1. The Australian Government is considering reforms to the *Disability Standards for Accessible Public Transport 2002* (the Transport Standards).
2. In March 2021 for stage 1 and in October 2021 for stage 2, the Australian Government sought input from operators and providers of public transport services to inform a cost benefit analysis on the proposed options.
3. The stage 2 Consultation RIS focuses on 54 areas of reform across 61 Chapters with targeted questions for consideration specific to the disability community, and separately, providers and operators of public transport services. In almost all cases, the options proposed for consideration include: a) maintain the status quo; b) non-regulatory change; or c) regulatory change, with multiple non-regulatory or regulatory sub-options presented in some cases.
4. All areas of reform will likely have implications for the Queensland Government. The Department of Transport and Main Roads (TMR) considers the following areas to present the most significant impacts and complexity: Implementation approach; reporting; equivalent access, and dedicated school buses, although it acknowledges many other Chapters are of significance.
5. TMR prefers different options for the implementation approach according to modes and functions for TMR. TMR considers that the amended Transport Standards should only apply to new and upgraded assets and not impose any changes to projects currently under development.
6. TMR is unable to confirm support for any of the reporting options without clear definition of the scope of reporting, frequency and intended use of the information.
7. TMR in principle supports the regulatory option for equivalent access, however, further consultation to develop an appropriate framework is required to fully support this option.
8. TMR supports the non-regulatory option for dedicated school buses, as TMR believes fully accessible school buses can be achieved in many operating environments, while allowing for flexibility and to ensure safety where roads are steep or unsealed, for instance.
9. Overall, TMR supports regulatory change for the majority of reform areas. Where TMR has indicated a position of support for regulatory or non-regulatory change, this is subject to the provision of further detail regarding the proposed implementation and in some cases the nature of the reforms, and associated financial impacts and any implications for the role and function of the Queensland Government.
10. Cabinet approved the Department of Transport and Main Roads response to stage 2 of the Australian Government's *Disability Standards for Accessible Public Transport: Consultation Regulation Impact Statement*.
11. *Attachments*
* [Department of Transport and Main Roads response to stage 2 of the Australian Government's *Disability Standards for Accessible Public Transport: Consultation Regulation Impact Statement*](Attachments/Standards.PDF)