



Australian Government

Department of Infrastructure, Transport,
Regional Development, Communications and the ArtsA/g Deputy Secretary
Jessica Hall

EC23-005463

Mr Jason Lange
Executive Director
Office of Impact Assessment
Department of Prime Minister and Cabinet
1 National Circuit
Barton ACT 2600

Email: helpdesk-OIA@pmc.gov.au

Dear Mr Lange

A handwritten signature in blue ink that reads 'Jason'.

Impact Analysis – Reducing Heavy Vehicle Lane Departure Crashes – Second Pass Final Assessment

I am writing in relation to the attached Impact Analysis (IA) prepared for introducing a new national road vehicle standard, also known as an Australian Design Rule (ADR), for Lane Departure Warning Systems (LDWS) to reduce trauma from heavy vehicle lane departure crashes.

I am satisfied that the IA addresses the concerns raised in your letter of 14 August 2023. Specifically, it:

- expands on implementation of the preferred option explaining transitional arrangements for stakeholders and the evaluation process
- explains the method and underlying assumptions in the cost-benefit analysis and the extent to which the estimated benefits are sensitive to variations
- addresses minor inconsistencies in the IA in relation to the definition of a LDWS
- provides a description of the status of the IA at the previous major decision point in the proposal's development
- clarifies the terminology about new models and all vehicles with regard to applicability dates
- informs the reader that retrofitting LDWSs to new heavy vehicles in the context of the ADRs is not considered in the IA or the benefit-cost analysis and why
- clearly outlines the key objectives of Government action
- includes an explanation for why only one option other than the status quo is explored in the IA
- discusses the status quo option further of voluntary fitment and the Department's fitment predictions based on industry provided data
- clarifies why retrofitting LDWSs is not considered in the IA



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- further explains the underlying assumptions made in the IA and the extent to which the estimate of net benefits is sensitive to variations in these assumptions
- explains how the policy will be monitored and evaluated over time to ensure suitability against the policy objectives

The regulatory costs associated with the final recommendation (option 2) is \$18.2 million per year. It is proposed that this will be fully offset through the forward regulatory program for increased harmonisation of the ADRs with international standards and removal of Australian-specific content from the ADRs.

Accordingly, I am satisfied that the IA is now consistent with the six principles for Australian Government policy makers as specified in the *Australian Government Guide to Regulatory Impact Analysis*.

I submit the IA to the Office of Best Practice Regulation for formal final assessment.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Jessica Hall'.

Jessica Hall
A/g Deputy Secretary – Infrastructure Group

3 Oct 2023