



School Bus Upgrade Scheme (SchoolBUS)

**Capital-Based Kilometric School Bus Services
Information Statement No.16A/2020
Guidelines and Conditions**

October 2020

Content

Introduction	3
Conditions of operations	3
Funding	3
Details about funding	4
Buses	4
Air conditioning	4
Fire detection and mitigation systems	4
Seat belts.....	5
Three for two ADR 68/00 seat belted seats.....	5
Power-train retarders	5
Funding does not include:	5
What size bus is eligible for funding?	5
When do delivery partners receive the funding?.....	6
Qualifying vehicles	6
Light buses (GVM less than or equal to five tonnes).....	6
Heavy buses (GVM greater than five tonnes)	6
Replacement vehicles	7
Category sizes and payment rates for capital-based kilometre services	7
Conditions.....	7
Allocated vehicle categories.....	7
Payment rates	7
Capital funding caps per category	8
Details about applying for SchoolBUS funding	8
When can delivery partners apply for funding?	8
Delivery partner obligations	8
Operating the replacement school bus.....	8
What happens if the service contract is to be sold?	8
What circumstances require repayment of the funding?	9
Institution of a new service	9
Split of service	9
Closure of services	9
How do delivery partners obtain further information?	10
Attachment A	11
Attachment B	15
Attachment C	16

Introduction

This document has been prepared by the Department of Transport and Main Roads (TMR) to provide information to contracted school bus delivery partners about capital-based kilometric school bus services.

This payment system has been introduced for buses operating on kilometre-based services which have been purchased after 1 July 2009.

Conditions of operations

Capital-based kilometric school bus services provide services under the same operational guidelines as standard kilometre-based school bus services. Full details can be found at www.tmr.qld.gov.au/schooltransport.

Funding

Funding for buses which operate under the capital-based kilometric service system is paid on the following basis:

- **Capital component** – the delivery partner purchases a bus to a value approved by TMR. The approved capital amount is then paid to the delivery partner in a lump sum amount in each of the first two financial years and then by an annuity over the ensuing five or eight financial years, depending on the size of the bus.

The capital funding is determined by the cost of the bus and an applicable funding cap. A table of the categories (NC2 to NC5) is provided on page 7 of this document. A list of the funding caps is also provided on page 8.

For NC2 buses, the lump sum rate is 20 per cent of the approved cost of the bus, and the annuity period is five years. For NC3, NC4 and NC5 buses, the lump sum rate is 25 per cent, and the annuity period is eight years.

Example:

October 2021	October 2022	July 2023	July 2023 →
First 25% lump sum payment	Second 25% lump sum payment	First annuity payment (including interest). Payment for interest accrued prior to annuity payments.	Remaining annuity payments continue

- **Fixed component** – This component meets the fixed costs (for example, registration, insurance, drivers' wages and administration) for a representative school bus. It is indexed each year that the bus continues to be in use.
- **Variable component** – This component meets the costs of tyres, fuel and oil and maintenance for a representative school bus. It is indexed annually. The fuel component may be adjusted quarterly.

Please note: From 1 January 2014, capital funding for NC1 vehicles was replaced by a Vehicle Purchase Allowance. Please contact your local TransLink office for further information. Details of all TransLink offices can be found on page 10.

Details about funding

Buses

Provided a delivery partner has a bus that qualifies to be replaced, the following funding is available to purchase a replacement school bus. Please note, funding for full stamp duty is available on the purchase of the bus and is subject to funding caps (see page 8).

New buses	Funding is calculated at 100% of the approved purchase cost of the bus, subject to funding cap limits.
Used buses less than five years of age	Funding is calculated by TMR's depreciated value of an equivalent new bus that is the required size for the task of transporting distance eligible students. The value is calculated by depreciating the cost of an equivalent new bus by 15% in the first year, and by 6% for each year, or part year, after that. Funding is based on the invoice cost or the depreciated value, whichever is lower.

Note:

1. Buses that have attained the age of five years or greater at the date of purchase will not attract any capital funding. Payment will be based on the fixed rate and variable rate only of the capital-based kilometric system for the applicable payment category.
2. From 1 July 2012, only buses that are 15 years of age or less can be introduced into service.
3. Buses travelling on designated roads where the carriage of standing passengers is not permitted are also required to comply with Part 5 of Schedule 1 of the Transport Operations (Passenger Transport) Standard 2010. These are:
 - buses to be fitted with ADR 68/00 compliant seats
 - an exhaust brake to be fitted to light buses carrying more than 16 passengers.

Air conditioning

Funding for air conditioning is available at 100 per cent provided it falls within the total capped amount for the approved category. Funding will not be provided to replace an air conditioning unit or for the repair, maintenance or running costs of the unit, or to retrofit air conditioning to the bus.

From 1 July 2019 the cost of air conditioning will be combined into the total cost of the bus and subject to the cap amounts outlined under 'Category sizes and payment rates for capital-based kilometre services' (see page 8). In cases where a delivery partner elects to not have air conditioning fitted to their funded school bus, the cap provided for the relevant category will be reduced by the following amounts.

Category	Air conditioning
NC2	\$15,000
NC3	\$15,000
NC4	\$20,000
NC5	\$30,000

Fire detection and mitigation systems

Funding, including stamp duty, is available for best industry practice Fire Detection and Mitigation Systems for the propulsion system used on approved **NC4** and **NC5** sized buses only and up to the capped amount of **\$7000 (excl. GST)**. Funding will not be provided to replace a Fire Detection and Mitigation System or for the repair, maintenance or running costs of the system, or to retrofit systems to the bus. Fitment of these systems is optional.

Seat belts

Provided a bus has been constructed to ADR 59/00 (rollover strength), funding, including stamp duty, is available for ADR 68/00 seats (lap/sash seat belts) in certain operating areas.

Defined Urban Areas (Environment 1) – No additional funding is available for ADR 68/00 compliant seats and seat belts.

Areas outside the Defined Urban Area (Environment 2) – Funding is calculated at 100 per cent (NC2 buses) or 50 per cent (NC3, NC4 and NC5) of the cost differential between standard metro seats and ADR 68/00 seats and seat belts. Additional funding may be available for a delivery partner choosing to purchase approved three for two seat belted seats

Gazetted roads where the carriage of standing passengers is prohibited (Environment 3) – Funding is calculated at 100 per cent of the cost differential between standard metro seats and ADR 68/00 seats and seat belts. A list of these roads is included in Attachment A.

Delivery partners who wish to fit ADR 68/00 seats at the time of purchase should indicate this intention in the space provided on the funding application form.

Delivery partners who are eligible for funding to retrofit ADR 68/00 seats to existing rollover compliant buses can apply to TMR for funding at any time. Delivery partners should complete the form *Seatbelt/Retarder/Wheelchair Lift Funding Application* which is available from your local TMR office or can be downloaded at www.tmr.qld.gov.au/schoolbus.

Three for two ADR 68/00 seat belted seats

Further additional funding for three for two ADR 68/00 seating (catering for primary school students) may be available in some circumstances. Approval of funding is considered on a case-by-case basis and assessed on the requirements at the time of application.

Power-train retarders

Funding for the full cost of purchase and fitting of power-train retarders on contracted school bus services operating on Environment 3 routes will be provided, except where vehicles are fitted with integrated retarders or engine brakes as standard.

Funding does not include:

- on-road costs (registration and insurance)
- items not required on a basic school bus (for example, bull bars and TV/DVD). All costs for extras included at the time of purchase are at the delivery partner's expense
- extras fitted or repairs and maintenance costs that occur after taking delivery.

Funding is based on GST exclusive pricing. TMR pays GST on the final approved funding amount if the delivery partner is GST registered.

What size bus is eligible for funding?

Funding is calculated on the cost of the bus category size required for the task of transporting distance eligible students. In some cases, a delivery partner may elect to purchase a bus that is larger than is required for this task. Where this occurs, the delivery partner must meet any additional costs associated with the increased bus size above that which is required for the School Transport Assistance Scheme (STAS).

However, if it can be clearly demonstrated that a larger bus is appropriate for the school transport task, for example, evidence of continuing growth, the delivery partner should submit a written application to TMR to consider the overall benefits that may be provided in funding a larger category bus.

When do delivery partners receive the funding?

Funding is only paid after the delivery partner purchases the replacement school bus. Delivery partners must therefore take this into consideration when structuring finance arrangements.

To ensure that the required accountability and audit processes for the expenditure of public monies are met, funding will only be paid after:

1. TMR or its agent checks the replacement school bus to confirm that the bus complies with the required specifications
2. documentation, including proof of purchase (receipt or finance agreement), supplier's tax invoice, 'Vehicle Purchase Certification', signed funding agreement and proof of current comprehensive insurance cover has been provided to TMR's Fleet Management Unit.

After satisfying the above requirements, the first capital payment is made within 20 working days by EFT to the delivery partner's STAS payments account. The second payment is paid 12 months after the initial payment is made.*

Note: Funding will only be paid after the commencement of the financial year for which funding has been approved.

Qualifying vehicles

Capital-based kilometric school bus services are those services which after 1 July 2009 replace older vehicles that meet certain criteria. Unless otherwise approved by TMR, to qualify for replacement the bus must:

Light buses (GVM less than or equal to five tonnes)

1. become 16 years of age or older within the 2021–22 financial year
2. be used on a service contracted to TMR that principally carries distance eligible students who are assisted under the School Transport Assistance Scheme
3. be registered in the name of the delivery partner who holds a service contract with TMR to provide the service on which the bus operates
4. have not previously been replaced with capital funding provided by TMR (either by the current or any previous registered owner)
5. have not reached the maximum age limit under the Transport Operations (Passenger Transport) Standard 2010.

Heavy buses (GVM greater than five tonnes)

1. become 20 years of age or older within the 2021–22 financial year
2. be used on a service contracted to TMR that principally carries distance eligible students who are assisted under the School Transport Assistance Scheme
3. be registered in the name of the delivery partner who holds a service contract with TMR to provide the service on which the bus operates
4. have not previously been replaced with capital funding provided by TMR (either by the current or any previous registered owner)
5. have not reached the maximum age limit under the Transport Operations (Passenger Transport) Standard 2010.

* The payment of interest and annuity amounts will commence from July of the financial year following the financial year in which the second capital payment occurs.

Replacement vehicles

Unless otherwise approved by TMR, the bus must:

1. be a new bus (has not previously been registered anywhere) or is a used bus less than five years of age
2. not have provided STAS funded school services in Queensland
3. comply with the mandatory specifications listed in Attachment C of this information statement
4. be purchased outright (with or without finance) by the delivery partner who holds the service contract with TMR and be registered in the delivery partner's name
5. be of a size required for the task of transporting all distance eligible students.

Note: Replacement buses have a useful life of 12 years in Category NC2 or 15 years in Categories NC3, NC4 or NC5 from the date of first registration, unless otherwise approved by TMR. For used buses under five years of age, TMR may require the delivery partner to provide evidence of the date of first registration.

Category sizes and payment rates for capital-based kilometre services

The table below lists the category sizes for capital and fixed payments under the capital-based kilometric system.

Category	Indicator	Example	Minimum passenger seating
NC2	Bus type	Fuso Rosa	24
NC3	Body length	< 9 m	30
NC4	Body length	9 m to 11 m	39
NC5	Body length	11.5 m +	57

Conditions

1. Both the body length and the minimum numbers of seats must comply with the requirements identified in this table. Non-compliance will result in default to the next lower category.
2. Passenger seating is based on standard four-across format in NC3, NC4 and NC5 categories.
3. The number of distance eligible students at the point of maximum load (PML) requires a vehicle of this configuration.

Note: Payment categories are determined on a case-by-case basis, based on factors such as the seating capacity required for distance eligible students, requirements for additional capacity and future demand.

Allocated vehicle categories

The replacement school bus is given an approved 'allocated vehicle category' by TMR. This is based on the bus category size required for the task of transporting distance eligible students. This payment category will be maintained until the bus reaches 12 years of age if it is a NC2 bus or 15 years of age if it is an NC3, NC4 or NC5 bus, even if student numbers decrease during this time. At the next annual 1 July Kilometric Payment Category Review after the conclusion of this period, the correct payment category will be paid from that 1 July review date.

The STAS category size payment may be increased above the allocated vehicle category during this period if the student numbers increase to a level that qualifies for a higher category payment and the bus has capacity equivalent to the higher category. The higher payment category for the fixed and variable payments will then be paid for the remainder of the 12 or 15 year period.

Payment rates

Please refer to STAS Information Statement No. 6 for current fixed and variable payment rates for capital-based kilometric school bus services.

Capital funding caps per category

Listed below are the capital funding caps for the purchase of replacement buses including air conditioning (if applicable) for each category. These limits will be in place until the end of the 2021–22 financial year, at which time they will be reviewed.

Category	Bus
NC2	\$135,000
NC3	\$215,000
NC4	\$295,000
NC5	\$380,000

Note: These limits apply to the purchase of the base model bus (including air conditioning). Funding for fire detection and mitigation systems and seat belts is additional and not included in the bus funding cap.

Please also refer to Attachment C.

Details about applying for SchoolBUS funding

When can delivery partners apply for funding?

TMR will write to delivery partners each school year and call for applications to be submitted for funding towards the purchase of a new bus in the coming financial year. The closing date for receipt of applications is nominated in that letter.

Delivery partners may submit multiple applications for funding.

Delivery partners of kilometric services must complete a student travel manifest for every route for which they are seeking a SchoolBUS funded vehicle.

Delivery partners are also required to ensure vendors/suppliers provide a completed 'Vehicle Purchase Certification' pro-forma when providing quotes detailing the proposed upgraded school bus purchase. Available at www.tmr.qld.gov.au/schoolbus.

These documents must be included with the completed SchoolBUS application and quote at the time of submitting the application. Failure to do so may delay the progress of applications.

If at any time between a delivery partner receiving funding approval and taking delivery of the replacement bus, the specification of the bus or the price of the bus changes, the approved delivery partner must contact the Fleet Management Unit to discuss the issue. Failure to do so may affect the final grant amount paid to you.

Delivery partner obligations

Operating the replacement school bus

A replacement school bus must be introduced into service as soon as practical after delivery and be used to deliver the school service on the nominated route for its economic life.

This means the replacement school bus must always be used to provide the school service and can only be used for other purposes during times that are outside of the school service timetable.

The delivery partner shall not sell the replacement school bus or transfer the upgraded school bus to another service during its economic life without the prior approval of TMR.

Failure to meet these requirements constitutes a breach of the delivery partner's funding agreement and key performance indicators under the service contract. Such breaches may lead to the cancellation of the delivery partner's service contract.

What happens if the service contract is to be sold?

Unless otherwise approved by TMR:

1. the sale of a service contract must include the sale of the replacement school bus to the new contractor
2. the new contractor must agree to use the replacement school bus on the route approved for the operation of the replacement school bus for the balance of its economic life.

What circumstances require repayment of the funding?

If the delivery partner does not use or ceases using the replacement school bus on the service approved for the operation of this bus, the delivery partner shall repay TMR within 10 working days after such an event any capital funding to date.

1. Within the first two financial years	100% of lump sum payments made
2. Within financial years three to seven (NC2 vehicles) or financial years three to 10 (NC3, NC4 and NC5 vehicles)	100% of lump sum payments made plus 50% of annuity payments made
3. After the completion of periods 1 and 2 above, and before the end of the economic life of the bus	100% of lump sum payments made

Note: These periods are calculated from the first date of registration of the bus in the delivery partner's name.

In the event of unforeseen circumstances relating to the delivery partner's obligations to use the bus, TMR will negotiate any requirement for repayment of funding with the delivery partner on a case-by-case basis.

Institution of a new service

In the event that a new capital-based kilometric service is started, the delivery partners of the new service must provide a new vehicle or a used vehicle less than five years of age of the appropriate capacity. Capital funding may be available from TMR. Delivery partners should complete and submit a SchoolBUS application, quote and vehicle specifications.

Split of service

If a standard or capital-based kilometric school bus service is split because of excessive student numbers, timetabling or other issues, the new service must have a bus less than five years of age introduced into service not more than 12 months after the new service is instituted, unless otherwise approved by TMR. Capital funding may be available from TMR. Delivery partners should complete and submit a SchoolBUS application, quote and vehicle specifications.

Closure of services

In the event that a capital-based kilometric school bus service is closed due to insufficient distance eligible students to maintain the service as a result of opening or closure of schools or for other reasons, TMR and the delivery partner will negotiate any requirement for repayment of funding on a case-by-case basis.

How do delivery partners obtain further information?

For more information please contact your local TransLink office.

TransLink SEQ

Carseldine

Building B-3, Carseldine GOP
532 Beams Road
PO Box 1412
Brisbane Qld 4001
Phone: 3863 9849
Fax: 3863 9812

Ipswich

2 Colvin St
PO Box 631
Ipswich Qld 4305
Phone: 3813 8613
Fax: 3813 8605

Southport

Level 8/12 Marine Pde
PO Box 10420
Southport BC Qld 4215
Phone: 5585 1857
Fax: 5585 1858

TransLink Sunshine Coast /

Wide Bay

Maroochydore

131 Sugar Road
Maroochydore Qld 4558
PO Box 111
Mooloolaba Qld 4557
Phone: 5452 1800
Fax: 5452 1818

Maryborough

Bright St
PO Box 371
Maryborough Qld 4650
Phone: 4122 6115
Fax: 4122 6159

TransLink Southern

Toowoomba (Darling Downs)

105 Phillip St
PO Box 629
Toowoomba Qld 4350
Phone: 4639 0727
Fax: 4639 0719

Roma (South West)

56-58 Gregory St
PO Box 126
Roma Qld 4455
Phone: 4622 9509
Fax: 4622 9533

TransLink Central

Mackay

44 Nelson St, Level 3
PO Box 62
Mackay Qld 4740
Phone: 4951 8673
Fax: 4951 8678

Rockhampton

31 Knight St, Ground Floor
North Rockhampton
PO Box 5096
Red Hill
Rockhampton Qld 4701
Phone: 4931 1539
Fax: 4922 8253

TransLink Northern

Cairns

Corporate Tower, Floor 4
15 Lake St
PO Box 6542
Cairns Qld 4870
Phone: 4045 7085
Fax: 4045 7080

Townsville

Townsville Government Office Building
445 Flinders Street
Townsville Qld 4810
PO Box 7466
Garbutt BC Qld 4814
Phone: 4758 7534
Fax: 4421 8990

Attachment A

The following details are correct at the time of printing. Refer to TMR's website at www.tmr.qld.gov.au for the most current list.

Regional locations	No.	Description of approved roads (long steep or very steep) where standing passengers are not permitted
NORTHERN (Cairns)	NC 1	Kennedy Highway between 100 metres west of Cumberland Avenue Smithfield and the top of the range (4.74 km east of Barron River Bridge).
	NC 2	Yarrabah Road between the corner of Yarrabah Road and Oombunghi Road (Back Beach Road) and 3.57 km east of Bessie Street.
	NC 3	Palmerston Highway between 1 km west of Henrietta Creek Bridge and the eastern end of Theresa Creek Road.
	NC 4	Gordonvale-Atherton (Gillies Hwy) Road between CSR Quarry Road and the 'Historic Top Gate Site'.
	NC 5	Mossman-Mt Molloy Road (Rex Range) between Cassowary Road and 650 metres north of Clayton Lane.
	NC 6	East Evelyn Road (McHugh Road) – the 2.23 km section between 1.08 km west of Malanda-Millaa, Millaa Road and 400 metres past the access road to Millaa Lookout.
	NC 7	Cape Tribulation Road (Alexandra Range) between Cape Kimberley Road turnoff and Maple Road.
	NC 8	Atherton-Herberton Road (Herberton Range) – the 2.4 km section of the range commencing 3.2 km south-west of Wongabel Road.
	NC 9	Herberton-Petford Road – the section between 3.8 km and 5.7 km ((Jamie Creek Bridge) west of Silver Valley Road.
NORTHERN (Townsville)	NT 1	Bruce Highway (Cardwell Range North) – 3.5 km section of the Cardwell Range between Mt Cudmore Road and the Tea House turn off on the northern side of the range.
	NT 2	Herveys Range Road – the 2.5 km section between 1.9 km south of Rifle Range Road and the lookout at the top of the range.
	NT 3	Horseshoe Bay Road, Magnetic Island – the 1.07 km section north of Olympus Crescent Arcadia.
CENTRAL (Mackay)	CM 1	Sarina-Marlborough Road between Walsh's Road and Gap Road via Sarina.
	CM 2	Mackay-Eungella Road between Pittioni's Road, Netherdale and North Street, Eungella.
	CM 3	Peak Downs Highway (Eton Range) between 800 metres south-west of Trevethan Road and the top of the range (4.6 km north east of Blackwater Hole Creek bridge).
CENTRAL (Rockhampton)	CR 1	Burnett Highway between Poison Creek Road and Moongan Struck Oil Road, Mt Morgan.
	CR 2	Razorback Road, Moongan – the 900 mere section north of Radloff Street.
SUNSHINE COAST/WIDE BAY (Maryborough)	SM 1	Gladstone-Monto Road - the 1.3 km section of the Dawes Range between Kalpowar and Builyan.
	SM 2	Burnett Highway, Binjour between 0.9 km and 2.7 km east of Sandows Road.
	SM 3	Beenham Valley Road, Beenham Valley between 1.6 km and 4.3 km south-west of Neusavale Road.
	SM 4	Gin Gin-Mt Perry Road – the 1.44 km section east of Wonbah Road.

Regional locations	No.	Description of approved roads (long steep or very steep) where standing passengers are not permitted
SUNSHINE COAST/WIDE BAY (Maroochydoore)	SEM 1	Kilcoy Murgon Road – the 4.64 km section of the Jimna Range commencing from ‘Top Road’ at the beginning of the Jimna State Forest to 1.9 km south of Bellthorpe Road, Jimna.
	SEM 2	Bellthorpe Range Road - the section of range commencing 1.8 km west of Nonmus Road and finishing 5.2 km west of Nonmus Road, Stanmore.
	SEM 3	Peachester Road (Kilcoy-Beerwah Road) – the 2.1 km section between Julian Street, Peachester and 1 km west of Walkers Road, Peachester.
	SEM 4	Nambour-Mapleton Road between 200 metres west of Henebery Road, Burnside and Post Office Road, Mapleton.
	SEM 5	Palmwoods-Montville Road – the 5.9 section between Macdonald Road, Palmwoods and Maleny-Montville Road, Montville.
	SEM 6	Landsborough-Maleny Road – the 4.6 km section between Mary Street, Landsborough and the intersection with Hovard Road and Alfs Road, Bald Knob.
	SEM 7	Maleny-Kenilworth Road between Curramore Road, Witta and Upper Cedar Creek Road, Elaman Creek.
	SEM 8	Maleny-Stanley River Road - the 1 km section commencing east from Mears Lane, Booroobin.
	SEM 9	Cooroy-Noosa Road between the intersection of Tinbeerwah and Sunrise Roads, Tinbeerwah and 800 metres west of Gyndier Road, Tewanin.
	SEM 10	Cooloolabin Road, Cooloolabin – the 2.25 km section east of Longan Road.
	SEM 11	Mooloolaba Road (between Foote Avenue and Deloraine Drive Buderim); Buderim Pines Drive (between Mooloolaba Road and Juniper Court, Buderim) and Royal Palm Drive (between Golf Links Road and Piccabeen Crescent, Buderim).
	SEM 12	Mons Road between William Street, Buderim and Owen Creek Road, Forest Glen.
	SEM 13	Dixon Road, Buderim between Danmark Court and Nandewar Drive.
	SEM 14	Jones Road, Buderim between Pittards Road and Orme Road.
	SEM 15	Somerset Drive, Buderim between Kerenjon Avenue and Jones Road.
	SEM 16	Ballinger Road, Buderim between Ballinger Court and Andriana Drive.
	SEM 17	Cogill Road, Buderim between Turnipwood Drive and Schwartz Street.
	SEM 18	Crosby Hill Road, Buderim between Taylors Road and William Street.
	SEM 19	Mt Mee Road (Brisbane-Woodford Road) between 300 metres before Monkeybong Lane, Delaneys Creek and 200 metres before Robinson Road, Mt Mee.
	SEM 20	Elouera Drive, Ninderry (between Karnu Drive and Ninderry Road) and Ninderry Road, Ninderry (between Elouera Drive and 600 metres west of Elouera Drive).
	SEM 21	Bridge Creek Road Maleny – the 1.64 km section commencing 470 metres north of Lorikeet Lane.
	SEM 22	Baroon Pocket Road, North Maleny – the 1.5 km section commencing 530 metres north of Hooper Road.
	SEM 23	Kiel Mountain Road, Kiels Mountain between Kentish Road and Merimist Way.
	SEM 24	Rambert Road, Brooks Road, Perrins Road (between Mossybank Road and 400 metres south of Logwoods Road), Eudlo and Neill Road (between Brooks Road and Clancy Street), Mossybank Road (between Neill Road and Perrins Road), Eudlo and Diamond Valley.
	SEM 25	Phillips Road, Dulong – the 800 metre section commencing 80 metres east of Flaxton (Montville-Mapleton Road) Drive.
	SEM 26	Blackall Range and Dulong Roads between 700 metres east of Biggs Road, Dulong and Shekinah Court, west Woombye.
	SEM 27	Cootharaba Road, Cootharaba – the 1.355 km section west of a point 1.1 km south-west of Kinmond Creek Road.
	SEM 28	Mayers Road between Townen Mount road, Townen Mountain and Coes Creek, Burnside.
	SEM 29	Citrus Road, Palmwoods between Wilkins Lane and Landershute Road.

Regional locations	No.	Description of approved roads (long steep or very steep) where standing passengers are not permitted
SUNSHINE COAST/WIDE BAY (Maroochydore continued)	SEM 30	Lower Mount Mellum Road, Mount Mellum and Landsborough – the 1.9 km section east of Mount Mellum Road.
	SEM 31	Mooloolah Road, Eudlo – the 640 metre section between Nobels Road and the railway line overhead bridge.
	SEM 32	Razorback Road, Hunchy.
	SEM 33	Tunnel Ridge Road, Mooloolah Valley – the 500 metre section commencing at Mooloolah Connection Road.
	SEM 34	Carter Road, Nambour between Blaxland Road and 100 metres before Mapleton Road.
	SEM 35	Panorama Drive Nambour between Koala Park entrance and Petrie Creek Road.
	SEM 36	Ilkley Road, Tanawah – the 400 metre section commencing 100 metres west of Tanawah Tourist Drive.
	SEM 37	Kirra Road, Maroochy River – the 530 metre section west of Yandina-Bli Bli Road.
SEQ (Carseldine)	SEZ 1	Mt Mee Road (Brisbane-Woodford) Road (between Highcrest Street, Ocean View and Bond Road King Scrub); Ocean View Road, Ocean View (1.5 km section commencing from Mt Mee Road) and Townsend Road, Ocean View (between Mt Mee Road and Ocean View Road).
	SEZ 2	Woodward Road, Dayboro between 2.8 km west from Armstrong Creek Road and 3.9 km west of Armstrong Creek Road.
	SEZ 3	Mt Glorious Road and Mt Nebo Road between Attunga Lane, Mt Glorious and Brisbane Forest Park Headquarters, The Gap.
	SEZ 4	Freds Road, Mt Pleasant between May Road and 200 metres before Mt Mee Road.
	SEZ 5	Eatons Crossing Road, Eatons Hill between Eatons Crossing (bridge) and Clear Mountain Road, Clear Mountain.
	SEZ 6	Bygotts Road, Samford Valley (between Samford Road and Mailmans Track) and Mailmans Track, Ferny Hills (the 430 metre section commencing at Bygotts Road).
SEQ (Gold Coast)	SEG 1	Springbrook Road and Gold Coast-Springbrook Road between the Springbrook end of the divided road south-west of Wunburra Lookout and Mt Nimmel Road Austinville.
	SEG 2	Beechmont Road between Jardine Road, Lower Beechmont and Nerang-Murwillumbah Road, Advancetown.
	SEG 3	Tamborine-Oxenford Road between Glenview Road, Upper Coomera and Short Street, Eagle Heights.
	SEG 4	Guanaba Road and Henri Robert Drive between 50 metres east of the intersection with Golf Course Road, Tamborine Mountain and 50 metres west of the intersection of Henry Roberts Drive and Beaudesert- Nerang Road, Clagiraba.
	SEG 5	Tamborine Mountain Road and Geissmann Drive between 50 metres north of Eagle Heights Road, Eagle Heights and Brahman Road, Tamborine.
	SEG 6	Sunray Drive, Waters Road and Smith Road, Bonogin – the 3 km section between 2.4 km south of the intersection of Smith Road and Bonogin Road and 230 metres west of the corner of Glider Court and Sunray Drive.
	SEG 7	Tomewin-Currumbin Creek Road, Currumbin Valley between Currumbin Creek Road and the Arthur Freeman Lookout.
	SEG 8	Trees Road, Tallebudgera – the 3.55 km section between 1.64 km south of Koorngal Court and 1.75 km south of Ducats Road.
	SEG 9	Bibaringal Close, Beechmont.
	SEG 10	Boongala Road, Beechmont.

Regional locations	No.	Description of approved roads (long steep or very steep) where standing passengers are not permitted
SEQ (Ipswich)	SEI 1	Paroz Road, Laidley – the 1.057 km section west of Mountain Road.
	SEI 2	Wimmers Hill Road, Milford between Green Hills Road and Cannon Creek Road.
	SEI 3	Mount Alford Road, Mount Alford commencing 1.1 km west of Dwyer Ridges Road and finishing 2.24 km west of Dwyer Ridges Road.
	SEI 4	Maroon Dam Road, Maroon commencing 340 metres from Boonah-Rathdowney Road and finishing 940 metres from Boonah-Rathdowney Road.
	SEI 5	Boomerang Drive, Kooralbyn between Wellington-Bundock Drive and Haygarth Drive.
	SEI 6	Haygarth Drive, Kooralbyn between Wellington-Bundock Drive and Brooks Drive.
	SEI 7	Mt Crosby Road, Mount Crosby – the 1.55 km section between Kholo Creek Bridge and Wattle Street.
SOUTHERN (Toowoomba)	ST 1	Warrego Highway between Tourist Road, Toowoomba and Table Top Road, Withcott.
	ST 2	Flagstone Creek Road and Horsfalls Lane – the 4.01 km section of road between Spring Street, Toowoomba and Upper Flagstone Creek Road, Silver Bridge.
	ST 3	Murphys Creek Road – the 1.43 km section between Skyline Drive and 90 metres north of Morley's Road.
	ST 4	New England Highway (Cooyar Range) between the Kingaroy-Cooyar Road and 1.47 km south of the Kingaroy-Cooyar Road.
	ST 5	Perseverance Dam Road, Crows Nest between the western end of Perseverance Creek Causeway and 1.59 km west of Perseverance Creek Causeway.
	ST 6	Spring Creek Road, Killarney – the 3.25 km section between points 0.3 km and 3.55 km north-east of Hoffmans Road.
	ST 7	Anduramba Road and Anduramba Range Road, Anduramba – the 2.04 km section from 3.5 km north of Bluff Road to 1.5 km south of Pettie Road.

Attachment B

National Highways (State-Controlled)	
10A	Bruce Highway (Brisbane – Gympie)
10B	Bruce Highway (Gympie – Maryborough)
10C	Bruce Highway (Maryborough – Gin Gin)
10D	Bruce Highway (Gin Gin – Benaraby)
10E	Bruce Highway (Benaraby – Rockhampton)
10F	Bruce Highway (Rockhampton – St. Lawrence)
10G	Bruce Highway (St. Lawrence – Mackay)
10H	Bruce Highway (Mackay – Proserpine)
10J	Bruce Highway (Proserpine – Bowen)
10K	Bruce Highway (Bowen – Ayr)
10L	Bruce Highway (Ayr – Townsville)
10M	Bruce Highway (Townsville – Ingham)
10N	Bruce Highway (Ingham – Innisfail)
10P	Bruce Highway (Part) (Innisfail – Cairns)
11B	Gold Coast Highway (Part) (Broadbeach – Coolangatta)
12A	Pacific Highway (Pacific Motorway)
13A	Landsborough Highway (Morven – Augathella)
13B	Landsborough Highway (Augathella – Tambo)
13C	Landsborough Highway (Tambo – Blackall)
13D	Landsborough Highway (Blackall – Barcardine)
13E	Landsborough Highway (Barcardine – Longreach)
13F	Landsborough Highway (Longreach – Winton)
13G	Landsborough Highway (Winton – Kynuna)
13H	Landsborough Highway (Kynuna – Cloncurry)
14A	Flinders Highway (Townsville – Charters Towers)
14B	Flinders Highway (Charters Towers – Hughenden)
14C	Flinders Highway (Hughenden – Richmond)
14D	Flinders Highway (Richmond – Julia Creek)
14E	Flinders Highway (Part) (Julia Creek – Cloncurry)
15A	Barkly Highway (Cloncurry – Mount Isa)
15B	Barkly Highway (Mount Isa – Camooweal)
15C	Barkly Highway (Camooweal – Border)
17A	Cunningham Highway (Ipswich Motorway)
17B	Cunningham Highway (Ipswich – Warwick)
17D	Cunningham Highway (Part) (Inglewood – Goondiwindi)
18A	Warrego Highway (Ipswich – Toowoomba)
18B	Warrego Highway (Toowoomba – Dalby)
18C	Warrego Highway (Dalby – Miles)
18D	Warrego Highway (Miles – Roma)
18E	Warrego Highway (Roma – Mitchell)
18F	Warrego Highway (Mitchell – Morven)
22C	New England Highway (Warwick – Wallangarra)
26C	Leichhardt Highway (Part) (Miles – Goondiwindi)
28A	Gore Highway (Toowoomba – Millmerran)
28B	Gore Highway (Millmerran – Goondiwindi)
904	Port Of Brisbane Road
830	Townsville Connection Road (Part)
U12A	South East Arterial Road (Part) (Pacific Motorway)
U13A	Gateway Arterial Road (Part) (Gateway Motorway – South)
U13C	Gateway Arterial Road (Gateway Motorway – North)
U14	Gympie Arterial Road (Part)
U16	Cunningham Arterial Road (Part) (Ipswich Motorway)

National Highways (Continued)	
U20	Griffith Arterial Road
U91	Redland Sub-Arterial Road (Part)
National Highways (Non-State Controlled)	
N239	Gateway Bridge (U13b)
U27	Port Of Brisbane Arterial Road (Port Of Brisbane M'way)
State Strategic Roads (State-Controlled)	
16A	Capricorn Highway (Rockhampton – Duaringa)
16B	Capricorn Highway (Duaringa – Emerald)
16C	Capricorn Highway (Emerald – Alpha)
16D	Capricorn Highway (Alpha – Barcardine)
17C	Cunningham Highway (Warwick – Inglewood)
17D	Cunningham Highway (Part) (Inglewood – Goondiwindi)
19B	Isis Highway (Childers – Biggenden)
19C	Isis Highway (Biggenden – Coalstoun Lakes)
22A	New England Highway (Yarraman – Toowoomba)
22B	New England Highway (Toowoomba – Warwick)
23A	Mitchell Highway (Barrington – Cunnamulla)
23B	Mitchell Highway (Cunnamulla – Charleville)
23C	Mitchell Highway (Charleville – Augathella)
24A	Carnarvon Highway (Part) (Mungindi – St. George)
24B	Carnarvon Highway (St. George – Surat)
24C	Carnarvon Highway (Surat – Roma)
24D	Carnarvon Highway (Roma – Injune)
24E	Carnarvon Highway (Injune – Rolleston)
26A	Leichhardt Highway (Westwood – Taroom)
26B	Leichardt Highway (Taroom – Miles)
26C	Leichardt Highway (Part) (Miles – Goondiwindi)
27A	Gregory Highway (Springsure – Emerald)
27B	Gregory Highway (Emerald – Clermont)
27C	Gregory Highway (Clermont – Mt Douglas)
33A	Peak Downs Highway (Clermont – Nebo)
33B	Peak Downs Highway (Nebo – Mackay)
37A	Castlereagh Highway (St. George – Hebel)
40B	D'aguiar Highway (Part) (Kilcoy – Yarraman)
40C	D'aguiar Highway (Part) (Yarraman – Kingaroy)
41A	Burnett Highway (Nanango – Goomeri)
41B	Burnett Highway (Part) (Goomeri – Gayndah)
41C	Burnett Highway (Gayndah – Monto)
41D	Burnett Highway (Monto – Biloela)
41E	Burnett Highway (Part) (Biloela – Mount Morgan)
42A	Brisbane Valley Highway (Ipswich – Harlin)
46D	Dawson Highway (Part) (Rolleston – Springsure)
98A	Gregory Dev Road (Clermont – Belyando Crossing)
98B	Gregory Dev Road (Belyando Crossing – Charters Towers)
U16	Cunningham Arterial Road (Part) (Ipswich Motorway)
State Strategic Roads (Non State-Controlled)	
210A	Logan Motorway (Gales – Loganholme)
N332	Gateway Motorway (Drewvale – Eight Mile Plains)
If you require any further information concerning the roads on this list, please contact your local TransLink office of the Department of Transport and Main Roads.	

Attachment C

Department of Transport and Main Roads Schedule of specifications for an upgraded school bus

Item	Requirements
Passenger seating capacity	Unless otherwise approved, funding is available only where the maximum number of seats is fitted.
Passenger seats <ul style="list-style-type: none"> • Reclining seats are not permitted. • Lap only seatbelts are not permitted. • Non ADR 68/00 seating that has separate or split rear squabs are not permitted. 	Seating is based on bench seats which allow for seating three primary school students in two adult seats. Delivery partners in Environment 3 are funded for the upgrade to fit ADR 68/00 compliant seats and seatbelts. Delivery partners in Environment 2 may apply for subsidy to voluntarily fit ADR 68/00 seats to buses which comply with ADR 59/00 (Rollover).
Buses are to be constructed to allow for the carriage of standing passengers	Unless otherwise approved, a heavy bus (over 5t GVM) that has the body separately built on the chassis must comply with the following to qualify for funding: <ul style="list-style-type: none"> • be constructed under ADR 58/00 to allow for the carriage of standing passengers • have molded or anchored hand-grips fitted to alternate passenger aisle seats as a minimum • aisle width must not be less than 380 mm or if ADR 68/00 compliant seats are fitted, must not be less than 300 mm.
Ventilation (windows)	Non-air conditioned buses must have the maximum possible number of hopper or sliding windows that can be fitted to the bus. Air conditioned buses require a minimum of two hopper/slider windows on each side of the bus.
School bus warning lights and signs, and padding	Mandatory to qualify for funding under SchoolBUS. For further information, please refer to the Transport Operations (Passenger Transport) Standard 2010.
Auxiliary braking systems Note: Delivery partners should contact TMR to confirm brake type suitability	Only mandatory for buses operating on Environment 3 roads. Please refer to School Transport Information Bulletin VS 02/09.18 ' <i>Standards for Buses requiring Power-Train Retarders</i> ' for further information.
Surveillance cameras/CCTV	Optional – funding available under SchoolBUS within the maximum limit of the scheme.
Luggage racks and bins	
DVD/TV, bull bars, tow bars and other items not required on a basic school bus	Optional items at delivery partner's expense. The cost of these items is not included in the SchoolBUS funding.
Best Practice Fire Suppression System	Optional – Additional funding is available under SchoolBUS for the fitment of Fire Suppression Systems on NC4 and NC5 size buses.
1) Low-floor 2) Dual rear (tag) axle (other than articulated) 3) More than one passenger entry/exit door 4) Reduced passenger seating capacity because of loss of floor space, for example, toilets, bunks and water dispensers.	Unless otherwise approved, these buses do not qualify for funding under SchoolBUS.

For further details, contact your local TransLink office listed on page 10.

Delivery partners with any further queries should seek clarification about approved specifications from TMR before finalising specifications for their buses.