

Submission 6 – RVS Legislation Consultation

Thank you for the opportunity to make a submission to the Road Vehicles Standards Bill 2017 (RVSB) it's important that all stake holders are consulted to ensure the new legislation is in the best interests of the Australian public and it has been noted that much progress has been made during the consultation process over the last 5 years.

With the view of the RVSB meeting Australia car enthusiasts and car investors demand as specified by your background documents, I propose that the 25 year and older vehicle import pathway be revised to 20 years for the following reasons.

In the past Australia implemented a 15 year and older option and going to 25 years seems an excessive jump without any major reason. Generally any vehicle older than 20 years is not purchased for everyday use and a 20 year & over rule would seem a fair compromise.

Our closest trading partner New Zealand has a 20 year old and older policy with a very similar car market to Australia. In comparison Canada has a 15 year and older rule and USA who manufactures cars has a 25 year rule to protect its local manufacturing sector. As Australia doesn't manufacture cars any more, it doesn't make sense to propose a 25 year and older rule without sound reasoning.

As a car enthusiast myself and an investor, some of the fastest appreciating car values are for Porsche, Ferrari, Mercedes, Range Rover, Jaguars brands built during the mid-nineties and I have seen bidding for such cars getting more expensive the older they get. By not allowing Australian buyers access to the 20 to 25 year old age bracket you are putting Australian classic car investors at a disadvantage compared to international buyers from New Zealand, Canada, and United Kingdom etc. Once the 25 year & older age is reached we are competing against the above countries as well as importers from USA.

By allowing cars 20 years & older rather than 25 years and older to enter secondhand Australia, this lessens the burden put on the SEVs register and allows the SEVs register to be focused on newer performance vehicles & alternative powered vehicles rather older collector vehicles which may not meet the power to weight ratio thresholds that are being proposed in the RVSB.

25 year & older cars in particular from Japan are getting scarce on the ground and generally the condition of the cars is not suitable for import into Australia because of usual wear & tear. The smartest option is to purchase these vehicles before they reach this age which supports the argument for a 20 years & over import rule into Australia.

In summary I think there is enough evidence to suggest a 20 year & older import rule instead of a 25 and over rule as proposed in the RVSB 2017 is in Australian car enthusiast's best interests. I urge you to give this careful consideration under the terms of meeting your specialist and enthusiast's owner's objectives.