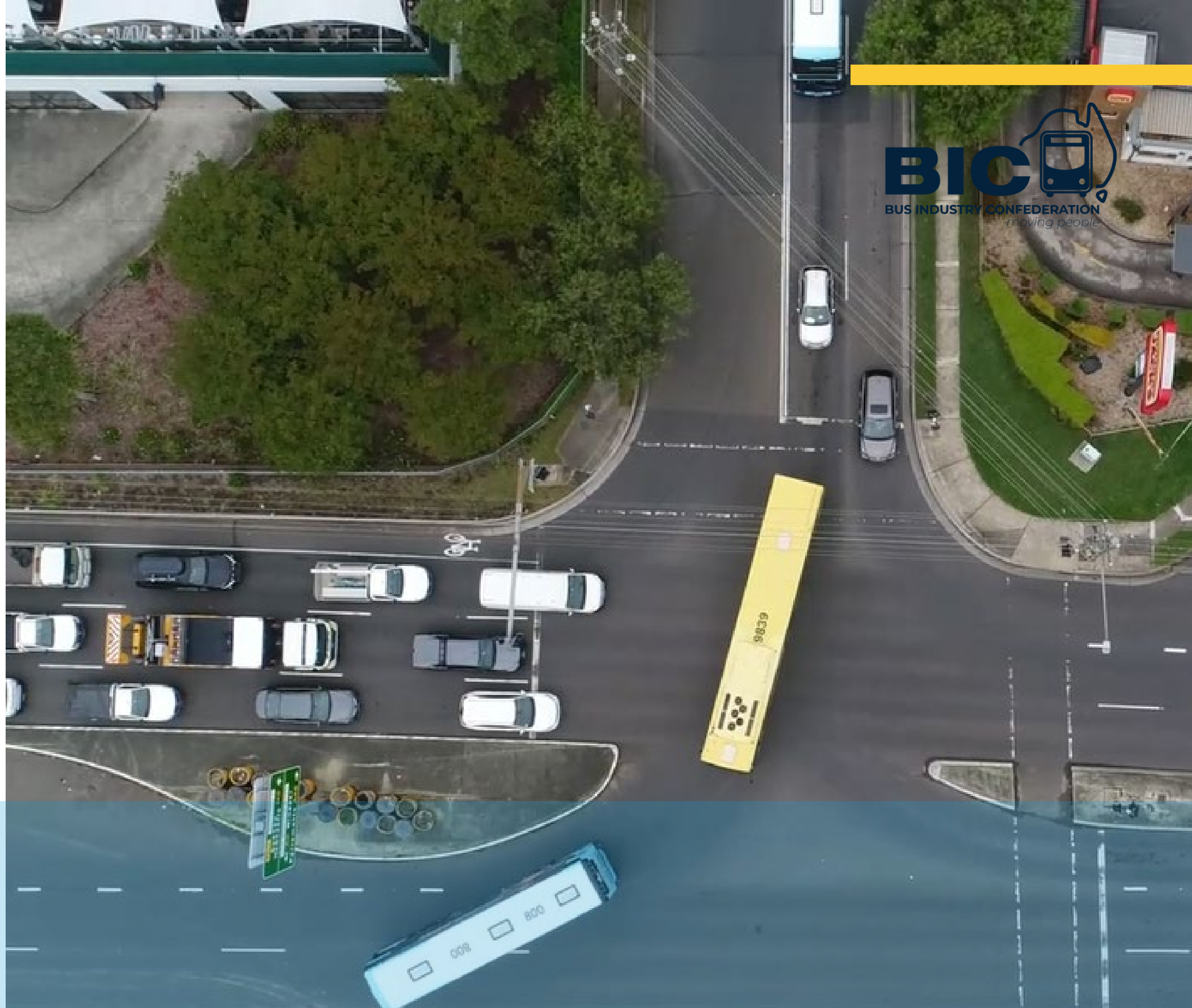


Technical Update

May 2026

Beginning at 11am



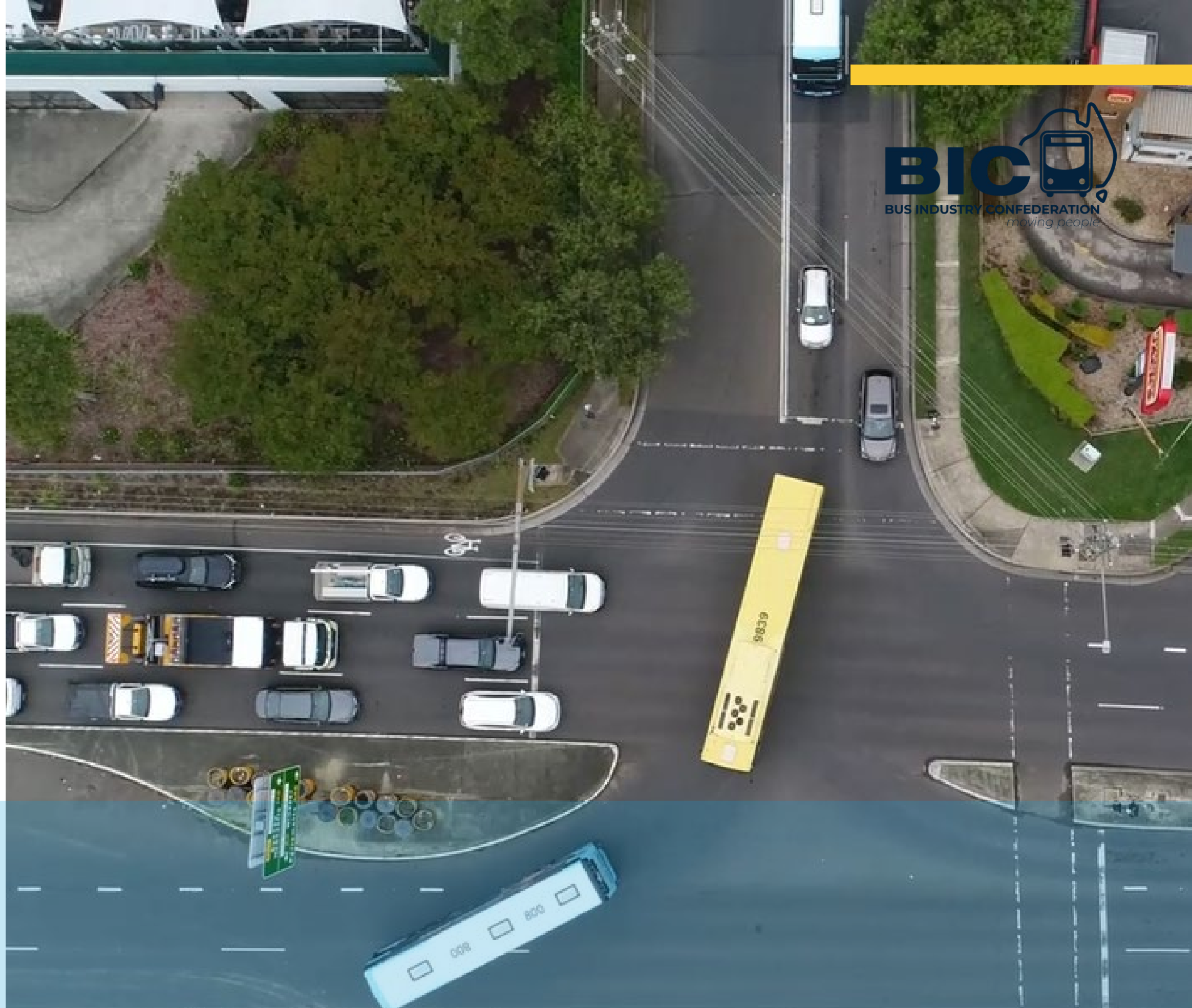
www.bic.asn.au



technical@bic.asn.au

Technical Update

May 2026



www.bic.asn.au



technical@bic.asn.au

Housekeeping



90Minutes: why we added time



Mics on mute unless asking question please



Will be recording meeting.



1-2 questions via Q&A at end of each slide.
More time at end.



Information provided today is to assist, always check regulations directly and seek advice if not sure.

Agenda

1. **Fuel Update**
2. Advocacy Progress
3. Industry data (delivery data and surveys)
4. New Bus Safety working group
 - a. What's being proposed and why
5. ADR update
 - a. Important updates.
 - b. Opt-In preparation.
 - c. Proposal on fire and cyber security
6. TfNSW Standards update
 - a. Fire standards Status and
 - b. Asset assurance forthcoming consultation (A major topic)
7. Mass and dimension reform
 - a. Where we are at
8. Controlled Access Buses
 - a. Reform study update
9. Disability standards
 - a. Updates on our concerns, next steps and timelines

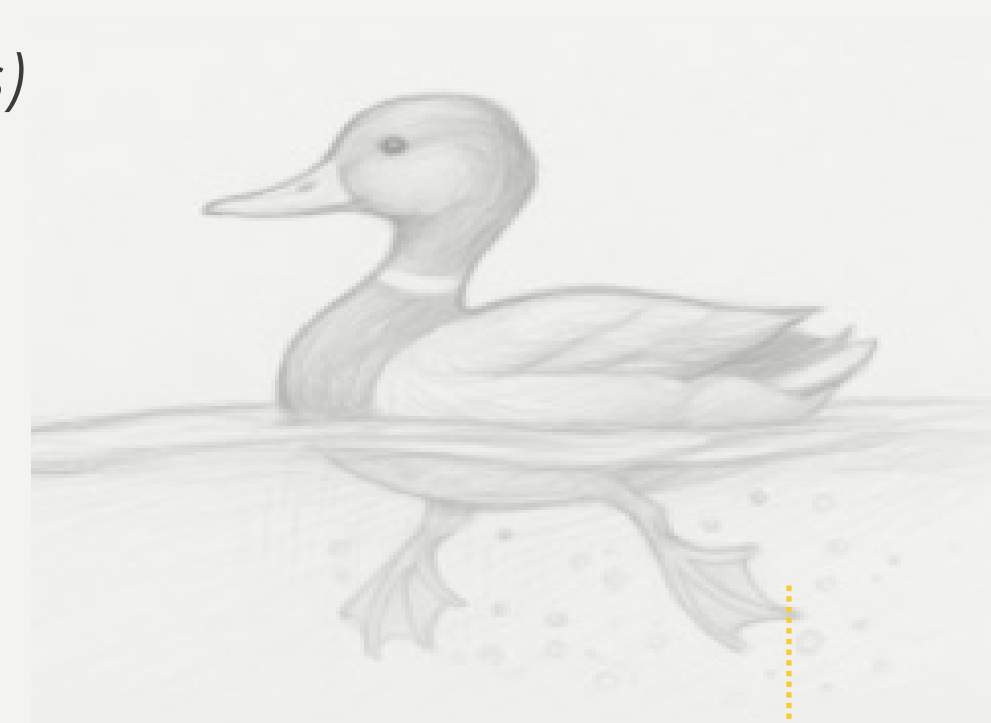


**Questions are welcome
via the Q&A icon**

Recent Advocacy



1. AVAS Testing compliance in country.....*alternate testing conditions*
2. Disability standards
 - a. **boarding points**.....*wording adjusted*
 - b. Contrast testing and windows....*Standard adjusted*
3. ADR Federal Work program agenda
 - a. **National Fire Standards**.....*Harmonization (one standard)*
 - b. Cyber Security Standards.....*Harmonization (one standard)*
4. HVNL
 - a. CCTV Width exemption.....*to be excluded from width measurement*
 - b. **Seatbelts – mastercode**.....*Government Policy not operators call.*
5. NSW Fire Standards.....*Harmonization (not bespoke standards)*
6. Diesel Fuel Standards.....*Don't adjust*
7. *NHVR Mastercode*.....*Some things should be policy based*

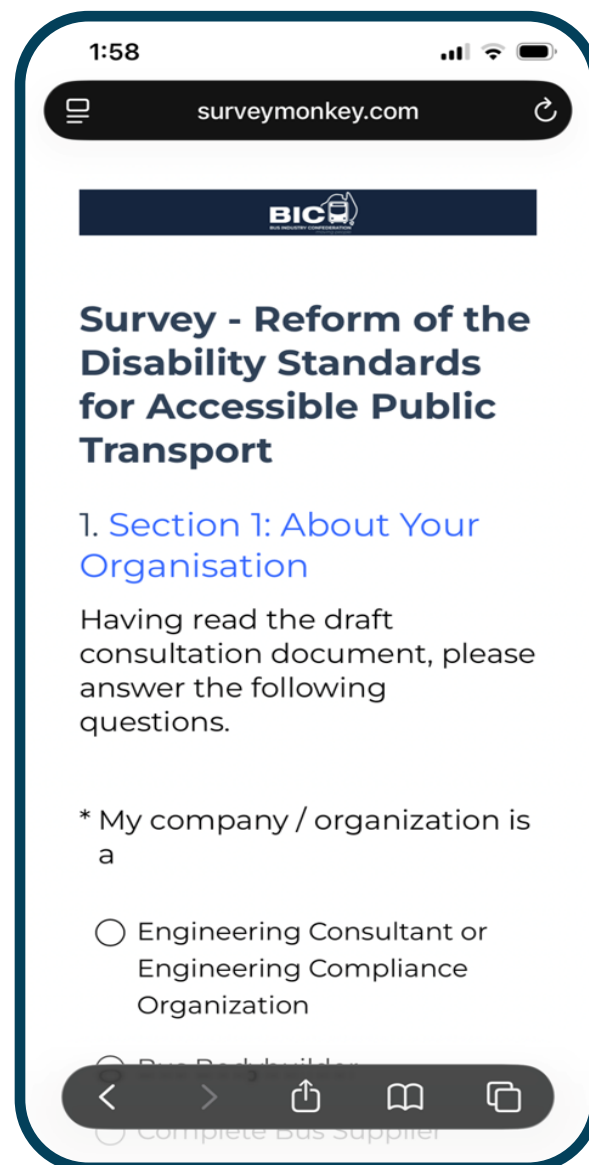


Surveys and Stats



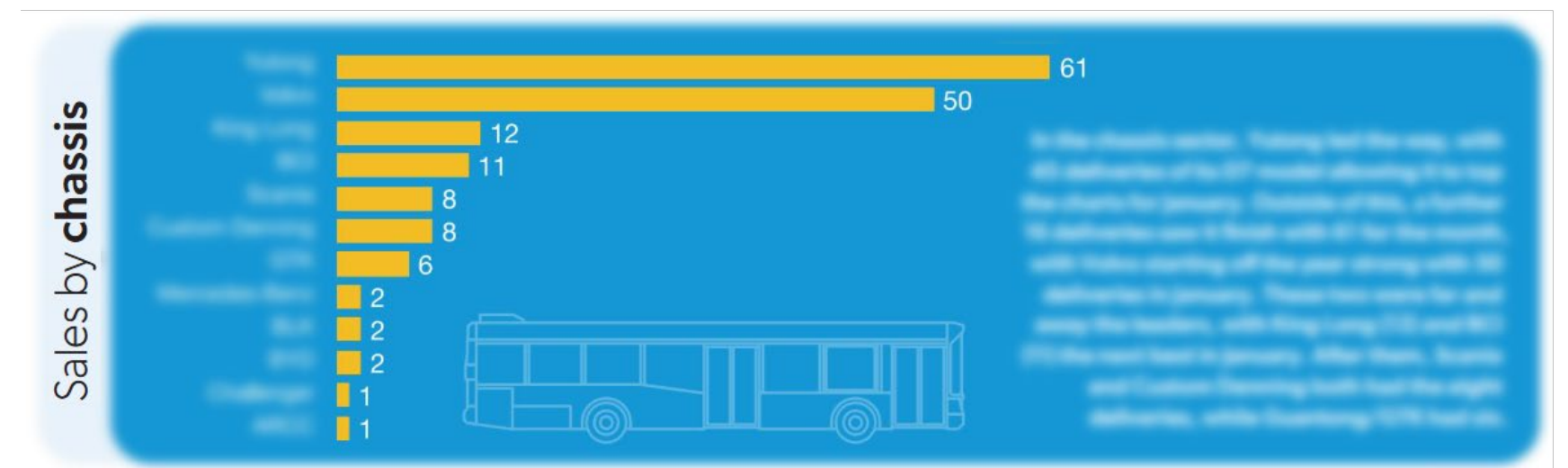
Surveys

- More responses aid strengthen your industry message to Governments.
- Pass them onto other in your organisation also



Bus Industry Statistics.

- Detailed data is critical to provide better industry snapshots.
- It's the only dedicated bus data source for our industry.



Fuel Position



While sulphur limits have been relaxed for petrol, modern Euro V and Euro VI Diesel buses rely on ultra-low sulphur diesel (ULSD) to protect sensitive emissions-control systems.

Increasing sulphur levels can severely damage Diesel Engine emission systems in vehicle up to 18 years old resulting in widespread public transport disruptions.

Industry Position

BIC strongly urge government to maintain current sulphur levels (10ppm) in Diesel to avoid widespread technical issues, and service disruptions.

Bio-fuels only to 5% blend for general sale

New Bus Safety working group



Investigate feasibility of Key findings from Bus Rollover accident investigation reports.



Laminated Side windows



Child seatbelts adjusters



Seatbelt orientation

BIC have additionally requested



Door Safety National Standard (tbc)

ADRs Update - Changes



ADR 113 AVAS Testing

- M&I now allowed to use test surfaces (roads) in Australia, like standard noise testing.

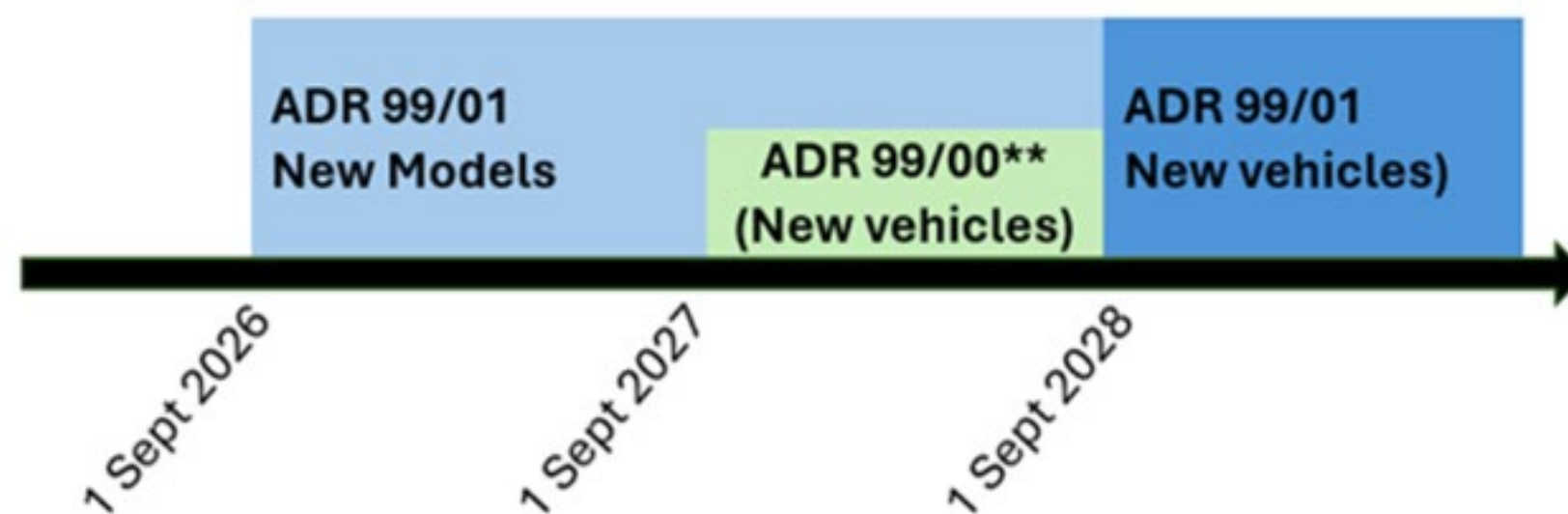
EG: conduct testing in accordance with ADR 83 clause 5.1.4/a this could be considered a relevant alternative for ADR 113

- This local test surface is likely to be introduced as an update to ADR 113 in coming months.

ADRs Update - Changes

Lane departure warning ADR 99

- This is fast approaching.
- Two overlapping ADRs which can be confusing.



- **ADR 99/00 does not have a new model introduction date.
- New models coming in from 1 September 2026 will have to comply with 99/01, and existing models with any Lane Departure Warning will step up stringency with 99/00 in 1 September 2027 and then 99/01 in 1 September 2028.

Compliance and Opt-In



Opt-ins

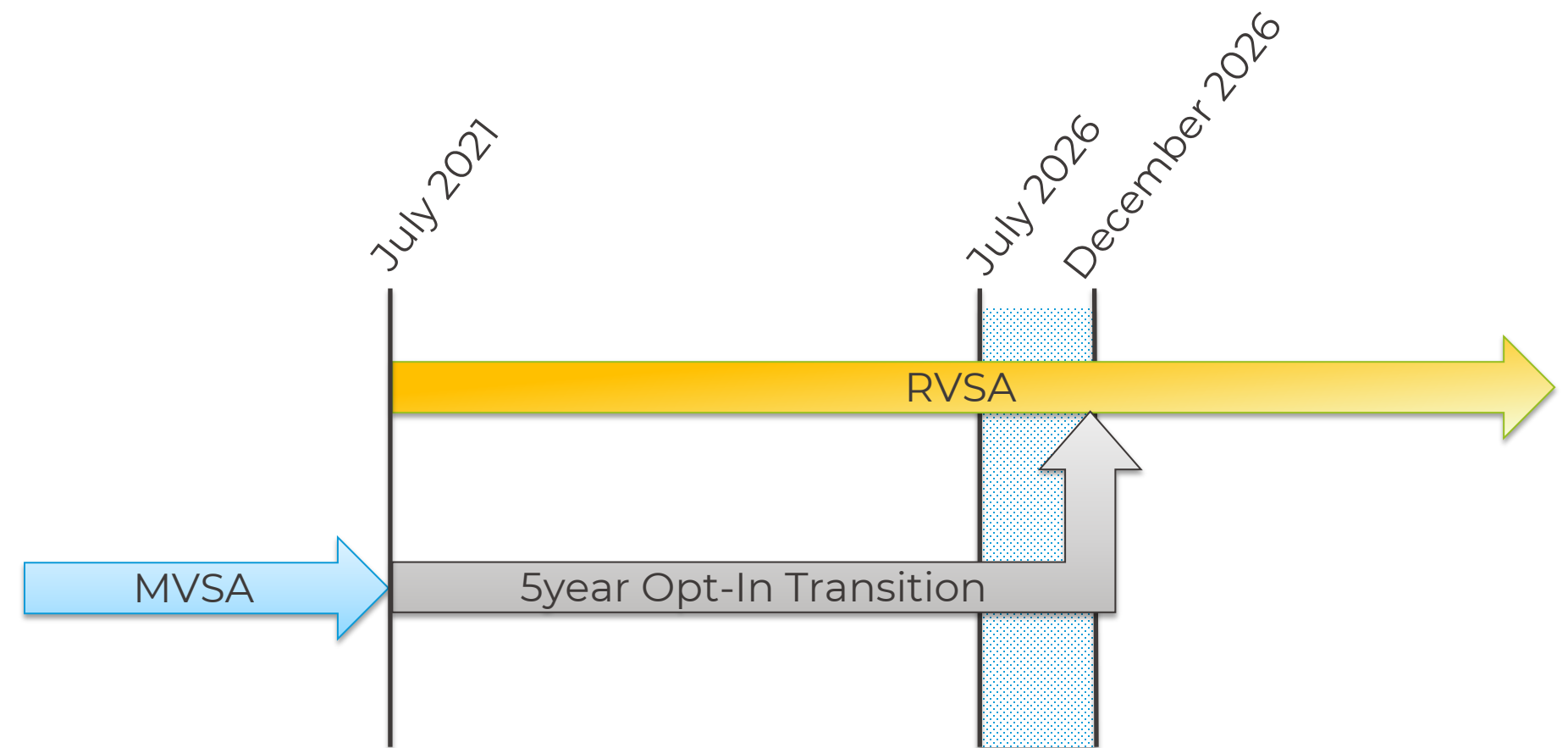
- Opt-Ins expire between June and December 2026!!!

Renewal Submissions

- Can be submitted now.

Helpful Information

- [Latest Opt-In Guidance documentation.](#)
- [Watch recent guidance webinar.](#)



Vehicle compliance transition timeline

ADRS Update - Harmonisation



One standard, not seven

Harmonisation is key to avoid multiple standards, cost, risk and governance and States and Territories mandating separate requirements.

Proposal to introduce this UNECE regulations as ADRs.



UN ECE R118 - Fire Standards



UNECE R155 & R156 Cyber Security

TfNSW Standards – Fire Safety

TS 00013.X



What we achieved.



- Established good future collaboration
- **Standard will not be published in current form**

Whats next

- Further collaboration
- **TBC solutions**
 - Possible standard reflecting current Panel 4 technical requirements
 - Long term adoption of UNECE R118 European fire standard



TfNSW Standards – Asset Assurance

TS 00024

TfNSW desired performance outcomes

Specification of Asset Requirements:

A consistent process for defining bus asset requirements through Specification and Standards

Compliance:

A systematic process for managing bus asset compliance with the specified requirements and standards

Asset Information:

A systematic process for managing bus asset information

Asset Management and Assurance

A systematic process for managing bus assets for whole-of-life and providing assurance of asset safety and performance

What's next for us

1. Separate meeting to discuss standard in detail.
2. Industry survey
3. Agree a proposed position
4. Lobby our position

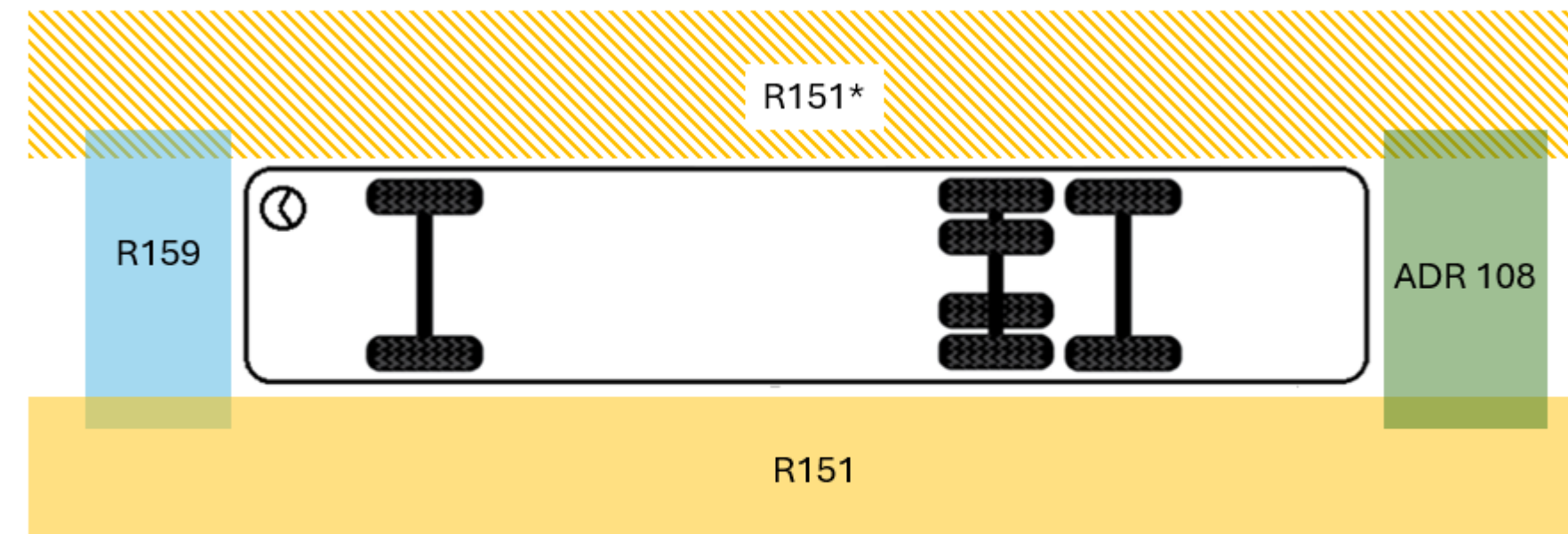


Dimensional reform

- A NHVR policy has been drafted.
- **Progress to realisation dependant on OEMs placing Non-Standard Vehicle Type Approvals (VTA).**
- Will carry safety requirements
 - a. Camera Monitor System (ADR 14/03)
 - b. Blind Spot Information System (BSIS) as per UNECE Regulation 151
 - c. Moving Off Information System (MOIS) as per UNECE Regulation 159
 - d. Lane Departure Warning System (ADR 99/01)
 - e. Conspicuity markings



Figure 24: Bus



R151: Blind Spot Information Systems (BSIS)
R159: Moving Off Information Systems (MOIS)
ADR 108: Reversing Technologies (RT)

Mass reform



- **If we don't change, we are falling behind**
- Ramping up lobbying on multiple fronts
 - National Transport Commission – *long term change*
 - Austroads – *Medium term change*
- Updating policy from 2023 to be a stronger and refined message

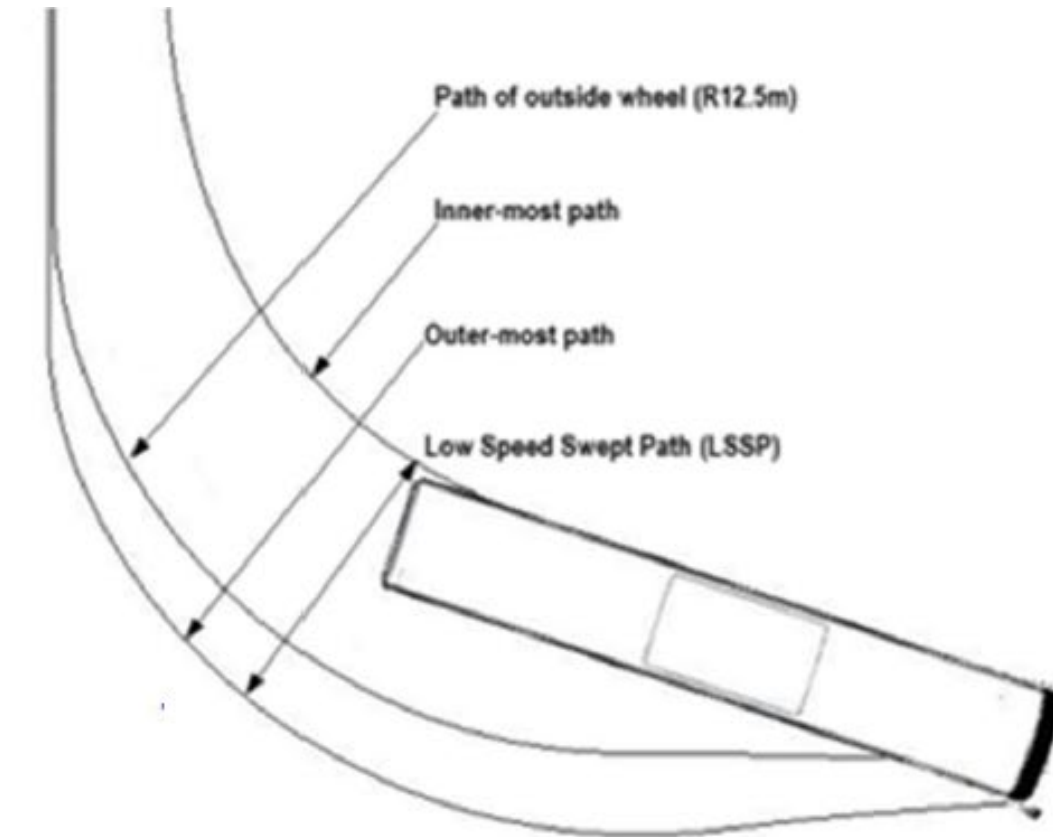
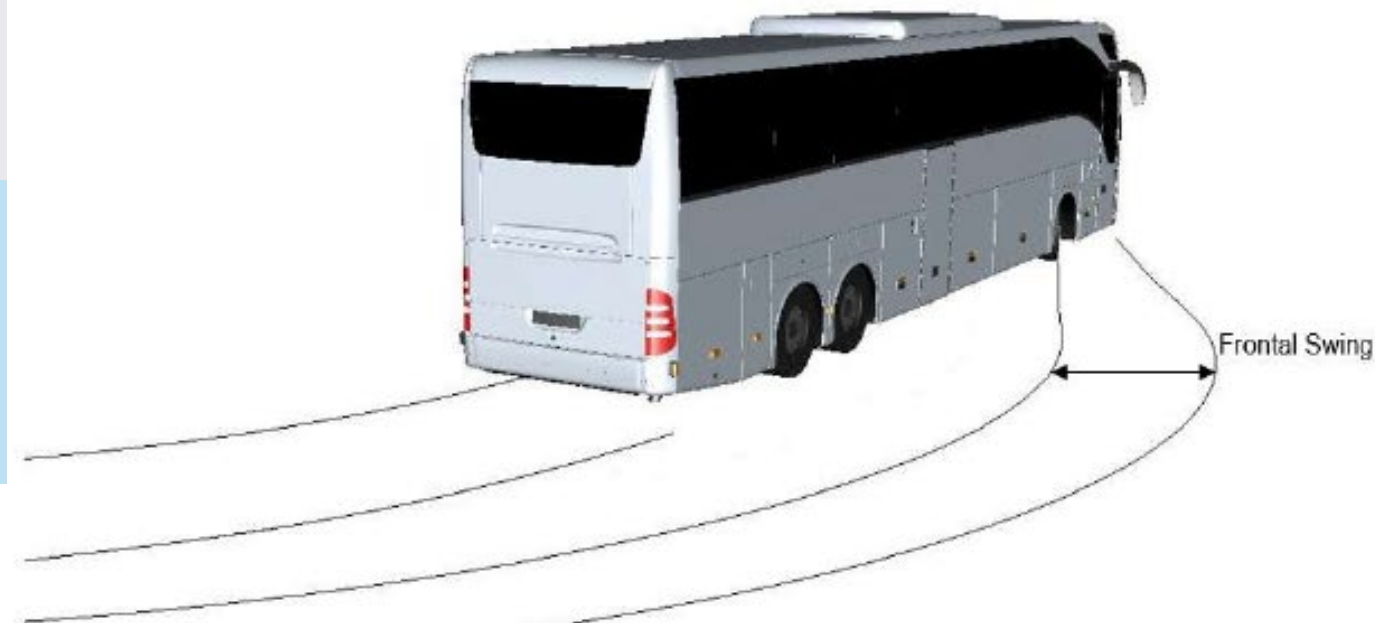
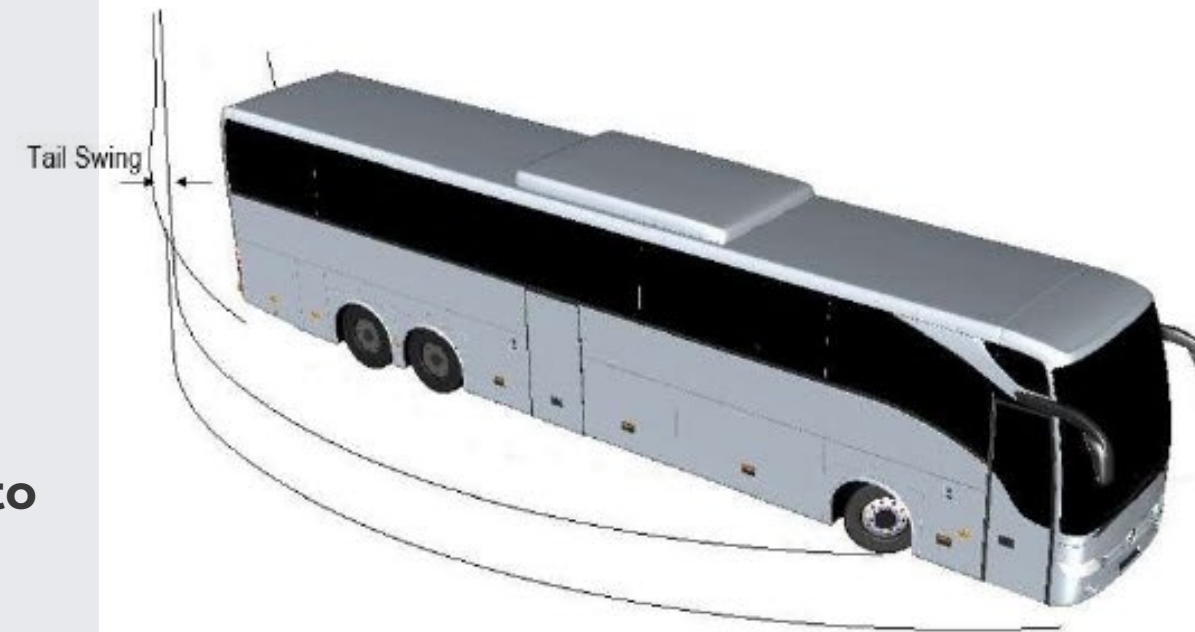
GVM Mass limits Australia and UN Limits			Proposed revised GVM and Axle Splits limits			
Vehicle Type	HNVL (MDL) Limit	UN/EU Limit	Proposed GVM	Front axle	Drive (2 nd) Axle	Tag or (3 rd) Axle
2 axle bus	18t	19.5t	19t	7.2	12.5t	n/a
3 axle bus	22t	24t	23t	7.2t	16t (axle group)	
Articulated Bus	26t 26.8t (NSW)	28t	28t	7.2t	12.5t	12.5t

new

Controlled Access Bus Study

Study Update

- a. Largely completed in principle, report now being written
- b. Key Findings**
 - a. Longer wheelbases due to shorter ROH and/or fixed tag axle **make bus harder to position on the road.**
 - b. Steered tag axle buses are easier to drive.** Strong driver feedback.
 - c. Recommendation for a new bus specific LSSP formula to assess maneuverability.



Disability Standards - Update



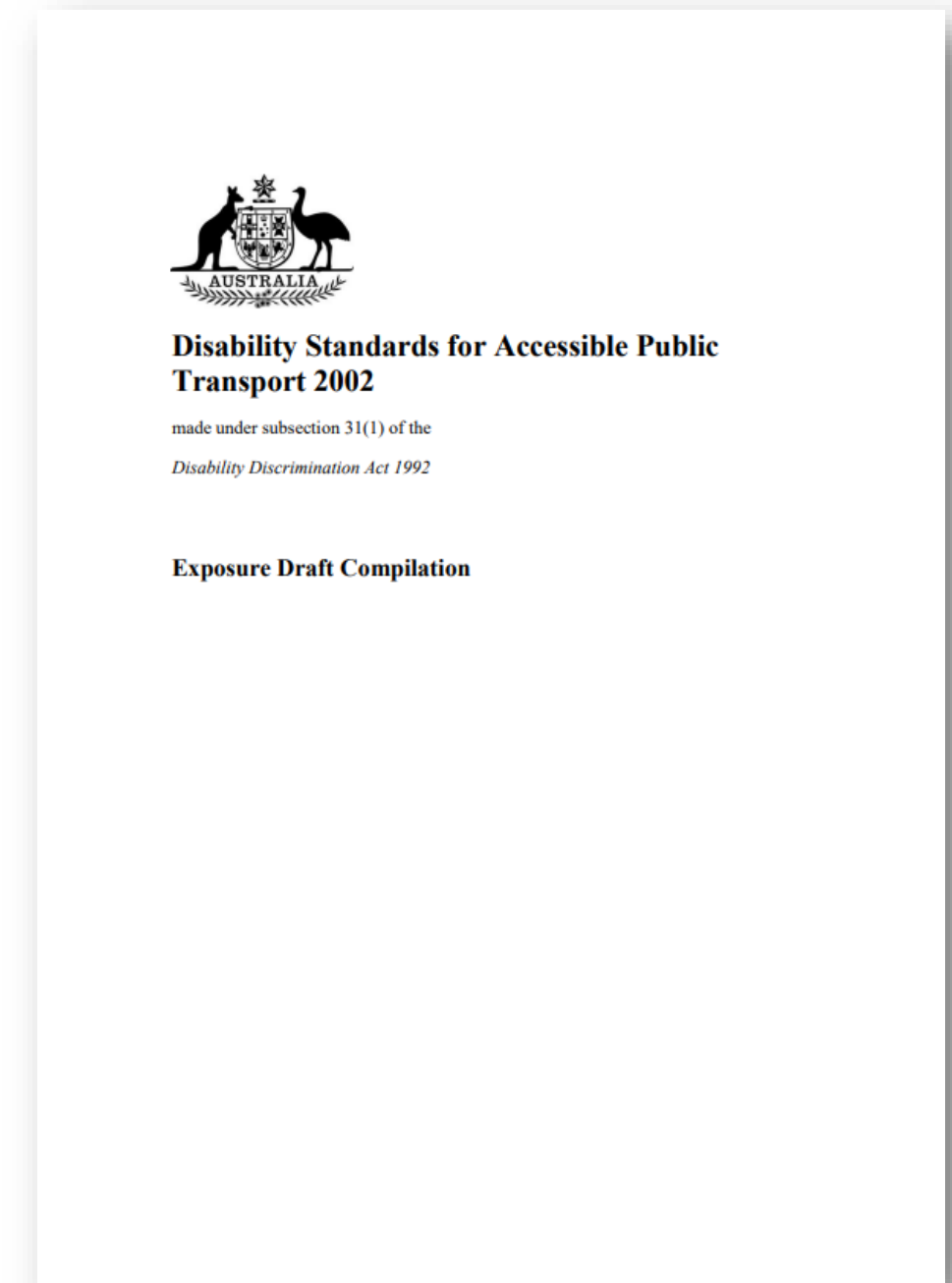
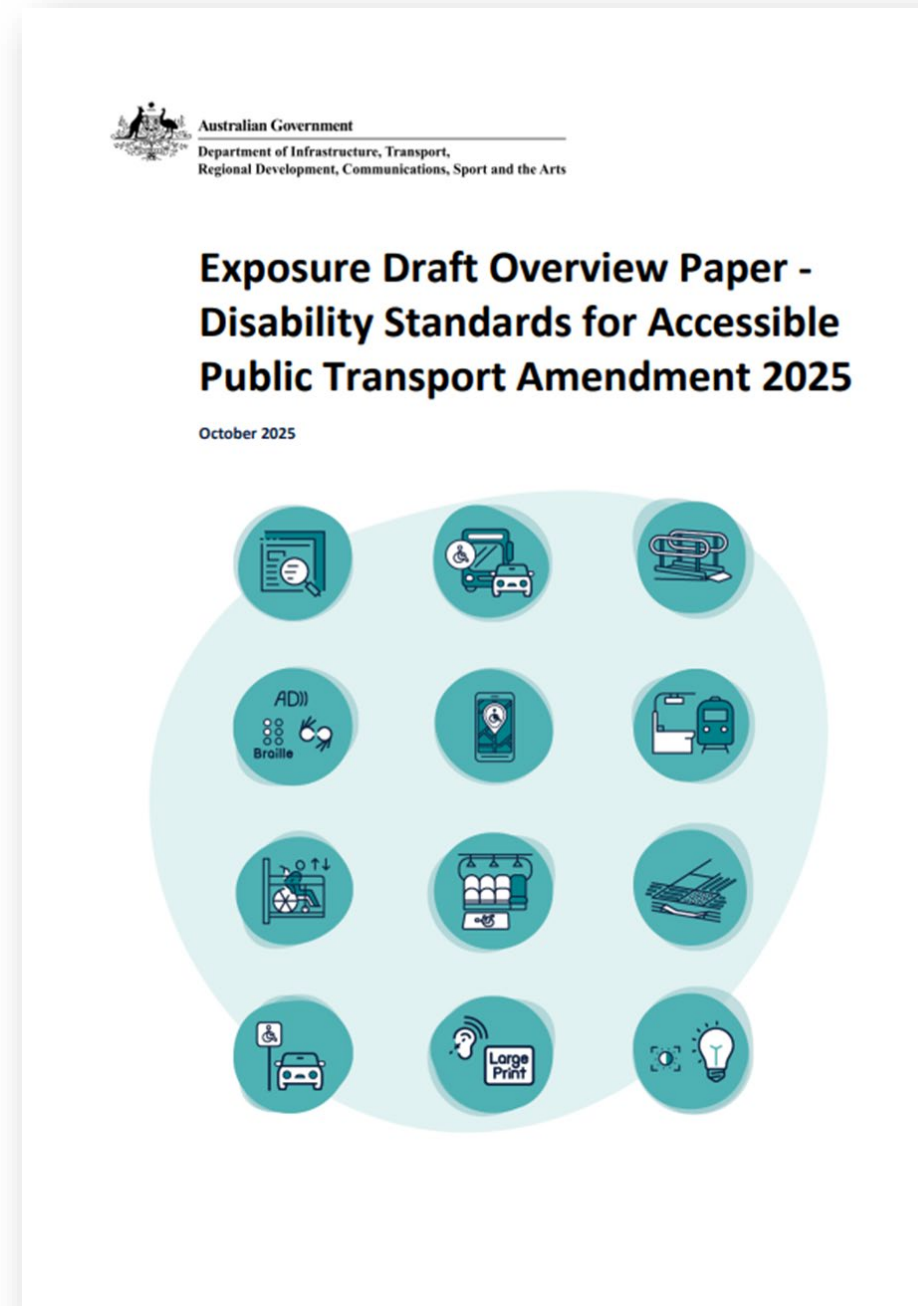
Suggested Reading

Estimated Release

- Late Q4 2026 or Early Q1 2027

Support Information

- Guidance document planned (release date tbc)
- BIC Webinars education planned



Links [Draft Overview paper](#)

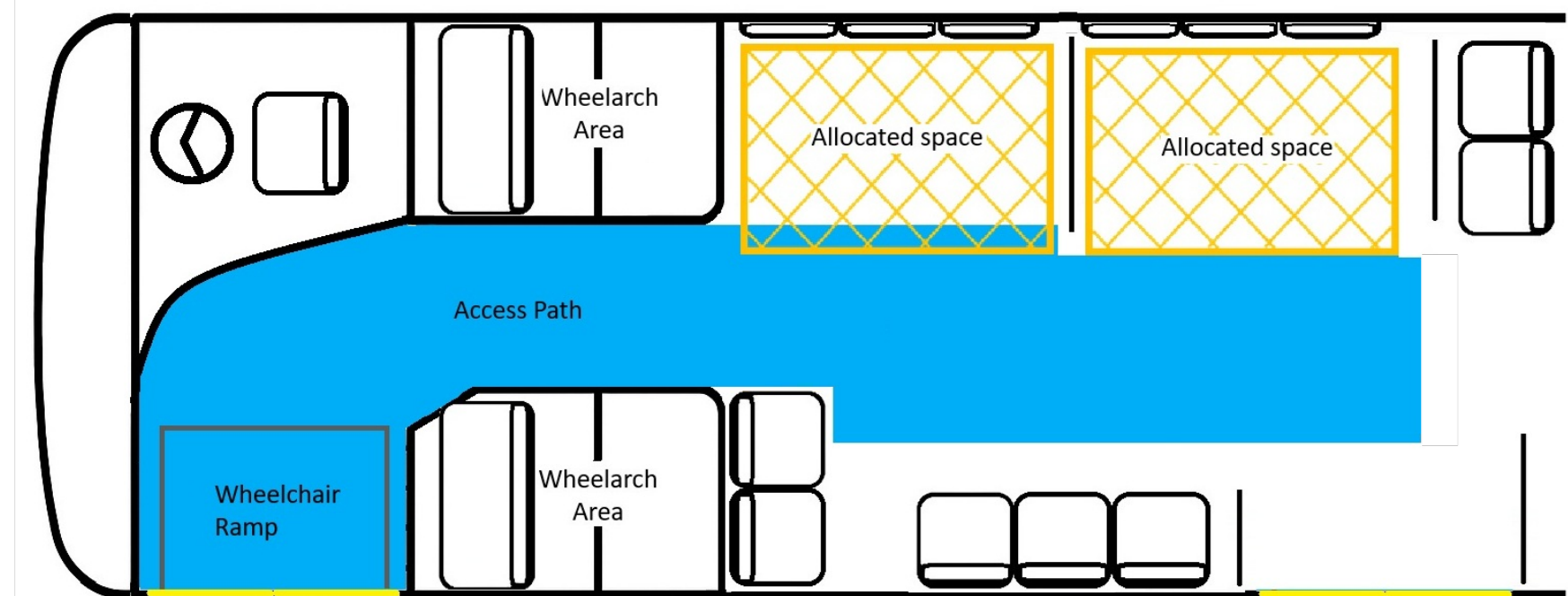
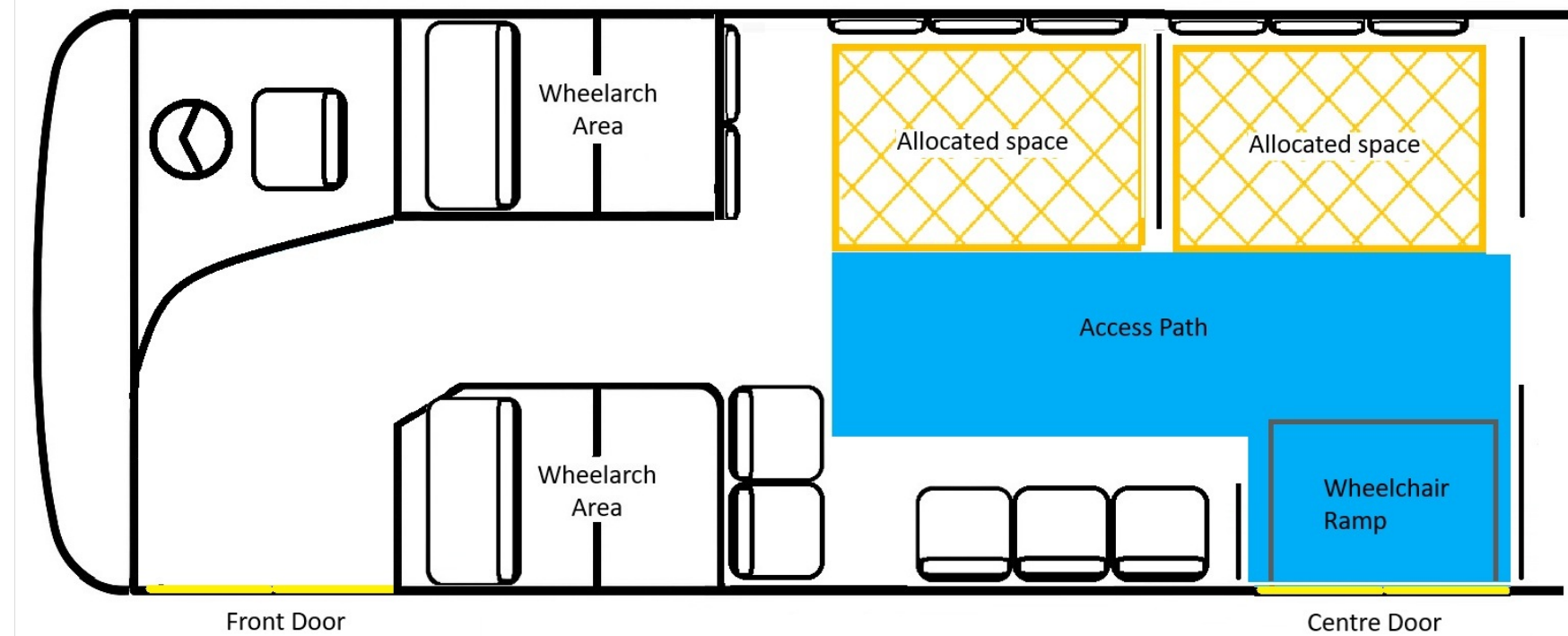
[draft compilation of standards](#)

Disability Standards – Lobbying

Co-location of Manoeuvring areas

3.4 Co-location of manoeuvring areas with access paths and allocated spaces—conveyances

- (1) Manoeuvring areas must be located as close as possible **practicable** to access paths and allocated spaces.



Theoretical revised Layouts (example only)

Disability Standards – Lobbying

Luminance Contrast

- Mentioned in various section through the document example:

31.2 *The upholstery of a priority seat must have a luminance contrast of not less than 30% in comparison with the upholstery of other seating in the conveyance.*

11.3.5 *30% Contrast of grab rails to other surfaces within 2mt and tested.*

Resolution

- *Information in guidance material that's supports the standard*

“luminance contrast testing is only required against fixed surfaces within 2 metres that can be meaningfully measured”.

“Measure to dominant color on multi-colored item”



How to calculate ?

- AS 1428 part 1 provides guidance.
- *Bowman–Sapolinski equation.* Luminous reflectance values of each surface

Disability Standards - Changes



Operational (generally with a transitional period)

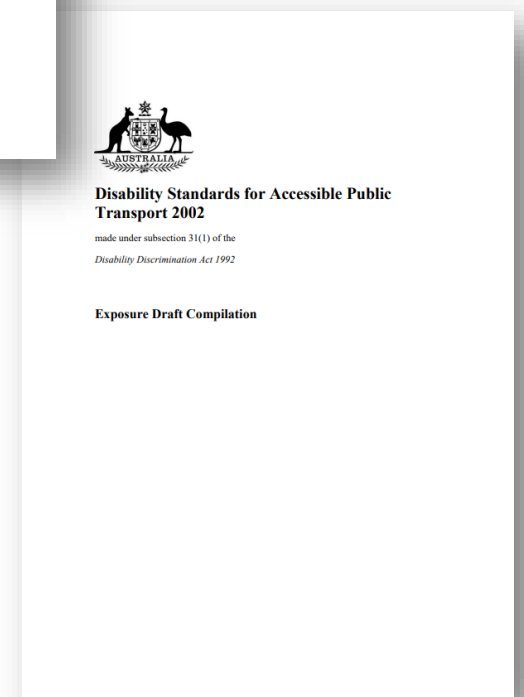
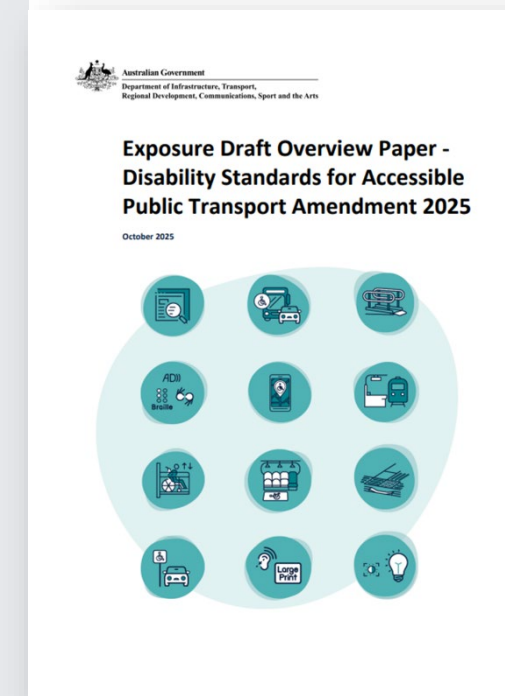
27.1 Access to **bus service information in users preferred format**. Not exclusively online (undefined)

31.4 **Provision for assistance animals** must be provided under priority seats.

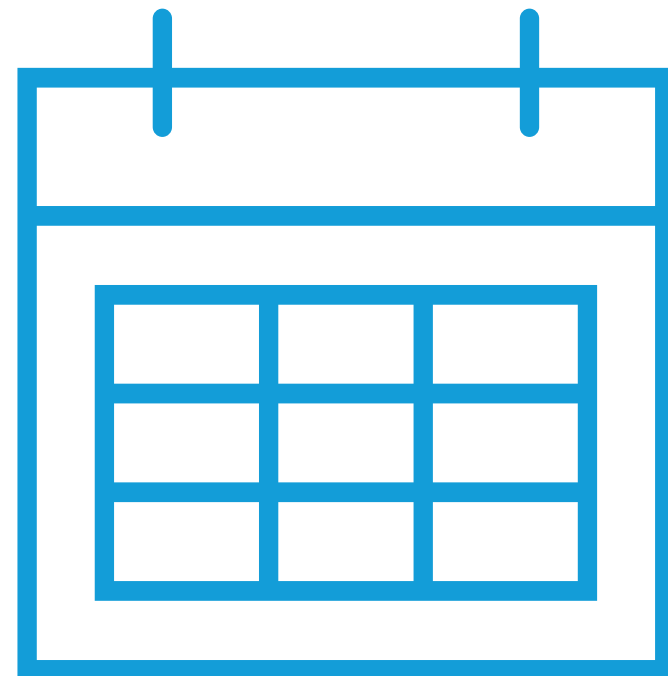
31A Strategies and programs to **prevent 'onboard' harassment** or victimization of persons with disability.

27.6 **Next stop audible announcements** must be provided and must work with hearing augmentation systems. New buses and/or new systems.

31.2 The **upholstery of a priority seat must have a luminance contrast** of not less than 30% in comparison with the upholstery of other seating in the conveyance.



Meeting Schedule



Next Technical Meetings

2026

11am | 27 January

11am | 26 May

11am | 02 September

TBC | 15 November – BIC Conference

Canberra time

Questions

