



1 July 2020

Mr Miles Brennan
Australian Recreational Motorists Association
admin@arma.net.au

Dear Mr Brennan

Re: Pre-Election Request to Change Vehicle Modification Engineering Standards

Thank you for the material you have provided the Opposition outlining your concerns that various state and territory governments have different legislation, standards, processes and regulations regarding modifications for in-service motor vehicles. You also raised the matter where vehicles which have undertaken modifications in one state and already passed the testing and engineering certification requirements still cannot be sold or transferred into other jurisdictions without having to be fully engineered and re-certified in the new state.

The LNP Opposition acknowledges these arrangements are not acceptable to the industry and would therefore look to work with you in an endeavour to achieve a better outcome. In this regard, we would also be pleased to encourage the Commonwealth Government towards national uniformity. Furthermore, where it does not impact on safety, we agree on the need to reduce the “red tape” and the restrictions which are impeding the motoring community.

The harmonisation of vehicle standards nationally, mutual recognition between jurisdictions and a nation-wide, consumer driven industry-validated process are clearly worth pursuing. Similarly, the apparent disparity between the National Code of Practice for Vehicle Modifications (NCOP) and the Australian Design Rules (ADRs) could also benefit from closer examination. While we understand the challenges to achieving national consistency, at a minimum, Queensland’s Code of Practice should be consistent with New South Wales. It seems crazy that a modified vehicle can be certified as safe in New South Wales but then need re-certification, at an additional cost, when the same vehicle is registered in Queensland.

We agree with the position which the Australian Recreational Motorists Association has put forward whereby modifications should be safe for both on-road and off-road use and other road users. Testing and certification procedures should not be cost prohibitive, but more affordable for the general public. However, the suggestion put forward relating to practical and testing procedures not being mandated where facilities are not available across the state is open to interpretation and potentially abuse. As such, we would look to work with you on the best way to achieve the intent of the suggestion, while maintaining public

confidence in the overall certification system. If elected to Government, the LNP will engage with stakeholders to address excessive testing.

The establishment of some form of Technical Advisory Committee (TAC) comprising representatives from the motoring and industry groups, such as the after-market industry to advise and inform agencies on a certification program and related legislation is supported. Such an arrangement would enable the government officials to better understand the issues facing the industry, clubs and operators. Your suggestion relating to targeted education programs to cover safe modifications, driving in non-standard conditions, towing caravans and undertaking vehicle recoveries has considerable merit.

Finally, we commend your Association for the time and effort your members have put into bringing these issues forward so that they may be addressed at a national and state level. We look forward to discussing the implementation of these initiatives with you in the future.

Yours sincerely

A handwritten signature in blue ink, consisting of a large, stylized loop followed by a long horizontal stroke that tapers to the right.

Steve Minnikin MP
Member for Chatsworth
Shadow Minister for Transport and Main Roads