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**FEDERAL CHAMBER
OF AUTOMOTIVE
INDUSTRIES**

ABN No 53 008 550 347

GPO BOX 313, CANBERRA ACT 2601
10 RUDD STREET, CANBERRA CITY
ACT 2600 AUSTRALIA
TELEPHONE 02 6247 3811
FACSIMILE 02 6248 7673

REVIEW OF THE AUSTRALIAN CONSUMER PRODUCT SAFETY SYSTEM

FCAI SUBMISSION

The Federal Chamber of Automotive Industries (FCAI) is the peak industry body that represents the majority of Australia's manufacturers and importers of passenger and light commercial vehicles, and motorcycles. The FCAI welcomes the opportunity to provide input into the review.

AUSTRALIAN VEHICLE SAFETY REGULATIONS

Every vehicle sold in Australia is required to comply with the Australian Design Rules (ADRs) which are administered under the Federal *Motor Vehicle Standards Act 1989* by the Federal Department of Transport and Regional Services (DOTARS). The ADRs set down a comprehensive range of performance and design requirements for motor vehicle safety and are among the most stringent in the world.

The ADRs cover a wide variety of safety requirements both in active safety (vehicle performance requirements which might prevent an accident from happening) and passive safety (performance requirements which protect the occupant when an accident occurs).

Examples of **active** safety requirements are:

Braking ADR 31 - Hydraulic Brake Systems for Passenger Cars
 ADR 33 - Brake Systems for Motorcycles and Mopeds
 ADR 35 – Commercial Vehicle Brake Systems

Tyres ADR 20 – Safety Rims
 ADR 23 – Passenger Car Tyres

Lighting ADRs covering headlights, turn signal indicators, stop lamps etc.

With the cooperation of the automotive industry, DOTARS undertakes investigations into vehicle safety defects to determine if recall or other appropriate action by suppliers is necessary. This is done on behalf of the Consumers Affairs Division of the Treasury under the legislative umbrella of the TPA.

Safety defects and recalls are discussed in the forum of the Committee Advising on Recall and Safety (CARS) which is chaired by DOTARS. The members of CARS include the automotive industry, State and Territory jurisdictions, Treasury, the Australian Competition & Consumer Commission, parts suppliers and consumer groups.

SUMMARY

Through industry's partnership with government, the ADR regulatory system in Australia ensures that consumers are supplied with vehicles complying with the latest international vehicle safety standards.

Under long standing arrangements between the Ministers responsible for Consumer Affairs and Transport and their respective portfolios, there is a mature, robust system in place to ensure that if any vehicles should enter the marketplace with safety defects, they are recalled and rectified.

The FCAI believes that consumers have, and will continue to be, well protected under the existing arrangements and does not see a need for further or changed arrangements relating to original vehicles and components.

While not specifically supporting the option of General Safety Provisions (GSP), should government proceed with GSP then FCAI would suggest that compliance with the ADRs and the systems that underpin them would, like the UK/European model, be sufficient to demonstrate compliance with the GSP.

A handwritten signature in black ink, appearing to read 'Keith Seyer', with a long horizontal flourish extending to the right.

Keith Seyer
Director – Technical & Regulatory
5 November 2004

END OF FCAI SUBMISSION