

Wednesday, 19 June 2013

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

To whom it may concern

I would like to propose that Regulation 17 of the Motor Vehicle Standards Act be amended to allow car enthusiast access to older vehicle's that have been excluded under the current legislation. I am a Japanese Nostalgic car enthusiast and the changes made to the legislation have severely restricted my ability to own these vehicles. I believe Regulation 17 should be amended to remove the 1 January 1989 limit and be returned to the 15 year old rule as was previous legislated, but with an additional condition of limited registration which would restrict the use of these cars as daily driving vehicles.

Currently Regulation 17 of the Motor Vehicle Standards Act makes concession for older enthusiast, classic and historic cars to be imported without the need for ADR compliance that newer cars require. This Regulation restricts these concessions to vehicles built before 1 January 1989. For any enthusiasts that collect newer vehicles such as myself this creates a situation where many cars are completely unavailable to me. The only option that I have is to restrict my collect to those vehicles that meet the SEVS requirements or await a RAWs workshop that is prepared to outlay the capital required to comply them. However, unless there is a market which creates a profit for these workshops this will not occur.

Previous to the change in the Regulations which set the date to 1 January 1989 the act used to allow for cars that were 15 years old. This had the advantage of allowing access to enthusiasts for all cars once they had reached the 15 year old mark. The majority of Australians will not and do not buy 15 year old cars, so this age restriction helped to limit the cars purchased to the enthusiast market only. However, many cars were imported and put into daily use by their owners. This had the effect of lowering the age of the nation's fleet and therefore negatively affecting the safety and environmental impact of the Australian vehicle fleet.

This situation could have easily been resolved by imposing a limited registration on these cars. For example a club registration that only allows limited amount of kilometres (eg 5000km per year) and be documented through a log book system. This limited registration concept makes the vehicle impractical for daily use and requires the enthusiast to use a more modern car for daily transportation.

I propose that regulation 17 be amended to remove the date of 1 January 1989 limit and return it to the 15 year old rule with a conditional registration implemented to cater for these cars. This solution will again open the market for the enthusiast like myself whilst keeping these older cars out of daily use. The current legislation penalises the enthusiast by effectively banning a decade's worth of vehicles and this gap will continue to grow over time unless this is addressed.

Yours Sincerely

Earle Scott

Japanese nostalgic car enthusiast