



3 March 2021

Mr Miles Brennan

Vice President

Australian Recreational Motorists Association (ARMA)

ELECTION COMMITMENT TO CHANGE VEHICLE MODIFICATION STANDARDS

Dear Miles,

Thank you for your correspondence concerning the disparity of vehicle modification standards and legislation across federal, state and territory jurisdictions.

It certainly does not make sense that fully engineered vehicle modifications undertaken on brand new vehicles in accordance with the federal Australian Design Rules under the Second Stage Manufacturer scheme, can be classed as illegal under state regulations, if the exact same modifications were undertaken on the exact same vehicle make and model.

Vehicle owners should have the freedom to undertake the same level of certified modifications before the vehicle is first registered, and throughout the live of the vehicle after registration. Enforcing engineering standards based on whether a vehicle is registered or not, does not make logical sense, and we support the approach to allow auto-mechanical engineers to be able certify vehicle modifications in accordance with any Australian Standard.

To that end, One Nation continue to support the ARMA's Time To Align campaign and commit to:

- Acknowledging 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 Western Australian vehicles, where the modifications are undertaken by a CPE from interstate, and an appropriate engineering report is provided;



- 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;
- 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 state, and committed above; and
 - It is agreed by Western Australian motoring community and industry representatives.

One Nation also recognises the shortfalls in the recent Concessions For Classics Scheme (C4C), and will seek to open the scheme to all motor vehicle and motorcycle types which are 30 years of age and above, without the need to specifically be members of a motor club, if the vehicle is not the owners first and only vehicle registered of the same category. The 90-day use period will be available for any purpose and without the requirement for sanctioning special events, allowing adhoc trips as required.

The calculation of stamp duty on unregistered vehicles will also be reviewed, to ensure any increase in valuation which is calculated after major restoration or rebuild activities, resulting in the increased vehicle valuation at the time of re-registering with Department of Transport, does not include the reasonable costs incurred by the vehicle owner, where GST and Taxes have already been collected on the services and parts purchased, and the owners wage to purchase these services.

One Nation supports the sensible recommendations ARMA have advised and thank you for your proactive correspondence.

Rod Caddies

Rod Caddies
WA State President