public transport services to provide detail on passenger location during the journey using visual displays and audible announcements of the side, door or gate of the conveyance through which a person must alight if this may vary during a journey. These requirements apply to information provided onboard conveyances, excluding taxis and aircraft.

346. Section 27.7 introduces new requirements for online information (such as a website or mobile web system) about public transport services to at least meet Level AA conformance of section 5.2.1 of the Web Content Accessibility Guidelines (WCAG). The WCAG could in 2026 be viewed on the World Wide Web Consortium's website (www.w3.org). The requirements of this section apply to information provided by operators and providers of conveyances, premises and infrastructure.

347. Section 27.8 introduces new requirements for information provided during planned disruptions to be provided in a variety of accessible formats and with as much notice as can reasonably be provided in the circumstances. Subsection 27.8(2) provides that direct assistance must be provided where an operators or provider is unable to comply with these requirements. Subsection 27.8(3) and the note under this subsection, clarifies that these requirements do not apply where the nature of the disruption is such that the operator or provider no longer has control over the conveyance, premises or infrastructure, such as during a fire evacuation or police operation. The note under the application table refers the reader to section 35.23 which provides that public transport operators and providers must comply with the requirements of section 27.8 five years from the date the Amendment Standards come into effect.

348. Section 27.9 introduces new requirements for operators and providers to publish information about accessibility features, such as ramps, lifts, and TGSIs, and identify access barriers within the transport network and publish information about solutions available to ensure access. These requirements will convey the level of access available within a public transport network to provide greater certainty and independence to people with disability by making journey planning easier. The requirements of this section apply to operators and providers of conveyances, premises and infrastructure. The note under the table refers the reader to section 35.23 which provides that public transport operators and providers must comply with the requirements of section 27.9 five years from the date the Amendment Standards come into effect.

349. Section 27.10 introduces new requirements for any information and communication technology (ICT) that an operator or provider intends for public use to be accessible to people with disability. These requirements apply generally to ICT procurements where the resulting product or service is intended for public use. The requirements of

Authorised Version Explanatory Statement registered 30/07/2026 to F2026L01002

this section apply to operators and providers of conveyances, premises and infrastructure.

SCHEDULE 28—PART 28 (BOOKED SERVICES) AMENDMENTS

Disability Standards for Accessible Public Transport 2002

Item 1 – Section 28.1

350. Item 1 amends section 28.1 to insert "(1)" before "Operators" as a consequence of the amendment made by Item 2 of Schedule 28. This amendment does not otherwise affect the content or operation of the provision.

Item 2 – Section 28.1 (table)

351. Item 2 repeals the application table at section 28.1, and substitutes subsection 28.1(2) to amend the presentation of the table to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

Item 3 – Section 28.2

352. Item 3 amends section 28.2 to insert "(1)" before "Any" as a consequence of the amendment made by Item 4 of Schedule 28. This amendment does not otherwise affect the content or operation of the provision.

Item 4 – Section 28.2 (table)

353. Item 4 repeals the application table at section 28.2, and substitutes subsection 28.2(2) to amend the presentation of the table to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

Item 5 – Section 28.3 (heading)

354. Item 5 omits the word "service" at section 28.3, and substitutes "assistance". This amendment will change reference from 'service animal' to 'assistance animal' to align terminology used in the Transport Standards with the DDA. This amendment does not otherwise affect the content or operation of the provision.

Item 6 – Subsection 28.3(1)

355. Item 6 amends subsection 28.3(1) to omit "service", and substitute "assistance". This amendment will change reference from 'service animal' to 'assistance animal' to align terminology used in the Transport Standards with the DDA. This amendment does not otherwise affect the content or operation of the provision.

Item 7 – Subsection 28.3(3)

Authorised Version Explanatory Statement registered 30/07/2026 to F2026L01002

356. Item 7 amends subsection 28.3(3) to omit “service” and substitute “assistance”. This amendment will change reference from ‘service animal’ to ‘assistance animal’ to align terminology used in the Transport Standards with the DDA. This amendment does not otherwise affect the content or operation of the provision.

Item 8 – Section 28.3 (table)

357. Item 8 repeals the application table at section 28.3, and substitutes subsection 28.3(4) to amend the presentation of the table to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

Item 9 – Section 28.4 (heading)

358. Item 9 amends the heading of section 28.4 to insert “on booked services” at the end of the heading to read “Accessible seats to be available for passengers with disabilities on booked services” to better reflect the requirements of this section. This amendment does not otherwise affect the content or operation of the provision.

Item 10 – After subsection 28.4(2)

359. Item 10 inserts new subsections 28.4(3) and (4) to provide requirements for people with disability to be able to book seats that are suitable to accommodate their accessibility requirements (unless all seats are booked). These amendments ensure contemporary booking practices are reflected in the Transport Standards. The note under subsection 28.4(4) refers the reader to section 35.24 which provides that public transport operators and providers must comply with the requirements of subsections 28.4(3) and (4) five years from the date the Amendment Standards come into effect.

Item 11 – Section 28.4 (table)

360. Item 11 repeals the application table at section 28.4, and substitutes subsection 28.4(5) to amend the presentation of the table to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

SCHEDULE 29—PART 29 (FOOD AND DRINK SERVICES) AMENDMENTS

Disability Standards for Accessible Public Transport 2002

Item 1 – Section 29.1

361. Item 1 amends section 29.1 to insert “(1)” before "Operators” as a consequence of the amendment made by Item 2 of Schedule 29. This amendment does not otherwise affect the content or operation of the provision.

Item 2 – Section 29.1 (table)

Authorised Version Explanatory Statement registered 30/07/2026 to F2026L01002

362. Item 2 repeals the application table at section 29.1, and substitutes subsection 29.1(2) to amend the presentation of the table to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

Item 3 – Section 29.2

363. Item 3 amends section 29.2 to insert “(1)” before "The” as a consequence of the amendment made by Item 5 of Schedule 29. This amendment does not otherwise affect the content or operation of the provision.

Item 4 – Section 29.2

364. Item 4 amends the reference to clause 24.1.7 of AS 1428.2 (1992) to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

Item 5 – Section 29.2 (table)

365. Item 5 repeals the application table at section 29.2, and substitutes subsection 29.2(2) to amend the presentation of the table to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

366. The words ‘except airports that do not accept regular public transport services’ have been omitted from the revised table as a consequence of the amendment made by Item 7 of Schedule 1. Omitting these words does not affect the application of this provision. Airports that do not accept regular public transport services will continue to be excluded from the application of this section.

Item 6 – Section 29.3

367. Item 6 amends section 29.3 to insert “(1)” before "Operators” as a consequence of the amendment made by Item 7 of Schedule 29. This amendment does not otherwise affect the content or operation of the provision.

Item 7 – Section 29.3 (table)

368. Item 7 repeals the application table at section 29.3, and substitutes subsection 29.3(2) to amend the presentation of the table to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

SCHEDULE 30—PART 30 (BELONGINGS) AMENDMENTS

Disability Standards for Accessible Public Transport 2002

Item 1 – Section 30.1 (table)

Authorised Version Explanatory Statement registered 30/07/2026 to F2026L01002

369. Item 1 repeals the application table at section 30.1, and substitutes subsection 30.1(3) to amend the presentation of the table to reflect modern drafting practices. This amendment does not otherwise affect the content or operation of the provision.

SCHEDULE 31—PART 31 (PRIORITY) AMENDMENTS

Disability Standards for Accessible Public Transport 2002

Item 1 – Part 31 (at the end of the heading)

370. Item 1 amends the heading of Part 31 to insert "seating" at the end of the heading to read "Priority seating" to better reflect the requirements of this Part.

Item 2 – Section 31.1

371. Item 2 repeals and substitutes section 31.1 to introduce a new ratio approach to determine the minimum number of priority seats that must be provided within a conveyance. These requirements will round the number of accessible units upwards to enable greater access to public transport by ensuring people with disability can access priority seating when needed. The note under the application table refers the reader to section 35.25 which provides that public transport operators and providers must comply with the requirements of section 31.1 five years from the date the Amendment Standards come into effect.

Item 3 – Section 31.2

372. Item 3 repeals and substitutes section 31.2 with new requirements for the appearance, identification and location of priority seating, as well as requirements to be able to accommodate assistance animals under priority seating.

373. A new section 31.2 requires the material of priority seating to have a minimum luminance contrast of 30 per cent when compared with the material of other seating in the conveyance. Signage notifying passengers of the need to vacate priority seats if required by a person with disability must also be placed immediately adjacent or as close as possible to the priority seating. The note under subsection 31.2(2) directs the reader to additional signage requirements in section 17.1. The note under the application table refers the reader to section 35.25 which provides that public transport operators and providers must comply with the requirements of section 31.2 five years from the date the Amendment Standards come into effect.

374. A new section 31.3 introduces new requirements for priority seating within conveyances to be easy to find and use by co-locating the seating near key points, such as entrance doors, the driver, accessible toilets and consistently staffed areas. The note under the application table refers the reader to section 35.25 which provides that public transport operators and providers must comply with the requirements of section 31.3 five years from the date the Amendment Standards come into effect.

Authorised Version Explanatory Statement registered 30/07/2026 to F2026L01002

375. A new section 31.4 introduces new requirements specifying that a space must be available underneath priority seating to accommodate assistance animals. The note under the application table refers the reader to section 35.25 which provides that public transport operators and providers must comply with the requirements of section 31.4 five years from the date the Amendment Standards come into effect.

376. The requirements of sections 31.2 to 31.4 apply to buses, ferries, rail cars, trams and light rail.

SCHEDULE 32—PART 31A (TRAINING TO PREVENT DISABILITY DISCRIMINATION) AMENDMENTS

Disability Standards for Accessible Public Transport 2002

Item 1 – After Part 31

377. Item 1 inserts Part 31A with a new section 31A.1 to provide requirements for operators and providers to provide staff with disability awareness training when starting their role and to refresh this training annually. Training must be tailored to each role, developed and reviewed in consultation with people with disability and delivered by a qualified trainer. 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 apply to operators and providers of all public transport conveyances, premises and infrastructure.

378. The note under the application table refers the reader to section 35.26 which provides that public transport operators and providers must comply with the requirements of section 31A.1 five years from the date the Amendment Standards come into effect.

SCHEDULE 33—MISCELLANEOUS AMENDMENTS

Disability Standards for Accessible Public Transport 2002

Item 1– Part 32

379. Item 1 repeals Part 32. Part 32 relates to the application of requirements as existed before the Amendment Standards. Prior to the Amendment Standards, Part 32 and Schedule 1 of the Transport Standards outlined the target dates for compliance of public transport assets with the requirements of the Transport Standards.

380. Operators and providers of public transport were required to meet the requirements of the Transport Standards, as existed before the Amendment Standards, for all conveyances, premises and infrastructure (with the exception of requirements for trains and trams) by 31 December 2022. The target dates have now passed. Requirements for trains and trams must be met by 31 December 2032.

Authorised Version Explanatory Statement registered 30/07/2026 to F2026L01002

381. The operation of Part 32 is preserved by Part 35. The Amendment Standards do not provide operators and providers with additional time to comply with the requirements of the Transport Standards, as existed before the Amendment Standards.

Item 2 – Sections 33.1 and 33.2

382. Item 2 repeals sections 33.1 and 33.2. These sections relate to compliance with the requirements as existed before the Amendment Standards.

383. Section 33.1 relates to the application of requirements, as existed before the Amendment Standards, to new conveyances premises and infrastructure. The application of the requirements of the Transport Standards to new assets are now outlined in Part 35.

384. Prior to the Amendment Standards, section 33.2 and Schedule 1 of the Transport Standards outlined the target dates for compliance of public transport assets with the requirements of the Transport Standards.

385. Operators and providers of public transport were required to meet the requirements of the Transport Standards, as existed before the Amendment Standards, for all conveyances, premises and infrastructure (with the exception of requirements for trains and trams) by 31 December 2022. The target dates have now passed. Requirements for trains and trams must be met by 31 December 2032.

386. The operation of section 33.2, as existed before the Amendment Standards, is preserved by Part 35. The Amendment Standards do not provide operators and providers with additional time to comply with the requirements of the Transport Standards, as existed before the Amendment Standards.

Item 3 – Paragraph 33A.1(4)(a)

387. Item 3 repeals and substitutes paragraph 33A.1(4)(a) to omit reference to the Accessible Public Transport Jurisdictional Committee. The reference has been replaced with a requirement for consultation with "a committee with representatives from the Commonwealth, the States and the Territories that deals with transport policy". This will ensure the Transport Standards remain fit for purpose regardless of the name of the committee that fulfils the function under this section.

Item 4 – Section 33A.4 (heading)

388. Item 4 omits "Appeals" from the heading of section 33A.4, and substitutes in "Review". This amendment replaces the name of the Administrative Appeals Tribunal with the name of the Administrative Review Tribunal established by the *Administrative Review Tribunal Act 2024*. This amendment does not otherwise affect the content or operation of the provision.

Authorised Version Explanatory Statement registered 30/07/2026 to F2026L01002

Item 5 – Section 33A.4

389. Item 5 omits the word "Appeals" at section 33A.4, and substitutes with "Review". This amendment replaces the name of the Administrative Appeals Tribunal with the name of the Administrative Review Tribunal established by the *Administrative Review Tribunal Act 2024*. This amendment does not otherwise affect the content or operation of the provision.

Item 6 – Paragraphs 33A.5(1)(a) to (d)

390. Item 6 repeals subsections 33A.5(1)(a) to (d) and substitutes with new subsections 33A.5(1)(a) and (b) to replace the name of the Administrative Appeals Tribunal with the name of the Administrative Review Tribunal established by the *Administrative Review Tribunal Act 2024*. A definition of 'statement of reasons' is provided in section 4 of the *Administrative Review Tribunal Act 2024* which contains the matters covered in subsections 33A.5(1)(a) to (c) as existed before the Amendment Standards.

Item 7 – Paragraph 34.1(2)(a)

391. Item 7 amends paragraph 34.1(2)(a) by omitting the words "Schedule 1" and substituting "these Standards", as a consequence of the amendment made by Item 8 of Schedule 33.

Item 8 – Schedule 1

392. Item 8 repeals Schedule 1.

393. Prior to the Amendment Standards, Schedule 1 of the Transport Standards outlined the target dates for compliance of public transport assets with the requirements of the Transport Standards.

394. Operators and providers of public transport were required to meet the requirements of the Transport Standards, as existed before the Amendment Standards, for all conveyances, premises and infrastructure (with the exception of requirements for trains and trams) by 31 December 2022. The target dates have now passed. Requirements for trains and trams must be met by 31 December 2032.

395. The operation of Schedule 1, as existed before the Amendment Standards, is preserved by Part 35. The Amendment Standards do not provide operators and providers with additional time to comply with the requirements of the Transport Standards, as existed before the Amendment Standards.

SCHEDULE 34—APPLICATION AND TRANSITIONAL PROVISIONS

Disability Standards for Accessible Public Transport 2002

Authorised Version Explanatory Statement registered 30/07/2026 to F2026L01002

Item 1 – After Part 34

396. Item 1 inserts a new Part 35 to provide requirements for the application of the Amendment Standards and transitional provisions.

397. Part 35 does not affect or displace the application tables provided in each section of the Amendment Standards. For example, if Part 35 provides that a provision of the Amendment Standards applies to new premises and infrastructure, and the provision itself includes an application table that states the provision applies to "All, except premises to which the Premises Standards apply", the provision does not apply to premises to which the Premises Standards apply.

398. Section 35.1 introduces definitions for important terms used in Part 35 to help interpret the intent and purpose of the application and transitional provisions to ensure they are clear and easy to understand.

399. Section 35.2 outlines the application of the Amendment Standards to existing trains and trams. "Existing trains or trams" is defined in section 35.1 to means trains or trams that are in service immediately before the Amendment Standards come into effect, and that have not been substantially refurbished or altered on and after that day. Section 35.2 will preserve the target date of 31 December 2032, as existed before the Amendment Standards, for existing trains and trams to be compliant with all requirements of the Transport Standards (as amended by the Amendment Standards and as existed prior to the Amendment Standards). Subsection 35.2(3) clarifies that compliance with an amended requirement for existing trains and trams will be taken as compliance with the corresponding requirement as existed before the Amendment Standards.

400. Section 35.3 confirms that unless otherwise provided by Part 35, the Transport Standards, as they existed before the Amendment Standards, will continue to apply to operators and providers of existing conveyances, and existing premises and infrastructure. The purpose of this section is to preserve any liabilities or obligations that were accrued or incurred before the commencement of the Amendment Standards. Unless otherwise provided, it is not the intent of the Amendment Standards to amend, remove or alter existing requirements for compliance that were prescribed in Schedule 1 of the Transport Standards, as existed before the Amendment Standards. The Amendment Standards do not provide existing assets with additional time to comply with the requirements of the Transport Standards as existed before the Amendment Standards. If an operator or provider is non-compliant with the requirements of the Transport Standards as they existed before the Amendment Standards, they will still be non-compliant with those requirements. However, subsection 35.3(2) clarifies that compliance with an amended requirement for existing conveyances, or existing premises and infrastructure will be taken as compliance with the corresponding requirement as existed before the Amendment Standards. "*Existing conveyances"* and "*existing premises and infrastructure*" are defined in section 35.1.

Authorised Version Explanatory Statement registered 30/07/2026 to F2026L01002

401. Sections 35.4 to 35.26 provides the implementation approach for the amendments to each Part of the Amendment Standards.

Implementation for existing assets with a prescribed timeframe for compliance

402. The terms "*5-year transitional period*" and "*10-year transitional period*" are defined in section 35.1 help to interpret sections 35.4 to 35.26. Where the tables in sections 35.4 to 35.26 indicate requirements will apply to existing public transport assets or information provided by an operator or provider after the end of a transitional period (5-year or 10-year), this means that operators and providers must ensure the existing asset or information is compliant with the relevant requirement 5- or 10-years after the Amendment Standards come into effect, as the case may be.

403. For requirements that relate to the provision of information, such as those outlined in Part 27, the transitional period is intended to provide time for public transport operators and providers to have systems or processes in place to be able to provide the required information 5- or 10-years after the Amendment Standards come into effect, as the case may be.

Implementation for new and substantially upgraded assets

404. The terms "*new conveyances*" and "*new premises and infrastructure*" are defined in section 35.1 help to interpret sections 35.4 to 35.26. Where the tables in sections 35.4 to 35.26 indicate requirements apply on and after the commencement day to new conveyances, or premises and infrastructure, this means the requirements will apply to new conveyances, premises or infrastructure, as the case may be, that come into service on or after the Amendment Standards come into effect. New conveyances, premises and infrastructure also include conveyances, premises and infrastructure that are substantially refurbished or altered on and after the Amendment Standards come into effect.

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

406. Where the tables indicate that requirements will apply to new, additional or replacement equipment (such as boarding devices), this means the requirements will apply to equipment that comes into service on or after the Amendment Standards come into effect. This equipment may be new, additional to that already provided or entering service to replace end of life equipment.

Authorised Version Explanatory Statement registered 30/07/2026 to F2026L01002

407. Where the tables indicate that requirements will apply to new or updated information, any new or updated information provided on or after the Amendment Standards come into effect must meet the new requirements.

Authorised Version Explanatory Statement registered 30/07/2026 to F2026L01002

ATTACHMENT A: STATEMENT OF COMPATIBILITY WITH HUMAN RIGHTS

Statement of Compatibility with Human Rights

Prepared in accordance with Part 3 of the *Human Rights (Parliamentary Scrutiny) Act 2011*

Disability Standards for Accessible Public Transport Amendment 2026

The Disability Standards for Accessible Public Transport Amendment 2026 (Amendment Standards) is compatible with the human rights and freedoms recognised or declared in the international instruments listed in section 3 of the *Human Rights (Parliamentary Scrutiny) Act 2011*.

Overview of the Disallowable Legislative Instrument

The *Disability Discrimination Act 1992* (the DDA) provides that discrimination (direct or indirect) on the basis of disability is unlawful in a broad range of areas of public life including employment, accommodation, education, access to premises, clubs and sports, the provision of goods, facilities, services and land, existing laws and the administration of Commonwealth laws and programs. Subsection 31(1) of the DDA provides that the Attorney-General may, by legislative instrument, formulate standards in relation to any area in which it is unlawful under Part 2 of the Act for a person to discriminate against another person on the ground of a disability of the other person.

The Disability Standards for Accessible Public Transport 2002 (Transport Standards) are a legislative instrument made under the DDA. The purpose of the Transport Standards is to support public transport operators and providers to fulfil their obligations under the DDA and remove discrimination from their services. The Transport Standards prescribe requirements public transport operators and providers must meet to make their services accessible to people with disability.

The Disability Standards for Accessible Public Transport Amendment 2026 (the Amendment Standards) amends the Transport Standards to give effect to the legislative reforms agreed by the Australian Government (the government) on 20 March 2024. The instrument aims to modernise the Transport Standards to make sure they remain efficient, effective, fit for purpose and continue to meet the needs of Australian society. This includes a broad range of reforms, including new requirements for staff training to better meet the needs of people with disability, ensuring service information is provided in accessible formats, and a range of improved design requirements to ensure services are safe and accessible. The instrument also makes minor, technical and consequential amendments to the Transport Standards, including changes to reflect changes in drafting practices and to clarify the expression of some of the existing provisions. The reforms were developed in collaboration with people with disability, the public transport industry and state and territory governments.

The United Nations Convention on the Rights of Persons with Disabilities (UNCRPD) is an international human rights convention that seeks to promote, protect and ensure the full and

Authorised Version Explanatory Statement registered 30/07/2026 to F2026L01002

equal enjoyment of all human rights and fundamental freedoms by all people with disability, and to promote respect for their inherent dignity. Australia ratified the UNCRPD in 2008 and implements its human rights obligations through a range of programs, policies and legislation, including the DDA and the Transport Standards.

Human rights implications

The Amendment Standards engage a number of rights and freedoms under the UNCRPD, including:

- General Obligations – Article 4
- Equality and non-discrimination – Article 5
- Awareness raising – Article 8
- Accessibility – Article 9
- Living independently and being included in the community – Article 19
- Personal mobility – Article 20
- Freedom of expression and opinion and access to information – Article 21

General obligations

Article 4(3) of the UNCRPD recognises that during the development and implementation of legislation and policies relating to persons with disabilities, Australia must closely consult with and actively involve persons with disabilities through their representative organisations.

This right has been promoted through the development of the Amendment Standards. The amendments being implemented were developed through extensive consultation with people with disability and their representative organisations, the public transport industry and all levels of government.

The consultation process sought to prioritise the lived experience of people with disability. Stakeholder engagement was designed to accommodate the needs of people across a range of disabilities, with consultation events led by people with disability and delivered in partnership with disability organisations to allow people with disability to have open and transparent opportunities to engage and have their say. To address the needs of people living with disability, supporting documentation packages were also prepared in various formats, including factsheets, summary documents and translations, to support the consultation and engagement process. Feedback could also be received in a range of accessible formats, including via surveys and emails or verbally through a phone line. Feedback received through consultation helped ensure the amendments are fit-for-purpose and reflect the needs of people with disability when accessing public transport services.

Right to equality and non-discrimination

Article 5 of the UNCRPD recognises all persons are equal before and under the law and are entitled without any discrimination to the equal protection and benefit of the law. As a party to the UNCRPD, Australia is required by Article 5(3) to take all appropriate steps to ensure

Authorised Version Explanatory Statement registered 30/07/2026 to F2026L01002

that reasonable accommodation is provided for people with disability to promote equality and eliminate discrimination.

The objective of the reforms given effect through the Amendment Standards is to improve public transport accessibility and remove discrimination against people with disability as far as possible. The instrument promotes this right by enhancing the legislative obligations public transport operators and providers must meet, including requirements for staff training to better meet the needs of people with disability, ensuring information is provided in accessible formats, and a range of design requirements to ensure public transport services are safe and accessible. These new legislative requirements aim to remove discrimination in the provision of public transport services and will result in people with disability having greater access to public transport conveyances, infrastructure, premises and service information.

Awareness raising

Article 8 of the UNCRPD recognises that Australia, as a party to the UNCRPD, must undertake to adopt immediate, effective and appropriate measures to raise awareness through society to foster respect for the rights and dignity of people with disability. Article 8(2)(d) identifies awareness-training programmes regarding people with disability and the rights of people with disability as a means of achieving this measure.

The Amendment Standards promotes this right through the introduction of requirements for an operator or provider of public transport to provide all staff with disability awareness training when starting their role and to refresh this training annually. Training must be tailored to each role, be developed and reviewed in consultation with people with disability and delivered by a qualified trainer. 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.

Accessibility

Article 9 of the UNCRPD recognises the right for people with disability to live independently and participate fully in all aspects of life. As a party to the UNCRPD, Australia must take appropriate measures to ensure that people with disability have access, on an equal basis with others, to things, places, transport, information and services that are open to the public.

The purpose of the reforms given effect through Amendment Standards is to improve public transport accessibility and remove discrimination against people with disability in the provision of public transport services. The Amendment Standards promotes this right by enhancing the legislative obligations public transport operators and providers must meet, including requirements for staff training to better meet the needs of people with disability, ensuring information is provided in accessible formats, and a range of design requirements. These reforms will improve the accessibility of public transport conveyances, infrastructure and premises for people with disability.

Authorised Version Explanatory Statement registered 30/07/2026 to F2026L01002

Right to live independently and be included in the community

Article 19 of the UNCRPD recognises the equal right of all people with disability to live in the community, with choices equal to others, and to full inclusion and participation in the community. As a party to the UNCRPD, Australia is required to take appropriate measures to ensure that community facilities for the general population are available on an equal basis to persons with disability and are responsive to their needs.

The Amendment Standards promotes this right by introducing new legislative requirements to improve the accessibility of public transport services. Access to public transport is critical for people to participate fully in the community and the economy. These legislative amendments will ensure public transport services are more responsive to the needs of people with disability and assist people with disability to travel independently, have confidence when planning their journey, and have improved access to full inclusion and participation in the community.

Personal mobility

Article 20 of the UNCRPD recognises that Australia, as a party to the UNCRPD, must take effective measures to ensure personal mobility with the greatest possible independence for people with disability. Article 20(a) requires Australia to facilitate the personal mobility of people with disability in the manner and at the time of their choice, and at affordable cost.

The Amendment Standards promotes this right by strengthening accessibility requirements public transport operators and provides must implement. These requirements are designed to improve the accessibility of all modes of public transport services covered by the Transport Standards, enabling people with disability to travel independently and safely using the mode of transport of their choice.

Freedom of expression and opinion and access to information

Article 21 of the UNCRPD recognises the right of people with disability to seek, receive and impart information on an equal basis with others through all forms of communication of their choice. Article 21(a) requires Australia to ensure information intended for the general public is provided to people with disability in accessible formats and technologies appropriate to different kinds of disability in a timely manner and without additional cost. Article 21(b) requires Australia to be accepting and facilitate the use of sign languages, Braille, augmentative and alternative communication, and all other accessible means, modes and formats of communication of their choice. Article 21(c) urges private entities that provide services to the general public, including through the internet, to provide information and services in accessible and usable formats for people with disability.

The Amendment Standards promotes this right by introducing legislative requirements for operators and providers of public transport to provide information available to the public in multiple formats as required or requested by a person with disability. The instrument introduces requirements to ensure information cannot be solely produced in an online format and to require that materials be provided in a person with disability's preferred format in a

Authorised Version Explanatory Statement registered 30/07/2026 to F2026L01002

timely manner. The Amendment Standards prescribes specifications to ensure digital systems such as ticketing machines, websites and mobile applications are accessible and designed in adherence with international accessibility standards.

Conclusion

The instrument is compatible with human rights because it promotes the rights of people with disability enshrined in the UNCRPD.

Authorised Version Explanatory Statement registered 30/07/2026 to F2026L01002