

Vehicle Standard (Australian Design Rule 84/00 – Front Underrun Impact Protection) 2009 Amendment 1

Made under section 7 of the *Motor Vehicle Standards Act 1989*

Explanatory Statement

Issued by the authority of the Minister for Urban Infrastructure

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1. LEGISLATIVE CONTEXT

Vehicle Standard (Australian Design Rule 84/00 – Front Underrun Impact Protection) 2009 Amendment 1 is made under the *Motor Vehicle Standards Act 1989* (the Act). The Act enables the Australian Government to establish nationally uniform standards that apply to new 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 imported.

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".

Vehicle Standard (Australian Design Rule 84/00 – Front Underrun Impact Protection) 2009 was originally determined in 2009.

2. CONTENT AND EFFECT OF ADR 84/00 AND THE AMENDMENT

2.1. Overview of the ADR

The function of Australian Design Rule (ADR) 84/00 – Front Underrun Impact Protection is to specify the design, construction and performance requirements of underrun protection devices fitted additionally or incorporated into the design of rigid and articulated heavy goods vehicles. The requirements are that the front structure of these vehicles are designed in such a way that in the event of a frontal collision with a light vehicle, it would enable the occupant protection measures of the light vehicle to be fully engaged.

These requirements cover all new heavy goods vehicles (NC Category) manufactured on or after 1 January 2011 and all heavy goods vehicles (NC Category) after 1 January 2012.

2.2. Effect of the ADR Amendment

This amendment provides exemption for the manufacturers of Front Underrun Impact devices (FUPDs) from complying with Clause 6.4 of ADR 84/00 that are ambiguous and subject to varying interpretation.

This amendment removes the extra requirements placed upon the manufacturers of the FUPDs compared to that of vehicle manufacturers that incorporate Front Underrun Protection (FUP) into the front structure of the vehicle.

3. BEST PRACTICE REGULATION

3.1. Business Cost Calculator

This amendment removes the cost imposed on FUPD manufacturers in interpretation and complying with Clause 6.4 of ADR 84/00. It is estimated that the cost benefit to the industry will be approximately \$250,000 annually.

3.2. General Consultation Arrangements

It has been longstanding practice to consult widely on proposed new or amended vehicle standards. For many years there has been active collaboration between the Federal and the state/territory governments, as well as consultation with industry and consumer groups. Much of the consultation takes place within institutional

arrangements established for this purpose. The analysis and documentation prepared in a particular case, and the bodies consulted, depend on the degree of impact the new or amended standard is expected to have on industry or road users.

Depending on the nature of the proposed changes, consultation could involve the Strategic Vehicle Safety and Environment Group (SVSEG), Australian Motor Vehicle Certification Board (AMVCB), Technical Liaison Group (TLG), Transport and Infrastructure Senior Officials' Committee (TISOC) and the Transport and Infrastructure Council (the Council).

- SVSEG consists of senior representatives of government agencies (Australian and state/territory), the National Transport Commission and the National Heavy Vehicle Regulator, the manufacturing and operational arms of the industry (including organisations such as the Federal Chamber of Automotive Industries and the Australian Trucking Association) and of representative organisations of consumers and road users (particularly through the Australian Automobile Association).
- AMVCB consists of technical representatives of government regulatory authorities (Australian and state/territory) that deal with ADR and other general vehicle issues, and the National Transport Commission and the National Heavy Vehicle Regulator.
- TLG consists of technical representatives of government agencies (Australian and state/territory), the National Transport Commission and the National Heavy Vehicle Regulator, the manufacturing and operational arms of the industry and of representative organisations of consumers and road users (the same organisations as represented in SVSEG).
- TISOC consists of state and territory transport and/or infrastructure Chief Executive Officers (CEO) (or equivalents), the CEO of the National Transport Commission, New Zealand and the Australian Local Government Association.
- The Council consists of the Australian, state/territory and New Zealand Ministers with responsibility for transport and infrastructure issues.

Editorial changes and changes to correct errors are processed by the Department of Infrastructure and Regional Development. This approach is only used where the amendments do not vary the intent of the vehicle standard.

Proposals that are regarded as significant need to be supported by a Regulation Impact Statement meeting the requirements of the Office of Best Practice Regulation (OBPR) as published in the *Australian Government Guide to Regulation* and the Council of Australian Government's *Best Practice Regulation: A Guide for Ministerial Councils and Standard-Setting Bodies*.

3.3. Specific Consultation Arrangements for this Vehicle Standard

This amendment was requested by the Australian Trucking Association (ATA) at the Australian Motor Vehicle Certification Board (AMVCB) meeting 221 and the Technical Liaison Group (TLG) meeting 41 in 2015. Following full review and

consideration of technical issues and consultations, the proposals was agreed in January 2017.

As the amendment is to provide exemption to the stringency of ADR 84/00 clause 6.4, there is no need for further consultation through TISOC, The Council or the public comment process.

3.4. Regulation Impact Statement

As the proposed amendment does not increase the stringency of the ADR, a Regulation Impact Statement is not required.

Since the decision is made by the Minister for Urban Infrastructure without reference to the Council and the proposal is not considered significant, the Office of Best Practice Regulation requirements have been met for this regulatory proposal (OBPR Reference ID 21984).

4. STATEMENT OF COMPATIBILITY WITH HUMAN RIGHTS

The following Statement is prepared in accordance with Part 3 of the *Human Rights (Parliamentary Scrutiny) Act 2011*.

4.1. Overview of the Legislative Instrument

This amendment will remove an error in the text of the regulation relating to handlebar width and vehicle categories.

4.2. Human Rights Implications

This amendment to ADR 84/00 does not engage any of the human rights and freedoms recognised or declared in the international instruments listed in section 3 of the *Human Rights (Parliamentary Scrutiny) Act 2011*.

4.3. Conclusion

This amendment to ADR 84/00 is compatible with human rights as it does not raise any human rights issues.