



Australian Government

Department of Infrastructure and Regional Development

# Vehicle Standards in Australia

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# Vehicle Standards in Australia

- The Australian Government sets vehicle standards (Australian Design Rules) that must be met by vehicles before they are first supplied to the Australian market
  - This is done through the *Motor Vehicle Standards Act 1989* (MVSA)
  - “The main objects of this Act are:
    - a) to achieve uniform vehicle standards to apply to new vehicles when they begin to be used in transport in Australia; and
    - b) to regulate the first supply to the market of used imported vehicles.” (MVSA, s3)
- The states and territories regulate in-service standards and vehicle operations
  - Principally through legislation based on the *Australian Vehicle Standards Rules* and the *Australian Road Rules*, managed by the National Transport Commission, and the *National Heavy Vehicle Law*

## The Australian Design Rules (ADRs) - Aims

- Vehicle standard – ADR – in the MVSA “means a standard for road vehicles or vehicle components that is designed to:
  - a) make road vehicles safe to use; or
  - b) control the emission of gas, particles or noise from road vehicles; or
  - c) secure road vehicles against theft; or
  - d) promote the saving of energy.” (MVSA, s5)

# The ADRs: Coverage

- The ADRs cover the full array of on road vehicles
  - Mopeds, motorcycles, cars, trailers (including caravans), motorhomes, trucks and buses
- There are currently 62 active ADRs
  - 54 are safety related
  - 5 are emissions/energy related
  - 3 are primarily anti-theft related (indirectly safety)
- The Safety ADRs cover a diverse range of matters
  - Such as braking, lighting, door latches and hinges, seat belts and anchorages, instrumentation, mirrors, front underrun protection for heavy vehicles and occupant protection

# The international context

- Australia is harmonising with international vehicle regulations (UN Regulations, Global Technical Regulations), where warranted
  - The vehicle industry is global
  - Over 85% of vehicles are imported and Australia constitutes about 1% of the global vehicle market
  - Australia participates actively in the development of international vehicle regulations
- International vehicle regulation provides for improvements in vehicle safety at the lowest cost, leading to a younger vehicle fleet

# Development of ADRs

- Development must be in accord with requirements for best practice regulation
  - Requirements are managed by the Office of Best Practice Regulation
  - A Regulation Impact Statement (RIS) must be prepared where there are increases in stringency
  - The benefits and costs of options must be calculated
  - Alternatives to regulation must be considered
  - The cost burden of new regulations must be offset
  - International standards are preferred, although Australian specific standards can be adopted if they can be justified

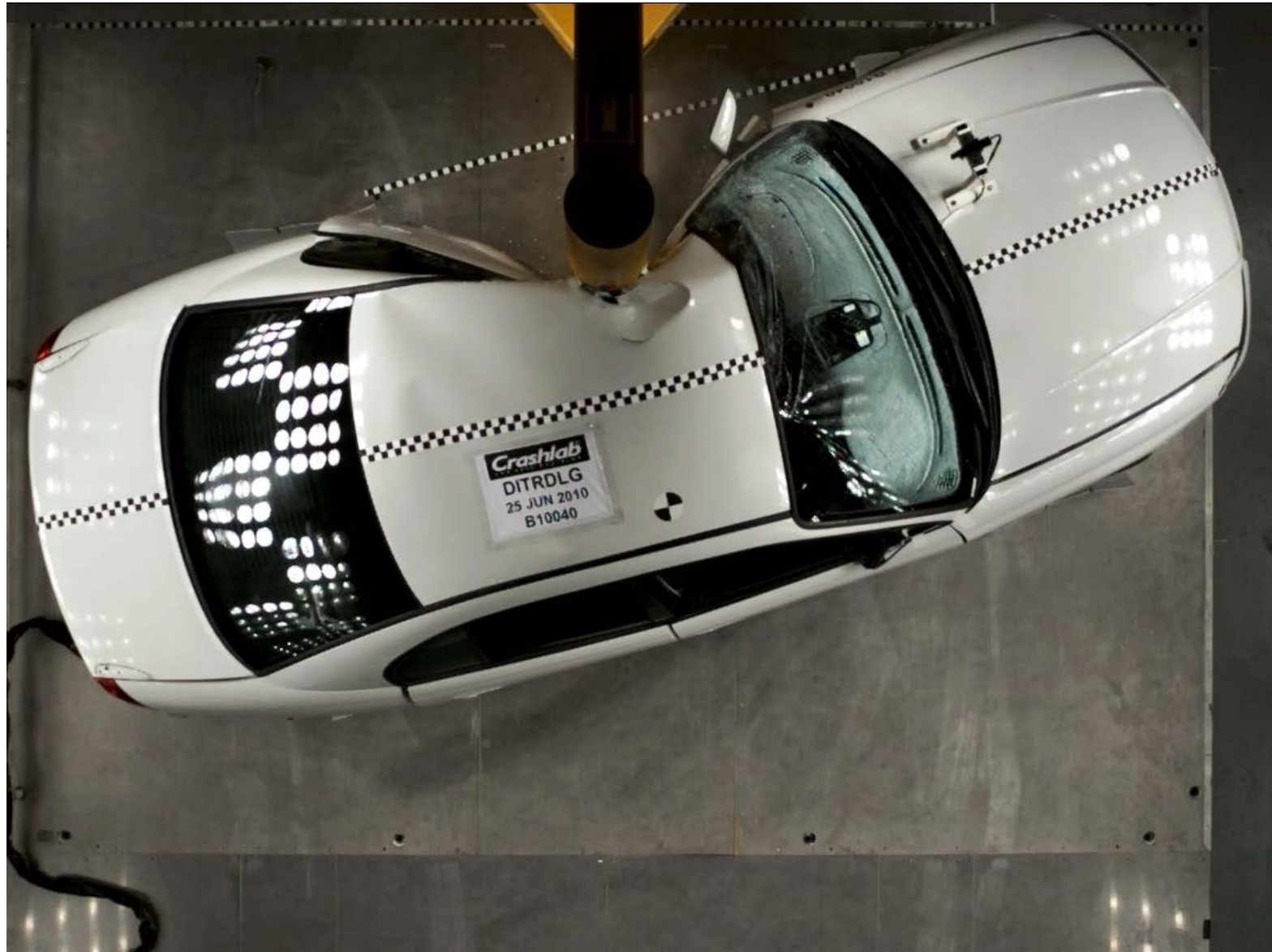
# Development of ADRs

- New and amended ADRs are developed in consultation with States and Territories, industry and road user groups
  - There are strong consultative structures, including the Strategic Vehicle Safety and Environment Group (SVSEG), the Australian Motor Vehicle Certification Board and the Technical Liaison Group, as well as targeted consultation
  - SVSEG has agreed an ADR work program which is consistent with the Safe Vehicles section of the National Road Safety Strategy 2011-20 (NRSS)
  - SVSEG has also assumed responsibility for leading on non-regulatory vehicle actions in the Strategy
    - The FCAI, BIC, TIC, ATA, ARTSA, CVIAA and AAA are all members of SVSEG

# The ADR Program

- Recent work includes:
  - Anti-lock Braking Systems (ABS) for heavy vehicles
  - Electronic Stability Control (ESC) for light commercial vehicles
  - Brake Assist Systems for light passenger and commercial vehicles
  - Leadership of the Global Technical Regulation on Pole Side Impact (the GTR) and transposition into a UN Regulation, which will require improved side curtain airbags/thorax protection
- Proposals for the NRSS Action Plan:
  - Implementation of the GTR as an ADR
  - Development of a RIS on ABS for motorcycles (in conjunction with VicRoads)
  - Development of a RIS on ESC for heavy vehicles (in close cooperation with the heavy vehicle industry)
  - Further work will include development of RISs for Lane Departure Warning Systems and Advanced Emergency Braking Systems (AEBS) for heavy vehicles; and research on AEBS for light vehicles and reversing cameras (in conjunction with Transport for NSW)





# Deregulation

- Deregulation has the potential to significantly enhance safety
  - By enabling the most modern vehicles to be brought into the fleet quicker and at a lower price
  - By enabling greater focus on key safety issues

# Deregulation

- Harmonisation of the ADRs has been accelerated
  - 27 (of 62) ADRs are aligned to UN Regulations through ‘application’, providing immediate update in the ADRs
  - 18 ADRs are closely aligned with UN Regulations, and the relevant UN Regulations will be applied as soon as practicable
  - Further opportunities for alignment/application will be explored
  - Australia has been heavily involved in International Whole Vehicle Type Approval (initially for light passenger vehicles), which will streamline certification processes
- Obsolete content is being removed from the ADRs
- The review of the *Motor Vehicle Standards Act* provides further opportunities to identify ways of doing things better, smarter and safer

# Deregulation

- Non-regulatory approaches can complement regulatory approaches
  - Encouraging higher performance in areas where there is regulation and innovation in areas where regulation is yet to be developed or is not justifiable at this stage
  - Responding rapidly to new technologies
- Australian Government is supporting ANCAP as a member and through major funding
  - ANCAP plays a leading role among non-regulatory approaches to vehicle safety and can continue to encourage safety levels beyond those set in the regulatory standards
- Scope for increased use of codes of practice, advisories and self-regulation

# Conclusions

- The ADR Program is an agreed set of priorities in line with international vehicle regulations and the NRSS
- Both regulatory and non-regulatory measures must keep evolving and improving
  - They work best when there is an appropriate mix
- Deregulation, including harmonisation, will enable a greater focus on key safety issues