

Licenced Certifiers Association General Meeting – AGENDA 2025-2026

Venue: TAFE Wetherill Park - The Horsley Dr, Wetherill Park NSW 2164 (Room CG9 in C block)

Meeting Start 6.00pm 15th June 2026

Zoom Meeting Address:

<https://us06web.zoom.us/j/86104765023?pwd=yC3PEQT6wQ3DoaN9XgH92fLCr0hHCa.1>

All members present must sign in the LCA attendance book.

Open Meeting Chair: _____ Time: _____ Date: _____

Attendees:

Zoom _____

Apologies: _____

Previous Minutes: May be read out by the secretary Or

Nomination that previous meeting minutes to be correct: _____ Seconded: _____

Matters arising from the previous minutes: Items 1-16.

Item No	Agenda Item	Action/ Notes	Status
1.	Call the meeting to Order	The meeting Commenced at _____pm	
2.	Recording of the Zoom Meetings	The meeting will be recorded for documentation of the meeting minutes.	OPEN
3.	New Forum LCA	The LCA association have been told by TFNSW they are looking at a forum to be undertaken at TAFE in 2026. Suggested that Ian Carpenter to raise as an agenda at the next TFNSW-VSWG meeting.	ON HOLD By TFNSW
4.	LCA Website	John Oste advised that LCA members are to make use of the LCA website. The LCA General Meeting agendas and minutes are available on the LCA website, with the transition to be staged over the next six months. During the transition period, meeting correspondence, including agendas and minutes, will continue to be made available in PDF format until further notice.	OPEN
5.	PRESIDENTS POST VSWG MEETING	VSWG MEETING 19 th May 2026. Zoom Attendees – Seven TfNSW management, CHMC, IAME, 4WDs, CAMs, AAAA, Ken & Ian LCA, Peter VSCCS, ASRF, and ACMC. Agenda Items 1. Agenda Item 1 – New Senior Manager, VSCCS Accreditation	OPEN

Licenced Certifiers Association General Meeting – AGENDA 2025-2026

		<p>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> <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> <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. 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. 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</p>	<p>OPEN</p> <p>OPEN</p>
--	--	---	-------------------------

Licensed Certifiers Association General Meeting – AGENDA 2025-2026

		<p>accredited for heavy vehicle certification may not be authorised to certify the modification.</p> <p>Outcome: 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 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 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>	<p>OPEN</p> <p>OPEN</p> <p>OPEN</p>
6.	Off Site Meetings (Seat Testing)	<p>The Committee discussed the upcoming LCA meeting scheduled for 20 July 2026, including the opportunity to conduct a seat testing presentation.</p> <p>Phillip Woods has agreed to undertake the presentation, which will be conducted on 20 July 2026 at his testing facility located at Unit A12 / 16A Amax Avenue, Girraween NSW 2145.</p>	OPEN

Licensed Certifiers Association General Meeting – AGENDA 2025-2026

		Members are to arrive at 5.30 pm for a 6.00 pm start. The seat testing presentation is expected to run for approximately 2.5 to 3 hours. Terry Leeder is to forward an email to all LCA members regarding the upcoming seat testing presentation, with further details to follow.	
7.	AAAA Membership Renewal 2026 - 2027	Members are to be advised that the Australian Automotive Aftermarket Association (AAAA) membership renewal is due for the upcoming 2026–2027 period. It was noted that membership fees are typically subject to a CPI-based increase. Terry Leeder will prepare and distribute an advisory email to all members, seeking confirmation from those wishing to renew their AAAA membership for the 2026–2027 period. Since the meeting, John Oste has been advised that the AAAA membership fee for the 2026–2027 period is \$358 (including GST).	OPEN
8.	Stuart Larkin	Terry Leeder advised the Committee that he had received a telephone call from Stuart Larkin of Signatory Engineering regarding the cancellation of his TfNSW licence. Stuart indicated that he intended to take the matter to court, with an anticipated legal cost of approximately \$100,000.	OPEN
9.	Bosch HEV101 Hybrid and Battery Electric Vehicle Training Course	LCA members are advised of the upcoming Bosch HEV101 Hybrid and Battery Electric Vehicle Training Course. The course is now accredited in Australia and includes the following nationally recognised units of competency: <ul style="list-style-type: none"> • AURETH011 – Depower and reinitialise hybrid electric vehicles • AURETH101 – Depower and reinitialise battery electric vehicles 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. The upcoming Sydney-area training dates are understood to be: <ul style="list-style-type: none"> • Monday, 29 June 2026 – Kings Park • Tuesday, 30 June 2026 – Sydney Automotive Paints, Condell Park The course is delivered in a one-day format at a cost of approximately \$880, with class sizes limited to approximately 12 participants. LCA members are asked to advise whether they are interested in attending, so that potential member participation can be coordinated. Link Address: https://www.bosch-training-solutions.com/courses/AU/13372	OPEN
10.	New Vehicle Registration Process – Service NSW	It was reported that the current process now allows a purchaser to obtain a new vehicle from another state or territory within Australia and present the relevant new vehicle documentation to a Service NSW outlet for registration, without the requirement for a blue slip inspection. This applies where the vehicle is new, has not been previously registered, and is supported by the appropriate new vehicle paperwork. It was noted that this process differs considerably from previous registration practices, where the selling dealer was generally required to undertake the registration process. Historically, dealers were also	CLOSED

Licenced Certifiers Association General Meeting – AGENDA 2025-2026

		required to present vehicles for inspection before being permitted to self-register new vehicles. Members are to be made aware of the current process, particularly in relation to new vehicle registration requirements, interstate vehicle purchases, and the circumstances where a blue slip inspection is or is not required.	
	Financials		
11.	Treasurer's Report	John Oste reported in that the financials were within budget. Year period 2025 -2026. <i>Net Assets to date 9th June 2026 – \$37,188.55</i> <i>Expenditure to date 30th April 2026 – \$11,812.89</i>	OPEN
	Correspondence		
	General Business		
	New Business		

Meeting Closed Time: _____

Next Meetings:

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)
	20 th July 2026 Seat Test Presentation (Monday)	
Third Term	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 (TBA 2026) TBA	