

Rural Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Budget Estimates May 2011

Infrastructure and Transport

Question no.: 76

Program: 2.2

Division/Agency: (STP) Surface Transport Policy

Topic: Loading limits that jurisdictions allow on single trailer, tri-axle bogie drives

Proof Hansard Page/s: 68 (25/05/11)

Senator Williams asked:

Senator WILLIAMS: Good. Now let us look at axle load limits. Can you give me an indication of what loading limits they are allowing on single trailer, tri-axle bogie drive?

Ms Gosling: We will have to take that on notice.

Answer:

Under the general mass limits the maximum loading limit on a single trailer tri-axle bogie drive is 42.5 tonnes (Gross Combination Mass), which is made up of a 6.0 tonnes limit on the steer axle, a 16.5 tonnes limit on the drive axle and a 20.0 tonnes limit on the tri-axle. These mass limits may be increased under certain conditions including vehicle design (such as a steer axle concession), if the operator of the vehicle is operating under a accreditation scheme (such as Higher Mass Limits or Concessional Mass Limits), or if the vehicle is operating under a notice or permit issued by the relevant road authority (which allow for extra mass at the road authority's discretion).

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ANSWERS TO QUESTIONS ON NOTICE

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Infrastructure and Transport

Question no.: 77

Program: 2.2

Division/Agency: (STP) Surface Transport Policy

Topic: National Heavy Vehicle Regulator

Proof Hansard Page/s: 69 (25/05/11)

Senator Williams asked:

Senator WILLIAMS: I have been through this before. When they bring a load of heavy bullocks to the New South Wales border, they may have to unload 10 per cent of their load at Goondiwindi to travel another 120 kilometres, which is expensive, dangerous and time-consuming. Has there been any modelling as far as livestock loads go in relation to this Queensland model?

Ms Gosling: We will have to come back to you with those sorts of specifics. We will see if we can get you some information during the hearing.

Mr Mrdak: We will do that and we can get you a copy of the draft legislation as well.

Answer:

The Department has not undertaken any modelling on this matter.

The draft Heavy Vehicle National Law and regulation impact statement can be found on the National Transport Commission website (www.ntc.gov.au).

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Question no.: 78

Program: 2.2

Division/Agency: (STP) Surface Transport Policy

Topic: Meetings of Shipping Reform Industry Reference Groups

Proof Hansard Page/s: 71-72 (25/05/11)

Senator Williams asked:

Senator WILLIAMS: How many times have each of these committees met since they were established?

Ms Gosling: It has varied with the different groups. To some extent, it has been left up to the chairs. I would probably want to take that on notice. I am not exactly sure, for example, how often the taxation reference group has met. Each group has met several times since 8 February.

Senator WILLIAMS: You might also let us know what proportion of the committee was there at those particular meetings? Could you do that as well?

Ms Gosling: Yes, if we can get the roll call for each.

Answer:

The Regulatory Reference Group met on 3 occasions:

8 February: 12 of the 14 members attended;
5 April: 13 of 14 members attended;
30 May: all 14 members attended.

The Taxation Reference Group met on four occasions:

8 February: 12 of 14 members attended;
29 March: all 14 members attended;
3 May: 7 of 14 members attended;
30 May: 12 of 14 members attended.

The Workforce Skills and Training Reference Group met on three occasions:

8 February: 13 of 14 members attended;
25 April: 13 of 14 members attended;
30 May: 11 of 14 members attended.

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Question no.: 79

Program: 2.2

Division/Agency: (STP) Surface Transport Policy

Topic: Bass Strait Passenger Vehicle Equalisation Scheme

Proof Hansard Page/s: 74 (25/05/11)

Senator Colbeck asked:

Senator COLBECK: I have a couple of quick questions. Last estimates you gave me some figures on vehicle numbers, question on notice 49 and also 50. Just looking at some figures on the Bass Strait Passenger Vehicle Equalisation Scheme, the six-metre caravan category has effectively disappeared off the face of the earth, or the numbers have anyway, from May 2010. Was there a change in the classification of that process? There is nothing from July to December 2010.

Ms Gosling: I think I would have to take that on notice, in terms of whether there was some change at that point or whether somewhat mysteriously there were none to be recorded.

Senator COLBECK: There is none since and I wonder whether there has been any change from our perspective in the scheme or whether it is something that TT Line might have imposed. I understand you would not have that data.

Ms Gosling: I would have to take it on notice.

Answer:

The zero figures for 'Campervans 6m' since May 2010 are due to TT-Line introducing a new reservation system which only reports at the level of 'campervan'.

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Question no.: 80

Program: 2.2

Division/Agency: (STP) Surface Transport Policy

Topic: National data on Chain of Responsibility breaches

Proof Hansard Page/s: 83 (25/05/11)

Senator Williams asked:

Senator WILLIAMS: Could you also give me a breakdown, if possible, of the number of chain of responsibility breaches that have been recorded per calendar year since the introduction of the chain of responsibility rates. Would that be possible?

Mr Mrdak: To be honest, I do not know whether our data collection would go to that, but let us check. Let us see what we have got and we will come back to you.

Answer:

The number of prosecutions under the various state and territory chain of responsibility laws is a matter for the law enforcement agencies and courts in each jurisdiction. The Department and the National Transport Commission do not maintain collections of this type of data.

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Question no.: 81

Program: 2.2

Division/Agency: (STP) Surface Transport Policy

Topic: National Transport Commission resourcing

Proof Hansard Page/s: Written

Senator Back asked:

With the upcoming transition of surface transport functions into the National Transport Commission advise on the following:

- 1) What is the appropriated \$3mil for 2011-12 to establish the NTC being used to fund? New premises? Where?
- 2) Average staffing for 2010-11 is 48 and is estimated at 47 for 2011-12 – are these all staff currently resourcing Program 2.2 within the Department? Does this include staffing for the NHVR? In which locations?
- 3) \$5.906mil is towards funding the NTC is from own-source revenue/income? How is this being levied? And who from? Funding contributions from state government?

Answer:

The National Transport Commission (NTC) is an existing administered portfolio entity, established by Commonwealth legislation in 2003. It is jointly funded by the Commonwealth, states and territory governments. As a result of the 2009 legislative review, the NTC is being brought fully under the *Commonwealth Authorities and Companies Act 1991* (CAC Act), and therefore it appears as a separate portfolio agency in the Infrastructure and Transport Portfolio Budget Statements (PBS) for the first time in 2011-12. There is no transition of departmental functions to the NTC and the NTC budget and staffing levels is consistent with previous years.

- 1) The Commonwealth appropriation of \$3.01 million for 2011-12 will be applied towards all of the NTC's work program deliverables set out in the PBS. The NTC has no plans to relocate its premises in 2011-12.
- 2) No and No.
- 3) The additional funds reflect state and territory funding contributions pursuant to the *Inter-Governmental Agreement for Regulatory and Operational Reform in Road, Rail and Intermodal Transport 2003*.

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Question no.: 82

Program: 2.2

Division/Agency: (STP) Surface Transport Policy

Topic: National Transport Commission work on the National Heavy Vehicle Regulator

Proof Hansard Page/s: Written

Senator Back asked:

Part of the National Transport Commission work program is to establish the National Heavy Vehicle Regulator to put in place nationally consistent arrangements for heavy vehicles – this is due to be operational by January 2013.

- 1) What funding provision is being made from within the NTC's budget towards this project which to date has included considerable industry consultation on the draft legislation, RIS and the establishment of a NHVR Project office?
- 2) Where is the NHVR Project Office based? What are the anticipated costs of operating this office?
- 3) Who do the NHVR project officers report to?

Answer:

- 1) The NTC's resourcing towards developing legislation to be administered by the NHVR and related work during 2010-11 is expected to total \$2.5 million in direct costs. The NHVR project office is not funded from within the NTC's budget.
- 2) The NHVR Project Office is located in Brisbane and has a total budget of \$12.6 million for the period 2010-11 to 2012-13, jointly funded by the Commonwealth, states and territories.
- 3) The NHVR Project Office is managed by the NHVR Project Director, who reports to the Standing Committee on Transport (which includes transport agency chief executive officers from all jurisdictions) and the Australian Transport Council. The NHVR Project Board was established in mid 2010 to monitor implementation of the project.

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Question no.: 83

Program: 2.2

Division/Agency: (STP) Surface Transport Policy

Topic: National Heavy Vehicle Regulator

Proof Hansard Page/s: Written

Senator Back asked:

- 1) Are there concerns about the impact on these proposed regulatory arrangements on WA? If so, what?
- 2) The cost impost on WA trucking companies of changing dolly configurations to suit the east when only 5% of WA trucking companies head east?
- 3) Proposed regulation will make it difficult for some trucks to access farm gates without having to apply for a heavy haulage permit to a regulator based in Queensland which will have a downstream impact on productivity as it doesn't allow for trucking companies to use a risk management approach to accessing certain farm gates – has consideration been given to in-state officers to expedite this process?
- 4) As the purpose of this leg is to “restrict access to road network by large vehicles that are not overmass or oversize vehicles” because their size may a) endanger public safety; or b) damage road infrastructure; or c) adversely affect public amenity – how does NHVR define each of these points? And how can we be assured that this approach won't make it more difficult for farm gate transport?
- 5) Can you assure industry that they will consult with industry on the regulations and standards that are developed to accompany this legislation?
- 6) Has there been consideration of a suitable appeals process?
- 7) Has consideration been given to associated infrastructure investment by the states to come into line with this regulatory reform? Estimated cost? Does it have the support of the states and is it likely to be operational by 2013?

Answer:

- 1) The communiqué for the COAG meeting on 19 August 2011 notes that the Premier for Western Australia supports the national transport regulation reforms and his intention to sign the Intergovernmental Agreement (IGA) on heavy vehicle regulatory reform, once WA's concerns are addressed. All other First Ministers have signed the IGA.

WA has expressed a desire to retain existing state-based productivity arrangements currently available to WA heavy vehicle operators. This is addressed in the IGA. WA is also seeking to deliver the laws through ‘mirror’ legislation, rather than adopting the Heavy Vehicle National Law (HVNL), including delivering driver fatigue management arrangements under WA occupational health and safety law.

- 2) The proposed HVNL does not impose any change to vehicle standards that exist under the Australian Vehicle Standards Rules. The Council of Australian Governments has agreed to retain existing local productivity arrangements, which will allow for local arrangements that allow for extra mass or dimension etc for truck and trailer combinations to be continued.

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- 3) The HVNL allows permits to be issued to occupiers of land. The road access permit system under the HVNL will ensure that decisions are taken at the most appropriate levels, while providing the benefits of a co-ordinated approach where multiple decision-makers are involved.

Local road managers will retain their role in access decision making and roads agencies will work at the local level under service agreements with the NHVR. The NHVR will make it easier for industry to obtain permits for interstate trips than is currently the case.

- 4) A key role for the NHVR will be in development of guidelines on decision making in the implementation of particular areas of the law to ensure consistency across jurisdictions. These guidelines, which will be developed in close consultation with industry, the broader community and government, will provide the necessary operational detail to ensure the HVNL imposes no additional or inappropriate access conditions.
- 5) Yes.
- 6) A right of internal review is proposed for the consent decisions of road managers in relation to access. The decisions of the national regulator will be subject to both internal review and external appeal. Appeals against prosecutions under the law would be heard under the existing applicable court processes in participating jurisdictions.
- 7) The introduction of national regulatory arrangements for heavy vehicles, including a single national regulator will build on the Australian Government's \$36.2 billion investment in Australia's national land transport infrastructure over the period 2008-09 to 2013-14. The assessment of state and territory based land transport infrastructure investment needs is a matter for jurisdictions to consider.

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Question no.: 84

Program: 2.2

Division/Agency: (STP) Surface Transport Policy

Topic: Visibility of speedometer on Volvo S60 vehicles

Proof Hansard Page/s: Written

Senator Heffernan asked:

- 1) My questions relate to the **compliance of the Volvo S60 with the Australian Design Rules**, specifically ADR18/02 in relation to speedometer visibility. What does this particular ADR require?
- 2) I have been advised by a constituent that the Volvo S60's speedometer is not visible at all times. What checks or analysis was undertaken on the Volvo S60 to ensure that it complied with the ADR?
- 3) When was this undertaken?
- 4) Does the Volvo S60 comply with ADR18/02?
- 5) How many complaints has the Department received about the Volvo S60's compliance with the ADR since it was released for sale in Australia?
- 6) What actions did the Department take to investigate these complaints?
- 7) What was the conclusion of the Department's investigations?
- 8) What is the Department's course of action if it is found that a vehicle is non-compliant with the ADR prior to its release in Australia?
- 9) What is the Department's course of action if it is found that a vehicle is non-compliant with the ADR after it is released for sale in Australia?
- 10) What is the Department's course of action if a vehicle it assessed as compliant with the ADR is subsequently found to be non-compliant?

Answer:

- 1) Among other things, Australian Design Rule (ADR 18/02) – 'Instrumentation' required that the location of instrumentation be within the prescribed visibility zone for 95% of the general population and that the vehicle speed indicating element must be of such colour or contrast as to differentiate it from the viewed background.
- 2) The responsibility to demonstrate compliance to applicable ADRs rests with the manufacturer. In this case, the manufacturer (Volvo) was responsible for conducting the necessary checks and analysis and submitting evidence of compliance to ADR 18/02 as part of the vehicle certification approval. The Department was provided with evidence that the location and visibility of all specified visual indicators met the relevant clauses of ADR 18/02.
- 3) The evidence of compliance to ADR 18/02 was submitted to the Department on 29 June 2000. The authority to supply the Volvo S60 was issued to the manufacturer on 25 September 2000.
- 4) Yes.
- 5) One.
- 6) The Department reviewed drawings of the S60 instrument panel area and requested further information from Volvo to establish whether any similar complaints had been made on the S60 since its release for sale in Australia. Volvo has advised the Department that it has received no similar complaints through its established dealer complaints mechanism.

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- 7) The Department concluded that the Volvo S60 complied with ADR 18/02.
- 8) The Department issues manufacturers with authority to supply vehicles to the Australian market only after satisfactory evidence of compliance to all the applicable ADRs is provided. If a vehicle were found to be non-compliant with an applicable ADR prior to its release in Australia, approval to supply vehicles would not be issued.
- 9) and 10) Under the Motor Vehicle Standards Act 1989 (the Act), the Department is able to investigate and follow up on any potential instances of non-compliance with applicable ADRs. In the case that a non-compliance is confirmed, the Department may encourage the manufacturer to initiate voluntary recall action and/or change the conditions of the manufacturer's approval to supply vehicles (including cancellation of the approval). The Department also advises the Australian Competition and Consumer Commission (ACCC) on safety defects in automotive products, including matters that are not covered by the Australian Design Rules. This may lead to recall action by ACCC under Australian Consumer Law.

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Question no.: 85

Program: 2.2

Division/Agency: (STP) Surface Transport Policy

Topic: Avan Campervan Compliance with Australian Design Rules Proof Hansard

Page/s: Written

Senator Williams asked:

I have been contacted by a constituent who has some concerns in relation to Avan Campers Australia. He has previously contacted the Minister but has been unable to get a satisfactory response so I would like to ask a number of questions to clarify matters for him. I understand as far back as June 2010 the Department was investigating issues in relation to Avan Campers Australia's compliance with the Australian Design Rules (ADR), particularly in relation to exhaust systems (ADR42/04). I have been advised that the Department has indicated that it would be considering this matter once a Victorian Civil and Administrative Tribunal hearing has taken place and I further understand that this hearing has been cancelled.

- 1) Has the Department further considered these matters in light of the above facts?
- 2) If not, why not?
- 3) Will they be considered in future?
- 4) If so, What were the findings of this consideration?

Answer:

- 1-4) Following cancellation of the Victorian Civil and Administrative Tribunal hearing, the Department is considering issues relating to the Avan Ovation motor home. It is yet to reach its final conclusions.

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Question no.: 86

Program: 2.2

Division/Agency: (STP) Surface Transport Policy

Topic: Interpretation of ADR 42/04 Exhaust Location Requirements

Proof Hansard Page/s: Written

Senator Williams asked:

I understand that the ADR Technical Liaison Group met in late July 2010 to consider the requirements of ADR 42/04 which had previously been the subject of some conjecture as to its requirements.

- 1) What options were canvassed at this meeting for possible interpretations of ADR 42/04?
- 2) Were any amendments to ADR 42/04 proposed at this meeting? If so, give details.
- 3) What were the conclusions of this meeting?
- 4) Who is generally present at these meetings? And who was present on this particular occasion?
- 5) What is the current interpretation of ADR 42/04?
- 6) Is any review of the language of ADR 42/04 being considered?
- 7) If not, will a review be undertaken?
- 8) If so, what will this involve?
- 9) When will it be finalised?

Answer:

- 1- 3) Australian Design Rule (ADR) 42/04 was discussed at the 213th meeting of the Australian Motor Vehicle Certification Board (AMVCB) in July 2010.

AMVCB considered whether the exhaust location requirements for N category vehicles were still relevant, given that exhaust location requirements had been removed from the ADRs for MA, MB and MC category vehicles in 2007. AMVCB also considered exhaust location requirements for MD and ME category vehicles.

AMVCB decided to recommend deleting exhaust location requirements for NA and NB category vehicles (light and medium commercial vehicles, including motor homes), subject to provision of comment by members. No comments were received and this decision was subsequently confirmed.

AMVCB also decided to establish a working group to consider exhaust requirements for NC, MD and ME category vehicles (heavy commercial vehicles and buses), particularly due to concerns about the potential for hot exhaust emissions to be discharged towards pedestrians at bus stops.

MA, MB and MC category vehicles comprise passenger cars, passenger vans and four wheel drives.

- 4) Members of AMVCB comprise representatives of the Department of Infrastructure and Transport; New Zealand, state and territory agencies responsible for transport and vehicle registration; and the National Transport Commission. All members were represented at this meeting.

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- 5) ADR 42/04 is available at <<http://www.comlaw.gov.au/Details/F2011C00102>>. See also answer to STP 12.
- 6) Yes. In line with the decisions set out in the answer to Questions 1), 2) and 3), it is envisaged that amendments will be proposed to ADR 42/04. However, the working group established to consider exhaust location requirements for NC, MD and ME category vehicles is still underway.
- 7) See 6) above.
- 8) The proposal for amendments to ADR 42/04 will involve consultation with groups representing the states and territories, industry and community organisations and development of a Regulation Impact Statement in conjunction with the Office of Best Practice Regulation. The final proposal will be presented to the Government for decision.
- 9) The proposal for amendments to ADR 42/04 will be provided to the Government within the next 12 months.

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Question no.: 87

Program: 2.2

Division/Agency: (STP) Surface Transport Policy

Topic: Compliance of Avan Motor Homes with Australian Design Rule 42/04

Proof Hansard Page/s: Written

Senator Williams asked:

- 1) Has the Department determined that Avan Campers Australia's motor homes are in breach of ADR 42/04?
- 2) If not, what determinations has the Department made in relation to complaints about non-compliance with the ADR?
- 3) If so, what action has the Department taken to address this matter?
- 4) If non-compliance is or has been found, is it within the Department's powers to initiate a recall of the affected caravans?

Answer:

- 1) Yes. The Department has determined that the Avan Ovation motor home breaches Clause 10.3.1 of ADR 42/04.
- 2) N/A.
- 3) The Department has consulted the manufacturer as to why it did not comply with ADR 42/04 (specifically clause 10.3.1) and was advised that the company had misinterpreted the ADR requirements relating to exhaust location. The Department has also consulted with the Federal Chamber of Automotive Industries and the Australian Motor Vehicle Certification Board and has formed the view that the exhaust location requirements specified for NA and NB category vehicles are no longer relevant. A proposal to amend ADR 42/04 will be developed (see answer to STP 11). In line with this, the Department is of the view that it would not be appropriate to initiate action to require that vehicles not complying with clause 10.3.1 of ADR 42/04 exhaust location requirements be rectified. However, the Department is still examining other issues relating to the Avan Ovation motor home.
- 4) See answer to question number 84 questions 9) and 10).

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Question no.: 88

Program: 2.2

Division/Agency: (STP) Surface Transport Policy

Topic: Recall of Non-Standard Avan Motor Homes

Proof Hansard Page/s: Written

Senator Williams asked:

- 1) I understand that another caravan company Jayco was in 2008 required to recall certain caravans to extend their exhaust to the rear of a window that can be opened. Has the same standard been applied to Avan Campers?
- 2) If not, Why not?
- 3) If so, can you confirm that Avan Campers meets this standard?
- 4) If it doesn't meet this standard, what is the department going to do to rectify this problem?
- 5) If not, what other actions are available to the department to ensure that unsafe caravans are not continued to be used by Australians?

Answer:

- 1- 4) Jayco undertook a voluntary recall of their motor homes because they had formed the view that these vehicles did not comply with the requirements of ADR 42/04. The situation in relation to the Avan Ovation motor home has been addressed in the answer to question 87.
- 5) See answer to question number 84 questions 9) and 10).

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ANSWERS TO QUESTIONS ON NOTICE

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Question no.: 89

Program: 2.2

Division/Agency: (STP) Surface Transport Policy

Topic: Avan Motor Homes Compliance with Australian Standards

Proof Hansard Page/s: Written

Senator Williams asked:

- 1) In relation to Avan Campers compliance with Australian Standards; has the Department received any complaints in relation to Avan Campers Australia's compliance with the Australian Standards?
- 2) If so, what specific Australian standards did these complaints relate to?
- 3) And how many have been received in the last 12 months?
- 4) What actions have resulted in light of these complaints?
- 5) In relation to LPG installation as outlined in AS5601; what is the Department's role in ensuring compliance with Australian Standards?
- 6) What action can be taken if a breach of the standards has been found?
- 7) Are you aware if Avan Campers has been issued with an LPG Rectification Notice in 2010?
- 8) What would be the consequence of a company being the subject of a rectification notice?
- 9) Is the Department obliged to issue a notice to all owners of these caravans so that they can insure compliance of their motor home?

Answer:

- 1) Yes. Complaints have been received in relation to an Avan Ovation motor home.
- 2) The complaints predominantly related to compliance with AS 5601 for liquid petroleum gas fittings, but also included:
 - AS 4086.2 – Secondary batteries for use with stand-alone power systems - Installation and maintenance;
 - AS 4509.1 – Stand-alone power systems;
 - AS 2676.1 – Guide to the installation, maintenance, testing and replacement of secondary batteries in buildings – Vented cells;
 - AS 2676.2 – Guide to the installation, maintenance, testing and replacement of secondary batteries in buildings – Sealed cells;
 - AS 2401.1 – Battery chargers for lead-acid batteries - Domestic type - Battery chargers for vented cells; and
 - AS 3193 - Approval and test specification - Transformer type battery chargers.
- 3) A number of complaints have been received relating to one vehicle.
- 4) The Department is currently investigating these complaints.
- 5) and 6) AS 5601 is not mandated under the Australian Design Rules (ADRs) and consequently non compliance is not an offence under the *Motor Vehicle Standards Act 1989*. However, should the Department determine that non-compliance with AS 5601 results in a safety defect, the processes set out in question 84 questions 9) and 10) apply.
- 7) Yes.
- 8) The Department has no role in enforcing rectification notices issued by other agencies.
- 9) See answers to 5) and 6) above.

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Question no.: 90

Program: 2.2

Division/Agency: (STP) Surface Transport Policy

Topic: Compliance of Avan Motor Homes with Australian Standards

Proof Hansard Page/s: Written

Senator Williams asked:

- 1) What is the Department's response to alleged non-compliance with Australian Standards in association to Avan's 12 Volt Stand-alone batter power system?
- 2) Could non-compliance to this standard have potential safety affects?

Answer:

- 1) and 2) The Department is considering this matter.

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Question no.: 91

Program: 2.2

Division/Agency: (STP) Surface Transport Policy

Topic: National data on Chain of Responsibility breaches

Proof Hansard Page/s: Written

Senator Williams asked:

Does the Department have any statistics in relation to the effect of chain of responsibility requirements on the heavy vehicle accident rates. If so, please provide details since the introduction of chain of responsibility requirements?

Answer:

Refer to answer to question number 80.

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Question no.: 92

Program: 2.2

Division/Agency: (STP) Surface Transport Policy

Topic: National data on Chain of Responsibility breaches

Proof Hansard Page/s: Written

Senator Williams asked:

Can the Department please provide the amount of chain of responsibility breaches that have been recorded per calendar year since the introduction of chain of responsibility rates?

Answer:

Refer to answer to question number 80.

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ANSWERS TO QUESTIONS ON NOTICE

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Infrastructure and Transport

Question no.: 93

Program: 2.2

Division/Agency: (STP) Surface Transport Policy

Topic: Noise Mitigation on National Roads

Proof Hansard Page/s: Written

Senator Colbeck asked:

- 1) Can you provide details of any road traffic noise mitigation policies or strategies in place for the National Highway network?
- 2) What methods are used to determine traffic noise levels?
- 3) What mitigation strategies have been established to alleviate noise on National Highways?
- 4) Does the policy/strategy differ from existing roads to new road projects? If so, how?

Answer:

- 1) to 4) Responsibility for the planning, construction and operation of the national road network, including noise mitigation, lies with the state and territory governments. Any noise mitigation strategies, policies and methods that are utilised on the national network would be applied by the relevant state/territory government in accordance with its environmental legislation, and where relevant (for instance in the case of impacts on matters of national environmental significance) with the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999*.