

Submission 3 – 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 Robert Green. I purchased my first Peterbilt truck in 1997 which I currently use in my business, contracting and earthmoving, as well as purchasing another Peterbilt from America in 2004. I imported the truck and then converted it right hand drive. This truck is working in my business to the present day .

The decision to purchase the Peterbilt truck was the tare weight and the airbag suspension, fitted as standard equipment . A similar truck could not be purchased in Australia by local manufacturers. These trucks are still remarked upon today!

I am looking to purchase a similar truck in the near future for my business and the change in rules will prevent this.

There are many vehicles that have to be imported as specialist vehicles to work within their trade, such as oil field truck and mining trucks that are simply unable to be supplied by the local market.

I am currently a member of the vintage truck club, The Australian chapter of the American Truck Historical society and we have seen many imports of vintage trucks to supplement restorations of Australian trucks or to be restored and put into private collections. (Including Museums; such as Tony Champion's museum in Queensland, undoubtedly the best collection of Mack trucks in the world!) The restoration of (vintage) imported trucks provide many jobs throughout Australia.

I am a scrutineer and Technical officer within Macedon Ranges and District Motor Club, which has over 400 members, many with imported vehicles, including trucks.

I do hope that this matter will be address and the decision to stop the import of NC heavy vehicles (old and new) will be overturned. I look forward to a prompt response from your department.

With kind regards,

Robert Green