

Vehicle Standards Information

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4

Registering Imported vehicles in NSW

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1. General Information

1.1 Purpose

This Vehicle Standards Information sheet No.4 (VSI.04) is intended as a guide to the vehicle standards requirements for registering imported vehicles in New South Wales.

1.2 Introduction

Vehicles can be imported into Australia either privately or commercially:

A privately imported vehicle is a single vehicle that is imported by a person for their own use – see Section 2.4 'Importing a vehicle privately'.

Commercially imported vehicles are imported in greater volumes than private imports, usually by vehicle manufacturers, and intended for re-sale – see Section 3 'Importing vehicles commercially'.

The rules for importing vehicles are primarily governed by federal legislation, and these rules must be met before an imported vehicle can be considered for NSW registration. Once a vehicle has been imported it may be registered in NSW, providing it meets all the relevant applicable vehicle standards.

Full details of the various vehicle import options are available from the Department of Infrastructure, Transport, Regional Development and Communications (DITRDC), and information on specific requirements for importing vehicles is available from other organisations referenced in this VSI – see Section 7 'Further information'.

This VSI summarises the requirements for registering a single privately imported vehicle in NSW. It also provides a brief description of options available for commercially importing vehicles.

Before importing a vehicle, ensure it can meet the applicable requirements for registration.

2. Vehicle standards and safety

2.1 Background

With some exceptions, all road vehicles registered in Australia, whether manufactured locally or imported, must meet the design standards set out in the applicable Australian Design Rules (ADRs).

To confirm compliance with ADRs, an approved identification plate (also known as a compliance plate), must be affixed to all vehicles in accordance with the *Motor Vehicle Standards Act 1989*. After 1 July 2021 this legislation will be replaced by the *Road Vehicle Standards Act 2018* (RVSA). The new legislation will introduce a number of changes affecting vehicle imports and a requirements for all road vehicles to be added to the Register of Approved Vehicles (RAV). For example identification (compliance) plates will no longer be required for vehicles imported under the RVSA. There will be a 12 month transitional period where import options will run under both MVSA and RVSA.

In addition to complying with ADRs, vehicles registered in NSW must meet applicable vehicle standards requirements depending on whether they are classified as 'light' or 'heavy'.

2.2 Definitions

A light vehicle is:

- A motor vehicle that has a gross vehicle mass (GVM) of 4.5 tonnes or less.
- A trailer that has an aggregate trailer mass (ATM) of 4.5 tonnes or less.

Vehicle standards requirements for light vehicles are prescribed in Schedule 2 of the [Road Transport \(Vehicle Registration\) Regulation 2017](#) (the *Regulation*).

A heavy vehicle is:

- A motor vehicle that has a GVM exceeding 4.5 tonnes
- A trailer that has an ATM exceeding 4.5 tonnes.

Vehicle standards requirements for heavy vehicles are prescribed in the [Heavy Vehicle \(Vehicle Standards\) National Regulation](#) (HVNR) under [Heavy Vehicle National Law](#) (HVNL).

2.3 Concessions

Under certain circumstances, concessions are available whereby a vehicle may be imported without the need to fit an identification plate or meet applicable ADRs. The Regulation and the HVNR also provide other concessions for certain imported vehicles registered in NSW.

2.4 Importing a vehicle privately

Steps 1 - 6 below should be followed to import a vehicle privately. For full details of each step visit the DITRDC website.

1) Determine the vehicle's eligibility to enter Australia and identify the applicable import option

The requirements of one of the import options established by DITRDC must be met before a person can import a vehicle for their own use.

2) Apply for Vehicle Import Approval

Once it has been established that the eligibility criteria can be met, an application to import the vehicle may be made to DITRDC. If approved, DITRDC will issue a Vehicle Import Approval (VIA) that includes any specific requirements or conditions applicable to the particular vehicle.

An exception to the above is when the vehicle is imported by an overseas visitor issued with a 'Carnet de Passages en Douane' (a 'carnet'), in which case it does not require a VIA – for more information see Section 3.7 'Overseas visitors' vehicles'.

3) Receive Vehicle Import Approval

A VIA granted by DITRDC does not guarantee the vehicle can be registered in NSW. Once a VIA has been issued, and before arranging importation, ensure the vehicle can meet NSW registration requirements. If the vehicle does not meet the requirements, it cannot be registered in NSW.

4) Arrange for importation

5) Clear Australian customs at point of entry

The vehicle will need to meet all of the requirements of the Australian Border Force (ABF), including payment of applicable duties, taxes and other charges.

A vehicle with an air conditioner or refrigerant system (known as pre-charged equipment) may also be subject to the provisions of the Ozone Protection and Synthetic Greenhouse Gas Management Act 1989. In some cases, an 'Ozone Depleting Substance/Synthetic Greenhouse Gas Equipment Licence' may be required.

6) Meet Australian quarantine requirements

Once cleared by customs (i.e. ABF), the vehicle must be inspected by Department of Agriculture and Water Resources biosecurity officers, either within the arrival port precinct, or at a Quarantine Approved Premises. The vehicle will not be released until the biosecurity officers are satisfied it is clean and free of any quarantine risk material.

7) Meet Vehicle Import Approval conditions

Under RVSA, DITRDC VIA conditions may include having to declare the vehicle has been imported and, if required, a Vehicle Identification Number (VIN) is stamped or otherwise affixed on the vehicle; and the vehicle is ready for road use.

3. Registration in NSW

3.1 General Information

To be registered in NSW, a privately imported vehicle must meet:

- All of the requirements and conditions of its original VIA
- All of the applicable NSW registration requirements.

The NSW registration requirements for a vehicle imported under one of the various options established by DITRDC are described on the following pages. The documents required for registration are listed in Section 4.

3.2 Vehicle manufactured before 1989 ('pre-1989' vehicles) under MVSA and 'older vehicles' 25 years and older under RVSA

This import option allows a vehicle manufactured prior to 1 January 1989 to be imported without the federal certification required for other vehicles. For a 'pre-1989' vehicle imported on or after 1 January 1989 a Vehicle Import Approval (VIA) is required*, which will include any requirements or conditions that apply to the particular vehicle. After 1 July 2021, this scheme will be expanded for vehicles 25 years or older. Under the new Commonwealth RVSA legislation, this import option will be as a Concessional Pathway under the 'older vehicle' sub category.

- * *VIA's have only been issued for importation of vehicles since 1 January 1989, so vehicles imported before that date will not have one. To register an imported 'pre-1989' vehicle in NSW for the first time, and for which a VIA cannot be presented, proof is needed showing that the vehicle was in Australia before 1 January 1989. This could be the original customs/shipping documents, or registration details from another state or territory. Any such documents must clearly show the vehicle's make and model, and chassis or vehicle identification number (VIN).*

Under MVSA:

The vehicle is not required to have an identification plate affixed, however it must meet the construction and performance requirements of all relevant vehicle standards, including ADRs applicable at the date of manufacture.

From 1 July 2021, a vehicle imported under this option must be right-hand drive unless it is a light vehicle and is 25 years old, or older, in which case it may be registered in left- hand drive configuration.

A compliance certificate issued by a person accredited as a licensed certifier on the TfNSW Vehicle Safety and Compliance Certification Scheme (VSCCS) is required, certifying that the vehicle meets the vehicle standards (including ADRs where necessary) and requirements of the *Regulation*. If applicable, the compliance certificate must also cover a left-hand drive to right-hand drive steering conversion. For a list of licensed certifiers refer to VSCCS Bulletin No. 1 'Licensed certifiers'.

An inspection report issued by a TfNSW authorised examiner is also required – see Section 4 'Documents required for registration'.

Trucks and buses are not eligible to be imported under this option.

Under RVSA:

The new RVSA Concessional Pathway 'older vehicle' will have to be entered into the RAV prior to registration. The new 'older vehicle' import option conditions will require all vehicles, which did not have a VIN issued at the time of manufacture, to be issued with a VIN by DITRDC and stamped or otherwise affixed to the vehicle. If a vehicle presents to be registered with an original or other chassis number, the

vehicle will be rejected for NSW registration. That is, if the VIN is not found on the vehicle or on the RAV, the vehicle will be referred to TfNSW to consider registration.

A vehicle imported under this option must be right-hand drive unless it is a light vehicle and is 25 years old, or older, from the date of application for a VIA, in which case it may be registered in left-hand drive configuration.

A VSCCS compliance certificate is needed just as the 'pre-1989' scheme always required, certifying that the vehicle meets the vehicle standards and requirements of the Regulation.

3.3 Personally imported vehicle (MVSA) / personal effects (RVSA)

The Personal Import Option (called 'Personal Effects' import option under RVSA), allows migrants, and expatriate Australian citizens returning after a long period overseas, to bring their personal vehicle with them. Under this option applicants may only import one vehicle per five-year period. A truck, bus or trailer may be imported under this option provided it meets the applicable DITRDC import requirements.

A vehicle is considered a personal import if:

- Documented proof is presented showing that the applicant owned and used the vehicle while overseas for a continuous period of at least 12 months immediately before arriving in Australia.
- At the time the vehicle is imported, the applicant is an Australian citizen or Australian permanent resident, or has applied to become an Australian citizen or Australian permanent resident and is old enough to hold a licence for the type of vehicle being imported.

Visitors, temporary residents, companies and corporations cannot import a vehicle as a personal import.

After the vehicle has cleared customs, it must be inspected by an authorised examiner at an Authorised Unregistered Vehicle Inspection Station (AUVIS) to determine that it meets the minimum vehicle safety standards, and is suitable for safe use. The minimum standards are outlined below and on following pages. If the vehicle is a truck, bus or trailer it must also meet specific requirements described in Sections 3.4, 3.5 and 3.6 respectively.

The AUVIS examiner will also determine if the vehicle has been modified to the extent certification is required, in which case a compliance certificate issued by a TfNSW accredited licensed certifier is required – see VSCCS Bulletin No.1 'Licensed certifiers'.

Once the vehicle has been checked and found to comply with these standards, the AUVIS examiner will complete the Personal Import Plate Order that is included with the VIA documents. The 'Personally Imported Vehicle' plate, which must be fitted to the personally imported vehicle, is sent by DITRDC directly to the applicant. It must be attached to the vehicle in accordance with the instructions supplied with the plate and, once this has been done, the vehicle must be re-inspected at the AUVIS so that registration can proceed.

Under the RVSA, the AUVIS examiner will confirm the vehicles in the RAV as a 'Concessional – personal effects' RAV entry pathway and sub category prior to completing the inspection report.

3.4 Minimum vehicle safety standards for personally-imported / personal effects vehicles

To be registered in NSW a vehicle imported as a personal import must meet the applicable safety standards of Schedule 2 of the **Regulation** including the following:

Seatbelt anchorages and seatbelts

Seatbelt anchorages must meet the number and location requirements of the applicable second or third edition ADR 5/-- 'Anchorage for seatbelts'. Seatbelts must be as effective as those that meet an Australian Standard or British Standard for seatbelts as in force on 29 June 1998, ie:

- AS/NZS 2596:1995/Amdt1:1997 'Seat belt assemblies for motor vehicles'
- BS3254-2:1991 'Seat belt assemblies for road vehicles. Specification for restraining devices for children'.

Seatbelts must be provided for each seating position for which seatbelt anchorages are required by ADR 5/--, summarised in Table 1 – Summary of Seatbelt Requirements.

TABLE 1: SUMMARY OF SEATBELT REQUIREMENTS

| Seating Position | Seatbelt Requirements |
|--|--|
| Driver's seat and outer front passenger seat | Lap-sash belt as per applicable ADRs in all passenger cars and passenger car derivatives manufactured on or after 1 January 1965 and in all other vehicles manufactured on or after 1 January 1971 |
| Centre front passenger seat | Lap belt in all vehicles manufactured on or after 1 January 1971 |
| Outer rear passenger seats | Lap-sash belt as per applicable ADRs in all vehicles manufactured on or after 1 January 1971 |
| Centre rear passenger seat | Lap belt in all vehicles manufactured on or after 1 January 1971 |

Child restraint anchorages

A passenger car manufactured on or after 1 July 1976 must be fitted with child restraint anchorages that comply with Second Edition ADR 34 or 34A 'Child restraint anchorages and child restraint anchor fittings', or Third Edition ADR 5/-- or 34/--, as applicable.

Certain other passenger vehicles, such as forward control vehicles, off-road passenger vehicles and buses, are also required to be fitted with child restraint anchorages depending on the date of manufacture of the vehicle. A personally imported vehicle (MVSA) or a personal effects (RVSA) vehicle only needs to have the number, location, accessibility, thread size and form requirements for child restraints.

For more information refer to Second Edition ADRs 34 and 34A, and Third Edition ADRs 5/-- and 34/--, available on the DITRDC website.

Note on use of child restraints: The *Road Rules 2014* stipulate that a child who is required to use an approved child restraint must not travel in a vehicle unless the restraint is properly fastened and adjusted, with the exception of a vehicle being used subject to the requirements of an historic vehicle. For more information see [Road Rules 2014](#).

Head restraints

The front outer seats of a passenger car manufactured on or after 1 January 1972 must have head restraints that meet the number, location and size requirements of Second Edition ADRs 22 or 22A 'Head restraints', or Third Edition ADR 22/-- as applicable. If head restraints are of the removable type, they must not be likely to collapse or separate from the seat in a crash.

'Clip-on' head restraints are not permitted. A personally imported vehicle (MVSA) or a personal effects (RVSA) vehicle only needs to have the number, location, and size requirements for head restraints.

Lights

The following lights must be fitted to a motor vehicle other than a motorcycle:

- At least two white headlights that, when switched from high-beam to low-beam, deflect the beam downwards, or downwards and to the left
- At least two white front parking lights
- At least two front and two rear yellow direction indicator lights*
- At least two red tail lights and two red rear reflectors
- At least two red brake lights
- At least one rear number-plate light

* For motor vehicles built before 1 July 1973, white front and red rear indicator lights are permissible.

The following lights must be fitted to a motorcycle:

- At least one white headlight that, when switched from high-beam to low-beam, deflects the beam downwards, or downwards and to the left
- If a sidecar is attached, at least one white front parking light
- At least two front and two rear yellow direction indicator lights*
- At least one red tail light and one red rear reflector
- At least one red brake light
- At least one number-plate light

* For motorcycles built before 1 July 1973, white front and red rear indicator lights are permissible.

Glazing

All glazing used in the vehicle's windscreen, windows or any interior partition must be approved safety glass* meeting the requirements of ADR 8/-- 'Safety Glazing Material' and Australian/New Zealand Standard 2080 'Safety glazing for land vehicles' or applicable alternative standards, for example UNECE Regulation No. 43. Glazing must also comply with specific requirements for luminous transmittance† as follows:

For a vehicle manufactured:

- Before 1 January 1971, the windscreen and all other glazing must have a luminous transmittance of at least 70 per cent
- On or after 1 January 1971, the windscreen glazing must have a luminous transmittance of at least 75 per cent - for all other glazing the luminous transmittance must be at least 70 per cent.

* *The original glazing in a vehicle built before 1 July 1953 is not required to be approved safety material; however, any replacement glazing must be approved material meeting current standards.*

† *Luminous transmittance is the measure of the amount of light that passes through glass. A luminous transmittance of 70 per cent means 70 per cent of the visible light passes through the glass and the rest of the light is blocked.*

Note on window tinting: The windscreen must not be coated in a way that reduces its luminous transmittance, with the exception of a tinted or opaque band allowed above the highest point swept by the windscreen wipers, or on the upper 10% of the windscreen.

Limited tinting is allowed on other glazing – for more information see VSI.03 'Windscreens and window tinting'.

Steering position

The vehicle must be right-hand drive unless its gross vehicle mass (GVM) does not exceed 4.5 tonnes and it is 25 years old or older, in which case it may be registered in left-hand drive configuration.

If the vehicle is modified by converting it from left-hand drive to right-hand drive, a compliance certificate is required. Technical requirements for left-hand drive to right-hand drive conversions are described in DITRDC publication [Vehicle Standards Bulletin No.4 \(VSB.04\)](#) 'Steering conversions for left-hand drive vehicles'. For more information on registration requirements for left-hand drive vehicles see VSI.40 'Left-hand drive vehicles'.

Other requirements

The vehicle must be fitted with:

- External rear vision mirror/s
- Unless built before 1 July 1974, a speedometer calibrated and marked in km/h.

3.5 Truck

A vehicle built on a conventional truck chassis is classified as a truck. The following requirements apply:

- A truck with a GVM of 12 tonnes or less must meet the relevant ADRs applicable at the date of original manufacture for importation and for registration in NSW
- A truck with a GVM greater than 12 tonnes must comply with the ADRs applicable at the date of entry into Australia for registration in NSW.

In addition, all trucks must:

- Meet the requirements of the applicable regulation/s
- Be fitted with an identification plate or other appropriate certification
- Be right-hand drive.

3.6 Bus

A vehicle that has more than nine seating positions (including the driver) when imported is classified as a bus. The following requirements apply:

- A bus that has 12 seating positions (including the driver) or less must meet the relevant ADRs applicable at the date of original manufacture, as required by DITRDC for importation
- A bus that has more than 12 seating positions (including the driver) must comply with the ADRs applicable at the date the identification plate is fitted, as required by DITRDC for importation.

Each imported bus requires a compliance certificate issued by a VSCCS Licensed Certifier.

A bus intended for business use (i.e. used for conveying passengers for hire or reward), regardless of number of seating positions, is deemed to be a 'public passenger vehicle' and must be certified as complying with the ADRs applicable at the date of entry into Australia.

In addition, all buses, regardless of their intended use (i.e. private or business) must:

- Meet the requirements of the applicable regulation/s
- Be appropriately certified
- Be right-hand drive
- Comply with ADR.58/00 'Requirements for omnibuses designed for hire and reward'.

3.7 Trailer

NOTE: *trailer also means caravan*

Under RVSA, every trailer must be on the RAV to be registered in NSW. If you manufacture more than 4 light trailers per year, you must apply for a 'Type Approval' entry pathway with the Commonwealth. Light trailers will have a RAV Concessional- trailer entry pathway.

A trailer with an aggregate trailer mass (ATM) of 4.5 tonnes or less must:

- Meet the requirements of [Vehicle Standards Bulletin No. 1 \(VSB.01\)](#) 'Building small trailers'* if built after 1 July 1990
- Meet the requirements of the Regulation.
- VSB.01 includes the requirement that ball couplings used on trailers with an ATM of 3.5 tonnes or less must be 50 mm in accordance with ADR 62/02 'Mechanical connections between vehicles'.

A trailer with an ATM greater than 4.5 tonnes must:

- Comply with all applicable ADRs current at the date of first registration in Australia
- Meet the requirements of the HVNL
- Be fitted with an identification plate.

For more information see the [DITRDC website](#).

3.8 Overseas Visitors' Vehicle

Overseas visitors and tourists may import their vehicle for a temporary period of up to 12 months by obtaining either a carnet from their local (overseas) motoring organisation, or a VIA from DITRDC. In either case the document must be obtained before the vehicle arrives in Australia.

A vehicle entering NSW under these circumstances may be left-hand drive or right-hand drive, and does not need to comply with ADRs. However, the vehicle must be suitable for safe use and be fitted with its country of origin number-plates and registration label/s, which must be current. The overseas registration certificate should be carried in the vehicle when used in NSW.

A carnet is valid for the duration of the overseas registration or a period of 12 months, whichever is less. A vehicle imported under a carnet cannot be registered in NSW and must be exported before the specified time limit expires. For more information contact ACBPS, and the Australian Automobile Association.

A VIA for a temporary import may be granted for the duration of the overseas registration or a period of 12 months, whichever is less. The vehicle must have current registration in its home country for the duration of the visit.

If the vehicle and the owner remains in Australia and wants to keep the vehicle beyond the overseas registration and the VIAs original expiry date, they may apply to DITRDC to have the VIA amended.

Application for an extension of the temporary importation period must be made prior to the original expiry date, and if an extension is approved, the vehicle must be fully registered in NSW. The vehicle must meet all of the applicable regulations for registration in NSW.

If an extension is not approved, the original import conditions apply and the vehicle must be exported within the specified time limit.

3.9 Diplomatic Vehicle

A diplomatic vehicle, if registered overseas for the duration of its stay in NSW, does not require NSW registration. The overseas number-plates and registration label/s must be current and displayed on the vehicle at all times. It is recommended that the overseas registration certificate be carried in the vehicle when used in NSW.

If overseas registration lapses during its stay, NSW registration is then required, in which case the vehicle must comply with all relevant ADRs applicable at the vehicle's date of manufacture and meet the requirements of the Regulation.

3.10 Racing or Rally Vehicle

Racing vehicle

A vehicle imported for closed-circuit racing does not require registration in NSW but must not be used on a road or road-related area. An area normally designated a road or road related area is not so-classified while the area is deemed to be a racing circuit.

Rally vehicle

- **Permanently imported rally vehicle**

A production motor vehicle that has been modified as a rally vehicle and permanently imported for the sole purpose of competing in accredited rallies and events may be eligible for registration in NSW. However, registration is for the sole purpose of competing in accredited rallies and events, and special conditions are applied to the vehicle registration regarding its use on NSW roads.

- **Visiting rally vehicle – registered overseas**

If a visiting rally vehicle is registered overseas and has current number-plates and registration label/s, it does not require registration in NSW.

The overseas number-plates and registration label/s must be current, and displayed on the vehicle at all times. It is recommended that the overseas registration certificate be carried in the vehicle when used in NSW.

A vehicle imported under these circumstances may only be used for the duration of specific event/s under the conditions allowed by the original VIA.

- **Visiting rally vehicle – not registered overseas**

A visiting rally vehicle that is unregistered may be issued with an Unregistered Vehicle Permit (UVP) for the duration of a specific event.

A UVP is valid for up to a maximum 28 days and special conditions are applied.

Completed TfNSW Forms, [Form 1019 Application for Unregistered Vehicle Permit](#) and [Form 1245 Vehicle Suitable for Safe Use Declaration](#) are required.

NOTE: A UVP cannot be used as an alternative to registration.

3.11 Status of Forces Agreement (SOFA) Vehicle

There are Status of Forces Agreements (SOFAs) between Australia and other sovereign signatory countries including Malaysia, New Zealand, Papua New Guinea, Singapore and the United States of America. SOFAs allow any member of the armed forces of signatory countries to import a motor vehicle for their personal use while serving in Australia. A SOFA vehicle may be imported for up to three years, or any other period as determined by DITRDC, and must be exported by the end of the specified period.

A vehicle entering NSW under a SOFA can be left-hand drive or right-hand drive, and does not need to comply with ADRs. A SOFA vehicle garaged in NSW must be registered in NSW – see Section 4, 'Documents required for registration'.

Full details of the import provisions under the various SOFAs are available on the Department of Defence website at www.defence.gov.au/legal/digaalinks.

3.12 Other types of vehicles

Other types of vehicles that require approval from DITRDC before they can be imported are:

- Test and evaluation vehicles
- Exhibition vehicles
- Mining company vehicles
- Agricultural vehicles and equipment, earth moving, road making and maintenance plant, mobile cranes, forklift trucks, straddle trucks and similar equipment not based on a conventional truck chassis.

Because of their limited use on public roads, vehicles in this category may be given exemption from complying with ADRs and having an identification plate fitted, and may only be eligible for conditional registration. For more information on registration requirements that may apply to a particular vehicle in this category, contact TfNSW Technical Enquiries.

3.13 Special requirement for a motorhome

In addition to meeting all other applicable requirements, a motorhome must have at least one door (other than the driver/front passenger door) that allows access to the accommodation compartment from the left-hand side, or from the rear of, the vehicle.

This requirement applies regardless of the option used to import the vehicle.

3.14 Special requirement for a vehicle exceeding 4.5 tonnes GVM

Before purchasing or importing a vehicle exceeding 4.5 tonnes GVM, e.g. a bus, truck or trailer, advice should be sought from the National Heavy Vehicle Regulator (the NHVR). It may be necessary to obtain an 'in-principle' approval from the NHVR to allow the issue of a VIA by DITRDC.

4. Documents required for registration

4.1 Document requirements

To register a privately imported vehicle in NSW the following documents are required:

- A VIA unless the applicant presents proof that the vehicle was imported before 1 January 1989
- A completed 'Application for Registration' Form No. 1009
- Proof of identity
- Proof of registration entitlement such as a bill of sale or overseas registration certificate
- A Compulsory Third Party (CTP) insurance certificate
- An inspection report from a TfNSW Authorised Examiner as determined by the criteria shown below:
 - **An inspection report from an AUVIS for:**
 - Motor vehicles up to 4.5 tonnes tare mass not fitted with power-operated brakes
 - Motorcycles, including motorcycles with sidecars
 - Trailers up to 2 tonnes gross trailer mass (GTM), and not fitted with break-away brakes
 - Buses up to 2.5 tonnes tare mass.
 - **An inspection report from a Heavy Vehicle Authorised Inspection Station (HVAIS) for:**
 - Motor vehicles up to 4.5 tonnes tare mass or more, or vehicles fitted with power-operated brakes
 - Trailers 2 tonnes GTM or more, or fitted with break-away brakes
 - Buses 2.5 tonnes tare mass and over
 - All prime-movers.
- A compliance certificate issued by a VSCCS Licensed Certifier if the vehicle has been modified, or if the AUVIS/HVAIS examiner has determined that one is required, or if the vehicle is a bus. For more information on buses see Section 3.5.
- A weighbridge ticket for a vehicle that is a make and model not normally available in Australia.
- An inspection by a Vehicle Identification Inspection Unit (VIU) if the vehicle is less than ten years old, has a tare mass of 4.5 tonnes or less, and is being registered within a VIU area, i.e. Sydney, Wollongong, Gosford or Newcastle.

For information on any of the above, call Service NSW on Tel 13 77 88.

4.2 Summary of NSW Registration Requirements

Table 2 Summary of NSW Registration Requirements below gives a summary of the general requirements described in this VSI.04 for registering a privately imported vehicle in NSW. In some cases additional or differing requirements may apply, particularly in the case of trucks, buses or plant vehicles. Before applying for a VIA, a person should check that their particular vehicle will meet the applicable requirements for registration in NSW. For more information on NSW registration requirements contact TfNSW Technical Enquiries.

TABLE 1: SUMMARY OF NSW REGISTRATION REQUIREMENTS

| Type of Import | Import Approval | ADRs | NSW Registration | Identification Plate or Label (MVSA) | RAV Entry (RVSA) | Right Hand Drive | Compliance Certificate |
|------------------------------------|-----------------|----------------|------------------|--------------------------------------|------------------|------------------|------------------------|
| Personal import / Personal Effects | ✓ | ✓ | ✓ | ✓ | ✓ ¹² | ✓ ² | ✓ ³ |
| 'Pre-1989' vehicle / older vehicle | ✓ ¹¹ | ✓ | ✓ | ✗ | ✓ ¹² | ✓ ² | ✓ |
| Truck, bus | ✓ | ✓ | ✓ | ✓ | ✓ ¹² | ✓ | ✓ ⁴ |
| Trailer | ✓ | ✓ | ✓ | ✓ | ✓ ¹² | N/A | ✓ ³ |
| Overseas visitors' vehicle | ✓ ⁵ | ✗ | ✗ ⁶ | ✗ | ✗ | ✗ | ✗ |
| Racing vehicle | ✓ | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ |
| Rally vehicle | ✓ | ✗ | ✗ ⁷ | ✗ | ✗ | ✗ | ✗ |
| SOFA vehicle | ✓ | ✗ | ✗ ⁸ | ✗ | ✗ | ✗ | ✗ |
| Diplomatic vehicle | ✓ | ✗ ⁸ | ✗ ⁸ | ✗ ⁸ | ✗ | ✗ ⁸ | ✗ ⁸ |
| Other, e.g. plant vehicle | ✓ | ✗ | ✓ ⁹ | ✗ | ✗ | ✗ | ✓ ¹⁰ |

Key: ✓ = Required, or ✗ = Not required, subject to the following notes:

- As required – see relevant section in this VSI No. 4
- May be left-hand drive if 25 years old or older and less than 4.5 tonnes GVM
- If modified to the extent certification is required
- If appropriate – refer to relevant section on page 8
- Not required if a valid carnet is presented to Customs and Border Protection at port of entry
- Not required if the vehicle is imported under a carnet; required if the vehicle is imported under a VIA and overseas registration expires during stay in NSW. See Section 3.7 'Overseas visitors' vehicles'.
- Conditional Registration (Rally Vehicle) for permanent imports, or Unregistered Vehicle Permit for temporary imports
- Required if vehicle is subsequently registered in NSW.
- Conditional registration may apply if vehicle sheet exists for the vehicle.
- If modified to the extent certification is required. For more information regarding the particular vehicle contact TfNSW Technical Enquiries
- Not required if the applicant presents proof showing the vehicle was imported prior to 1 January 1989 – for more information see page 4.
- For RVSA vehicle imports

5. Importing vehicles commercially

5.1 General Information

Vehicles can be imported commercially in greater volumes, and there are specific import options that enable this. The following are brief descriptions of some of the commercial import options; more information can be obtained from DITRDC.

5.2 New Vehicles Full Volume

A full volume manufacturer is one that holds type approval to affix identification plates on, or enter on the RAV, new vehicles supplied to the Australian market in unlimited numbers. Compliance tests are carried out on representative vehicles. Some of these tests are expensive and require vehicles to be crashed, meaning this option is only viable for large scale manufacturers.

5.3 New Vehicles Low Volume

The low volume option allows for the supply to the market of up to 25, or 100, new vehicles per year, depending on the vehicle category. The option provides a major concession in that it allows alternative forms of evidence to be submitted in place of some ADRs, in particular those which require destructive or expensive testing.

Only new vehicles that are listed on the Specialist and Enthusiast Vehicle Scheme (SEVS) Register may be imported under this option. More information on SEVS may be obtained from DITRDC.

5.4 Registered Automotive Workshop Scheme

If a vehicle does not qualify under any of the import options normally available for privately imported vehicles and was built after 1988, it may be possible to import it under a concessional pathway including modification by a Registered Automotive Workshop. In this case the vehicle would be considered a commercial, not private, import and will need to show compliance with ADRs applicable at the date of manufacture.

Under this scheme a business may apply to DITRDC to become a **Registered Automotive Workshop Scheme (RAWS)**. A RAW is a business that has been approved to modify vehicles according to a model report. Application for import approval must be made by the RAW, and with the exception of used motorcycles, the vehicle must have an approved model report.

Under RVSA, SEVS vehicles (usually modified by a RAW to comply with ADRs) will be entered into the RAV by an Approved Vehicle Verifier (AVV). The AVV's role is to give the Commonwealth, road vehicle owners, and the public more broadly, greater assurance of the integrity of road vehicles modified or manufactured by a registered automotive workshop (RAW). AVV approval holders assess these road vehicles for their compliance with applicable vehicle standards. An entry on the RAV can only be made by an independent Authorised Vehicle Verifier (AVV) once the vehicle has been inspected and verified that it complies with the national applicable vehicle standards.

6. Glossary

Gross Vehicle Mass (GVM) is the maximum loaded mass of the vehicle:

- a) As specified by the vehicle's manufacturer, or
- b) As specified by TfNSW if:
 - (i) the manufacturer has not specified a maximum loaded mass, or
 - (ii) the manufacturer cannot be identified, or
 - (iii) the vehicle has been modified to the extent that the manufacturer's specification is no longer appropriate.

Aggregate Trailer Mass (ATM) is the total mass of the laden trailer when carrying the maximum load recommended by the manufacturer.

Gross Trailer Mass (GTM) is the mass transmitted to the ground by the axles of a trailer when the trailer is loaded to its GVM and connected to a towing vehicle.

Tare Mass is the mass of a vehicle other than an **L-Group vehicle** ready for service, unoccupied and unladen, with all fluid reservoirs filled with nominal capacity except for fuel, which shall be 10 litres only, and with all standard equipment and any options fitted.

NOTE: *L-Group is an ADR vehicle category that includes mopeds (with 2 or 3 wheels), motor cycles, motor cycles with a side-car attached, and motor tricycles (ie trikes).*

A light vehicle is:

- A motor vehicle that has a gross vehicle mass (GVM) not exceeding 4.5 tonnes
- A trailer that has an aggregate trailer mass (ATM) not exceeding 4.5 tonnes.

Vehicle standards requirements for light vehicles are prescribed in Schedule 2 of *the Road Transport (Vehicle Registration) Regulation 2017* (the Regulation).

A heavy vehicle is:

- A motor vehicle that has a GVM exceeding 4.5 tonnes
- A trailer that has an ATM exceeding 4.5 tonnes.

Vehicle standards requirements for heavy vehicles are prescribed in the *Heavy Vehicle (Vehicle Standards) National Regulation* (HVNR) under *Heavy Vehicle National Law* (HVNL).

Further Information

Transport for NSW

For contact details of your nearest Service NSW centre

www.roads-waterways.transport.nsw.gov.au | T 13 22 13

Transport for NSW Technical Enquiries

PO Box 1120, Parramatta NSW 2124

E technical.enquiries@transport.nsw.gov.au | T 1300 137 302

- Vehicle construction and registration requirements in NSW

NSW Legislation

www.legislation.nsw.gov.au

- *Road Transport (Vehicle Registration) Regulation 2017*

Transport for NSW Vehicle Safety and Compliance Certification Scheme (VSCCS)

roads-waterways.transport.nsw.gov.au

E vscs@transport.nsw.gov.au | T 1300 336 206

- VSCCS Bulletin No.1 'Licensed certifiers'

Department of Infrastructure, Transport, Regional Development and Communications

GPO Box 594 Canberra ACT 2601

www.infrastructure.gov.au

E vimports@infrastructure.gov.au or ROVERinfo@infrastructure.gov.au | T 1800 815 272 |

- VSB.04 'Steering conversions for left-hand drive vehicles'
- VSB.10 'Importing vehicles to Australia'

National Heavy Vehicle Regulator

PO Box 492, Fortitude Valley Q 4006

www.nhvr.gov.au

E info@nhvr.gov.au | T 1300 696 487

- Matters related to vehicles exceeding 4.5 tonnes GVM