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Submission 48 – RVS Legislation Consultation

The Department of Infrastructure and Regional development

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Reforms of the Motor Vehicle Standards Act 1989

I work for a Shipping and Logistics company who imports used vehicles from all over the world, for many RAWS workshops. With the current proposals to the MVSA, our company is expecting a decrease of 70-80% of available vehicles that will make it onto the new RAV scheme which will have a knock-on effect on our business, and also many of the small business we use for our full service.

We would like the rules revisited regarding Environmental Vehicles.

As a country we should be actively looking to increase our environment vehicles, specifically Hybrid and Electric Vehicles. The U.K, France, Germany are aiming to ban sales of petrol and diesel cars starting in 2040. India is aiming for this by the year 2030 and Norway by 2025. 8 other nations have set official targets for electric car sales.

In 2016 and 2017 only 1% of new vehicle sales in Australia were Hybrid or Electric powered, with a 5% drop in sales in 2017 compared to 2016. I feel this is mainly due to the high cost of purchasing these vehicles new from manufacturers when compared to the price they are selling these vehicles for in overseas countries. A second hand 2012 Nissan Leaf in Australia can be purchased for approximately A\$23,000.00 (only 2 are currently on carsales.com.au) though a used 2014 Nissan Leaf in New Zealand is available for A\$17,000.00 and are easily available for purchase and also to be imported from the UK.

If more Environmental vehicles were made available to be imported into Australia at an affordable price, we would see a faster uptake to our current sales of these vehicles, which would in turn force our current infrastructure to also be upgraded to better standards.

Through our logistics company we contract business to small local businesses in the form of vehicle transport companies (7 all over the country), Quarantine Cleaning and Unpack Depots (one in each city), all of who would struggle if 70-80% of the work we supplied them was taken away.

We would like to recommend an exemption in the rules to allow any vehicle that complies with the Environmental Vehicle criteria (section 119 of the draft rules) to be allowed import into Australia, regardless if there is a model of a similar kind in Australia already. There needs to be competition to the new vehicle suppliers of Environmental Vehicles to keep prices affordable and ensure they are not extorting the market in Australia.

In Summary, amending the rules to the Environment Vehicles Criteria, we will see an increase of affordable Hybrid and Electric Vehicles which will also help lower the current fleet age of vehicles in Australia and move our country towards cleaner modes of transport. It would also create jobs for many local workshops and small businesses that supply them.

Regards

Andrew Hughes