

## Submission 1 – RVS Legislation Consultation

To whom it may concern;

With regards to the removal of the NC (heavy vehicle category) regarding vehicle imports.

My name is Frank Chrystie and I have been trading as Vulcan Motors Pty Ltd and importing left hand drive Peterbilt trucks into Australia since the 1990's. I purchased the Vulcan Motors compliance in 1999 from a dealer in Cairns and became a compliance plate holder. The compliance was upgraded in 2001.

Since I started importing Peterbilt trucks I have put over 50 post 1989 Peterbilt trucks on the Australian roads. Firstly complying with the small volume compliance scheme system, delivering approximately 25 trucks and then moving to become a R.A.W.S when this system ended and putting approximately 25 more trucks on the R.A.W.S. system. I have also converted 10+ pre 1989 Peterbilt trucks for truck enthusiasts.

We have observed all ADR'S as per our compliance, making sure that the vehicles that we put on the Australian road are rebuilt to an 'as new' standard, and to date have not recalled any vehicles.

Every year we complete 3 internal audits as well as a Quality Assurance audit externally for the R.A.W.S. which keeps the compliance up to date and makes sure we meet the current regulations governing the scheme.

We are a small business and over the past 20 years Vulcan Motors Pty Ltd has employed 15 staff including apprentices. (not including subcontractors. )

Where possible our suppliers are local Victorian businesses and contractors. We stock parts and supply the parts all over Australia, as well as New Zealand, to Peterbilt truck owners as well as vehicle repairers and insurance companies.

Our customers chose a Peterbilt truck because they are 'the Rolls Royce of trucks' with a lighter tare weight which gives increased payload to the customers with added comfort and style. Lighter tare weight due to advanced engineering quality of the trucks means more payload hence less truck movements and /or cheaper road freight costs to the consumer.

One of our clients, Paul Andrews, features on the TV show Outback Truckers and has completed over 2 million kilometres in the roughest, harshest conditions of outback Australia. The vehicle was completed approximately 10 years ago and is still on the road.

Vulcan Motors has been solely concerned with Peterbilt trucks and supplying them to the Australian market, having no other source of income. Taking away our sole business and

source of income means that the money we have invested in our company upgrading and complying to the standards we work by and are governed by is worthless.

Is the Federal Government offering compensation to companies like ours that no longer will be able to operate? Is the Federal Government offering retraining to those who will no longer have a job to go to because their livelihood has been removed ? For me, at 55 years old, finding a job to suit my skills , or even finding a job at my age is limited!

The position of the Federal Government considerably affects me and other heavy vehicle importers who have 'toed the line' operating within the industry.

Your help in clarifying the stance of NC heavy vehicles, in the current Motor Vehicle Standards Act Reform would be greatly appreciated, as the omission of the NC category affects newer trucks as well as older, historic heavy vehicles and my livelihood.

Regards,

Frank Chrystie

Vulcan Motors Pty Ltd.

R.A.W.S. 10128

