

## Minutes

### Recreational Motor Vehicle and Safety Group - Meeting

**Date** 17 March 2022 **Time** 1:00pm to 2:30pm

**Place** Via Skype

**Chair** Melissa Cummins (MC), A/Executive Director (Legislation, Standards & Accreditation)

**Minute taker** Andrew Millard, Senior Policy Advisor (Vehicle Standards)

<b>Attendees</b>			<b>Presence</b>
NB	Nigel Bishop	Australian Automotive Aftermarket Association	Present
MB	Miles Brennan	Australian Recreational Motorists Association	Present
CC	Colin Chapman	Australian Street Rod Federation	Present
JP	Jason Plant (JP)	Caravanning Queensland Association	Present
PH	Paris Hooper (PH)	Department of Transport and Main Roads	Present
SH	Scott Hall (SH)	Department of Transport and Main Roads	Present
SN	Scott Notley (SN)	Department of Transport and Main Roads	Present
SR	Shane Rose	Four Wheel Drive Queensland Association	Absent
BR	Bailey Rowe (BR)	Historical Motor Cycle Club of QLD	Present
PB	Peter Blanshard	Institute of Automotive Mechanical Engineers	Present
MS	Malcolm Spiden (MS)	MG Car Club	Present
JG	John Greene (JG)	Mustang Owners Club of Australia	Present
DY	Doug Young (DY)	Queensland Historic Motoring Council	Present
JT	Joel Tucker	RACQ	Present

- Papers** (1) Agenda
1. Introduction and Welcome
  2. Previous Meeting Summary
  3. Update on Parliamentary Inquiry into Vehicle Safety, Standards and Technology, including Engine Immobiliser Technology
- Agenda**
4. Queensland Labor Party election commitments
  5. Changes to Certificate of Inspection requirements for light trailers
  6. Requirements for exports of vehicles
  7. Third Party Insurance for e-scooters
  8. SIVS dating and membership forms
  9. Updates to SIVS guide
  10. Any other business

**Actions from the last meeting**

<b>Task Owner</b>	<b>Actions</b>	<b>Due date</b>	<b>Status</b>
TMR	TMR to seek information regarding the scope and terms related to the inquiry underway in Victoria.	17 March	Completed
TMR	Daniel Kaden (DK) to seek further advice regarding timed events, and the application of, for instance, section 85 of the <i>Transport Operations (Road Use Management) Act 1995</i> and section 328A of the <i>Criminal Code Act 1899</i> .	17 March	Completed
TMR	DK to provide a link to vehicle registration legislation and the SIV guide.	17 March	Completed
TMR	DK to provide further information to the group regarding TMR's decision regarding extension of road test radius for SIVS vehicles.	17 March	Completed
TMR	DK to provide further information about motorcycle safety and motorcycle road rules.	17 March	Completed
TMR	TMR to contact JG to clarify modification requirements relating to the conversion of motorcycles for use by wheelchair users.	17 March	Completed

**Agenda Items**

<b>Agenda 1</b>	<b>Introduction and Welcome</b>
Melissa Cummins	MC welcomed RMVSG members to the March 2022 meeting and noted that circumstances again meant the meeting would need to be held remotely rather than in person.

<b>Agenda 2</b>	<b>Previous Meeting Summary</b>
Melissa Cummins	The minutes of the previous meeting were confirmed. MC confirmed all actions from the previous meeting were completed in advance of the March 2022 meeting. There were no apologies received for the meeting.

<b>Agenda 3</b>	<b>Update on Parliamentary Inquiry into Vehicle Safety, Standards and Technology, including Engine Immobiliser Technology</b>
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<p>Scott Notley</p>	<p>SN provided a status update of the Transport and Resources Committee's inquiry into vehicle safety, standards and technology, including engine immobiliser technology.</p> <p>The Committee tabled its final report on 24 September 2021. The recommendations that were made as part of the final report were discussed at the previous RMVSG meeting in August 2021. The Queensland Government tabled an interim response to the report's recommendations in December 2021, and will table a final response in March 2022.</p>
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<p><b>Agenda 4</b></p>	<p><b>Queensland Labor Party election commitments</b></p>
<p>Scott Notley</p>	<p>SN provided an update on two commitments made by the Queensland Labor Party prior to the 2020 state election. The commitments were to;</p> <ul style="list-style-type: none"> <li>• Put the issue of national harmonisation of vehicle modification laws on the national agenda through the Infrastructure and Transport Ministers' Meeting (ITMM).</li> <li>• Establish a review of the current Queensland vehicle modification standards with a view to ensure best alignment with other Australian jurisdictions.</li> </ul> <p>SN confirmed that an agenda item relating to the national harmonisation of vehicle modification laws has been drafted. This item will be considered by ITMM through out of session voting in early 2021.</p> <p>It is anticipated that the agenda item will receive strong support, recognising that there is a need for national harmonisation. Queensland has put forward a recommendation that would task the National Transport Commission (NTC) with considering the best way to achieve national harmonisation.</p> <p>If the agenda item is supported, it is anticipated that the NTC will report back to ITMM by the end of 2022.</p> <p>Regarding the establishment of a review of current vehicle modification standards in Queensland, SN explained that this was deferred until the conclusion of the Transport and Resources Committee inquiry (agenda item 3) owing to overlapping terms of reference. As that inquiry has concluded, the review has now recommenced, and a scoping statement has been shared with all RMVSG members prior to the meeting.</p> <p>SN noted that the Department of Transport and Main Roads (TMR) supports the harmonisation of vehicle standards and a number of projects have been undertaken with the aim of achieving this. This review will look at the differences between modification standards in Queensland, and where they vary with Vehicle Standards Bulletin 14 (VSB 14), as well as differences between Queensland vehicle modification standards, and those in other jurisdictions. Of particular interest will be issues relating to vehicles modified interstate being registered in Queensland. There will be a focus on vehicle modification standards in New South Wales and Victoria, not just because they make a large proportion of the vehicle fleet, but also because, they arguably have a more robust accreditation scheme for their Approved Persons.</p> <p>To carry out the review, TMR will undertake research into vehicle modification standards, as well as seek input from other jurisdictions. The review is also an opportunity for RMVSG members to make a submission to TMR via the RMVSG secretariat. Submissions will need to nominate a modification code used in Queensland and include information about how the code differs from either VSB-14 or another jurisdiction. SN anticipates that initial information about which Queensland modification codes differ will be shared with the RMVSG in approximately 3 months from the date of the meeting. The next step will be to consider what options exist that can improve harmonisation.</p>

	NB welcomed the review, noting that the AAAA is supportive of measures to reduce friction between the states. SN acknowledged and thanked the AAAA for their input into the draft Gross Combination Mass (GCM) code. SN also advised the group that the scoping statement can be shared with stakeholders external to the RMVSG.
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<b>Agenda 5</b>	<b>Changes to Certificate of Inspection requirements for light trailers</b>
Scott Hall	<p>SH informed the group that from 25 March 2022, there will be a change to the Certificate of Inspection requirements for trailers. Trailers with aggregate trailer mass (ATM) of between 750kg to 4.5t, commonly referred to as light trailers, will require a safety certificate when being sold or transferred. The current upper threshold for light trailers is 3.5t.</p> <p>Trailers with an aggregate trailer mass of over 4.5t will require a periodic inspection. This change relaxes the inspection requirements for the owners of trailers with an ATM of between 3.5t and 4.5t.</p> <p>JP acknowledged that he was already aware of this change and has shared it with members of the Caravanning Queensland Association and has not received any negative feedback.</p>

<b>Agenda 6</b>	<b>Requirements for exports of vehicles</b>
John Greene	<p>JG asked about the management of vehicle exports, giving the example of how the export of Dame Nellie Melba's 1932 vehicle was blocked. JG asked if there should be a warning to vehicle owners that if you intend to sell a vehicle overseas, the export may be blocked.</p> <p>MC clarified that this is a Commonwealth matter. DY confirmed that this was an example of export being blocked under the <i>Protection of Movable Cultural Heritage Act 1986</i>. This piece of Commonwealth legislation is intended to ensure that objects that have cultural significance to Australia remain in Australia.</p> <p>SN noted that there was little that TMR could do that would influence the process of exporting vehicles in these circumstances.</p>
<b>ACTION</b>	JG to send further information on vehicle export requirements to TMR, enabling TMR to determine what web updates, if any, could provide further clarity to vehicle owners.

<b>Agenda 7</b>	<b>Third Party Insurance for e-scooters</b>
John Greene	<p>JG asked about the compulsory third party (CTP) insurance status of e-scooter riders, and how it compares to the drivers of motor vehicles.</p> <p>PH provided an explanation of Queensland's CTP insurance scheme. Drivers of motor vehicles that are at fault are not eligible to make a claim, whereas other passengers and drivers can. In Queensland an injured at fault driver may be eligible for NDIS coverage.</p> <p>As e-scooters are not eligible for registration, they are not covered by CTP insurance. If the victim of a collision caused by the rider of an e-scooter is seeking compensation, they would need to sue the person riding it for negligence.</p>

	The victim of a collision caused by a stolen vehicle would be covered by the vehicle's CTP, or the nominal defendant if the vehicle has no CTP.
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<b>Agenda 8</b>	<b>SIVS dating and membership forms</b>
Bailey Rowe	<p>BR explained that the Historical Motor Cycle Club of QLD has approximately 1350 members spread across 15 areas in Queensland, and is seeking a way of streamlining the SIVS application process. BR described the process currently used by the Historical Motor Cycle Club of Queensland for managing SIVS applications, which includes putting application documentation online. BR sought feedback from the group about the administration process used in other organisations to minimise instances of ineligible vehicles being registered through the SIV scheme.</p> <p>DY – whilst there is no requirement under the SIVS scheme to keep records, you can only access the scheme if you are a member of an incorporated club, and incorporated clubs are required to keep records. In other states some schemes stipulate the minimum number of members.</p> <p>PH reminded the group that when an applicant applies for a SIVS registration, they must produce evidence that they are a member of an incorporated club. Hosting documents online introduces the possibility that documents can be misused, but the scheme should not over burden club officials.</p> <p>PH will review the guidance given to Customer Service Centre officers regarding the requirements for prospective SIVS applicants, with a view to ensure that these procedures are being followed. PH will also check which documents are retained by TMR and which are sighted by TMR.</p> <p>MC suggested that as this matter is a combination of a number of issues, which each require further consideration. PH offered to look into / discuss the matter further at a later date and will report back to the RMVSG.</p>
<b>ACTION</b>	PH to review SIVS application requirements when they are processed at Customer Service Centres and review any other issues that arise as they relate to the broader topic of SIVS eligibility and membership.

<b>Agenda 9</b>	<b>Updates to SIVS guide</b>
Paris Hooper	PH confirmed that whenever there are major changes to the SIVS guide, this will be brought to the attention of the RMVSG members. There have been no recent amendments that have changed the nature, scope or intent of the scheme.

<b>Agenda 10</b>	<b>Any Other Business</b>
<p>MS noted that on the TMR website, the SIVS guide states:</p> <p style="padding-left: 40px;">Club membership—You are required to provide evidence of current membership with an incorporated vehicle club or association to be eligible for this concession. This membership should be maintained while the vehicle is registered under the scheme.</p> <p>MS asked about the choice of the phrase "should be maintained" rather than "must be maintained". PH explained that the word "should" has been used in place of "must" because of legal enforcement.</p>	

MS asked about CTP insurance in motorsport, and in particular CTP insurance for events held on private land. PH expressed reluctance to provide advice regarding a motorsport event. Typically, the CTP insurance of a registered vehicle would apply, but there are no easy answers, and there are public liability insurance matters to consider as well.

JP asked about total economic loss vehicles being sold through auction in relation to a planned auction of flood impacted caravans. Specifically, as total economic loss is cost of repair less salvage loss in relation to market value, how is salvage cost determined.

SN indicated that TMR is currently in discussions with a number of stakeholders regarding this auction and offered to discuss the matter directly with JP.

SH informed the group of a proposed legislative change to the definition of Gross Vehicle Mass (GVM) within the *Transport Operations (Road Use Management) Act 1995*. The definition change seeks to provide clarity about a vehicle's GVM when it has been recorded differently in multiple locations. The proposed change was shared with JP, NB and MB for their feedback.

MC closed the meeting and thanked the group for providing a variety of interesting topics.

Actions	Meeting date	Due date
JG to send further information re vehicle export requirements to TMR, enabling TMR to determine what web updates, if any, could provide further clarity to vehicle owners.	17 March 2022	Next meeting
PH to review SIVS application requirements when they are processed at Customer Service Centres, and review any other issues that arise as they relate to the broader topic of SIVS eligibility and membership.	17 March 2022	Next meeting

**Date of next meeting to be confirmed.**

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