

Questions Answered During Webinar #14		
Thursday 28 July 2022		
Question	Votes	Response
Release 7 hasn't provided any great speed improvement. At what point will we see a significant improvement in load speeds and usability?	16	ROVER Release 6.1 provided the most significant improvement to performance. Release 7 delivered improvements in overall performance. Figures indicate the most significant improvement is with respect to Compliance Information forms. Users may still experience slower performance when loading large and complex applications. Further improvements in performance that target larger applications will be deployed in Release 8A.
Can the 'Nickname' function be added to our 'Approvals' list and not just applications?	16	This functionality could be delivered in a future release but would need to be assessed against current priorities.
When entering RVD information, the 'typical VIN' does not allow you to associate it with a variant. Different variants often have differing VIN designations. Can this be added to future updates?	12	This functionality will be delivered in ROVER Release 8A.
Has there been any further discussion around how we can get an 'in principle' agreement for an M&I, ahead of the application process?	12	The department is considering how we might provide this without breaching administrative laws. It is likely a legislative amendment would be required.
Release 7 - no significant change to refresh speed of pages. Please advise when this issue will be addressed and fixed as promised. Still causing productivity issues that were supposed to be fixed now that we are 12 months in!	7	See response to similar question above.
What is the path for updating business name within ROVER and all subsequent approvals?	4	If applicants require a business name update, please email ROVERinfo@infrastructure.gov.au The department is considering introducing new functionality that will update Australian business name details when you update the Australian Business Register.
Not a question, I just wanted to make note of the exceptional support we continue to receive from ROVER tech support. The team are always efficient and friendly in their service regardless of the technical challenges we approach them with. Jake (Bisitecniks Pty Ltd)	4	Thank you.

<p>Does a process flow exist for RAV data, from supply of information from manufacturer to public facing RAV? With ROVER/RAV outage, the RAV Date of Entry is a critical point for compliance, however we are receiving a response from NEVDIS that RAV data supplied is approved for addition to the RAV.</p>	4	<p>The date of entry of a RAV batch is based on the date that ROVER acknowledges the payment of the RAV batch (for pre-approved RAV submitters this date will be the date at which ROVER receives the batch from the RAV). During an outage period, as this data is not received by ROVER, items will not be taken to be added to the RAV.</p>
<p>It still does not seem possible in ROVER to have two (or more) applications in draft form in the system associated with any one particular VTA approval at the same time. This ability is essential for being able to work on both current and future product programs at the same time. Will this change?</p>	4	<p>Only one draft variation application per VTA approval can be created at a time. This is because when a variation application is generated, it is linked to the approval in place at the time of the application. If multiple draft applications were able to be created from a single existing approval and that approval was successfully varied, then other existing draft variation applications would be based on an old approval. This has the potential to cause version control problems.</p>
<p>Point for discussion regarding removal of evidence from a VTA. Assuming where evidence is required for Non-standard approvals, this should remain. Their removal may cause issues for state and road authorities when reviewing in service vehicles.</p>	3	<p>Evidence required is directly relevant to the approval in force at the time the vehicle was added to the RAV. If an approval was updated on multiple occasions, you would refer to the version of the approval that was in force at the date a particular vehicle was added to the RAV for conditions, exemptions, etc, that were covered by that approval at the time.</p>
<p>As there is no longer a request for M&I - if a VTA holder, who also holds CTAs for engine variants, wishes to seek M&I for ADRs 30/01 or 80/03, can they vary the CTA compliance for those engine variants or are they required to vary the VTA models themselves?</p>	2	<p>Where CTAs are used in a VTA, then the VTA would also need to be updated to reflect any changes to compliance with any relevant ADRs. Any changes will need to be noted in both the CTA and VTA.</p>
<p>Re: RAV Invoices, is it possible to receive a list of submitted VINs as an attachment to the invoice?</p>	2	<p>The department has not included this functionality in the next ROVER release. The department intends to include the batch numbers in ROVER Release 8A for ease of reconciliation. VINs are stored in NEVDIS not ROVER.</p>
<p>Datasheet missing on CTA even though selected to be displayed, fix is slow when contacting Government</p>	2	<p>The department is now responding to the majority of queries within 48 hours. If you continue to experience issues, please email us.</p>
<p>Can the Department please provide clear guidance to Australian Border Force and NEVDIS as there seems to be some confusion as to what an Australian Manufacturer is and when a VTA is required to import Road Vehicles etc.</p>	2	<p>The department is continuing to work with NEVDIS to finalise this guidance.</p>
<p>Model Report Template - Is it mandatory to use the template provided? or can the author use their own, provided it follows the same sequence?</p>	1	<p>There is no obligation to use this template, and use of this template does not guarantee Model Report approval. Model Report authors remain responsible for ensuring their Model Report meets legislative requirements.</p>

Has there been any review of minimum evidence requirements for certain CTA's. For example a mandatory list of CTA's for a Bus Chassis, or an ADR 68/00 approval from a seat supplier also requiring submission of ADR 4/05 and 34/03?	1	There is no ADR applicability for components - components do not fall within vehicle categories identified in the ADRs.
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