



**Australian Government**

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

ROAD AND VEHICLE SAFETY DIVISION / VEHICLE SAFETY OPERATIONS BRANCH

# **Compliance and Enforcement Strategy 2023-26**

Regulating under the *Road Vehicle Standards Act 2018*

July 2023



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## Introduction

The *Road Vehicle Standards Act 2018* (RVSA) replaced the *Motor Vehicle Standards Act 1989* (MVSA) and commenced in full on 1 July 2021. On this date, a 2-year transitional period also began for certain segments of the industry.

From 1 July 2023, only the Road Vehicle Standards (RVS) legislation governs the design, manufacture, importation and first provision of all road vehicles in Australia, as well as certain road vehicle components.

This strategy outlines how the Department of Infrastructure, Transport, Regional Development, Communications and the Arts (the department), will conduct its compliance and enforcement activities under the RVSA. The strategy informs the community, the automotive industry, regulated entities and other regulatory agencies about our compliance and enforcement priorities and focus areas for the next three years.

This strategy is also informed by *Our Compliance Approach and Model* document and the previous *Compliance and Enforcement Strategy 2021-23*.

This strategy will be reviewed as required to ensure that it remains reflective of regulatory frameworks, is responsive to new issues and any significant changes in our operating environment. The strategy will also be considered when preparing future strategies.

## Our approach to compliance and enforcement

We take an intelligence led, risk-based approach when managing matters related to compliance with RVS legislation. This ensures that our compliance and enforcement activities are focused on regulated areas and regulated entities that pose the greatest risk without impeding a broadly compliant industry and their ability to operate.

Our approach is informed by:

- our principles set out in this document
- our *Compliance Approach and Model* document
- previous compliance and enforcement strategies
- our operating environment, including:
  - the RVS legislation;
  - industry intelligence;
  - reports of alleged non-compliance; and
  - the evolving automotive industry in Australia and globally.

Under this approach, we aim to:

- be agile and consistent;
- allocate our resources effectively and proportionately to higher-risk matters;
- deliver appropriate enforcement responses regarding confirmed non-compliance; and
- be adaptive to new and /or evolving risks.

## Our principles

The following principles are largely unchanged from the previous 2021-23 strategy and continues to inform our compliance and enforcement activities:

- **Voluntary compliance** – we will promote and encourage voluntary compliance with the RVS legislation through communication and education.
- **Risk-based** – our compliance activities will be risk-based ensuring our resources are effectively allocated and our regulatory efforts address the most serious and systemic risks.
- **Intelligence-led and evidence-based** – we will utilise intelligence, data and trend analysis to inform our proactive compliance and enforcement activities including our strategic focus areas.
- **Proportionate** – our compliance activities and enforcement responses will be proportionate to the compliance risks we are managing and resolving.
- **Consistent** – our compliance and enforcement activities will be consistent and in accordance with documented procedures.
- **Outcomes focused** – our compliance and enforcement activities will be outcomes focused, prioritising our resources to the greatest risks and with a view to improving overall compliance in the regulated industry.
- **Fair and transparent** – we will be fair, open and transparent in relation to our decision-making and our compliance and enforcement activities, and we will communicate with regulated entities clearly and effectively.
- **Responsive, agile and efficient** – we will be responsive to allegations of non-compliance, new information, environmental trends and relevant industry data. Our compliance activities will be streamlined and coordinated to reduce unnecessary imposts on both regulated entities and the department.
- **Professional** – our staff will be respectful and courteous when providing information and interacting with regulated entities and the public.

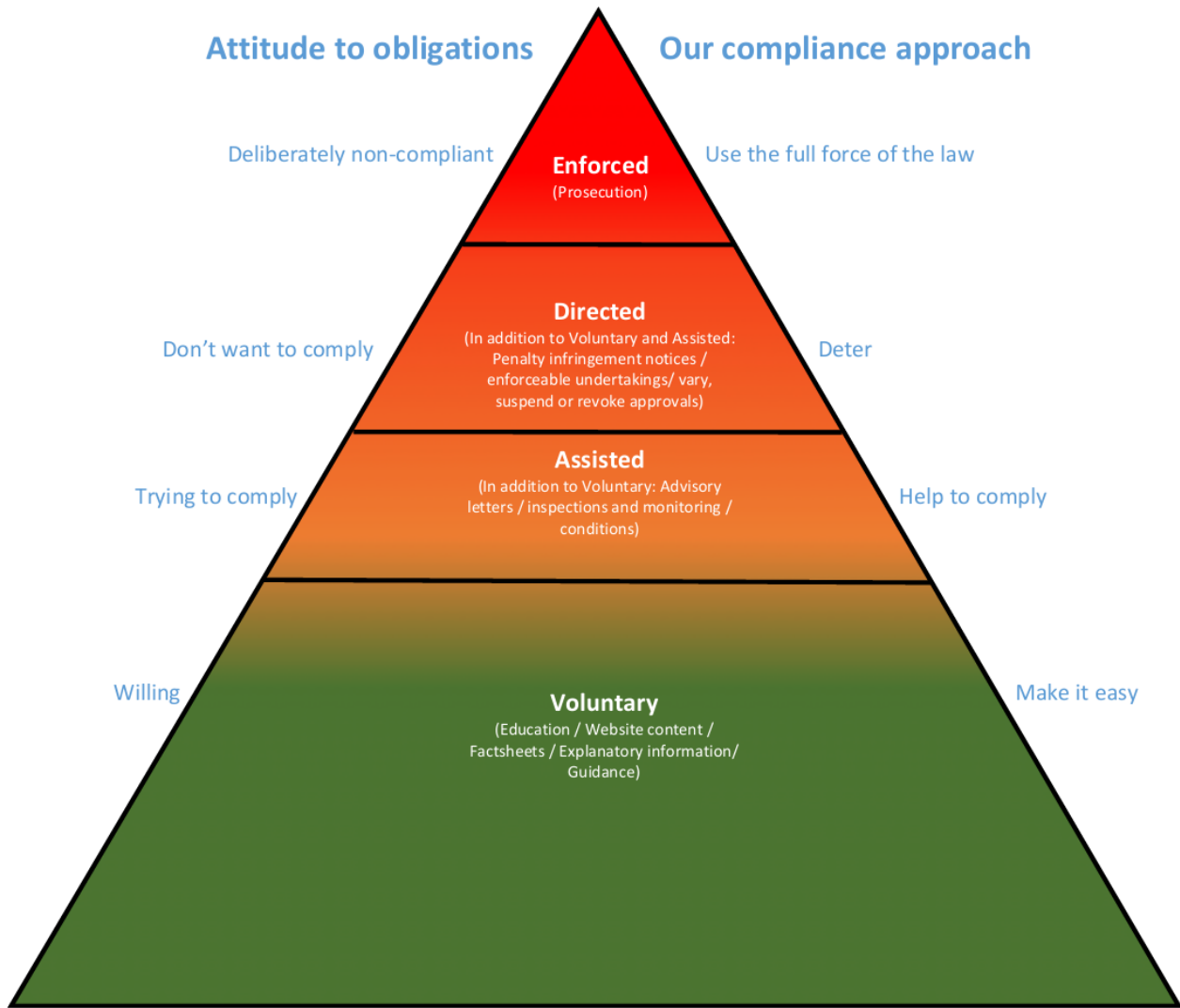
## Our compliance approach and model

We acknowledge there are varying degrees of non-compliant behaviours. The type of non-compliant behaviour and overall attitude to regulatory obligations can be a significant determinant regarding how the department responds to a particular non-compliance matter. We use four main categories when considering and responding to non-compliance:

- **voluntary compliance**
- **assisted compliance**
- **directed compliance**
- **enforced compliance**

This escalating approach to compliance and enforcement is represented in the shape of a pyramid, see Figure 1 – Vehicle Safety Operations compliance model.

Generally, the poorer the attitude towards compliance the more likely we are to move up the pyramid and apply more severe enforcement responses. Each enforcement response is not limited to only being used within that enforcement category. There may be occasions where it is appropriate to apply an enforcement response where the regulated entity has been cooperative and demonstrated a good attitude towards compliance.



**Figure 1 – Vehicle Safety Operations compliance model**

## Previous compliance and enforcement strategies

At the commencement of the RVSA transition period on 1 July 2021, through to its conclusion on 30 June 2023, we made available via the department’s website the *Compliance and Enforcement Strategy 2021- 23*.

Our primary focus during the transitional period was to provide education when non-compliance was found and encourage non-compliant entities to rapidly return to compliance, or encourage them to voluntarily consider whether they wished to continue holding the relevant RVS approvals while knowingly being non-compliant.

This predominantly educative approach assisted industry during the transitional period and provided direct learning opportunities.

During this period, we learnt a lot about particular industry segments and the way they operate. These learnings have helped inform and improve our approach to compliance and enforcement under the RVS legislation, while assisting in identifying areas of the road vehicle industry that may benefit from increased regulatory oversight.

## Our operating environment

### New RVS legislation

Everyone involved in the design, manufacture, importation and first provision of road vehicles in Australia are now subject to the requirements of the RVS legislation.

Awareness and education activities were undertaken before and during the transitional period. The department's aim was to ensure there was broad awareness of RVS regulatory obligations before 30 June 2023, and to assist regulated entities to make a smooth transition.

The department engaged regularly with industry which included:

- providing detailed guidance material on the department's website;
- hosting general and topic specific regular industry webinars;
- providing information via regular newsletters;
- producing and sharing RVS topic specific videos;
- producing and sharing instructional videos on how to use ROVER (the IT system that manages all approvals and activities under the RVS legislation);
- sending emails on processes and systems, including tips and helpful resources;
- posting important dates and information via social media;
- attending meetings with industry peak bodies and other representative bodies;
- attending and presenting at industry events; and
- targeted education activities for some industry cohorts, single companies or individuals where specific compliance concerns were identified.

As the transition period has ended, it is the department's expectation that those who are regulated by the RVS legislation will comply with all approval conditions and will operate lawfully under the new legislative framework.

### Industry intelligence

We receive information from multiple sources, passively and proactively. For example, passive intelligence information includes tip offs from the public (or the industry), RVS application issues and meetings with various stakeholders. Proactive intelligence information includes information obtained from ROVER data interrogation, the results of targeted compliance monitoring and from targeted intelligence products.

These information channels help us focus on those areas in the road vehicle industry that may pose a current or emerging compliance risk.

### Reports of alleged non-compliance

Reports of alleged non-compliance are usually unsolicited and received by the department via ROVER. These reports are considered and progressed to a conclusion with all details regarding the reports recorded in the department systems. They are a valuable intelligence tool (i.e. a channel) that helps identify underlying issues or emerging trends regarding industry compliance with the RVS legislation.

### The evolving automotive industry

In Australia local manufacturing of passenger vehicles (i.e. cars) ceased in 2017 and since then all new cars have been imported from overseas. The majority of road vehicles still manufactured in Australia are trailers although many new trailers are also imported. There is also a significant domestic industry in heavy vehicles,

both manufacturing of entire vehicles, or building vehicle bodies on imported base vehicles (such as building bus bodies for Australian passenger buses).

All relevant road vehicles, whether manufactured in Australia or overseas, are now subject to the regulatory requirements of the RVS legislation.

As the Commonwealth road vehicle regulator, we are asked to consider applications for relevant road vehicles including those manufactured or supplied through novel processes that differ from established industry norms and those that incorporate new and emerging technologies. The department is receiving an increasing number of applications for electric vehicles and a host of other road vehicle innovations.

These exciting developments in the road vehicle industry both domestically and globally, will continue and our role as a regulator will also evolve and change. Our regulatory approach to administering RVS legislation and regulatory compliance must therefore be agile and focused. We will continue to monitor the broader automotive environment to ensure our efforts are concentrated on the right activities to effectively deliver the best regulatory outcomes for the Australian public, and that best practice compliance and enforcement principles are continuously incorporated into our everyday regulatory work.

## Our priorities for 2023-26

We will continue educate and engage with industry. This will encourage voluntary compliance with the RVS legislation. However, the level of direct education provided will be reduced as it is considered the road vehicle industry has had reasonable time to understand the new regulatory requirements under the RVS legislation. Our focus will be shifting to more assisted, directed and enforced compliance.

Our continuing education and engagement efforts will aim to raise understanding and awareness of regulatory obligations and will encourage voluntary compliance, but this will occur to a lesser extent when compared to our work under the previous 2021-23 strategy.

We will also continue to provide general and targeted information on the department's website that will assist industry in understanding our compliance and enforcement approach. This information will include guidance on (in addition to what is already available):

- infringement notices;
- enforceable undertakings; and
- voluntary or enforced suspension and revocation of approvals.

We will proactively monitor industry compliance in the identified focus areas (see '**Focus areas** for compliance and enforcement'). This will involve undertaking compliance activities that will assess levels of compliance in the particular focus area, and where required encourage regulated entities to rapidly return to compliance.

We will also monitor industry compliance, leveraging information obtained through targeted intelligence products. These intelligence products help identify potential areas of compliance concern within the regulated industry. Additionally, reports of alleged non-compliance will assist in the regulation of the industry.

We will continue to review and refine our compliance and enforcement approach under the RVS legislation, including implementing various policies and procedures, and building our compliance and enforcement capacity and capability through recruitment and ongoing training.

We will also further develop our intelligence gathering and analysis capability. This capability will provide key tactical information that will inform future compliance and enforcement strategies and future targeted compliance and enforcement activities.

## Focus areas for compliance and enforcement

We have identified 4 focus areas to proactively work on over the next three years:

- **Approval holders participating in the concessional RAV entry pathway:**
  - *Approved Model Reports*
  - *Registered automotive workshops (RAWs)*
  - *Authorised vehicle verifiers (AVVs).*
- **Large or established vehicle manufacturers and their compliance with their vehicle type approval (VTA) conditions.**
- **Opted-in high ATM trailer vehicle type approvals.**
- **Entities that continue to operate without appropriate RVS approvals post 30 June 2023.**

For each focus area we will monitor a targeted entity's compliance with RVS legislation, and as needed assist targeted entities to understand and comply with their regulatory obligations.

### Approval holders participating in the concessional RAV entry pathway

Approved Model Reports, registered automotive workshops (RAWs) and authorised vehicle verifiers (AVVs) provide a framework to allow for the concessional import, manufacture, or modification of certain road vehicles. This concessional framework involves multiple checks on a 'vehicle by vehicle' basis before a vehicle can be added to the *Register of Approved Vehicles (RAV)* and provided in Australia.

- **An approved Model Report** is a document approved by the department and provides instructions on how to manufacture or modify a relevant vehicle to comply with various requirements to ensure the vehicle is suitable for provision.
- **A RAW** is a corporation that has been approved by the department to manufacture or modify certain vehicles using an approved Model Report.
- **An AVV** is a corporation that provides verification services for vehicles that have been manufactured or modified by a RAW in accordance with the approved Model Report. Vehicles that are suitable are added to the RAV by the AVV.

Together approved Model Reports, RAWs and AVVs provide a new regulated pathway under the RVS legislation to allow for the provision of certain concessional vehicles in Australia. The regulation of all 3 separately provides increased regulatory certainty, when compared to the regulation pathways provided under the previous Motor Vehicle Standards legislation.

As this is a new regulatory pathway, involving the interaction of multiple approval holders, it is an area of significant focus in this strategy. In addition to focusing on each approval type separately (see Approved Model Reports, Registered automotive workshops, Authorised vehicle verifiers), we will also focus on developing intelligence products and undertaking targeted monitoring to identify any inappropriate or unacceptable connections between approved Model Report authors, RAWs and AVVs. This may include, but is not limited to, collusion or other behaviours that may undermine the intent of RVS legislation or when one participant is assisting or facilitating another participant in the pathway to contravene their conditions of approval.

### Approved Model Reports

Approved Model Reports are a key support tool for entering road vehicles onto the RAV. Model Reports guide the modification, manufacture and verification of certain types of road vehicles so they may be entered onto the RAV. Approved Model Reports set out how a road vehicle model, or one or more of its variants, must be manufactured or modified to meet applicable standards, including:

- national road vehicle standards, such as Australian Design Rules (ADRs);
- standards set out in the *Road Vehicle Standards (Model Reports) Determination 2021*.

Approved Model Reports are structured so entities that modify and manufacture relevant road vehicles (i.e. RAWs), work with the same information as the AVV.

The *Road Vehicle Standards (Model Reports) Determination 2021* provides that Model Reports must contain:

- **Vehicle Scope** – identifies the road vehicle and variant(s) a Model Report covers. It must contain detailed information applying to the specific Model Report type.
- **Work Instructions** – provide information and the detailed steps and checks a RAW or high ATM trailer (a trailer with an aggregate trailer mass of more than 4.5 tonnes) manufacturer must undertake when manufacturing or modifying a road vehicle covered by the Model Report. The Work Instructions provide detailed and ordered instructions to ensure each road vehicle or variant manufactured or modified in accordance with the Model Report complies with the same applicable standards used to approve the Model Report.
- **Verification Checklist (excluding Model Reports for high ATM trailers)** – provides the detailed steps and order of checks an AVV must complete when inspecting and verifying a road vehicle manufactured or modified in accordance with a Model Report. An AVV will only enter a road vehicle's details onto the RAV once it is verified using the *Verification Checklist* and a verification report is completed.

Approved Model Reports are a new and important regulatory tool under the RVS legislation and amongst other things are integral for some concessional RAV entries. An approved Model Report is a primary document used by a RAW for the manufacture or modification of relevant road vehicles and is also used by an AVV to subsequently and appropriately verify a road vehicle before adding it to the RAV.

Our focus on approved Model Reports will include (but not be limited too):

- approved Model Reports for used imported road motor vehicles;
- targeted desktop compliance monitoring activities to confirm that holders of approved Model Reports are complying with the conditions of their approval;
- give increased priority to the consideration of any received reports of alleged non-compliance by Model Report approval holders.

## Registered automotive workshops (RAWs)

A RAW approval granted under the RVS legislation allows the approval holder to manufacture or modify vehicles in accordance with an approved Model Report for that vehicle. A RAW approval holder cannot also concurrently hold an AVV approval.

Under RVS legislation certain vehicles cannot be entered on the RAV through the concessional RAV entry approval pathway until:

- they have been modified or manufactured by the holder of a RAW approval in accordance with an approved Model Report; and
- verified by an AVV.

The RAW approval holder must follow the requirements specified in the Work Instructions of the approved Model Report for the relevant vehicle and provide a declaration when presenting the vehicle to an AVV for verification.

Our focus on RAW approval holders will include (but not be limited too):

- targeted desktop compliance monitoring activities to confirm that holders of RAW approvals are complying with the various conditions of their approval;
- inspecting, under the relevant condition of the RAW approval:

- premises occupied by the holder of the approval; or
  - premises operated by the holder of the approval at which road vehicles are manufactured or modified under the approval; and
  - premises operated by persons or organisations provide goods or services to the holder of the RAW approval, where those goods or services are used in relation to the activities of the RAW approval holder manufacturing or modifying road vehicles under the approval
- give increased priority to the consideration of any received reports of alleged non-compliance by RAWs.

### Authorised vehicle verifiers

An AVV is a corporation that has been approved to provide independent vehicle inspection and verification services under the RVS legislation.

An AVV's role is to give the department, road vehicle owners, and the Australian public greater assurance of the integrity of road vehicles modified or manufactured by a RAW. AVVs assess road vehicles for their compliance with applicable national road vehicle standards and other determined requirements under the RVS legislation. When a corporation is granted an AVV approval, it can provide an independent road vehicle verification service:

- for road vehicles manufactured or modified by a RAW in accordance with an approved Model Report;
- for other road vehicles if required by specified conditions on an approval under the RVS legislation.

AVVs can only conduct road vehicle verifications in Australia and cannot apply for or concurrently hold a RAW approval. Further, an AVV and its key management personnel cannot have shares or any other financial interest in an approved RAW and cannot inspect or verify a vehicle where the holder of the AVV approval, key management personnel or staff have a financial interest in the vehicle.

AVVs are a new regulatory tool under the RVS legislation and they play an important role in the provision of compliant concessional RAV entry road vehicles in Australia.

Our focus on AVVs will include (but not be limited to):

- targeted desktop compliance monitoring activities to confirm that AVVs are complying with the various conditions of their approval, including:
  - avoiding conflicts of interest;
  - accuracy of verifications – vehicles correctly verified against the correct version of an approved Model Report; and
  - record-keeping.
- inspecting, under the relevant condition of the AVV approval:
  - premises where road vehicles are inspected under the approval; or
  - the technology or equipment used to inspect road vehicles under the approval; or
  - things, including documents, associated with the inspection process.
- give increased priority to the consideration of any received reports of alleged non-compliance by AVVs.

### Large or established vehicle manufacturers' compliance with their VTA conditions

Large original equipment manufacturers (OEMs) provide a significant number of new road vehicles to the Australian market each year. These vehicles are provided under VTAs that allow the approval holder to add an *unlimited* number of vehicles to the RAV. The approval holder must have sufficient evidence to demonstrate compliance with national standards, supporting information to demonstrate how components and vehicles

are designed, manufactured and assembled, and conformity of production processes to ensure every vehicle is manufactured consistently and complies with the approval.

We will focus on large OEMs who hold VTAs to ensure they are complying with their VTA conditions. Our focus will include (but not be limited to):

- targeted desktop compliance activities that review ‘current’ VTAs in conjunction with RAV entry details, to validate if RAV entries are error free;
- targeted desktop compliance monitoring activities to confirm that VTA holders are complying with the various conditions of their VTA;
- inspecting, under the relevant condition of the VTA:
  - premises where road vehicle components of the vehicles are designed or manufactured
  - premises where the vehicles are designed or manufactured
  - things associated with the design or manufacturing process, including documents, vehicles and componentry
  - vehicles in Australia purportedly imported or added to the RAV under a VTA.

## Opted-in high ATM trailer VTAs

Eligible holders of some type approvals granted under the old MVSA were able to apply to transition to a VTA under the RVS legislation using an ‘opt-in’ process.

VTAs include new obligations for businesses seeking to provide quantities of road vehicles to the Australian market that did not exist under the MVSA.

Monitoring compliance of high ATM trailer VTAs that were opted-in from previous MVSA approvals was an area of focus that was not completed under the last strategy. It will remain an area of focus in this strategy.

We will monitor compliance by seeking information to confirm approval holders were eligible to opt-in and are complying with their new obligations as VTA holders.

## Entities that continue to operate without appropriate RVS approvals post 30 June 2023

From 1 July 2023, a person or business importing or providing vehicles to the Australian market outside of the regulatory requirements of the RVS legislation will likely breach the RVS legislation.

Some businesses may unintentionally, opportunistically or intentionally not comply with the new RVS legislation.

We are aware of the following industry segments where there remains a significant number of entities continuing to operate under the old MVSA (as of April 2023):

- MVSA identification plate approval holders. There were approximately 1,000 identification plate approval holders still in force under the previous Motor Vehicle Standards arrangements.
  - This includes approval holders that convert imported vehicles from ‘left to right’ hand drive.
- Low ATM trailer manufacturers and importers supplying trailers under *Vehicle Standards Bulletin 1 Revision 5*.
  - April saw a significant increase in the number of low ATM trailer VTA applications, suggesting there are some trailer suppliers who have not submitted RVS related applications in a timely manner.
  - Industry intelligence suggests some trailer suppliers are unwilling to make applications under the RVS legislation.

- Corporations holding MVSA Registered Automotive Workshop Scheme (RAWS) approvals. As of mid-April 2023, there were 109 MVSA RAWS approvals, 55 of these did not have a corresponding RAW approval under the RVS legislation.

We will monitor reports received by the public, industry, representative bodies and other regulators to identify relevant entities who are operating their business outside of the RVS legislation.

This work will focus on possible breaches of the RVSA where a person:

- imports a road vehicle into Australia and at the time of importation was not permitted to import the vehicle (section 22 of the RVSA); and
- provides a road vehicle to another person in Australia; the vehicle is provided for the first time in Australia and it is not on the RAV (section 24 of the RVSA).

We will initially respond with targeted education to make the relevant entity aware of our compliance concerns. We expect that once an entity is aware of their regulatory obligations under the RVS legislation, they will:

- cease any non-compliant conduct immediately (including ceasing importation or provision of road vehicles);
- further inform themselves of the RVS legislation and their regulatory obligations;
- apply for and obtain necessary approvals before resuming any activities that are regulated by RVS legislation; and
- act to remedy or rectify the consequences of any previous non-complaint behavior (i.e. process improvements, recalls or removing vehicles from the fleet).

If an entity continues to behave in a non-compliant manner, or does not correct existing non-compliance we are likely to apply a strong enforcement response.

This area of focus will be a high priority early in the duration of the strategy. It will become a lower priority over time as we expect that less and less entities will attempt to operate under the old MVSA arrangements.

## More information

To support industry and other regulated entities in their commitment to voluntary compliance we seek to keep our stakeholders informed. We will engage with regulated entities on our approach to compliance and enforcement and provide information that would be useful to them.

For the life of this strategy we will share our areas of compliance focus for the forward compliance planning cycle, and where appropriate, provide summaries of findings from the program of compliance activities.

More information on compliance and enforcement, including our compliance approach and model can be found on the [Compliance and Enforcement under the RVSA section on the department's website](#)

For more information on the RVS legislation, visit the [Vehicles section of the department's website](#).

Content regarding various aspects of the RVS regulatory regime and what it means for regulated entities is being added and updated regularly.

## Reporting suspected non-compliance to us

Information from the public, industry and other regulators is a valuable tool for compliance and enforcement. Reporting assists us in identifying areas of emerging concern and significant issues that require immediate attention and inform future compliance and enforcement strategies and activities.

For more information on making reports about alleged non-compliance with RVS legislation or reporting vehicle safety concerns, please visit the [Reporting a safety or non-compliance issue section of the department's website](#).

## Review and complaint mechanisms

If a regulated entity is not satisfied with our response or action in relation to a compliance matter, in the first instance, it can be raised with the relevant person or area handling the matter.

If a regulated entity wishes to make a general complaint, or if the entity is not satisfied with the initial response from the relevant area, a formal complaint can be made by [contacting us](#).

In the case of certain decisions made under the RVS legislation, the applicant or approval holder can [seek a review of the decision](#) by the Administrative Appeals Tribunal (AAT). Reviewable decisions are outlined in section 230 of the Rules and include (but not limited to):

- a decision to refuse to consider certain applications;
- a decision to refuse to grant certain approvals;
- a decision to impose conditions on certain approvals.

## Glossary

Term	Definition
Australian Design Rules (ADRs)	National road vehicle standards under the RVSA. They are determined under section 12 of the RVSA, and include ADRs that were determined under the MVSA.
Aggregate Trailer Mass (ATM)	The total mass of a laden trailer when carrying the maximum load recommended by the manufacturer, and includes any mass imposed on the towing vehicle when the towing vehicle and trailer are connected and resting on a horizontal surface.
Authorised Vehicle Verifier (AVV)	A corporation approved to provide an independent vehicle inspection and verification service. They will provide vehicle owners, and the public more broadly, with greater assurance of integrity and compliance for vehicles that have been modified by a RAW, as well as in other circumstances that may be required by conditions on approvals. Vehicle inspections conducted by the holder of an AVV approval must take place in Australia. An AVV cannot also be the holder of a RAW approval.
Compliance monitoring	A broad term referring to any form of information collection, or contact with a regulated entity by the department to identify any issues relating to that entity's <a href="#">compliance</a> with the legislation and/or conditions of an approval the entity holds.
High ATM trailer	A trailer with an aggregate trailer mass (ATM) of more than 4.5 tonnes.
Inspection	The department may conduct an inspection to assess whether or not a regulated entity complies with the RVS legislation and any conditions of the approval they hold.
Inspector	A person appointed by the Secretary under section 49 of the RVSA to exercise the functions and powers conferred on them, subject to conditions and restrictions specified in the person's instrument of appointment.
Model Report	This is a tool to enable vehicles to meet the requirements of the type approval or concessional RAV entry pathway.
<i>Motor Vehicle Standards Act 1989</i> (MVSA)	An Act to provide for national motor vehicle standards and for related purposes. The MVSA will be replaced by the RVS legislation—full implementation of the RVS legislation occurred on 1 July 2021.

Term	Definition
Opt-in arrangements	This is a tool accessible during the transitional period of the RVS legislation to enable some MVSA approval holders to be granted a corresponding RVS VTA.
Registered Automotive Workshop (RAW)	The holder of a RAW approval can modify vehicles in accordance with <a href="#">Model Reports</a> . They can modify specialist and enthusiast vehicles and used motorcycles to comply with the RVS legislation. They can also complete second stage of manufacture in accordance with a Model Report. This is a tool to enable vehicles to meet the requirements of the concessional RAV entry pathway.
Register of Approved Vehicles (RAV)	A publicly accessible online database of vehicles that have met the requirements of the RVS legislation and been approved for provision to the Australian market.
Regulated entity	An individual or organisation engaged in the import or provision of road vehicles or approved road vehicle components to the Australian market, as authorised through an approval granted by the Department of Infrastructure, Transport, Regional Development and Communications and the Arts, in accordance with the legislation.
Risk-based approach	A risk-based approach means that where the risk of an event is high or the consequence of an event is significant, there is a higher degree of compliance activity. Conversely, where the likelihood of an event is low and/or consequences of an event is minor, a lighter touch proportionate compliance approach is taken.
Road Vehicle Standards (RVS) legislation	The legislation of road vehicles and road vehicle components, to set national road vehicle standards, and for other purposes. The RVS legislation includes the RVSA, related Acts (Consequential and Transition, Charges) and subordinate legislation.
<i>Road Vehicle Standards Act 2018</i> (RVSA)	An Act to provide for the regulation of road vehicles and road vehicle components, to set national road vehicle standards, and for other purposes. For more information, refer to the <a href="#">Federal Register of Legislation</a>
Road Vehicle Standards Rules 2019 (the Rules, RVSR)	The Rules are available on the <a href="#">Federal Register of Legislation</a>
Vehicle Type Approval (VTA)	An entry pathway onto the RAV which applies to all vehicles of a particular type.