

Minutes

Motoring Organisation and Car Club meeting

Date Wednesday 9 March 2016 **Time** 10 am to 12 noon

Place Transport House
Floor 5, Large Conference Room
230 Brunswick Street
Fortitude Valley Qld 4006

Chair Andrew Mahon, A/Executive Director (Transport Access and Use)

Minute taker Michael Sneesby, A/Senior Policy Advisor (Registration Policy)

Attendees	Organisation
Malcolm Spiden	MG Car Club
Russell Whitney	Mustang Owners Club of Australia (Qld Inc.)
John Greene	Mustang Owners Club of Australia (Qld Inc.)
Sharyn Littler	Australian Confederation of Motor Clubs (Qld) (ACMC)
Christine Stevens	Queensland Historic Motoring Council (QHMC)
John Que	Queensland Historic Motoring Council (QHMC)
Chris Malone	Queensland Motorised Sports Council (QMSC)
Kerrie Tregenza	Principal Advisor (Road Safety Engagement)
Michael Ross	Senior Policy Officer (Vehicle Standards)
Apologies	
John Wroblewski	A/General Manager (Transport Regulation)
Gerard Nolan	Australian Street Rod Federation Inc. (ASRF)
Rod Graydon	Queensland Historic Motoring Council (QHMC)

Agenda item 1 Introduction and welcome

Andrew Mahon welcomed the group.

Agenda item 2 Previous meeting summary

Confirmation of minutes – Minutes of the last meeting held on 8 December 2015 were agreed as a true and accurate record of the meeting.

Review of Actions – Andrew Mahon read through the actions from the previous meeting and provided an update of each item.

Outstanding/ongoing actions:

- Department of Transport and Main Roads (TMR) to consider posting tyre safety messages on social media - Michael Ross (Vehicle Standards) advised that tyre safety messages have been posted on the TMR Facebook page. John Greene also provided positive feedback on the 'Monday Mods' posts. Andrew advised that TMR are currently considering similar posts for road rules.

Agenda item 3 Road safety

Kerrie Tregenza (Road Safety Engagement) provided an update on current and future road safety initiatives including social media activity, Road Safety Week, Join the Drive to Save Lives and raising road safety awareness at upcoming sporting events. Kerrie also noted that TMR are in the early stages of exploring the development of an app to assist drivers with safety precautions when buying a car.

New road safety campaigns are also scheduled for Easter and upcoming public holiday long weekends.

Agenda item 4 Federal Government reform of the *Motor Vehicle Standards Act 1989*

The Australian Government has announced a number of possible changes to the *Motor Vehicle Standards Act 1989*. It has been proposed to amend the current concessional import scheme (which allows unrestricted importation of vehicles manufactured before 1 January 1989), to allow the importation of passenger vehicles, light commercials and motorcycles that are at least 25 years old. Given that left hand drive (LHD) vehicles and vehicles registered under Queensland's Special Interest Vehicle Registration Concession Scheme (SIV Scheme) must be at least 30 years old, Chris Malone enquired as to whether amendments to Queensland legislation were being considered to ensure consistency with Federal import requirements.

Michael Ross provided information about the reform. Michael confirmed that these proposed changes had not yet been finalised, and that the Federal Government will be conducting further consultation with all stakeholders, including jurisdictions. Andrew Mahon advised that consistency was important and that depending on the outcome of the consultation process and the final decision made, TMR may consider reviewing Queensland LHD and SIV Scheme rules.

In response to a question raised by John Greene, Andrew also confirmed that the Australian Government will amend the *Customs Tariff Act 1995* to remove the \$12,000 special duty on imported used vehicles from 2018.

Further information about the reform of the *Motor Vehicle Standards Act 1989* can be found on the Department of Infrastructure and Regional Development's website at www.infrastructure.gov.au/vehicles/mv_standards_act.

John Greene also enquired about vehicles modified overseas after 1989, and vehicles modified in Australia before first registration. Michael Ross explained that any modification made to a vehicle overseas after 1989 needed to be declared to the Federal Government upon importation. Evidence of when the vehicle was modified also needs to be produced to determine what year the vehicle's standards must comply with. Michael also confirmed that if any modification (other than a LHD conversion) is made to a vehicle in Australia prior to first registration it must be approved by Department of Infrastructure and Regional Development and not the state based modification scheme. TMR understands in some circumstances this can be difficult and as such Vehicle Standards have raised the issue with the Federal Government to look at alternative options.

Agenda item 5 Updating vehicle details

MOCC members noted that some older vehicles are registered with a very basic description of the vehicle's make or model. Members asked if there was a process for registered operators to update their registration record with TMR to reflect more detailed particulars.

Michael Sneesby (MOCC Secretariat) explained that when TMR's system was first developed, only a limited number of vehicle descriptions were available to customers. However, as the system has advanced over the years, more specific vehicle details have been included. To update a vehicle's registration details, the registered operator may complete a [Change of Vehicle Particulars Notification \(F3524\)](#) and a [Vehicle Details Inspection Sheet \(F3529\)](#). Any other documentation to support the application (such as photographs, import papers, and so on) may also be presented. All documents must be submitted at a TMR Customer Service Centre and there may be a need to inspect the vehicle.

Agenda item 6 General Business

'Concessional' registration

Russell Whitney raised concerns with the SIV Scheme being referred to as 'concessional' registration, as there is sometimes confusion with other types of concessions. Russell enquired as to whether more emphasis could be placed on the 'restricted' use of SIVs, rather than 'concessional' use.

Andrew Mahon advised that TMR would consider reviewing the current language used when referring to the SIV Scheme, to determine whether alternative wording would be more appropriate.

Action: TMR to consider reviewing current wording used when referring to the SIV Scheme.

Use of SIVs at ceremonial events

Christine Stevens asked whether a SIV can be used for ceremonial purposes, such as weddings or formals, involving others who are not immediate family members. Andrew confirmed that this was acceptable as long as the event is included on the car club's calendar of events and is not done for fee or reward.

Insurance

Russell Whitney noted that he had seen advertisements for a new insurance scheme in Queensland.

As Queensland's Compulsory Third Party (CTP) insurance is a fault-based scheme, many people catastrophically injured in road traffic crashes are not eligible to receive compensation.

The Queensland Government is currently looking at options to implement the National Injury Insurance Scheme (NIIS). As more information is made available TMR will share with members.

Further information about the NIIS can be found at <http://lifetimecare.initiatives.qld.gov.au/what-is-a-niis/>.

MOCC agenda items

Andrew Mahon noted that many agenda items being tabled at MOCC meetings are operational in nature. As TMR is committed to ensuring these types of enquiries are answered as quickly as possible, Andrew encouraged MOCC members to forward these types of enquiries to the MOCC Secretariat for immediate response, rather than waiting to raise them at the next meeting.