



PROPOSAL DETAIL

Reform of the *Motor Vehicle Standards Act 1989* Registered Automotive Workshop Scheme

The *Motor Vehicle Standards Act 1989* (the Act) provides the regulatory framework to control safety, environmental and anti-theft performance of all vehicles entering the Australian market for the first time – both new and used. The reforms will deliver modernised legislation to increase community safety, provide greater choice and protection for consumers, and remove unnecessary red tape on businesses.

The Registered Automotive Workshop Scheme (RAWS) has allowed a range of used specialist and enthusiast vehicles to be made available in Australia. However, feedback through the review process has identified concerns that many vehicles have either not been modified in accordance with requirements, or that vehicles as supplied are not of the same specification as approved. There is continuing consumer demand for specialist and enthusiast vehicles and the Australian Government will continue to cater for their importation (see Info Sheet 2 'Specialist and Enthusiast Vehicles').

A revised RAWS will replace both the current RAWS and the New Low Volume concessional scheme. Both new and used specialist and enthusiast vehicles will be eligible for importation and supply through the RAWS. The revised RAWS will reduce regulatory and compliance costs for workshop operators, and allow commercially viable supply of a wider range of vehicles. The key reforms to the RAWS will:

- simplify workshop registration;
- remove workshop vehicle number limits;
- allow RAWs to import certain new vehicles;
- reduce individual vehicle compliance and sample vehicle testing requirements;
- retain provisions for unrestricted motorcycles;
- introduce vehicle-by-vehicle inspections;
- introduce an industry code-of-practice for left-hand-drive conversions; and
- introduce model reports.

Simplify workshop registration

The registration process for workshops will be simplified to require only confirmation of workshop particulars and quality management systems (ISO 9000) accreditation, which will be retained to ensure control of processes and documentation. The accreditation process will be revised in consultation with the Joint Accreditation System of Australia and New Zealand (JAS-ANZ) to ensure that it is appropriate for RAWS operations.

Remove workshop number limits

Current limits on the number of vehicles that can be processed by each workshop will be removed. The Department of Infrastructure and Regional Development (the Department) will consult with industry on appropriate controls.

Allow RAWs to import certain new vehicles

RAWs will be able to import both new and used vehicles, as long as the vehicle type is listed on the Register of Specialist and Enthusiast Vehicles (SEV Register) (see Info Sheet 2; 'Specialist and Enthusiast Vehicles') as eligible for importation.

Reduce individual vehicle compliance and sample vehicle testing requirements

A number of the high-cost compliance and testing requirements for individual vehicles will be removed or reduced, including:

- removing requirements to replace catalytic converters that are in serviceable condition;
- removing requirements to replace tyres that are in serviceable condition; and
- reducing requirements for emissions testing of sample vehicles, where requirements in the source market are closely aligned to those in Australia.

Retain provisions for unrestricted motorcycles

There will continue to be no restrictions placed on the importation of used motor cycles, where full compliance with the Australian Design Rules can be demonstrated. Enthusiast motorcycles that meet the criteria for the SEV Register (see Info Sheet 2; 'Specialist and Enthusiast Vehicles') will be eligible to be entered on the SEV Register and able to access the same concessions as other vehicles on the SEV Register.

Introduce vehicle-by-vehicle inspections

All vehicles supplied through the RAWS will be required to undergo independent third-party inspection, providing greater assurance of vehicle integrity and compliance.

The independent third-party inspections of each RAWS vehicle will verify that:

- vehicle modifications have been carried out appropriately;
- the vehicle is free from structural damage;
- vehicle identity is genuine; and
- the vehicle's odometer reading is valid.



The Australian Government will appoint independent vehicle inspection services to undertake inspections on a user-pays basis. The cost of inspections will be offset by reduced vehicle compliance and testing requirements.

Introduce an industry code-of-practice for left to right-hand-drive conversions

Vehicles originally manufactured as left-hand-drive will continue to be required to be converted to right-hand-drive. The current requirements for left to right-hand-drive conversions will be revised to take account of modern vehicle design and construction methods. The Department will work with industry to develop the code-of-practice.

Introduce model reports

To make it simpler for workshops to meet technical and reporting requirements, and to improve compliance, the Australian Government will introduce a process for pre-approval of documentation, referred to as model reports.

Model reports will streamline the supply of necessary compliance documentation for workshops, and provide for transparent examination of shared documentation. Model reports:

- are authored by appropriately qualified third parties;
- provide for sharing of documentation and design details by more than one Registered Automotive Workshop;
- provide a means for shared designs, test evidence and modification procedures to be examined and approved only once by the Department; and
- include a checklist of key specifications that can be used to confirm compliance.