

vehicle that has structural damage and it arrives at a RAWs workshop and has to be re-exported or crushed. Make sure you are happy with the arrangements if this occurs, there are unscrupulous backyard brokers who will leave you dangling, no responsibility – they just dump you. Make sure you get a comprehensive money-back guarantee or don't use that broker.

Q. Who complies the car to Australian standards?

A. If the vehicle is under 15 years old, the only person who can apply for an import approval and comply the car must be a RAWs [Registered Automotive Workshop].

Q. Can you import modified cars?

A. No. Under the new RAWs scheme, all cars are to be stock standard, and if vehicles arrive with any modifications, they are to be returned to stock and the modifications are to be crushed. Fifteen-year-old cars are different. Modifications may be allowed and every state/territory has different criteria.

Q. What sort of modifications are acceptable?

A. For 15-year-old vehicles, you are best to use the Safety certificate, blue slip or road-worthy certificate as a general guide. Registering

authorities are pretty strict now, so be careful when presenting a car for registration.

Q. Once you have had the car complied, is it ready to register?

A. After the vehicle has been complied, you need to get a roadworthy certificate or other paperwork needed by your state prior to registration.

Q. Do you normally experience any problems at the motor registry?

A. No. The registry offices are getting used to imports now, so it is usually quite a smooth process, as long as you have all the correct paper work. The car is presented in good order and as the compliance rules stipulate you should be fine.

There were instances of some individuals making it tough for people registering imports, but with the advent of SEVS and RAWs, the guys and girls at the various branches are better than they used to be. Ask your broker to help with registration. It is his job to assist.

Q. What do you need to take to the registry other than the rego application and your licence?

A. In each state you will need the import approval, CIN (Consumer Information Notice).

Some states ask for a copy of the VIC (Vehicle Inspection Certificate), all of which you will get from the complier.

Note: Each state then has its own rules for registering a vehicle – eg, in Queensland you must have a roadworthy certificate, and in NSW you have to get a pink slip, blue slip etc. All this is the same as if you were registering any vehicle for the first time in your name. I have even heard of some authorities asking for shipping documents – it seems there are no defined rules, just take everything and have copies ready. You don't want to lose any of your paperwork.

Q. Who keeps the import approval?

A. The owner of the vehicle usually gets the import approval and the compliance company will keep a copy.

Q. If the car runs out of rego or is sold interstate, is it treated differently than a local car?

A. No. Once the car has been registered in Australia, it is treated the same as a local car.

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