



Australian Government

Department of Infrastructure, Transport,
Regional Development, Communications, Sport and the Arts



➤ Guide to specialist and enthusiast vehicles

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November 2025 – Updated information reflecting the current standards for SEVs environmental criteria

Importing or providing specialist and enthusiast vehicles in Australia

Specialist and enthusiast vehicles (SEVs) have features such as high performance, low emissions or accessibility features that were not provided to the Australian market by the original manufacturer.

If you want to import and/or provide a vehicle in Australia as a specialist and enthusiast vehicle, you need to apply for and be granted a [concessional RAV entry approval](#).

The first step is to have the vehicle assessed to determine whether it meets the SEVs eligibility criteria. Vehicles that meet the relevant criteria (either at the vehicle make and model level, or as a variant of a model) are entered on the [Specialist and Enthusiast Vehicles Register](#) (SEVs Register). The SEVs Register is a publicly available database of specialist and enthusiast vehicles that have met the SEVs Register eligibility criteria.

The next step is gaining approval to import and/or provide your specialist and enthusiast vehicle in Australia.

To import your vehicle and have it modified by an approved [registered automotive workshop](#) (RAW):

- the vehicle must have a current entry on the SEVs Register that will not expire before a decision on your application is made
- the concessional RAV entry approval applicant must own, or intend to own, the vehicle
- must have, or have access to, an approved Model Report (a Model Report) for the vehicle.

If you want to purchase a vehicle and enter it on the SEVs Register, you should first check that a [Model Report](#) has been approved for the vehicle. We recommend you discuss the potential purchase with a RAW to ensure any other requirements can be met.

Once a concessional RAV entry approval is granted, the vehicle modifications must be completed in accordance with the Work Instructions in the Model Report and verified by an [authorised vehicle verifier](#) (AVV) to ensure the vehicle meets Australia's national road vehicle standards. Once the AVV has verified your vehicle, they will enter it on the [Register of Approved Vehicles](#) (RAV), an publicly searchable online database of vehicles approved for provision to the Australian market.

Important: Entry on the SEVs Register does not guarantee the vehicle can be modified to comply with the applicable national road vehicle standards or that a concessional RAV entry approval will be granted for each individual vehicle.

One or more variants of a make and/or model of a vehicle can be entered on the SEVs Register if they meet the eligibility criteria. The design characteristics of a particular variant must be significantly different from other variants of the vehicle model, such as having a different engine configuration, transmission, drivetrain or body type. See [Meeting eligibility criteria](#) for more details.

Meeting eligibility criteria

A model or variant is eligible to be entered on the SEVs Register if it meets the following criteria:

- The vehicle **has not** been made available to consumers in Australia as a new vehicle under either the Road Vehicle Standards (RVS) legislation or the previous *Motor Vehicle Standards Act 1989* (MVSA), or
- The vehicle **has** been made available to consumers in Australia and one of the following applies:
 - the applicant:
 - › holds a vehicle type approval, or
 - › is authorised to apply to enter the vehicle on the SEVs Register by the vehicle type approval holder.
 - the vehicle has been made available to consumers in Australia as a new vehicle, but the vehicle is either:
 - › no longer genuinely available to consumers in Australia as a new vehicle, or
 - › was not genuinely available to consumers in Australia as a new vehicle, and
 - › the period covered by the build date range the applicant has specified in their application falls wholly within the period in which the vehicle was not genuinely available to consumers in Australia, or
 - the applicant:
 - › has or had approval to supply the vehicle as a new vehicle under the MVSA, or
 - › is authorised to apply to enter the vehicle on the SEVs Register by the person who holds or held approval to supply the vehicle as a new vehicle under the MVSA, and
 - › the vehicle has **not** been made available to consumers in Australia under a vehicle type approval.
- The vehicle was first made available in an overseas market at least 3 months ago.
- The vehicle meets one of the following criteria:
 - Performance: High performance vehicles with specifications significantly superior to mainstream vehicles in Australia.
 - Environmental: Vehicles that meet or exceed the current applicable emissions standards in Australia.
 - Mobility – Vehicles manufactured with or modified to include special features to assist people with a disability
 - Left-hand drive: Vehicles originally manufactured as left-hand drive, of which right-hand drive versions are not available in any other country or, if available, were not originally manufactured in right-hand drive for that country.
 - Campervans and motorhomes: Vehicles that have been originally manufactured as a campervan or motorhome, or capable of conversion to a campervan or motorhome.
 - Rarity: Where only small quantities of the vehicle are produced.

Note: Most vehicles 25 years and older do not need to be entered on the SEVs Register. You can apply for the vehicle to be entered on the RAV as a single road vehicle via the concessional RAV entry approval pathway as an 'older vehicle'.

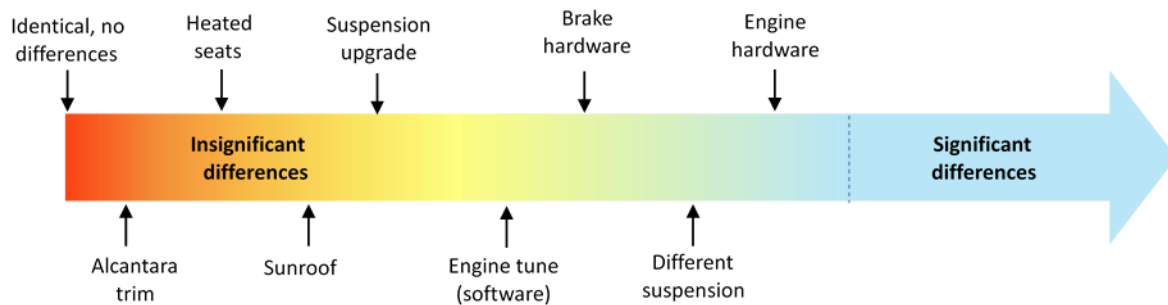
Vehicle model variants

The SEVs Register eligibility criteria recognises vehicle models **and** different variants within a model range. For the SEVs Register criteria, vehicles of a particular kind only constitute a vehicle model variant if their **design characteristics are significantly different** to other models of the same vehicle.

Also, they may not necessarily align with different marketing variants a manufacturer may choose to produce. Significant differences between variants cover a spectrum of possible differences between vehicles within a model range.

At one end of the spectrum the compared vehicles have no differences and at the other end have undoubtedly significant differences.

Figure 1. Spectrum of possible differences between vehicles



Individually significant differences

Without limiting design differences that could be considered significantly different, a vehicle's design characteristics are significantly different if they include any of the items listed under the heading, [Significant differences to distinguish variants of a vehicle model](#), for the vehicle category¹. That is, a vehicle is a distinct variant of a vehicle model if, when compared to all the variants for that model, any one of the differences [listed below](#) present.

These significant differences provide a degree of simplicity when trying to determine if a vehicle is a different variant or not. The lists provide industry participants and vehicle enthusiasts with certainty. Where a vehicle they are considering has one of the differences [listed below](#) when compared to other vehicles of that model, they can be assured the vehicle is a distinct variant.

Many elements align with international standards and are sourced or adapted from United Nations and European Union regulations and directives.

Table 1. Relevant vehicle category codes for specialist and enthusiast vehicles

Vehicle category code ²	Type of vehicle
LA	Moped – 2 wheels
LB	Moped – 3 wheels
LC	Motor cycle
LD	Motor cycle and side-car
LE	Motor tricycle
MA	Passenger car
MB	Forward-control passenger vehicle
MC	Off-road passenger vehicle
MD	Light omnibus
ME	Heavy omnibus
NA	Light goods vehicle

¹ Vehicle category codes for specialist and enthusiast vehicles are listed in Table 1.

² Detailed vehicle category descriptions and definitions of terms are covered in the [Vehicle Standard \(Australian Design Rule – Definitions and Vehicle Categories\) 2005](#)

Vehicle category code ²	Type of vehicle
NB	Medium goods vehicle
NC	Heavy goods vehicle

Significant differences to distinguish variants of a vehicle model

The significant differences that follow are not comprehensive and do not exclude the possibility that other individual differences in design characteristics may also be assessed as significant.

LA, LB, LC, LD and LE and MA, MB and MC category vehicles

- A difference between internal combustion only, electric only, plug-in hybrid or non-plug-in hybrid
- For internal combustion engines:
 - a different configuration – e.g. number of cylinders, arrangement of cylinders
 - a different induction method between naturally aspirated, turbocharged, supercharged or turbocharged+supercharged
 - a different fuel type – e.g. petrol, diesel, LPG (this does not extend to a difference in fuel grade such as regular unleaded vs premium unleaded)
 - a difference in capacity of:
 - › at least 30% for L-group vehicles
 - › for at least 20% M-group vehicles
- For electric-only vehicles (not hybrids) a difference in driving range on a single charge of at least 10%
- An increase in maximum power of at least 30%
- A different transmission type
- A higher number of gears in the transmission
- A difference in number or position of powered axles – For example: FWD, AWD, RWD
- A different number of steered axles
- A different body shape. For example: sedan, station wagon, hatchback, coupé, convertible
- A different number of side doors
- A difference in the maximum number of suitable seating positions of at least 50%. For example:
 - a 3-seater has 50% more seats than an Aus-provided 2-seater
 - a 5-seater has 150% more seats than an Aus-provided 2-seater
 - a 2-seater has 50% fewer seats than an Aus-provided 4-seater
 - a 7-seater has 40% more seats than an Aus-provided 5-seater
 - a 2-seater has 33% fewer seats than an Aus-provided 3-seater
- A different vehicle category
- Features designed to assist a person with a disability.

MD, ME (GVM ≤ 12 tonnes), NA and NB category vehicles

- A difference between internal combustion only, electric only, plug-in hybrid or non-plug-in hybrid
- For internal combustion engines:
 - a different configuration – e.g., number of cylinders, arrangement of cylinders
 - a different induction method between naturally aspirated, turbocharged, supercharged or turbocharged+supercharged

- a different fuel type – e.g., petrol, diesel, LPG (this does not extend to a difference in fuel grade such as regular unleaded vs premium unleaded)
- a difference in capacity of at least 50%
- For electric-only vehicles (not hybrids) a difference in driving range on a single charge of at least 10%
- An increase in maximum power of at least 50%
- A different transmission type
- A higher number of gears in the transmission
- A difference in number or position of powered axles. For example: RWD, 4WD
- A different number of steered axles.
- A different body shape
- A different number of side doors
- A difference in the maximum number of suitable seating positions of at least 50%. For example:
 - a 3-seater has 50% more seats than an Aus-provided 2-seater
 - a 5-seater has 150% more seats than an Aus-provided 2-seater
 - a 2-seater has 33% fewer seats than an Aus-provided 3-seater
- A different vehicle category
- Features designed to assist a person with a disability.

ME (GVM > 12 tonnes) and NC category vehicles

- A difference between internal combustion only, electric only, plug-in hybrid or non-plug-in hybrid
- For internal combustion engines:
 - a different configuration – e.g., number of cylinders, arrangement of cylinders
 - a different fuel type – e.g., petrol, diesel, LPG (this does not extend to a difference in fuel grade such as regular unleaded vs premium unleaded)
 - a difference in capacity of at least 50%
- For electric-only vehicles (not hybrids) a difference in driving range on a single charge of at least 10%
- An increase in maximum power of at least 50%
- A difference in number or position of powered axles. For example: RWD, 4WD
- A different number of steered axles
- A different vehicle category
- Features designed to assist a person with a disability.

Differences that are not individually significant

If none of the differences listed above are present, vehicles of a particular kind may still be assessed as a distinct variant if their design characteristics are significantly different from all other vehicles of that model when considered in combination.

When there are combinations of smaller differences, section 10 of the [Road Vehicle Standards \(Additional Matters Relating to Eligibility for a Road Vehicle to be Entered on the Specialist and Enthusiast Vehicles Register\) Determination 2021](#) outlines circumstances in which these combinations are significant. Accordingly, the department uses the following principles to assess significant differences to support consistent decision-making.

Principle 1. Some design characteristics are more significant than others

Some design characteristics contribute to significant differences more than others. For example:

- Hardware or mechanical changes would generally be more significant than software or tuning changes. In turn, software and tuning changes would generally be more significant than cosmetic changes.
- Generally, design characteristics with an appreciable link to the relevant eligibility criteria would be considered more significant (for example, performance brakes on performance vehicles and energy efficiency measures for environmental vehicles).
- Changes that impact the vehicle's shape and structure are more significant than paint or cosmetic treatments.

Principle 2. Differences are more significant where they change the vehicle's operational performance

In this context, operational performance means any of the following:

- acceleration and braking
- energy efficiency
- lateral adhesion/roadholding
- vehicle safety rating/crashworthiness
- for vehicles seeking entry under the mobility criterion, ability to assist people with a disability.

Principle 3. Context matters

The same design characteristic could have different weighting depending on whether the characteristic is available on other vehicles of the model in Australia. For example:

- If every vehicle of a model available in Australia can have the option of a sunroof, a particular kind of vehicle with a sunroof as standard would not be a consideration for significant difference.
- Equally, where a sunroof is exclusively available on one kind of vehicle, the consideration for the significance of difference would increase but would not on its own be sufficient to make its design characteristics significantly different from other vehicles of that model of vehicle.

Practical application of these principles

In practice, applying these principles would see:

- A particular kind of vehicle of a model with a package of mechanical, software, and cosmetic changes likely considered a distinct variant. For example, a particular kind of vehicle with a brake upgrade, software tune resulting in higher engine output and cosmetic features would likely have design characteristics that are significantly different from other vehicles of the model, and would therefore likely be a distinct variant.
- A particular kind of vehicle of a model with software and cosmetic differences may be eligible, depending on the context and extent of the differences in design characteristics:
 - If the software tune and cosmetic changes was unique to the particular kind of vehicle of the model, it would likely be considered to have design characteristics that are significantly different from other vehicles of the model and would, therefore, likely be considered a distinct variant.
 - If the software tune was available on other vehicles of the model in Australia, it is unlikely that this design characteristic would make a particular kind of vehicle of the model a distinct variant, even if the cosmetic changes were unique.
- A particular kind of vehicle of a model with only cosmetic differences cannot be considered to have significantly different design characteristics that make it a distinct variant. For example, a particular kind of vehicle with design characteristics such as leather seats, a sunroof and body kit would not be considered to have design characteristics that are significantly different from other vehicles of the model.

The above gives some general guidance about how the department intends to determine significantly different design characteristics. However, individual circumstances will be assessed on their merits because – as Principle 3 outlines – context is an important part of assessing whether the particular kind of vehicle is a variant of the model.

Genuine differences

The differences between prospective SEVs variants and other vehicles of the model must be genuine differences in design characteristics – such as physical changes to the vehicle. This is regardless of whether individually significant differences or combinations of minor differences are relevant to an application. To demonstrate this, applicants are strongly encouraged to provide links to catalogues or other publications from the vehicle manufacturer. Artificial Intelligence (AI) citations that are not otherwise verifiable are not sufficient.

Different vehicle characteristics purely the result of differing reference standards, marketing specifications or measurement or testing methods, are not valid for the purposes of assessing variants because they are not considered to be significantly different design characteristics.

Differences that are or were options for a vehicle in Australia will not be considered as a basis for a combination of significant differences.

Differences in vehicle wheelbase typically do not materially alter the operational performance of the vehicle as a whole. In combination with other differences, they may be considered as part of a package of significant differences.

[Appendix 1](#) details significant differences that distinguish variants of a vehicle make or model.

Availability to Australian consumers

Made available to Australian consumers

The Rules provide further clarity that a variant of a model, or make and model, of a vehicle has been made available to consumers in Australia if, at a particular time:

- consumers in Australia had the **opportunity to purchase** the vehicle, and
- the opportunity to purchase existed **even if** the vehicle had not been physically delivered to consumers in Australia at that time.

An **opportunity to purchase** the vehicle is taken to mean the following:

- the manufacturer gave consumers in Australia an opportunity to secure a legal entitlement to receive the vehicle, and
- that opportunity consisted of:
 - paying the full purchase price outright, or
 - offering an arrangement under which a deposit is paid towards the total purchase price, and the balance of the purchase price will be paid and any other contractual conditions met.

Genuine availability to Australian consumers

Whether the variant of a model, or make and model of a vehicle with the build date range specified in your application is **no longer**, or **was not**, genuinely available to consumers in Australia during the relevant period depends on the specific circumstances and broad context of the vehicle's Australian availability in that period. The scenarios in Table 2 are examples of some circumstances or contexts that may or may not mean the vehicle was genuinely available, noting that each vehicle will have its own unique circumstances or context.

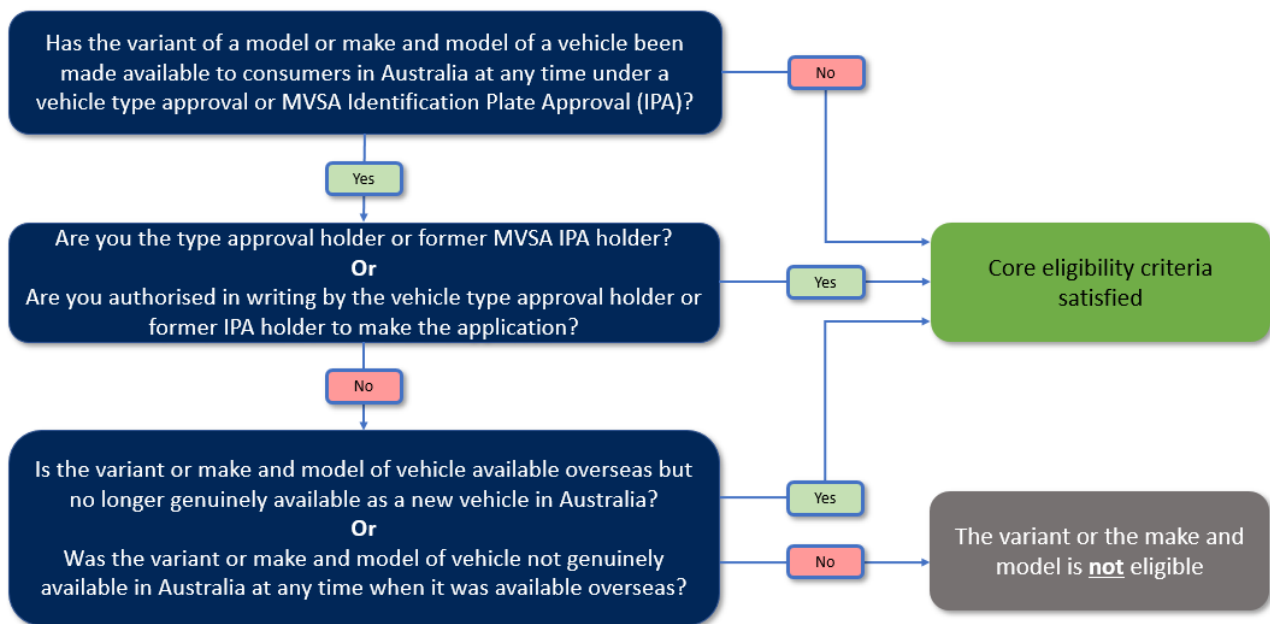
Table 2. Examples of circumstances or contexts that may or may not mean a vehicle was genuinely available

Broad context and/or specific circumstances	Genuinely available to consumers in Australia?
Manufacturer produces 500 limited edition supercars globally and supplies 20 vehicles to Australia.	Yes. In the context of 500 vehicles of this variant being produced worldwide, the supply of 20 vehicles to Australia could be considered as making the vehicles genuinely available to Australian consumers.

Thousands of popular vehicles are produced globally, such as a popular 'hot hatch', and only 20 vehicles were supplied to Australia.	No. This may not be considered as making the vehicles genuinely available to Australian consumers.
Demand for a popular performance vehicle in Australia has surpassed supply and this caused delayed supply of the vehicle in Australia.	Yes. If vehicle orders have been delayed but the orders are being fulfilled, this could be considered as making the vehicles genuinely available to Australian consumers.
A vehicle type approval holder advertises the availability of a performance vehicle to consumers in Australia, including that the waiting period to fulfil an order will take over 12 months.	No. If demand is high and there are no apparent constraints on the level of demand, this might be considered as not making the vehicles genuinely available to Australian consumers.

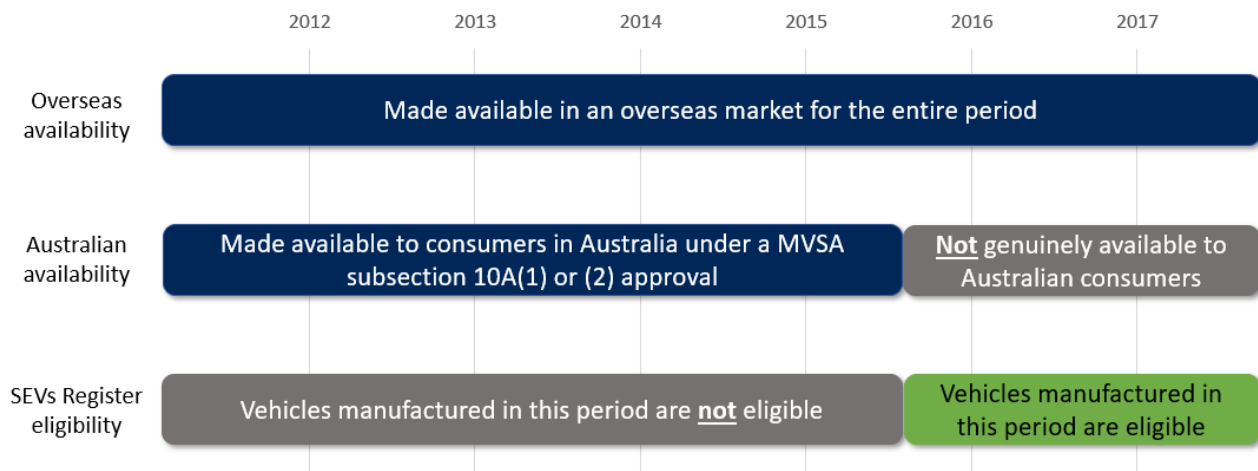
Further information is available in the [Guidance note – Specialist and Enthusiast Vehicles Register – policy position on when a vehicle is genuinely available to consumers in Australia](#).

Figure 2. How to work out the genuine availability of a vehicle



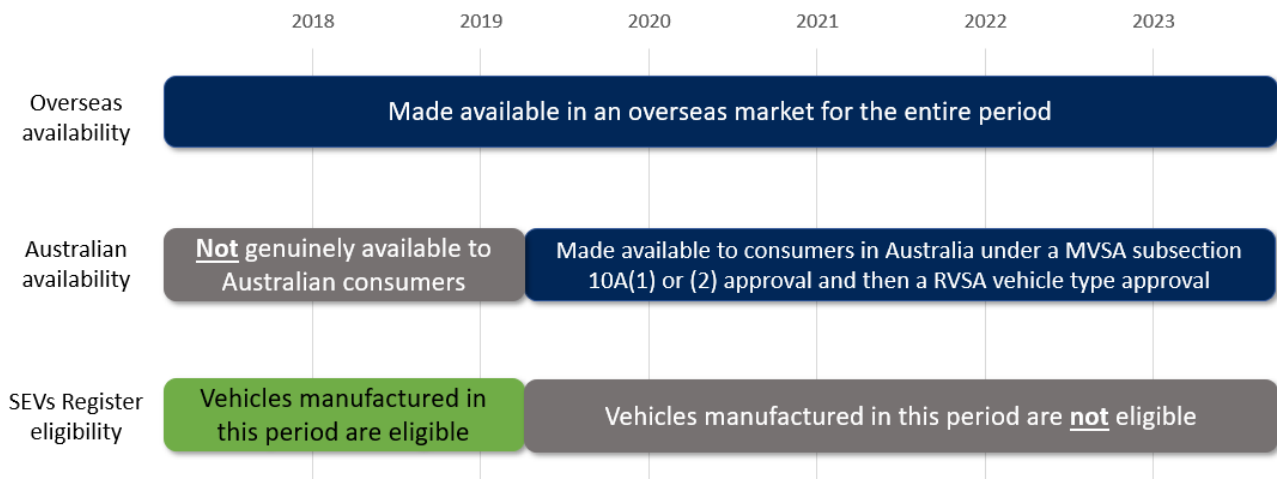
Below are examples of when a vehicle is genuinely available and not genuinely available to consumers in Australia.

Figure 3. Example of where the vehicle is no longer genuinely available to consumers in Australia, but still available in another market in the world



Example Vehicles of the relevant model or variant manufactured from July 2015 onwards would be eligible for the SEVs Register. This is because the vehicle was available in an overseas market from 2011 – 2017 but was only genuinely available to consumers in Australia until June 2015; vehicles manufactured prior to July 2015 would not be eligible for the SEVs register because these vehicles were available to Australian consumers.

Figure 4. An example of where the vehicle was made available to consumers in another market in the world, but there was a delay in physical delivery of the vehicle to consumers in Australia



Example: Vehicles of the relevant model or variant manufactured up until February 2019 would be eligible for the SEVs Register. This is because the vehicle was available in an overseas market from 2017 – 2023 but was only genuinely available to consumers in Australia from March 2019; vehicles manufactured from March 2019 onwards would not be eligible for the SEVs register.

Eligibility criteria for a variant

A variant of the vehicle make and/or model must satisfy one of the SEVs Register eligibility criteria. Table 3 gives an overview of the SEVs Register eligibility criteria.

A single application can only be made for one of these criteria. However, the decision-maker may decide that another criterion has been satisfied. Alternatively, you may make 2 applications using different criteria.

Table 3. SEVs Register eligibility criteria that vehicle variants must satisfy

Criterion	Overview
Performance	The performance criterion requires a vehicle to exceed a power to weight threshold dependent on the manufacture date: - For vehicles originally manufactured before 1 January 2020—110 kW/tonne - For vehicles originally manufactured on or after 1 January 2020—130 kW/tonne. Note: The mass value used in the power to weight calculation is the tare mass of the vehicle.

Environmental	The environmental criterion requires a vehicle to meet or exceed either: - the national road vehicle standards for emissions that are applicable to new vehicles at the time the application is made, or - standards requiring similar or better emissions performance compared with the applicable national road vehicle standards for emissions; and either: - use a means of propulsion other than an internal combustion engine (ICE) – either instead of or as well as an ICE (i.e. EV or hybrid), or - be an M-group or N-group vehicle with a maximum engine capacity of 660 cc, maximum power of 47 kW, maximum length of 3.4 m & maximum width of 1.48 m. Note: The current emissions standard applicable to new light vehicles is ADR 79/05 – Emission Control for Light Vehicles 2024 and for new heavy vehicles is ADR 80/04 – Emission Control for Heavy Vehicles 2023. Section 7 of both ADR 79/05 and ADR 80/04 identify alternative technical requirements that can be used to demonstrate compliance with the standard. Japanese light vehicle emissions standards have lower durability requirements and will not be accepted as similar or better emissions performance.
Mobility	The mobility criterion requires that a vehicle must either: - be originally manufactured with features specifically designed to assist people with a disability, or - be modified, before it was first provided in any market in the world, to include features specifically designed to assist people with a disability and such modifications were sponsored or supported by the original manufacturer.
Left hand drive	The left-hand drive criterion requires that a vehicle: - was originally manufactured as a left-hand drive vehicle, and either: - is not available as a right-hand drive vehicle in any market in the world, or - if the vehicle is available as a right-hand drive vehicle in a market—the vehicle was not originally manufactured as a right-hand drive vehicle for that market, and - is in one of the following vehicle categories: MA, MC, NA, NB or NC. Note: Vehicles under the left-hand drive criterion must be converted to right-hand drive before they can be provided to the Australian market.
Campervans and motorhomes	The campervans and motorhomes criterion require that a vehicle either: - was originally manufactured as a campervan or motorhome, or - is suitable for modifications necessary to convert it into a campervan or motorhome that would comply with technical requirements. Campervans, or vehicles to be converted into campervans, must have a gross vehicle mass (GVM) or 3.5 tonnes or less. Campervans and motorhomes, or vehicles to be converted into campervans or motorhomes, must have one of the following body shapes: - van/people mover - utility - bus - truck

-
- cab chassis.

Motorhomes, or vehicles to be converted into motorhomes, must have one of the following body shapes:

- van/people mover
 - utility
 - bus
 - truck
 - cab chassis.
-

Rarity

The rarity criterion requires one of the following:

- Less than 3,000 vehicles of the vehicle make and category are produced per year (averaged over the number of years that the vehicle make is, or was, available as a new vehicle in any market in the world).
- Less than 1,000 vehicles of the vehicle model are produced per year (averaged over the number of years that the vehicle model is, or was, available as a new vehicle in any market in the world)
- Less than 100 vehicles of the variant of the vehicle model are produced per year (averaged over the number of years that the variant is, or was, available as a new vehicle in any market in the world).

Note: Vehicles under the rarity criterion do not need to be converted to right-hand drive before being provided to the Australian market, though such vehicles will still be subject to state and territory registration requirements.

What information do I need to provide in the application?

When applying for a SEVs Register entry you must:

- answer questions concerning the genuine availability of the vehicle to consumers in Australia
- provide details of the make and model, or one or more variants of a vehicle model covered by your application
- provide information and supporting documentation relating to the eligibility criteria.

The information in your application enables the department to:

- identify whether the details of make and model, or variant of the vehicle model meet the eligibility criteria for the vehicle to be entered on the SEVs Register
- enter the vehicle details on the SEVs Register and publish them on the SEVs Register.

Read the [Checklist for a concessional RAV entry approval application for a vehicle to be modified by a RAW](#) to help ensure you have all the information you need for your application.

Supporting material

You must provide supporting material to demonstrate the relevant make and model, or one or more variants of the vehicle meets the eligibility criteria.

Availability to consumers in Australia

You must provide the following, or similar, information and documents demonstrating that the vehicle make and model, or variant was:

- Not made available:
 - manufacturer's website information
 - manufacturer's letter in support of the claim or supporting letter from the manufacturer's representative
 - article from a credible specialist publication in support of the claim
 - product marketing search results
 - search results from applicable databases, for example, vehicle type approval list or RAV search.
- Or no longer or not genuinely available:
 - details of the approval held under RVSA or MVSA
 - information from the approval holder under RVSA or MVSA
 - manufacturer's website information
 - manufacturer's letter in support of the claim (or supporting letter from a representative of the manufacturer)
 - article from a credible specialist publication in support of the claim
 - product marketing search results, including volumes and availability time periods
 - search results from applicable databases – for example, vehicle type approval list or RAV search.

Period the vehicle was first made available

You must provide the following, or similar, information and documents demonstrating that at least 3 months has passed since the variant of model, or make and model, of the vehicle was first made available to a consumer in any market in the world:

- an article from a credible specialist publication claiming this is the case
- a letter from the manufacturer or a representative of a manufacturer confirming your claim.

Specific eligibility criteria

You must provide documents demonstrating the variant of the model, or the make and model, of the vehicle meets one of the following 6 specific eligibility criteria required by the application:

- performance
- environmental
- mobility
- left-hand drive
- campervans and motorhomes
- rarity.

Table 4. Supporting material required to meet each criterion

Specific criterion	Any of the following supporting material is required
Performance For a variant of a model, or make and model, of a vehicle to satisfy the performance criterion in section 130 of the Rules, when it was originally manufactured, its power/weight ratio must have been above: • 110 Kw/tonne if it was manufactured on or before 31 December 2019 (that is, before 2020) • 130 Kw/tonne if it was manufactured on or after 1 January 2020 (that is, after 2019)	• Manufacturer's specifications. • Manufacturer's brochure. • Credible specialist publications.
Environmental – US and Canadian emissions	• United States environmental protection agency (US EPA) certificate of conformity with the Clean Air Act. • EPA certification summary information report. • Californian Air Resources Board (CARB) Executive Order (containing test group information) which can be accessed on the Californian Air Resources Board website. • A copy of the vehicle's EPA emissions label, if available.
Environmental – European whole vehicle type approvals (WVTA)	• EC Whole Vehicle Type Approval certificate of conformity. • A photograph or copy of a whole vehicle type approval (WVTA) plate, if available.
Environmental – European emissions	EU certificate of conformity.
Environmental – United Nations Economic Commission of Europe (UNECE) emissions	A copy of the relevant section of the UNECE approval from the manufacturer or testing authority.

Specific criterion	Any of the following supporting material is required
Environmental – Japanese emission standards	Japanese standards Japan 09, Japan 2018 and Japan 2018 low emission³ for light passenger vehicles have lesser durability requirements, including an endurance test of only half the driven distance, compared to those of the applicable Australian light vehicle emissions standards. As such these standards do not require similar or better emissions performance and vehicles that have demonstrated their emissions performance against only these standards will not be accepted as meeting the environmental criterion. Case Study: An application could be accepted where evidence is provided that the vehicle is sold in an overseas market that has the same emission standards as Australia, and an emissions parts comparison is provided that demonstrates those vehicles are identical.
Environmental – Chinese emission standards	China emissions certificate of conformity from the manufacturer or the testing authority.
Environmental – Micro car sub-category	• Manufacturer's specifications. • Manufacturer's brochure. • Credible specialist publications.
Mobility	• Manufacturer's specifications. • Manufacturer's brochure. • Credible specialist publications. • Photographs of the vehicle. • Photographs of the vehicle's original build plate, the second stage manufacturer's build plate or modification plate. • Letter of compliance or support from the original manufacturer. This must be provided if the vehicle was modified before first provision to the market. • Certificate of first registration to confirm provision to the market date.

³ **Japan 09** means means Japan Safety Regulations for Road Vehicles, Article 31 – Emission Control Device, as revised by the Ministry of Land Infrastructure and Transport Announcement No. 348 of 2008, as established by the relevant Japan Safety Regulations for Road Vehicles test procedures, technical standards and circulars as evidenced by a Japanese 3-character emissions code starting with the letter L, F, M, R, or Q.

Japan 2018 means Japan Safety Regulations for Road Vehicles, Article 31 – Emission Control Device, as revised by the Ministry of Land Infrastructure and Transport Notification No. 1172 of 31 October 2016, as established by the relevant Japan Safety Regulations for Road Vehicles test procedures, technical standards and circulars as evidenced by a Japanese three-character emissions code starting with the digit 3, 4, 5, 6, or 7.

Japan 2018 Low Emission means Japan Safety Regulations for Road Vehicles, Article 31 – Emission Control Device, as revised by the Ministry of Land Infrastructure and Transport Notification No. 1172 of 31 October 2016, as established by the relevant Japan Safety Regulations for Road Vehicles test procedures, technical standards and circulars, as evidenced by a Japanese three-character emissions code of 6AA, 6BA, 6LA, 5AA or 5LA, or is an LPG vehicle or CNG vehicle that complies with Japan 2018.

Specific criterion	Any of the following supporting material is required
Left-hand drive	• Manufacturer's specifications. • Manufacturer's brochure. • Credible specialist publications. • Vehicle category. • Photographs of the vehicle. • Letter from the manufacturer on their company letterhead, signed and dated by a company representative stating that the variant or model has not been originally manufactured anywhere in the world as a right-hand drive vehicle.
Campervan and motorhome	• Photographs of the vehicle. • Manufacturer's brochure. • Credible specialist publications to confirm the variant(s) or model has been originally manufactured as a campervan or motorhome and to confirm the body shape of the variant(s) or model. This is necessary to identify if it is a campervan or motorhome. • Scaled diagram showing: – how the variant(s) or model can be modified to convert it to a campervan or motorhome – the proposed sleeping berths and seating plan.
Rarity	• Manufacturer's brochure. • Credible specialist publications. • Vehicle make, model and variant in the vehicle category. • Letter from the manufacturer stating the number of make, model or variants produced worldwide per year. • Manufacturer's vehicle register details confirming the make, model or variant is recorded on the register.

How do I apply?

If the vehicle you want to import has a current entry on the SEVs Register, you need to apply for a [concessional RAV entry approval](#).

Note: Your application must reference a SEVs Register entry that is in-force when you apply and when the decision is made. As a concessional RAV entry approval application may take up to 30 business days to be assessed, we recommend you check that your application includes a SEVs Register entry that will not expire within 30 business days following submission. This will ensure your application is not refused by the department.

If your vehicle is not on the SEVs Register, or if the SEVs Register entry for the vehicle will expire soon or has already expired, you need to apply for it to be added. Any person (being an individual or company) can apply to add one or more variants, or a make and model of a vehicle to the SEVs Register. You need to apply through [ROVER](#), the department's online applications and approvals portal. This includes uploading the required information and all supporting documentation. You must also pay the [application fee](#) before the application will be considered.

Before starting a SEVs Register application, an applicant or their representative must [create a user account in ROVER](#), including uploading identification documents. Agents or representatives (for example a company employee) creating an account must include details about the company or individual they are representing. When acting on behalf of an applicant, the representative must upload documentation (for example, a company letter) stating that they have [authority to act](#) on the applicant's behalf.

You must make declarations about the information and statements in your application before it can be submitted.

The [ROVER guide: How to complete a SEVs Register application](#) provides details on how to complete the application.

When you have completed the SEVs Register application and made the declarations you should submit and pay the [application fee](#). Once the fee has been receipted, the application will be considered by the department. The [legislated decision-making timeframe](#) is within 30 business days⁴.

Applying for re-entry on the Register

Entries on the SEVs Register expire after 3 years.

SEVs Register entries cannot be renewed but vehicle models and variants can be re-entered on the Register, with a new SEVs entry number, if they are still eligible.

A new SEV entry application to re-enter a vehicle can be submitted up to 30 business days before the expiry date of the current entry. Please include a note in the 'Comments and any other matters' section of the application referencing the expiring SEVs entry number.

A SEVs application fee will apply as all applications must undergo full assessment. This is because there are numerous reasons a vehicle currently entered on the SEVs Register may not be eligible for re-entry.

For example, some entries may no longer meet the eligibility criteria if the vehicle has been provided to Australian consumers under a vehicle type approval since the vehicle was initially entered on the SEVs Register. Also, some vehicles that were entered on the SEVs Register under the transitional arrangements may not meet the current eligibility criteria.

If successful, a new SEVs Register entry will take effect on the day after the existing entry expires.

⁴ The definition of a business day under section 5 of the Rules is a day that is not a Saturday, Sunday or public holiday in the Australian Capital Territory.

Grouping variants

In some applications, it will be necessary to look at variants within a model range individually. In others, assessing all variants in a model range or an easily distinguishable group of variants in a model range together is possible. Rather than requiring descriptive detail and assessing distinct variants for every single SEVs Register entry application, the department's approach is:

1. You can apply for a model of vehicle, or a group of variants within a model, to have its eligibility.

(a) If you apply for all variants of a model of vehicle, and it is readily apparent that every variant in the model is eligible, assessing the eligibility of all variants globally, without the need for detailed variant-by-variant identification and analysis, is possible.

The department may request further information from you, such as variant specifications, if it is not clear that all variants of a model would be eligible.

Example All variants of a high-performance sports car model. If it is clear every kind of vehicle in the model range, regardless of differences in specification, would satisfy the performance criterion, then there is no need to document and apply for every different variant in the model range.

(b) Where it is apparent a group of variants within a vehicle model you are applying for is eligible, assessing them together is possible. As above, the department may request further information when assessing eligibility.

Example A group of variants of a similar sports car model to the example above. The model has 2 engine options – a high performance V8 and a lower performance inline-4. All the V8 variants meet the SEVs eligibility criteria but the inline-4 variants do not. If this is the case, the applicant could simply apply for all the V8 variants at once. There would be no need to identify each different V8 variant and apply for them individually.

2. Where a model of vehicle has one or more variants, you may apply for an assessment of a variant or a group of those variants' eligibility. As above, the department may request further information in order to assess eligibility.

Example Variants of a similar sports car model to the example above, that is, it has V8 and inline-4 engine options. If all the V8 variants meet the SEVs eligibility criteria, you could simply apply for all the V8 variants at once. There would be no need to identify each different V8 variant and apply for them individually.

Adding each variant individually

It will not be possible or feasible to group variants in some applications. Instead, you will need to identify and describe each variant individually.

The application form covers this situation by including a **Variants** section on the **Vehicle information** page.

Can I change details in my application?

When you start an application, ROVER allows you to save it, exit and return to your saved work in ROVER at any time before you submit it. If you need to amend your application after it has been submitted, but before you've paid the fee, you can withdraw, amend and resubmit it, or delete it.

You can also [withdraw an application](#) and then amend and resubmit or delete it after you have submitted it and paid the fee if its status in ROVER is 'Paid—Awaiting Assessment' or 'Assessment in progress'.

The process for withdrawing, amending and resubmitting, or deleting an application after the fee has been paid is explained in the [ROVER guide: How to withdraw, amend and resubmit or delete an application](#). You can view the [status of your application](#) in ROVER throughout the various stages, including the application creation, submission, payment and decision process.

Note: Draft applications older than 12-months that have never been submitted will be automatically deleted regularly.

Deciding your application

Once a decision is made on your application, the department will notify you by email using the email address provided in the application. If your application is approved, the vehicle details will be entered on the SEVs Register.

Further information

For further information, please visit [Vehicles | Department's website](#) or submit an online enquiry via the [Contact us–RVS | Department's website](#) page.

Details of amended or new ADRs that may impact your vehicle type will be released well before their applicability time. You can [subscribe](#) to receive new or amended ADR notifications.

Quick links

- [Appendix 1–Significant differences that distinguish variants of a vehicle make or model](#)
- [ROVER guide: How to complete a SEVs Register application](#)
- [ROVER guide: How correct an error on the SEV Register](#)
- [How to create a user account in ROVER](#)
- [What are the RVS fees, and charges and payments?](#)
- [What are RVS decision-making timeframes?](#)
- [How is my personal and commercial information in ROVER managed?](#)

Note: Please see the [RVS Glossary of terms](#) on our website for a comprehensive list of RVS terms and their definitions.