



Note No. 703/2014

The Permanent Mission of Australia to the United Nations presents its compliments to the Secretary-General of the United Nations and has the honour to refer to the Agreement concerning the establishing of global technical regulations for wheeled vehicles, equipment and parts which can be fitted and/or be used on wheeled vehicles (the Agreement), done at Geneva on 25 June 1998.

The Permanent Mission of Australia to the United Nations has the honour to provide the following notification to the Secretary-General under Article 7 of the Agreement.

Global Technical Regulation No. 1 – Door locks and door retention components (Amendment 1)

Australia began applying Global Technical Regulation (GTR) No. 1 for the design and construction of all new model vehicles with effect 1 July 2008 under Australian law, through Australian Design Rule (ADR) 2/01.

Australia has studied Amendment 1 to GTR No. 1 and considers that the technical requirements of the amended GTR, as transposed into UN Regulation No. 11, are currently adopted as an alternative standard within ADR 2/01. Australia has therefore determined that it does not need to revise its own laws to incorporate the amended GTR. This advice serves as Australia's final notification on the amendment.

Global Technical Regulation No. 2 – Measurement procedure for two-wheeled motorcycles equipped with a positive or compression ignition engine with regard to the emission of gaseous pollutants, CO₂ emissions and fuel consumption

Australia is continuing to study the case for adoption of GTR No. 2, up to and including Amendment 3, into its own laws. Further advice will be communicated to the Secretary-General at a later date. Australia currently accepts products that comply with the amended GTR, without adopting the GTR into its own laws.

Global Technical Regulation No. 3 – Motorcycle brake systems

Australia is continuing to study the case for adoption of GTR No. 3, up to and including Amendment 1, into its own laws. Further advice will be communicated to the Secretary-General at a later date.

Global Technical Regulation No. 4 – Test procedure for compression-ignition (C.I.) engines and positive-ignition (P.I.) engines fuelled with natural gas (NG) or liquefied petroleum gas (LPG) with regard to the emission of pollutants

Australia has studied GTR No. 4, up to and including Amendment 2, and considers that the technical requirements of the amended GTR, as transposed into UN Regulation No. 49, are currently adopted as an alternative standard within ADR 80/03. Australia has therefore determined that it does not need to revise its own laws to incorporate the amended GTR. This advice serves as Australia's final notification on the amended GTR.

Global Technical Regulation No. 5 – On-board diagnostic systems

Australia has studied GTR No. 5, up to and including Amendment 1, and considers that the technical requirements of the amended GTR, as transposed into UN Regulation No. 49, are currently adopted as an alternative standard within ADR 80/03. Australia has therefore determined that it does not need to revise its own laws to incorporate the amended GTR. This advice serves as Australia's final notification on the amended GTR.

Global Technical Regulation No. 6 – Safety glazing materials for motor vehicles and motor vehicle equipment

Australia is continuing to study the case for adoption of GTR No. 6, up to and including Amendment 1, into its own laws and is considering adopting the technical requirements of the amended GTR, as transposed into UN Regulation No. 43, as an alternative standard within ADR 8/01. Further advice will be communicated to the Secretary-General at a later date.

Global Technical Regulation No. 9 – Pedestrian safety

Australia has submitted GTR No. 9, up to and including Amendment 1, to the process used to adopt such a regulation into its own laws. It has decided to continue to accept products that comply with the amended GTR, without adopting it into its own laws. This advice serves as Australia's final notification on the amended GTR.

Global Technical Regulation No. 10 – Off-cycle emissions

Australia has studied GTR No. 10 and considers that the technical requirements of the GTR, as transposed into UN Regulation No. 49, are currently adopted as an alternative standard within ADR 80/03. Australia has therefore determined that it does not need to revise its own laws to incorporate the GTR. This advice serves as Australia's final notification on the GTR.

Global Technical Regulation No. 12 – Motorcycle controls, tell-tales and indicators

Australia is continuing to study the case for adoption of GTR No. 12, up to and including Amendment 1, into its own laws. Further advice will be communicated to the Secretary-General at a later date.

Global Technical Regulation No. 13 – Hydrogen and fuel cell vehicles

Australia is continuing to study the case for adoption of GTR No. 13 into its own laws. Further advice will be communicated to the Secretary-General at a later date. Australia currently accepts products that comply with the GTR without adopting it into its own laws.

Australia's National Administrative Authority

Australia's national administrative authority for the purposes of the Agreement is the Australian Department of Infrastructure and Regional Development. The contact officer is:

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The Permanent Mission of Australia to the United Nations avails itself of this opportunity to renew to the United Nations Economic Commission for Europe Secretariat the assurances of its highest consideration.



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