

Department of Infrastructure and Transport
MVSAreview@infrastructure.gov.au

Re: Public consultation process on the Motor Vehicle Standards Act 1989 (the Act) and its Regulations

As a person that has had a few import cars from Japan, I have the following input for import rules.

I would like to see the original seatbelts made with quality from the manufacturer to stay in the cars pending inspection of course. I hate seeing the Chinese after-market rubbish put into someone's pride and joy only to see the good belt put into landfill.

Also good tyres that come in with cars that are taken off, (only to be sold to another car in Australia as second hand) to be replaced with new. This is outrageous to either send to landfill or on-sell to be used on our roads anyway. Every tyre has a date code from the factory, all is needed is a date code compliance like less than five years old to remain on the car, any older to be removed. Tyres at seven years old can still be very user friendly. Obviously they need to be in a road worthy state. It is environmental vandalism to add to the world tyre epidemic.

I also believe it should be possible to import cars that are sold here after they are 10 years old. Many overseas models have much more developed safety / engines / features, than local offered models. Let's face it Australian cars are now a thing of the past, there is no need to protect local manufacturing. Let's help the Australian public drive great cars.

Yours Sincerely

Colin Benson