

Minutes

Motoring Organisation and Car Club meeting

Date Wednesday 13 September 2017 **Time** 10am to 12 noon

Place Department of Transport and Main Roads
61 Mary Street, Brisbane Qld 4000

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

Minute taker Jessica Guinane, Policy Officer (Registration Policy)

Attendees

Chris Malone	Queensland Motorised Sports Council (QMSC)
Malcom Spiden	MC Car Club
Russell Whitney	Mustang Owners Club of Australia (Qld Inc.)
John Greene	Mustang Owners Club of Australia (Qld Inc.)
Trevor Beutel	Queensland Historic Motoring Council (QHMC)
Russell Manning	Queensland Historic Motoring Council (QHMC)
Colin Chapman	Australian Street Rod Federation Inc. (ASRF)
Bailey Rowe	Historical Motor Cycle Club of Queensland (HMCCQ)
Michael Ross	Senior Policy Advisor (Vehicle Standards)
Daniel Kaden	Manager (Registration Policy)

Apologies Sharyn Littler Australia confederation of Motor Clubs (Qld)

Agenda item 1 Introduction and welcome

Andrew Mahon welcomed the group.

Andrew Mahon introduced and welcomed Trevor Beutel, President of the Queensland Historic Motoring Council.

Andrew Mahon introduced Daniel Kaden Manager (Registration Policy) and Jessica Guinane, Policy Officer (Registration Policy). Jessica has taken over the role of MOCC secretariat from Maria Lecatsas.

Agenda item 2 Previous meeting summary

Confirmation of minutes – Minutes of the last meeting held on 21 March 2017 were agreed as a true and accurate record of the meeting.

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

Agenda item 3 Reduced age requirement for historic buses

Andrew Mahon confirmed that following an issue raised at the previous meeting by Russell Manning, TMR have reviewed the age requirement for a historic bus to be included in the SIV scheme and are now moving ahead with policy and legislative work to reduce the age requirement from 30 to 25 years. This includes seeking the appropriate government approvals. In addition, Andrew Mahon explained the process undertaken when amending legislation to group members.

John Greene questioned if the reduced age requirement would apply to all historic heavy vehicles, such as trailers. Daniel Kaden confirmed that the reduced age requirement will only apply to historic buses.

Action: TMR to keep members informed as these changes progress, including once a commencement date for the amended legislation is known.

Agenda item 4 Registration Fees are SIV Motorcycles

Andrew Mahon explained that there has been multiple representations from stakeholders within the historical Motorcycle Community requesting a review of the registration fees charged for historic motorcycles registered under the SIV scheme. Following these representations, the Premier and Mr Mark Bailey MP, Minister for Main Roads, Road Safety and Ports and Minister for Energy, Biofuels and Water Supply made a public commitment on 11 July 2017 to rectify the current fee disparity for SIV motorcyclists.

Andrew stated that the current registration costs under the SIV scheme for motorcycles are higher at \$153.75 compared to light vehicles at \$141.65 (excluding Compulsory Third Party (CTP) Insurance). This \$12.10 cost difference is a result of the previous government's implementation of a three-year family vehicle registration freeze from 1 July 2012 to 30 June 2015, which excluded motorcycles. As a result, registration fees for motorcycles increased during this time in accordance with the government indexation policy, whilst light motor vehicle fees remained the same.

TMR is currently investigating options to rectify the current fee disparity, providing a fairer, more affordable concession fee, which includes the possibility of aligning the cost of registration for a SIV motorcycle with that of light SIV vehicles or calculating SIV concessions for motorcycles using the same methodology applied to light SIV light motor vehicles (71.82% concession on standard registration).

Bailey Rowe confirmed that members from the Historical motor Cycle Club of Queensland would register additional vehicles under the SIV scheme once the fee disparity is rectified.

The group did not have any objections or concerns with the options being considered, and were asked to communicate this update to their members.

Action: TMR to keep members informed as these changes progress.

Agenda item 5 Use of classic vehicles for ride sharing

Andrew Mahon provided an overview of the recent reforms for the personalised transport industry. These reforms aim to promote a greater choice for customers, while ensuring safety, accessibility, affordability and accountability for everyone. Additional information about the reforms can be found online at <http://personalisedtransport.tmr.qld.gov.au>

Andrew confirmed that historic vehicles can be used to offer a booked hire service provided the vehicle has unrestricted registration, correct CTP class, a current safety certificate/certificate of inspection and provided the vehicle is a passenger vehicle or utility vehicle that has no more than 12 seating positions, including the driver's position.

John Greene questioned if a left hand drive vehicle can be used for ride share. Andrew advised the group he would check the eligibility of left hand drive vehicle and provide advice in due course.

Action: TMR to confirm if left hand side vehicles can be used to provide a ride share service.

Agenda item 6 Presentations from Queensland Motorised Sports Council

Chris Malone from the Queensland Motorised Sports Council provided the presentations on

- a statistical analysis on historic vehicles based on data provided on the Queensland Government data website (<https://data.qld.gov.au/>),
- the local implications of a recent British historic vehicle fleet survey, and
- the NSW classic vehicle log book trail review.

Agenda item 7 General Business

SIV Scheme Guide

Colin Chapman raised concern regarding the wording for events sanctioned by the Australian Street Rod Federation (ASRF). Colin stated that current wording leads to the understanding that only street rods and hot rods are able to attend events sanctioned by the ASRF and requested for the guide to be returned to earlier wording. This issue was discussed and the group did not have any objections to amending the guide.

Action: TMR to change wording in SIV Scheme Guide to clarify that events sanctioned by the ASRF are not restricted to only street rods and hot rods.

Personalised Plates

Colin Chapman requested for a USA sized number plate with 6 characters to be made available as a personalised plate. Andrew explained the process undertaken to introduce new personalised plate products, which involves the contactor (currently Publicis Red Lion (PRL) presenting an in depth analysis to TMR, which includes research data (for example, community surveys on acceptance of the proposed plate product), forecasted revenue, marketing strategies and other information. There is a USA size personalised plate available with 5 characters without diamond separators, request for an additional character to be available on that plate size will need to be directed to PRL.

Andrew Mahon noted that while there is a 6 character USA sized plate available in the 'S' range of standard plates, the static S + the 5 numerics fits onto the USA size plate due to the numerics being narrower than the alpha characters.

Action: TMR raise request for new personal plate combination with PRL

Update on the Federal Government reform of the *Motor Vehicle Standards Act 1989*

Chris Malone enquired about the progress of the reforms to the *Motor Vehicle Standards Act 1989*, the replacement of the 1989 limit for imported vehicle with the sliding 25 year method. Michael Ross provided a brief overview on the reforms, including the eligibility requirement for Special Interest Vehicle Imports and confirmed that the 1989 limit for imported vehicles will be replaced with a sliding 25 year method.

Date of next meeting

The next proposed meeting is April 2018.