

ADTA NEWS

"The Instructor"

Print Post Approved PP25 1088/00031

April 2014

Meetings not to miss

Trucks

The Big Day Out

July 18

Parramatta

Given the proven success of this annual event we are pleased to announce for CAR MEMBERS -

Cars

'Son' of Big Day Out

August 15

Parramatta

A meeting designed to bring together all the car members with key facilitators addressing all major topics and more ...

Make a note now and watch for further details

ADTA (NSW) PO Box 6281, Silverwater BC NSW 1811

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www.adta.com.au

Members' only www.adta.com.au/adtamember Name: koala. Password all members: learn357

In this issue ...

Safer Driver Courses in your area



***Senior Driver Assessors –
do you want to become one?***



Trucks –

***The National Regulator opens for
business***

Load Restraint for Buses – the options



Obituaries

Alan Cooper

Alan Cooper, an industry leader and Member of the ADTA Executive known to many over a long period of time passed away after a long illness on January 1st 2014.

Alan was one of the founding directors of the Australian Driver Trainers Association in NSW, the first organization that was established and led to the spawning of other state, territory and national associations. Alan served a number of terms on the NSW Executive.

He was made a Life Member for his contribution to the Association and the fostering of close working relationships with all authorities that had an interest in driver education.

Alan was the Owner/Proprietor of ABC Driving School Western Suburbs for more than 20 years.

In his retirement from business when he and his wife Carole, settled at Toukley on the Central Coast, he continued to serve successive terms on the ADTA Executive and retained a keen interest in industry affairs. He was particularly keen to see the National VET Training Scheme for heavy vehicle drivers work through its introductory phase and attended meetings with the new federal authority (ASQA) despite his deteriorating health.

Alan was highly regarded and widely respected in all his endeavours and will be dearly missed by his many friends.

Such was his standing in the industry and respect that was shown to him, it was standing room only at his funeral where family, industry and RMS representatives paid tribute to a man with energy, dedication and determination that helped achieve considerable outcomes.

The ADTA Executive records its deep regret in the loss of such an esteemed industry person and Executive Member and extends its sympathy to Mr Cooper's family.

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Judy Pritchard

Judy Pritchard RTA/RMS HV CBA Auditor, passed away recently after a short illness.

Judy had a long career with the roads authorities starting with the DMT.

Her successive responsibilities included work in Motor Registries, Driver Testing and as a DTC. It

was her final responsibilities as an HV CBA Auditor that brought her into contact with the heavy vehicle driver training industry. Seeking the correct outcome for clients and also assisting assessor in maintaining consistency in the task at hand.

Judy retired in December 2012, spending her time enjoying the company of her three children and four granddaughters.

The TAFE-ADTA Safer Drivers Course

As the TAFE-ADTA Safer Drivers Course expands into metro and regional areas of the state, it's an opportunity for Members to bring to the notice of learners that Courses are scheduled and listed on the TAFE-ADTA dedicated website –

<http://tafesafedriver.com/>

If you feel there's demand for a Course in your area, you can call/email Lara at the ADTA office so the necessary arrangements can be made.

Tel 9647 2711

adtaoffice@bigpond.com

The whole structure of the Safer Driver Course is aimed at providing a major road safety benefit, recognising the important contribution that driver training and education can contribute.

Learner drivers need to complete 50 logbook hours (that's 50 actual on-road hours – not including 3-for1) prior to doing the Safer Drivers course, this ensures they have the basic vehicle control skills necessary to get maximum value from the course.

The fee payable is \$140.00 and the student receives in-class and on-road training and a 20-hour credit in their Logbook.

More car news ...

Alternative methods of driver licensing

Proposals to promote alternative methods of licensing have been a major issue of discussion. The Board has used the experience of other states and jurisdictions in Australia and overseas, to draw upon ideas that it is hoped will find favour with decision makers in NSW and be a major benefit to our members.

Keeping records and reducing the duplication

We are constantly looking at how things can be improved, for the benefit of members in delivering training and education to customers.

One of the issues that we are working on is how the use of the Lesson Planner and the ADTA Record Sheets can be better improved to reduce the duplication of effort that is required to complete them.

The ADTA Record Sheets have been widely accepted by members as a means of mapping the progress of students, noting their strengths and weaknesses during training and providing a means to allow the instructor to report to parents or supervising driver on where they should focus their attention. It's felt that the Record Sheets are a superior tool for recording the required information than the Lesson Planner and in our submissions to RMS and Transport for NSW we are hopeful.

The ADTA Record Sheets are available by phone/email from the ADTA office.

Do you want to become a Senior Driver Assessor?

RMS runs courses for those who want to be Senior Driver Assessors. The Courses are scheduled when there is sufficient demand. If you want to express interest and have your name added to the 'waiting list' for the next Course, you should do so by emailing your interest to –

OlderDriverAssessor@rms.nsw.gov.au

It's the Law – don't forget

The legislation –

All driving instructors are required by legislation to have copies of the Driving Instructors Act & Regulation.

The Driving Instructors Act 1992 No 3 and Driving Instructors Regulation 2003 can be downloaded at –

<http://www.legislation.nsw.gov.au/>

Working with Children

Professional driving instructors are required to comply with the Working with Children Check. The requirement means that anybody who is teaching someone under the age of 18 in a face to face environment needs to comply with the Working with Children Check. This includes Driver Trainers. A new and improved on-line application process has been introduced.

Driving Instructors who have existing clearance under the Working with Children Check either as individual or through their current employer are permitted to allow their existing clearance to run its full course until the expiry date.

In heavy vehicle news ...

The National Heavy Vehicle Regulator

At long last and after an interminable amount of "false starts" over the past fourteen months the NHVR commenced operations in the middle of February.

The concept of a National body to monitor and set the bar for the massive road freight task in this country is an exceptional initiative and deserves every chance of success and should be embraced as an amazing step forward. The NHVR management self-imposed the false starts early in the piece in order to ensure they would be 100% ready and compliant come opening day. Despite this level of self-pacing, the organisation went through a minor implosion within 21 days of opening.

The role of the NHVR is to provide a framework that would be consistent in every state for issues surrounding Chain of responsibility, Fatigue management and log books, Driver health standards, Maintenance and vehicle standards, on road compliance and Road access.

One of the early tasks of the NHVR was to take over the issuing of access permits such as weight, width and height permits. The turnaround for these permits in the past was immediate, to a matter of a day or two at worst, through the local regulators. The NHVR within 14 days of operation had blown out the turnaround to a number of weeks in many cases. This has led to the state regulators taking back a number of tasks on a temporary basis to allow the NHVR to regroup.

The NHVR does not deal with driver training and assessment. They simply refer from their websites back to the local regulator in each state. How does this affect us as an industry. I am sad to say that any semblance of a truly national and consistent approach to licensing in this country needs a national regulator. We have already seen the inconsistencies that exist between the two states that are part of the national licensing scheme. A strong national regulator would be a great step forward in this process. But, for now, that isn't on the horizon.

So, doom and gloom? No. A great starting point for the states that have signed up (yes, you read correctly - the states that have signed up). We need to embrace the role of the NHVR and hopefully we will see a federal government with sufficient fortitude to simply insist all states come on board. The NHVR will have learned a lot

from this faltering start. As they regroup they will reinvent and hopefully restart and move forward as a strong and consistent body.

I can imagine that our industry would fall beautifully into the realms of a national regulator. We should as an industry support the role of the NHVR and when they are ready to open the door to the licensing process our industry should be poised and ready to pounce. The ADTA as the nation's peak representative body of the driver training and assessment industry will monitor and follow the progress of the NHVR carefully.

Mick Humphries
ADTA HV Committee

Load Restraint for Buses

In the past there has always been the "choice" of whether we conduct load restraint or the bus stop skills test dependent upon vehicle type. With the advent of our new VET sector training system we need to assess a bus stop skills task for clients in a bus - and load restraints for ALL license applicants. This applies to all truck and bus classes from LR to MC.

Some assessors have sought to contextualise the load restraint competency when dealing with full time permanent bus drivers. They have **not** been exempted from the requirement but have sought (and been granted by the regulator) the ability to assess load restraint using different methods. Other examples of contextualisation do exist with regulator approval.

Assessors cannot just choose to contextualise, approval must be sought from the regulator first.

As it stands, assessors must assess applicants in both load securing and bus stop skill in accordance with the CBA guide if the client uses a bus for assessment. In order to contextualise anything in the CBA system applications can be lodged with the RMS. They are rare and require a strong business case.

In short. If you're not doing a big heap of bus licenses.....just do load securing.

Mick Humphries
ADTA HV Committee

Communications & Publications

We have continued to maintain our custom of regular news and information to members via Newsletter, E-News, E-mail Updates and E-mail Alerts. Such is the urgency of much information that electronic distribution is paramount in its dissemination.

To prevent any dilution of the importance of our 'email alert' system and to prevent these important messages being reduced to junk email status, we will not allow any form of non-association business in the form of advertising to be sent out in this form. Any members wishing to advertise a service are encouraged to contact Lara to arrange advertising in the newsletter.

Please remember if you change your email address to let us know.

Odd spot ...

Buy one lesson for the price of two and get the second lesson absolutely free.

(With thanks to a driving school in the US)

Resources for Members

Key Facts for New Drivers

Beyond Test Routes

Now available on the ADTA Members Website

The Apps List

Free – The *NSW Rego* app for iPhone

To download go to your App store and search *NSW Rego* or, go to <http://www.rta.nsw.gov.au/registration/apps/index.html>

Will an Android version be available?

The RMS's 'techo's' say 'part of the RMS mobile channel strategy is to consider making NSW Rego available via the Android platform. Android, being an "open source" operating environment, requires additional focus on security. RMS will need to address any security concerns before releasing an Android version of the NSW Rego app'. No – not yet.

Busting to go? Show the Loo

Another essential App

To download go to your App store and search *Show the Loo*

Welcome & Best Wishes to our New Members

Welcome and Best Wishes go to Members who have recently joined us at ADTA,
we are constantly striving to serve you better.

Please email or phone the office with anything you wish to contribute or to discuss

Australian Driver Trainers Association NSW Ltd Directors

David Wrigley, Larry Rowe, Mick Humphries, Peter Camilleri, Stephen O'Sullivan, Julie Hegarty, Michael Sciberras, Peter Hales, Executive Director Allan Porter; Manager Lara Vermeulen.

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**** Client Record Sheets ****

"Client Record Sheets for Car"

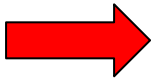
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