

Key Differences between UK and Australian vehicles and their standards!!

CLOCS-A is a national road safety program targeting transport and logistics related risks from major infrastructure projects. CLOCS-A is inspired by the success of the CLOCS Program that Transport for London established to tackle the same challenges now faced in Australia with the \$200 billion worth infrastructure projects in the pipeline.

CLOCS is now the UK's only safety standard for construction logistics and recognised as best practice. However, in adapting CLOCS to Australia there are a number of differences between the UK and Australia which are summarised below (current as at 2 August 2021):

Area	Australia	UK
Driving licences	Above 4.5t GVM requires an endorsement (VicRoads) <ul style="list-style-type: none"> · Light Rigid (LR) · Above 4.5 t->8t requirement of 12 months car driver · Medium Rigid (MR) Above 8 t with only 2 axles requirement of 12 months car driver · Heavy Rigid (HR) Above 8t with 3+ axles requirement of 24 months car driver · Heavy Combination (HC) Truck and 1 trailer requirement of 12 months HR plus 24 months car driver · Multi Combination (MC). Larger combination requirement of 12 month HC 	Above 3.5t GVM requires an endorsement <ul style="list-style-type: none"> · Medium 3.5 to 7.5t · Large over 3.5t
Overall Width	2.5m with 50mm exemption for load restraint systems	2.55m with exemption for load restraint systems and 2.6m for refrigerated bodies (hard sides)
Overall Height	4.3m 4.6m	4.0m
Axle Masses (t)	Front – 6.5 with Euro IV Emissions Single drive – 9 (GML) Tandem drive – 17 (HML)	Front 7.1 Single drive 11.5 drive Tandem drive – 19 (HML)
GCM (t) example	45.5 (HML) for 6 axle semi	44.0 for 6 axle semi
Combinations (typical) With Overall length (m)	Construction Truck – 3 to 6 dog trailer Distribution 6 axle Semi for 19 or 20. 9 axle B-Double for 26. 11 axle A-Double for 30. Road trains in remote areas In a curtain side configuration	Construction Truck – 3 or 4 axle heavy rigid Distribution 6 axle semi for 16.5 semi or 18.75 draw bar “lorry”. In a hard sided configuration

Area	Australia	UK
Managing Driver hours	Paper based Log Book with a recent option of an EWD (Electronic Work Diary). Records driving hours and rest break locations. Required for vehicles with a GVM greater than 12t GVM but not required where the driver will only drive within a 100km radius of the driver's base. This work is referred to as 100km work in the HVNL	Digital Tachograph required since 1 May 2006, for a goods vehicle above 3.5t GVM. Records information about driving time, speed and distance.
Engine Exhaust Emissions	ADR80/03 (Euro V) from Jan/11 ADR80/04 (Euro VI Step "C" or "D") Timing TBA. TIC targeting 2024/25	Euro V from October 2009 Euro VI Step "A" from January 2014 Note London has a low emissions zone (LEZ), from 25 October 2021, ULEZ is expanding from central London to create a single, larger zone up to the North Circular Road (A406) and South Circular Road (A205). See below for further details
Permit area access	NA	HGV Safety Permit for Direct Vision Standard (DVS). For all trucks with a GVM greater than 12t GVM entering or operating in the Greater London from 26 October 2020. Features: <ul style="list-style-type: none"> · Min DVS rating or safe system · From 1 to 3 stars by 2024
Braking – Antilock Braking System (ABS)	Trucks ADR35/05, ABS mandatory from 1 Nov 2017 Trailers ADR38/04, mandated ABS or load sensing brakes from 1 Jan 2015 ADR38/05, mandated ABS with Stability Control from 1 Nov 2019	ABS mandated before 1998?? At a guess! USA – New trailers, single unit trucks and buses that have air brakes must have ABS after March 1, 1998, and new single unit trucks and buses with hydraulic brakes must have ABS after March 1, 1999.
Braking – Stability Control	Trucks ADR35/06 from 1 Jan 2022 ADR35/07 Stability control extended to apply to LWB rigids. Timing – TBA Trailers ADR38/05 Stability Control mandatory from 1 Nov 2019	Truck and trailer mandatory by the EU GSR Regulation 661/2009 for: <ul style="list-style-type: none"> · all new type heavy vehicles by 1 Nov 2011 and · all new heavy vehicles by 1 Nov 2014 UN R 13 – Heavy Vehicle Braking
Braking – Advanced Emergency Braking (AEB) System	Draft ADR97/00 AEB. Timing – TBA Based on UN R131	Mandatory by the EU GSR Regulation 661/2009 for: <ul style="list-style-type: none"> · all new type heavy vehicles by 1 Nov 2013 and · all new heavy vehicles in 1 Nov 2015. UN R 131 – Advanced Emergency Braking Systems

Area	Australia	UK
Lane Departure Warning (LDW) System	<p>Draft ADR 99/00 – Lane Departure Warning system proposed via safer freight vehicles package.</p> <p>It will only mandatory for heavy vehicles exceeding 2.5m width, optional for up to and including 2.5m</p> <p>Based on UN R130.</p>	<p>Mandatory by the EU GSR Regulation 661/2009 for:</p> <ul style="list-style-type: none"> all new type heavy vehicles by 1 Nov 2013 and all new heavy vehicles in 1 Nov 2015. <p>UN R 130 – Lane Departure Warning System</p>
Side Underrun Protection (SUP)	<p>Draft ADR106/00 SUP, proposed via safer freight vehicles package. It will only mandatory for heavy vehicles and trailers exceeding 2.5m width, optional for up to and including 2.5m.</p> <p>Based on UN R73/01 The draft ADR in its current form, does not apply to Prime Movers.</p>	<p>UN ECE R73 for Lateral Protection Devices first published 2007!</p> <p>UK specific - The Road Vehicles (Construction and Use) Regulations 1986 Regulations 1986 first required SUP (“sideguards”) in 1986 and specifies 2kN impact strength (UN R73 specifies only 1kN)</p>
Rear Underrun Protection (RUP)	<p>RUP requirements are detailed in ADR 91/00 for NEW TC/TC trailers from 1 July 2019.</p> <p>ADR42/04 General Safety Requirements for rear bumper for “semi-trailer” with simple dimensional guide.</p> <p>Not required for rigid trucks or other types of trailers such as pig trailers.</p> <p>ADR 91/00 does list UN R58 as an accepted alternative standard.</p>	<p>UN R58 for Rear Underrun Impact Protection requires heavy vehicles and trailers to be fitted. Ground clearance and strength requirements more stringent than ADR 91/00, although R58 is listed as an acceptable alternative standard.</p>
Conspicuity Markings	<p>Optional requirement via ADR13/01 Lighting. It will only mandatory for heavy vehicles and trailers exceeding 2.5m width, optional for up to and including 2.5m via Safer Freight Vehicles package</p>	<p>UN R104 first published 2014</p>
Day Time Running Lamps	<p>ADR76/00 DTR lamps & ADR13/00 lamps provide an if fitted requirement</p> <p>The ADR calls up UN ECE R87</p>	<p>Mandatory UN ECE R87 Day Time Running Lamps for Power Driven Vehicles</p>
Reverse light	<p>Reversing light on trailers are optional. Proposal to mandate as part of the Safer Freight Vehicles package for wider trailers.</p>	<p>Mandatory</p>
Reversing alarm	<p>Not an ADR requirement – Commonly fitted to trucks, but not trailers as the wiring for trailer reversing lamp is frequently not provided.</p>	<p>Mandatory</p>
Mirrors (Indirect Vision)	<p>Amendment of ADR14/02 Mirrors defines New York style “cross over mirrors” as an option as part of Safer Freight Vehicle’s package.</p> <p>Draft ADR14/03 Mirrors.</p> <p>Only mandatory for heavy vehicles and trailers exceeding 2.5m width, optional for up to and including 2.5m via Safer Freight Vehicle’s Package.</p>	<p>Mandatory under the UN R46 for Indirect Vision Requirements Class IV, V, VI!!</p>

Area	Australia	UK
Heavy-duty vehicles direct vision	No requirement.	Introduced in Regulation (EU) 2019/2144 <ul style="list-style-type: none"> 2026 for new type vehicles 2029 for all new heavy vehicles London Direct Vision Standard (currently exclusive to Greater London area current standard requires one star minimum to operate in London)
Blind Spot Information Systems (BSIS)	Draft ADR 105/00 – BSIS. Proposed via Safer Freight Vehicles package. Only mandatory for heavy vehicles and trailers exceeding 2.5m width, optional for up to and including 2.5m Based on UN R151. Although Office of Road Safety draft NRSS 2021-2030 vehicle safety fact sheet mentions as a priority area for an ADR.	Introduced in UN R151 2019/2144 <ul style="list-style-type: none"> 2022 for new type vehicles 2024 for all new vehicles UN R151 - Blind Spot Information System for the Detection of Bicycles
Roadworthiness and Maintenance	Victoria – Roadworthy at change of ownership NSW – for HVs it is annual from first registration plus on-road intercepts and Safety/Weight stations	DoT – Annual roadworthy 6weekly inspection at approved locations: <ul style="list-style-type: none"> Roller Brake test RSL tampering / test
Other Items		
Foundation brakes	Mixed – Disc/Drums	Disc
Age vehicle age See below	Approaching 15 years	Approaching 9 years

Other items beyond this project.

- Noise, wheel spray suspension (Guard/mudflap)

For further background on the differences between Australia and Europe, refer to :

<https://www.churchilltrust.com.au/project/the-nrma-act-road-safety-trust-churchill-fellowship-to-investigate-best-practices-to-improve-heavy-vehicle-safety-in-urban-environments/>

For specific information on the vehicle safety section refer to page 49

Appendix A - London Ultra Low Emission Zone (ULEZ)

To help improve air quality, an Ultra Low Emission Zone (ULEZ) operates 24 hours a day, 7 days a week, every day of the year, except Christmas Day (25 December), within the same area of central London as the Congestion Charge. Most vehicles, including cars and vans, need to meet the ULEZ emissions standards or their drivers must pay a daily charge to drive within the zone:

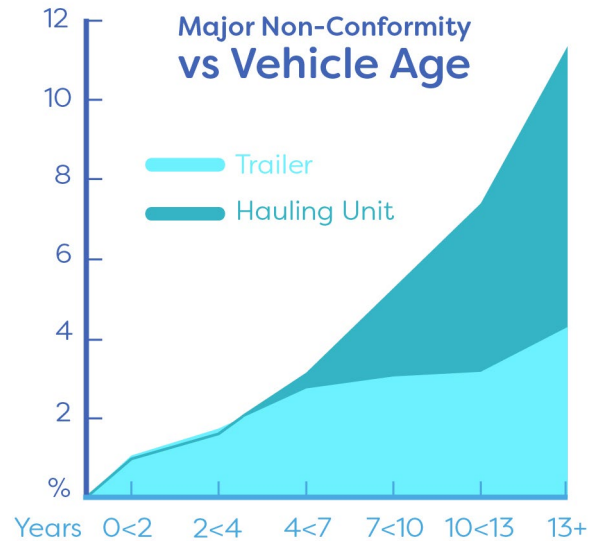
- £12.50 for most vehicle types, including cars, motorcycles and vans (up to and including 3.5 tonnes)
- £100 for heavier vehicles, including lorries (over 3.5 tonnes) and buses/coaches (over 5 tonnes)

Minimum emission standards

For a lorry, van or specialist heavy vehicle over 3.5 tonnes gross vehicle weight (GVW), or a bus/minibus or coach weighing over 5 tonnes GVW, the minimum emissions standard is Euro VI (NOx and PM).

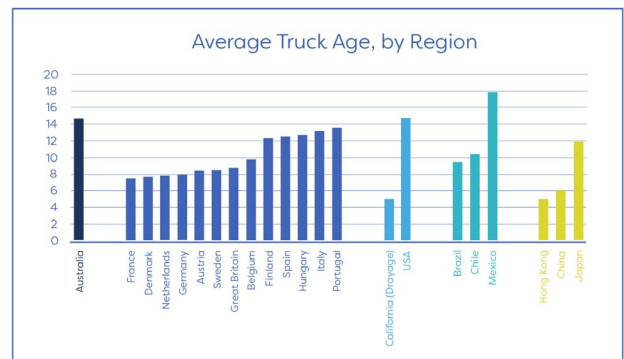


from 25th Oct 2021 ->



Source NHVR NRBS survey conducted Nov 2016*.

Survey data shows that the truck's roadworthiness non-conformity, typically rises exponentially according to the age of the vehicle.



Source: TIC's Truck Plan

www.truck-industry-council.org/downloads