

Vehicle Standard (Australian Design Rule 34/03 – Child Restraint Anchorages and Child Restraint Anchor Fittings) 2017

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 34/03 – Child Restraint Anchorages and Child Restraint Anchor Fittings) 2017 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 34/03 – Child Restraint Anchorages and Child Restraint Anchor Fittings) 2017 (ADR 34/03) is being made to replace Vehicle Standard (Australian Design Rule 34/02 – Child Restraint Anchorages and Child Restraint Anchor Fittings) 2012 (ADR 34/02), which was originally determined in 2012.

2. CONTENT AND EFFECT OF ADR 34/03 – CHILD RESTRAINT ANCHORAGES AND CHILD RESTRAINT ANCHOR FITTINGS

2.1. Overview of the ADR

This vehicle standard prescribes requirements for top tether anchorages and their fittings so that child restraints may be adequately secured to the vehicle. It specifies a standard package of fitting hardware and accessibility requirements to facilitate correct installation and interchangeability of child restraints. It also specifies requirements for any ISOFIX lower anchorages to which the lower portion of a child restraint may be attached on a vehicle seat.

ISOFIX is a system for attaching child restraints to vehicles, which has been adopted internationally by the United Nations World Forum for the Harmonization of Vehicle Regulations.

2.2. Effect of the ADR

This vehicle standard is being made to combine safety requirements for child restraint anchorages from ADRs 34/03 and 34/02 into a single ADR. This will mean light vehicle manufacturers will only have to use one ADR in future to demonstrate compliance with child restraint anchorage related requirements.

Safety requirements are also being set in this standard for any child restraint anchorages fitted to ADR category MD2 or NA vehicles. Although it will not be mandatory for manufacturers to fit child restraint anchorages to these vehicles, any child restraint anchorages optionally fitted by manufacturers will need to meet a prescribed set of design, location and strength related requirements.

The standard will apply to ADR category LEP (motor tricycles), category M vehicles (passenger vehicles and omnibuses) and category NA vehicles (light goods vehicles).

New model vehicles will need to be certified to this standard from 1 November 2019. All new category MD2 and NA vehicles equipped with one or more ‘*Upper Anchorages*’ (top tether anchorages) and/or ISOFIX anchorage systems will also need to be certified to this standard from 1 November 2022. There is no mandatory application date for all other vehicles. They may comply with this vehicle standard or continue to comply with ADR 34/02 or its acceptable prior rule.

A complementary explanatory statement is available for ADR 3/04.

3. BEST PRACTICE REGULATION

3.1. Benefits and Costs

This vehicle standard will have no more than a minor regulatory impact on business, community organisations or individuals.

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 Commonwealth 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 Technical Liaison Group (TLG), Strategic Vehicle Safety and Environment Group (SVSEG), Transport and Infrastructure Senior Officials’ Committee (TISOC) and the Transport and Infrastructure Council (the Council).

- TLG consists of technical 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).
- SVSEG consists of senior representatives of government (Australian and state/territory), the manufacturing and operational arms of the industry and of representative organisations of consumers and road users (at a higher level within each organisation as represented in TLG).
- TISOC consists of state and territory transport and/or infrastructure Chief Executive Officers (CEOs) (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 RIS 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 Governments' *Best Practice Regulation: A Guide for Ministerial Councils and National Standard Setting Bodies*.

3.3. Specific Consultation Arrangements for this Vehicle Standard

This standard was proposed, discussed and supported during 2016-17 at meetings of AMVCB, TLG and SVSEG. It was acknowledged that these groups are at the appropriate level to consider this type of change. A draft ADR was also provided as part of this consultation process to AMVCB.

The Department of Infrastructure and Regional Development also consulted with the Office of Best Practice Regulation (OBPR) within the Department of Prime Minister and Cabinet on this standard. A Regulation Impact Statement is not required, as the decision maker is not the Australian Government's Cabinet, and the changes will have no more than a minor regulatory impact. The OBPR reference number is 22612.

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

ADR 34/03 is being made to replace ADR 34/02. It prescribes child restraint anchorage and anchor fitting requirements for passenger vehicles as well as light commercial vehicles.

4.2. Human Rights Implications

ADR 34/03 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

ADR 34/03 is compatible with human rights, as it does not raise any human rights issues.