

		<ul style="list-style-type: none"> Public access without sign-in. <p>The intention would be to simplify the current access arrangements and reduce the need for the dual sign-in process currently available for Executive members.</p> <p>The website host suggested that John contact a third-party website builder outside of OurAuto to assist with these matters. John reluctantly contacted the external website builder for advice. John also noted that he may have misunderstood the new hosting manager, as he formed the impression that the LCA may also need to pay for assistance with regular website maintenance, particularly where issues arise with plugin updates and general maintenance.</p> <p>John further advised that, in his view, the LCA should own and control its own website, rather than the website being owned or controlled by the hosting provider.</p> <p>The LCA currently has a paid website subscription in place until the end of the year. In the meantime, John advised that, over the next month, he will make enquiries on behalf of the LCA regarding the implications of the LCA owning its own website, including hosting arrangements, maintenance requirements and any associated costs.</p> <p>Outcome: John Oste will make further enquiries regarding website ownership, hosting options, access arrangements, maintenance requirements and associated costs. Further details will be provided once this information is available.</p>	
4.	New Forum LCA 2026	<p>The LCA Association will approach Transport for NSW regarding the opportunity to hold a forum, with consideration for delivery in 2026. It is proposed that Ian Carpenter raise this matter as an agenda item at the next TfNSW–VSWG meeting.</p> <p>A new senior manager, Mr Johnathon McKinnon, has recently been appointed by TfNSW to oversee the VSCCS accreditation system. It is understood that this matter, along with other related matters, is listed on his agenda for further consideration.</p> <p>No action was presented at the last VSWG meeting at this point in time. The matter is currently awaiting further information and updates.</p>	ON HOLD By TFNSW
5.	PRESIDENTS VSWG MEETING (Agenda Summary)	<p>VSWG MEETING 19th May 2026. Zoom Attendees – Seven TfNSW management, CHMC, IAME, 4WDs, CAMs, AAAA, Ken & Ian LCA, Peter VSCCS, ASRF, and ACMC.</p> <p>Agenda Items</p> <ol style="list-style-type: none"> Agenda Item 1 – New Senior Manager, VSCCS Accreditation Mr Johnathon McKinnon has recently been appointed by Transport for NSW as the Senior Manager responsible for Vehicle Standards, Engineering and Advisory matters, including VSCCS and accreditation-related matters. <p>It was reported that Mr McKinnon has been in the role for approximately two weeks and has been assigned to review these matters. He advised that he has looked at matters relating to the proposed forum, as well as new and existing VSCCS accreditation matters.</p>	OPEN

		<p>Mr McKinnon indicated that he intends to improve the current system; however, no specific dates or timeframes were committed to at this stage.</p> <p>2. Transport for NSW provided an update regarding VSCCS certification data, including the number of certificates issued and the number of certifiers current to 2026.</p> <p>TfNSW is currently experiencing difficulties obtaining data from its internal systems. It was noted that this may possibly be due to a recent update within the TfNSW systems.</p> <p>3. VSI 48 and Service NSW Interpretation Issues</p> <p>Concerns were raised regarding confusion within VSI 48 and inconsistent interpretations by Service NSW in relation to GVM upgrades.</p> <p>As noted by Mark Woods, the wording in VSI 48 can be difficult to interpret, particularly in relation to whether a manufacturer’s letter of compliance is required. This resulted in discussion with Transport for NSW, particularly regarding vehicles that may fall within the heavy vehicle regulatory framework and the involvement of the National Heavy Vehicle Regulator.</p> <p>It was discussed that, in certain circumstances, where a dual-compliance vehicle is involved and the GVM is being changed, the matter may not be treated simply as an unmodified vehicle matter. Discussion also occurred regarding communication with the NHVR and how these requirements may apply.</p> <p>Ian then raised the question of modified vehicles where a vehicle manufacturer’s letter of compliance is not required. The NHVR advised that, in such cases, VSCCS certifiers may need to be accredited in both light vehicle and heavy vehicle certification in order to issue GVM modification certificates.</p> <p>TfNSW indicated that, where a certifier is not accredited for heavy vehicle certification, the issue may not necessarily be a breach of TfNSW requirements, but could instead result in the certifier breaching heavy vehicle law by certifying a vehicle that falls under the heavy vehicle regulatory framework.</p> <p>It was further noted that the NHVR’s position is that the GVM of a heavy vehicle does not change until the vehicle registration system is updated in the DRIVES database following the issue of a modification certificate. Therefore, if the vehicle is considered a heavy vehicle at the time of certification, a certifier who is not accredited for heavy vehicle certification may not be authorised to certify the modification.</p> <p>Outcome:</p> <p>The matter remains that certifiers who are not accredited in both light and heavy vehicle certification are not authorised to issue modification certificates for GVM upgrades where the vehicle falls within the heavy vehicle regulatory framework.</p> <p>4. Emission Testing. Concerns were raised that the new Interim NSW Vehicle Emission Test Procedure may be difficult to achieve for individually constructed vehicles.</p> <p>5. Compliance Baseline for Modified Vehicles / SSM Vehicles</p>	<p>OPEN</p> <p>OPEN</p> <p>OPEN</p> <p>OPEN</p>
--	--	--	---

		<p>Discussion was held regarding the compliance baseline that applies when a modified vehicle is upgraded in a manner similar to other vehicles.</p> <p>It was noted that, in some cases, the increased requirements under VSB 14 for suspension, GVM, tyres and related components may not be able to be implemented or certified on a standard modified vehicle.</p> <p>However, where a vehicle is covered by a Second Stage Manufacture approval, the upgrade may be permitted under the applicable SSM arrangements. TfNSW indicated that, while this approach is not recommended, they may not be able to prevent it from occurring where the vehicle is being dealt with under the relevant SSM approval pathway.</p> <p>This matter has been left with TfNSW for further consideration, and a response is currently awaited.</p> <p>6. ADR 114 Carbon Dioxide Requirements / Fuel Type Compliance</p> <p>Discussion was held regarding the requirements under ADR 114 – Carbon Dioxide Emissions and the implications of a vehicle being operated on an incorrect fuel type.</p> <p>It was noted that, where the incorrect fuel is dispensed into a vehicle, for example where a vehicle certified for E10 fuel is operated on another fuel type, this may result in the vehicle no longer complying with its approved emissions configuration. It was also noted that this could potentially create a safety and compliance issue.</p> <p>TfNSW was unable to provide a definitive response on this matter at the meeting and did not comment further on the possible loophole identified in the ruling.</p> <p><i>The next VSWG meeting is due to be held in August 2026.</i></p>	OPEN
6.	Heavy Vehicle Motorhome (Extreme off road)	<p>A 7-tonne GVM Iveco cab chassis fitted with a special-purpose flexible subframe for an up-market motorhome, and equipped with supersingle wheels and tyres, was reported as unsafe to drive despite having been certified in Queensland. This case raises concerns about the adequacy and consistency of interstate certification processes for complex motorhome constructions.</p> <p>It was noted that NHVR law is administered by Transport for NSW within New South Wales.</p> <p>Discussion was also held regarding the application of these requirements, including concerns that an inappropriate or substandard vehicle modification may be certified as a heavy vehicle under Queensland certification arrangements and then be required to be accepted in New South Wales.</p> <p>Mark Woods advised that he has written to the relevant Federal and State members regarding this matter and is currently awaiting a response.</p> <p>The matter remains ongoing, pending further clarification and any response received from the relevant Federal and State representatives.</p>	OPEN
7.	Transition to Website-Based Access for LCA	<p>The Committee agreed that General Meeting correspondence will be made available through the LCA website effective immediately.</p>	OPEN

	Meeting Materials - Agenda Minutes	<p>During a transition period, correspondence will continue to be distributed by both website link and PDF attachment. PDF attachments may continue for a further three to six months, if required, to assist members with the changeover.</p> <p>The process will be reviewed at the end of the transition period, with the intended long-term arrangement being website access only.</p> <p>John Oste will provide the relevant website link and information to Terry Leeder for distribution at upcoming meetings.</p>	
8.	TFNSW VSWG – GVM / GCM Upgrades (Code LS16)	<p>Ken O’Keefe raised the issue of towing upgrades and GCM modifications under Code LS16, noting that these upgrades are accepted in Queensland, Victoria and Western Australia, but remain unclear in New South Wales. The Committee noted that TfNSW’s position requires further clarification, particularly as the matter had previously been referred for legal review. Concerns were also raised about inconsistencies between jurisdictions and the difficulty this creates for members of the public.</p> <p>Ian Carpenter advised that the matter had previously been raised with TfNSW, and that any acceptance of GCM upgrades would likely need to be justified by the certifier. It was also noted that some vehicles may not meet the acceleration performance requirements under LS16.</p> <p>The Committee agreed that it remains the certifier’s responsibility to ensure the vehicle, test documentation and engineering evidence demonstrate compliance with all relevant ADRs and applicable TfNSW requirements.</p>	CLOSED
9.	AAAA Membership Renewal	<p>Members are to be advised that the AAAA membership renewal is due for the 2026–2027 period.</p> <p>Terry Leeder will prepare and distribute an advisory email to members seeking confirmation from those wishing to renew.</p> <p>Since the meeting, John Oste has been advised that the AAAA membership fee for 2026–2027 is \$358 including GST.</p>	OPEN
10.	TfNSW Update – New Vehicle Registration Process	<p>The Committee noted a recent update from Transport for NSW regarding the registration process for new vehicles, as raised for member awareness by Mark Dewhurst.</p> <p>It was advised that members of the public may now register a brand new vehicle without the requirement for a blue slip inspection. Registration can be completed by attending an authorised TfNSW service centre, where the required documentation, including RAV entry confirmation and vehicle details, is submitted and processed, allowing registration to be issued and finalised during the same visit.</p> <p>The update was noted for member awareness.</p>	CLOSED
11.	VSI 6 Update – Seat Removal and VSCCS Certification Requirements	<p>Mark Dewhurst advised the Executive Committee that he has reviewed the revised gazetted Vehicle Standards Information No. 6 (VSI 6), scheduled for release on 1 July 2026.</p> <p>It was noted that the requirements relating to seat removal and occupant protection remain applicable, with VSCCS certification required where modifications affect compliance with applicable ADRs, occupant protection, or result in a change to the vehicle category. This includes scenarios where seating positions are removed or replaced with alternative configurations. The Committee discussed that, in practical terms, modifications involving the removal of seats not designed as readily removable components, or where seating is replaced with alternative installations (such as storage</p>	CLOSED

		<p>systems or appliances), will generally require VSCCS engineering certification due to their impact on seating capacity and vehicle compliance. It was further noted that, for pre-ADR vehicles, seatbelt installations may not require VSCCS certification where fitted in accordance with the applicable Transport for NSW guidelines.</p> <p>Link Address:</p> <p><u>Guidelines for Retrofitting Seatbelts to ADR Vehicles</u></p> <p>However, responsibility for compliance remains with the vehicle owner. General discussion also occurred regarding the applicability of lap belt requirements for vehicles manufactured between 1965 and 1969.</p>	
12.	Seat Testing Presentation by Philip Woods	<p>Philip Woods has agreed to hold the seat testing presentation on 20 July 2026 at his testing facility.</p> <p>The presentation details are as follows: Location: Unit A12 / 16A Amax Avenue, Girraween NSW 2145 Arrival time: 5:30 pm Presentation start time: 6:00 pm</p>	OPEN
13.	Bosch HEV101 Hybrid and Battery Electric Vehicle Training Course	<p>LCA members are advised of the upcoming Bosch HEV101 Hybrid and Battery Electric Vehicle Training Course.</p> <p>The course is now accredited in Australia and includes the following nationally recognised units of competency:</p> <ul style="list-style-type: none"> • AURETH011 – Depower and reinitialise hybrid electric vehicles • AURETH101 – Depower and reinitialise battery electric vehicles <p>It was noted that Victoria is introducing requirements from 1 June 2026 for automotive tradespersons working on, or conducting registration checks of, hybrid and electric vehicles to hold the relevant credentials.</p> <p>The upcoming Sydney-area training dates are understood to be:</p> <ul style="list-style-type: none"> • Monday, 29 June 2026 – Kings Park • Tuesday, 30 June 2026 – Sydney Automotive Paints, Condell Park <p>The course is delivered in a one-day format at a cost of approximately \$880, with class sizes limited to approximately 12 participants.</p> <p>LCA members are asked to advise whether they are interested in attending, so that potential member participation can be coordinated.</p>	OPEN
	LCA Financials		
14.	Treasurer	<p>John Oste reported in that the financials were within budget.</p> <p>Year period 2025 -2026.</p> <p><i>Net Assets to date 30th April 2026 – \$37,669.57</i></p> <p><i>Expenditure to date 30th April 2026 – \$11,331.87</i></p>	OPEN
	Correspondence		
15.	Robbie Holms	<p>Terry received correspondence from Robbie Holmes regarding his reapplication to regain his VSCCS licence.</p> <p>It was noted that Robbie has not made complete progress with his VSCCS reapplication under the new scheme, as one of his scenarios has been rejected as part of the interview and assessment process at this point in time.</p> <p>Robbie has also been unable to obtain a further interview with Transport for NSW regarding his VSCCS licence reapplication.</p>	OPEN

		<p>On this basis, the LCA will decline Robbie’s current membership renewal for the upcoming year 2026-2027. The matter may be revisited once Robbie has been accepted back into the VSCCS system.</p> <p>In the meantime, John Oste will contact the AAAA to enquire whether any special arrangement may be available to assist with maintaining Robbie’s AAAA membership at the discounted LCA member rates while the Transport for NSW VSCCS reapplication process remains ongoing. Details to follow</p>	
16.	Steward Larkin	<p>It was reported that Transport for NSW has cancelled Stewart Larkin’s VSCCS licence on the basis of fit and proper person considerations.</p> <p>It was further noted that Stewart Larkin is seeking to appeal the matter through the High Court.</p>	OPEN
	New Business		
18.	TfNSW Update – New Vehicle Registration Process	<p>Mark Dewhurst presented his proposal for two applications to be made available on the LCA website for use by LCA members.</p> <p>Mark has prepared the following proposed applications for Committee review:</p> <ol style="list-style-type: none"> 1. LT3 Emission Examiner An in-depth emissions analysis tool for reviewing emissions test reports generated from approved 5-gas testing equipment, including IM240 test results. The application is intended to assist certifiers in assessing the validity of emissions test results and whether they appear to be in accordance with applicable statutory requirements, including relevant ADRs and Transport for NSW emissions requirements. 2. VSCCS Certifier Finder A reference tool providing a detailed listing of NSW VSCCS certifiers, including current certifiers and previous certifiers who have retired or left the VSCCS system. The application is intended to provide available certifier details, including licence number, address, location, email contact information and other relevant details. <p>Mark advised that he considers the proposed applications to be extremely beneficial to certifiers when undertaking vehicle compliance assessments. The proposal was presented to the Committee and was greatly accepted by the members present.</p> <p>A motion was moved by Mark Dewhurst, seconded by John Oste, and carried by the Committee members present at the meeting, that the proposed applications proceed for use via the LCA website.</p> <p>It was also noted that Mark Dewhurst is to provide additional protection so that the applications can only be accessed and used through the LCA website.</p>	OPEN
	Meeting Closed	7.57pm	

2026	General Meeting	Executive
First Term	16 th February 2026 (Monday)	2 nd February 2026 (Monday)
	16 th March 2026 (Monday)	2 nd March 2026 (Monday)
	10 th April 2026 (Monday)	
Second Term	18 th May 2026 (Monday)	4 th May 2026 (Monday)
	15 th June 2026 (Monday)	1 st June 2026 (Monday)
Third Term	20 th July 2026 Seat Test Presentation (Monday)	
	17 th August 2026 AGM (Monday)	3 rd August 2026 (Monday)
	21 st September 2026 (Monday)	7 th August 2026 (Monday)
Fourth Term	26 th October 2026 (Monday)	12 th October 2006 (Monday)
	16 th November 2026 (Monday)	2 nd November 2026 (Monday)
	4 th December 2026 [Christmas Gathering]	
Outside Meeting Events	Heavy Trailers (Around April 2026) TBA Seat Testing (Around July 2026) TBA	

This concludes the 2026 year.