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15 October 2014

Motor Vehicle Standards Act 1989 Review

MVSAreview@infrastructure.gov.au

Submission in response to the MVSA 1989 Review by Tempo Nominees p/l t/s Australian Canvas Company, of 11/29 Jersey rd Bayswater Vic 3163

Tempo Nominees p/l has been involved in the Caravan Industry for **44** years and is involved in the manufacturing / service / repair / supplier to the industry

Over the years I have observed many examples **of camper trailers / box trailers** which have been imported into Australia that are clearly not safe or compliant with the National Standards and Australian Design Rules (ADRs) that apply to domestically produced units.

This review is seen as an important opportunity to make important changes to address failures with **self-certification** of imported road trailers weighing less than 4.5 tonne. The review also presents the opportunity to create and/or facilitate nationally harmonised registration systems for compliance and regulatory oversight.

These are all important issues the industry has identified and the Industry Associations have advocated for a number of years.

The current **self-certification system** for the import of RVs (as small trailers less than 4.5 tonne) should be amended. These imports should be independently inspected for compliance with ADRs, prior to final import approval. Furthermore, compliance should be strictly enforced.

It is important to industry efficiency and productivity that a new harmonised pre-registration compliance and enforcement regime be developed with industry input and introduced by Federal and State registration bodies / regulators. Such consistency will provide national manufacturers / distributors greater certainty in the compliance task.

The Australian caravan market is already highly competitive and it is in the interests of consumers that they be confident in the safety and compliance of their purchase decisions. It is vital public policy that all such products, whether they are locally manufactured or imported, meet the minimum standards for use on Australian roads, through well enforced compliance with ADRs and National Standards.

Accordingly our company, **Tempo Nominees p/l** supports the recommendations made in the submission to the Motor Vehicle Standards Act 1989 Review by the Caravan Industry Association of Australia.

Recommendations

1. Imports

a) All RV imports should be subject to compliance verification by an independently qualified person prior to being issued with final import approval for first supply to market.

Personal RV imports should be limited to one every three years, consistent with the intent of this scheme.

b) Self-certification

The current self-certification scheme for imports of RVs as small trailers less than 4.5 tonne should be amended to require independent verification of compliance with ADRs and National Standards prior to being issued with final import approval for first supply to market.

2. Compliance Framework

a) Nationally Consistent Regime of Compliance Requirements Pre-registration

A new harmonised pre-registration compliance and enforcement regime should be developed with industry input and implemented by Federal and State regulators.

b) Regulatory / Compliance Framework

A process of review should be conducted by the regulator with industry representation prior to any further consideration of replacement of ADRs with UN standards. This is in keeping with the public policy principles of ensuring minimum design and safety standards reflect Australia's unique touring conditions, are fit for purpose and safe for end users.

3. Industry Self Regulation

We support Caravan Industry Association of Australia's RV Compliance Program (RVMAP) and believe it can play an important role, in partnership with regulators' own enforcement regimes.

Other comments

While "Industry Self Regulation" can be an important tool for safe & proper compliance, it is also like asking the wolf to play shepherd, and can (and usually does) lead to market control & manipulation (eg controlling competition).

If Industry Self Regulation is to be implemented/allowed there must also be substantial penalties for its misuse and abuse.

Regards

Rudolf Ruyter (CEO)