

Questions Answered During Webinar #16 Thursday 29 September 2022		
Question	Votes	Response
What does the status “assessment in progress” mean in practical terms?	2	<p>‘Assessment in progress’ means that the department has received your application and any fees due, and may have undertaken an internal risk assessment. At this stage, assessors may not have commenced reviewing the evidence.</p> <p>For more information on RVS legislation application decision making timeframes, please visit the department's website: www.infrastructure.gov.au/infrastructure-transport-vehicles/vehicles/road-vehicle-standards-laws/guides-and-resources/rvs-legislation-application-decision-making-timeframes</p>
When will ROVER fees be reviewed?	2	<p>The Cost Recovery Implementation Statement (CRIS) provides information on how the department undertakes cost recovery arrangements for administrative and regulatory activities under the RVS legislation.</p> <p>A review of the CRIS is expected to commence in early 2023.</p>
I recall in webinar 15 about the ability to change login email, is this correct?	1	<p>This guide shows you how to change your ROVER sign in email address: www.infrastructure.gov.au/department/media/publications/rover-guide-how-change-your-email-address</p>
There has been numerous examples of applications being assessed as a change of administrative nature, not varying the approval. Can the Department please implement an internal process where these can be reissued without having to submit the application?	1	<p>The department is aware of a number of individual instances where this has occurred and can confirm that training has been undertaken to rectify the issue.</p>

<p>RAV, previous advice was once a OK response is received from NEVDIS, the manufacturer has meet its obligation. During RAV outage, if the vehicle is supplied before having a date of entry, this breached RVSA. What is the requirement on manufacturer? Situation exists where OK by NEVDIS but not on RAV</p>	<p>1</p>	<p>Details of each vehicle approved for provision to the Australian market must be entered on the RAV.</p> <p>An auto-response email will confirm technical success (or failure) for a submission to the RAV, as well as advice that the RAV levy payment must be made. If a successful entry is made prior to an outage (with payment or pre-approved submitter status), then the vehicle/s will be on the RAV and will be searchable on the public RAV. However, if a RAV entry is attempted during an outage, as ROVER is unable to confirm to the RAV whether payment has been made, vehicles cannot be assumed to be on the RAV. Only when communication between ROVER and the RAV is resumed can this confirmation occur and successful entries then released to the public RAV.</p> <p>It is the approval holder's responsibility to ensure that the vehicles provided are listed on the public RAV. The department will notify stakeholders of scheduled and unscheduled outages through multiple channels, including eDMs and the department's website.</p>
<p>What support is being provided to fix RVCS issues. Many RVD's have broken links. Most state jurisdictions are still relying on RVD's recorded in RVCS. Repeated requests to have specific broken links have gone unanswered.</p>	<p>1</p>	<p>RVCS is a legacy system, however, the department will continue to make the system available for the purposes of accessing RVDs. Approval holders who opted-in to the RVS legislation are encouraged to vary their approvals to update relevant RVDs in ROVER. If specific RVDs are required but are no longer accessible/the link is broken, please inform the department using the Contact us form and we will investigate.</p>
<p>Can you please confirm that non-ADR specific RVCS Circular's have been removed and are no longer current.</p>	<p>1</p>	<p>Administrative Circulars continue to remain valid for RVCS or MVSA approvals until the end of the transition period, after which time they will be removed - they are not valid for RVS legislation approvals. RVS applicants should review guidance documents for information to assist with making applications.</p> <p>ADR-specific circulars can continue to be used as guidance for RVS approvals.</p>

<p>Non applicable ADR's Does the RVS Act specify that a VTA applicant must apply to the department and receive an approval for exemption from compliance with an ADR even if the vehicle type is already exempt within the specifications of the legal instrument?</p>	<p>0</p>	<p>If a new or amended ADR becomes applicable and the approval holder has not varied their approval to either update compliance information or confirm they are exempt, then the approval may be automatically suspended under section 202 of the Road Vehicle Standards Rules 2019. ROVER is currently unable to identify all situations where a vehicle may be exempt from an ADR/s, so unless the approval holder confirms this with the department formally (by seeking a variation to the approval), they risk the possibility of automatic suspension.</p>
<p>ADR's 34/03 and 85/00 The recent ROVER Alert was issued to industry in less than the legislated 60 days timeframe prior to ADR applic. If an NA cat vehicle already has a VTA variation in assessment can a priority assessment be made as per the Alert or must this await approval of the VTA variation?</p>	<p>0</p>	<p>The department's standard practice is to work through applications in the order in which they are received. The department rarely provides special priority to RVS applications. However, in an email sent to affected approval holders on 16 September, the department advised that, subject to meeting two minor conditions, applications to vary an approval submitted by 1 October would be prioritised.</p>
<p>Under the MVSA, some jurisdictions used the presence (or lack there of) of compliance plates to determine what category of registration mobile cranes fell into. Under the RVSA, how do jurisdictions determine if a crane is fully compliant or has received exemptions to particular ADRs?</p>	<p>0</p>	<p>Vehicles entered on the RAV under a vehicle type approval can be either standard or non-standard. If it is a non-standard vehicle, someone who wants to know more about the extent of compliance can access the relevant approval in ROVER and check the extent of non-compliance the vehicle was approved to. For example, for an over dimension vehicle, the approval would include details specifying the width of the vehicle that was approved.</p>
<p>For pre approved RAV submitters, when payment is made, is there any standard leadtime to update "Payment" section in ROVER?</p>	<p>0</p>	<p>This depends on a range of factors. If payment was made via credit card, this should normally be reconciled overnight. EFT payments could take a few days. It is important to note that payments must be made in accordance with the written agreement, including for the exact amount and correct payment reference. If these conditions are not met, the department will need to reconcile the payment manually, which will result in delays updating the status in ROVER.</p>

<p>What is the process for bringing a Test & Eval Vehicle into Au to complete ADR testing to gain approval and then steps required to upload test vehicle on to the RAV</p>	<p>0</p>	<p>A non-RAV entry import approval is suitable for testing and market evaluation vehicles. Guidance on eligibility requirements and how to apply can be found on the department's website at www.infrastructure.gov.au/department/media/publications/guide-non-rav-entry-import-approval</p> <p>In particular, Appendix 1 of the guide provides specific guidance for testing or market evaluation vehicles. The guide has recently been updated to clarify the definition of a 'new vehicle'.</p>
<p>If variants of a VTA are varied or re-arranged (Not a new variant added), will this variation update the existing RVD, if approved?</p>	<p>0</p>	<p>Yes.</p>