



No. ILB 086/2010

The Department of Foreign Affairs and Trade of Australia 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 Department of Foreign Affairs and Trade of Australia has the honour to provide the following notifications to the Secretary-General under Article 7 of the Agreement.

Global Technical Regulation No. 1 – Door Locks and Door Retention Components

As at Australia's date of accession to the Agreement (with effect from 7 June 2008), GTR1 was adopted into Australia's laws and regulations.

Australia began applying GTR1 for the design and construction of all new model vehicles with effect from 1 July 2008. GTR1 was adopted under Australian Design Rule 2/01 – Side Door Latches and Hinges. The Rule was made on 26 April 2006 and commenced on 13 May 2006.

Regarding the choice of option provided under paragraph 5.3.2.1 of GTR1, the Australian Design Rule leaves the choice open to individual manufacturers. The locking device may be either the child safety lock system described under paragraph 5.3.2.1.(a) or the lock release/engagement device described under paragraph 5.3.2.1.(b).

Global Technical Regulation No. 8 – Electronic Stability Control Systems

GTR8 has been adopted into Australia's laws and regulations.

Australia will begin applying GTR8 for the design and construction of:

- all new model vehicles, with effect from 1 November 2011; and
- all vehicles, with effect from 1 November 2013.

GTR8 was adopted under

- Australian Design Rule 31/02 – Brake Systems for Passenger Cars. The Rule was made on 11 June 2009 and commenced on 29 June 2009; and
- Australian Design Rule 35/03 – Commercial Vehicle Brake Systems. The Rule was made on 11 June 2009 and commenced on 30 June 2009.

The Australian Design Rules adopted GTR8 with the following exemptions:

- only category 1-1 vehicles must meet GTR8 requirements, not category 1-2 or category 2 vehicles.
- for paragraph 5.4.(f) of GTR8, the ESC malfunction tell-tale need not illuminate if it is combined in a two-part telltale with the "ESC Off" tell-tale, and this is illuminated;
- paragraph 5.5.3. of GTR8 does not apply;
- for paragraph 6.3.1. of GTR8, the ESC system must be enabled for all testing, except where otherwise specified in the text;
- for paragraph 6.3.2. of GTR8, the fuel tank need only be filled to at least 75 per cent of capacity;
- for paragraph 6.3.4. of GTR8, outriggers may be used for vehicles with a Static Stability Factor (SSF) > 1.25;
- for paragraph 6.3.4. of GTR8, vehicles that fall into the category of paragraph 6.3.4.(a) may instead use outriggers as prescribed in paragraph 6.3.4.(b); and
- for paragraph 7.10.2. of GTR8, the vehicle test speed need not be achieved within 30 seconds of starting the engine and more than one brake application may be made.

Global Technical Regulation No. 9 – Pedestrian safety

Australia provides the following status report.

Australia has taken steps towards the adoption of GTR9 into its laws and regulations. Australia has begun the process of examining the case for adopting GTR9 as an Australian Design Rule. In June 2009, the Australian Government commenced a study to determine the extent to which the current Australian

vehicle fleet would meet GTR9. In December 2009, the Government began its domestic consultation process with Australian State and Territory Road Transport Authorities, vehicle manufacturers and road users. A Regulation Impact Statement is currently being prepared and will include an assessment of the costs and benefits of adopting GTR9, as well as various non-regulatory options. It is expected that a final decision will be reached in June 2010.

Australia's national administrative authority

Australia's national administrative authority competent for the purposes of these GTRs is the Australian Government Department of Infrastructure, Transport, Regional Development and Local Government. The contact officer is:

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The Department of Foreign Affairs and Trade of Australia avails itself of this opportunity to renew to the Secretary-General of the United Nations the assurances of its highest consideration.



Canberra

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