

Questions Answered During Webinar

Question

When an RFI is raised is it possible for the assessor to identify themselves such that the applicant can contact them directly to obtain further understanding or direction if the RFI is a bit vague or if applicant requires further clarification? This would reduce response times on both sides.

Some vehicles are still not making it to the public RAV. What is the core issue, and when can we expect this to be rectified?

Can you submit a Variation to a VTA, when there is a Variation already waiting for approval?

How do you add a Test and Evaluation vehicle to the RAV after gaining a VTA for that model?

Why are new SSM VTA's (not opt-in's) being issued in ROVER for models that are referencing MVSA approvals? If the 1st stage approval does not exist in RVSA yet, then how can it be used as the basis of an RVSA approval?

Could the Department please confirm that, as per previous Circular 0-3-2 regarding Identification Plates, a Letter can be issued from the VTA holder in the instance of the SVI label being accidentally damaged/destroyed?

Votes Response

16 RFI's are processed through ROVER anonymously to avoid any potential conflict of interest issues arising. The department will endeavour to ensure all RFI's are as clear as possible to minimise any misunderstanding and reduce response times. As requested by Industry, future technical RFI's will include clause numbers of ADRs.

11 The department is aware that a small number of vehicles have not appeared in the public RAV and has addressed these as a priority. Reasons for this occurring include things like using unusual characters in model names (which caused some RAV entries to be rejected). We believe this issue is now happening only occasionally and the RAV team is monitoring for any further occurrences. If stakeholders become aware of other instances of this happening please contact the department and we will work with you to ensure the issue is resolved quickly.

9 Currently, you will need to contact the department requesting prioritisation of your existing variation application if you need to make further variations. Planned future enhancements for ROVER include the ability to withdraw, amend, and resubmit applications.

7 The department is finalising guidance on the requirements and conditions for non-RAV entry import approvals (including test and evaluation vehicles). The updated guide will include information about adding a test vehicle to the RAV. This is expected to be published by December. If you need assistance before this is published, please contact the department.

7 During the transitional year (until 30 June 2022), SSM VTA applicants can reference MVSA IPAs in their applications.

3 Unlike Identification Plates, SVIs do not include a statement of compliance and there are no legal provisions preventing them from being replaced by a manufacturer in accordance with their approval conditions. However, state and territory registration authorities have may have in place arrangements relating to the modification and maintenance of vehicles that could affect the replacement of SVIs.

For Recalls, can the Department change the Branding Use content section in the Please provide branding material reply "upload Supporting Files" button to allow *.ai or Adobe Illustrator files to be uploaded

4 Adobe Illustrator files are currently not accepted. If there is a demonstrated need for this functionality the department can consider including this in a future release, depending on other build priorities. It also appears that the '.ai' file type may not be acceptable for the website software. We do support most image types and Adobe Illustrator can convert .ai files to .jpg, which is an acceptable file format.

Guidance material regarding adding vehicles to the RAV which are already fitted with a plate was due 15 October. Is this available? Can we add an MVSA vehicle to the RAV to enable it to be used in RVSA SSM? How does this work with the Comp Date being changed to the date it is added to the RAV?

3 RVSA SSMs may undertake SSM work on either plated vehicles or vehicles on the RAV. Further information on SSM during the transitional year is available on the department's Transitional arrangements webpage at www.infrastructure.gov.au/infrastructure-transport-vehicles/vehicles/rvs/transitional-arrangements.

We are finding several Non-Standard IPAs that the Department has erroneously approved under the wrong section of the MSVA i.e. Section 10(A)1 instead of Section 14. Should select the correct section reference and make a note in the Comments section i.e. don't perpetuate the error.

3 If approvals were previously issued under an incorrect section of the MVSA, please advise the department so they can be corrected before opting-in. Alternatively, you may be able to apply to vary your VTA after it has been opted-in if any corrections are required. The department encourages stakeholders to opt-in early to ensure there is sufficient time to address issues such as this.

Why are 'Opt Ins' still being rejected without any RFIs being raised, it is our understanding the intent was to raised RFIs if there were inconsistencies.

4 The RVS legislation does not provide for RFIs for the opt-in process, however, the department will seek clarification if there are inconsistencies with the applicant's MVSA approval. If your application has been rejected, you will receive advice on the reason why. The department does not send clarification requests if there is incomplete administrative information. If it is unclear why an application was rejected please contact the department for clarification.

For Recalls again, with the Contact the Department capability - I have submitted 2 enquiries. How does the Department plan to respond on these enquiries ?

4 The department responds to enquiries in order. We have also streamlined the process for contacting the department through a web-based form, which should result in faster response times.

Please provide guidance on the application to add a T&E vehicle to the RAV after it's evaluation period is complete. Received RFI stating that as the vehicle will be used in transport on a public road it is not eligible for entry on the RAV as it does not meet the definition of a 'new vehicle'.

3 Test and evaluation vehicles can be entered on the RAV via either the type approval or concessional RAV entry pathway, depending on individual circumstances. The department is preparing additional guidance on this, which is expected to be available by December.

Can we have the function to be able to delete draft applications please?

3 This functionality will be included in ROVER Release 7, expected in early 2022. If you need drafts deleted prior to this, please contact the department and we will be able to do this as a manual process.

Can we make changes to Authority to Act details, including the entity name? This functionality would relieve pressure on the Dept having to process the changes or process new applications for Authority to Act.

2 ROVER does not support changes to the entity name through self management in the portal, however, you can request the department to make these changes on your behalf. Please note that the name on approvals should reflect the legal name, not the trading name of the organisation.

Is there, or will there be a portal or a site that authorised RAV submitters can view their RAV submissions and the status ?

2 There is not currently a dedicated portal or site with this feature. However, anyone with authority to act can see an aggregated level of information on RAV entry batches with the payments in the ROVER portal. The RAV also sends an auto response to submitters to confirm the status of their submissions (vehicles successfully passing validations and vehicles that have not).

Just to confirm, there is no requirement to list any suffix in a VTA model to indicate that it is a non-standard?

2 Responded to previously, see <https://www.infrastructure.gov.au/sites/default/files/documents/qas-rvsa-industry-webinar-13-october-2021-answered-after-webinar.pdf>

When you submit and pay for an Opt In it shows as "Paid-Awaiting assessment" This is confusing as the dept has stated these are not assessed as a part of the opt in process?

2 This is a standard notification used across a number of applications. To customise this messaging for opt-ins would take additional build effort that was not considered a priority given it is only for a 6-month period.

Why are some Companies' VTA draft applications seemingly freezing (-i.e, cannot be modified, etc.,) even though they have not yet had their declaration 'ticked' (signed off), at the end of the application. This issue seems to have only developed since the recent ROVER upgrade.

1 The department is aware of a few isolated instances where draft applications were started before the latest release and could not be completed after the release. Please contact the department if you are experiencing this issue.

Can you confirm what the new VTA will be for an opt-in? ie if MVSA IPA = 12345, what will the RVSA VTA be? VTA-012345? We need this to update documentation prior to opt-in date, but letters confirming this number won't arrive until opt-in date so will be too late by then. Thank-you

1 This information is included in the Guide to vehicle type approval opt-in arrangements available at <https://www.infrastructure.gov.au/sites/default/files/documents/guide-to-vta-opt-in-arrangements.pdf>. Your IPA number will form part of the VTA and will incorporate the 5 digit number into new your 6 digit number with the VTA prefix.

When applications or payment are made, can you ensure that both the Submitter and the Main contact receive the notification emails?

1 ROVER will be updated to support this functionality. Notifications in relation to a submitted application (including the approval notice) will go to the submitter (the ROVER portal user who made the declaration and submitted the application), as well as the applicant's primary contact email address. We will confirm *when* this update has been implemented.

We currently support a number of facilities who carry out our SSM manufacturing. Under the MVSA these facilities were registered as production facilities. This is not possible however. Facility needs to be added at time of application

1 This is correct, facilities must be included in applications in ROVER.

Two companies import vehicles from a common parent company (CPA Holder) both companies load their own records on the RAV will we receive separate invoices for RAV entry fees

1 If the companies are using the same RAV submitter organisation, then separate invoices will not be sent. Monthly invoices are sent to the RAV organisation. To receive separate invoices, you can remove your pre-approved payment submitter and pay by the batch or set up separate submitters.

Can you please include the manufacturers name in the invoice line under ROVER payments? When you have 20 Authorities to Act, it is very difficult to work out who the invoices relate to without opening them all.

1 We are reviewing the invoice template as part of this release. Your feedback will inform any changes we may make to this template, noting that this is not a particularly straightforward change to implement.

Given that LC Cat vehicles don't generally tow trailers, why does a message pop up advising "maximum towing mass would normally be less than or equal to tare mass-please confirm before proceeding" when entering '0' for Max towing masses for both 'braked' and 'unbraked' trailers.

0 This bug has been identified and will be fixed in the next release. The error message is advisory only and does not prevent submission of the application.