

The Australian Imported Motor Vehicle Industry Association



About AIMVIA

- Vice President of AIMVIA Board
- Australian Imported Motor Vehicle Industry Association
- AIMVIA is the independently-imported vehicle industry representative body
- We represent: vehicle dealers, compliance workshops, customs brokers, import brokers, shipping companies, overseas export agents, vehicle processing facilities and much more.



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What we do

- **Purpose:** "To support a fair and competitive vehicle import industry"
- **Federal government:** lobbying, meeting with politicians and their staff
- **Media:** Issue media statements, write articles, interviews for mainstream and specialist automotive media
- **Departmental:** regular meetings, provide advice and technical assistance



Current situation: Importing Classic Vehicles

- Vehicles must be built prior to 1989
- Must be predominantly in as-manufactured condition (not necessarily stock standard)
- No stamp duty paid on vehicles from countries with FTAs or over 30 years of age.
- Once imported, must meet the roadworthy and registration requirements of state-based registration authorities, which are all different!



Review of Rules

- Review of current Motor Vehicles Standards Act began in 2014
- Government has been lobbied heavily by new vehicle manufacturers and dealers, who don't want competition from independently imported vehicles (this doesn't include classic vehicles)
- AIMVIA has employed a Canberra-based lobbyist: Peter Greenwood
- Minister Alan Tudge (Minister for Urban Development) is now in charge of examining legislation changes



Proposed new SEVS

- Power/Weight Ratio
- Hybrid and kei vehicles
- Mobility/Welcab vehicles
- Rarity (LHD ok)
- Left Hand Drive vehicles (must be converted)
- Must meet 1 of these criteria



25 Year Rule

- Takes effect one year from legislation passing parliament
- Vehicles older than 25 years of age (based on build month/year)
- Vehicles will still be expected to be predominantly stock
- Initial rush expected once the new rules come into play, as vehicles built between 1989-1994 become eligible.



The Changing Market

- Autonomous vehicles are coming!
- The manual gearbox will disappear, EVs are hastening its demise.
- Petrol engines will continue shrinking in size
- Manual, naturally aspirated, petrol-engined sports cars will become the collector's items of the future



Vehicle Commodification

- Classic vehicles have become excellent investments
- Buyers will be speculators, not enthusiasts!
- Vehicles will be stored, not driven
- The emergence of a truly global vehicle trade
- LHD v RHD



AIMVIA's role

- Even in an autonomous world, there must still be provision for independent importation
- The process is the goal, not the product
- Our role is to improve the purchasing and importing experience, working with government and government departments
- Start-to-finish review to ensure that consumers are better protected



Asbestos

- Australian Border force is now VERY strict on asbestos in imported vehicles
- Importers can receive very large fines if vehicle parts contain asbestos (brakes, gaskets)
- Particular problem for classic cars from Japan and USA
- AIMVIA has met with government ministers and Australian Border Force on behalf of vehicle importers to help find a solution
- Most likely a new process for on-shore testing under bond



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