

Questions answered during webinar #18 24 November 2022		
Question text	Votes	Response
Response to a question at Webinar 14 about in principle agreement on M&I, "The department is considering how we might provide this without breaching administrative laws. It is likely a legislative amendment would be required." Has this consideration been completed. This is urgent for industry.	5	The department is preparing guidance on M&I in the context of VTAs. This guidance note will clarify the role of a technical panel and how it is comprised in the context of a VTA, and engagement with third parties. We are currently working with co-regulators to finalise this document as a priority.
When will there be a system in place to notify all SSM holders that a first stage approval has been amended? Also there should be a revision comments section to outline what has changed since the last approval especially since the old RVD cannot be downloaded (despite what was said at last webinar)	7	There are no plans to build this functionality into ROVER. It is the approval holder's responsibility to ensure they remain compliant with legislative requirements. For SSM approval holders, this may mean an arrangement needs to be in place with the first stage manufacturer that ensures they are advised of any changes in the first stage approval. The RVD issue has been resolved and previous versions can now be downloaded.
Would it be possible to treat QMS in a similar way to Model Reports. They could be "approved" once, and then referred to in multiple applications without having to upload, verify and respond to RFIs on the same QMS in subsequent applications. Good design = a single point of reference for information	6	ROVER Release 8B will include a new declaration where applicants can confirm that their QMS includes all the requirements outlined in the QMS checklist provided by the department without having to upload the QMS document itself. Please note that the department can still request a copy of the QMS at any time if it has any concerns.
Following up on the question raised during the October webinar regarding personal information held in ROVER, has there been any consideration regarding the deletion of this information?	5	The department is currently reviewing its Privacy Impact Assessment and public consultation on our information collection settings will be undertaken as part of that review.
Can you please provide a schedule of further releases to ROVER and what it planned to be included. What is in Release 8B and when will it be implemented (month/year)? What is planned thereafter (Release 9, 10, ??). This information is NOT provided on the ROVER Releases page	3	The department will continue to work closely with industry to provide as much notice of upcoming changes to ROVER as is practicably possible. The ROVER releases webpage has now been updated with details of what will be included as part of the 8B enhancements.
Questions answered during RVSA Industry Webinar #16 PDF: 364 KB has been posted. But only 13 of the 25 questions asked on slido at that webinar are answered on that post. Why aren't all questions being answered?	2	Operational based questions will no longer be responded to in this forum, the department has a range of other avenues where these types of questions can be asked and responded to. The purpose of these webinars is to address RVSA transition related questions to assist industry in transitioning to the new regulatory framework as smoothly as possible.
Regarding attachments sent with responses to RFIs, can we please have the functionality added that would list these attachments against the approval? Currently we are having to provide the information in the RFI and then also submit the same information in the next variation application.	2	RFIs are designed for assessors to seek additional information when assessing an application in order to be able to make a decision. RFIs are not the appropriate mechanism to seek to vary an application or approval. If approval holders want to make a variation to their approval, they can apply to do so - or withdraw, amend and resubmit their application if it hasn't yet been decided.
GVM There is no ADR legislative requirement for a Passenger Car to nominate a GVM which is also recognised in the RAV however a VTA Application cannot be progressed unless a figure is provided – why is a non-applicable figure requested?	2	GVM is optional for MA, MB and MC category vehicles. This is a bug in ROVER and will be remediated in the near future, thank you for bringing it to our attention.
A number of items reported on the RVD are largely irrelevant i.e. most items on the "Standard Equipment or Options" tab, NSW Body Code. When will the RVD be reviewed to only include relevant information and will industry be included in those discussions?	2	The department is awaiting advice from peak industry body representatives on the items that they believe should be removed from RVD requirements for further consideration of this matter.
Given that there has been many issues raised relating to Operations, is it possible to organise a webinar focused on this?	3	The best way for these questions to be addressed is by filling out the form on our Contact us page. Many operational questions require some consideration before being able to be responded to, and as such aren't well suited to webinars.

<p>RAV Guide has a Clarification Note of GCM, this is still unclear around if a vehicle is RT/BD rated what the GCM should appear as, can this please be clarified if vehicle is RT is expectation GCM to be RT GCM?</p>	<p>2</p>	<p>GCM is the value specified for the vehicle by the 'Manufacturer' as being the <b>maximum</b> of the sum of the 'Gross Vehicle Mass' of the drawing vehicle plus the sum of the 'Axle Loads' of any vehicle capable of being drawn as a trailer.  Clarification Note: The GCM recorded on the RAV is the value established by the manufacturer that would occur if the vehicle were fitted with the highest rated tow coupling recommended by the manufacturer and the vehicle was operated in the most favourable manner. Multiple GCMs cannot be provided, however, the manufacturer can place caveats around the use of the vehicle at the GCM or specify in the owner's manual or other documentation other values for the maximum carrying capacity and maximum towing capacity that apply to the vehicle when used in other conditions.</p>
<p>What is the plan for ROVER updates/ resourcing post implementation?</p>	<p>2</p>	<p>The department will continue to communicate with industry via the ROVER releases webpage to ensure that industry remains up to date with ROVER information that is relevant to them.</p>
<p>Will the commencement of the review of the RVS Act's Implementation commence immediately at the end of the transitional period i.e. upon full implementation of the Act, one year later, or after some other time period. Can you please advise us the timing of this review.</p>	<p>1</p>	<p>The department expects to commence a post implementation review of the RVS legislation in the second half of 2024, that is, after 12 months of full RVS operations.</p>
<p>Industry was advised that there would be functionality that would allow for non-compliance activities to be reported through ROVER with release 8A. How can these activities be reported and is there a guide?</p>	<p>1</p>	<p>You can report a road vehicle safety or non-compliance issue three ways, by:  submitting a safety or non-compliance concern from the New Applications tab while signed in to ROVER;  submitting an online vehicle safety or non-compliance report without a ROVER account; or  downloading a MSWord or PDF form and sending the completed form to the department via email or post.  Guidance on how to do this is available on the Guides and resources webpage.</p>
<p>With Release 8A and the introduction of the new AVV tab, has the functionality of the AVV tab changed? Listing of Previous verifications have disappeared and can't be found?</p>	<p>1</p>	<p>This issue has now been resolved and AVVs should be able to see previous verifications again. Please contact us if that is not the case.</p>
<p>Since the introduction of ROVER 8A, documents can no longer be downloaded (post-approval). The download button next to each "individual ADR document" has disappeared in 8A, it now just shows the "View" button. Request: Could it be re-instated.</p>	<p>1</p>	<p>The download button is now available on the original application.</p>
<p>UN ECE approval certificates are accepted as well as CTA approvals. There are some IP information on UN ECE approval certs such as manufacturer name, address &amp; part number. Can they be redacted for VTA approval applications? UN approval certs are marked on the parts.</p>	<p>1</p>	<p>ECE approvals can be supplied with a component and submitted as part of an application. Commercially sensitive information may be redacted from these documents but sufficient information must remain in the ECE approval to identify the component. At a minimum, this must include the approval number and where it can be confirmed on the component.</p>
<p>ROVER requests the QMS document be uploaded all over again, with each Variation. (This is under the Tab titled "design and manufacturing control"). Request : Could Variation applications not request the QMS documents, if it already had one uploaded prior.</p>	<p>1</p>	<p>ROVER Release 8B will include a new declaration where applicants can confirm that their QMS includes all the requirements outlined in the QMS checklist provided by the department without having to upload the QMS document itself. Please note that the department can still request a copy of the QMS at any time if it has any concerns.</p>
<p>I know this has been mentioned a couple of times at this point, however, many of the issues faced by Industry interfacing with ROVER is the limitation of not being able to submit individual CI forms against an Approval, this function is desperately needed.</p>	<p>0</p>	<p>ROVER was deliberately designed so that only complete applications can be submitted. Applicants can complete individual CI forms at their leisure during the draft stage (prior to submission), however, CI forms cannot be added once submitted - this is to prevent 'placeholder' applications being submitted. If applicants wish to add CI forms for other ADRs to an approval, they can do so by applying to vary their approval.</p>

<p>Does the Department have an expected date for the new releases of the Road Vehicle Standards (Classes of Vehicles that are not Road Vehicles) Determination and Road Vehicle Standards (Classes of Vehicles that are Road Vehicles) Determination?</p>	<p>0</p>	<p>The department is progressing both these determinations. The Road Vehicle determination is expected to be finalised in the first half of 2023 and public consultation on the Not a Road Vehicle determination will dictate the timeframe for finalisation of that document.</p>
<p>For Low ATM Trailers that are covered by a WVTA - what level of information is required for the QMS given that a WVTA has a stringent COP system in built into the approval and the components used are all ECE approved?</p>	<p>0</p>	<p>In most cases, the legislation (and department) does not recognise EU Whole Vehicle Type Approvals (WVTA). However, where the applicant for a low ATM trailer vehicle type approval is the holder of a WVTA, the COP system required for WVTA could address the requirements of a COP system in the RVS legislation. WVTA COP systems can also consider a manufacturer's certification to ISO 9001:2015. Additional items expected in a QMS, such as field service feedback and recall procedures, may need to be covered separately.</p>
<p>The VTA pre-release evaluation road vehicles function in VTAs was included to enable vehicles to be imported and registered prior to the full VTA being available. What is the assessment time for a VTA application for pre-release evaluation vehicles?</p>	<p>0</p>	<p>There is no separate assessment time for these types of applications. As only limited information is required in these types of applications, applications should be submitted as early as possible.</p>