

InFoMo 103 – Vehicles/bikes that can be imported into Australia

The following information explains the Australian Government’s provisions under which you are allowed to import vehicles. You only need to read the section relative to the provision suited to your situation.

Each provision is colour-coded on individual pages so you can print the provision required. For Competition & display vehicles see Page 5.

- 1) Personal Import (PIS) – For persons immigrating &/or returning to Australia
- 2) 25yrs+ Road & road-registrable off-road vehicle/trikes 25 years old or older
- 3) 25yrs – RAV – Register of Approved Vehicles for vehicles less than 25yrs

1) Personal Import Scheme (PIS): Limit of 1 vehicle every 5 years

The personal imports scheme allows migrants settling in Australia, and expatriate Australian citizens returning permanently to Australia, to bring with them their personal road vehicles, but only applies to vehicles owned and used for a period of 12 months prior to application date. The personal import option only covers individuals, it DOES NOT extend to companies and/or corporations.

Change of residence

Applicants must have lived in a foreign country throughout a qualifying period of 12 months prior to arriving in Australia, or at the time of application. Applicants must now intend to become a permanent Australian resident and remain in Australia indefinitely. Temporary visitors such as foreign tourists, posted diplomatic personnel and posted military personnel are not eligible.

Mandatory criteria applies as below and are strictly enforced. If you fail to meet the criteria, you will not be eligible to import a vehicle under this option.

Ownership: Applicants must satisfy each of the following ownership requirements. You must:

own the vehicle when submitting the application; and
have acquired ownership of the vehicle while overseas; and
have owned the vehicle while overseas for a continuous period of at least 12 months. This is the “qualifying period”.

The qualifying period must have occurred before you returned or arrived in Australia.

Use of the vehicle

The vehicle should have been available to you for use as transport. This means that the vehicle must have been available to be driven by you at all times during the 12-month qualifying period. Evidence to establish availability would include that the vehicle is registered (in your name) and garaged (proximate to your residence) throughout the 12-month qualifying period so that you could, if needed, drive the vehicle at any time. In addition, evidence that you must have held an appropriate licence to drive the vehicle overseas would assist in confirming that the vehicle was available for use.

Citizenship and visa requirements

Applicants must fall into one of the following categories. You must:

- be an Australian citizen; or
- have applied to become an Australian citizen; or
- be an Australian permanent resident (e.g. hold a permanent visa); or
- have applied to become an Australian permanent resident (e.g. applied for a permanent visa); or
- hold a visa that allows you to apply to become an Australian permanent resident (e.g. hold a temporary visa that allows you to apply for a permanent visa); or
- otherwise be entitled to remain in Australia indefinitely (e.g. be a New Zealand citizen).

Date of application

Applications may be made before you arrive in Australia if you have already met the qualifications of the option under which you are applying. Alternatively, applications may be made up to 6 months after you arrive in Australia. Applicants must be of an age to hold an Australian license to drive the vehicle.

What you need to supply RMA: If you qualify for PIS the information required by RMA is identical to that requested under the RAWS provision further below.

- Month, year, manufacturer, and model of the vehicle
- photographs: side-on, front/rear, VIN Stamp, Manufacturer's label (if fitted), interior showing number of seat (vehicles)
- Copy of BOS (Bill of Sale) noting sellers name, VIN & engine No.
- Scanned copy of the Title/Papers/MOT/V5, or official registration papers
- Pick-up address, site contact, site contact email and phone number

SCROLL DOWN TO THE NEXT PROVISION
25-year-old or more

2) 25yr Provision: This is ONLY for vehicles 25 years or older.

You need to supply RMA with the information below.

1. Month, year, manufacturer and model of the motorcycle
2. 6 photographs of the bike; side-on, front/rear, VIN Stamp, Manufacturer's label (if fitted).
3. Copy of BOS (Bill of Sale) noting sellers name, frame number of the bike, and that there is no lien over the bike.
4. Scanned copy of the Title or MOT, or official registration papers
5. Pick-up address, site contact, site contact email and phone number
6. Photograph of any additional items to be included with the bike
7. Value of any additional items (see * below)

Australian compliance: Cost to have a bike complied under the 25 year provision varies from State to State. Some States require only a physical inspection by a member of the State regulatory department i.e., Vic Roads, RMS etc, while eastern States require the bike to undergo an engineering inspection by certified inspectors. The inspection is nothing more than visual confirmation that the bike meets the ADR (Australian Design Requirements) requirements of the build year i.e., an imported bike built in 1985 must meet the 1985 ADR.

DOTARS Application & lodgement fee: \$212.00

Compliance cost: From 0 to \$1,600.00 depending on which state you reside

SCROLL DOWN TO NEXT PROVISION
RAV- vehicles younger than 25 years from date of build.



3) RAV Provision: Vehicles less than 25 years old.

1. Manufacturer and model of the vehicle
2. Build month and year
3. Photograph each side, front/back of the vehicle
4. Copy of BOS (Bill of Sale) noting sellers name, VIN
5. Scanned copy of the Title or MOT, or official registration papers
6. Pick-up address, site contact, site contact email and phone number
7. Photograph of any additional items to be included with the bike
8. Value of any additional items (see * below)

Australian compliance: Vehicles imported under the RAV provision are referred to as “Parallel Imports” and must be imported either as a test vehicle or with a specific DOTARS approval number granted to the importer and specific to the vehicle being imported. Only RAV approved certifiers and/or their recognised agent can make application for import approval of a parallel compliance vehicle.

Note: Vehicles with modifications are extremely difficult to make compliant unless the modifications meet current EU standards. Exhausts must have an EU compliant noise test marking or decal fitted to the frame and carry a part number relative to the manufacturer. Head/Tail/Number plate lights, blinkers must be E certified and have such markings. Federal Department of Vehicle Standards regulations are deliberately tailored to ensure a parallel imported vehicle is identical to the locally imported variant. The further from OEM the more difficult and expensive it is to comply under the provision. Highly modified vehicles are more suited to being imported by other means.

Important: Vehicles can be on the SEV’s or RAV register but not undergone the extreme testing detailed below. Testing is performed to the first vehicle only, (the Test Vehicle) but testing is expensive and time consuming, ranging from \$10,000 to \$20,000 for the initial vehicle, and testing can take up to or more than a year to complete. As a consequence, test facilities will only comply vehicles for which there is demand, or if the customer is prepared to pay the entire testing costs.

Parallel compliance is a government-controlled process and duration for completion is dependent upon many factors that are beyond control of the certifying officer. Compliance times can vary between 6 weeks and 3 months for a vehicle already on the register. Testing is very involved, including noise, lighting, emissions, and brakes, the latter of which must be performed in a controlled, closed environment i.e., race track or Government approved testing facility. Every component undergoes precise examination to ensure they comply with the current EU Standards (There are no longer any Australian Design Rules (ADR). Australia now uses EU standards as uniforming guidelines), and although the exact same model may be sold locally, many OEM items that are identical to those fitted to the locally delivered variant, will fail the examination process. This is particularly pertinent with taillights and exhausts. It is important to realise and accept that what is deemed compliant on vehicles sold in Australia by the manufacturer’s authorised distributor is irrelevant as under Federal Law, the certifying entity (the RAV Officer) is considered the ‘manufacturer’, and therefore testing is performed as if the vehicle was the very first example to be released to the market. Every test vehicle undergoing assessment must be proven to have every aspect and item of

its build/design compliant to whatever is the current Euro Standards, irrespective of what the local variant is allowed.

DOTARS application fee from: \$382.00

Compliance cost: From \$2,500 for an OEM specification & already on the SEV's or RAV register. Vehicles not on the register cost between \$10,000 and \$20,000 to undergo testing. All prices exclude GST

Work/repairs/modifications required to meet compliance is charged relative to time consumed at a rate of \$180.00 p/hr + gst.

Understanding the process, and what you need to know.

The process of importing and compliancing is complicated, time consuming, and in a constant state of flux. What the Federal vehicles department (DOTARS) requires today can, has, and does change without warning. Many customers want to understand the process, want regular updates, want to know why something is done a particular way, or want to query methods and procedures. Whilst we can understand the inquisitiveness, responding to such queries can be time consuming and distracting. As a customer you should have read this information sheet and be aware it is a time-consuming task, and that it will always take longer than everyone hopes. If we require information it is needed for a reason, if we require additional information it is because something new has been introduced into the process. If there are delays it is usually the result of us not having all the information required and/or requested from you, or something new being introduced; almost all new demands for additional information are the result of changes to the system at some level of bureaucracy. Almost every change achieves nothing other than adding to the paperwork.

The ere is no guarantee of success for vehicles not already on the register, irrespective of whether the exact same model is/was readily available from an Australian distributor. We have never yet had a vehicle fail, but that is no certainty and with every application it is becoming increasingly difficult. Having said that, once completed owners invariably express extreme satisfaction in having overcome the difficulties, as for some they have acquired their dream vehicle and usually with great savings over the locally delivered variant. Ultimately the process will always take longer than you expect or hope; the process requires patience, so if you are a person that struggles with waiting, needs to micromanage everything, struggles with delays, needs constant reassurance and updating, and/or expects things to function like clock-work, then please reconsider the exercise as you are most definitely not suited to the process.

Competition Vehicles:

There is no restriction or requirements associated with display, racing and/or competition vehicles, but utilising this provision to import a vehicle with intent to change later for road compliance is a risk, and one that may not result in your favour. If an actual competition vehicle, please remember most have undergone major track/competition work that must be returned to absolutely 100% original condition to meet compliance requirement.

NOTE: The USA and many EU countries use vehicle Titles. If this is applicable to your vehicle a scanned copy of the Title must be provided to RMA and the original Title must remain with the vehicle. In the UK, V5 & MOT papers must be collected with the vehicle. Logs-books, owner's manuals and any other documents should be mailed direct to the purchaser, unless otherwise organised. In the USA Titles are required for every vehicle, including competition vehicles, but in the UK & Europe only the Bill of Sale/invoice is required.

Contact Raider Moto for further help and information

mybike@raidermoto.com

+61 2 66512405

www.raidermoto.com

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