

## Differences between the agreed reform package and the Decision RIS recommendations

This Decision Regulation Impact Statement (RIS) has been developed to assist decision-making by presenting the information necessary to make an informed decision. On 4 April 2023, the Office of Impact Analysis confirmed the Decision RIS is sufficient to inform a final decision. In making his final decision, the Attorney-General, the Hon Mark Dreyfus KC MP, has confirmed the majority of the preferred options presented in the Decision RIS. However, there were some deviations from the preferred options, informed by additional feedback provided by stakeholders after the Decision RIS was assessed by the Office of Impact Analysis. A summary of these deviations is outlined below. Information presented in the relevant chapters of this Decision RIS concerning consultation, cost-benefit-analysis and other analysis relating to these reform areas remains relevant.

### 3 – Rideshare

The preferred option presented in this Decision RIS for Chapter 3 (Rideshare) is the regulatory option. This would see rideshare clearly identified in the Transport Standards as a public transport service, and requirements for rideshare and taxis harmonized.

Additional feedback was provided on this reform area after the consultation period closed. Feedback indicated the proposed regulatory option underestimates the complex policy and legal environment that rideshare operates in. Feedback highlighted that the point-to-point transport industry has evolved significantly since commencement of the Transport Standards and that the differences between the rideshare and taxi industries makes applying the same requirements to both problematic and potentially unfeasible. It was suggested that a holistic review of the point-to-point transport industry, including rideshare and taxis, should be undertaken to ensure that the Transport Standards are still fit-for-purpose.

Following this feedback, the preferred option recommended to the Minister was changed to **status quo**. A working group will be formed to conduct a review of the point-to-point transport industry, including rideshare and taxis. The working group will include state and territory governments, people with disability and industry representatives.

### 57 – Stairs on Trains

The preferred implementation approach presented in this Decision RIS for Chapter 57 (Stairs on trains) is for the requirements to apply to new or substantially refurbished assets.

The existing requirements for stairs on conveyances references Australian Standard provisions intended for stairs on infrastructure and premises. Consultation highlighted that these existing requirements are not achievable on conveyances such as trains as they fail to consider the operational environment, and space and design constraints. The preferred regulatory option presented in the DRIS provides for a mode-specific performance-based solution that puts passenger safety as primary concern, rather than adherence to the current specifications that are not possible to comply with. During consultation, operators and providers advised that the preferred option is in line with current industry practice.

The implementation for this reform recommended to the Minister was changed to **on-commencement**, based on feedback provided after the consultation period closed. Changing the implementation to on-commencement means the requirements will come into force when the

updates to the Transport Standards are enacted, rather than when a conveyance is replaced or substantially refurbished. This allows benefits of the new requirements to flow as soon as the updated Transport Standards are in force. Existing mode-specific and fit-for-purpose conveyance stairs will comply with the revised Transport Standards requirements, providing compliance certainty for operators and providers.

