



27 August 2020

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

RE: Pre-Election Request to Change Vehicle Modification Standards

Dear Miles,

I am writing on behalf of the Australian Federation Party Federally as well as all the State and Territory Federation Party Divisions across Australia.

We as a collective, democratic and grassroots Party are committed to supporting your organisation and its members to achieve national standards that reflect a nationally agreed framework of standards that does not see your members from different states penalised or restricted due to different standards and regulations.

Further to this above statement we, as a national Political Party formally support the request for us to support the following points outlined in your request letter for all upcoming elections around Australia over the next 3-4 years.

- Acknowledge disparity in vehicle modification standards and processes across all state and territory jurisdictions;
- Position the National Code of Practice (NCOP) as reference guides for un-certified / un-engineered vehicle modifications;
- Introduce an engineering and certification program where Australian Chartered Professional Engineers (CPE) are empowered, responsible, and able to freely undertake vehicle modifications based on sound Australian Standards and engineering principles (similar to schemes in NSW and SA), using the Australian Design Rules (ADRs);
- Allow all Second Stage Manufacturing (SSM) modifications approved under federal ADRs to be automatically approved and accepted under state modification standards for current in-service vehicles (same modifications for same vehicles);
- Recognise interstate modifications for registration transfers, or currently registered Australian vehicles, were the modifications are undertaken by a CPE from interstate, and an appropriate engineering report is provided;

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- Commit to regular reviews of restrictive regulations, standards and red tape, where clear modification and certification details are already provided within the Australian Design Rules, equivalent international standards, or where there is lack of evidence to prove modifications are unsafe;
- Establish a Technical Advisory Committee (TAC) from motoring community and industry groups, to review, advise and approve requirements for department of transport enactment;
- Coordinate a meeting between the Transport Ministers and Australian motoring community with the focus to review and overhaul the special interest vehicle concession scheme and the restrictions placed vehicle usage;
- Provide 90 days of general road use each year for special interest vehicle registration, outside of organised club events and maintenance;
- Work with motoring community and industry groups to generate education programs to cover safe modifications and driving in non-standard conditions, such as sand driving, towing caravans, undertaking vehicle recoveries;
- Engage other Council of Australian Governments (COAG) representatives and seek to harmonise vehicle standards and regulations where possible, through the Australian Motor Vehicle Certification Board (AMVCB);
- Agree to transfer responsibility of vehicle modifications regulations and standards to the Commonwealth (or a national regulator), on the condition that:
 - Moving to a Federal model does not negatively reduce, restrict, or prohibit those provided by the territory, and committed above; and
 - It is agreed by the Australian States and Territory motoring community and industry representatives.

If it is appropriate, we are happy to circulate media releases in elections to support your and your members cause.

Sincerely,

Glenn O'Rourke GDipMngt MBA
Federal Chairman