

Submission to: **Transport and Public Works Committee, Queensland Parliament**

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Subject: **INQUIRY INTO MOTOR RECREATIONAL ACTIVITIES**

1. Introduction:

My interest in this inquiry stems from a lifetime interest in owning, restoring, driving and displaying historic motor vehicles ranging in age from 25 to 60 years. I am a long-term member of my chosen 'one-make' and 'multi-make' historic motor vehicle clubs. I have held various committee positions in these clubs over the years and also committee positions, including president, of Queensland Historic Motoring Council (QHMC) including the position of president for several years. For a number of years, I also served at a national level as one of two Queensland state delegates to Australian Historic Motoring Federation (AHMF). This submission will briefly address each of the terms of reference of the inquiry and points will be summarised at the end of the document.

2a. Economic Impact:

I will initially consider vehicle registration, stamp duty on sale/purchase, and luxury car tax on importation. I suggest the Queensland government seriously considers **abandoning stamp duty on historic vehicles** as other Australian States have done, in order to make it attractive for people to bring the cars here in the first place. This is the only way to encourage spending and business growth and it follows, jobs and GST. Queensland also should follow the lead of New Zealand and United Kingdom in the tax treatment of our historic vehicles and **do away with registration fees/tax on all vehicles over 30 years old**. By **carrying out repairs, renovation and restoration here in Queensland** historic motor vehicle operators are encouraging the creation and sustainment of jobs for up-and-coming Queensland tradespeople therefore I look to the government to pull its weight by **facilitating apprenticeships** linked to historic vehicles. And we are talking mechanical and related trades, automotive electrical, engine reconditioning, upholstery, automotive glazing, panel and paint, chrome plating; and list goes on.

2b. Contribution to Motor Recreation Tourism Market:

The historic motoring club movement already utilises every opportunity to grow Queensland tourism by **conducting invitational meets and rallies throughout Brisbane and regional centres**. These activities range from a short day visit to a number of weeks in the one location. Each time, depending on the size of the visiting fleet, an injection of funds into the local economy takes effect at all levels.

2c. Reform of Legislative, Regulatory and Policy Framework:

Much of the required reform under this heading has already been mentioned in paragraph 2a above in relation to **relaxation of taxes imposed on this sector**. This is one of the few, if not the only, hobbies/sports which receive no direct government financial support. Sure, for vehicles aged 30 years or more, subject to the restrictions of Special Interest Vehicle (SIV) registration, we receive a reduction in our historic vehicle registration but we are not gifted venues from the government such as those provided for football, cricket and other ball games. We are seriously disadvantaged in

this area.....**we have no government-provided ‘place to call home’** and we need genuine government support in this area.

2d. Safety of Participants: We do quite a good job of providing for our own safety with most historic motor vehicle clubs conducting **risk assessments** on all types of activities and **delivering safety briefs** to participants prior to commencement of events.

2e. Impact on Youth Training and Community Engagement including health and well-being:

I have already touched on youth training and apprenticeships in paragraph 2a above and remain firmly of the view that the provision of apprenticeships in support of the sector remains a very real and pressing need. In relation to community engagement, the historic motor vehicle sector is highly experienced in engaging communities with the numerous **charity car displays** conducted throughout any given year and in many regions of the State. Most of these events are charity **fund-raising activities** and much of the funding comes from members of the sector many of whom are retired and generally not particularly well-off financially, so we **need more government and commercial sponsorship**. In recent times, many of our clubs have purposely visited **drought-affected regions** in an effort to boost their morale and to inject funds into their communities through the purchase of goods and services including food, accommodation, fuel and crafts. Those of us directly participating in the sport/hobby also achieve enhanced health and well-being.

2f. Impact on Road Safety Outcomes:

Road safety is taken seriously by the sector. Members are actively encouraged to drive within the road rules and within the capabilities of their vehicle. For added safety, road conditions are always front-of-mind. **The vehicles we drive are predominantly well-maintained and give little trouble if driven sensibly**. On the road, exaggerated gaps between vehicles travelling in a group is one of the techniques we use in order to stay safe and to share the roads with modern vehicles.

2g. Challenges and Role of Government in creating jobs for Queenslanders:

This topic has already been handled in paragraphs 2a, 2b and 2e and is alluded to in paragraph 3 below.

3, Conclusion:

In summary, I believe the sector can be relied upon to continue to carry out repairs, renovation and restoration here in Queensland provided we can get our cars into Queensland in a cost-effective way in the first instance (stamp duty) and then be able to source capable tradespeople to do the work. Otherwise, restoration work will be done interstate and overseas. I expect that clubs will continue to conduct events in Queensland provided the government does not create obstacles to our doing so and provided the government is prepared to contribute to event sponsorship. Clubs will continue to conduct risk assessments and provide safety briefs to participants. Charity car displays and related fund-raising activities including to drought-affected regions have become a part of the social fabric in the old car movement and are likely to remain so. Our cars are among the best-maintained cars on the road and this is unlikely to change.

We need the Queensland Government to abandon the collection of stamp duty on the transfer of registration of historic vehicles and to do away with registration fees/tax on historic vehicles over 30 years old. With a relaxation of taxes imposed on this sector, by facilitating apprenticeships related to historic vehicles, by being receptive to providing meeting venues and facilities for car clubs and by supporting the need for government and commercial sponsorship of the historic vehicle sector, the Queensland Government is well placed to position the sector for growth and that means more jobs and GST coming to Queensland.

It would be of assistance to the sector if the Queensland government provided guest speakers at least once a year to historic car club member general meetings.

In thanking you for the opportunity to submit my thoughts on your terms of reference, may I suggest and request that you extend the due date for submissions to the end of March 2020, as the call for submissions for this inquiry has still not been received by countless stakeholders.

Sincerely

*David James*

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