

2017-2018 ANNUAL REPORT FROM QUEENSLAND HISTORIC MOTORING COUNCIL INC.

30th June 2018



It hasn't been the easiest year, commencing with the AGM in July where there has been difficulty in filling the Management Committee positions. Following the AGM, both the webmaster and treasurer resigned before the 2nd meeting.

Transport and Main Roads

1. Registration fees – There have been questions as to why QHMC was not pushing for fees in line with other states. Other schemes are not comparable and are so different. Also, Queensland has some of the highest registration fees in the country and this is also reflected in SIVS registration costs.
2. Logbook SIVS Scheme – TMR is looking at what is in other state schemes, but at this point, the majority of QHMC clubs are happy with its current scheme.

Below are the results of the survey of clubs carried out in late 2013, which was the reason why QHMC did not pursue Logbooks

Retain the current SIV scheme	57.9%
Retain the current scheme + an option to purchase an additional 20 log book days at a cost to be determined by TMR	4%
Retain the current scheme but the addition of free use on Sundays	29.1%
Adopt a log book scheme similar to the Victorian scheme for 52 days use	2.1%
For 90 days use as per the Victorian system	3.9%
Running the current scheme and a log book scheme concurrently	6%
How much extra, if anything, would your members be prepared to pay per year in registration charges for these changes:	
Not prepared to pay any extra	87%
Up to \$50 per annum	10%
\$50 to \$100 per annum	3%
More than \$100 per annum	0%
Would your club be prepared to administer any new arrangements, accept responsibility for, and enforce your club's compliance with the rules?	Yes 14 clubs 23%
	No 46 clubs 77%

If the log book scheme was to be implemented, it was indicated, there would be an increase in SIV registration, enabling TMR to recoup costs. The CTP fee would also most likely increase with members being allowed to drive there more.

For a full understanding of the SIVS issues, see <https://qhmc.org.au/wp-content/uploads/2015/02/QHMC-and-the-Special-Interest-Vehicle-Scheme.pdf>

TMR is still reviewing the success of the NSW logbook scheme, however, a final decision has been delayed due to the extension the NSW trial.

3. Historic SIV bus requirement reduced from 30 to 25 year – On 27/4/2018 we received written confirmation from Transport Regulation Branch of Transport and Main Roads that the legislative amendment to reduce the age requirement for historic SIV buses from 30 years to 25 years had been passed. The information on their website and on the Registration Concession Application Form (F3937) is currently being updated to reflect the change.

The policy and legislative work required to reduce the SIV age requirement for historical buses continues to be progressed. Pending government approvals, it was estimated that changes should be in effect before June 2018.

4. Reduction of SIV Motorcycle Fees – As at 1 July 2018, a customer eligible for the SIV motorcycle concession will pay \$34.20 for motorcycle registration, which is a reduction of \$60.75 compared to the current concessional rate of \$94.95. The reduced fee will be displayed on renewal notices for eligible SIV motorcycles from mid-MAY for registrations with a due date of 1 July 2018 and after.

5. Federal Road Vehicle Standards Bill 2018 and its impact/implementation in Queensland – The Bills were introduced to the Federal Parliament on 7 February 2018 and have been designed to maintain and improve vehicle safety while expanding consumer choice and reducing red tape. This involves changes to Specialist and Enthusiast Vehicles and Concessional Imports. Further information about the Bills can be found at https://infrastructure.gov.au/vehicles/mv_standards_act/

6. Luxury Vehicle Tax – A Luxury Car Tax of 33% is imposed above the threshold – assessed by 2 amounts depending on their fuel consumption in addition to a 5% import duty and 10% GST.

Doug Young advised, a survey of clubs has found that over 250 classic and vintage cars including significant rare models are not being bought in to the country owing to the high rate of luxury tax. (It is unknown which clubs were surveyed and from which states or territories).

Doug reported, it is estimated that the import of these vehicles would provide a benefit to the motor industry of about \$5000 per car for 5 years for servicing and maintenance. It is expected that tourism would also benefit through visitors coming to view the rare vehicles.

7. Transfer Duty – There are changes to the rate of vehicle registration duty payable for luxury light vehicles that are valued at more than \$100,000. The rate will increase by \$2 per \$100 of dutiable value. Heavy vehicles are excluded from this increase.

The Office of State Revenue is responsible for progressing the legislative amendments to facilitate this change to be effective 1 July 2018. These changes apply to both new and used vehicles.

8. Transfer Duty on SIV vehicles – Queenslanders incur transfer duty for vehicles registered under the SIV scheme. We believe other states and territories do not.

9. Transfer of registration of SIV Vehicle – A SIV registered vehicle can be transferred, however the purchaser/acquirer will either need to reapply for the SIV concession, or the concession will be removed. If the concession is removed, the vehicles changes to full registration and the acquirer is required to pay the pro-rata registration fee difference.

10. Updating SIV guide – There is inconsistency with terminology used within the SIV guide ('concessional' instead of 'restricted'). TMR have agreed to review the guide to ensure consistent terminology is used throughout the guide.

11. Use of classic vehicles for ride sharing – Historic vehicles can be used to offer a booked hire service, provided the vehicle has unrestricted registration (not SIVS), correct CTP Class, a current safety certificate / certificate of inspection and provided the vehicle is a passenger or utility vehicle that has no more than 12 seating positions including the driver's position.

To obtain all the information and requirements for ride sharing, including authorisation, driver requirements, licensing, vehicle requirements, safety and monitoring and reporting; visit <https://personalisedtransport.tmr.qld.gov.au/>

National Motoring Heritage Day

Committee continued the event at Queens Park Ipswich. Several clubs throughout the states hosted events and promoted the day.

AHMF 2020 National Motoring Festival

1. QHMC is promoting the event well.
2. The committee has volunteered to manage the event on Monday.
3. Bayside Vehicle Car Club is organising a tour from Brisbane to Albury and return.
4. The indication of entrants coming from Queensland is very promising.

Christine Stevens
QHMC Delegate