

## Submission 12: RVS Legislation Consultation

Dear sir/ madam,

I am writing in relation to the **draft cost recovery implementation statement**

Attached below is my submission/feedback:

Firstly, I'd like to emphasise that the government purports the SEVR exists to cater for vehicle enthusiasts..

I am purely a vehicle enthusiast/car collector and someone who was personally successful in having a model added to the SEVR under the current system.

Whilst I am in favour of cost recovery schemes, It concerns me regarding the large upfront application fee for to have a model assessed for inclusion to the SEVR.

In my experience the application process is lengthy, and in my opinion, quite subjective as to whether a model/variant is deemed successful or not.

To out-lay such a large application fee for is too much upfront 'risk' for an individual, especially for models which fall on the 'edge' of eligibility (and therefore may be unsuccessful).

Unfortunately, these models/variants which fall on the 'edge' of eligibility, are often the most sought after by vehicle enthusiasts, often, due to their 'rarity'.

If the cost recovery scheme is to proceed for SEVR applications - I believe it needs to be supplemented with very clear definitions and guidelines relating to what constitutes an 'eligible' vehicle.

In particular, terminology/definitions such 'Variant'.

I cannot find a concise definition for this term in any department legislation, and hence, why I deemed the assessment process quite subjective.

Personally (as an enthusiast), I'd like to see the whole SEV scheme scrapped in favour of a personal import scheme whereby a 'bonafide' enthusiast can import a vehicle for personal use with limited (realistic) compliance and safety costs. e.g. one vehicle every five years.

RAW workshops are in the industry to make money and will not 'take on' a particular vehicle model that is of no long term financial benefit to them.

Even, if a client such as myself has the up-front funds to establish an evidence package.

RAW's seem only interested in 'volume' of vehicles they can comply.

Enthusiasts are the opposite - they purely want a single 'rare' vehicle complied for their own personal use.

We (enthusiasts) are too often at the whim of the RAW's.

All in all, I believe there are too many conflicting interests at stake with the enthusiasts too often the looser - the very ones the SEV scheme was setup for in the first instance.

I can only hope the upcoming draft 'evidence packages' dramatically decrease the amount of complexity and cost associated with complying a vehicle for personal use, and, offset other costs such as this proposed 'cost recovery' scheme.

Thank you for the opportunity to provide feedback.

Kind regards  
Leonard Moody