

Mandatory Motor Vehicles Scheme
Market Conduct Division
The Treasury
Langton Crescent
PARKES ACT 2600



Via email: repairinfo@treasury.gov.au

29 January 2021

To whom it may concern,

Re: Mandatory Motor Vehicles Scheme draft legislation

Thank you for the opportunity to comment on the motor vehicle service and repair information sharing scheme draft legislation.

The Business Council of Co-operatives and Mutuals (BCCM) is the national peak body for co-operative and mutual enterprises in Australia across all industries. BCCM's membership includes co-operative and mutual enterprises that are owned by and serve millions of Australian motorists and thousands of small businesses in the automotive sector.

BCCM welcomes and supports this draft legislation. Its policy intent aligns with the ethos of our sector, which is about benefiting the consumer and the small producer in markets that would otherwise be dominated by large corporations.

BCCM provides the following comments on how the draft legislation could be refined in line with the principle guiding the draft legislation: that a consumer's repairer of choice will have access to all of the information required to diagnose, service and repair a vehicle.

1. Electric Vehicle propulsion systems and Automotive Vehicle systems should be included

Exclusion of information relating to Electric Vehicle propulsion systems will undermine the efficacy of the draft legislation in the medium-term when a greater part of the automotive market is Electric Vehicles. Independent repairers require access to information related to repair of all types of vehicle and consumer should have choice of repairer regardless of the type of vehicle. If the intent of the exclusion is to protect mechanics, this should be dealt with in workplace health and safety legislation rather than competition legislation.

We also note there is no definition of an Autonomous Vehicle 'system' in the draft legislation and this could impact its efficacy in the same way. For example, sensors are clearly part of the system and require re-calibration as part of many repairs such as windscreen replacement. Calibration data is required to ensure the replacement windscreen is within specifications.

2. Data Providers should be required to provide information sooner than ‘*within two business days*’

Repairers are required to service a car on the same day that it is brought into the workshop. Data provision timelines need to align with this to be meaningful. In the vast majority of cases, information is available via subscription and two business days is not required. Unique information inquiries clearly will require more time.

3. Software updates should be expressly included as repair and service information

A clear reference to software updates as repair and service information is required in the draft legislation. Otherwise, the ability of independent repairers to ascertain whether there have been software updates and then connect to a manufacturers’ site to receive and install these updates may be undermined.

4. Telemetry should not be excluded

Cars are increasingly transmitting diagnostic information to the car maker yet independent repairers will not have access to this type of data under the current draft legislation.

Certain types of information, such as GPS data, should only be available with the consent of the consumer to third parties, including manufacturers and repairers.

Yours faithfully,

A handwritten signature in black ink, appearing to read 'Melina Morrison', written in a cursive style.

Melina Morrison
Chief Executive Officer