**Briefing for BCA Members (teleconference or survey) – October 2018**

**Third Review of the Disability Standards for Accessible Public Transport 2002**

**Summary of Key Points:**

* the Department of Infrastructure, Regional Development and Cities has released the Issues Paper for the Third Review of the Disability Standards for Accessible Public Transport 2002 (Transport Standards).
* the Transport Standards were the first standards made under the *Disability Discrimination Act 1992* (DDA) and commenced in October 2002.
* the Transport Standards were made to enable public transport operators and providers to remove discrimination from public transport services by providing specific details about the standards they need to meet.
* the Transport Standards apply to public transport conveyances including aircraft, buses, coaches, ferries, taxis, trains, trams, light rail, monorails, rack railways.
* the Transport Standards do not apply to charter boats (incl. water taxis), limousines (incl. chauffeured hire cars), self-drive rental cars, dedicated school buses and small aircraft (those with less than 30 seats).
* the Transport Standards also apply to associated infrastructure including access paths, waiting areas, signage, tactile ground surface indicators, lighting, lifts, stairs, toilets, furniture, listening systems, payment of fares and information. Infrastructure does not include any area beyond immediate boarding points.
* Any complaints regarding breaches of the Transport Standards currently need to be made through the Australian Human Rights Commission, or in the event that conciliation of the matter fails, need to be pursued in the Federal Court.
* the Transport Standards require the Minister to review the efficiency and effectiveness of the Transport Standards every five years to determine if the target dates for compliance have been met. There have been two previous reviews of the Transport Standards:
  + the first review report and Government response was released in June 2011
  + the second review was initiated in October 2012 and released in July 2015. The second review included the unresolved issues from the first review. Since then, the primary focus has been on the modernisation of the Transport Standards. This work is ongoing and is envisaged to extend into 2018-19.
* In 2017 the Department also conducted a consultation on one of the recommendations of the second review – the development of a “Whole Journey Guide” to encourage policy makers, planners, designers, builders, certifiers and operators to focus on people’s accessibility needs across their whole journey.
* The terms of reference for this third review state that it will review the efficiency and effectiveness of the Transport Standards since the previous review; assess whether discrimination has been removed in line with the target dates; and advise on any necessary amendments to the Transport Standards.
* BCA has consulted its members extensively on this topic in the past and provided submissions to the previous Transport Standards reviews and Whole Journey Guide consultation.
* BCA is seeking feedback on the experience of public transport for people who are blind or vision impaired, particularly over the last 5 years since the previous review in 2012.
* Please find below the following questions from the Government’s Issues Paper released in August 2018. Please contact BCA if you would like any further information or materials (including BCA’s previous submissions) relating to this topic.

**Questions for people with a disability, their representative organisations and the community generally.**

1. Has your accessibility to public transport improved since the commencement of the second Transport Standards review in 2012?

* How has your accessibility to conveyances changed? (for example, trains, buses and coaches, trams, ferries, wheelchair accessible taxis and aircraft). Can you provide examples?
* How has your accessibility to information (for example, maps, timetables, announcements) changed? Can you provide examples?
* How has your accessibility to infrastructure immediate to boarding a conveyance changed? (for example, any structure or facility that is used by passengers in conjunction with travelling on a public transport service). Can you provide examples?
* What do you currently see as the greatest areas of need with regard to accessibility of public transport for people with disability? Can you provide specific examples?

1. As a public transport user, are there areas of the Transport Standards where you consider that a more specific requirement for compliance would improve accessibility?
2. To what extent do you feel that the requirements in the Transport Standards address all of the accessibility requirements for people with disability? Are there gaps in the coverage of requirements?
3. Have new ways of providing public transport, such as ride sharing or on-demand bus services affected your ability to access services?
4. Do you find that the current processes with regard to making a complaint or seeking information are sufficient or sufficiently responsive?
5. What other issues you would like to see addressed?