

VEHICLE REGISTRATION INITIATIVES

Summary

Proposals for light vehicle registration reform in NSW



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Transport for NSW

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MINISTER'S MESSAGE

The NSW Government is committed to promoting safer vehicles and environmentally responsible behaviours. In alignment with a range of other NSW Government initiatives, the proposed registration reforms aim to encourage the uptake of safer and greener new vehicles through registration charging incentives.

The reforms also include incentives for the purchase of safer motorcycles, and broad improvements to the equity of caravan and light trailer charges. The proposed changes to registration charges are combined with options for continuous pay by the month registration to increase the convenience and affordability of registration and the range of services available to customers.

Transport for New South Wales has prepared a public Discussion Paper describing the registration reforms in detail, to enable you to have your say on the future of vehicle registration in NSW. This document provides an overview of the reforms.

The NSW Government is committed to consultation about proposals that will improve government services and customer interactions. I encourage you to provide feedback on the proposals in the Discussion Paper to assist the NSW Government in shaping a positive future for vehicle registration policies in NSW.



A handwritten signature in black ink, which appears to read 'Duncan Gay'.

Duncan Gay
Minister for Roads and Freight

THE PURPOSE OF THIS SUMMARY

This Summary provides a general overview of the Vehicle Registration Initiatives (VRI) proposals and options that Transport for New South Wales (TfNSW) has developed to improve light vehicle registration in NSW.

A range of preliminary stakeholder and community consultation, including government agencies, industry stakeholders and community focus groups, has helped to shape the reform proposals in the Discussion Paper.

The VRI proposals and options are described in detail in the Discussion Paper, which has been released for community and stakeholder feedback. The Discussion Paper is available online at the Transport for NSW Community Engagement website (transport.nsw.gov.au/engagement).

The closing date for submissions is 24 July 2014.

The primary aim of the Vehicle Registration Initiatives reforms is to improve road safety and environmental outcomes by raising awareness and encouraging the uptake of safer and greener vehicles.

The reforms also aim to:

- Improve registration charging equity across the vehicle fleet
- Provide customers with more flexible registration payment arrangements, and
- Provide a flexible registration framework to accommodate rapidly changing vehicle technologies and transport needs.

These aims will be achieved by the following proposed changes:

Passenger vehicles

Change the registration charge from one based solely on vehicle weight, to also include vehicle safety and environmental criteria. Safety would be determined by the vehicle's ANCAP rating and the environmental component by the vehicle's emissions.

Motorcycles

Change the current flat registration fee (identical for all motorcycles) to include incentives to purchase motorcycles with lower power to weight ratios, and fitted with Anti-lock Braking Systems (ABS).

Caravans

Reduce the registration cost for light trailers and caravans that currently pay weight tax, and introduce charges for light trailers that pay no weight tax.

'Continuous' registration

Offer an automated, continuous registration option via online monthly direct debit or credit – effectively providing registration with no expiry date.

Implementation

The reforms would initially apply to new passenger vehicles and motorcycles only, with reforms to second-hand vehicles a number of years later to allow customers adequate lead-time to plan ahead. The reforms would not be retrospective. The reforms would apply to the entire light trailer and caravan fleet, from a prescribed implementation date.

1. THE CURRENT NSW VEHICLE REGISTRATION SYSTEM

Why are vehicles registered?

Registering vehicles enables the NSW Government to:

- Identify the registered operator of each vehicle using road or road related areas
- Enforce traffic and other laws
- Collect funds to sustain the road system
- Contribute to road safety by ensuring vehicles on the roads meet safety standards, and
- Insure against third party injury or loss due to motor accidents.

Key characteristics of the current NSW light vehicle fleet

There are approximately 5.5 million light vehicles (including passenger vehicles, motorcycles, caravans and trailers) registered in NSW. Within this fleet there are approximately 4.5 million passenger vehicles, 184,000 motorcycles (including scooters and mopeds) and 815,000 caravans and light trailers.

Funding the road network: NSW light vehicle weight tax

Road funding is directed to ensure safe access to roads, minimise road deterioration and rebuild damaged roads. Road funding is also used for maintaining and operating traffic signals, street lights, bridges, tunnels, speed signs and CCTV cameras to monitor traffic conditions.

All vehicle operators should contribute to the availability of the road network for vehicle use and for preventative treatments and repairs related to wear and tear.

The major component of light vehicle registration costs is motor vehicle weight tax which is based on the tare weight of a vehicle. An average sized vehicle (e.g. Toyota Corolla) is currently charged \$277 weight tax, while a larger family sedan (e.g. Holden Commodore) is charged \$422.

Caravans and light trailers are charged similar weight tax to passenger vehicles of an equivalent weight, with the exception of small trailers weighing less than 255 kg which currently pay no weight tax.

All motorcycles and scooters are currently charged the same weight tax fee of \$58.

Under NSW legislation, all revenue from motor vehicle weight tax in NSW is directed to the Roads Program. Light vehicle weight tax contributes approximately \$1.66 billion in revenue a year.

A registration administration fee is also charged. The current registration administration fee is \$60. This fee is applied to all registration transactions, including registration establishment and registry and online registration renewals.

Statutory charges for new vehicles

The costs of having a new vehicle registered and insured are known as 'statutory' or 'government' charges and include:

- Registration – as described above
- Stamp duty – a once-only cost, based on the market or sale value of the vehicle, paid when a vehicle is registered in NSW for the first time or if registration is transferred to a different person or corporation; and
- Compulsory Third Party (CTP) insurance (a green slip) – which provides medical and other financial assistance for people injured in a motor vehicle accident in NSW.



2. THE NEED FOR REFORM

Why are we suggesting reforms to NSW light vehicle registration?

Current vehicle registration policy in NSW includes a number of long-held criteria that have provided a dependable registration system. However, in the modern transport environment this system has become increasingly outmoded.

For many years NSW registration policy has been based on three principles:

- Registration charges should be determined predominately by a vehicle's weight
- Registration terms must be for specific, set periods of time, and
- Registration renewal must be intentional and active if it is to continue.

Charging registration on the basis of a vehicle's weight pre-dates strong community awareness and concern about vehicle and occupant safety and the environment. It also does not consider increases in fossil fuel costs, and the introduction of advanced safety technologies and alternative fuels. Weight tax alone does not provide a clear financial incentive to consumers to choose a safer or more environmentally sound vehicle.

Similarly, the policy of specific registration terms and over-the-counter registration renewals pre-dates the internet and automated funds transfer. Registration remains periodic, with a specific end-date, and requires a conscious effort by customers to renew registration. The current system does not offer a convenient 'set-and-forget' continuous registration option.

TfNSW's proposals intend to utilise registration fees and terms as proactive policy tools to improve safety and environmental outcomes, and to provide a more seamless and customer-friendly registration system.

What are the aims of the reforms?

The VRI reform proposals described in the Discussion Paper provide options for the use of registration charges and terms as incentives to positively influence vehicle choice. The proposals are intended to provide the basis for an integrated, flexible, and sustainable registration system that will cater for future changes to the NSW fleet and vehicle management requirements.

The primary aim of the proposed VRI reforms is to improve road safety and environmental outcomes by raising awareness and encouraging the uptake of safer and greener vehicles. Changes to stamp duty and CTP insurance are also proposed to further encourage the uptake of safer and greener vehicles through pricing incentives.

Have the impacts of the reforms been assessed?

In addition to improving road safety and environmental outcomes, a key consideration for TfNSW in developing the options is the impact of the proposals on the community and particular customer segments. TfNSW has carried out an initial analysis to assess the possible impact of the reforms on vehicle operators across NSW.

The affordability of safer and greener new vehicles has also been assessed. Until recent years, most new vehicles with high safety and environmental credentials have been in the higher price brackets and therefore generally available only to higher income earners. This is no longer the case, with an increasing number of safe, green new vehicles available in the lower and mid price brackets.

How will the reforms be implemented?

The proposal is to initially apply the new charging framework only to the registration of new light passenger vehicles and motorcycles from a prescribed implementation date. This will avoid disadvantaging current owners of less safe and less green vehicles. The reforms will not be retrospective.

Following implementation of the reforms for new vehicles, the remainder of the NSW light vehicle and motorcycle fleet would then be gradually transitioned over to the new charging framework.

It is proposed that changes to caravan and light trailer registration charges be applied to the entire fleet to improve the fairness of registration charges.

The option of continuous, pay by the month registration would be available to the entire NSW light vehicle fleet.

An implementation date will be announced at least one year prior to the reforms commencing, with all changes to vehicle charging frameworks clearly explained via an extensive communication campaign. Thorough communication of the new vehicle charges could include, for example, an easy to use free online registration charges comparison tool.



3. REFORMS TO PASSENGER VEHICLE REGISTRATION CHARGES

Options for proposed new charging framework for passenger vehicles

TfNSW has considered a range of charging frameworks to effectively improve road safety and environmental outcomes by raising awareness and encouraging the uptake of safer and greener vehicles.

The proposed new registration charging framework incorporates vehicle safety and environmental criteria, as well as vehicle weight. TfNSW proposes that within the reconfigured registration charges, the average proportion of these three components will be:

- Weight: 50 per cent
- Vehicle safety: 35 per cent, and
- Environmental credentials: 15 per cent.

These proportions will vary for individual vehicle makes and models, depending on each vehicle's combination of weight, safety and environmental criteria.

The registration administration fee, which is currently \$60 for all registration establishment and renewal transactions, would be incorporated into the total registration charge.

Under the new system, a new vehicle with higher safety and environmental credentials would cost less to register than a new vehicle of similar weight with lower safety and environmental credentials. This framework is designed to be transparent, easily understood by customers, and easily adaptable to any changes to future priorities, requirements or vehicle technologies.

Weight charges

Current light motor vehicle registration charges are based on an irregular weight band charging framework, so charges can increase considerably with minimal increases in vehicle weight.

To improve the fairness of registration charges, and to ensure transparent, precise charging for all vehicles, TfNSW proposes that the vehicle weight component of the new registration charging framework be a combination of a cost per kilogram weight charge and a base fee. The base fee would be the same for all vehicles, acknowledging that all vehicle operators should contribute to the availability of the road network for vehicle use, regardless of size, weight or other characteristics. The cost per kilogram calculation would be based on the standard tare weight of the vehicle as reported by the vehicle manufacturer.

Safer vehicles

TfNSW considers that providing registration incentives based on vehicle safety criteria would assist in the uptake of safer new vehicles. Research has shown that without government incentives or regulation, new vehicle safety features can take approximately 15 years to be incorporated into 50 per cent of a vehicle fleet and approximately 30 years to be incorporated into 90 per cent of the fleet.

Initiatives to encourage the purchase of safer vehicles also directly support key NSW Government, national and international road safety priorities. At a personal level, when purchasing a new vehicle, individuals and families who choose a safer vehicle make a direct investment in their own safety, and the safety of their passengers and other road users.

TfNSW proposes that the Australasian New Car Assessment Program (ANCAP) safety ratings system be used for calculating the safety component of the new registration charging framework.

ANCAP provides consumers with independent and transparent information on the level of occupant and pedestrian protection provided by different vehicle models in the most common types of crashes through its safety star rating program. Under the ANCAP safety rating system of 1 to 5 stars, a higher number of stars indicates a higher level of safety in a crash, and the ability, through technology, to avoid a crash.

ANCAP has advised TfNSW that there is a large difference between the safety credentials of vehicles with high ANCAP safety ratings and those with lower ratings. For example, vehicle occupants have twice the chance of being killed or seriously injured in a 3 star ANCAP safety rated vehicle compared to a 5 star ANCAP safety rated vehicle.

The new charging framework being proposed by TfNSW provides incentives for the uptake of vehicles with high ANCAP safety ratings, and disincentives for vehicles with low ANCAP ratings.

Greener vehicles

Motor vehicle emissions contribute to a harmful effect on the environment and on the health of the community.

Vehicle emissions include carbon dioxide (CO₂), and a range of air pollutants. CO₂ emissions are generally referred to as greenhouse gases. The road transport sector is one of the dominant sectors for CO₂ emissions in Australia. Air pollutants include carbon monoxide, nitrous oxides and particulate matter and can cause health problems such as respiratory and cardiovascular disease.

TfNSW considers that providing incentives to encourage the purchase of greener vehicles could make a valuable contribution to improving environmental and health outcomes.

The internationally recognised criteria for assessing vehicle pollution are the 'Euro Emissions Standards' (vehicles are categorised

as meeting 'Euro 4', 'Euro 5', or 'Euro 6' standards), while vehicle CO₂ emissions are measured in grams of CO₂ emitted per kilometre.

TfNSW proposes that the environmental component of the new registration charge be calculated either as a combination of a vehicle's air pollution level and its CO₂ emissions, or be based entirely on a vehicle's CO₂ emissions. In either of these two charging models, emissions 'bands' would be used to categorise vehicles from higher to lower environmental performance.

CO₂ and air pollution information will be sourced from the Federal Government's Green Vehicle Guide (GVG).

Business usage and fleet vehicles

Most light vehicles registered for business use, including fleet vehicles, currently pay 60 per cent more weight tax than privately registered vehicles. The benefits of encouraging safer and greener vehicles are equally relevant to business vehicles, as business vehicles make up a significant proportion of all new vehicle sales.

Therefore, TfNSW proposes that the new safer and greener registration charging framework also apply proportionately to new vehicles with business usage. Under the proposed new charging framework, business use vehicles would pay 60 per cent more weight, safety and environmental charges than equivalent private use vehicles.

An additional option would be to apply differential charges for safety and environmental criteria for fleet vehicles, or for all business vehicles, rather than a uniform 60 per cent loading on private use charges.

4. STAMP DUTY AND CTP INSURANCE FOR PASSENGER VEHICLES

It is proposed that the stamp duty charge, which is currently based solely on the value of a vehicle, be reconfigured to also include vehicle safety and environmental criteria.

The Motor Accidents Authority (MAA) is responsible for the development of CTP insurance premium guidelines and has indicated that it will consider the inclusion of vehicle safety criteria within these guidelines,

which may enable insurers to take into account a vehicle's safety rating as a factor in premium pricing.

The inclusion of safety and environmental criteria within stamp duty, and safety criteria within CTP insurance charges would provide additional financial incentives for the purchase of safer and greener vehicles.



5. REFORMS TO MOTORCYCLE REGISTRATION CHARGES

Reconfigure motorcycle registration charges to promote motorcycle safety

All motorcycles are currently charged the same flat fee (weight tax) of \$58, plus an administration fee. While this charging framework provides a simple registration system, there are no direct pricing incentives to choose safer motorcycles and the same charge applies to small scooters and to larger touring motorcycles and superbikes. Motorcycle riders are more exposed and vulnerable in the road environment and at higher risk of serious injury if involved in a crash. TfNSW proposes options for a more equitable charging framework that encourages the purchase of safer motorcycles.

While there are currently no ANCAP ratings available for motorcycles, the NSW Centre for Road Safety has advised that Anti-lock Braking Systems (ABS) can significantly improve motorcycle and rider safety. Australian and international research concludes that the risk of being involved in a fatal motorcycle crash is related to increasing power to weight ratios, regardless of rider age or experience.

TfNSW has considered a number of preliminary charging frameworks. An equitable and effective charging framework could include a combination of:

- A weight charge
- A discount for ABS equipped motorcycles
- A discount for low power to weight ratio motorcycles (aligned with the current Learner Approved Motorcycle Scheme (LAMS) power to weight ratio)
- A surcharge for high power to weight motorcycles (typically supersports motorcycles)
- No discount or surcharge for motorcycles with a mid range power to weight ratio.

Under this new framework, new motorcycles with low power and fitted with an ABS would pay lower registration charges than powerful, high capacity and less safe motorcycles.

Based on initial analysis of motorcycle data, this new charging model would result in lower registration charges (in comparison to the current charge) for the majority of new motorcycles.

In line with changes proposed for passenger vehicles, administration costs would be incorporated into the total charge.

Australian regulations do not require emissions testing for motorcycles to demonstrate their compliance with Australian Design Rules (ADRs). In the absence of reliable emissions information, TfNSW has not proposed an environmental component within motorcycle registration charges.

Weight charges

All motorcycles are currently charged a flat fee weight tax, regardless of weight.

To improve the fairness of registration charges, and consistent with the proposals for passenger vehicles in relation to weight charges, TfNSW proposes to apply a base fee plus a cost per kilogram weight charge to motorcycle registration charges.

The base fee would be the same for all motorcycles, acknowledging that all vehicle operators should contribute to the availability of the road network for vehicle use, regardless of size, weight or other characteristics.

Power to weight ratio

The performance of a motorcycle is directly influenced by the combination of its power and weight. A higher power to weight ratio equates to higher performance. Supersport motorcycles in particular, which have power to weight ratios far higher than other types of motorcycles, are involved in significantly more serious crashes than standard motorcycles.

Analysis of NSW CrashLink data from 2000 to 2011 shows a significant correlation between power to weight ratio and risk of fatality. Australian and international research also concludes that the risk of being involved in a fatal motorcycle crash is related to increasing power to weight ratios, regardless of rider age or experience.

TfNSW proposes that three power to weight categories be established for the purpose of determining the power to weight ratio component of the registration charge. A discount, surcharge or no change would be applied to the weight charge (i.e. the combined base fee and cost per kilogram charge), depending on which power to weight category the motorcycle falls into.

Anti-lock braking systems (ABS)

A broad range of international and Australian research has demonstrated that ABS is highly effective in reducing motorcycle rider crashes caused by poor braking techniques. ABS significantly reduces the likelihood of a crash by eliminating motorcycle wheel lock while braking.

Research also shows that the safety benefits of ABS apply in varying weather conditions and at varying levels of rider experience. The reduction in crashes on ABS equipped motorcycles represents a similarly significant reduction in potential rider injuries and fatalities.

TfNSW proposes offering a registration discount for motorcycles fitted with an ABS to encourage the purchase of these motorcycles and improve motorcycle and rider safety. TfNSW does not propose any form of surcharge for motorcycles that do not have an ABS.

Business usage

Motorcycles registered for private and business use currently pay the same flat fee registration charge.

TfNSW is seeking feedback from stakeholders and the community on whether this is an appropriate arrangement or whether motorcycles used for business purposes should be charged in a similar manner to motor vehicles used for business purposes i.e. 60 per cent more than the private use charge.

Stamp duty and CTP insurance for motorcycles

Stamp duty could align with the proposed motorcycle registration reforms and include a safety rating component based on certain safety criteria such as power to weight ratio or ABS.

Motorcycles are classified based on engine capacity for the purposes of calculating the applicable CTP insurance base premium. CTP insurance could align with the proposed motorcycle registration reforms via insurers also being able to take into account safety features such as ABS as part of their insurance risk calculations.



6. REFORMS TO LIGHT TRAILER AND CARAVAN REGISTRATION CHARGES

Current and proposed registration charges

Stakeholders have raised the issue of the cost of registering a caravan in NSW compared to other states and have cited examples of caravans registered interstate to avoid NSW charges.

There are differences in light vehicle registration charges between states because of their different fiscal policies and funding arrangements. Under NSW legislation, all vehicle weight tax revenue is directed to the Roads Program and used to fund road safety initiatives, maintain the road network and improve traffic management. This is not the case in some other jurisdictions.

Nevertheless, TfNSW acknowledges that improvements can be made to light trailer and caravan registration charges to improve fairness and is considering these options:

- Reducing registration charges for all light trailers and caravans (private and business use) that currently pay weight tax
- Reconfiguring the current weight bands into a cost per kg charge, plus a base fee to make up the total registration charge, and
- Applying a base fee plus weight charge to privately registered light trailers weighing less than 255 kilograms that currently pay no weight tax.



Light trailer and caravan usage patterns

Privately registered light trailers and caravans weighing 255 kilograms or more currently pay approximately the same rate of weight tax as passenger vehicles of a comparable tare weight. Those weighing less than 255 kilograms pay no weight tax.

Stakeholders have raised concerns about the fairness of the current weight tax arrangements. There is a common perception that caravans and trailers are used much less frequently than passenger vehicles.

TfNSW acknowledges that light trailers and caravans registered privately are generally used significantly less than passenger motor vehicles. Key stakeholder feedback indicates that caravans on average travel approximately half the distance of passenger vehicles. TfNSW has received numerous requests to reduce caravan registration charges in line with reduced distance travelled and usage.

Options to align registration charges with distance travelled are not currently feasible and are not included in the current reform proposals.

As part of the reform options in the Discussion Paper, TfNSW proposes to reduce the registration cost for light trailers and caravans that currently pay weight tax to achieve greater fairness in charges.

As light trailers and caravans are currently subject to the irregular weight bands that apply to passenger vehicles, TfNSW proposes to also reconfigure the current weight bands into a cost per kg charge. A base fee would also be applied, acknowledging that all vehicle operators should contribute to the availability of the road network for vehicle use, regardless of size, weight or other characteristics.

Unlike passenger vehicles, further charging criteria based on safety and environmental ratings are not relevant for light trailers and caravans.

Improving the fairness of registration charges

The approximately 536,000 privately registered light trailers weighing less than 255 kilograms currently pay no weight tax. They represent more than half the fleet of approximately 815,000 light trailers and caravans. These are the only registrable vehicles in NSW that are not subject to weight tax. Business registered light trailers weighing less than 255 kilograms pay \$95 in weight tax.

To ensure equitable charging, TfNSW proposes that a base fee and a cost per kilogram charge also be applied to privately registered light trailers weighing less than 255 kilograms. This proposal aligns with the principle that all registrable vehicles should contribute to the NSW Roads Program.

Business usage

In line with the proposals for private use caravans and light trailers, business use caravans and light trailers will also receive a proportionate reduction in registration charges. The current additional 60 per cent business use loading will continue to be applied.



7. PROVIDING A CONTINUOUS REGISTRATION OPTION

The continuous registration option is intended to offer customers greater convenience and choice in their registration payments, and improve registration affordability.

Under this proposal, Roads and Maritime Services (RMS) would provide the option of automated, continuous registration via a secure online monthly direct debit or credit facility. The online account and functioning of the service would be similar to other pay by the month services in the marketplace such as motor and home insurance products. Current registration payment options and registration terms would continue to be offered.

Continuous, pay by the month registration would effectively provide ongoing vehicle registration with no expiry date. If a customer elects the continuous registration option and sets up their monthly direct debit or credit payment, their vehicle would continue to be registered, with no need to renew registration at periodic intervals.

This form of registration could also include the facility to pay for as many months in advance as the customer wishes (e.g. to align with a fleet lease period).

Implementation options

Under the continuous registration option, a monthly payment may be unsuccessful due to insufficient funds in the customer's bank account. This could affect the currency of the vehicle's registration and CTP insurance coverage and customers could be at risk of driving an unregistered and uninsured vehicle and being subject to penalties. To mitigate these risks, a one-off, up-front 'safety net' payment may be necessary under the continuous registration option to provide protection for a payment default. This safety net payment would not be an additional registration charge.

Consumer information

TfNSW will consider options for providing an easy to use free online registration charges comparison tool which would allow customers to compare registration and stamp duty costs between vehicles with differing weight and safety and environmental ratings. This new tool would complement existing information on vehicle weight, ANCAP safety ratings and emissions which is readily available online and at motor vehicle dealerships.



8. OPTIONS TO IMPROVE OTHER REGISTRATION PROCESSES

There are a number of options to further improve other registration processes which may be considered in future.

Vehicle inspections and safety checks

Inspections are an integral part of motor vehicle registration in NSW. While TfNSW considers that vehicle inspections are essential, rapidly changing vehicle technologies and the option of continuous registration may require a reassessment of current inspection policies.

Vehicles with advanced technologies may require different inspection criteria to those of mainstream vehicles, and the timeframe between inspections and the validity period of inspection certificates may need to be reassessed.

In addition, as the average distance travelled by vehicles may vary greatly, a distance based rather than time based inspection system may be more appropriate in the future.

TfNSW seeks feedback on current inspection policies, including inspection criteria and intervals.

End of life vehicles (ELVs)

Effective ELV management is an important part of a long term, integrated approach to NSW vehicle registration policy.

ELVs include vehicles that are unfit or ineligible for re-registration, are not intended to be re-registered, or are uneconomical to repair to required safety standards. It is estimated that NSW deals with more than 180,000 ELVs per year – approximately 3,500 per week.

The environmental impacts of ELVs include the land used for waste disposal and the pollutant and potentially toxic effects of automotive liquids, gases and heavy metals released into the ground and into air and water supplies.

Future ELV policy options could provide incentives for businesses and customers to voluntarily engage in responsible ELV processes. It could provide a regulatory framework that ensures appropriate safety and environmental outcomes and compliance with standards. TfNSW seeks feedback on issues for consideration in developing policy options for ELVs.



9. HAVE YOUR SAY

You can view the full VRI Discussion Paper online at the Transport for NSW Community Engagement website (transport.nsw.gov.au/engagement). The Discussion Paper has a number of questions that highlight key areas where TfNSW is seeking feedback.

You can submit your feedback by:



Email

VRI@transport.nsw.gov.au



Mail

Registration Policy
Transport for
New South Wales

PO Box K659
Haymarket NSW 1240



Online

[transport.nsw.gov.au/
engagement](http://transport.nsw.gov.au/engagement)

All or part of your submission may be quoted or made publicly available. If you do not want your personal details or any part of your submission to be released, please indicate this clearly in your submission.

The closing date for submissions is 24 July 2014.



**For more information visit
transport.nsw.gov.au/engagement**

