



June 2017 Report

30th June 2017

AHFM AGM

There has been comment that AHMF has not been focusing on national issues and has become an arena for councils stating they have the best registration scheme or other state issues. AHMF is a national body and we do not have the time to spend on state issues within the AGM. We are all free to discuss whatever we choose *outside* the meeting though we will not have time for you to discuss state issues within the AGM.

Ideally, all states and territories should be represented by their delegates at the AGM for balances discussions. Unfortunately this will not be the case as not all Councils will be represented. FHMCSA are not sending a delegate and we have not heard from AOMC or CACTMC as yet. I am hopeful of having representation from each of these councils.

AGM Date: Friday 18th & Saturday 19th August

Time: Friday 2:00pm to 5:30pm, Saturday 8:30pm to 5:30pm

Location: Motor Museum of Western Australia, Whiteman Park, 99 Lord Street, Whiteman WA 6068

Attendees	CMC WA	Neville Horner	Apologies	Neil Athorn (FVVCVC)
	CHMC	Mike Beale		David (<i>Digby</i>) Hart (NTMC)
	CHMC	Maxine Beale		Steve Henderson (FHMCSA)
	FVVCVC	John Kennett	TBA	CACTMC
	FVVCVC	Neville Launer		AOMC
	CMC NSW	Terry Thompson	Partners	Rena Horner
	QHMC	Russell Manning		Robyn Noonan
	QHMC	Christine Stevens		Lyn (<i>Palamountain</i>)
NTMC	John Palamountain	Gill Launer		
Observers	FHMCSA	Kevin Noel	Sharon Thompson	
	RACV	Daryl Meek	Margaret Manning	
	Treasurer	Rhys Timms (<i>to be confirmed</i>)	Greg Stevens	

RSVP: Advise Neville & AHMF Committee of attendance

All Delegates:

Due date: 15/7/2017

Agendas & reports: Agenda items and reports were due in by 30th June. Those who have not submitted reports BEFORE the agenda and reports are emailed to all delegates, it is your own responsibility to ensure all delegates receive your report - email and/or hardcopy.

Christine to email Agenda & reports to all delegates

Due date: 15/7/2017

If you supply a report after this date, it is your responsibility to distribute your report.

Cost: Neville to advise cost for the AGM and Saturday night dinner – and dinner only (for partners and other attendees). All delegates are to prepay and we need to get the information out to them.

Due date: ASAP

Payment: Payment to be made prior to AHMF AGM
All Delegates: **Due date: 31/7/2017**

Transport: If you require transfers to and from the airport it is your responsibility to contact Neville Horner and arrange.
All Delegates: **Due date: 31/7/2017**

Accommodation: Rose and Crown, Guilford
Stevens & Mannings are staying at Country Comfort Intercity Hotel and Apartments, 249 Great Eastern Highway, Belmont. (The Rose and Crown was over \$200 p/night when booking so located an alternative.)

Friday dinner Casual dinner at Rose & Crown, Guildford – pay for your own dinner & drinks

Saturday dinner Rose & Crown, Guildford – private room has been booked
Guest Speaker: Kevin Ferris Curator Motor Museum of Western Australia

Partners: Neville advise Rena has organised tours for the ladies Friday afternoon and Saturday.
Greg has also hired a car for the purpose of taking the ladies touring, giving a second option if needed.

AHFM Affiliation

2017-2018 Invoices will be distributed at AHMF AGM **Due Date: 30/9/2017**

2020 AHMF National Tour – Saturday 28th March to Saturday 4th April 2020 – Albury & Wodonga areas

2 years 9 months to go!

Various locations were discussed and the committee worked through the pros and cons of each. This event is too important to be a “tag-on”. It will be a success in its own right and we will promote the historic vehicle movement – and have fun!

The plan is for 500 vehicles with 1,000+ people, though the area and we can cope with more. There are 5,500 beds in Albury/Wodonga and we have venues that can manage the numbers.

All State/Territory Councils – PLEASE promote this National event to your clubs. You all have the flyer; have you and your committee passed it on? We all need to take an active part in the promotion so we have a National memorable historic event. Major sponsor has not yet been obtained through still working on this. Once we have a major sponsor on board, I will organise to have a better flyer produced and distributed.

It is less than 3 years to go and attendees need to budget and plan for the drive to Albury / Wodonga, the week-long event and the drive home.

The reaction I have received to the news AHMF is organising and hosting the 2020 AHMF National Tour has been extremely positive so I am sure all Councils have received the same positive response. Young people are setting restoration deadlines to ensure they will be one of the "Under 25 year old" attendees. Others are planning their next big tour.

Some states have formed sub-committees to coordinate and plan the tours from their states and return. I recommend all states take their lead. These plans need to be put into place now.

Neil is working with Secretary of the National Historic Machinery Association to hold their bi-annual Tractor Trek in the Albury Wodonga area at the same time in 2020. I would like to see the tractors at the open day and combining on some functions.

Neil is also working to have a local engine club hold a large engine and machinery rally as well. There are several keen clubs in this area.

CMC NSW have started planning and have elected Lynelle Titcume to coordinate the tours between Sydney and the border. *(Those of us that attended the AHMF AGM in Parramatta several years ago would have met Lynelle)*

AHMF Organising Sub-Committee – John Kennett, Neil Athorn, Christine Stevens, Mike Beale, Steve Henderson, Rhys Timms

Reports & Newsletters

In the March teleconference, it was agreed all State/Territory Councils to send newsletters to AHMF. The Councils that were already sending these still are though none of the other councils have sent anything through.

Reports from the State/Territory Councils have been virtually non-existent this year!

Have your Council provided any reports? The next report is due at the end of this month. If the template does not work for you, just write something so you can give an update.

If you are not supplying reports, you need to provide a better suggestion for reporting.

Unleaded Racing fuels

Terry Thomson (CMC NSW) and I have been speaking with Dept of Environment in relation to the phase-out of AvGas (***Annexure 1***). This is being phased out over 2 years and as at 1/7/2019 there will be no avgas available.

MMT *Methylcyclopentadienyl manganese tricarbonyl*

MMT was introduced into Australia in 2000. It has been sold under the tradenames HiTEC® 3000, Cestoburn and Ecotan.

Department of Environment advised MMT is being added onto the prohibited list. If we need it for our vehicles I am to advise the approx. number of vehicles affected and they *may* issue an exception for historic vehicles.

It appears most Lead replacement additives available in Australia are potassium based so it does not appear to be a problem.

Manganese is fairly widely used as an octane booster, though there appear to be a few products that don't use it. There is considerable comment about the health and environmental aspects of it, with claims it has similar issues to lead, though probably not as severe.

This is not likely to have much impact on users in Australia and, if it is banned as suggested, the product manufacturers will switch to another product. Ferrocene is an iron based additive that does the same thing. Both cause plug fouling if heavily used.

Stolen Vehicles

Steve Henderson has established a dedicated page on the AHMF website to highlight a stolen items from the movement. There have been vehicles stolen but not being reported to AHMF by State/Territory Councils (most likely not being reported to the State/Territory Councils).

Import Tax & Luxury Vehicle Tax

Cars 30+ years and up to \$65,000 there is no tax payable. The sale of a vehicle to overseas countries there is no Tax. If it's purchased and returned to Australia, the tax is charged.

Graham Gittins has agreed to be the AHMF's "Ears and Eyes" in Canberra and he has registered himself in the lobbyist register. We were to provide Graham with some talking points – i.e. Why? What is in it for the government (apart from loss of revenue)? How many vehicles does this involve each year? Any other relevant information to the submission?

Doug Young is the immediate past president of Vintage Car Club Queensland Inc and I have asked him to represent AHMF, investigating the possibility of having the LCT (and GST) removed from the importation of vehicles over 30 years of age into Australia.

Through 25 years of voluntary work for the Business Law Section of the Law Council of Australia (within whose bailiwick the Custom law Committee of the LCA fell) Doug has written, and presided over the preparation of numerous submissions to the Commonwealth on its proposed laws. He chaired a number of its expert committees as well as the BLS itself and it is a Honorary Life Member of the Section.

These qualifications equip Doug to write a submission and gives Doug a degree of credibility should dealings with the Commonwealth be necessary.

Zero Tolerance of Asbestos

Australia is one of the few countries with an absolute ban on asbestos – ‘Zero Tolerance’ – and the Australian Border Force (ABF) is tightening controls on offending vehicle imports. Many countries still allow small quantities of asbestos (i.e. 1%) to be used but Australia is one of the very few with a zero requirement and a total ban on import and export except under very limited circumstances.

Zero tolerance to asbestos, an Australia-wide ban on the manufacture and use of all types of asbestos and asbestos containing material (ACM), took effect on 31 December 2003. In order to support the domestic ban, asbestos or ACM imports to, and exports from Australia are prohibited, unless permitted by the relevant Minister. Australia signed a Zero Tolerance Asbestos agreement in 2003 and is now enforcing it.

As of Monday 6th March 2017 and without prior notification, The Australian Border Force (ABF) implemented a new community protection question when lodging import declarations for all motor vehicle tariff codes - i.e. *"Do the goods contain asbestos?"* This may relate to brake linings, clutch linings, brake disc pads, gaskets, seals or any other parts of the vehicle. Most vehicle manufacturers prohibited use of asbestos components in vehicles from 1999.

There is a double standard with new vehicles containing asbestos having been imported into Australia and Russell Manning has provided me with examples breaching the import ban. Recalls were issued but in several cases no action was taken apart from taking back unused stocks of the offending parts.

Anybody considering taking their vehicle out of the country must also be aware of this restriction as they will be required to provide the vehicle is asbestos free to bring their vehicle back into Australia. This can be a very costly exercise.

There has been an instance where “destructive means” has been used to investigate for asbestos in a motor vehicle. The vehicle is a very original rare Shelby having a bill of \$14,000 from ABF – and that is not including the repair costs and destruction of original vehicle components. Report from the owner is attached. (**Annexure 2**). This vehicle was en-route when Australia commenced enforcing the zero-tolerance to asbestos so the owner did not have the opportunity to remove any asbestos prior to transit.

This article does appear to answer the question whether the vehicle or only the asbestos containing components are seized. It appears there is a provision in the act to permit the vehicle to be taken to a workshop for further work. We are investigating the only real solution which will involve refining the inspection and remediation process so it is not too onerous.

I have been speaking Department of Environment in Canberra re the possibility of 1% acceptance for Australia. They are to advise details of the best person to speak with in ABF, Canberra. Even with a 1% tolerance, testing would still be required to know if it could be imported or not.

The attached information regarding a change in the rules with asbestos when importing vehicles (**Annexure 3**) was distributed by Paul Markham, Acting Secretary, WA Council of Motoring Clubs and reproduced in *Western Model A News, June/July 2017* newsletter. “Cargo Online” is a broker providing a summary to Paul.

Some have already tried to obtain further clarification from ABF about what car parts need to be tested to certify that the product is asbestos free but they’ve had no success.

- It is the responsibility of importers and exporters to ensure they do not import or export prohibited goods, such as asbestos.
- It is critical that importers/exporters comply with the regulations and ensure that goods they are purchasing do not contain any level of asbestos.
- Importers/exporters should ensure their supply chain security by confirming that asbestos was not used to manufacture the goods.
- If the Australian Border Force (ABF) suspects that goods contain asbestos, these goods will be detained at the border and examined.
- Certification of samples tested inside Australia must be from a National Association of Testing Authorities (NATA) accredited laboratory.
- Certification of samples tested outside Australia must be from a testing laboratory that is accredited by a NATA recognised equivalent authority. The ABF will not accept any other certification.

- If sufficient documentation cannot be supplied, then the importer could be required to arrange sampling, testing and certification by a 'competent person' to ensure there is no presence of asbestos. The cost of any independent inspection, testing and storage of the goods is the responsibility of the importer/exporter.
- If unauthorised asbestos is found to have entered Australia, the importer of the goods may be subject to penalties or prosecution.
- More detailed information on asbestos is available at: border.gov.au

In July 2016, ABF's focus was on illegal asbestos importation – refer <http://www.collessyoung.com.au/news.html/2016/07/23/abfasbestos/>. Now they have announced stricter new measures targeting imported vehicles that may contain asbestos. Most countries allow low amounts or particular types of asbestos, and goods manufactured overseas can be labelled 'asbestos free' and still contain a small amount or type of asbestos.

Specific issues raised by Australian Customs include:

- ABF has detected increased incidences of asbestos in imported motor vehicles & parts.
- ABF is flagging more inspections and sample testing of motor vehicles and parts - brake pads, linings, gaskets and clutch pads, especially on used motor vehicles.
- All origin countries are affected. Due to globalised manufacturing, product sourcing and supply, there are no guarantees that vehicles or parts originating from a 'low risk' country are free of asbestos.
- Testing of parts overseas – the ABF will only accept testing certificates from appropriately accredited laboratories which meet the Australian Standard.

ABF Targets Illegal Asbestos Importations

Posted on Jul 23, 2016

This week, several warrants were executed by the Australian Border Force (ABF) concerning recent detection of asbestos in imported Chinese building materials.

ABF officers have seized digital and physical evidence as they investigate suspected illegal imports of Chinese building products containing asbestos. The warrants involved one W.A. company in particular which has supplied products to 69 sites across Australia, including Perth's new 60,000-seat stadium. White asbestos was found last week in a roof panel that had been installed at the city's new children's hospital, sparking fear in hundreds of workers who have signed an 'asbestos register' to monitor their future health. All goods imported by that firm and its affiliates will be held at the border until it is confirmed they have been tested.

With Australia being one of the few countries banning asbestos imports, there have been an increased number of detections of imports containing asbestos in 2016 compared to last year. The ABF is targeting importers that illegally import asbestos and continues to liaise with the Asbestos Safety and Eradication Agency (ASEA). A recent ASEA report revealed the importation of counterfeit car parts into Australia, some of which contained asbestos. The importation into Australia of asbestos-containing materials (ACMs) is strictly prohibited except under very limited circumstances.

Responsibility lies with importer for ensuring goods are asbestos-free prior to importation. Imported goods that don't have an exemption can attract fines of up to \$180,000 or three times the value of the goods, whichever is greater.

Information on Australian standards can be found on the National Association of Testing Authorities website: www.nata.com.au

<http://www.border.gov.au/Busi/cargo-support-trade-and-goods/importing-goods/prohibited-and-restricted/asbestos>

<https://www.border.gov.au/Importingandbuyinggoodsfromoverseas/Documents/asbestos-border-factsheet.pdf>

<https://www.border.gov.au/Customsnotices/Documents/2016-30.pdf>

<https://www.border.gov.au/ReportsandPublications/Documents/reviews-and-inquiries/asbestos-importation-review.pdf>

<http://www.abc.net.au/news/2016-09-19/asbestos-customs-changes-worry-brokers-signing-off-on-products/7858642>

<https://www.border.gov.au/Customsnotices/Documents/acn0736.pdf#search=asbestos>

<https://www.border.gov.au/Busi/cargo-support-trade-and-goods/importing-goods/importing-motor-vehicles>

JUNE 19, 2017 5:41PM NEWS.COM.AU

Perry Duffin Australian Associated Press

Car manufacturer Polaris is recalling thousands of children's quad bikes after an investigation revealed 12 models made with parts containing asbestos.

The nationwide recall was prompted after the manufacturer ran tests in the United States which identified asbestos in brake pads, brake shoes, gaskets and washers in 12 of its youth models.

Australia's consumer watchdog says the asbestos-laden parts are unlikely to pose a risk to riders.

But it's taking the issue "extremely seriously" and working closely with Polaris to quicken the recall of an estimated 13,000 bikes sold in Australia since 2001.

"The presence of asbestos in quad bike parts is considered more likely to present a safety risk to consumers who do home mechanical work on quad bikes they own and to employees of businesses who repair and service quad bikes," ACCC acting chair Delia Rickard said in a statement.

"The recalled quad bikes should only be repaired by qualified personnel using appropriate safety procedures. Any materials containing asbestos must be disposed of at licensed facilities."

Affected Polaris models are the Scrambler 50, Scrambler 90, Predator 50, Predator 90, Outlaw 50, Outlaw 90, Outlaw 110, Sportsman 90, Sportsman 110, Ace 150, Sawtooth 200 and Phoenix 200 produced between 2001 to 2017.

Importing and using asbestos has been outlawed since 2004 but the ACCC believes Polaris only recently became aware of the issue.