

Department of Infrastructure and Transport  
GPO Box 594  
Canberra, ACT 2601

17 June 2013

**Re: Public Consultation on the Motor Vehicle Standards Act 1989, and Regulations.**

Dear Department of Infrastructure and Transport,

As a stakeholder of the Motor Vehicles Standards Act 1989 (the Act), I wish to express a view primarily regarding the Objectives of the Act, but which also pertains to items b) and e) of the Terms of Reference:

- b) *The needs and requirements of consumers and road users, and*
- e) *Australia's international obligations in implementing standards relating to vehicle safety, emissions and other standards.*

I believe that I convey the views of many Australians in writing that I fully support the key objectives of the Act as follows;

- Improved road safety,
- Reduced environment emissions, and
- Ensuring market competition is not restricted.

I would like to suggest at this point that ***there are opportunities to improve the Act*** that are in the best interests of the majority of Australians.

I believe that the primary constraint to realising both improved road safety and reduced environmental emissions is ***consumer and competition-driven***. Increasingly-discerning consumers desire to drive specific vehicles or types of vehicles, and until an individual's financial position permits the purchase of their preferred vehicle, inferior vehicles are driven. The most effective solution to this problem is to enable consumers to purchase their desired (and inherently newer, thus safer and more environmentally-friendly) vehicles sooner than they otherwise could; at a lower price point. This solution is within control of the Act.

The Act currently prohibits the import of many new and near-new vehicles to Australia, and I believe that ***this is restricting competition in most sectors of the Australian vehicle market***. If the Act were to allow import of new and near-new vehicles, the price points of many such vehicles would be lowered. Consumers could sooner purchase their desired and inherently newer vehicles, which with newer technology are safer and more environmentally-friendly. I further believe that ***any flow-on impact of this on the Australian vehicle manufacturing industry will be minor***, as consumers' brand allegiance usually outweighs patriotism.

To summarise, it is the non-achievement of the third objective of the Act; *ensuring market competition is not restricted*, that is currently constraining improvement in the two primary objectives of the Act; to improve road safety and reduce environmental emissions. A review of the Act can resolve this.

Thank you for considering this view. Yours sincerely,

Andrew Clifton