

The Motor Vehicle Act Rewrite Project

Stakeholder Consultations – Antique Vehicles

BACKGROUND

The *Motor Vehicle Act* is one of the largest pieces of legislation in Nova Scotia. It was last subject to a comprehensive review and rewrite in 1932. Over time, the *Act* has become increasingly challenging to administer and enforce. Specific content in the *Act* is often difficult to locate and may be inconsistent, unclear, outdated, missing, too broad or too narrow. In recent years, amending the *Act* has become increasingly slow and difficult.

Given the above challenges, the *Motor Vehicle Act* (MVA) Rewrite project was initiated in January 2008. The project is a multi-year effort involving three partner departments - Service Nova Scotia and Municipal Relations (SNSMR), Transportation and Infrastructure Renewal (TIR) and the Department of Justice (DoJ).

The MVA Rewrite project has the following mandate:

- reorganize, simplify and modernize the *Act* and associated regulations so that it is easily understood;
- engage internal and external stakeholders as necessary; and
- gain approval from the legislative assembly.

The first consolidated draft of a revised *Motor Vehicle Act* and regulations was recently produced. Contained within the draft are several “suggested” policy changes on which the drafting team is seeking the input and advice of targeted stakeholder groups (i.e., those stakeholders directly impacted by the suggested policy change).

The input from these stakeholder group consultations will inform the 2nd draft of the *Motor Vehicle Act* and Regulations which will be produced in summer of 2011.

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STAKEHOLDER CONSULTATION

One of the policy topics identified for external stakeholder input concerns the regulation of **Antique Vehicles**. In the pages that follow, you will find specific policy issues, and related questions, regarding Antique Vehicles where your input is being requested.

TO ENSURE YOUR VIEWS ARE CONSIDERED,

PLEASE SUBMIT YOUR COMMENTS **BY May 13, 2011 TO ONE OF THE FOLLOWING:**

By Regular Mail	MVA Consultations – Antique Vehicles 1505 Barrington Street, PO Box 216, Halifax, Nova Scotia B3J 3N5
By Email	MVAConsultations@gov.ns.ca
By Voicemail (Message)	(902) 424 - 4380

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Policy Issue	Question
<p><u>Definition – Antique Vehicle:</u></p> <p>The current definition for an antique vehicle is “at least thirty (30) years old or a recognized classic”. It is being suggested that the term “recognized classic” be removed as all such cars are now at least thirty (30) years old.</p>	<p>1. Is the proposed change in definition acceptable and appropriate? If not, why not and please provide an alternative suggestion.</p>

Policy Issue	Question
<p><u>Registration Requirement – Originality</u></p> <p>In order to register an antique vehicle, the vehicle must be certified for originality. It is being suggested that originality be certified by an officer of an Antique Automobile Club in good standing with the Registry of Joint Stock companies.</p> <p>Antique Automobile Club officers have been selected to do this certification because they are deemed to have the specialized skills needed to certify the the following originality requirements:</p> <ul style="list-style-type: none"> • the engine and transmission are original types that could have been installed in the vehicle at manufacture; • the body, chassis and suspension have not been modified from the original design; • the interior has not been substantially modified from the original design, has the original appearance and is in good condition; and • the vehicle is not a kit car, hot rod or home-made vehicle. 	<p>2. Do you believe antique vehicle clubs will be willing and able to take on the responsibility of certifying originality? If not, why not and please provide an alternative suggestion.</p> <p>3. Do you feel that the items an officer of an antique auto club will be asked to certify are appropriate? If not, why not and please provide an alternative suggestion.</p> <p>4. Do you see any problems or issues in antique vehicle clubs taking on the originality certification task? If yes, please elaborate.</p>

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Policy Issue	Question
<p><u>Registration Requirement – Mechanical Fitness</u></p> <p>In order to register an antique vehicle, the vehicle must be certified for mechanical fitness. It is being suggested that mechanical fitness be certified by a mechanic authorized to conduct motor vehicle inspections by the Registrar of Motor Vehicles.</p> <p>Mechanics have been selected to do this inspection because they are deemed to have the specialized skills need to certify the following mechanical fitness requirements:</p> <ul style="list-style-type: none">• the body is complete with no rust holes or rough patches; and• the vehicle is in safe operating condition	<ol style="list-style-type: none">5. Do you feel that the items mechanics will be asked to certify are appropriate? If not, why not and please provide an alternative suggestion.6. Do you see any problems or issues in having authorized mechanics taking on the mechanical fitness certification task? If yes, please elaborate.

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Policy Issue	Question
<p><u>Registration- Vehicle Usage Limitations</u></p> <p>The antique vehicle registration/permit requires the vehicle be owned as a “collector’s item”. To ensure the vehicle is in fact owned as a “collectors item”, the applicant must have an additional vehicle (available for general transportation or business purposes) in order to have an antique vehicle permit issued. More specifically, the additional vehicle must:</p> <ul style="list-style-type: none"> • have a valid permit without restrictions; • be permitted singly or jointly by the applicant; and • be either a passenger vehicle or truck. <p>The antique vehicle registration/permit requires the vehicle not be used for general transportation or business purposes. To ensure that the vehicle is <u>not used</u> for general transportation or business purposes, “general transportation” is to be defined as including:</p> <ul style="list-style-type: none"> • driving to or from work, school or appointments; and • driving to do errands or shopping. <p>Also, for further clarity, the following uses are to be expressly permitted:</p> <ul style="list-style-type: none"> • to, from or in an exhibition, parade, antique automobile club activity or similar event; or • to or from a place to be inspected, serviced or repaired. 	<p>7. Do you feel that the changes regarding requirements of the additional vehicle have made the point of the Regulations more clear? If not, why not and please provide an alternative suggestion.</p> <p>8. Do you feel that activities which are not considered “general transportation” are clearly explained? If not, why not and please provide an alternative suggestion.</p> <p>9. Do you feel that activities which are expressly permitted are clearly explained? If not, why not and please provide an alternative suggestion.</p>

Thank you for taking the time to participate in this stakeholder consultation on Antique Vehicles.