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Good Morning,

I am a vehicle enthusiast. I have owned over 100 vehicles in my life and I have been an imported Japanese Vehicle Owner and Enthusiast since 1997. I ran a business for 10 years under the previous low volume import scheme that imported R33 Skylines so I have experience of the industry as a consumer and a business owner. Since the advent of the SEVS scheme I have personally imported 11 vehicles – 6 of which I still own.

The intent of the scheme is to allow enthusiasts such as myself the opportunity to purchase vehicles that manufacturers didn't deem viable for the local market. Given that there is no local production of motor vehicles and that the new car vehicle market is over 1 million vehicles per annum why is so much effort being put into stopping less than 20,000 vehicles per year at most coming in under this scheme?

There are numerous issues in the Road Vehicle Standard Bill 2018 which give me some cause for alarm:

Section 117: *(1) The Secretary may enter a variant of a model of a road vehicle on the SEVs Register if: (a) the variant of the model of road vehicle: **(i) has not been provided in Australia, at any time***

The problem with this section is that the vehicles that enthusiasts desire are almost always derivatives of locally provided vehicles – for example -Mitsubishi CT9A Evolution Wagon, Subaru SG9 Forester STi, Subaru GJ Impreza WRX STI S207. These vehicles were not imported into Australia for whatever reason by the manufacturers, but are now somehow not enthusiast vehicles? Given that these vehicles are exactly the same in safety terms as the locally provided vehicles there should be no reason they are not allowed to be imported.

Section 124:

Variant of a model of a road vehicle

(1) A model of a road vehicle (the first model) is a variant of another model of a road vehicle (the second model):

(a) if: (i) the first model has a different body to the second model; or (ii) the first model has a different transmission

to the second model; or (iii) the first model has a different drivetrain to the second model; or (iv) the first model

has a different propulsion system to the second model; or (v) the first model is in another vehicle category to the

*second model; or (b) in other circumstances determined by the Minister under section 125. **(2)***

However, a

model of a road vehicle (the first model) is not a variant of another model of a road vehicle (the second

model): (a) if: (i) the first model and second model have the same kind of engine, but the engine of one

model has tuning or software changes; or (ii) the first model is only cosmetically different to the second

model; or (b) in other circumstances determined by the Minister under section 125

Much like Section 117 nearly all the high performance and limited edition variants of locally provided vehicles have a more highly tuned version of a base engine that is shared across a vehicle range. Likewise many limited edition performance variants have special bodywork or lightening, but share a common drive train with a locally provided vehicle. Again this is no reason for a model or variant not to be imported.

I am alarmed that the New Vehicle Industry has had input into limiting what I can buy as an enthusiast consumer when they don't bring these vehicles into the country themselves.

Many Thanks,

Regards,

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