

## Questions Answered During Webinar

### Question

Why are some vehicles that are uploaded to the RAV still taking days/weeks to appear in the RAV Search database? When will this issue be fixed?

Why are IPA holders of NB1 and NB2 vehicles being asked by the Department for ADR35/06 evidence when this ADR is not applicable to NB1 and NB2 vehicles? Previously IPAs have not had to be updated when they are approved to an Acceptable Prior Rule. Timing of this request is unacceptable.

Applications and Approval lists in your ROVER account need to should Make/ Model so that you can identify it without have to open the application. Can this please be added?

When will final guidance be made available, in relation to the supply of MVSA plated vehicles at the end of the transition period? Current direction does not take into account the considerable lead times to build-up a cab-chassis to allow for 1st registration. IPA plate fitment should = supplied.

At Webinar #1, department advised guidance material is being prioritised regarding the departments position on "Provide to a consumer for the first time in Australia". Is there any update or timeline for issuance of the guidance material? Government commitment was to provided by "early to mid Oct"

What is the expected turn around time for Authorities to Act to be verified by the Dept? Current delays are consequently preventing Opt In applications

### Votes Response

12 Improvements have been made to ROVER platform stability, which has resolved most of the RAV delay issues that were occurring in October. The department is working with NEVDIS to proactively monitor the flow of vehicles from RAV submission to being available on the RAV public list. Where delays have occurred in the past, the department has worked with affected parties to resolve issues as a high priority.

8 The department will not vary or suspend approvals for MD and NB categories where information for ADR 35/06 has not been received. Information to demonstrate compliance will need to be submitted for ADR 35/06 at the time of the next variation to the approval and for the ADR to be listed on the approval.

6 Application and approval lists contain types that do not have Make/Model (eg. testing facilities, AVVs, RAWs, etc.). However, we are considering other ways we can meet this requirement. Any solution would need to be considered as part of a broader prioritisation process for what additional features would be of most benefit to most stakeholders.

5 This guidance is already available on the department's Register of Approved Vehicles webpage at [www.infrastructure.gov.au/infrastructure-transport-vehicles/vehicles/rvs/rav](http://www.infrastructure.gov.au/infrastructure-transport-vehicles/vehicles/rvs/rav)  
Further guidance relating to IPA plated vehicles that do not comply with a vehicle type approval will be provided in December.

5 The delay in finalising this guidance has been due to some legal technicalities related to other work the department is undertaking with respect to vehicles supplied under IPAs. This is now close to being resolved and this guidance is now expected to be finalised and published in early December.

5 The department temporarily paused processing to address potential data issues and to refine procedures to ensure authorities to act are processed as efficiently as possible. Processing of these has recommenced and the department is working through all outstanding applications as a high priority.

Why are Request to vary Approval notification emails not being received by the submitter and some are and some are not being received by the main contact?

4 Notification emails are currently only being sent to approval holder's primary contact email address. The department understands, however, that some approval holders are based overseas with agents acting on their behalf locally and will therefore consider including this functionality in a future release.

NSW RMS does not sufficiently recognise the NRI Approvals and is of the impression that the Commonwealth has not retired circular 0-4-8. What discussions has the Department had with the states regarding conditional registration of evaluation vehicles? Emails with NSW RMS can be provided.

4 The department has had ongoing discussions with jurisdictions, both prior to and following full implementation of the RVS legislation, and believes that all states and territories are aware that Administrator's Circulars are no longer used under the RVS legislation. The department will raise this issue again, and treatment of T&E vehicles in particular, with jurisdictions at its next scheduled meeting.

I was on the understanding VIS login must be maintained as this is somehow linked to ROVER account and DAMS? Is this still the case?

3 Yes, VIS and ROVER account logins are linked due to their reliance on DAMS. Once you have successfully logged into ROVER, you do not need to maintain your VIS account (unless you are still using VIS). The department will be severing ROVER's reliance on DAMS as part of our next release when it will use Azure B2C instead.

Within the ROVER home screen is it possible to ally a "nickname" to the applications to allow for easier identification?

3 Although this functionality is not easy to implement, the department understands the value this functionality has for industry and will consider prioritising this for a future release.

Variation of an Opt-In approval only to include ADR 35/06 evidence, submitted today will this be inspected and approved by 1 Jan? Small modifications surely should flow through the system quickly?

3 The department will endeavour to prioritise applications to minimise the possibility of approvals being automatically suspended once ADR35/06 comes into effect on 1 January 2022.

What is the root cause of vehicles not being uploaded onto the RAV? submission complete and then have to self check and notify. Is there an ETA on this fix?

3 See response to 3 above.

When the Department verifies an Authorities to Act (ATA), are the Entity names being changing from what was originally entered by the person requesting the ATA?

3 There have been some instances where the department has contacted individual organisation entities and names have subsequently been changed. This may be to align trading names or better reflect a business structure. Changing an entity's name does not occur without consultation with the organisation/entity.

If the RAV entry shows incorrect information (usually build date) for a CRE > 25-year-old import, what is the process to correct the entry and whom is authorised to request the change?

3 You can notify the department of errors on the RAV through ROVER. For older vehicles, anyone can request a change, however, the department expects that such requests would normally be made by the owner of the vehicle.

RFI's need to specify the application type or actual application that a notification for more information is for. With multiple applications it is incredibly difficult to sort out.

4 All RFIs should now include reference to the relevant application number. If this is not the case, please let us know so we can investigate further.

Is there a limit on the amount of variants ROVER can handle? We have a model with over 140 variants, and the "variants" page will not load so we can't complete the submission. All other pages work, and we have completed all other inputs. We are wondering if it is the size of the application.

3 There is no hard limit on the number of variants ROVER can accept on an application, however, users may experience a decrease in speed/performance if there are a large number of variants included in a single application. We are also actively analysing and implementing ROVER performance improvements.

Is there any guidance material outlining the mandatory information when varying an RVSA opt-in approval for the first time?

2 General guidance on vary an approval is available in the ROVER resources web page. Stakeholders are reminded that, when submitting an application to vary an opted-in approval for the first time, they will need to include information about prior contraventions, production and manufacturing facilities, extent of compliance, and variant details including RVD entries. No compliance information is required other than that specifically required to support any change in scope to the approval.

When registering Test Facility with different addresses, how do I specify individual ADR capabilities for each different address?

2 For each ADR testing capability, there is a drop down list of all locations listed in the application. Applicants can select one or more locations for each capability.

NRI (Non RAV Import) Decision Notices no longer include an expiry date. Does this mean that the approval does not expiry and there is no deadline for exporting, destroying or complying the vehicle?

2 If there is a deadline for exporting or destroying a vehicle, this will be included in the conditions of the approval. If no date is included, there is no deadline, however, where there is a requirement to notify the department of any actions you are still required to inform the department when this occurs. The department will monitor and periodically review approvals with conditions that are considered open.

Model Report application portal has multiple errors. Is a repair being looked at shortly?

2 The department is unaware of any 'errors' in the Model Report application. If you believe there is an error please provide the department with specific details so we can investigate.

A VTA-2021 -0000xxx.pdf Notice Dated 15/11/2021 mentions that "Attach A- Copy of the MVSA ..etc" is included. But, this "Attachment A" was not included. Is this intentional or an oversight perhaps?. In the initial VTA Notice issued, there was a link provided which led to this 'Attachment A'

1 The department is aware of a number of cases where this has occurred and is working towards remediating this issue. The department is resending attachments where these have been missing from previous emails. If you are missing an attachment that is not available for download from the ROVER portal, please use the 'Contact us' form to request a copy.

The issue of MVSA plated vehicles and their sunset date of 30 June 2022 for being "first supplied to market" is a huge one that must be addressed by Written Guidance from the Dept ASAP. Definition MUST equate to wholesale / plate fitment date, otherwise thousands of trucks will not be saleable.

Any progress on the timing on making variations to VTA approvals while previous variations are in progress? Timings on aligning multiple variations are proving challenging!

Are Transitional Import Approvals available for High ATM Trailers?

The SVI Label can sometimes be destroyed or at least damaged. Unlike the ADR / ID Label, the SVI label does not contain other information (which is now in the RAV). So, RAV provides more security against the issue of "rebirthing". Surely we can re-issue an SVI label with some security provisions

2 See response to 6 above. Further guidance will be made available in December.

2 ROVER will include the ability to withdraw, amend, and resubmit applications from Release 7, currently scheduled for late February 2022. In the meantime, you can contact us to request a manual withdrawal of an application so that you can amend and resubmit. The department confirms that doing this will not trigger a new fee.

2 If you held an IPA under section 10A(1), 10A(2) or 14A of the MVSA, you may be eligible to opt-in under the RVS legislation. If you hold an IPA you can apply for an import approval through VIS. If it is a used high ATM trailer, then you would need to use the concessional RAV entry approval pathway.

1 Under the current legislative arrangements an approval holder may re-issue damaged or destroyed SVI labels. The approval holder can also enter an arrangement for a third person to re-issue SVIs on their behalf.