

## Submission 63 – RVS Legislation Consultation



16 February 2018

### RVSA Bill response

The RVSA 2017 proposes a significant change to the SEVs criteria including major changes in the Campervan/Motorhome segment. The department's rule change would restrict import of vehicles building into Campervans/Motorhomes. If enacted this rule change would effectively shut down a segment that delivers more benefits to the Australian economy than just providing an affordable campervan/motorhomes . Our family business, Hybrid Australia is one of these businesses that will be forced to shut down.

It has to be emphasized that the attractiveness of this segment to the consumer is the price pointing offered by a used vehicle. This is illustrated by the fact that of some 400 legitimate campervan/motorhome vehicles annually processed by RAWS members, only 50 of them are built on a new platform. That ratio of 350 used platform vehicles v 50 new platform vehicles is a stark illustration of the demand side of the equation.

It would not be unreasonable to assert that restricting imports to new platform vehicles only could reduce the RAWS level of business to just 50 vehicles annually, rendering that segment unviable, destroying the livelihoods of numerous mum and dad businesses in the process, along with the loss of many direct and downstream jobs.

The department has not provided any mention in the regulatory impact statement that real Australian jobs and businesses will be lost. Nor have they done any modelling on the broader Australian economy particularly the tourism and agricultural sectors. Backpackers are core users of used imported campervans/motorhomes and use these vehicles to access regional areas of employment where they can sustain themselves on seasonal fruit picking and other unskilled work. Without access to affordable transport, backpackers would likely restrict their movements to metropolitan areas or significantly reduce the duration of their stays in remote locations.

Recent Tourism Australia data shows that our target market of youth travellers are likely to stay longer, spend more and go further — thus delivering high economic impact into the regions of Australia whether through long stay backpackers or even longer stay Working Holiday Makers.

With changes to both enforcement and penalty arrangements plus the addition of the AVV, all issues associated with "pseudo" Campervans can be resolved and legitimate businesses such as our are able to continue to exist.

In light of this position, Hybrid Australia proposes the rules for this segment remain unchanged and that used vehicles continue to be allowed to be imported into Australia for the purpose of conversion in campervans/motorhomes under RAW S.

Hybrid Australia would like to echo the views and concerns as expressed by our representative body-RAWS Association.

Colin Ogilvie  
Director Hybrid Australia Pty Ltd

