

Submission 10: RVS Legislation Consultation

Dear Sir/Madam,

We would like to voice our sincere opinions regarding the proposed new road vehicle standards legislation regarding vehicle importation to Australia.

Since the death and end of the local Australian car manufacturing industry, all of the vehicles would be imported into Australia for use. I would like to question the government's motives and decisions as to why they restrict mainstream importation to only vehicle manufacturers and large foreigner corporations. Bear in mind these are **foreigner** businesses and corporations. Why do the government would rather prefer giving the chunk of the lucrative automotive business to our overseas counterparts than their own people instead? This does not serve to benefit and encourages growth for the **Australian economy**, local businesses and people that makes up the majority in the country. I personally believes in giving equal opportunities to everyone no matter they are big corporations or small start-ups as all huge corporations has humble beginnings too. **Approved** or **accredited** local dealership businesses should also be given the opportunity to import cars to supply the needs of the Australian market. The government has indicated that they would like to provide more **competition** to the market and more **choices** for consumers and this will certainly serves this purpose. This can be achieved by strict import parameters and compliance assessment of the imported new or used vehicles to ensure they are the highest quality suitable for the public. Countries like New Zealand, Singapore, Japan have all benefited for a more vibrant automotive industry.

During the information sessions held by the department this week, an officer mentioned that the reason to ban the parallel importation of the Nissan Elgrand and the Toyota Estima is partly because these vehicles were too old and the department would like to reduce the amount of old cars in the country. I actually agree in a certain sense to this statement. But have you wondered why are dealerships basing their business model predominantly on these twos? It is because these two vehicles are today practically the only ones that are allowed to import on a sustainable level for dealers and business owners to make ends meet and put food on the table. If more **import alternatives** are available, businesses will not concentrate and circle around only Estimias and Elgrands. By giving 1 or 2 years transitional period for businesses to 'adapt' is only giving them a slow death sentence if the main root of the problem that is the import laws does not serve to benefit all.

From my consultation and understanding with associated businesses and stakeholders throughout, I can safely say that most of these local businesses who has been around for decades and that have one way or the other benefits the Australian people and the economy will shut down upon the new import laws. This can not be good news for the Australian economy and **employment** as local dealerships and businesses closes, related trades like mechanical, parts supply, manufacturing, retail, service, sales, insurance, warranty, finance companies, people etc. will be directly impacted. At the end of the day, the only people that will benefit from these changes and grow stronger are actually the foreigner organisations and overseas car manufacturers.

To sum up, as there is no longer any local car manufacturing industry in Australia, I don't see any reason as to why the government restrict local businesses and parallel importers to just specialist's vehicles (SEVS) or "low volume" vehicles unless they are protecting the interests

of the overseas manufacturers. As a first world nation without local car manufacturing, Australia should open the doors for local dealerships, businesses and importers to import all cars with strict import guidelines and compliance rules.

Thank you.

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Best Regards,
Kevin Yong