



The Director

Fuel Efficiency Standards—Surface Transport Emissions and Policy Division

Department of Infrastructure, Transport, Regional Development, Communications and the Arts

GPO Box 2154

Canberra ACT 2601

Dear Director

Re Fuel Efficiency Standard—Cleaner and Cheaper-to-run Cars for Australia,

Thank you for the opportunity to be a part of the consultation process for the Fuel Efficiency Standard.

The Australian Historic Motoring Federation is the national peak body for Historic motoring and vehicle clubs in Australia representing some 7 State and Territory motoring councils as well as the Australasian Motor Museums Association.

We recognise the importance of clean fuels and the need for a fuel efficiency standard for daily driven and commuter vehicles however we ask you to please consider the importance Australia's Historic fleet in the formation of any such standards.

Australia's historic vehicle fleet numbers an estimated 500,000 vehicles manufactured before 1998 and consists of cars, trucks and motorcycles from the late 1800's right through to more younger classics. It is also important to note that many historic tractors and steam powered vehicles also comprise part of this fleet.

The special vehicles that make up our historic fleet are often driven/ridden on conditional State or Territory approved registration allowing for limited ie not everyday use, this use is generally in line with club activities or national or state rallies. The 2020 FIVA Global Survey found that historic vehicles in Australia travel less than 1200 kms/year. The mileage and use undertaken by Historic vehicles and therefore their impact on the environment is minimal in comparison to the commuter fleet and therefore any inappropriate legislative impact on these historic vehicles will result in little environmental benefit but would affect their historic and cultural heritage value.

Each year owners spend thousands of dollars maintaining as well as restoring their vehicles. Money is spent on items such as upholstery, tyres, paint and bodywork, mechanical repairs much of this being spent with small to medium businesses. This is in addition to the fuel, registration and insurance costs. The economic impact of the Historic vehicle movement is in excess of 2 billion dollars per annum to the Australian economy.

Many historic fleet owners belong to clubs. These clubs are a vital source of community connections as well as social care and support for many of their members. This sense of community and camaraderie also extends to the many rallies and runs undertaken by clubs, often bringing much

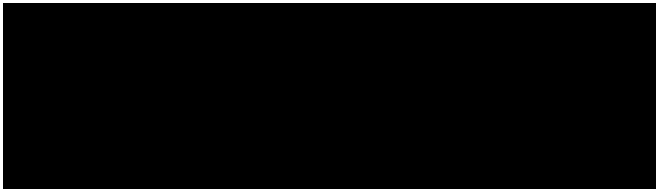
appreciated financial investment into regional communities in the form of meals, accommodation and activities as well as often the engagement of many local regional community groups such as service clubs and historical societies. All of this is addition to the enjoyment experienced by many as they see vehicles on the road or at displays.

Historic vehicles are vital and widely respected objects of Australia's moveable cultural heritage and should be permitted to continue to be operated as designed and built. We request that you explore and consider exemptions for authentic historic and heritage vehicles under the Fuel Efficiency Standards to ensure that the enjoyment of Australia's moveable cultural heritage continues. We must ensure that this sector is not affected detrimentally as an unintended consequence of government regulations and preserve the enjoyment of Australia's automotive history.

AHMF and their members would welcome the opportunity to further discuss this, and to assist in providing further relevant data, information and consultation.

We trust you will consider our submission.

Yours in Motoring



David L Berner
President
Australian Historic Motoring Federation

