



N° 19/40

The Permanent Mission of Australia to the Office of the United Nations in Geneva 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, done at Geneva on 25 June 1998* (the Agreement).

The Permanent Mission has the honour to provide the following notifications and reports to the Secretary-General under Article 7 of the Agreement.

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

In accordance with Article 7.5 of the Agreement, Australia notifies that it currently accepts category 3-3 vehicles that comply with the amended Global Technical Regulation (GTR), without adopting it into its own laws. This has been the case since the GTR was established.

In accordance with Article 7.4 of the Agreement, Australia reports that it is continuing to study the case for the 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.

Global Technical Regulation No. 3 – Motorcycle brake systems

In accordance with Article 7.2 of the Agreement, Australia notifies that it adopted the technical requirements of the original version of the GTR, as transposed into the United Nations (UN) Regulation No. 78 (R 78), into its own laws, through the Australian Design Rule (ADR) 33/00 – Brake Systems for Motorcycles and Mopeds, on 5 September 2007.

Australia adopted the technical requirements of Amendment 1 to the GTR, as transposed into UN R 78, into its own laws, as an accepted alternative standard within ADR 33/00, from the entry into force of Supplement 1 to the 03 series of amendments to UN R 78 on 26 February 2009.

Australia adopted the technical requirements of Amendment 2 to the GTR, as transposed into UN R 78, into its own laws, as an accepted alternative standard within ADR 33/00, from the entry into force of Supplement 2 to the 03 series of amendments to UN R 78 on 8 October 2015.

Australia currently accepts category 3-1, 3-2, 3-3, 3-4 and 3-5 vehicles that comply with the amended GTR, including as transposed into UN R 78, as an alternative to other national requirements.

Australia will apply (mandate) the technical requirements of the GTR through the ADR 33/01 – Brake Systems for Motorcycles and Mopeds, for:

- a) new model category 3-3 vehicles from 1 November 2019; and
- b) all new category 3-3 vehicles from 1 November 2021.

ADR 33/01 allows category 3-1, 3-2, 3-4 and 3-5 vehicles to continue to comply with the GTR, up to and including Amendment 2, as an alternative to other national requirements.

This advice serves as Australia's final notification on GTR No. 3, including its amendments 1 and 2.

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

In accordance with Article 7.2 of the Agreement, Australia notifies that it adopted the technical requirements of the GTR, as transposed into the UN Regulation No. 43 (R 43), into its own laws, through Amendment 3 to ADR 8/01 – Safety Glazing Materials, on 30 June 2015.

Australia currently accepts category 1 and 2 vehicles that are fitted with safety glazing materials that comply with the technical requirements of the GTR, as transposed in UN R 43, as an alternative to other national requirements.

In accordance with Article 7.4 of the Agreement, Australia reports that it is continuing to study the case for applying the technical requirements of GTR No. 6, up to and including Amendment 1. Further advice will be communicated to the Secretary-General at a later date.

Global Technical Regulation No. 12 – Location, identification and operation of motorcycle controls, tell-tales and indicators

In accordance with Article 7.4 of the Agreement, Australia reports that it is continuing to study the case for the 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

In accordance with Article 7.5 of the Agreement, Australia notifies that it currently accepts category 1-1 and 1-2 vehicles that comply with the GTR without adopting it into its own laws. This has been the case since the GTR was established.

In accordance with Article 7.4 of the Agreement, Australia reports that it is continuing to study the case for the adoption of GTR No. 13 into its own laws. Further advice will be communicated to the Secretary-General at a later date.

Global Technical Regulation No. 15 – Worldwide harmonized Light vehicles Test Procedure (WLTP)

In accordance with Article 7.4 of the Agreement, Australia reports that it is continuing to study the case for the adoption of GTR No. 15, up to and including Amendment 4, into its own laws. Further advice will be communicated to the Secretary-General at a later date.

Global Technical Regulation No. 16 – Tyres

In accordance with Article 7.4 of the Agreement, Australia reports that it is continuing to study the case for the adoption of GTR No. 16, 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. 17 – Measurement procedure for two- or three-wheeled motor vehicles equipped with a combustion engine with regard to the crankcase and evaporative emissions

In accordance with Article 7.5 of the Agreement, Australia notifies that it currently accepts category 3 vehicles that comply with the GTR without adopting it into its own laws. This has been the case since the GTR was established.

In accordance with Article 7.4 of the Agreement, Australia reports that it is continuing to study the case for the adoption of GTR No. 17 into its own laws. Further advice will be communicated to the Secretary-General at a later date.

Global Technical Regulation No. 18 – Measurement procedure for two- or three-wheeled motor vehicles with regard to on-board diagnostics

In accordance with Article 7.5 of the Agreement, Australia notifies that it currently accepts category 3 vehicles that comply with the GTR without adopting it into its own laws. This has been the case since the GTR was established.

In accordance with Article 7.4 of the Agreement, Australia reports that it is continuing to study the case for the adoption of GTR No. 18 into its own laws. Further advice will be communicated to the Secretary-General at a later date.

Global Technical Regulation No. 19 – EVAPorative emission test procedure for the Worldwide harmonized Light vehicle Test Procedure (WLTP EVAP)

In accordance with Article 7.4 of the Agreement, Australia reports that it is continuing to study the case for the adoption of GTR No. 19, 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. 20 – Electric Vehicle Safety (EVS)

In accordance with Article 7.5 of the Agreement, Australia notifies that it currently accepts category 1 and 2 vehicles that comply with the GTR without adopting it into its own laws. This has been the case since the GTR was established.

In accordance with Article 7.4 of the Agreement, Australia reports that it is continuing to study the case for the adoption of GTR No. 20 into its own laws. Further advice will be communicated to the Secretary-General at a later date.

Australia’s National Administrative Authority

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

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The Permanent Mission of Australia to the Office of the United Nations in Geneva avails itself of this opportunity to renew to the Secretary-General of the United Nations the assurances of its highest consideration.

