

Vehicle Standard (Australian Design Rule 80/02 – Emission Control for Heavy vehicles) 2006 Amendment 1

Made under section 7 of the Motor Vehicle Standards Act 1989

Explanatory Statement

Issued by the authority of the Minister for Infrastructure, Transport, Regional
Development and Local Government

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1. LEGISLATIVE CONTEXT

Vehicle Standard (Australian Design Rule 80/02 — Emission Control for Heavy Vehicles) 2006 Amendment 1 was 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".

2. CONTENT AND EFFECT OF ADR 80/02 AND ITS AMENDMENT

2.1. Overview of the ADR

Australian Design Rule (ADR) 80/02 – Emission Control for Heavy Vehicles - applies to all heavy vehicles from 1 January 2008. ADR80/02 is based on the Euro 4 emissions standards which are part of a package of emission standards originally agreed in late 1999 after wide consultation with industry. In August 2004 the then Government agreed to defer the original implementation dates by 12 months to give industry more time to prepare for these standards. Ministers of the Australian Transport Council (ATC) and the Environment Protection and Heritage Council (EPHC) endorsed the revised implementation date in April 2005, and noted that certain technical requirements would be incorporated in 2006, once finalised in Europe.

2.2. Changes to the ADR

The Bus Industry Confederation (BIC) sought a six-month delay in the application of ADR80/02 for some buses that may not be compliant by the 1 January 2008 applicability date. BIC' cited the "unprecedented demand that bus manufacturers are facing" as justification for the request. BIC claimed that 73 bus chassis were unlikely to be compliant with ADR80/02 because of delays in shipping (for imported buses) and supply of components.

Considering the economic impact on bus manufacturers that are not able to meet the 1 January 2008 deadline, a further 2 months has been provided via this amendment and the implementation date of ADR 80/02 was extended to 29 February 2008.

3. REGULATION IMPACT STATEMENT

A Regulation Impact Statement was not prepared since this amendment is in the nature of a relaxation of the original arrangements.
