

IMLACHS

• AUTO PARTS •

USED, RECO, NEW,
O.E.M. PARTS FOR:

MITSUBISHI

HONDA

TOYOTA

CHRYSLER

HOLDEN ASTRA

FORD FOCUS

ROVER

PARLIAMENTARY JOINT COMMITTEE ON LAW ENFORCEMENT

Theft and export of motor vehicles and parts in Australia

Parliamentary Joint Committee on the Australian Commission for Law Enforcement Integrity
Parliamentary Joint Committee on Law Enforcement
Department of the Senate
Phone 02 6277 3419

To Chair

I would like to request the following corrections to my Hansard statement made before you and your Committee in relation to theft and export of motor vehicle and parts in Australia on the 10th July 2018

With respect to the number of licensed businesses operating in Victoria provided on page 5, I would like the record to reflect the exact figure as reported in Taskforce Discover Report being 128 or 30% of inspected businesses.

Other corrections requested on pages 7 and 11 are to provide greater clarity to my testimony

I thank the Committee for its time and consideration

Yours faithfully

Dale Imlach
8th August 2018

YOU CAN NOW CALL US ON:
1300 IMLACH

Capricorn Preferred Supplier

VACC Accredited Dismantler & Recycler

APRAA 5 Star Accredited

Head Office:

www.imlachs.com.au
sales@imlachs.com.au

ELV Recyclers
"End of Life Vehicle" Solutions
1600 Centre Road
Springvale, Vic. 3171
Tel: **1300 652 070**
Fax: +61 3 9547 7955
www.elv.com.au
pickup@elv.com.au

Centre Road Wreckers
Centre Road Self Serve
1602 Centre Road
Springvale, Vic. 3171
Tel: +61 3 **9547 7377**
Fax: +61 3 9547 7955
www.autowreckers.com.au
info@autowreckers.com.au

IMLACHS PTY. LTD.
ABN 46 367 131 722
LMCT 1229
TEL:
1300 IMLACH
1300 466224

COMMONWEALTH OF AUSTRALIA

Proof Committee Hansard

PARLIAMENTARY JOINT COMMITTEE ON LAW
ENFORCEMENT

Theft and export of motor vehicles and parts in Australia
(Public)

TUESDAY, 10 JULY 2018
CANBERRA
BY AUTHORITY OF THE SENATE

Page 5

FROM

Senator SINGH: Were you part of Taskforce Discover?

Mr Imlach: No, but we received the data. Our members were inspected. It comprised of EPA, Victoria Police, WorkSafe and an independent environmental scan of the marketplace. It showed that there were 430 operations in Victoria, of which maybe 120 were licensed.

CHAIR: Sorry, can you give me those numbers again, please?

Mr Imlach: Approximately 430 auto recyclers and scrap metal dealers.

CHAIR: Were licensed?

Mr Imlach: No, in total, of which approximately 150 were licensed, and the rest of the marketplace was unregulated.

TO

Senator SINGH: Were you part of Taskforce Discover?

Mr Imlach: No, but we received the data. Our members were inspected. It comprised of EPA, Victoria Police, WorkSafe and an independent environmental scan of the marketplace. It showed that there were 430 operations in Victoria, of which 128 were licensed.

CHAIR: Sorry, can you give me those numbers again, please?

Mr Imlach: Approximately 430 auto recyclers and scrap metal dealers.

CHAIR: Were licensed?

Mr Imlach: No, in total, 128 were licensed, and the rest of the marketplace was unregulated.

FROM

CHAIR: Do you know anything about the rebirthing of these cars in foreign jurisdictions? Let's look at the reverse. If cars were stolen in other markets and imported to Australia, how would they go through a rebirthing process? There are strict requirements on importing cars into Australia and then getting them registered.

Mr Imlach: Different countries will have different registration requirements—different to Australia. It is known that there are exporters taking vehicles from eastern seaboard motor auctions—salvage auctions—and taking them to New Zealand as statutory write-offs and trying to re-register those.

CHAIR: Does New Zealand have lesser standards?

Mr Imlach: It's not necessarily lesser standards; it's just a more open economy than Australia. They have a more open vehicle policy than we have in Australia. The fair trading laws of New Zealand have cottoned on to this scheme, and now that they have an obligation to disclose to the buyer in New Zealand that the car was a statutory write-off in the Australian marketplace—which is probably undesirable to want to purchase when you find out that information—the courts are not awarding in favour of the buyers that have been misled in New Zealand. That is my understanding.

TO

CHAIR: Do you know anything about the rebirthing of these cars in foreign jurisdictions? Let's look at the reverse. If cars were stolen in other markets and imported to Australia, how would they go through a rebirthing process? There are strict requirements on importing cars into Australia and then getting them registered.

Mr Imlach: Different countries will have different registration requirements—different to Australia. It is known that there are exporters taking vehicles from eastern seaboard motor auctions—salvage auctions—and taking them to New Zealand as statutory write-offs and trying to re-register those.

CHAIR: Does New Zealand have lesser standards?

Mr Imlach: It's not necessarily lesser standards; it's just a more open economy than Australia. They have a more open vehicle policy than we have in Australia. The fair trading laws of New Zealand have cottoned on to this scheme, and now dealers have an obligation to disclose to the buyer in New Zealand that the car was a statutory write-off in the Australian marketplace—which is probably undesirable to want to purchase when you find out that information—the courts are now awarding in favour of the buyers that have been misled in New Zealand. That is my understanding.

FROM

CHAIR: Okay. We are slightly over time. Are there any final concluding comments?

Mr Imlach: Chair, I have a comment about the PPSR system and the recording of end-of-life vehicles. We see this as a gaping hole in the system. It doesn't monitor or give us an indication of the actual vehicles that are coming off the roads in Australia. The PPSR records the vehicle details, it records finance and it records the written-off vehicle status of a particular vehicle, if it's been notified on the system. But there should also be a system where you notify the destruction or the export of that vehicle, and then the stats will become clearer, for example, in a central NEVDIS database. Our members recycling the vehicles have to access pretty much seven databases or seven local state systems to find the registration details of a vehicle. We'd prefer to just access one instead of seven of them, because they're all a little bit different. And also the recording or the exportation of the vehicles would be helpful.

TO

CHAIR: Okay. We are slightly over time. Are there any final concluding comments?

Mr Imlach: Chair, I have a comment about the PPSR system and the recording of end-of-life vehicles. We see this as a gaping hole in the system. It doesn't monitor or give us an indication of the actual vehicles that are coming off the roads in Australia. The PPSR records the vehicle details, it records finance and it records the written-off vehicle status of a particular vehicle, if it's been notified on the system. But there should also be a system where you notify the destruction or the export of that vehicle, and then the stats will become clearer, for example, in a central NEVDIS database. Our members recycling the vehicles have to access pretty much seven databases or seven local state systems to find the registration details of a vehicle. We'd prefer to just access one instead of seven of them, because they're all a little bit different. And also the recording of the exportation of the vehicles would be helpful.