

Vehicle Standard (Australian Design Rule 1/00 – Reversing Lamps) 2005

Made under section 7 of the Motor Vehicle Standards Act 1989

Explanatory Statement

Issued by the authority of the Minister for Transport and
Regional Service

November 2005

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1. LEGISLATIVE CONTEXT

Vehicle Standard (Australian Design Rule 1/00 — Reversing Lamps) 2005 is made under the *Motor Vehicle Standards Act 1989* (the Act). The Act enables the Australian Government to establish nationally uniform standards for road vehicles when they are first supplied to the market in Australia. The Act applies to such vehicles whether they are manufactured in Australia or are imported as new or second hand vehicles.

The making of the vehicle standards necessary for the Act's effective operation is provided for in section 7 which empowers the Minister to "determine vehicle standards for road vehicles or vehicle components".

Australian Design Rule (ADR) 1/00 was originally determined in *Determination of Motor Vehicle Standards - Order No. 1 of 1989* and has been amended in three subsequent determinations. ADR 1/00 is being remade to comply with the requirements of the *Legislative Instruments Act 2003* (LIA) and to enable its registration in accordance with the requirements of the Federal Register of Legislative Instruments. The remaking of ADR 1/00 has not altered the substance of the standard as last determined.

2. IMPACT OF THE LEGISLATIVE INSTRUMENTS ACT 2003

Until now ADRs have been determined in “packages”, that is, a single determination will create, amend and repeal multiple ADRs. In example, Determination 1 of 1991 amended 32 ADRs and Determination 2 of 2003 created one new ADR and amended 13. The determination is the legislative instrument, not the ADR itself.

The intent of the LIA is to allow easy access to all legislative instruments and to be able to track their history and changes. The current form of determination used to create vehicle standards does not allow for this as it is difficult to isolate the change history of individual ADRs and the legislative instruments (the determinations) do not contain the information of importance to those using the ADRs – the vehicle standards.

In consultation with the Attorney General’s Department it has been agreed that the most effective solution is to remake each ADR as a separate vehicle standard determined under section 7 of the Act. In doing this, there is no need to backcapture the old determinations and the new layout better fits the intent of the LIA. With each ADR as a separate vehicle standard it will be possible for interested parties to view the ADR and its change history on the Federal Register of Legislative Instruments.

3. CONTENT AND EFFECT OF ADR 1/00 - REVERSING LAMPS

3.1. Overview of the ADR

This vehicle standard prescribes the photometric requirements for reversing lamps which will warn pedestrians and other road users that the vehicle is about to move or is moving in the reverse direction, and which during the hours of darkness will aid the driver in reversing manoeuvres.

3.2. Changes to the ADR

The following changes have been made to the ADR:

- Spelling and grammar. Several typographical errors have been corrected.
- Add the following text as clause 0.

“ **0.1 NAME OF STANDARD**

0.1.1 This Standard is the Vehicle Standard (Australian Design Rule 1/00 – Reversing Lamps) 2005.

0.1.2 This Standard may also be cited as Australian Design Rule 1/00 — Reversing Lamps.

0.2 COMMENCEMENT

0.2.1 This Standard commences on the day after it is registered.

0.3 REPEAL

0.3.1 This Standard repeals each vehicle standard with the name Australian Design Rule 1/00 — Reversing Lamps that is:

- (a) made under section 7 of the Motor Vehicles Standard Act 1989; and
- (b) in force at the commencement of this Standard.

0.3.2 This Standard also repeals each instrument made under section 7 of the Motor Vehicles Standard Act 1989 that creates a vehicle standard with the name Australian Design Rule 1/00 — Reversing Lamps, if there are no other vehicle standards created by that instrument, or amendments to vehicle standards made by that instrument, that are still in force at the commencement of this Standard. “

The text of clauses 0.1 to 0.3 have been provided by the Attorney General’s Department to facilitate remaking each ADR as a separate legislative instrument. This text repeals and replaces each ADR as a vehicle standard independently of the Determination under which it was made. Once all ADRs made under a particular Determination have been remade, that Determination is repealed. Numbering has been started at 0 to preserve the existing clause numbering system for the technical content of the ADR.

3.3. Documents Incorporated by Reference

This section lists documents referenced in the vehicle standard and how they can be obtained.

- Australian Design Rules can be purchased on CD-ROM from the Department of Transport and Regional Services. As the ADRs are remade, they will also be available at <http://www.comlaw.gov.au>.
 - Australian Design Rule – Definitions and Vehicle Categories
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- Australian Design Rule 13 – Installation of Lighting and Light Signalling Devices on other than L Group Vehicles
- Australian Design Rule 19 – Installation of Lighting and Light Signalling Devices on L Group Vehicles
- Australian Design Rule 67 – Installation of Lighting and Light Signalling Devices on 3 Wheeled Vehicles
- UNECE Regulations are available from their website, <http://www.unece.org/trans/main/wp29/wp29regs.html>.
 - UNECE Regulation No. 23 UNIFORM PROVISIONS CONCERNING THE ADOPTION OF REVERSING LAMPS FOR POWER DRIVEN VEHICLES AND THEIR TRAILERS

4. CONSULTATION ARRANGEMENTS

4.1. Specific Consultation Arrangements for this Vehicle Standard

As the changes to this vehicle standard are purely administrative (to comply with the LIA) no public consultation has been undertaken.

The Department of Transport and Regional Services has sought advice and assistance from the Office of Legislative Drafting and the Federal Register of Legislative Instruments on how best to handle the backcapture requirements of the LIA.

The Office of Regulation Review has agreed that a regulation impact statement is not required as the intent and technical content of the vehicle standard has not changed.
