

Questions answered during webinar # 22 25 May 2023	Votes	Response
Do all assessors have the delegated authority to "refuse to consider" an application?	2	Delegations vary depending upon application type and type of decision. Decision to refuse to consider is taken by the delegate after careful consideration of the relevant facts specific to the application.
Where does one send a request to transfer VTAs from old company name to new company name, same business?	3	Request to update the company name (where the ABN does not change) can be sent to ROVERinfo or the contact us page. Following the name change a variation request for each approval will need to be submitted to have the approval issued with the new company name.
If a component was certified to ADR using UNECE certification as the proof of evidence, will the ADR certification be affected if the original UNECE certification is lapsed several years later?	1	While the ECE approval is in force, the type approval holder would be able to comply with their condition of approval of providing an approval or other document that can be used as evidence of compliance with the applicable ADR. Although the term 'lapse' is not used in the 1958 agreement, if the UNECE approval is no longer in force then the type approval holder would not be able to comply with that condition of approval.
Is a MVSA plated vehicle at dealer level that has been registered (current registration and not currently registered) considered to be supplied for the first time to market post 1 July 2023	1	A vehicle that has been unconditionally registered prior to 1 July will be considered to have been provided during the transitional period.
With the recent advice of charging for ADR update variations. A large portion of updates do not change the evidence at all as the ECE evidence being used is already ahead of the ADR. In this case it does not change the scope of the approval at all.	2	The "scope" of the approval is the elements that have been assessed and deemed to comply with the legislation. Where a new ADR comes into force additional assessment is required to ensure the vehicle or component complies with the new ADR - whether that evidence has previously been provided or is provided for the first time. We will work to have the CI forms available early to allow the variation to add new ADRs to be combined with other variations.
Is there any further information regarding funding for ROVER development post the implementation period?	3	Funding was provided in the 2023 Budget to continue ROVER development across 2023-24.
Why doesn't the RAV accept tare mass for MD category vehicles?	2	Tare was added to the RAV for passenger vehicles and motorcycles to be used for calculation of power to weight for learner drivers where required
We've received a number of reports from new clients where they've gone into the local road authority to ask about the 'new' system only to be told that they don't know anything about this. These responses are coming from the managers of these offices. Is the Dept still consulting these authorities?	1	The department hosts monthly RVSA webinars with State and Territory jurisdictions. To be clear, states and territories are not implementing any new system, other than recognising the RAV instead of compliance plates - if you could provide an example of the questions, and where, asked we can follow up with the relevant jurisdiction.
ROVER is still impacted by slower page load times post implementation of 8B. Has this been looked at internally?	4	Is this being experienced by all users? Nothing was done in 8B that would cause a broad performance degradation. Further feedback may assist.
Please clarify point from RAV presentation - adding a vehicle before the OEM has delivered the vehicle for modification? If a vehicle on route to SSM or dealer fall into this example?	2	The original approval holder for a base vehicle should be adding the road vehicle to the RAV before it is handed over to anyone for modification outside the scope of the approval holder's vehicle type approval. If a road vehicle is going to a SSM for modification, that SSM should not add it to the RAV until the SSM has confirmed the base vehicle is already on the RAV, all modifications are complete and the final vehicle complies with all conditions of the SSM's vehicle type approval.
What's the current status of the cloning issues with ROVER	1	The cloning of applications will not be developed within ROVER as part of the 2023-24 program.
With the ROVER 8B, the update to "Extent of Compliance" with the division of "Not Applicable" and "Exempt", can you please advise examples of when each is required?	1	The Guide to vehicle type approvals has recently been updated to include this wording. An ADR could be marked as 'Not applicable' if it is not yet applicable to all vehicles. This may be the case where your vehicle type is an existing model as part of a variation or a second stage of manufacture (SSM) vehicle (Refer to the SSM section for details). An ADR could be marked as 'ADR Exemption' where the applicability is identified for: •ADR 62, but the vehicle is not fitted with a tow bar •ADR 52, but the vehicle is not fitted with rear fog lamps •ADR 85, but the vehicle is an NA category vehicle and its seating position is not within the scope of the ECE Regulation.
How is the CRIS review progressing?	2	We aim to start consultation on the CRIS in the third quarter of 2023.
ADR 80/04 CI form currently has no electric option. Will this be corrected in the future?	1	The fuel type selection in the CI form will soon be updated to include additional options, in the meantime, applicants can select from the existing options and then provide clarification in the comments section regarding the fuel type. The appropriate compliance demonstration method for Battery Eclectic Vehicle (BEV) would be 'Any matter or thing specified in the national road vehicle standard' option.
How much has ROVER cost?	2	The departmental capital expenditure for ROVER is approximately \$30 million

What is the average turnaround for an application (days)	1	The turn around times for an application depends on the application type, complexity and quality of an application. The department ensures that all applications are processed within the legislated timeframes and is looking at options to publicly report average assessment times in the future.
Policies and Procedures need to be clear to both industry and the assessors.	2	The department is continually updating guidance for industry and ensuring procedures are up to date and clear for assessors. Please feel free to provide feedback on any area that is unclear to assist our ongoing process.
Please be aware that hyperlinks provided in an RFI to VTA application are outdated and not working. Particularly the link to "guide to vehicle type approvals", requiring the user to locate this (eventually) on the infrastructure website manually.	1	We are reviewing the process to ensure these are maintained. Providing specific recent examples will assist us in identifying any remaining issues.
What is a good quality VTA application?	5	A good quality application is a complete application where the evidence provided is satisfactory and the department is not required to request further information / clarification.
Can I ask why SSM applications are considered high risk. The majority of SSM manufacturers are performing simple upgrades	1	Not all SSM applications are considered high risk. The risk allocation is based on a number of factors.
Is a vehicle SSM VTA application a 'complex' or 'simple' application?	1	Refer above.
Applications are being 'Archived' even though they are still being assessed. Can this please be changed?	1	This issue has been logged and we anticipate it will be fixed in the next release.
To ensure that the ongoing ROVER budget achieves the best outcomes for industry, is there some merit in doing a 'Top 5' issues survey to industry in order to prioritise updates?	4	This option is being considered.
If most SSM applications require withdraw and resubmission, doesn't this signify there is an issue with the system, rather than the submission?	4	Some SSM applications are complex depending on the type of the modification involved and linkage with the first stage manufacturer. The department is continuously improving guidance material related to all application types including SSM.
What is happening with COPs, TFIs and SUTIs?	5	<p>Conformity of Production audits, Test Facility Inspections and Single Unit Type Inspections were tools created for and used to support decision-making and monitoring compliance under the Motor Vehicle Standard Act 1989. Under the new Road Vehicle Standards legislation we have a broad range of tools and powers to allow for inspections prior to making decisions on applications, to monitor compliance and investigate non-compliance.</p> <p>Under our new compliance approach and model, we are taking an intelligence led, risk based approach. Our inspection, monitoring and investigation resources will be targeted to areas of concern. Rather than undertaking a defined program of standard monitoring activities (such as COP and TFI), we will be developing and running bespoke monitoring activities to specifically target areas of concern. These activities will not always look the same and approval holder may have different interactions with our inspectors depending on the activity.</p> <p>For more information on our approach to compliance, current strategy and our inspectors powers, please see our website <a href="https://www.infrastructure.gov.au/infrastructure-transport-vehicles/vehicles/compliance-and-enforcement-under-rvsa">https://www.infrastructure.gov.au/infrastructure-transport-vehicles/vehicles/compliance-and-enforcement-under-rvsa</a>.</p>
Is the guidance material binding to the legislation?	3	No. Guidance material is written to help explain and support compliance with legislation. Generally, if you follow the guidance material, you should be complying with the legislation. However, there may be times where guidance material does not cover every possible situation.
If an assessor finds an RFI on ADR 1/00, do they assess the rest of the application?	4	In most cases applications are assessed in full. When an SSM application does not identify the modifications in the RVD comments, an assessor will make it clear in the RFI that the application cannot be fully assessed until the modifications are clearly identified.
Do installers of SSM vehicles require to be listed on the RAW for an approved VTA? It is understood last webinar that installers for components to an SSM vehicle were to be listed as a "manufacturer" in the VTA application prior to approval. Further guidance please.	2	The facilities carrying out the modifications in accordance with a vehicle type approval need to be registered in Rover as part of the application process.

Are you looking at ARC airbag inflators?	0	<p>We are aware ARC airbag inflators are fitted to a number of vehicles provided to the Australian market.</p> <p>We are conducting inquiries with vehicle suppliers to identify affected vehicles, with supplier responses to be considered as we determine next steps.</p> <p>At this stage, no recall notices have been issued in Australia in relation to the latest ARC airbag inflator investigation by the National Highway Traffic Safety Administration (NHTSA). The department will engage with NHTSA as appropriate.</p>
Don't inspectors need to do a number of inspections per year to maintain capabilities?	2	<p>No. An inspector appointed under the Road Vehicle Standards legislation is not just a person undertaking inspections of vehicles. Inspectors can be appointed for a range of roles or functions and not all involve physically inspecting vehicles. Our current approach to compliance monitoring is intelligence led and risk based and aims to put our resources where they will have the most effect. Under this approach, having inspectors undertaking inspections in the field is not the only tool available to us.</p>