

**DRAFT** SECOND READING SPEECH  
THE HON MICHAEL FERGUSON, MP  
*VEHICLE AND TRAFFIC (ROAD VEHICLE STANDARDS) AMENDMENT BILL 2020*

*\*check Hansard for delivery\**

Madam Speaker, I move that the Bill now be read a second time.

Madam Speaker, I present to the House today the Vehicle and Traffic (Road Vehicle Standards) Amendment Bill 2020.

This Bill is to align the Tasmanian road vehicle standards framework with the recently changed Australian road vehicle standards framework.

The Australian *Motor Vehicle Standards Act 1989* has created the national regulatory framework for the importation of motor vehicles into Australia and the safety standards that vehicles in use on Australian roads should meet.

Tasmania has adopted these standards through the *Vehicle and Traffic Act 1999* and subordinate legislation.

In 2018, the Commonwealth passed the *Road Vehicle Standards Act 2018* to replace and extend the framework created by *Australian Motor Vehicle Standards Act 1989*.

The new Commonwealth Act received Royal Assent on 10 December 2019, although the parts of the Act that create the new regulatory framework will commence by proclamation on or before 1 July 2021.

The *Road Vehicle Standards Act 2018* will apply to all vehicles “provided” for the first time. The use of the word provided is intended to cover vehicles that are sold for the first time in Australia, and vehicles that are used for the first time in Australia but which have not necessarily been sold prior to use. Examples of the latter include where the vehicle has been made available through exchange, gift, lease, loan, hire, hire-purchase or giving a party access to the vehicle.

A major effect of the new Commonwealth Act is to remove the need for a physical compliance plate to be fitted to road vehicles provided for the first time in Australia. The

compliance plate is currently used to show that the vehicle to which it is affixed met all of the necessary safety standards at the time that it was provided for use on Australian roads.

The role of the compliance plate is replaced by the electronic Register of Approved Vehicles. If a road vehicle is on the Register of Approved Vehicles, it was assessed as being compliant with the necessary standards when it was provided for the first time in Australia.

The Register of Approved Vehicles will be maintained by the Commonwealth and will be freely accessible through an internet portal. In this way, people can find relevant details about vehicles that are of interest to them.

The Commonwealth has chosen this approach because it found that moving to an electronic register provided a significant positive benefit to motor vehicle manufacturers, importers and the Australian market.

The Tasmanian vehicle standards framework created in the *Vehicle and Traffic Act 1999* should be amended to reflect the changes in the national framework, so that Tasmanians can continue to receive maximal benefit from the national road vehicle standards while maintaining coverage for the existing Tasmania vehicle fleet.

The proposed amendments accommodate the loss of the physical compliance plate, the introduction of the Register of Approved Vehicles, and the proposed repeal of the Australian *Motor Vehicle Standards Act 1989*.

Consequential amendments are also proposed to the *Taxi and Hire Vehicle Industries Act 2008*, which refers to the repealed Commonwealth Act, to ensure the safety of Tasmanians that use the services of taxis and other for-hire chauffeur-driven vehicles.

Finally, amendments are proposed for the *Motor Vehicle Traders Act 2011* so that consumer protection through a statutory warranty for eligible vehicles continues to be available.

Madam Speaker, I commend this Bill to the House.