



# Road Vehicle Standards Bill 2017

## Registered Automotive Workshops

The Road Vehicle Standards Bill 2017 is intended to replace the *Motor Vehicle Standards Act 1989* (MVSA) to implement the Australian Government's announced Reforms to the regulatory framework for the safety, environmental and anti-theft performance of all road vehicles being provided to the Australian market for the first time – both new and used. The reforms will deliver modernised legislation to increase community safety and remove unnecessary processes for businesses.

---

*The Australian Government has released an Exposure Draft of the Road Vehicle Standards Bill for public information. The Bill will need to be debated and passed by both Houses of Parliament before it becomes law. This is expected to happen in 2018. More details are below.*

The proposed *Road Vehicle Standards Act (RVSA)* will require Registered Automotive Workshops (RAWs) to check and modify specialist and enthusiast vehicles, used motorcycles and some second stage of manufacture vehicles to ensure they comply with an approved Model Report. Each vehicle modified by a RAW will undergo third party inspection by an Authorised Vehicle Verifier (AVV). If verified, the AVV will add the vehicle to the Register of Approved Vehicles (RAV). A diagram of the process is set out in Attachment A.

This process replaces the existing Registered Automotive Workshops Scheme, the New Low Volume Scheme, the Low Production Passenger Car Scheme and some of the arrangements for Second Stage of Manufacture. It covers both new and used vehicles, although only used motorcycles will be eligible through the used motorcycles pathway.

There will be no caps on the number of vehicles proposed by a single workshop or entered onto the RAV using this pathway.

### Criteria to become a Registered Automotive Workshop (RAW)

The approval process for RAWs will be simplified and involve a confirmation of workshop particulars and quality management systems. The RVSA will give the Department additional powers to assess whether applicants are duly qualified and compliant when considering RAW applications.

## Transitional arrangements

There will be a 12-month transitional period after commencement of the RVSA when elements of the old and the new arrangements will operate simultaneously. Different arrangements will apply to the various MVSA approval types:

### Registered Automotive Workshops under the MVSA

Corporations approved as a RAW prior to the commencement of the RVSA can continue to operate during the transitional period. These companies will not be able to vary their schedule of approved vehicles, but will be able to import and plate vehicles already on their schedules. Number limits set out in the MVSA will apply.

### Low Volume and Low Production Passenger Car Identification Plate Approval Holders

Corporations with approvals under section 10A (3) of the *MVSA* will be able to continue to use those approvals for vehicles on the MVSA SEV register throughout the 12-month transitional period. The relevant number limits set out in conditions will continue to apply.

### Second Stage of Manufacture (SSM) Identification Plate Approval Holders

SSM type approval holders will have the option to either transition to an RVSA type approval by demonstrating full compliance with the ADRs (using test evidence or a Model Report) or the RAWs concessional scheme.

SSMs will be able to continue to use their MVSA Low Volume Type Approval throughout the 12-month transitional period.

### RAWs under the RVSA

Companies with a RAW approval under the MVSA will need to apply for a RAW approval under the RVSA during the transitional period. RAWs may hold approvals under both Acts for the entire transitional period. Models on the MVSA SEV register will continue to be subject to all MVSA RAW requirements relating to importation, registration, modifications etc. while variants on the RVSA SEV register will be subject to the import, MR and AVV requirements of the RVSA.

Companies may also add the function of a Model Report (MR) approval holder. However, if a company prefers to be an AVV and perform vehicle inspections then they cannot operate as a RAW as well.

## Transition of Evidence

A range of approval holders who depend upon existing evidence compliant with the MVSA, the Australian Design Rules (ADRs) or guidelines 2006 (no.1) will need to review their MVSA evidence against the RVSA rules during the transitional period to ensure they are still valid under the new provisions.

Model Reports will reduce the required compliance documentation for evidence providers and improve transparency of shared documentation.

## Compliance & enforcement

Compliance with, and enforcement of, RVSA obligations will be supported by enhanced monitoring and investigation powers, and new enforcement tools including infringement notices, civil penalties and enforceable undertakings under the *Regulatory Powers (Standard Provisions) Act 2014*.

## Information technology

As a result of the introduction of the RVSA, updates to the information technology (IT) system will be progressed over the next 1-2 years.

## Other relevant information sheets

More information on:

- SEVS can be found at information sheet 1
- Model Reports can be found at information sheet 3
- AVVs can be found at information sheet 4
- Concessional imports can be found at information sheet 5
- Second Stage Manufacturers (SSM) can be found at information sheet 8

## For further information

Please visit our website [https://infrastructure.gov.au/vehicles/mv\\_standards\\_act/](https://infrastructure.gov.au/vehicles/mv_standards_act/)

## Attachment A: Interactions of AVV, RAW and Model Report Processes

