

NEW STRATEGIES FOR SUSTAINABLE GROWTH 1-2 APRIL 2014 MELBOURNE, AUSTRALIA



Global Truck & Trailer
LEADERS SUMMIT

Hosted by **ARTSA**
AUSTRALIAN ROAD TRANSPORT
INDUSTRY ASSOCIATION

Global Harmonization of Truck & Trailer Rules

Dr Peter Hart



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ISUZU
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SAF-Holland
Engineering Your Road to Success

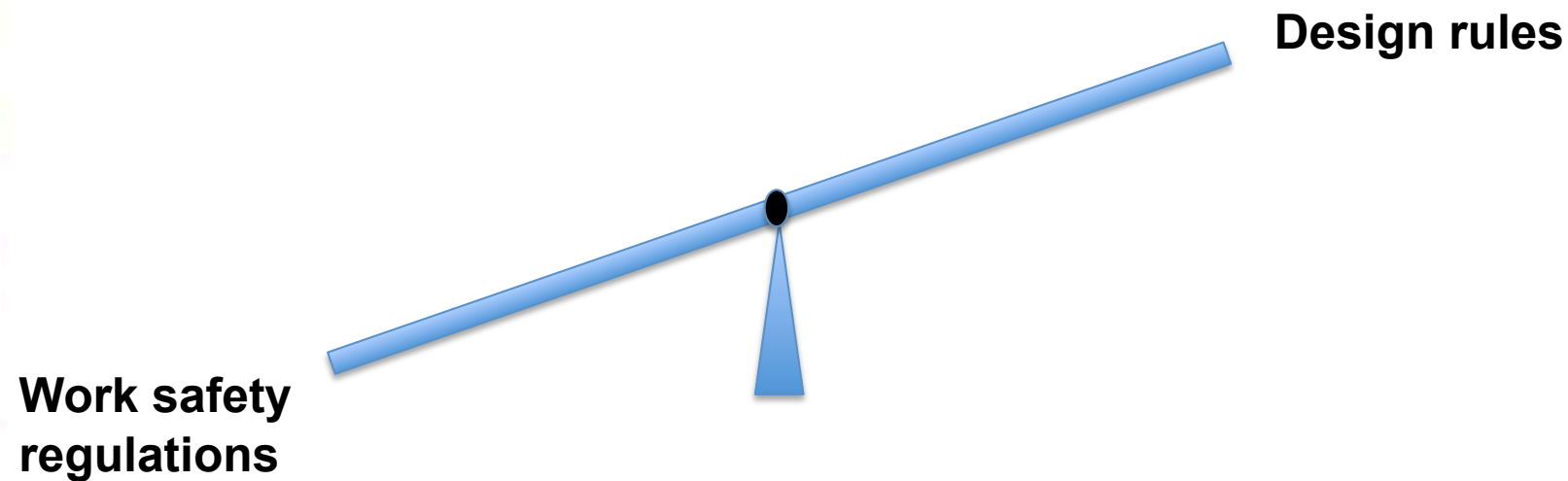
AustubeMills
SPECIALIZED PROCESSING

FREIGHTLINER

NEW STRATEGIES FOR SUSTAINABLE GROWTH
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Vehicle Standards Regulations



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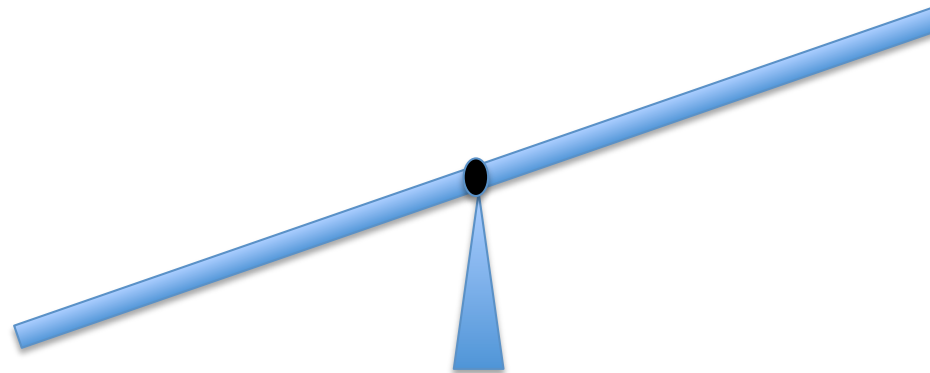
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Vehicle Standards Regulations

**Work safety
regulations**



Design rules

Proposals go
through a
rigorous
justification
process



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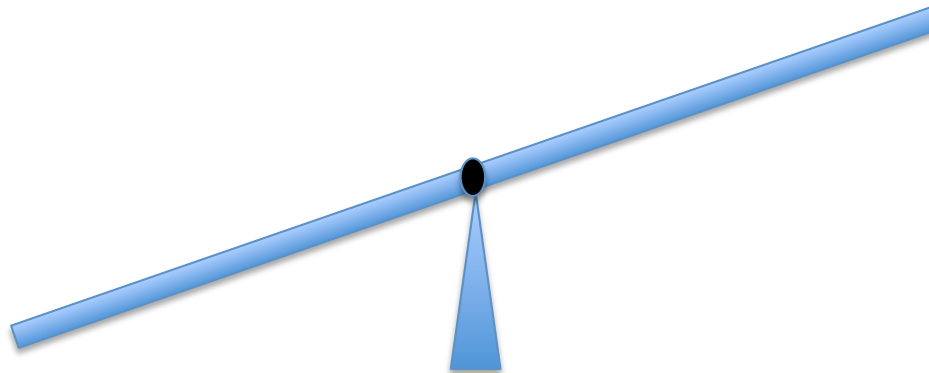
Vehicle Standards Regulations

Work safety regulations

Based upon the requirement that employers provide a safe workplace

Design rules

Proposals go through a rigorous justification process



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Vehicle Standards Regulations

Work safety regulations

Administered by
State Work-Safety
Authorities



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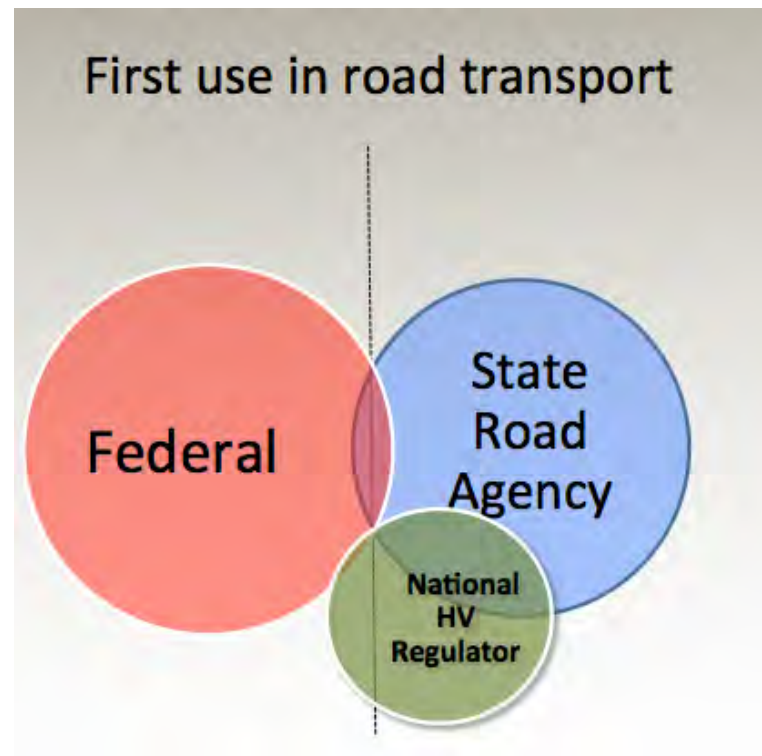
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Split of Government Responsibilities



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Australian Trucks - There are four main supplier regions:

Australia, USA, Europe, Japan



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Australian Trucks - There are four main supplier regions:

Australia, USA, Europe, Japan

Key Factors



- Reliability and longevity.
- High pulling power.
- Customization.
- Moderate servicing costs.
- Publically owned companies.



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Australian Buses – Body and Chassis Usually Built Separately

Key Factors



- The compartment is usually made by a body builder.
- Many buses are built on top of European or Japanese chassis.
- Fully-built imports from China are being introduced.



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Australian Trailers – Mainly locally made:

Key Factors



- High level of custom design.
- Specialist design and manufacturing is needed .
- Highly innovative industry responding to liberalization of access rules.
- Mainly privately owned company suppliers.



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International Vehicle Standards

UNECE
United Nations Economic Commission for Europe

Home About UNECE Main areas of work Information resources

[UNECE](#) » [Environmental Policy](#) » [Treaties](#)

Environmental Policy - Home

- Committee on Environmental Policy
- Areas of Work
 - Environment for Europe
 - Environmental Monitoring
 - Environmental Performance Reviews
 - Education for Sustainable Development (ESD)
 - Sustainable Development
 - Transport, Health and Environment
 - Green Economy

Treaties

UNECE has negotiated five environmental treaties, all of which are now in force:

- [Convention on Long-range Transboundary Air Pollution](#);
- [Convention on Environmental Impact Assessment in a Transboundary Context](#);
- [Convention on the Protection and Use of Transboundary Watercourses and International Lakes](#);
- [Convention on the Transboundary Effects of Industrial Accidents](#);
- [Convention on Access to Information, Public Participation in Decision-making and Access to Justice in Environmental Matters](#).

Their governing bodies are serviced by the UNECE secretariat, which is located in Geneva.



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International Vehicle Standards

50th Anniversary of the Agreement on Uniform Technical Prescriptions for Vehicles

50th Anniversary of the
Agreement on Uniform Technical
Prescriptions for Vehicles

50
YEARS
1958 Agreement



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International Vehicle Standards

50th Anniversary of the Agreement on Uniform Technical Prescriptions for Vehicles



Australia adopted some aspects of the 1958 agreement in year 2000



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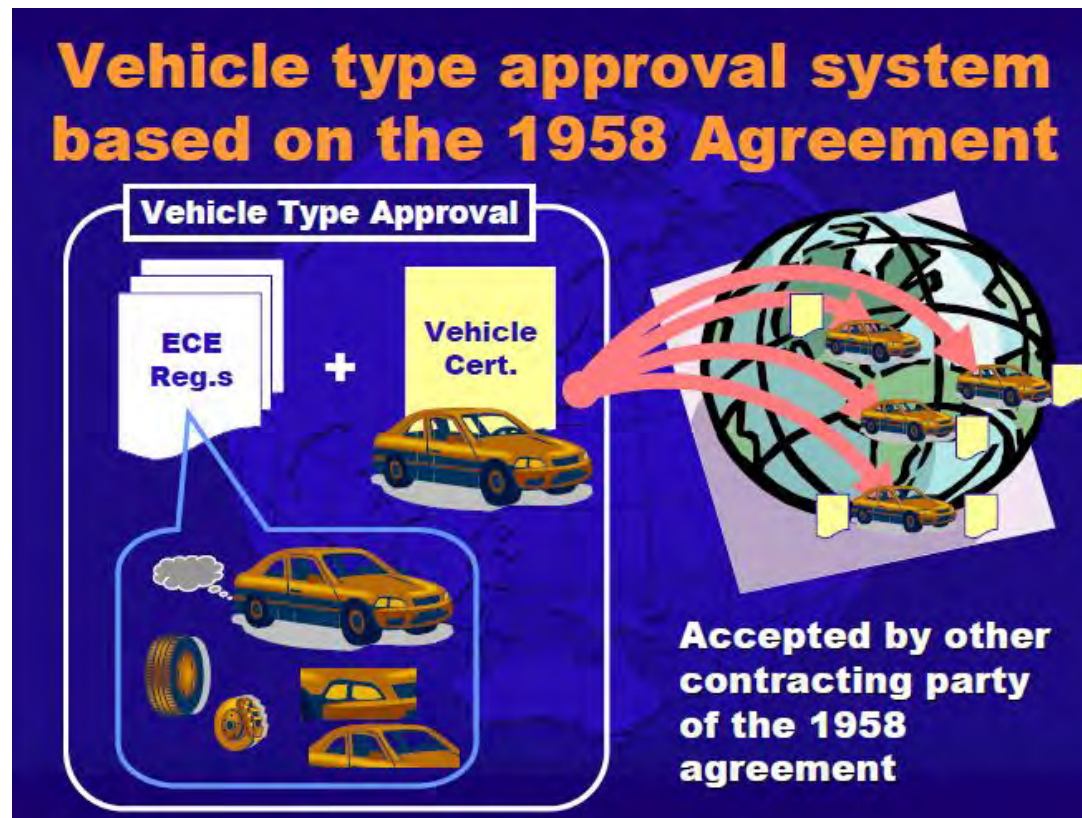
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International Vehicle Standards – Trade Liberalization



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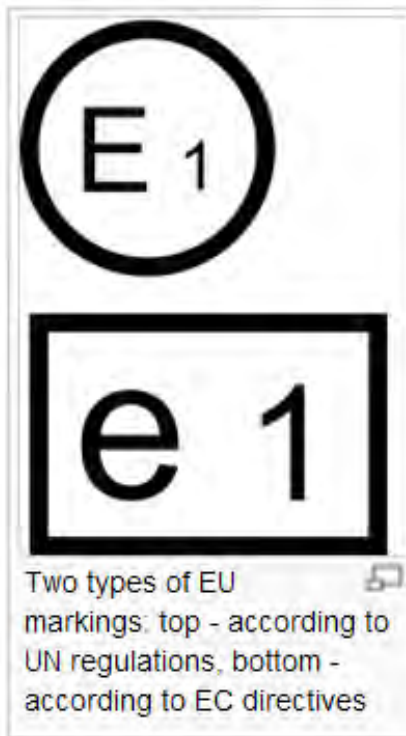


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World Standards are Eurocentric

UN ECE
Approval
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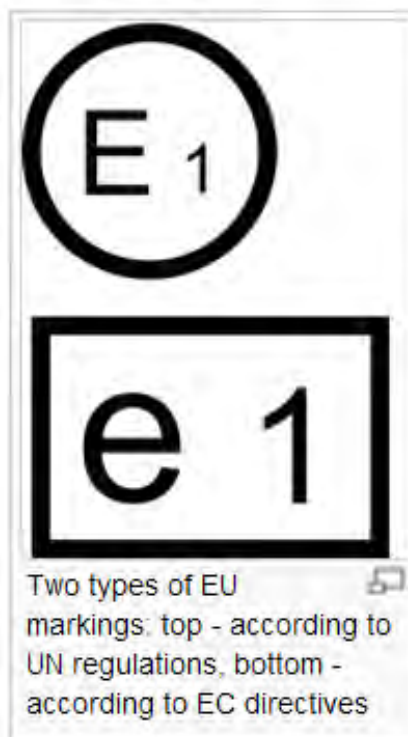
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World Standards are Eurocentric

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There are 120 UN
ECE Regulations



**European
Union
Approval
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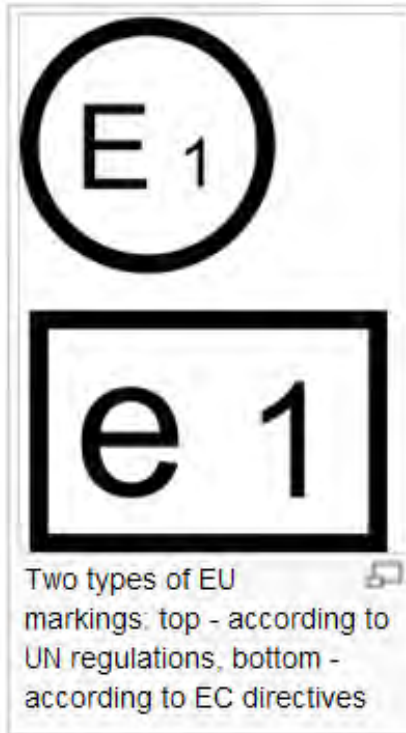
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World Standards are Eurocentric

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There are 120 UN
ECE Regulations



The EU has a policy
of adopting ECE
Regulations

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China gets ECE approvals



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Australian Policy – Base ADRs on ECE Regs



Deputy PM Anderson announced in 2000 that Australia would sign the 1958 agreement.

This committed Australia to basing its vehicle rules on the UN ECE regulations....



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But not adopting all of them!



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But not adopting all of them!

And accepting ECE certificates....



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But not adopting all of them!

And accepting ECE certificates....

But not issuing them !



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RDW

Vehicle Technology Division

UN ECE Certificates



THE NETHERLANDS
(N E D E R L A N D)



COMMUNICATION

Concerning ⁽¹⁾:

- approval granted
- approval extended
- approval refused
- approval withdrawn
- production definitely discontinued

of a type of reversing lamp pursuant to Regulation number 23.

Approval number: E4-23R-0023358


Extension number: 01

Approval mark:

00 AR



23358

1. Trade name or mark of the device : 
2. Manufacturer's name for the type of device : HCT99
3. Manufacturer's name and address : Jiangsu Hongchang Sci-Tech Co., Ltd.,
Xinqiao Town, Danyang City, Jiangsu Province,
China, 212322
4. If applicable, name and address of the manufacturer's representative : Danyang Hongchang Auto Lamp Factory
Xinqiao Town, Danyang City, Jiangsu Province,
China, 212322
5. Submitted for approval on : As before and February 9, 2010



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P.O. Box 777
2700 AT Zoetermeer
The Netherlands

Tel. +31 (0)79 345 81 43
Fax +31 (0)79 345 80 43
www.rdw.nl

Vehicle Approval and Information



AustubeMills
SAFARI PRODUCTIONS

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UN ECE Approval Certificates

UN ECE Treaty:

Country-level Authority can issue ECE
Certificates

Recognized
elsewhere

Recognized test houses produce evidence of
compliance with ECE regulations



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UN ECE Approval Certificates Originating in Australia - Yes



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Vehicle Type Approval

Management Systems Certification

Legislation

Fuel Consumption & CO₂

UK Enforcement & Research - Inc. WEEE & Batteries

Vehicle Importing

Other Certification Activities

Dangerous Goods

Recruitment

VCA Graduate Training Scheme

Training courses

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VCA Asia Pacific

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VCA Australia Contact Page


VCA Australia was formally launched at the headquarters of the Department of Innovation, Industry and Regional Development (DIIRD) on the 1st of July 2008 (Press Release [/vca/mediaarea.asp](#)).

The office has been established to help the automotive industry in the region to certify (type approve) product to European environmental and safety standards. VCA is already working with companies such as GM Holden and Toyota and it is hoped that the establishment of a permanent office will mean an even more responsive service for both existing and new customers.

General Manager, Howard Danielson, will lead the office going forward. Howard has already been instrumental in the success of other overseas offices such as the US, Japan and Malaysia and brings a significant level of experience to the table. Contact details are:

Howard Danielson (General Manager)
VCA Australia, 226B Barkly Street, Brunswick, Victoria, 3056, Australia.

226 Barkly St
Brunswick VIC 3056
[View on Google Maps](#)



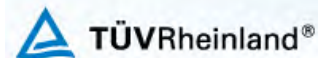
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UN ECE Approval Certificates Originating in Australia - Yes



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TÜV Rheinland
Precisely Right.

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TÜV Rheinland Australia

TÜV Rheinland global

- Addresses worldwide
- Addresses in Australia

History

- TÜV Rheinland Australia Pty Ltd was founded in 2007 in South Melbourne, Victoria.
- The official office opening event with over 300 customers, guests, government representatives and staff was successfully held in March 2008.
- Since then TÜV Rheinland Australia has been continuously growing its presence in Australia.
- An important milestone was the acquisition of ITACS Pty Ltd – International Testing and Certification Services in 2009. As a leader in the areas of Safety Testing and Certification, ITACS, headquartered in Adelaide, was a recognised brand in Australia.
- In July 2010 ITACS was fully merged into TÜV Rheinland Australia and therefore the strength of both companies were combined to offer customers the highest benefit of combined services.



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**China can
provide ECE
markings anyway!**

**Australia is
country 45**



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**UN ECE Approval
certificates
obtained in the USA**



**Heavy Duty
Parallelogram Suspension**

Next Generation

XTREME Durability
Strategic chassis reinforcements up to 7.55 mm reinforced steel

XTREME Side to Side Stability
With 343mm wide suspension

XTREME Rough Ride Absorption
Dual Shocks

XTREME Effective Operating Driver's Weight Range - Up to 150kg



Adjustable Headrest
(60mm)

Industry-Only Height Adjustable Shoulder Belt Control
(76mm adj.)
Enhances comfort by reducing neck irritation

NEW Enhanced Foam Shaping
supports natural "S" curve of operator's back, promoting good posture, reducing fatigue

15 degree recline control

Seat Tilt Control
5 position adjust allowing (+) & (-) cushion rake adjustment

Isolator Control
51 mm of motion to reduce trailer/tanker backslap

NEW Covering Material
(Microfibres @ Cloth with 24/7 finish)

- Repels liquids and stains
- Antibacterial - resists odors
- Durable
- Unbelievable softness and comfort

NEW Improved Shoulder Support
(480 mm wide)

NEW Enhanced Bolster Support
Improved lateral stability

4-Way Air Lumbar

Easy adjust arms
(optional)

NEW EVC Cushion Comfort Technology
New word or pan under cushion foam reduces vibration and tailbone pressure enhancing comfort

Cushion Extension Adjustment Control
(70 mm of cushion adj.)

Track Adjustment Control
(229 mm of adjustment)

Rubber Bellow Suspension Cover
(Optional)

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Reedsburg, WI, USA 53959
www.seatsinc.com
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Australian by Design



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Experience:

ADR 3, 4 & 5



ECE Regs R16, R17, R14



VCA North America
41000 West Seven Mile
Suite 140
Northville
MI 48167
USA



ECE certificates issued in
London

Next Generation

XTREME HD
Heavy Duty
Parallelogram Suspension

XTREME Durability
Strategic chassis reinforcements up to 7.55 mm reinforced steel

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European Regulations

Most consumer
goods must have CE
status



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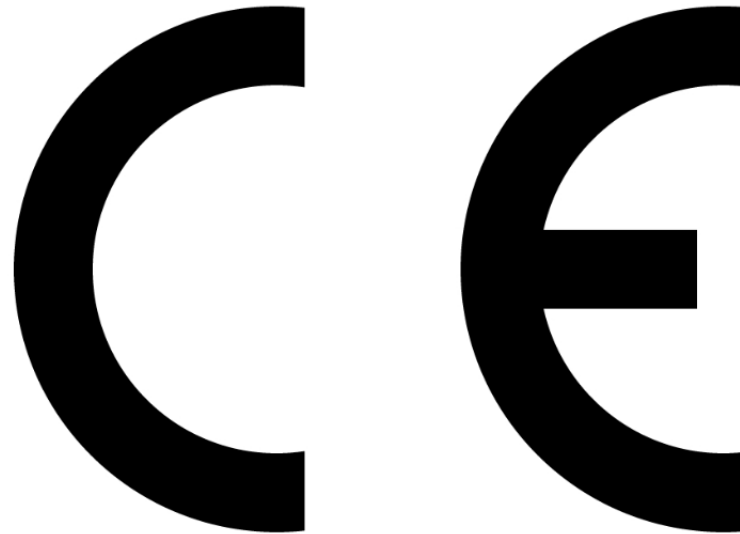
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CE declarations are
mandatory but not
formally approved



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1-2 APRIL 2014 MELBOURNE, AUSTRALIA



European Trailer Supply into Australia

Approval No.: 40868 Issue Date: 24 June 2013

Schedule 1

Schmitz Cargobull Pty Ltd
C/O Winn Croucher Partners Pty
Suite 902 Level 9 153 Walker Street
NORTH SYDNEY
NSW 2060

Schedule 2

Make : SCHMITZ
Model : ST3
Category : TD
Manufactured by : Schmitz Cargobull Pty Ltd
Typical VIN : WSMS6080000503999
ATM : 42 tonnes



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ATM : 42 tonnes

1. Use to be subject to conditions imposed by [registering](#) authorities.
2. THE VEHICLE DOES NOT MEET CLAUSE 6.1.2.3. THE DISTANCE FROM POINT OF ARTICULATION TO THE REAR END EXCEEDS 12.3 METERS.
3. THE VEHICLE DOES NOT MEET CLAUSE 6.2. REAR OVER HANG EXCEEDS 3.7 METERS.



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Australia Has Adopted About 26 of the 123 ECE Regulations

3/ 1 for Germany, 2 for France, 3 for Italy, 4 for the Netherlands, 5 for Sweden, 6 for Belgium, 7 for Hungary, 8 for the Czech Republic, 9 for Spain, 10 for Serbia, 11 for the United Kingdom, 12 for Austria, 13 for Luxembourg, 14 for Switzerland, 15 (vacant), 16 for Norway, 17 for Finland, 18 for Denmark, 19 for Romania, 20 for Poland, 21 for Portugal, 22 for the Russian Federation, 23 for Greece, 24 for Ireland, 25 for Croatia, 26 for Slovenia, 27 for Slovakia, 28 for Belarus, 29 for Estonia, 30 (vacant), 31 for Bosnia and Herzegovina, 32 for Latvia, 33 (vacant), 34 for Bulgaria, 35 (vacant), 36 for Lithuania, 37 for Turkey, 38 (vacant), 39 for Azerbaijan, 40 for The former Yugoslav Republic of Macedonia, 41 (vacant), 42 for the European Community (Approvals are granted by its Member States using their respective ECE symbol), 43 for Japan, 44 (vacant), 45 for Australia, 46 for Ukraine, 47 for South Africa, 48 for New Zealand, 49 for Cyprus, 50 for Malta, 51 for Republic of Korea, 52 for Malaysia, 53 for Thailand, 54 and 55 (vacant) and 56 for Montenegro. Subsequent numbers shall be assigned to other countries in the chronological order in which they ratify or accede to the Agreement Concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these Prescriptions, and the numbers thus assigned shall be communicated by the Secretary-General of the United Nations to the Contracting Parties to the Agreement.



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UN ECE Adoption in the APEC Zone

Thirty Fourth APEC Transportation
Working Group Meeting, Brisbane,
Australia , 13-17 June 2011



Status of Adopted ECE Regulations of Each Economy

- **Australia**
 - Adopt : 26 ECE Regulations
 - Accept : 26 ECE Regulations
 - Refer : 4 ECE Regulations
- **Brunei Darussalam**
 - Refer : All ECE Regulations
 - Approval Authority : LTD (Brunei Darussalam Land Transform Department)
- **Chinese Taipei**
 - Refer : 51 ECE Regulations
 - ※ Action Plan : 18 Regulations will be introduced in near future

- Adopt : Use the UN/ECE certificate as CP of the 1958 Agreement
- Accept : Use the UN/ECE Certificate as Non CP of the 1958 Agreement
- Refer : Introducing the Technical requirements of ECE Regs into own country law or regulation

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-2/19-



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Asia-Pacific
Economic Cooperation

Status of Adopted ECE Regulations of Each Economy

- **Canada**
 - Refer : 17 ECE Regulations
- **Hong Kong**
 - Accept : All ECE Regulations
 - Refer : 44 ECE Regulations
 - ※ Implementation date of 35 Regulations is end of 2011
- **Japan**
 - Adopt : 38 ECE Regulations
 - Approval Authority : MLIT (Ministry of Land, Infrastructure, Transport and Tourism)
 - Technical Service : NTSEL (National Traffic Safety and Environment Laboratory)

- Adopt : Use the UN/ECE certificate as CP of the 1958 Agreement
- Accept : Use the UN/ECE Certificate as Non CP of the 1958 Agreement
- Refer : Introducing the Technical requirements of ECE Regs into own country law or regulation

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UN ECE Adoption in the APEC Zone

Thirty Fourth APEC Transportation
Working Group Meeting, Brisbane,
Australia , 13-17 June 2011



Status of Adopted ECE Regulations of Each Economy

- Korea
 - Adopt : 6 ECE Regulations
 - Refer : 19 ECE Regulations
- Singapore
 - Accept : 94 ECE Regulations
 - Refer : 9 ECE Regulations
 - Approval Authority : LTA(Land Transport of Authority of Singapore)
NEA(National Environment Agency of Singapore)

- Adopt : Use the UN/ECE certificate as CP of the 1958 Agreement
- Accept : Use the UN/ECE Certificate as Non CP of the 1958 Agreement
- Refer : Introducing the Technical requirements of ECE Regs into own country law or regulation

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Inclusion of USA



Global Technical Regulations (GTRs)

1998 Agreement on Global Technical Regulations (GTRs)



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Inclusion of USA



Global Technical Regulations (GTRs)

No.1 No.2 No.3 No.4 No.5 No.6 No.7 No.8 No.9 No.10 No.11 No.12 No.13 No.14

Global Technical Regulation No. 1 ([Door locks](#))

UN GTR No. 1 - [Door locks](#) and door retention components (ECE/TRANS/180/Add.1)



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Global Technical Regulations

The USA adopted GTR8 for
light vehicles?

Global technical regulation No. 8

ELECTRONIC STABILITY CONTROL SYSTEMS

(Established in the Global Registry on 26 June 2008)



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Global Technical Regulations

The USA adopted GTR8 for light vehicles?

Will the USA base truck ESC on a GTRs or not ?

Global technical regulation No. 8

ELECTRONIC STABILITY CONTROL SYSTEMS

(Established in the Global Registry on 26 June 2008)



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Global Technical Regulations

The USA adopted GTR8 for light vehicles?

Global technical regulation No. 8

ELECTRONIC STABILITY CONTROL SYSTEMS

(Established in the Global Registry on 26 June 2008)

Will the USA base truck ESC on a GTRs or not ?

If not, the issue that will arise for Australia is whether an ESC from the USA is acceptable or not



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The UN ECE + Dangerous-Goods Regulation

The screenshot shows the UNECE website's "Dangerous Goods Home" page. The header includes the UNECE logo and the text "United Nations Economic Commission for Europe". Navigation links include "Home", "About UNECE", "Main areas of work", and "Information resources". The main content area is titled "UNECE » Transport » Areas of Work » Dangerous Goods". On the left, a sidebar lists "Transport - Home" and "Dangerous Goods Home" with sub-links for "Schedule of Meetings", "Meetings and Events", "ECOSOC Bodies", "TDG Sub-Committee", "GHS Sub-Committee", "Committee of Experts on TDG and GHS", "UNECE Bodies", and "Working Party on the Transport of Dangerous Goods". The main text area, titled "Dangerous Goods Home", contains a paragraph about the need for regulation of dangerous goods transport to prevent accidents and damage, and mentions that the United Nations has regulatory systems in place. To the right of the text is an image of a white tanker truck with "DTS" on its side.

UNECE
United Nations Economic Commission for Europe

Home About UNECE Main areas of work Information resources A A A+

[UNECE](#) » [Transport](#) » Areas of Work » [Dangerous Goods](#)

Transport - Home

- [Dangerous Goods Home](#)
- [Schedule of Meetings](#)
- Meeting and Events
 - ECOSOC Bodies
 - TDG Sub-Committee
 - GHS Sub-Committee
 - Committee of Experts on TDG and GHS
 - UNECE Bodies
 - Working Party on the Transport of Dangerous Goods

Dangerous Goods Home

Transport of dangerous goods needs to be regulated in order to prevent, as far as possible, accidents to persons or property and damage to the environment, the means of transport employed or to other goods. However, with different regulations in every country and for different modes of transport, international trade in chemicals and dangerous products would be seriously impeded, if not made impossible and unsafe. Moreover, dangerous goods are also subject to other kinds of regulations, e.g. work safety regulations, consumer protection regulations, storage regulations, environment protection regulations.

In order to ensure consistency between all these regulatory systems, the United Nations has



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Australia has adopted most of the UN ECE Dangerous Goods Regulations

seventh edition

Australian Code
for the Transport of
Dangerous Goods
by Road & Rail



2011 Electronic Version for Website www.ntc.gov.au
Incorporating Corrigendum 1



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Australia has not adopted the Vehicle Standards Section of the UN ECE Model Regulations

PART 9

Requirements concerning the construction and approval of vehicles

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NSW Has Just Announced Mandatory Electronic Stability Control on DG Tanker Trailers



DETERMINATION: TRANSPORT OF DANGEROUS GOODS IN TANK TRAILERS

In accordance with clause 25 of the NSW Dangerous Goods (Road & Rail Transport) Regulation 2009, the EPA hereby determines that particular dangerous goods must not be transported using a certain kind of vehicle, as set out hereunder:



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NSW Has Just Announced Mandatory Electronic Stability Control on DG Tanker Trailers



DETERMINATION: TRANSPORT OF DANGEROUS GOODS IN TANK TRAILERS

In accordance with clause 25 of the NSW Dangerous Goods (Road & Rail Transport) Regulation 2009, the EPA hereby determines that particular dangerous goods must not be transported using a certain kind

- *Roll-over control* means an electronic control function which:
 - improves stability by reacting to an impending roll-over in order to stabilise the trailer during dynamic manoeuvres within the physical limits of the trailer⁴, and;
 - meets the performance requirements set out in UN Regulation 13⁵, or other equivalent requirements



ANDY HAWKINS
Manager Chemicals Regulation
by delegation

Date: 23 January 2014



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International Standards for Replacement Parts

Addendum 89: Regulation No. 90

Revision 3 – Amendment 1 – Corrigendum 1

Corrigendum 1 to Supplement 1 to the 02 series of amendments - Date of entry into force:
18 November 2012

**Uniform provisions concerning the approval of replacement brake
lining assemblies, drum-brake linings and discs and drums for power-
driven vehicles and their trailers**



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International Standards for Replacement Parts

Not adopted in
Australia

Addendum 89: Regulation No. 90

Revision 3 – Amendment 1 – Corrigendum 1

Corrigendum 1 to Supplement 1 to the 02 series of amendments - Date of entry into force:
18 November 2012

**Uniform provisions concerning the approval of replacement brake
lining assemblies, drum-brake linings and discs and drums for power-
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International Standards for Replacement Parts



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The USA has a test standard for foundation brakes

TP-121D-01
May 9, 1990

U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

LABORATORY TEST PROCEDURE
FOR
FMVSS 121D
Air Brake Systems - Dynamometer



SAFETY ASSURANCE
Office of Vehicle Safety Compliance
Room 6111, NSA-30
400 Seventh Street, SW
Washington, DC 20590



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The USA has a test standard for foundation brakes

Australia does not !

TP-121D-01
May 9, 1990

U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

LABORATORY TEST PROCEDURE
FOR
FMVSS 121D
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SAFETY ASSURANCE
Office of Vehicle Safety Compliance
Room 6111, NSA-30
400 Seventh Street, SW
Washington, DC 20590



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Summary – Global harmonization

Global Harmonization of Vehicle Standards is important.

It is facilitating the supply of imported motor vehicles and parts into the Australian market.

Harmonization has the potential to effect the mix of trailers supplied in the Australian market, but has not as yet.

Australia has not solved the replacement-parts standards problems because of federal-state politics.



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Summary – Global harmonization

Australia, Japan, China, Europe, Canada... are participants.

The level of participation by the USA is unclear.



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Summary – Global harmonization

Australia, Japan, China, Europe, Canada... are participants.

The level of participation by the USA is unclear.

Thanks for Listening !



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