



QUEENSLAND HISTORIC MOTORING COUNCIL INC.

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NEWSLETTER No 21 **June 2024**

WRITTEN OFF VEHICLE REGISTER POINTS OF DEBATE

NOTE; A motion was passed at the last meeting (23rd May 2024) for QHMC to get a serious and hard line response before 20th June 2024

Meanwhile.

Also if you find the hyperlink provided not working before, here's a working link

<https://www.getinvolved.qld.gov.au>.

It has been brought to our notice that some clubs have not read or are not taking this proposal seriously, below are sections of the document that NEED to be read and understood.

This proposal as published, if passed, would have a pretty big effect on the historic vehicle movement and also small businesses.

Listed further down below the questions are various points that NEED serious consideration, suggested by Graham Allum, Maroochy Vehicle Owners Club

A few questions we have been asked about the written off register changes.

Q. Can I suggest that QHMC circulate some talking points which clubs and their members can use in completing the WOV Register survey.

I am partially through doing the survey and find it an unfriendly survey for motoring enthusiasts, with the comments section at end is the only area where enthusiasts can make their point.

A. The survey is indeed a little difficult to navigate, but unfortunately QHMC can't tell you what to put in there as it may be construed as collaboration. The survey is for individuals to tell the Government how it affects them directly.

Q. we (all car enthusiasts) are not organised like these government bodies are so what should we do? Do you think that we should have a meeting or what about a forum? Possibly a forum on the net that all car clubs in Queensland and even members could use to voice their concerns to our elected members and their departments.

A. Unfortunately due to the cut-off being the 20th June 2024, it is not practicable to set these up in the time frame and there are a few clubs unable to access this technology. Hence the emails and sending of links for clubs to fill out and contact State politicians.

QHMC has already contacted a state politician who is sending this on further in the Government, QHMC also has a direct liaison officer who will contact TMR Managers.

Also the recent AMHF survey has given QHMC figures to go to Government on our economic and jobs worth per year.

VARIOUS POINTS TO CONSIDER

HIGHLIGHTED SECTIONS; Please read these sections carefully and remember how it could affect the Historical Vehicle Movement.

(NOTE any punctuation or spelling mistakes in quotes are as they are in the document)

Pg 1 Section 1.1

"Total Economic Loss = (cost of repair + fair salvage value) > fair market value".

Q. Who decides the fair market value? and are Insurance companies writing off Vehicles at a far lesser value than what the car is actually worth?

Pg 2 Section 1.2 Dot points 3,4,6,7

- *"Remove the age limit for notifiable vehicles".*

This is the most worrying point as it removes ANY date cut-off especially for Historic Vehicles

- *"Mandate assessment of notifiable vehicles involved in a serious incident."*

So the vehicle WILL be assessed by whoever the Government deems is appropriate (see above section 1.1) currently not assessed

- *"Mandate notification of the disposal of vehicles and components."*

Government WILL be notified of these vehicle no matter what

- *Add WOV status to the QLD Rego Check app."*

So wherever you go it will be on the Governments computer whether you can re-register the vehicle

Pg 6 Section 3.1. *"What will the preferred options do?"*

Look at the table on particular points as below;

- *"Remove age limits for notifiable vehicles"*

This removes any exemption for Historic Vehicles

- *"Mandate assessment of notifiable vehicle involved in serious accident"*

All vehicles will be assessed

- *"Mandate notification of the disposal of Notifiable vehicles AND COMPONENTS"*

All vehicles will be reported to the Government and then

- *"Add **Written Off Vehicle** status to the QLD rego app"*

This information will be on ALL TMR computers

Pg 7 Section 3.1.1 *"Add a Quality of Repair (QoR) process to the WOV/Inspection (WOVI) process."*

"Repairs to RWOs can be undertaken by individuals themselves or third-party repairers. There is a possibility that third party/self-repairers may attempt to cut corners to reduce the cost of a repair. This adds further risk to safety with regards to RWOs."

Data from QIS indicates that since 2015, 24% of RWOs fail their first inspection. Approximately 9% also fail subsequent inspections. Common reasons include:"

- *"Failure to provide **evidence** of parts used for repair."*

Parts of a written off vehicle that you may have used in the repair MAY NOT be suitable.

Pg 10 Section 3.1.2. *"Include heavy vehicles as notifiable vehicles for the WOV Register (WOVR)."*

"This option will see vehicles over 4.5tonne, regardless of age, being added to the WOVR"

"Heavy vehicles would be required to comply with the same WOVI and safety certificate checks and would be subject to QoR requirements should they be added to the WOV Scheme."

Pg 11 Section 3.1.3 Dot Point 6

"Remove age limit for notifiable vehicles."

"This option would see the age limit for notifiable vehicles being removed. This means that any vehicle regardless of age will be included in the WOV Scheme."

"Some historic and classic vehicles may become ineligible for road use should they be classified as a SWO."

Pretty self explanatory and means as per above (under Section 3.1; Mandate notification of the disposal of Notifiable vehicles AND COMPONENTS") this could very well mean the whole vehicle will be crushed.

Pg 12 Section 3.1.4. *"Mandate assessment of notifiable vehicles involved in a serious incident."*

- *"Removal of all vehicles that meet the SWO criteria from road use".*

And mandatory disposal

- *"Reduction in number of vehicles that currently bypass assessment."*

- *"Reduction in the number of cheaper vehicles in the used car market."*

Less future Historic Vehicles & vehicles for the lower paid peoples

- *"Reduction in business opportunities for small repair businesses and used car dealers."*

This is an attack on small businesses and ancillary industries

- *"This option would mean that all vehicles must be notified, regardless of whether the vehicle is insured. There will be a requirement to identify suitable persons to undertake this assessment."*

WHO will do the assessment? Someone who has the knowledge of Historic vehicles or some Accountant type who wants to cut costs?

Pg 13 Section 3.1.6

*"Mandate notification of the disposal of vehicles and **components**."*

"This option would impose a requirement on vehicle scrap yards, metal recyclers and other relevant businesses to check the WOV status of a vehicle planned to be scrapped or crushed. If it is not on the WOVR the business will need to notify TMR so the vehicle can be added to the WOVR."

"Increased reporting requirements on business dealing with end-of-life vehicles"

"If a vehicle is crushed and had not been added to the WOVR, or had been added as a RWO, the VIN from that vehicle could potentially be used on a stolen vehicle of the same type and model in vehicle re-birthing."

Section 3.1.7 *"Add WOV status to the QLD Rego Check app."*

"This option would see WOV status being added to the QLD Rego Check app and rego check tool on the TMR website."

- Additional **cost** to TMR in development and maintenance of the enhanced system.

