

Registration of imported vehicles in NSW

Purpose

To provide information on the vehicle standards requirements for the registration of imported vehicles in New South Wales.

Introduction

Vehicles can be imported into Australia either 'privately' or 'commercially'. The rules for importing vehicles are primarily governed by federal legislation, and these must be met before an imported vehicle can be considered for registration in New South Wales. Full details of the various vehicle import schemes are provided in Vehicle Standards Bulletin (VSB) No. 10 *Importing Vehicles to Australia* issued by the [Commonwealth] Department of Infrastructure and Transport (DIT) – see page 10 for contact details.

Once a vehicle has been imported it may be registered in a state or territory for private or business use, providing it meets all of the relevant applicable vehicle standards. This Vehicle Standards Information (VSI) No. 4 summarises the requirements for registering a single 'privately' imported vehicle in New South Wales. It also provides a brief description of the various schemes relating to importing vehicles on a commercial basis.

Note: For definitions of GVM, ATM, GTM and tare mass used in this VSI No. 4 see page 9.

Vehicle standards and safety

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 the ADRs, an approved identification plate (also known as a compliance plate), must be affixed to all vehicles in accordance with the [Commonwealth] *Motor Vehicle Standards Act 1989*.

In addition, vehicles presented for registration in NSW must comply with Schedule 2 of the Road Transport (Vehicle Registration) Regulation 2007 (the Regulation), or other vehicle standards specified in this VSI No. 4. Under certain circumstances, concessions are available whereby a vehicle may be imported without the need to fit an identification plate or meet applicable ADRs, and NSW legislation provides other concessions for certain imported vehicles intended to be registered in NSW.

Before importing a vehicle, a person should ensure that it meets the applicable requirements for registration in NSW.

For further enquiries

RTA Technical Enquiries, PO Box 1120, Parramatta NSW 2124

T 1300 137 302 | F 02 9843 3821 | E tech-enq@rta.nsw.gov.au

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Registering and using an imported vehicle in NSW

Steps 1– 7 below should be followed to import a vehicle and apply for its registration in NSW.

1. Identify the import criteria applicable to the particular vehicle

A vehicle must be in at least one of the categories listed below, and meet the eligibility criteria specified in VSB No. 10, before a person can import it for their own use:

- | | |
|------------------------------------------|-----------------------------------------------|
| A. Personal import | F. Overseas visitors vehicles |
| B. Vehicles built before 1 January, 1989 | G. Racing/rally vehicles |
| C. Trucks | H. Status of Forces Agreement (SOFA) vehicles |
| D. Buses | I. Diplomatic vehicles |
| E. Trailers | J. Other types of vehicles |

2. Apply to the DIT for vehicle import approval

Once it has been established that the vehicle is eligible to be imported, except for a vehicle imported by an overseas visitor issued with a *Carnet de Passages en Douane* (a 'carnet' – see section F on page 6), a Vehicle Import Approval (VIA) must be obtained from the DIT. The VIA will include requirements or conditions that apply to the particular vehicle.

3. Check Customs and Quarantine requirements

In addition to a VIA, the vehicle will need to meet all of the requirements of the Australian Customs and Border Protection Service (Customs and Border Protection) and the Australian Quarantine and Inspection Service (AQIS). Customs and Border Protection should be contacted for information on taxes, duties and other charges; quarantine clearance requirements can be obtained from AQIS – see page 10 for Customs and Border Protection and AQIS contact details.

4. Ensure the vehicle meets NSW registration requirements

5. Arrange for importation

6. Clear Australian Customs at point of entry

7. Apply for registration

The specific registration requirements in each of the eligible categories A - J above are described on the following pages. The documents required for registration are listed on pages 7 and 8.

To be registered in NSW, a vehicle must meet:

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

Registration requirements in NSW

A. PERSONAL IMPORT

The DIT operates the Personal Imports Scheme to allow migrants, and expatriate Australian citizens returning after a long period overseas, to bring their personal vehicle with them. Under this scheme applicants may only import one vehicle per five year period.

A vehicle is considered a personal import if:

- Documented evidence is provided 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.

A personally imported vehicle must at least meet the requirements outlined below and on page 4 under 'Minimum vehicle safety standards' and be in roadworthy condition.

Visitors, temporary residents, companies and corporations cannot import a vehicle as a personal import. Trucks, buses and trailers are not eligible to be imported under the Personal Imports Scheme – see sections C, D and E on pages 5 and 6.

After the vehicle has cleared Customs, it must be inspected by an Authorised Examiner at an Authorised Unregistered Vehicle Inspection Station (AUVIS – also known to as a 'blue slip' station) to determine that it meets the minimum safety standards specified below and on page 4. The AUVIS examiner will also determine if the vehicle has been modified to the extent certification is required, in which case an engineering certificate issued by a person registered as an engineering signatory on the Roads and Traffic Authority's (RTA's) Engineering Certificate System is required – see VSI No. 15 *Engineering signatories*.

Once the vehicle has been checked and found to comply with these standards, the examiner will complete the Personal Import Plate order that is included with the VIA documents. The Personal Import Plate, which must be fitted to a personally imported vehicle, is sent 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 be processed.

Minimum vehicle safety standards

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

1. Seat belts

- Seatbelt anchorages must meet the number and location requirements of the applicable second or third edition ADR 5/-- *Anchorage for seat belts*.
- Seat belts must be as effective as those that meet an Australian Standard or British Standard for seat belts as in force on 29 June 1998 ie
 - AS/NZS 2596:1995/Amdt1:1997 *Seat belt assemblies for motor vehicles*.
 - BS 3254-2:1991 *Seat belt assemblies for road vehicles. Specification for restraining devices for children*.
- Seat belts must be provided for each seating position for which seat belt anchorages are required by ADR 5/--.

Summary of seat belt 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.

2. Child restraint anchorages

Passenger cars manufactured on or after 1 July 1976 must be fitted with child restraint anchorages for each rear seating position. The child restraint anchorages must 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.

3. Head restraints

The front outer seats of passenger cars manufactured on or after 1 January 1972 must have head restraints that meet the number, location and size requirements of Second Edition ADR 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.

4. Lights

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

- 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.

The following lights must be fitted to a motor cycle:

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

5. Glazing

All glazing used in the vehicle's windscreen, windows or any interior partition must be safety glass meeting the requirements of Australian/New Zealand Standard 2080 or applicable equivalent standard* and must comply with the following requirements for Visible Light Transmission (VLT):

Vehicles manufactured prior to 1 January 1971:

The windscreen and all other glazing must have a VLT of at least 70 per cent.

Vehicles manufactured on or after 1 January 1971:

The windscreen glazing must have a VLT of at least 75 per cent. For all other glazing the VLT 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 of approved material meeting current standards.

6. Steering position

Unless older than 30 years, the vehicle must be right-hand drive. If the vehicle is modified by converting it from left-hand drive to right-hand drive, an engineering certificate is required. Technical requirements for left-hand drive to right-hand drive conversions are described in DIT publication VSB No. 4 *Steering conversions for left-hand drive vehicles*.

A personally imported vehicle that is more than 30 years old may be registered in left-hand drive configuration.

7. Other

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.

B. VEHICLES BUILT BEFORE 1 JANUARY, 1989

The DIT operates a scheme for vehicles manufactured before 1989 (the 'Pre-1989 Scheme'). This allows vehicles manufactured prior to 1 January 1989 to be imported without the federal certification required for other vehicles. A VIA is required, which will include any requirements or conditions that apply to the particular vehicle.

Vehicles are not required to have an identification plate affixed; however, they must be brought up to a level such that they meet the construction and performance requirements of all vehicle standards applicable at their date of manufacture. Motorcycles built after 1 July 1975, and other vehicles built after 1 August 1972 must also meet the ADRs applicable at the date of manufacture.

An engineering certificate issued by a person registered as an engineering signatory on the RTA's Engineering Certificate System is required, certifying that the vehicle meets the vehicle standards (including ADRs where necessary) and requirements of the Regulation and, if applicable, covers a left-hand drive to right-hand drive steering conversion.

An inspection report issued by an RTA Authorised Examiner is also required – see 'Documents required for registration' on pages 7 and 8.

Trucks, buses and trailers are not eligible to be imported under this scheme – see following sections C, D and E.

C. TRUCKS

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

- Trucks 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.
- Trucks 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 Regulation.
- Be fitted with an identification plate or other appropriate certification.
- Be right-hand drive.

D. BUSES

A vehicle that has more than 9 seating positions (including the driver) is classified as a bus. The following requirements apply:

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

Buses intended for business use (ie used for conveying passengers for hire or reward), regardless of number of seating positions, are deemed to be 'public passenger vehicles' and must be certified as complying with the ADRs applicable at the date of entry into Australia for registration in NSW. An engineering certificate issued by a person registered as an engineering signatory on the RTA's Engineering Certificate System is required.

In addition, all buses must:

- Meet the requirements of the Regulation.
- Be appropriately certified.
- Be right-hand drive.

E. TRAILERS

Trailers with an Aggregate Trailer Mass (ATM) of 4.5 tonnes or less must:

- Meet the requirements of VSB No. 1 *Building small trailers*.
- Meet the requirements of the Regulation.
- Be fitted with a 'vehicle plate' (see VSB No.1 for more information).

Trailers 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 Regulation.
- Be fitted with an identification plate.

F. OVERSEAS VISITORS' VEHICLES

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 the DIT. In either case the document must be obtained before the vehicle arrives in Australia.

Vehicles entering NSW under these circumstances may be left-hand drive or right-hand drive, and do not need to comply with ADRs. However, the vehicle must be roadworthy 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 12 months from its date of issue. 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 Customs and Border Protection and the Australian Automobile Association.

A VIA for a temporary import may be granted for a maximum period of 12 months. The vehicle must have current registration in its home country for the duration of the visit. If the vehicles' home country registration expires during the visit and the owner intends to keep using the vehicle in NSW the vehicle must be fully registered in NSW.

If the vehicle was originally granted a VIA for a temporary import and the owner remains in Australia and wants to keep the vehicle beyond the VIA's original expiry date, they may apply to the DIT 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. If an extension is not approved, the original import conditions apply and the vehicle must be exported within the specified time limit.

For registration in either of the above two cases, the vehicle must:

- Meet all of the applicable regulations for registration in NSW.
- Be approved by the RTA for registration in NSW.

G. RACING/RALLY VEHICLES

Racing vehicles

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.

Rally vehicles

a) Permanently imported rally vehicles

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.

b) Visiting rally vehicles – 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.

c) Visiting rally vehicles – not registered overseas

Visiting rally vehicles that are 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. A completed RTA Form No. 1245, *Customer Roadworthiness Declaration* is required. A UVP cannot be used as an alternative to registration.

H. STATUS OF FORCES AGREEMENT (SOFA) VEHICLES

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. SOFA vehicles may be imported for up to three years, or any other period as determined by the DIT, and must be exported by the end of the specified period.

Vehicles entering NSW under a SOFA can be left-hand drive or right-hand drive, and do not need to comply with ADRs. SOFA vehicles domiciled in NSW must be registered in NSW – see 'Documents required for registration' below and on page 8.

For full details of the import provisions under the various SOFAs go to the Department of Defence website at www.defence.gov.au/legal/dagts2.html

I. DIPLOMATIC VEHICLES

Diplomatic vehicles, if registered overseas for the duration of their stay in NSW, do 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 their 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.

J. OTHER TYPES OF VEHICLES

The following types of imported vehicles also require import approval from the DIT:

- Engineering or market evaluation vehicles.
- Vehicles for display.
- 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. For more information on registration requirements that may apply to a particular vehicle in this category, contact RTA Technical Enquiries – see page 10 for contact details.

Documents required for registration

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

- A VIA from the DIT.
- A completed 'Application for Registration' form.
- Proof of identity.
- Proof of registration entitlement (eg bill of sale or overseas registration certificate).
- A Compulsory Third Party (CTP) insurance certificate ('green slip').
- An inspection report from an RTA Authorised Examiner. Note that the type of inspection report ('blue slip' for light vehicle or 'brown slip' for heavy vehicle) is determined by the criteria shown below, not by the vehicles' GVM, ATM or other factors described elsewhere in this VSI No. 4:
 - a) A 'blue slip' from an Authorised Unregistered Vehicle Inspection Station (AUVIS) for:
 - Motor vehicles up to 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.

b) A 'brown slip' from a Heavy Vehicle Authorised Inspection Station (HVAIS) for:

- Motor vehicles 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:
- An engineering certificate 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 that has been privately imported and is intended for business use.
- A weighbridge ticket if the vehicle 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 5 tonnes or less, and is being registered within a VIU area ie Sydney, Wollongong, Gosford or Newcastle.

For information regarding any of the above, contact RTA Customer Service on 13 22 13.

Summary of requirements for registering an imported vehicle in NSW

The table below is a summary of the general requirements described in this VSI No. 4 for registration of 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 RTA Technical Enquiries – see page 10 for contact details.

✓ = Required, subject to notes. ✗ = Not required, subject to notes

Type of import	Import Approval	ADRs ¹	NSW registration	Identification plate or label	Right-hand drive	Engineering certificate
Personal import	✓	✓	✓	✓	✓ ²	✓ ³
Pre '89 vehicles	✓	✓	✓	✗	✓ ⁴	✓
Truck, buses	✓	✓	✓	✓	✓	✓ ⁵
Trailers	✓	✓	✓	✓	N/A	✓ ³
Overseas visitors' vehicles	✓ ⁶	✗	✗ ⁷	✗	✗	✗
Racing vehicles	✓	✗	✗	✗	✗	✗
Rally vehicles	✓	✗	✗ ⁸	✗	✗	✗
SOFA vehicles	✓	✗	✓	✗	✗	✗
Diplomatic vehicles	✓	✗ ⁹	✗ ⁹	✗ ⁹	✗ ⁹	✗ ⁹
Other, eg plant vehicles	✓	✗	✓ ¹⁰	✗	✗	✓ ¹¹

1. As required – see relevant section in this VSI No 4.
2. Unless 30 years old or older and less than 4.5 tonnes GVM.
3. If modified to the extent certification is required.
4. May be left-hand drive if less than 4.5 tonnes GVM.
5. If appropriate – refer to sections C & D on page 5
6. Not required if a valid carnet is presented to Customs and Border Protection at port of entry.
7. 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 'Overseas visitors' vehicles on page 6.
8. Registration with conditions for permanent imports, or Unregistered Vehicle Permit for temporary imports.
9. Required if vehicle is subsequently registered in NSW.
10. Conditional Registration.
11. If modified to the extent certification is required. For more information regarding the particular vehicle contact RTA Technical Enquiries.

Commercially imported vehicles

Vehicles can also be imported commercially in greater volumes, and there are specific schemes coordinated by the DIT that enable this. Following are brief descriptions of commercial import schemes; more information can be obtained from the DIT – see page 10 for contact details.

FULL VOLUME

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

LOW VOLUME

The Low Volume Scheme allows for the supply to the market of up to 25 or 100 new vehicles per year, depending on the vehicle category. The scheme 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 on the Register of Specialist and Enthusiast Vehicles (SEVS register) may be imported under the Low Volume Scheme. For more information contact the DIT – see below for contact details.

REGISTERED AUTOMOTIVE WORKSHOP SCHEME

If a vehicle does not qualify for any of the import categories A – J listed on page 2 and was built after 1988, it may be possible to import it under the Registered Automotive Workshop Scheme (RAWS). 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 the DIT to become a RAW. A RAW is approved to import up to 100 vehicles per vehicle category per year. Application for import approval must be made by the RAW, and the vehicles must be listed on the SEVS register, with the exception of used motorcycles - see VSB No.10 for details.

Definitions

The following definitions are used in vehicle standards legislation:

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

- (a) as specified by the vehicle's manufacturer, or
- (b) as specified by the Authority 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)

The total mass of the laden trailer when carrying the maximum load recommended by the manufacturer

Gross Trailer Mass (GTM)

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

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.

* L-group vehicles include mopeds (2 or 3 wheels), motorcycles, motorcycles with side-car, and motor tricycles.

Contact details for additional information

RTA Technical Enquiries, PO Box 1120 Parramatta NSW 2124.
T 1300 137 302 F (02) 9843 3821 E tech-enq@rta.nsw.gov.au www.rta.nsw.gov.au

- VSI No. 3 Windscreens and window tinting;
- VSI No. 15 Engineering signatories;
- Vehicle construction and registration requirements in NSW.

NSW Legislation

www.legislation.nsw.gov.au

- Road Transport (Vehicle Registration) Regulation 2007.

Department of Infrastructure and Transport,
Vehicle Safety Standards,
GPO Box 594 Canberra ACT 2601.
T 1800 815 272 F (02) 6274 6013 www.infrastructure.gov.au

- VSB No. 1 Building small trailers;
- VSB No. 4 Steering conversions for left-hand drive vehicles;
- VSB No. 10 Importing vehicles to Australia;
- Applications for identification plate approval;
- Specialist and Enthusiast Vehicle Scheme (SEVS).

Australian Customs and Border Protection Service,
Customs House, 5 Constitution Avenue, Canberra ACT 2600.
T 1300 558 287 F (02) 6275 5930 www.customs.gov.au

- Import control and duties payable.

Australian Automobile Association,
GPO Box 1555, Canberra ACT 2601.
T (02) 6247 7311 F (02) 6257 5320 www.aaa.asn.au,

- Carnet de Passages en Douane.

Australian Quarantine and Inspection Service
PO Box 657 Mascot NSW 1460.
T (02) 8334 7444 F (02) 8334 7555 www.daff.gov.au/aqis

- Quarantine inspection of vehicle.