



Vehicle Standard (Australian Design Rule 8/01 – Safety Glazing Material) 2005 Amendment 3

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

Explanatory Statement

Issued by the authority of the Assistant Minister for Infrastructure and Regional
Development

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1. LEGISLATIVE CONTEXT

Vehicle Standard (Australian Design Rule 8/01– Safety Glazing Material) 2005 Amendment 3 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 8/01– Safety Glazing Material) 2005 (ADR 8/01) was originally determined in 2006.

2. CONTENT AND EFFECT OF ADR 8/01– SAFETY GLAZING MATERIAL

2.1. Overview of the ADR

The function of Australian Design Rule (ADR) 8/01 is to specify the performance requirements of material used for external or internal glazing in motor vehicles to: ensure adequate visibility under normal operating conditions; minimise obscuration when shattered; and minimise the likelihood of serious injury if a person comes in contact with the broken glazing material. The standard includes the technical content of UN Regulation (UN R) 43.

2.2. Effect of the ADR Amendment

ADR 8/01 currently incorporates technical content that is based on UN R 43/00 in Appendix A, and lists UN R 43/00 as an alternative standard. This amendment updates the technical content of Appendix A of the ADR to that of UN R 43/01 and will allow for UN R 43/01 as an alternative standard.

UN R 43 was updated to the 01 series in October 2011 and last revised to supplement 2 in November 2013.

The principal changes being made to Appendix A of ADR 8/01 include changes to some definitions, the removal of the concession for a second series of tests if the first series fails to meet the specified requirements, changes to testing requirements and procedures, and the removal of the identification of colours test.

These changes do not increase the stringency of the ADR, as an alternative standard clause within ADR 8/01 will continue to provide the option of complying with earlier versions of UN R 43.

3. BEST PRACTICE REGULATION

3.1. Business Cost Calculator

It is estimated that this amendment will provide savings of \$1.69 million.

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 Government 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.

- 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 Transport and Infrastructure 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

The proposal for amendment to ADR 8/01 relating to UN R 43 was provided to AMVCB and TLG members in March 2014 and to SVSEG members in May 2014. No objections were subsequently raised.

As the amendment is minor in nature, and does not increase the stringency of the ADR, there is no need for further consultation through TISOC, the Transport and Infrastructure 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 Assistant Minister for Infrastructure and Regional Development without reference to the Transport and Infrastructure 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 17114).

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 incorporates technical content that is based on UN R 43/01 into ADR 8/01 and allows UN R 43/00 and 43/01 as alternative standards.

4.2. Human Rights Implications

This amendment to ADR 8/01 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 8/01 is compatible with human rights as it does not raise any human rights issues.