

Questions answered during webinar #19 23 February 2023	Votes	Response
<p>With the gazettal of ADR 80/04 - How can a manufacturer apply this ADR to their VTA given that there is no CI form available, and the ADR is yet to appear in ROVER? Please advise of the process to apply ADR 80/04 to a VTA.</p>	<p>5</p>	<p>A custom CI form for ADR 80/04 is being developed and will be deployed as part of the ROVER 8B Release scheduled for mid-April. In the interim period, a generic CI form has been made available in ROVER, however, it is the department's preference for only Battery Electric Vehicles (BEVs) and Hydrogen Fuel Cell Vehicles (HFCVs) to use the generic form. BEVs and HFCVs can use the "Any matter or thing specified in the national road vehicle standard" option if they comply because they have a label or other emblem indicating that the vehicle is a BEV or HFCV. It would be appreciated if other approval holders who are compliant with Euro 6 and want to update their approvals could wait until the custom form is released.</p>
<p>BC CTA - The mandatory Bus Chassis Data Sheet (not the manufacturer's supplied one) does not cater for BEV's and incorrect information must be entered to allow form to save and continue - When can industry expect this to be rectified?</p>	<p>2</p>	<p>This has been noted and has been included in the backlog to be addressed in a possible future release.</p>
<p>BC CTA - Have changes been made to the CTA application process. For some Unknown reason, the previously optional Datasheet is now mandatory and must be uploaded before ROVER will allow the application to be submitted.</p>	<p>3</p>	<p>Datasheets are mandatory for all CTAs types (Diesel Engine, Bus Chassis and Trailer Braking Component) except for "Other Component", however, applicants have the option of specifying that these should not be made publicly available if they wish.</p>
<p>Has the dept had a policy shift in relation to SEVS Model Reports? As previously advised, MVSA Det-2006 couldn't be used as a basis to prove compliance? How's industry now being allowed to use it (& evidence packs from defunct non RVSA testing facilities) given that it doesn't meet RVSA guidelines?</p>	<p>4</p>	<p>The department will accept compliance with the 2006 determination as minor and inconsequential non-compliance for the purposes of SEVs Model Reports. However, MVSA evidence packs are not acceptable (under the RVS legislation, a Model Report is required) and any results of testing to demonstrate compliance must be from an approved testing facility. The Model Report Guide has been updated to reflect this position.</p>
<p>Regarding carrying MVSA ADR evidence forward from an Opt-in approval to the first '7 Year' VTA. Has the department considered how this process will work and when the application could be made prior to approval expiry?</p>	<p>6</p>	<p>The department is currently developing drafting instructions for approval renewals so that current VTAs can be renewed in future and keep the same approval number. For opted-in approvals, applicants will need to submit a new application with supporting information (carrying over MVSA ADR evidence was a concession under the opt-in provisions), however, the department is considering how existing approval numbers can be kept/carried over to the new approval.</p>
<p>Can the department share the current list of ROVER upgrade priorities ?</p>	<p>6</p>	<p>No, this list changes regularly based on industry feedback and the department's capacity to build additional functionality. Once locked in, the department will provide as much advance notification of future enhancements as possible via the ROVER releases webpage (www.infrastructure.gov.au/infrastructure-transport-vehicles/vehicles/vehicle-portals/rover-releases). This webpage has recently been updated with detailed information about the ROVER Release 8B enhancements.</p>
<p>Has there been any progress on assessing M&I's outside of an approval application?</p>	<p>5</p>	<p>The department is continuing to work on finalising a guidance note on how it will handle the M&I elements of a VTA application applications as a priority. For heavy vehicles, applicants may wish to seek advance views from registration authorities and provide these to the department for consideration as part of the assessment process to assist reduce assessment times if they wish. The RVS legislation does not provide for assessment of M&I outside an application process, however, this position will be reviewed in the Post Implementation Review of the legislation due to commence in mid-2024.</p>

Finding the 'Australian Design Rules' is a lot harder on the new website than on RVCS. Is it possible to make this link more prominent, and also have similar to the 'What's New' page from RVCS to highlight ADR changes, etc?	6	The department is currently reviewing the content on our webpages to provide users with an improved user experience. Thank you for the feedback.
At the end of the RVSA transitional period, what is the intention for RVCS website? Will it still be available as resource for industry to access and review?	5	Yes, the department understands the need for stakeholders to have ongoing access to the published data from RVCS and there is no intention of removing this as the transitional period ends.
NRI application declaring a chassis # are automatically given a 17 digit VIN by ROVER on the NRI Approval that is not 100% aligned with what was declared and stamped on the vehicle. State authorities are unable to register. Can ROVER be updated to allow chassis # on the NRI Approval?	4	Yes, the approval template has been updated. NRI approvals granted after ROVER Release 8B has been deployed will include both any chassis number included in the application and any VIN allocated. Please note that a VIN will only be allocated where the applicant has identified that the vehicle will be used on a public road in exceptional circumstances.
What is the criteria for judging when a variation fee is applicable?	5	Variation fees are generally applicable if additional assessment is required, for example, an increase in scope of the approval. Fees are generally not applicable for administrative changes, such as a change of address or decrease in scope of the approval. If you believe you have been incorrectly charged, please advise the department.
RAV fee invoicing errors are occurring and reconciliation is difficult. Can we get the invoice data to a VIN level (currently at batch level)? Any plan to improve the invoice issuance to ensure only 1 invoice is issued for the relevant period? (Ex. Invoice 1: 31/12 - 30/1, Invoice 2: 30/1 - 31/1)	4	Some invoice-related bugs have now been fixed and should be evident with the next set of monthly invoices. ROVER does not have data at the individual VIN level for invoicing purposes - the department also notes that even if this functionality were to be built, it could result in some invoices being hundreds of pages long. Two separate invoices being issued in January was an operational error and should not happen again.
What is the process for people other than the approval holder to advise the dept that a vehicle with a CRE hasn't been uploaded to the RAV?	3	Stakeholders can use the Contact us form (www.infrastructure.gov.au/infrastructure-transport-vehicles/vehicles/rvs/contact-us) to advise the department and we will investigate. In the case of a vehicle modified by a RAW, the person may also like to contact the RAW, as the AVV should add those vehicles to the RAV following a successful inspection.
When will the copy functionality be available for applications, as it was promised for the previous Rover update?	5	After detailed investigation, the department has concluded that this functionality would be of limited use to industry due to the broad range of limitations that would need to be imposed for security and privacy reasons. As an alternative, the department is actively investigating options to further streamline the application and assessment process, including the possibility of simplifying CI forms and making available non-editable PDF versions of CI forms that can be downloaded, filled out and data later entered into ROVER. The department has sought feedback from peak industry representative bodies on these initiatives.
Will there be any measures put into place regarding vehicles that are re-registered?	2	Generally, vehicles that are seeking re-registration have already been provided and are therefore outside the RVS regulatory framework. Ongoing compliance is then a matter for states and territories.
Previously under MVSA Circular 0-3-3 provided clear and useful guidance on what constitutes a new model for the purposes of type approval. In the previous RVSA webinar the Dept accepted that current guidance does not contain this info but is under consideration for inclusion. Any updates please?	5	The Guide to vehicle type approvals was updated in November 2022 to include additional information to assist in defining a vehicle type.
Will the department provide assistance in reaching out to overseas regulators so that the overseas regulator can direct the OEM to perform the recall in Australia? Only the Department has the ability to negotiate with overseas regulators.	5	OEMs are responsible for recalls if they are the approval holder/have provided the vehicle/s to the Australian market. However, for vehicles entering via the concessional RAV entry approval pathway, it is the approval holder/provider of the vehicle/s (if not the OEM) that is responsible for recalls. For clarity, if for example a Toyota was brought in as a SEVs vehicle under the "vehicle to be modified by a RAW" option, it would be the approval holder and not Toyota who would be responsible for any recall.

For vehicles that are exported from an overseas market, how will the Department co-operate with international regulators to ensure consistent recall and completion information is provided to the VINs present on Australian roads	6	See answer above.
Can you please provide an answer as to whether MVSA plated vehicles that have been registered to a dealer are considered as supplied to market, given that the guidance material states. "consumer (intended owner) and either an original equipment manufacturer or a dealership before 1 July 2023"	4	Guidance on this matter will be updated to include confirmation that unconditional registration of a vehicle will mean that the vehicle is considered to have been provided.
Deadline for importing MVSA full volume approval holders?	4	Vehicles imported under MVSA provisions must be provided to a consumer before the end of the transitional period on 30 June 2023. When making decisions about importing vehicles under an MVSA full volume approval, the importer must consider whether they can provide the vehicle before the 30 June 2023 deadline and whether it is eligible to be entered on the RAV. Information on adding MVSA vehicles to the RAV can be found at www.infrastructure.gov.au/department/media/publications/guidance-note-adding-vehicle-manufactured-and-or-imported-under-mvsa-register-approved-vehicles
Would all VINs uploaded to NEVDIS before 30th of June, 2023 be available on the RAV?	8	Eligible VINs that are uploaded to NEVDIS before 30 June 2023 will remain on NEVDIS. To be entered on the RAV they must meet one of the entry pathways for entry as set out in the RVS legislation. Vehicles manufactured or imported under MVSA approvals must be provided to a consumer before the end of the transitional period, or added to the RAV if eligible. See above for a link to guidance on adding an MVSA vehicle to the RAV.
Will an Opt-In VTA be allowed to roll over into another 7 year period of VTA approval? Or an extension to the 5 year opt-in period? How will the increased workload to the Government be managed with a substantial amount of VTA expire and renewed by industry in a short period?	6	See answer above in relation to opted-in approvals. The department will manage resources to ensure that all new VTA applications are decided within the legislated timeframe.
There are no concessional standards for FMVSS (e.g. ADR 4 to FMVSS). ADRs mandates their replacement with untested, inferior devices, compromising vehicle occupant safety. Are there any upcoming changes to concessional standards that allow the compliance of vehicles imported from North America.	9	The Road Vehicle Standards (Model Reports—Compliance with Standards) Determination 2021 allows a range of different methods to show compliance with ADRs, such as Compliance with an Overseas Standard. This method can be used where a vehicle complies with an overseas standard that can be shown to be equivalent to the applicable ADR. If no other options are available, then analysis can be used that includes a comparison of the FMVSS standard with the requirements in the ADR supplemented with additional testing to address other sections if necessary.
Is DOT an acceptable standard for ADR 96/ and ADR 23/ for NA and NB1 category vehicles? Given that DOT is acceptable for NB2 category vehicles.	7	The ADR only allows the FMVSS standard for vehicles with a GVWR of more than 4,536 kg.
RVCS provided contact details of an assessor when raising a Discussion Item. Will ROVER provide such ability with respect to RFIs in the future?	5	No. If an assessor feels that a conversation is required, they will contact the applicant directly. There are no plans to include assessor's contact details in RFIs.

<p>I've not tried it yet, but does ROVER enable the drafting of a new VTA variation submission, if there is an existing variation submission still in process review? If not, can the system be setup to enable this?</p>	0	<p>No. As previously explained, new variation applications cannot be started if there is an existing variation application in relation to the same approval that has been submitted/is still being assessed. This is because ROVER uses the latest version of an approval when generating an application for varying an approval. When the application is decided, the approval may change, depending on whether or not the application is approved. There is no way of knowing in advance whether the approval will change or not. For this reason, subsequent applications for varying the same approval are not permitted while an existing application has been submitted/is being decided. If an applicant wishes to amend a variation application before it has been decided, they can use the 'withdraw, amend and resubmit' functionality in ROVER - noting that doing this will result in the resubmitted application going to the back of the assessment queue (this is to discourage 'placeholder' applications from being submitted).</p>
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