

CLUB PERMIT SCHEME PROPOSED CHANGES

AOMC – VICROADS INFORMATION SEMINAR NOTES

An information seminar was held by AOMC and VicRoads at Monash University on Saturday 12th December 2009. The VCCA (Vic) was represented by Andrew McDougall, David Wright and Barry Vinen.

The purpose of the seminar was to provide an opportunity for club delegates and interested persons to direct questions, about the proposed changes, to representatives from VicRoads and AOMC.

The questions addressed and the answers recorded by your representatives are listed below. The questions and answers are in no particular order of importance.

Permit Fee:

The 90 day permit will cost the same as the current Club Permit Scheme (CPS) fee + TAC fee. The 45 day permit will cost half the 90 day fee + half TAC fee + approximately \$18 administration fee. That is the 45 day permit will cost approximately 2/3rds the 90 day fee. The TAC has verbally advised VicRoads that they expect that their fees will remain the same as for the current scheme. They envisage no change due to the introduction of the 90 day log book based CPS and with the ability of owners being able to use the vehicle for private activities.

Insurance:

AOMC have spoken to two insurance companies. RACV have indicated that they envisage no change of premium for third party or comprehensive insurance for vehicles once they are operating on the log book based CPS. Shannons have still to finally confirm their position, but have verbally indicated that they don't envisage a change of premium, if vehicles do not cover substantially more annual mileage under the log book based CPS than they do under the existing system.

Number Plate:

The existing type of permit plate will be retained with the exception that it will be available in slim line configuration for those who request it. The permit plate is distinctive which makes it easier for the police, authorities and clubs to identify CPS vehicles. There will be no ownership of the plate by the individual as VicRoads does not want trading of CPS plates like that which occurs with fully registered vehicle plates.

It will not be possible for fully registered vehicles converting to the CPS to retain the existing plate, whether it be historic or personalised – it must be replaced by a distinctive permit plate. Regarding retention of permit plates on vehicles, VicRoads envisages that the following possibilities are likely to apply: 1) a vehicle which changes ownership within a club could retain its plate, 2) an owner who sells one vehicle and purchases another may be able to swap the plate across to the replacement vehicle, 3) an owner who changes membership from one CPS authorised historic club to another CPS authorised club can retain the plate on the vehicle.

Log Book:

The details and format of the log book have not been finalised, but it will be of one year duration, supplied by VicRoads, at cost, which should not exceed \$10. The log book should be generic in nature, but will have attached to it a sticker identifying the authorised club with which the vehicle/owner is identified and is a member.

The log book will be compact so that motorcyclists can carry it in their pocket.

It is anticipated that the log book entry requirements will be relatively simple, that is: licence#, permit #, date, leaving from and possible brief description of activity. The purpose of this level of

information is to discourage people from hastily trying to fill out an uncompleted permit if they are pulled over by the police.

Each entry in the log book is for a calendar day, midnight to midnight and not for a 24 hour duration spanning 2 calendar days. That is, if a CPS vehicle is to be driven home after midnight a new entry into the log book will have to be made, which consumes another day.

As the states and territories will be recognising reciprocal rights and systems it will be a requirement for drivers of Victorian CPS vehicles to complete the log book entry for each day that a vehicle is being used interstate, otherwise the local police will be able to issue an infringement notice for driving an unregistered vehicle. The issue of Victorian CPS vehicles not being recognised for legal use in WA appears to have been addressed and will certainly have been confirmed by the time of the introduction of the log book system.

A CPS vehicle under the log book based system can be driven by licenced people other than the owner.

Issuing of log books may not be instantaneous at all VicRoads locations so people applying for or renewing a permit should do it early and not leave it to the last moment.

CPS Records Database:

Currently CPS permits are recorded on a separate database which is difficult for police to access when they pull over a driver. At this stage it is anticipated that the CPS system and data will be incorporated into the centralised registration/licence database from 2013.

Learner Drivers:

Learner drivers can drive CPS vehicles as per the normal requirements, but cannot drive left hand drive historic vehicles.

Club access to CPS user information:

Privacy provisions will be amended to allow authorised CPS clubs executives/registrars to request information from the database to confirm who have CPS permits issued on their particular club. In particular this can be done if a club has suspicions that a member or former member is abusing the system.

Clubs will not be held accountable for an isolated individual's transgressions as the onus is on the individual CPS driver to comply with the requirements. However if VicRoads detects a systemic problem with a club, whereby the club is encouraging its membership to flout the CPS/log book application requirements, then VicRoads will have sanction powers to enable it to remove that club from the CPS system.

Label:

The revised CPS system will incorporate the issuing of a label which will provide expiry date, permit # and possibly the affiliated club. This will provide currency of permit for police, clubs and the owner. It will most likely help with making the Victorian CPS more acceptable to the other states and territories.

Use of vehicle body specifications for determining if a vehicle is a replica or not:

In the discussion paper it was suggested that one of the criteria for determining if a vehicle is original or a replica, is the vehicle's body specification. It was indicated to VicRoads that the body of a veteran car plays no part in considering the vehicle's authenticity, as many veterans were produced as rolling chassis for others to build a body to order. The VicRoads representatives indicated that they were aware of this and also recognised that this can apply to vintage and post vintage vehicles and that body originality would not be used as a criteria for determining if vehicles from these eras were genuine or replicas.

Vehicle Modification Guidelines:

Club guidelines for assessing modified vehicles, degree of modification and replicas have still to be established and will be the subject of a separate working party. This is considered to be a separate issue to the introduction of a log book based CPS and will not delay the introduction of the new system, should it receive approval to proceed.

Timing for introduction of the log book based CPS:

Currently the VicRoads discussion paper is out for consideration by the historic vehicle peak body organisations, CPS approved clubs and individuals. VicRoads has requested that the interested parties provide their written submissions in support or otherwise of the proposed changes by 29th January 2010. If there is overall support for the log book based system, VicRoads, together with its detailed requirements, will finalise its submission to government. If there is little legislative requirement (regulatory changes only) it is anticipated that the introduction of the scheme will be end January + 8 months – that is late 2010 (October). If it is determined that it will involve a number of legislative changes then the introduction is likely to require an additional 6 months – that is an introduction date of early 2011.

Transition Process:

So that everyone desiring a log book based permit does not line up at VicRoads desk at the same time, following its introduction, it is likely that the log book based permits will be provided as the renewal for the existing permits fall due. Therefore some people/vehicles may have to wait up to 12 months before getting their log book based permit.

Existing CPS permit holding vehicles will not need a new roadworthy or safety inspection in order to transfer to the log book based CPS.

Fully registered vehicles wishing to transfer to the log book based CPS will need to conform with club policy requirements of obtaining a road worthy or safety check, prior to being accepted by VicRoads onto the CPS.

CPS approved peak bodies:

VicRoads have consulted 4 peak bodies: AOMC, Federation, Street Rods and CAMS.

AOMC represents around 200 member clubs and following surveys, in 2006 there was 87% support for a log book based CPS from the member clubs and by 2008 this had increased to 91%. From indications at delegates meetings and the seminar it is felt that the support for the log book based CPS will have risen again.

Federation represents around 100 member clubs, many of which have dual membership with AOMC and Federation. It is not clear as to the % support or otherwise for the log book based CPS from Federation affiliated historic clubs.

Street Rods actually operate under a similar but parallel CPS system which is not directly connected to the historic vehicle scheme. They have specific issues relevant to them which they are taking up directly with VicRoads.

CAMS affiliated clubs predominantly operate under a rally plate scheme which is separate to the historic vehicles CPS system. However around 40 clubs affiliated with CAMS have some members operating on the historic vehicle CPS system. This is the extent to which CAMS has an interest in the introduction of a log book based CPS.

Historic vehicle minimum age:

Currently the CPS system is available to all club member vehicles 25 years old or older. In the VicRoads discussion paper for the log book based CPS it indicates that the minimum cut off age will be progressively increased to 30 years and will be in place by 2015. Bob Clark of CHACA and a representative of historic Truck and Bus clubs expressed concern about this change, as they believe that by extending the cut off date by 5 years to 30 years, that it will lead to the scrapping of formerly eligible vehicles, prior to them reaching 30 years of age and that there will be a loss of continuity of vehicle eras. They also believe that this will impact on younger generation club membership as younger members tend to be interested in the vehicles their

parents and grandparents used as everyday transport. The VicRoads representatives offered to take this on board and give consideration to the possible effects of extending the cut off date to 30 years, prior to arriving at a final policy position.

Andrew McDougall