

Questions for RMS Visit to the CHMC General Meeting at Orange on 24th October 2015

The questions below are typical of those being asked in CHMC clubs. They cover a broad scope and are offered to assist the Minister's representative prepare his talk to the CHMC delegates at Orange.

Log Book Trial:

Background to Trial:

Questions from CHMC	Response
<p><i>What are the principal reasons for introducing log books as an option for additional use of HVS registered vehicles? For example: harmonizing with other state and territory schemes, personal use of vehicles outside club approved use, increased community awareness/enjoyment etc.</i></p>	<p>The current eligibility criteria for historic vehicles remain unchanged. Currently historic vehicles can only be used for approved club events and for maintenance purposes. The Trial will allow historic vehicle operators to enjoy some private general use. This change will also bring NSW into line with several other states.</p>
<p><i>Were stakeholders consulted? Which stakeholders?</i></p>	<p>The proposal to extend a conditional registration scheme to other classic vehicles has been discussed often over the last couple of years. Car enthusiast, Government and Industry have been part of those discussions</p>
<p><i>Why was two years selected for the Trial period?</i></p>	<p>This period was chosen to allow participants in the trial sufficient time to operate the log book and to determine whether to continue in the trial or not. This period of time will also allow Roads and Maritime Services to monitor the trial a various intervals.</p>

<p><i>Have parameters been set for assessing progress and adjusting features during the two-year Trial period?</i></p>	<p>The review of Historic Vehicle Clubs may include the following areas:</p> <ul style="list-style-type: none"> • Continue to meet the requirements listed in <i>Enrolment of Historic Vehicle Clubs</i>. • Appoint a Responsible Person and ensure that he or she has access to all necessary records and information to maintain a register of approved eligible Historic Vehicles and a list of approved Scrutineers. • Appoint an Eligibility Committee, with appropriate representatives, which reports to and is chaired by the Responsible Person. • Provide a process for an Applicant to apply for renewal of HVS Conditional Registration. • Advise Roads and Maritime Services when a Historic Vehicle ceases to be eligible for the HVS. • Require Applicants to submit to the Applicant's responsibilities. • Maintain records of the Historic Vehicles inspected and the evidence of eligibility and compliance. • Allow Roads and Maritime Services access and facility to inspect and/or audit the club's records in relation to the HVS. • Allow Roads and Maritime Services to remove or copy any such records for its own purposes.
<p><i>Who will monitor progress of the Trial?</i></p>	<p>Roads and Maritime's Operational Policy Section will lead monitoring the trial.</p>
<p><i>How often will progress be assessed and adjustments made if required?</i></p>	<p>Roads and Maritime plan to periodically assess the trial every six months or whenever something significant happens.</p>
<p><i>What provisions are included in the Trial to monitor breaches of Log Book</i></p>	

<p><i>Conditions and discipline the operator? Who has responsibility to enforce discipline?</i></p>	<p>Customer and Support Services Branch is responsible for issuing the following sanctions for breaches of the HVS policy and Enrolment and Review guidelines.</p> <p>Applicants</p> <p>Sanctions for Applicants and registered operators may include the following:</p> <ul style="list-style-type: none"> • Issue intention to suspend registration notice. • If not resolved within seven days: <ul style="list-style-type: none"> ○ suspend registration ○ issue suspension and intention to cancel registration notice. • If not resolved within 14 days: <ul style="list-style-type: none"> ○ cancel registration ○ issue cancelled registration notice. <p>Historic Vehicle Clubs</p> <p>Sanctions for Historic Vehicle Clubs may include the following:</p> <ul style="list-style-type: none"> • Issue an improvement and intention to suspend approval notice. • If not resolved within seven days: <ul style="list-style-type: none"> ○ suspend approval ○ issue suspension and intention to cancel approval notice. • If not resolved within 14 days: <ul style="list-style-type: none"> ○ cancel approval ○ issue cancelled approval notice.
<p><i>What procedure will be used to initiate and implement a change to Trial Conditions?</i></p>	<p>Roads and Maritime will notify registered operators, recognised historic vehicle clubs and peaks bodies where a decision is agreed upon to make changes to the trial conditions.</p>

Details of the Log book trial:

<p>Is the Log Book Trial available to ALL HVS registered vehicles including trucks and rubber-tyred tractors?</p>	<p>All vehicles that are in, or eligible to be in, the existing Historic Vehicle Scheme can be part of the log book trial. The registered operator must be a member of a Roads and Maritime recognised historic vehicle club that is participating in the log book trial.</p>
<p>Does the RMS add permanent and un-alterable identification of the vehicle using the log book and the expiry date of the log book before a Log Book is issued?</p>	<p>The log book can only be issued from a registry or service center. The vehicle and operator details must be completed before the log book can be signed by the staff member.</p>
<p>Is the 60 day general personal use in addition to all the club authorized use permissible under the current HVS rules?</p>	<p>The log book trial will allow classic vehicles to be used for 60 days of general use (ie maintenance and personal use) each year, outside of club organised events.</p>
<p>Are there any exclusion applicable to “personal use” of vehicles in the Log Book Trial? For example, for commercial use, for hire, for weddings and funerals?</p>	<p>Operators wishing to use historic vehicles for passenger transport for weddings or other functions should first check the requirements under the <i>Passenger Transport Act 1990</i>. For information about passenger transport requirements, contact Enrolment Processing Unit on 1800 227 774 or (02) 9891 8900. The operator must also seek approval from the club, and the details recorded by the club in the official minutes or 'Day Book'.</p>
<p>Is it possible for a registered operator to use a secondary club to opt-in to the Trial?</p>	<p>If the registered operator belongs to more than one club, at least one club must be participating in the log book trial to allow the operator to opt in.</p>
<p>If a club chooses not to opt in but a member wants to, will the member need to join another club that has opted in?</p>	<p>Members of existing recognised clubs that <u>do not</u> participate in the log book trial may choose to join or form another recognised participating club, and then opt-in to the log book trial.</p>

<p>Will the Conditional Registration fee remain the same for a member who opts in to the scheme through another Club?</p>	<p>There are no increased costs for conditional registration or CTP insurance during the period of the log book trial.</p>
<p>Does RMS notify a registered operator’s primary club that the operator has opted-in to the trial?</p>	<p>Roads and Maritime does not require recognised clubs to manage any aspect of log books. However, clubs may choose to introduce their own arrangements under their respective club rules.</p>
<p>What are the “log book conditions” referred to in the NEW condition of use added to the existing conditions on the Certificate of Approved Operation? Can a list of condition be provided?</p>	<p>Historic vehicles under the HVS may be operated on roads and road related areas only under the following conditions:</p> <ul style="list-style-type: none"> ○ 'Registered operator must be a member of an authorised motoring club' ○ 'Use only in conjunction with an authorised club event or maintenance' <p>The name of the registered operator’s club is also recorded as a special condition. If the registered operator belongs to more than one club, the name of the primary club or other clubs may be recorded as a special condition as requested. Other conditions may be recorded as required.</p> <p>The Certificate of Approved Operations, detailing the conditions applicable to the operation of the vehicle, must be carried in the vehicle whenever the vehicle is used on a road or road related area.</p>
<p>Does a Log Book operator have to inform his club when he takes a Log Book trip</p>	<p>Operators who have opted in the Classic Vehicle Logbook trial may use the vehicle for personal use outside of club organised events. The club does not have to be notified when using for general use.</p>

<p>When does a Log Book trip commence? When the vehicle enters the roadway from the registered garage address or at some other point?</p>	<p>Before the start of each day's use, the driver must record the start time and start location in the Log Book. Only one entry per day is required, regardless of the number of trips taken that day.</p>
<p>Can multiple trips from the garage address be taken in the same day on a single Log Book entry?</p>	<p>Yes, only one entry is required per day.</p>
<p>What are the rules for recording vehicle use in the log book? That is, for a single day (or part thereof) trip, for a multi-day trip, for vehicles day-parked on roads or road related areas away from their registered garage address, etc.?</p>	<p>Only one entry is required per day, the 60 days are calendar days running from 12:00am to 12:00am the next day. For example, if you commence an outgoing trip on a Saturday but do not return home until after midnight (i.e. after 12am Sunday) this must be recorded as two days in your log book.</p>
<p>Are Log Book trips to be Route specific? Are Log Book trips not permitted in any areas or on any particular roads?</p>	<p>Conditionally registered vehicles may be used on roads or road related areas. The term road is defined as an area that is open to or used by the public and is developed for, or has as one of its main uses, the driving or riding of motor vehicles.</p> <p>The term road related area is defined as:</p> <ol style="list-style-type: none"> 1. an area that divides a road, or 2. a footpath or nature strip adjacent to a road, or 3. an area that is open to the public and is designated for use by cyclists or animals, or 4. an area that is not a road and that is open to or used by the public for driving, riding or parking vehicles, or 5. a shoulder of a road, or 6. any other area that is open to or used by the public and that has been declared any other area that is open to or used by the public and that has been declared to be an area to which road transport law applies.

Is it required to close off the log book record for each day's use? Or is it required to only record the start time/location each day the vehicle is used?	Before the start of each day's use, the driver must record the start time and start location in the Log Book.
Will Log Book trips by individual and collective vehicles be summarised and analysed? By whom?	NSW Police will be authorised to inspect log books and if an offence is detected, a penalty notice can be issued.
Is the log book retrieved/archived by RMS before HVS registration can be renewed and a new log book issued for the next registration period?	The log book is issued with an expiry date that matches the registration period. The log book cannot be used when the expiry date has been reached.
Is there any procedure by which a vehicle or operator may be withdrawn from the Trial because of deliberate misuse or through disciplinary action by the Operator's Club?	Roads and Maritime has the capacity to remove participants from the log book trial for failing to complete or falsifying log book entries.

At the end of the log book trial:

Has the RMS any expectation that the Trial will be unsuccessful and the Log Book option for HVS registered vehicles dis-continue?	An evaluation of the Trial will be conducted and will be used to support the RMS review of the overall Conditional Registration Scheme. The trial will also allow the membership of the clubs, the general public and stakeholders to advise RMS what additional conditions they believe should be included for log book participants.
On what grounds could the Trial be deemed unsuccessful?	The trial may be deemed unsuccessful where evidence shows a substantial number of breaches of conditions by enthusiasts. Another factor would be where evidence shows non-enthusiasts seeking unfair financial advantages by participating in the trial.

<p>If the Trial is deemed successful will log book use be added to HVS conditions for all RMS approved HVS clubs such that it will no longer be necessary to opt-in but instead all HVS registrations will be issued with a log book at next renewal?</p>	<p>If the trial is successful, it will become a permanent option rather than a blanket change across the Historic Vehicle Scheme. Recognised clubs will still need to notify their intention to participate. Recognised clubs may also withdraw their participation.</p>
<p>If the Trial is deemed successful what are the projected changes to the cost of HVS registration? Will there be a difference in cost of registration issued with a Log Book compared to registration where no Log Book use is included?</p>	<p>There are no increased costs for conditional registration or CTP insurance during the period of the log book trial. A review will be conducted on many aspects of the trial and costs will be included. A decision as to whether an increase in costs will apply to those that opt-in to the trial will be made subject to the outcome of the review.</p>
<p>Will Log Book vehicles be issued with a unique identifier such as an alternative number plate suffix?</p>	<p>There will be no change to the current format of number plate for Historic Vehicles.</p>

Modified Historic Vehicle Conditional Registration Scheme:

<p>Are conditions of use in this NEW scheme intended to be the same as conditions of use in the HVS?</p>	<p>The Modified Classic Vehicle Scheme is anticipated to operate in a similar way to the Historic Vehicle Scheme. Things like forming a club, joining a club and applying for conditional registration will be similar. Clubs may also choose to participate in the log book trial for classic vehicles.</p> <p>Existing recognised historic vehicle clubs may also choose to become a club under the Modified Classic Vehicle Scheme.</p>
<p>Will Modified vehicles be issued with a unique registration identifier?</p>	<p>Vehicles under the modified scheme will be issued with Conditional Registration number plates. If converting from full registration to conditional registration, customers must surrender the full registration and number plates.</p>

<p>Will the introduction of this scheme lead to a tightening of the eligibility rules for vehicles in the HVS?</p>	<p>The review of the overall Conditional Registration Scheme will call for comments on how to improve the Historic Vehicle Scheme. Comment from recognised historic vehicle clubs will be encouraged around this issue.</p>
<p>Will there be a robust process to filter Modified vehicles from HVS and into the Modified Historic Vehicle scheme?</p>	<p>Historic vehicles must be as close to original condition as possible, with no modifications except for safety features such as seat belts and turn indicators or period accessories and options, if desired. Roads and Maritime are not aware of any modified vehicles operating under the Historic Vehicle Scheme.</p>
<p>Is the scheme intended to apply ONLY to vehicles less than 4.5 tonne GVM?</p>	<p>The Minister for Roads has announced that the modified scheme will apply to vehicles less than 3.5 tonnes. This weight limit will be considered as part of the review of the trial.</p>

Future Historic Vehicle CRS Developments:

<p>In particular reference to the safe, controlled and accountable use of authentic veteran, vintage and post vintage vehicles.</p>	<p>The review of the overall Conditional Registration Scheme will call for comments on how to improve the Historic Vehicle Scheme. The purpose of the Conditional Registration Discussion Paper is to review issues around inclusion, legislation, policy, procedures and practices governing conditionally registered vehicles and to propose options to overcome these issues and improve the Conditional Registration Scheme. The Historic Vehicle Scheme is one component of the Conditional Registration Scheme.</p>
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