

## Minutes

### Recreational Motor Vehicle and Safety Group - Meeting

<b>Date</b>	6 October 2023	<b>Time</b>	2:00pm to 3:30pm
<b>Place</b>	Via Microsoft Teams and Room 10.9, 61 Mary Street, Brisbane		
<b>Chair</b>	Toni Laver (TL), A/Director (Standards & Accreditation)		
<b>Minute taker</b>	Andrew Millard, Principal Advisor (Vehicle Standards)		

<b>Attendees</b>			<b>Presence</b>
NB	Nigel Bishop	Australian Automotive Aftermarket Association	Present
LY	Lesley Yates	Australian Automotive Aftermarket Association	Present
MB	Miles Brennan	Australian Recreational Motorists Association	Present
PM	Peter Melenewycz	Australian Street Rod Federation	Present
JP	Jason Plant	Caravanning Queensland Association	Absent
AB	Anant Bellary	Department of Transport and Main Roads	Present
SH	Scott Hall	Department of Transport and Main Roads	Present
SR	Shane Rose	Four Wheel Drive Queensland Association	Absent
JD	John Dodd	Heritage Truck Association	Present
BR	Bailey Rowe	Historical Motorcycle Club of QLD	Apology
PB	Peter Blanshard	Institute of Automotive Mechanical Engineers	Present
MS	Malcolm Spiden	MG Car Club	Present
JG	John Greene	Mustang Owners Club of Australia	Present
DY	Doug Young	Queensland Historic Motoring Council	Present
JT	Joel Tucker	RACQ	Present

**Papers** (1) Agenda

- Agenda**
1. Introduction and Welcome
  2. Previous Meeting Summary
  3. Review of Light Vehicle Modification Standards Discussion Paper
  4. Use of Lithium Battery Packs
  5. Any other business

**Actions from the last meeting**

<b>Task Owner</b>	<b>Actions</b>	<b>Due date</b>	<b>Status</b>
TMR	AB to send a summary document of the modification standards review to the group	12 Sept 2023	Completed

**Agenda Items**

<b>Agenda 1</b>	<b>Introduction and Welcome</b>
Toni Laver	TL welcomed RMVSG members to the October 2023 meeting. TL introduced herself to the group, and invited all participants, in person and online, to also introduce themselves.

<b>Agenda 2</b>	<b>Previous Meeting Summary</b>
Toni Laver	The minutes of the previous meeting were accepted. TL confirmed the action from the 8 September 2022 meeting was completed. An apology from Bailey Rowe was received for the meeting.

<b>Agenda 3</b>	<b>Review of Light Vehicle Modification Standards Discussion Paper</b>
Scott Hall	<p>SH provided an update on the review of light vehicle modification standards. On 12 September 2023, a two-page discussion paper summary was distributed to the group. On 11 September 2024, the Review of Light Vehicle Modification Standards Discussion Paper was distributed to the group, as well other stakeholders. Feedback on the discussion paper is due by 13 October 2023.</p> <p>MB noted that a harmonisation approach to light vehicle modifications is desirable and acknowledged that in moving to a single platform there will be wins and losses. MB also suggested that there could be other options for achieving harmonisation outside of the four options proposed in the discussion paper.</p> <p>AB observed that stakeholders can propose alternative opportunities to pursue harmonisation in their feedback to the discussion paper, as well as to offer general comments. All feedback received will be considered by TMR, and a response will be provided to all submitters.</p> <p>MB asked what the next steps will be after feedback is received. SH confirmed that once feedback is received, the matters raised will be considered and following this a brief will be prepared for the Minister for Transport and Main Roads.</p>

	<p>PB queried the definition of ‘significant modification’ used in the discussion paper. AB confirmed that the discussion paper uses the same definition as that which appears in the National Code of Practice for Light Vehicle Construction and Modification (VSB-14). SH added that as the National Transport Commission (NTC) will be tasked with reviewing VSB-14, this definition may change over time as part of the review. Stakeholders can use the NTC review of VSB-14 as an opportunity to query whether the definition of ‘significant modification’ is fit for purpose.</p> <p>LY expressed thanks to TMR for developing the discussion paper. The AAAA understands why the discussion paper proposes Option 4 as the preferred option for harmonisation of light vehicle modification standards. The consequences of inconsistency is that it leads to consumer confusion, which can contribute to non-compliance, as well as increased costs for AAAA members and the economy more broadly.</p> <p>LY observed that the AAAA is yet to see a project plan for when and how the NTC will review VSB-14. The AAAA and IAME have been seeking further information from the NTC about review timeframes, and noted that Option 4 of the discussion paper interacts with the NTC review.</p> <p>NB reiterated the comments made by LY and emphasised that the challenges of working within the current unharmonized regulatory landscape.</p> <p>MB added that ARMA’s Time to Align campaign has been underway for a number of years, and it is good to see a commitment to harmonisation. There is concern in some parts of the recreational motoring community that harmonisation may mean that some groups could potentially be worse off.</p> <p>TL expressed a commitment to continuing to work with interstate colleagues.</p> <p>PM recognised that the modification standards applicable to street rod vehicles vary between jurisdictions, and this can present some challenges, such as moving vehicles interstate.</p> <p>DY had no specific comments on the discussion paper.</p> <p>JD also had no specific comments as the members of the Heritage Truck Association generally operate heavy vehicles, not light vehicles.</p> <p>MS also had no specific comments as members of the MG car club don’t generally seek to modify their vehicles.</p>
--	---

<b>Agenda 4</b>	<b>Use of lithium battery packs</b>
Peter Blanshard	<p>PB outlined ongoing concerns with the safety of lithium battery packs in some vehicles for powering aftermarket accessories. In particular, lower quality products can be substantially cheaper than reputable products, making them more attractive to consumers. The potential danger posed by electrical scooters, and similar devices, is becoming more well known. In some cases, these devices have been responsible for serious and sometimes fatal fires. Of concern are high voltage power packs being attached to utilities for use on worksites where they power electrical devices. When the IAME has previously raised concerns, they have been directed to the Australian Competition and Consumer Commission.</p> <p>LY agreed that there are legitimate concerns about the safety of some of these devices, however there is confusion about which regulatory framework they are captured by. Relevant industries should be promoting safe practices.</p>

	TL noted that the issue is finding the right regulatory framework. SH echoed these concerns and suggested that regulators such as TMR could take some steps, such as engaging in an education campaign to promote awareness of these issues. TL added that TMR is participating in a review of Queensland's <i>Electrical Safety Act 2002</i> , and this issue is relevant to work underway in that space.
--	--

<b>Agenda 9</b>	<b>Any Other Business</b>
<p>PM raised the matter of concessional registration. In particular, a person must provide evidence current membership with an incorporated vehicle club or association to be eligible for concessional registration. However, if their membership lapses do they continue to have access to concessional registration? DY noted that this question has been asked previously, and if a person is no longer eligible for concessional registration they should inform TMR of this change. SH confirmed that advice will be sought from the Registration team and provided to PM.</p>	

Actions	Meeting date	Due date
SH to provide advice to PM regarding concessional registration eligibility.	<b>6 October 2023</b>	<b>Next meeting</b>

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

**©The State of Queensland, Department of Transport and Main Roads**

*The contents of this document may not have been approved and do not necessarily accurately reflect the views of the meeting participants or represent the adopted opinion or position of the Department of Transport and Main Roads.*

*The distribution of this document, in whole or part, to individuals or entities for purposes other than internal departmental purposes, is prohibited. Any unauthorised distribution of this document may be a breach of copyright and/or a contravention of the department's Code of Conduct*