

Minutes

Motoring Organisation and Car Club meeting

Date Tuesday 9 December 2014 **Time** 10 am to 12 noon

Place Transport House
Ground Floor Conference Room A & B
230 Brunswick Street
Fortitude Valley Qld 4006

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

Minute taker Michael Sneesby, Policy Officer (Registration Policy)

Attendees	Organisation
Colin Chapman	Australian Street Rod Federation Inc. (ASRF)
Malcom Spiden	MG Car Club
Russell Whitney	Mustang Owners Club of Australia (Qld Inc.)
John Greene	Mustang Owners Club of Australia (Qld Inc.)
Rod Graydon	Queensland Historic Motoring Council (QHMC)
Chris Malone	Queensland Motorised Sports Council (QMSC)
Michael Ross	Senior Policy Officer (Vehicle Standards)
Karen Lehr	Principal Advisor (Road Safety)
Apologies	
David Robinson	MG Car Club
Sharyn Littler	Australian Confederation of Motor Clubs (Qld) (ACMC)
John Wroblewski	A/General Manager (Transport Regulation Branch)

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 9 September 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:

- The Department of Transport and Main Roads (TMR) to advise the group once USA style Special Interest Vehicle (SIV) plates are available for purchase. Andrew Mahon apologised for the delay. Andrew explained that production had been held up for a number of reasons but assured the Motoring Organisation and Car Club (MOCC) forum members that USA style SIV plates will be available in the New Year.
- TMR to finalise LH9 and LH10 Street Rod SIV Scheme requirements. Andrew Mahon advised that this is currently in progress and in the final stages of implementation. Once completed, TMR will advise MOCC members out of session.

Agenda item 3 Road safety discussion

Karen Lehr (Road Safety) spoke about current road safety campaigns including ‘Join the Drive’, the ‘Fatal Five’, ‘Mates Motel’, ‘Sharing the Road’, speed management and improvement to vehicle safety. Karen also discussed the launch of community coalitions which looked to Queensland businesses to become involved in the promotion of road safety.

A video presentation around road safety work currently being undertaken by TMR was shown and Karen explained that TMR was focusing on education, as well as changing people’s behaviours and attitudes.

The *Queensland Road Safety Action Plan 2013-2015* was also discussed, with key statistics of particular interest noted.

Rod Graydon noted that looking at the statistics, it was clear that Queensland had come a long way. Rod also discussed the issue of fatigue and how energy drinks often gave a false sense of relief. Karen Lehr acknowledged that fatigue was one of the ‘Fatal Five’ and campaigns were planned for 2015 to address the issue.

Chris Malone raised issues surrounding ‘tyre age’ as opposed to ‘tyre wear’. Chris noted that this was of particular relevance to SIVs as they were used less frequently. Chris and Rod stressed the safety importance of ensuring vehicle tyres were still in date.

Andrew Mahon encouraged the MOCC group, as representatives of the motoring community, to promote positive road safety messaging wherever possible.

Agenda item 4 TMR Check Registration Status online tool

John Greene raised concerns that the Check Registration Status online tool and Check Rego app did not allow the search of a chassis number.

Andrew Mahon confirmed that the online tool and app were designed to allow people to quickly and easily check the registration expiry date of their vehicle or any vehicle they are planning to drive. Andrew also advised that a vehicle's chassis number is returned when searching a registration number plate.

TMR will be looking to include additional functions to the tool in the future.

Andrew also took the opportunity to discuss Automatic Number Plate Recognition (ANPR) technology and the Q-lite devices used by the Queensland Police Service (QPS) for enforcement purposes.

Agenda item 5 Dating Certificates

During the 11 June 2014 MOCC meeting, it was noted that dating certificate inspections can often be difficult to conduct when the vehicle is located in rural Queensland. As such, it was agreed that when issuing a dating certificate, photographs could be accepted in such extenuating circumstances, however, a dating officer or club official must still inspect the vehicle when reasonable to do so.

John Greene advised that he felt photographs should be accepted in all cases. John noted that if photographs can be used to determine the year of manufacture in some circumstances, the same requirements should apply in all instances.

Andrew Mahon confirmed that TMR would investigate this further and finalise the matter out of session.

Andrew also noted that TMR were looking to review dating certificate requirements. TMR maintains the year of manufacture on the Queensland register and can confirm the manufacture date using the compliance plate or manufacturer's builder's plate.

MOCC members discussed the advantages of dating certificates and the multiple purposes they serve such as confirmation of club membership, the registered operator's acknowledgment of the SIV Scheme conditions and so on.

Andrew advised that this would be considered as part of the review.

Action:

- TMR to investigate extending the acceptance of photographs when issuing a dating certificate.
- TMR to conduct review of dating certificate requirements.

Agenda item 6 Deterrents for misuse of SIV Scheme registration

Chris Malone raised issues regarding people operating outside the conditions of the SIV Scheme. Chris suggested a number of deterrents to address the issue.

Andrew Mahon explained that the current consequences of operating outside of the SIV Scheme were very serious and included fines, the risk of having the concession eligibility reassessed and also insurance implications if the vehicle is involved in a crash.

Andrew also encouraged MOCC members to report anyone found operating outside the SIV Scheme conditions to TMR via the MOCC secretariat so that action can be taken.

Agenda item 7 Age criteria for SIV Scheme registration

Chris Malone asked whether TMR would consider granting an exemption to vehicles less than 30 years of age, allowing them into the SIV Scheme. Chris suggested certain conditions be placed on these vehicles such as limiting the number of applications and vehicles per club each year.

Andrew Mahon explained that consistency was an important part of regulating the SIV Scheme and the requirement for a SIV to be at least 30 years of age provides this consistency.

Andrew also explained that it would be difficult for TMR and car clubs to fairly and equally administer such an initiative.

Agenda item 8 General Business

Green and white plates

Currently, green and white registration number plates (standard or customised) are not eligible plates under the SIV Scheme.

As time progresses and the 30 year age of SIVs continues to extend, there are more cases arising where green and white plates were the originally issued registration number plates. Originally issued number plates may add significant historic and sentimental value to the vehicle.

Following correspondence received by TMR, Andrew Mahon proposed to include originally issued green and white registration number plates as eligible SIV plates.

Historically the S plate was used to identify SIVs, however as personalised plates are included in the Scheme, there is no reason green and white plates cannot also be used on a SIV. There would be no impact on the enforcement of SIVs.

The group agreed that if the green and white plates were the original registration number plates of a vehicle, they should be included as eligible SIV plates.

Action:

- TMR to review any issues with progressing green and white plates.

Calculating age of a 30 year old vehicle

Rod Graydon requested clarification as to whether a vehicle's 30 year age was calculated by the actual month of manufacture, or simply by year of manufacture.

Andrew Mahon explained that legislatively, a special interest vehicle includes "a vehicle that is at least 30 years old". As such, the age of a vehicle should be determined by month of manufacture.

Andrew also suggested that if a vehicle's age was calculated by year of manufacture, this may result in insurance complications and anyone who is concerned should seek advice from their insurer.

Compliance plates

Rod Graydon advised that a QHMC affiliated club was told that the person conducting a Safety Certificate inspection will now issue the compliance plate on classic cars.

Michael Ross explained that this was a case of miscommunication. Following a recent review, certification by an Approved Person will no longer be required for vehicles built prior to 1969 (pre-Australian Design Rule vehicles) and the necessary vehicle standards requirements will be assessed by an Approved Examiner during a Safety Certificate inspection.

Further information can be found on the TMR website at <http://www.tmr.qld.gov.au/Safety/Vehicle-standards-and-modifications/Vehicle-standards/Vehicle-standards-notifications.aspx>.

Search for lost Mercedes-Benz

TMR have received an enquiry from a member of the public who is trying to find a long lost 1953 Mercedes-Benz which was once owned by his family.

TMR is seeking assistance from the motoring community to help locate the vehicle for the customer.

Date of next meeting

The next proposed meeting is March 2014.

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