

Vehicle Standard (Australian Design Rule 59/00 – Standards for Omnibus Rollover Strength) 2007 Amendment 1

Made under section 7 of the Motor Vehicle Standards Act 1989

Explanatory Statement

Issued by the authority of the Parliamentary Secretary for Infrastructure and Transport

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1. LEGISLATIVE CONTEXT

Vehicle Standard (Australian Design Rule 59/00 – Standards for Omnibus Rollover Strength) 2007 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 59/00 – Standards for Omnibus Rollover Strength) 2007 (ADR 59/00) was originally determined in 2007.

2. CONTENT AND EFFECT OF ADR 59/00 AND THE AMENDMENT

2.1. Overview of the ADR

ADR 59/00 specifies requirements for bus superstructures to ensure that they withstand forces encountered in rollover crashes and maintain a survival space for each passenger. Its technical content is based on the international standard United Nations Economic Commission for Europe (UNECE) Regulation No. 66 (R 66).

2.2. Effect of the ADR Amendment

ADR 59/00 currently lists UNECE R 66/01 as an alternative standard. This regulation was updated to the 02 series in August 2010 to extend the scope to cover Class B buses (those not designed to carry standing passengers) with more than 16 passengers on a mandatory basis and double deck buses on an optional basis.

This amendment involves the following changes:

- listing UNECE R 66/02 as an alternative standard;
- updating the technical content of the ADR to reflect the latest version of UNECE R 66; and
- removing a redundant clause.

These changes do not increase the stringency of the ADR. UNECE R 66/02 is already allowed as an alternative standard under separate arrangements relating to the application of UNECE regulations under the UN 1958 Agreement (refer ADR – Harmonisation).

The main effect of the amendment will be to ensure that the ADR text directly reflects the available regulatory options, without further reference to ADR – Harmonisation or individual UNECE regulations. Industry will continue to have the option of complying with UNECE R 66/00 and UNECE R 66/01 as well as the Australian requirements at Appendix B of the ADR. Certain low floor height buses will continue to be exempted.

3. BEST PRACTICE REGULATION

3.1. Business Cost Calculator

There is no expected increase in cost to manufacturers, as the proposed amendment does not increase the stringency of the ADR.

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), Technical Liaison Group (TLG), Transport and Infrastructure Senior Officials' Committee (TISOC) and the Standing Council on Transport and Infrastructure (SCOTI).

- SVSEG consists of senior representatives of government (Australian and state/territory), 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).
- TLG consists of technical representatives of government (Australian and state/territory), 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.
- SCOTI 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 Transport. 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 (RIS) meeting the requirements of the Office of Best Practice Regulation as published in *Best Practice Regulation Handbook* and the Council of Australian Governments *Principles and Guidelines for National Standard Setting and Regulatory Action for Ministerial Councils and Standard-Setting Bodies*.

3.3. Specific Consultation Arrangements for this Vehicle Standard

As the amendment is minor in nature, and does not affect the requirements of the ADR, consultation was not considered necessary and so was not carried out.

3.4. Regulation Impact Statement

As the proposed amendment does not increase the stringency of the ADR, a RIS is not required. The Office of Best Practice Regulation requirements have been met for this regulatory proposal (OBPR Reference No. 12750).

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 ensure that ADR 59/00 directly reflects the regulatory options already allowed under arrangements implemented through ADR – Harmonisation. It will not affect the requirements of the ADR.

4.2. Human Rights Implications

This amendment 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

The amendment to the ADR 59/00 is compatible with human rights as it does not raise any human rights issues.