Vehicle Standard (Australian Design Rule 102/00– Light Signalling Devices) 2025

Made under section 12 of the *Road Vehicle Standards Act 2018*

Draft for Consultation
Explanatory Statement

Approved by the Hon XXX, XXX

XXX 2025

CONTENTS

1. LEGISLATIVE AUTHORITY

1.1. National Road Vehicle Standards

The Vehicle Standard (Australian Design Rule 102/00 – Light Signalling Devices) 2025, which may also be cited as the Australia Design Rule 102/00 – Light Signalling Devices or ADR 102/00, is made under the *Road Vehicle Standards Act 2018* (RVSA).

The RVSA enables the Australian Government to establish nationally uniform standards that apply to road vehicles or road vehicle components when they are provided to the market in Australia for the first time. The RVSA applies to vehicles or components whether they are manufactured in Australia or imported.

The making of the vehicle standards necessary for the RVSA's effective operation is provided for in section 12, which empowers the Minister to "determine standards for road vehicles or road vehicle components". These standards are also referred to as the Australian Design Rules (ADRs).

1.2. Exemption from Sunsetting

ADR 102/00, is exempt from the sunsetting provisions of the *Legislation Act 2003.*

Source of the Exemption

A standard made under section 12 of the RVSA is not subject to the sunsetting provisions of section 50 of the *Legislation Act 2003* through section 12 of the Legislation (Exemptions and Other Matters) Regulation 2015 (table item 56C). A similar exemption was previously granted in respect of national road vehicle standards made under section 7 of the *Motor Vehicle Standards Act 1989* (MVSA) (item 40, section 12 of the Legislation (Exemptions and Other Matters) Regulation 2015). This exemption is important to ensure that ADRs, including ADR 102/00, continue to remain in force, and available to regulators, industry and the public.

Intergovernmental Dependencies

The exemption concerns ADRs that facilitate the establishment and operation of the intergovernmental vehicle standard regime that Commonwealth, state and territory governments rely on to regulate the safety of vehicles on public roads.

The Commonwealth uses the ADRs as the basis on which approvals to supply types of road vehicles to the market are granted under the *Road Vehicle Standards Rules 2019*. States and territories and the National Heavy Vehicle Regulator use the ADRs as the primary criteria on which vehicles are assessed for road worthiness. This 'in-service' aspect is dependent on the date of manufacture, which determines the applicable version of the ADRs against which the vehicle can be assessed. The ability to rely on national standards is particularly relevant given the long service life of vehicles – the average age of vehicles in Australia is over 10 years.

While the ADRs are regularly updated to reflect changes in technology, it is generally not possible to apply these new standards retrospectively to vehicles that are already in use. With former ADRs kept on the Federal Register of Legislation, state and territory governments can use them to ensure vehicles continue to comply with the ADRs that were in force when they were first supplied to the market.

In the event that the Commonwealth could not justify the maintenance of the ADRs, state and territory governments would be compelled to create their own vehicle standards. Whilst this could mean adopting the substance of the lapsed ADRs as an

interim measure, the differing needs and agendas of each state and territory government may result in variations to in-service regulations. Having different vehicle standards across the states and territories would make the scheme operate contrary to the underlying policy intent of the RVSA which is to set nationally consistent performance-based standards.

Commercial Dependencies

The effect on vehicle manufacturers to redesign existing models to comply with new ADRs would present a burden and be a costly and onerous exercise. Manufacturers should not be expected to continually go back to redesign existing vehicles. Furthermore, ongoing product recalls to comply with new ADRs would undermine consumer confidence with significant financial impact to manufacturers. This exemption allows vehicle manufacturers to focus their efforts to ensure new models supplied to the market continue to comply.

Reviews of Australian Design Rules

ADRs are subject to regular reviews, as resources permit, and when developments in vehicle technology necessitates updates to requirements. Reviews of the ADRs ensure the ongoing effectiveness of a nationally consistent system of technical regulations for vehicle design, which are closely aligned, wherever appropriate with leading international standards such as United Nations (UN) regulations. This method facilitates the rapid introduction of the latest safety devices and technological advances into the Australian market, while also contributing to the industry's cost competitiveness in the domestic market. Where a review results in a new or amended ADR, these changes are subject to full parliamentary scrutiny.

1.3. International Harmonisation

A majority of Australian road vehicle standards, including ADR 102/00, are closely harmonised with internationally based UN regulations, which are developed by the UN World Forum for Harmonization of Vehicle Regulations. Harmonisation ensures that vehicles built to the most recent safety, environmental and anti-theft standards are supplied to the Australian market at the least cost and that Australia has access to the latest vehicle technologies. In contrast, more Australian specific standards would require vehicles to be designed, developed and produced specifically for the relatively small Australian market. Unless needed to achieve legitimate policy objectives, a market specific standard would generally result in a significantly lower net benefit and benefit-cost ratio, than if costs were amortised over a number of markets, such as occurs with UN regulations.

2. PURPOSE AND OPERATION

2.1. Overview of the Regulatory Framework

The RVSA establishes a framework to regulate the importation and first provision of road vehicles to the market in Australia. The core principle of this framework is that vehicles that comply with appropriate standards are suitable for provision to the market in Australia. The ADRs have set out those standards since the early 1970s. At that time, they were applied cooperatively by the Australian Motor Vehicle Certification Board representing the Commonwealth and state and territory governments. In 1989, this arrangement was replaced by the MVSA and the Australian Design Rules were

determined as national standards. The RVSA commenced in full and replaced the MVSA on 1 July 2021. A two-year transition period was provided between 1 July 2021 and 30 June 2023.

Under the RVSA, the ADRs are national road vehicle standards intended to make vehicles safe to use, control the emission of gas, particles or noise, secure vehicles against theft, provide for the security marking of vehicles and promote the saving of energy. The ADRs are applied to vehicles as criteria for approval under various regulatory pathways set out in the Road Vehicle Standards legislation. Vehicles approved under these regulatory pathways can be provided to the market in Australia for use in transport.

2.2. Overview of the ADR

The purpose of ADR 102/00 is to specify the photometric and geometric visibility requirements for light signalling devices (lamps) for new passenger vehicles (ADR vehicle categories MA, MB, and MC), new omnibuses (ADR vehicle categories MD and ME), new goods vehicles (ADR vehicle categories NA, NB and NC), new trailers (ADR category TA, TB. TC and TD) and new mopeds and motor cycles (ADR categories LA, LB, LC, LD and LE) to enhance visibility enabling drivers and other road users to be able to see each other and understand their respective intentions and directions of travel, such as indicating the direction of intended travel.

Lighting and light signalling devices are fundamental vehicle safety features. Lights play a critical role in improving visibility for drivers, especially at night or in adverse weather conditions, and help other road users identify vehicles and understand their intentions. Lighting and signalling devices, such as headlamps, turn signals, and reflectors, enable drivers to navigate safely, particularly in low-light conditions, and help reduce accidents by enhancing conspicuity and communication between road users.

A major review of all lighting regulations by a UN expert group for lighting has resulted in the restructure of the requirements for each lighting device, i.e. lamp, light or reflector, to a more modern simplified approach based on three road safety functions, i.e. Road Illumination Devices (RID), Light Signalling Devices (LSD) or Retro Reflective Devices (RRD). This review has reduced the number of UN regulations for vehicle lighting from 20 to three. The simplified UN regulations maintain the same level of stringency as the lighting regulations they replace.

ADR 102/00 combines the technical provisions of individual ADRs (UN R No), 1 (23) – Reversing Lamps, 6 (6) – Direction Indicators, 48 (4) – Devices for Illumination of Rear Registration Plates, 49 (7) – Front and Rear Position (Side) Lamps, Stop Lamps and End-outline Marker Lamps, 52 (38) – Rear Fog Lamps, 53 (50) – Front and Rear Position Lamps, Stop Lamps, Direction Indicator & Rear Registration Plates Lamps for L-Group Vehicles, 74 (91) – Side Marker Lamps, 76 (87) – Daytime Running Lamps and 86 (77) – Parking Lamps.

The number and mode of operation of LSDs is governed by either ADR 13/00 Installation of Lighting and Light-signalling Devices on other than L-Group Vehicles, ADR 19/03 Installation of Lighting & Light-signalling Devices on L-Group Vehicles or ADR 67/00 Installation of Lighting and Light-Signalling Devices on Three-Wheeled Vehicles. These ADRs describe the number, colour, position and operation of light signalling devices with respect to vehicle categories.

Reversing Lamps

These lamps must emit white light to illuminate the road to the rear of a vehicle and warn other road users that the vehicle is reversing or about to reverse.

Manoeuvring Lamps

These lamps must emit a white light and are used to provide additional illumination to the side of the vehicle to assist the driver during slow manoeuvres.

Direction Indicator Lamps

Direction indicators must emit amber light and flash to indicate to other drivers and road users that the driver intends to change direction.

Rear-Registration Plate Illuminating Lamps

These lamps are used to illuminate the space reserved for rear registration plates so they can be visible at night and in poor weather conditions. The colour of the light emitted must be white with no light from these lamps permitted to be directed rearwards.

Front and Rear Position (Side) Lamps

Front and rear position lamps are used to indicate the presence and width of a vehicle when viewed from the front and the rear. The colour of the light emitted must be white for a front position lamp unless it is combined with a side marker lamp, in which case it may be amber. The colour of a rear position lamp shall be red.

Stop Lamps

These lamps are used to indicate to other road users at the rear of the vehicle that the driver is applying the service brake. The colour of light emitted by these lamps shall be red.

End-Outline Marker Lamps

End-outline markers compliment vehicle position (side) lamps and are fitted to the outer edges and as close as possible to the top of a vehicle to help clearly identify the width of particular types of vehicles. The end-outline marker lamps visible from the front must emit a white light, and those visible from the rear must emit a red light.

Rear Fog Lamps

These devices are used to make the vehicle more easily visible from the rear in reduced visibility conditions. Rear fog lamps must emit red light.

Side Marker Lamps

These devices are used to improve visibility of vehicles at night and in poor weather conditions by indicating the presence and length of a vehicle viewed from the side. Side marker lamps emit amber light. However, they can emit red light if the rearmost side-marker lamp is grouped or combined with the rear position lamp, the rear end-outline marker lamp, the rear fog lamp, the stop lamp, or is grouped with or has part of the light emitting surface in common with the rear retro-reflector.

Daytime Running Lamps

These devices are used to make vehicles more visible when driving during daytime and must emit white light.

Parking Lamps

These devices are used to draw attention to the presence of a stationary vehicle. The colour of light emitted by parking lamps must be white to the front and red to the rear.

Clause 3.1 includes a reference to ADRs 13/…, 19/… or 67/…. The circumstances under which lamps are mandatory, optional, or prohibited are set out in either ADRs 13/…, 19/… or 67/….

Clause 4 establishes where defined terms are to be found.

Clause 5 determines that Light Signalling Devices complying with the technical requirements of Appendix A except as varied by clause 6 (Exemptions and Alternative Procedures) or clause 7 (Alternative Standards), shall be accepted as complying with this rule. Appendix A is the UN Regulation No. 148 – UNIFORM PROVISIONS CONCERNING THE APPROVAL OF LIGHT-SIGNALLING DEVICES (LAMPS) FOR POWER DRIVEN VEHICLES AND THEIR TRAILERS. Manufacturers have the flexibility to demonstrate compliance to ADR 102/00 through clause 5 and Appendix A as varied by clause 6 (Exemptions and Alternative Procedures) or through clause 7 (Alternative Standards).

Clause 6 creates exemptions from some requirements of Appendix A (UN R148) which pertain to gaining a Type Approval in the UN context. This is because they are not required in the Australian context where the Commonwealth administers approvals through the RVSA and the ADRs. Consequently, manufacturers supplying new vehicles to Australia are exempt from most administrative (non-technical) requirements of UN R148. Appendix B provides alternative requirements to Appendix A (UN R148) with regards to side marker lamps.

Alternative Procedures

Alternative Standards

Clause 7 states that, the technical requirements of the United Nations Regulation No. 148 – UNIFORM PROVISIONS CONCERNING THE APPROVAL OF LIGHT-SIGNALLING DEVICES (LAMPS) FOR POWER DRIVEN VEHICLES AND THEIR TRAILERS, incorporating all amendments, are deemed to be equivalent to the technical requirements of this standard.

Appendix B provides details of supplementary requirements for Side Marker Lamps. These were originally developed to accommodate Australian requirements to enable manufacturers to demonstrate compliance where they have not gained the UN type approval for these types of lamps These requirements may be met instead of the requirements in Appendix A as varied by clause 6 (Exemptions and Alternative Procedures).

Paragraph 4.1 of Appendix A: This paragraph states that each lamp submitted for approval must comply with all the requirements set out in paragraphs 4 and 5 of Appendix A.

Paragraph 4.2 of Appendix A: This paragraph details the requirements contained in paragraphs 5 and 6 which have been drawn from UN Regulations Nos. 48 (ADR 13), 53 (ADR 19), 74 (ADR 19) or 86 and their series of amendments.

Paragraph 4.3 of Appendix A: This paragraph states that lamps must be designed and constructed to maintain proper function under normal use, including exposure to vibrations that may occur during vehicle operation. The intent of this paragraph is to ensure that lamps remain reliable, safe, and effective under typical driving conditions.

Paragraph 4.4 of Appendix A: This paragraph outlines the two ways lamp assemblies can be approved depending on their design. One option is an assembly of two independent lamps, which can be type approved as a unit marked "D." The other option is an independent lamp system – where multiple components function together – which can be type approved as lamps marked "Y".

The intent of this paragraph is to provide flexibility in lamp design while ensuring that both independent and interdependent configurations are clearly defined.

Paragraph 4.5 of Appendix A: This paragraph outlines requirements for lamps that are grouped, combined, or reciprocally incorporated. Lamps approved as front or rear position lamps are also considered approved as end-outline marker lamps. Position lamps or daytime running lamps that share a light source with other functions are allowed if they include a system to regulate intensity. When a rear position lamp is combined with a stop lamp it must either use multiple light sources or include a failure tell-tale, with this noted in the communication form.

Infrared generators in front position lamps are allowed if all light and colour requirements are still met, with and without the operation of the infrared generation radiator. Logos may be built into lamp components under requirements outlined in paragraph 4.55,which include limitations to vehicle or body manufacturer logos, under 100 cm^2 in size, and not used in stop, indicator or reversing lamps.

The intent of this paragraph is to allow the use of logos while ensuring all performance requirements are met.

Paragraph 4.6 of Appendix A: This paragraph outlines the requirements for lamps operating under failure conditions. A single lamp containing multiple light sources wired so that the failure of any one light source causes all of them to stop emitting light, shall be considered to be one light source. If a failure of one light source in a single lamp containing more than one light source (where each light source is wired to operate independently of the other light source) occurs, the lamp must still comply with the light intensity specifications or a signal must be activated for a tell-tale indication failure.

The intent of this paragraph is to warn when lamp performance is compromised and to minimise any effects impacting light source performance.

Paragraph 4.7 of Appendix A: This paragraph outlines the general requirements for the use of light sources in light signalling devices. Lamps shall only use UN-approved replaceable light sources, as per UN Regulations Nos. 37 (ADR 51), 99 (ADR 78) and/or 128 (ADR 101). Light source interchangeability and electromagnetic compatibility requirements are also outlined.

The intent of this paragraph is to ensure light sources maintain photometric and electromagnetic performance.

Paragraph 4.8 of Appendix A: This paragraph describes general provisions for test conditions and measurement methods for light sources. Annex 3 of Appendix A provides further information of the methods of measurements for photometric and colorimetric requirements. Requirements are also outlined with regards to the testing of the operation of lamps and light sources and their luminous intensities.

The intent of this paragraph is to specify testing and performance requirements for lamps and light sources so ensure they continue to perform as intended, including when replaced.

Paragraph 4.9 of Appendix A: This paragraph outlines the method for measuring colour in accordance with lamp function. Test details are specified in Annex 3.

The intent of this paragraph is to ensure that the colour of light emitted is uniform.

Paragraph 5.1 of Appendix A describes the luminous intensity, standard light distribution and colour requirements for front position lamps and front end-outline marker lamps. It details the minimum luminous intensity of the lamps at the angles of geometrical visibility as defined in Table A2-1 in Annex 2 of Appendix A.

Paragraph 5.2 of Appendix A describes the luminous intensity, standard light distribution and colour requirements for rear position lamps and rear end-outline marker lamps. This is to ensure rear position lamps and rear end-outline marker lamps indicate the presence and width of the vehicle without interfering with the performance of other vehicle lamps. It also details the minimum luminous intensity of the devices at the angles of geometrical visibility as defined in Table A2-1 in Annex 2 of Appendix A.

Paragraph 5.3 of Appendix A outlines the minimum and maximum luminous intensities and the standard light distribution requirements for parking lamps. It also details the minimum luminous intensities at the geometric angles of visibility requirements as defined in Table A2-1 in Annex 2 of Appendix A.

Parking lamps are required to meet these regulations to ensure that these lamps are effective in drawing attention to the presence of a stationary vehicle.

Paragraph 5.4 of Appendix A outlines minimum and maximum luminous intensities and standard light distribution requirements for daytime running lamps. It also details minimum luminous intensities at the geometric angles of visibility requirements as defined in Table A2-3 in Annex 2 of Appendix A.

These requirements ensure the photometric performance of the daytime running lamps allows them to be distinguishable from parking and headlamps. This ensures that these lamps are effective at making vehicles more visible during the day, especially in poor weather conditions, without causing glare or distraction.

Paragraph 5.5 of Appendix A sets out minimum and maximum luminous intensities and light distribution requirements for stop lamps. It also details the minimum luminous intensities of the lamps at the angles of visibility as defined in Table A2-1 in Annex 2 of Appendix A, to ensure they are brighter than the rear position lamps and are effective at indicating when vehicle brakes are being applied and the vehicle is slowing down or coming to a stop.

Paragraph 5.6 of Appendix A details the minimum and maximum luminous intensities and standard light distribution requirements for the different categories of indicator lamps to ensure that these devices are effective in indicating the direction in which the vehicle is proceeding. Clause 5.6.4 of Appendix A describes the requirements for the measurement of luminous intensity. In general, the intensity of the lamps shall be measured with the light source continuously lit. However, depending on the lamp construction, such as light-emitting diodes (LED), it is permitted to measure the intensity of the lamps in flashing mode. If measurements are taken in flashing mode the reported brightness shall be represented by the maximum luminous intensity.

Tables A2-1 and A2-2 in Annex 2 of Appendix A detail the angle of visibility requirements, to ensure the direction indicator lamps are not obstructed and are visible to other drivers and road users.

A direction indicator lamp fitted to a vehicle must flash at a minimum of 60 times per minute to a maximum of 120 times per minute. The flash of direction indicator lamps may be produced by sequential activation of their light sources if the following conditions are met. Each light source, after its activation must remain lit until the end of the ON cycle and the sequence of activation of the light produces a signal with no interruption and only one direction change. The light activation must proceed from inboard towards the outboard edge of the light emitting surface, with the variation finishing no more than 200ms after the beginning of the ON cycle.

Paragraph 5.7 of Appendix A outlines the minimum and maximum luminous intensities, and standard light distribution requirements for side marker lamps. It also details the minimum luminous intensities for the geometric angles of visibility defined in Table A2-3 in Annex 2 of Appendix A.

These technical requirements ensure these devices operate as intended to effectively identify the presence and length of vehicles.

Paragraph 5.8 of Appendix A details the minimum and maximum luminous intensities for reversing lamps. Table A3-V in Annex 3 of Appendix A details the standard light distribution requirements for reversing lamps. There are no geometric visibility requirements detailed for reversing lamps.

Reversing lamps are required to meet the regulation to ensure that these devices are effective at signalling the intended direction of travel to other drivers and road users when the vehicle is reversing, as well as illuminating the road to the rear of the vehicle.

Paragraph 5.9 of Appendix A outlines the minimum and maximum luminous intensities of the devices and standard light distribution requirements for rear fog lamps. By requiring rear fog lamps to meet these requirements, the regulation helps to ensure that these devices emit a red signal of greater intensity than the rear position (side) lamps and are effective at making a vehicle more visible from the rear in conditions of reduced visibility.

Paragraph 5.10 of Appendix A outlines the maximum luminous intensities, standard light distribution and colour requirements for manoeuvring lamps. This is to ensure the light emitted by manoeuvring lamps is sufficient to assist the driver during slow manoeuvres without being excessive.

Paragraph 5.11 of Appendix A outlines the photometric characteristics of rear registration plate illuminating lamps and details the minimum dimensions of the areas required to be illuminated.

Part D of Annex 2 outlines the area of visibility requirements for the surface of the rear plate that the rear registration plate lamp must illuminate. It also specifies the minimum luminous intensity of the lamp to be measured at identified points, to ensure that these devices are effective at illuminating rear registration plates. These requirements also ensure that the light does not interfere with the function and performance of other rear lighting devices.

3. MATTERS INCORPORATED BY REFERENCE

3.1. Legislative Instruments

Clause 4.1.1 includes a reference to the Vehicle Standard (Australian Design Rule Definitions and Vehicle Categories) 2005, which may also be cited as the Australian Design Rule – Definitions and Vehicle Categories. This sets out common definitions for many terms used in the ADRs, including the vehicle categories used in ADR applicability tables.

In accordance with paragraph 12(2)(b) of the RVSA, this ADR is incorporated as in force or existing from time to time.

The ADRs may be freely accessed online through the Federal Register of Legislation. The website is www.legislation.gov.au.

3.2. Other Documents

International Electrotechnical Commission

Paragraph 4.7.2.2. (b) of Appendix A references to IEC Publication 60061 – Lamp caps and holders together with gauges for the control of interchangeability and safety.

In accordance with subsections 14(1)(b) and 14(2) of the *Legislation Act 2003*, this IEC standard is incorporated as in force on the date this national road vehicle standard is made.

IEC standards are available for purchase only through the International Electrotechnical Commission at https://webstore.iec.ch/en/publication/474. While not freely available, these IEC standards are all readily accessible and widely used by vehicle manufacturers and test facilities as part of their professional libraries. Subject to copyright conditions, people may view a copy of IEC Publication 60061 – Lamp caps and holders together with gauges for the control of interchangeability and safety at the Offices of the Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts in Canberra.

Section 12 of the RVSA allows the Minister to incorporate a broad range of documents, including as in force or existing at a particular time or as in force from time to time, when making national road vehicle standards. This ensures that Australia's legislative framework is well-prepared for future developments in the international road vehicle space.

United Nations Regulations and/or Resolutions

Clauses 7.1 includes a reference to 01 series of UN Regulation No. 148 – UNIFORM PROVISIONS CONCERNING THE APPROVAL OF LIGHT SIGNALLING DEVICES (LAMPS) FOR POWER DRIVEN VEHICLES AND THEIR TRAILERS. This is an international standard for specific requirements for light signalling devices for power driven vehicles and their trailers.

Clauses 7.2 includes a reference to the 00 series of UN Regulation No. 148 – UNIFORM PROVISIONS CONCERNING THE APPROVAL OF LIGHT SIGNALLING DEVICES (LAMPS) FOR POWER DRIVEN VEHICLES AND THEIR TRAILERS. This is an international standard for specific requirements for light signalling devices for power driven vehicles and their trailers.

Paragraph 1 of Appendix A includes a reference to the Consolidated Resolution on the Construction of Vehicles (R.E.3.), document ECE/TRANS/WP.29/78/Rev.3.

The Consolidated Resolution on the Construction of Vehicles (R.E.3.), document ECE/TRANS/WP.29/78/Rev.3, and the UN Regulations may be freely accessed online through the UN World Forum for the Harmonization of Vehicle Regulations (WP.29). The WP.29 website is www.unece.org/trans/main/welcwp29.html.

In accordance with subsections 14(1)(b) and 14(2) of the *Legislation Act 2003*, each of these UN documents are incorporated as in force on the date this national road vehicle standard is made.

4. CONSULTATION

4.1. General Consultation Arrangements

It has been longstanding practice to consult widely on proposed new or amended vehicle standards. For many years, there has been active collaboration between the Commonwealth and the state and territory governments, as well as consultation with industry and consumer groups. Much of the consultation takes place within institutional arrangements established for this purpose. The analysis and documentation prepared in a particular case, and the bodies consulted, depend on the degree of impact the new or amended standard is expected to have on industry or road users.

Proposals that are regarded as significant need to be supported by an Impact Analysis (IA) meeting the requirements of the Office of Impact Analysis (OIA) as published in

the *Australian Government Guide to Policy Impact Analysis* or the *Regulatory Impact Analysis Guide for Ministers' Meetings and National Standard Setting Bodies.*

4.2. Specific Consultation Arrangements

[To be completed after public consultation]

5. REGULATORY IMPACT

A Preliminary Impact Analysis was submitted to the Office of Impact Analysis (OIA) and it was determined that a detailed analysis is not required under the Australian Government's Policy Impact Analysis Framework. The OIA reference number for the IA is OIA24-07660.

6. STATEMENT OF COMPATIBILITY WITH HUMAN RIGHTS

The following Statement is prepared in accordance with Part 3 of the *Human Rights (Parliamentary Scrutiny) Act 2011.*

6.1. Overview

ADR 102/00 prescribes the minimum and maximum luminous intensity, colour, standards light distribution and angles of geometric visibility of light signalling devices that are installed on power driven vehicles and their trailers.

6.2. Human Rights Implications

ADR 102/00 does not engage any of the human rights and freedoms recognised or declared in the international instruments listed in section 3 of the *Human Rights (Parliamentary Scrutiny) Act 2011.*

6.3. Conclusion

ADR 102/00 is compatible with human rights, as it does not raise any human rights issues.