

**Senate Standing Committee on Environment and Communications**

**Answers to Senate Estimates Questions on Notice**

**Budget Estimates Hearings May 2015**

**Communications Portfolio**

**Department of Communications**

**Question No: 2**

**Program No. 1.1**

**Hansard Ref: Page 4, 27/5/2015**

**Topic: Cooperative intelligent transport systems**

**Senator Carr, Kim asked:**

**Senator KIM CARR:** What happens if a vehicle is brought into Australia that is not compatible with Australian standards? Can such a vehicle be registered in Australia? Could there be impacts on other road users or critical infrastructure—for instance, toll roads or toll road technologies—if cooperative intelligent transport systems-enabled vehicles were imported and were operating on a different frequency in Australia and did not meet Australian requirements?

**Mr Clarke:** I will consult with my colleagues in the infrastructure and transport department on that; I will take it on notice.

**Senator KIM CARR:** Can you confirm that Austroads made a submission to the Motor Vehicle Standards Act review, stating:

... some vehicles may include radiocommunications equipment that is not licensed for use in Australia, and could cause interference to other existing licensed users. Further, it is likely that some emerging safety applications will require satellite positioning and mapping services that are not currently supported in Australia.

How does the department respond to such claims? How would you establish that a vehicle was non-compliant or contained equipment that was not licensed for use in Australia? Would that require someone accessing each vehicle, and who would be responsible for such assessments?

What are the current arrangements around compliance with ACMA regulations for the importation of specialist and enthusiast vehicles under existing laws? All of these things may not have mattered if we were talking about heritage vehicles, but we are now talking about modern vehicles, which changes the rules entirely. On that matter, I would seek your advice.

**Mr Clarke:** I am pleased to take those questions on notice. I will consult with at least ACMA and the infrastructure department.

**Senator KIM CARR:** And what policy capacity you have in the department itself on such questions.

**Answer:**

Generally, vehicles that are imported to Australia must comply with the Australian Design Rules (administered by the Department of Infrastructure and Regional Development) and applicable Electromagnetic Compatibility (EMC) Standards (mandated under the *Radiocommunications Act 1992*). Where a vehicle has technology that is not compatible with Australian EMC Standards, for example telecommunication frequency, it is a legislative requirement that the manufacturer importing that vehicle disables that technology. After this requirement is met, the vehicle may be registered.

Yes. Austroads made a submission to the Motor Vehicle Standards Act Review. This submission is publically available on the Department of Infrastructure and Regional Development website. The Australian Government is currently considering proposals submitted to the review of the Act,

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and the assistant Minister for Infrastructure and Regional Development, the Hon Jamie Briggs MP, will announce the Government's response in due course.

Officials from the Department of Communications and the Department of Infrastructure and Regional Development met to discuss intelligent transport systems and potential spectrum interference in the context of the *Motor Vehicle Standards Act 1989* review. The Department of Infrastructure and Regional Development, the Department of Communications and the ACMA will continue to work together on cross portfolio issues.