

ADTA NEWS

"The Instructor"

Print Post Approved PP25 1088/00031

December 2013

In this issue ...

CAR NEWS –

**SAFER DRIVERS COURSE – STARTS SOON
TAFE AND ADTA JOIN FORCES**

TRUCK NEWS –

LIFE AFTER THE ICAC ENQUIRY

TAE 10 update required

New national law starts February 10, 2014

THE YEAR IN REVIEW

AND OTHER NEWS

**Driver & Road Distraction Report
Men are better drivers – says a Spanish Judge**

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

Tel: 02 9647 2711 - Email: adtaoffice@bigpond.com

www.adta.com.au

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

**If you wish to drive badly,
that's your business**

**If you wish to drive safely,
that's our business**

The above phrase was used very successfully in an ADTA membership promotional campaign for safer driving some years ago. It's timely to repeat the message as it summarises the basic principles of the Safer Driver Course that TAFE/ADTA NSW are set to commence early in the new year. The introduction of the Course follows a recent announcement by the RMS that the joint proposal has been successful.

The Safer Driver Course

The Course opens the way for improved Driver Training and Education and offers a wide range of benefits.

The partnership between TAFE Western Sydney Institute and ADTA NSW has been recognised as one which will provide substantial benefits to young driver education in all metro and regional areas of the State. This arrangement recognises that to provide the Safer Driver Course via the means of the joint partnership, will be in the best interest of the vast majority of our members by offering coverage right across all metro and regional areas of the state.

We can all feel very pleased that the joint submission been given approval. The vast resources of both organisations – TAFE Western Sydney Institute being the hub of transport training and education and ADTA's vast resource of professionally qualified personnel to undertake provision of the Course, opens the way to offering benefits in driver training and road safety with the consequent bonus to students of receiving a credit in their logbook hours.

Thanks must go to all those associated with establishing a long working partnership with TAFE (WSI) and particularly members of the Association who have put forward

their qualifications and experience as a resource to be used in the provision of the Course.

The whole structure of the Safer Driver Course when it was first envisaged was to introduce a system which would further provide a major step forward in road safety, recognising the important contribution that driver training and education can contribute.

Learners who elect to undertake the course will be rewarded with a reduction in hours in their Logbook.

As we write, we are making the necessary arrangements for those who have nominated to be involved in the course, to attend RMS training sessions which will cover all the necessary fine detail of the course curriculum and its presentation.

Don't forget that even if you are a member who has already been approved to provide the Safer drivers Course in your own name, because you are a member of ADTA NSW there is nothing to stop you from also applying to provide the service under this partnering arrangement on behalf of TAFE WSI, effectively two bites at the same cherry.

The Aftermath of the ICAC Enquiry

2013 will go down in history as being a year that has been enormously busy and included some degree of activity that we could have done without.

We refer to the enquiry by the Independent Commission Against Corruption (ICAC) into the corrupt behaviour and fraudulent provision of Heavy Vehicle driving licences by HVCBA Assessor, Christopher Binos.

There is nothing that prompts a greater level of anxiety & activity within Government authorities and industry, than an ICAC Enquiry.

From day-one there are those of us in the industry who have recognised the impact that the Enquiry would have and that it would be far reaching, undoubtedly with repercussions affecting the provision of heavy vehicle driver training and assessing.

In order that we could be prepared as best as possible about the outcome of the Enquiry we have maintained a close connection with the Commission, Transport for NSW, RMS and with all of those who are likely to have an interest in the outcome.

We were fully conscious that there would be measures introduced because of the seriousness of the result of one rogue assessor and it was our endeavour to use our long established credibility as a partner in the delivery of professional driver training to work through the suggested range of possibilities and prepare a case scenario that

would allow us to select the most acceptable result to the industry, while at the same time ensuring the Regulators had the surety of knowing that the same sort of thing could not happen again.

An example of this would be the proposal to separate training and assessing. In real terms this would mean that our truck assessor members would have to undertake their training as usual, however when it came to 'signing off' any criteria by assessing (including the FCA) they would then have to engage a different assessor. We felt that this would spell financial disaster for the vast majority of our rural and regional assessors, particularly those members who operate alone in their region, can you imagine the cost and logistical problems in trying to coordinate a one or two day truck course, organising the client, yourself, your vehicle, HVCORS and also another HVCBA assessor.

It now seems that we have managed to move the ICAC away from this train of thought, however all indications are that the alternative will be to have to agree to having cameras fitted to record the FCA's. Not a very pleasant solution (more paperwork/procedures etc), but the alternative of separating training and assessing would be disastrous. At this time no decision or recommendation has yet been made.

It is clear that the issue of in-vehicle monitoring (in-cab cameras) to record assessments has been a measure proposed to help eliminate any further repeats of what has occurred and it seems likely to be a prerequisite for heavy vehicle assessors to comply with in the future.

While some members may see this as an impost or intrusion, it is one issue which against all other prospective remedies is more tolerable and acceptable. The heavy vehicle driver assessing industry in Victoria has been required to have in-vehicle monitoring systems fitted since July 1st this year. Other proposed 'fixes' can only be regarded as impractical and administrative nightmares to an industry still coming to terms with a national VET training system.

In-vehicle monitoring systems of miniature cameras mounted in the cab of a vehicle and are able to record forward vision, in-cab vision and audio and to be GPS logged are on the top of the list of proposed initiatives. However, their effectiveness will only be determined as to how data that is recorded by such systems can be stored for checking and auditing purposes.

It's interesting that in our information gathering exercise, we have noted that there are a number of our member/operators who are already using in-cab cameras and in addition to their value as an assessment tool have also found that they have an important role to play in helping the tuition of some drivers.

In addition to the Victorian HV industry being required to use in-cab cameras for assessments, the outsourced driver testing scheme that exists in New Zealand also requires GPS logged in-vehicle monitoring systems for assessment. In our close

dialogue we maintain with our kiwi friends in both government and industry, we are closely monitoring outcomes in New Zealand as well.

We are fortunate to have the benefit of views that consider that while a measure to prevent further fraud such as in-cab cameras is likely to be introduced, that further proposals following the actions of one assessor who went 'feral', might be avoided. But the fact remains. Damage has been done.

The good news is that following discussions with providers of the necessary hardware and software suggests that the cost of in-cab cameras is not prohibitive.

We are fortunate that with the good name that ADTA NSW has established with various government agencies stands us well for further negotiation in hoping for the best possible outcome resulting from the Enquiry.

It will be up to all of us to demonstrate that we are able to show evidence of appropriate safeguards.

Watch this space for further information.

A heavy vehicle update from the AGM

ADTA's AGM was held on November 22nd and was well attended by a good cross section of car and heavy vehicle members.

A full report of the major issues addressed during this year – *The Year in Review* - is included elsewhere in this newsletter.

We were very happy to welcome guests Matthew Cafe and Jenny Birch from RMS who presented a summary of the HV Assessing Scheme.

Needless to say, the ICAC Enquiry into the affairs of a rogue assessor was a hot topic.

Matthew's presentation covering the proposed Risk Management Framework is on the ADTA Members website and is available via the following link <http://www.adta.com.au/adtamember/>

In other heavy vehicle news.....

TAE 10 update required

TAE LLN411 Address adult language, literacy & numeracy skills

From July 2014, the unit of competence TAE LLN411 Address adult language, literacy & numeracy skills will become a core unit for the Certificate IV in Training and Assessment TAE40110. All trainers who do not already hold this unit will need to be awarded it (or demonstrate equivalent competency) to maintain the validity of their TAE10 qualification.

Demonstrating equivalent competency is a pathway that some members may wish to explore, although it is perhaps more convenient to simply dedicate some time to engage in a short course. Your RTO may assist you, with how to proceed with this option.

Engaging in a short course will also support compliance with the NSSC (National Skills Standards Council) policy that requires that trainers must be able to demonstrate how they are continuing to develop their VET knowledge and skills as well as maintaining their industry currency and trainer/ assessor competence.

Some members will already be aligned with an RTO who has this unit on their scope of registration, and may be able to offer this training to you. Check with your RTO.

The rest of the industry will be required to seek a training provider, and achieve this unit by mid-2014.

Heavy Vehicle National Law & Regulations

One regulator, one rule book from February 10, 2014

NSW is due to adopt the Heavy Vehicle National Law & Regulations on February 10, 2014.

Once the new national law is in place, Australia's heavy vehicle industry will have one national Regulator looking after one rule book for heavy vehicles over 4.5 tonnes GVM.

Other states that are due to adopt the national law include Queensland, Victoria, South Australia & Tasmania. ACT is expected to come on board on the same date once the territorial legislative processes are completed. Western Australia and the Northern Territory haven't indicated their intention to join at this stage.

The new federal 'one-stop shop' will replace many of the services provided by state & territory authorities.

Heavy vehicle operators and drivers will be able to –

Apply online for access permits through a single national online business portal and request an internal review of access decision-making.

Deliver Australia's freight task under standardised regulation for mass, dimension and loading.

Operate heavy vehicles under new national standards for heavy vehicle inspections, take advantage of mutual interstate recognition of inspections and defect clearances, thus reducing vehicle downtime.

Align business practices with nationally consistent fatigue management laws to benefit from nationally consistent penalties and enforcement outcomes at the roadside.

An industry guide to access under National Heavy Vehicle Law can be downloaded from the ADTA Members Website – address – <http://www.adta.com.au/adtamember/>

NTC & Austroads cosy up to each other ...

The National Transport Commission (NTC) and Austroads will forge deeper links to improve regulatory reform and enhance their collaboration with state/territory transport regulators and the National Heavy Vehicle Regulator (NHVR). The NHVR's upcoming presence has been delayed. It's a case of 'watch this space' for further developments.

Visitors from the Korean heavy vehicle regulator ...

Members of the ADTA Executive hosted visiting Korean heavy vehicle regulators recently. The visitors from KoRoad, the Korea Road Traffic Authority were researching heavy vehicle training initiatives.

Learner Driver Mentor Programs (LDMP's)

Another guest at the AGM was Duncan McRae from Youthsafe. As members would be aware Duncan has had a long involvement in driver training and education having been a driving instructor, driving school principal and successively, board member of ADTA and RTA/RMS Senior Manager.

The issue that Duncan brought to the interest of Members was Learner Driver Mentor Programs (LDMP's). A summary of Duncan's presentation follows.

The enhancement to the Graduated Licensing Scheme (GLS) in 2007 introduced the requirement of 120 hours supervised driving experience for learner drivers under the

age of 25. This change has brought about a significant reduction in crashes amongst young people, however some young people from disadvantaged backgrounds experience great difficulty attaining these hours.

Learner Driver Mentor Programs LDMP's have been established to support disadvantaged learners who have no access to a supervising driver or suitable vehicle. The primary focus of these programs is to engage these vulnerable young people to gain their Driver Licence so that they can then access employment, health services and community activities.

Driving instructors can become involved with LDMP's by volunteering their time as driving instructors to novice drivers or offering to mentor volunteers who are currently supervising drivers. LDMP's are a major road safety initiative, showing young people the importance of safer driving behaviours and highlight road safety messages amongst this at-risk population.

If any driving instructor would like to volunteer any part of their time to LDMP's please contact Youthsafe today on (02) 9817 7847 or office@youthsafe.org to find out more.

Senior Driver Assessments – the scheme works and we say so ...

Despite the welcomed outcome of the Government's Senior Driver Scheme Review which confirmed the success of the scheme in providing an option to older drivers to have an assessment with an accredited driver trainer, the scheme was challenged in the media by the Combined Pensioners and Superannuants Association (CPSA) who claimed the assessment of older drivers was discriminatory.

ADTA Executive Member, Peter Camilleri, served as a Member of the Review Panel which also included a representative of the above association.

When the CPSA went public with its views against the Scheme, we immediately hit back with our views through a media release, the text of which is as follows –

October 30th, 2013

Driving professionals support driving assessments of older drivers

The Australian Driver Trainers Association, the representative body of driver trainers, says it supports the current driving assessment options that are offered to senior drivers.

The Association has hit back at comments by the Combined Pensioners and Superannuants Association that the current scheme is discriminatory of older drivers.

The Association says the findings of the recent Older Driver Taskforce which included representatives from a wide range of professional groups, including representatives from the Association, were quite clear – that the options of driving assessment made available for older drivers were there for good reason -- that drivers aged over 85 are most vulnerable, as they are they are more than twice as likely as other motorists to be involved in a fatal accident.

The Association also says that it frequently receives phone calls from older drivers and family members of older drivers, asking for assistance in locating a professional driver trainer who could carry out an assessment of their competency to drive.

Members of the Association who are accredited to undertake older driver assessments say they are frequently identifying serious lapses of safe driving procedures creating the potential for serious road crash. Choosing an assessment with an accredited Older Driver Assessor can be a comforting option carried out in a relaxing atmosphere from their own home.

Road rules have changed since many of us learned to drive and our effective observation techniques in identifying likely hazards are essential to our own safety and well-being – and to that of others.

The Association says that older drivers don't have to wait until they are notified by the licensing authority of their options, they can always ask a professional driver trainer for a driving 'check-up' to provide some advice about their driving competence and obtain help in overcoming any shortcomings in their driving.

The recent review by the Older Drivers Taskforce, recommended medical and driving tests continue for older drivers in NSW.

Drivers over the age of 75 must have an annual medical check to continue driving.

Drivers of the age of 85 can choose to have an unrestricted licence if they do an on-road driving test every two years. Those who don't want to do the test can opt for a modified licence which limits the distance they can travel.

Ends

We welcome new Members to the Executive

At the AGM we welcomed new Directors joining the executive for the first time including Julie Hegarty, Peter Hales and Michael Sciberras.

They will join Members of the Executive whose terms of office run through until the AGM of 2014.

We are pleased to have an Executive made up of Members with a wide range of excellent industry and professional qualifications, business background and experience ensuring that we continue to present ourselves as a 'professional body of professional people' able to maintain our position as a credible and respected contributor to all issues about driver training, education and road safety.

The full list of the Executive appears towards the end of the Newsletter.

Rewards are achieved in outcomes ...

It has to be acknowledged that Members of the Executive put in a great amount of time & effort, often at personal cost to their business and personal life to work through the many issues, as reported in this newsletter. The rewards that are achieved are in the successful outcomes which are enjoyed by all Members.

The challenges ...

There are challenges before us. It's evident that we live in an age where the public service is continually being challenged to introduce efficiencies and measures that can lead to a reduced public purse to pay for the expenditure. In other words, fewer staff. In our industry, we see just as one example, the closure of Motor Registries in favour of new 'shop-fronts' serving all government services – *Services NSW*.

Being the forward thinking, opportunistic Executive that we are, what is becoming a case of smaller government, means bigger opportunities. The opportunities are in developing ideas and initiatives that provide mutual benefits for the industry and government.

Two of a kind ...

We enjoy a close relationship with the Institute of Australasian Mechanical Engineers (IAME), the professional body representing motor mechanics. We formed close ties many years ago in whose premises our office is based and we are able to share a lot together on issues that have a common interest for the benefit of all, particularly when we look at the art of what's possible among decisions makers. It's also interesting to note that we have many members who either are, or have been, members of IAME. Kindred associations working side by side for the benefit of their members.

Alternative forms of licensing ...

We have good reason to believe that it is timely to present to government, some well-founded, well researched ideas that can offer alternatives to the current system of driver licence testing for car drivers. This is an issue we full well know that, particularly as a result of the 'Binos' ICAC Enquiry, any proposal will have to present guarantees of quality controlled outcomes and be fully insulated from any potential of fraud.

We have had a long experience in the study of alternate systems of car licence testing in many other jurisdictions, including South Australia, the ACT and New Zealand. All have been the subject of review and 'tweaking' as time progresses. And that's the advantage we have – to use the 'previous' as an experience to build a new proposal that will avoid the problems of the past and lay down a way forward for the future.

The work ahead will be substantial. But every journey has to start with one-step and we are optimistic of a successful outcome but it will take time.

Stay tuned for more.

The Year in Review

Report of the Board as presented at the AGM

Chairman, Larry Rowe ... First a thank you...

To the Executive Committee for the time, effort and commitment that has been made this year.

2013 eventuated to be the year in which considerable and challenging changes have been introduced to driver training and education.

We will be discussing in detail the introduction during the year of the Safer Drivers Course and the new National VET Heavy Vehicle Training System.

In every respect and in all areas of consideration of these issues and others, we have played a key advisory role to ensure that a fair & just outcome is achieved for the benefit of the majority of our members.

Safer Driver Course for Learner Drivers

Many thanks to all members who have put their names forward to take part in the Safer Drivers Course. The course which is being trialled since its introduction this year is to be introduced as a permanent fixture in NSW later this year.

We have in conjunction with TAFE Western Sydney Institute (TAFE WSI), been instrumental in putting forward a proposal to the authorities for a joint initiative.

We are very encouraged about the comprehensive proposal and appreciate the time, trouble and effort that has been made by all of those responsible, including TAFE WSI and ADTA members, to achieve what will hopefully be a good result for our members.

The course offers new drivers the opportunity to learn and understand the importance of low risk driving and be rewarded with a discount in the number of hours they require to complete their 120 hour logbook.

Making use of the vast network of TAFE Colleges, Learning Centres and qualified personnel from within the ADTA NSW membership, the TAFE WSI submission proposes delivery of the Safer Drivers Course utilizing the services of qualified ADTA NSW members.

We acknowledge that many members have independently made submissions to the Roads and Maritime Services to deliver the Safer Drivers Course and we wish all of those who have done so, success.

Alternative methods of licensing

Indications are that opportunities exist for alternative means of delivering driver testing for light vehicles. There are also indicators that in the longer term, government would want to divest itself of licence testing.

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.

Senior Driver Assessment Scheme

A final report into the Senior Driver Assessment Scheme has been 'signed-off' by the government and we have been thanked for our input into the review. We thank Peter Camilleri, board member, who served as our representative on the panel.

The Senior Driver Assessment Scheme continues to be recognized as providing major benefits to older drivers and road safety in general.

Dual Controls

Members will be aware of our efforts to try and obtain an improved, more simplified certifying process for the installation of dual controls. RMS is continuing its efforts in reviewing alternative measures. We are aware that the issue has been under review for some time and we are pressing for a completion of the review and hopefully a successful outcome.

Working with children check

Professional driving instructors are required to comply with the Working with Children Check. The requirements mean 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.

Training to a higher speed

Learner drivers, from July 1, now have the opportunity of being trained to drive up to 90km per hour, improving their competency to drive at the maximum speed allowed for Red Provisional Licence Holders.

The new measure will help learner drivers better understand and appreciate the importance of safe driving practices at a higher speed and will further improve their safety and confidence by allowing them to be taught to drive in freeway conditions.

It is a measure that comes after our representations to an enquiry by the Auditor General's Office of NSW in 2011 into amendments that could be introduced to improve the training and education of new drivers. Although our submission sought an amendment to allow training to all sign-posted speeds an increase from 80kph to 90kph was proposed by the authorities.

Amendments to the Logbook

Taking into account the feedback we have received from members throughout the year, we have undertaken a review of all of the procedures associated with completing the logbook in order to submit our thoughts to the RMS.

We have monitored research which is underway and managed by Austroads, to determine if an Electronic Logbook can be created to facilitate and document the logging of logbook hours of learner drivers. Among the options being considered, is the GPS logging of the logbook.

The ADTA Record Sheets

The ADTA Record Sheets which were developed as a service to members and which are subsidised by the Association, continue to be successful and remain in demand by members.

Professional Development

Our objective of bringing members together to hear & discuss topical issues about driver training remains a priority.

Workshops have again been held in metro and regional areas. We will be reviewing the way in which the workshops are held for the next series with an objective to emulate the success of the Big Day Out for our Heavy Vehicle members by holding a similar annual event with guest speakers, specifically with Class C instructors in mind.

Membership and Insurance Issues

One of our main objectives is to always ensure that members receive the best services possible in transacting membership and insurance. We have successfully negotiated an insurance scheme holding rates which are unchanged from previous years.

2013 saw a major milestone with our membership and insurance renewals going on-line which was introduced as a measured response to member requests.

Car insurance has developed into being a competitively priced extra benefit for members.

Research

We have remained actively involved in research in our partnership with the George Institute at the University of Sydney with their ongoing study of outcomes of new

drivers. The program commenced in 2001 and is aimed at monitoring pre and post licence outcomes of drivers.

We are supporters of the P-Project, a joint NSW, Victorian & Federal road safety research project to develop and implement a trial behavior change program for young P-plate drivers aged between 17 to 22 years.

And we maintain our close working partnership with the Annual Road Safety Research, Policing & Education Conference.

And during the year ...

We bid farewell to ...

Board Members, Scott Holding, Bill Bernard and John Zevlikaris, who have had to leave us before their terms of office expired. We thank them for their contribution and wish them well in their endeavors.

We farewell and thank Daniel Vitale D'Amico who has served on the Executive for a number of years and who today, retires from the Board.

Current Board member Alan Cooper is unable to attend the AGM due to a serious illness, on behalf of all the Board and the membership we would like to wish him all the very best and thank him for his past and future contributions to the Association.

Paul Rees

Paul, who over a long period of time, (during which many driver training issues were subject of negotiations with ADTA), rose to take on major responsibilities in the Roads and Traffic Authority, Roads and Maritime Services and Transport for NSW. Paul has retired and we wish him a happy and enjoyable retirement.

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 that they offer, are encouraged to contact Lara to arrange advertising in the newsletter.

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

Heavy Vehicle Issues

Since the introduction of the National VET Training Scheme on January 1st, there has been no shortage of issues that require attention by all parties involved in delivery of the scheme. We have continued our ongoing assistance to HVCBA members and have likewise, facilitated an exchange of information to assist RTO's.

Because of the demands of the new scheme, we have held two Big Day's Out this year – one in February and one in July, given the importance of issues requiring attention. Both meetings were well attended by members and we thank RMS personnel, particularly Matthew Cafe and Jenny Birch for their support.

One of the main developments during the year was facilitating the establishment of a network of RTO HVCBA providers. This has worked very successfully in bringing together representatives from RTO's who have met monthly. Guests from the RMS and Transport Logistics Industry Skills Council (TLISC) have provided briefings to the network. The Federal Authority, Australian Skills Quality Authority (ASQA), continues to be remote when advice and assistance is required. This has not made progress easy.

As a separate endeavour we have raised issues about the new scheme that we feel need improvement with State and Federal Ministers, particularly the newly appointed Minister responsible in the Federal Parliament, the RMS and Transport for NSW and remain hopeful of seeing some positive outcomes.

It is evident that our Association's experience in HVCBA has played a significant role in all our endeavours to seek improvements to the National VET scheme of which NSW is the only jurisdiction to have fully implemented it.

We are fortunate in having the benefit of a very highly regarded Board sub-committee consisting of David Wrigley, Larry Rowe, Mick Humphries and Alan Cooper who are in continuous liaison with all authorities involved in the delivery of the Heavy Vehicle Training Scheme.

The training of new assessors is a complex matter which is of high interest to both Assessors and RTO's given that it is acknowledged that quality outcomes of new drivers will be affected, if there is an absence of quality training of the assessors. In this regard the Board has agreed that a HVCBA Assessors course be progressed to further development and a schedule set for its implementation.

Other states/territories

We continue to monitor events in all states/territories and in New Zealand with both the regulators and industry and share information wherever possible.

We note that New Zealand has introduced an outsourced form of driver testing supported by advanced GPS logged, in-vehicle technology and remain in close touch with our kiwi friends on this and other issues.

Finally...

Thanks to all members for doing everything possible to demonstrate that driver training and education is seen as a vital part of road safety – that the whole principle of creating safer road users by improving the competency of drivers is a just and rewarding one and so benefiting the community at large and enhancing our professional integrity. We thank you for all that you have achieved and will continue to achieve in the future.

Driver & Road User Distraction

In February 2012 the NSW Parliamentary Staysafe Committee commenced an Enquiry into Driver & Road User Distraction. The Committee expressed its main concerns that the advent of smart phones and their inter-operability with vehicle technology, as well as the integration of other in-car vehicle communication systems, offer opportunities for improved safety.

The Enquiry was attended by ADTA President David Wrigley & Executive Director, Allan Porter who provided input to the Committee.

Apart from the proliferation of the use of mobile communications and entertainment technology in-vehicle, it was also shown that the increase in the number of inter-active variable advertising displays, particularly in high-volume traffic areas, is a compounding influence on driver distraction and one of the challenges to road safety and driver education, to prepare new drivers for such, and other distractions.

Recommendations from the Enquiry have been reported and prompted media interest and comment from ADTA.

In summary, the Recommendations called for –

There be an investigation into legislative means to enable the collection of mobile phone data from vehicles at crash sites to determine their possible contribution to crash outcomes.

That consideration be given to targeting at-risk groups in the driving population and recommends that the current prohibition on mobile phone use by P1 drivers be extended to cover P2 drivers.

Increasing the enforcement approach to mobile phone use while driving.

Rules on the installation and use of electronic devices.

On outdoor 'variable message signs' that safe operation and locations of such signs will be reviewed.

Research to determine the impact of advertising signage on crash rates at locations where signs are displayed.

The expansion of NSW school syllabus to include specific material on road safety distraction.

In addition, media campaigns were proposed to alert road users to the safety issues associated with all distractions.

Olé – Men drivers ONE. Women drivers NIL

***Madrid:** A Spanish judge has risked the ire of women everywhere after ruling that a driving school was within its rights to charge females more because it was proved that "men were better drivers".*

Judge Javier Albar was asked to decide whether a driving school in Zaragoza was discriminatory for offering men a cheaper deal on a course of lessons than women. The offer, made in November 2011, advertised a deal where for €665 (\$963) male learners aged between 18 and 22 could get as many classes as necessary to pass their test.

The price for women of the same age was €850, with the argument that on average they needed five lessons more than men to obtain a driving licence.

After a flurry of complaints, the Gasque driving school of Zaragoza was fined €4000 for sexual discrimination and told to drop the disparate offers.

But the school appealed and presented research to back up its claims.

The judge agreed, overturned the fine and ruled that a different price for courses offered to male and females was not discriminatory.

In his ruling, he cited data from Spain's Directorate of Traffic that proved "every single year, men displayed greater dexterity and better open road skills" than women in their driving tests. Therefore, it was acceptable to offer men a discount.

Spain's Women's Institute said the offer was a clear case of sexual discrimination and it would petition for the matter to be taken to the Constitutional Court.

Telegraph, London

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*

Membership Renewals

Many thanks to all members who have renewed via the new ON-LINE system which was introduced to satisfy member demand. We are pleased that the system has worked extremely well and has allowed for faster processing member and insurance applications.

If you feel you have misplaced your emailed membership notification you can simply respond to this email requesting another one, or phone Lara at the ADTA office – 9647 2711

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, Life Member Alan Cooper, Mick Humphries, Peter Camilleri, Stephen O'Sullivan, Julie Hegarty, Michael Sciberras, Peter Hales, Executive Director Allan Porter; Manager Lara Vermeulen.



To all ADTA Members and their Families

As another year draws to a close, We would like to take this opportunity to thank you all for your continuing support of your association.

On behalf of the ADTA board, We wish you all

***A Merry Christmas and a
Happy New Year***

From all on the ADTA Executive

CLASSIFIED ADVERTISING

LES'S ENGINEERING **RING FOR A QUOTE – 02 9477 1850**

**Manufacture & installation of Dual Control Pedals
Automatic & Manual**

RTA registered & approved – over 20 years in the industry

All quotes include GST & ENGINEER'S CERTIFICATE

Quality Workmanship - Fully Guaranteed

We sell Magnetic Roof Signs – Imported from England

DUAL CONTROLS

LEICHHARDT AUTOMOTIVES

Manufacture and installation of automatic and manual dual controls.

Not all dual controls look or work the same

Our fully equipped workshop is:

- RTA Approved
- RTA Compliance Certification for dual controls
- NRMA Approved Repairer
- Member of Institute of Automotive Mechanical Engineers
- RTA Authorised Blue and Pink Slip Station
- Member Motor Vehicle Repair Industry Authority
- Authorised Fitting Station

A SELECTION OF MAGNETIC ROOF SIGNS NOW AVAILABLE, INCLUDING MIRRORS

Call Sam 9560 5240 or 9569 9964

www.leichhardtautomotive.com.au

689 Parramatta Road, Leichardt
(Corner Tebbutt Street Leichardt)

Magnetic Roof Sign **(Made in England)**

\$199 (LIMITED Time Only. Regular price is \$249)

Made from a high quality, UV stabilised material which is guaranteed to stay white

Australia wide delivery

780mm wide fit most cars

100% scratch proof - Five Magnets

Easy to stick and remove

The magnets on this sign have a protective rubber base

LED Roof Signs are also available NOW

We sell Blind Spot Mirror, Instructor's Rear View Mirror, Mirror Reflector & many different mirrors

P : 0428 667623

W: www.onrent.com.au

E: info@onrent.com.au

Australia's Biggest Range of Roof Signs

100% imported from England

Starts From \$219

Australia wide delivery

780mm wide fit most cars

The magnets on this sign have a protective rubber base

www.roofsign.com.au

P : 0466 619915

W: www.roofsign.com.au

E: info@roofsign.com.au

CLASSIFIED ADVERTISING

DUAL CONTROL CARS FOR HIRE

Instructor car hire offering
(Automatic and Manual) cars fitted
with dual control for hire .

Book online at
www.instructorcarhire.com.au

or call us on (02) 98793680

or SMS on 0439410060.

“The only business in this
industry”

**PLACE YOUR
AD HERE**

\$50



Apia Driving School is an established, long standing member of the Driver Education Industry in Sydney & this year celebrates 50 years of putting safer drivers on Sydney's roads!

We are currently offering an opportunity for a Driving Instructor to join our team within Sydney's Inner-Western suburbs teaching Automatic, the position offers:

Very competitive rates, available teaching hours starting from 25 to 35 per week (more on offer depending on your availability), providing up to and in excess of 70k per year, a part of a collaborative and inclusive team environment in a fast growing company

You'll need to:

- Have a minimum of 12 months experience
- Be committed to offering both great service and training
- Be a keen adopter of technology
- Look forward to working within a company that value's team interaction

In addition, having any of the following will be highly regarded:

- 2 years experience or more
- Keys2Drive qualified
- Senior Driver Assessor
- Cert IV in Training and Assessing
- Have delivered Safer Drivers Course – Module 2

For further information and to express your interest please email Nicolo at
nicolo@apiadrivingschool.com.au or call 0411 74 84 94

Missed out on a Newsletter?
Go to the archives to download previous newsletters

ADTA driving school car insurance

We can help save members **\$\$\$\$\$\$\$**
contact ADTA

For the best *Green-Slip* price, contact **ADTA**

*** Client Record Sheets ***

"Client Record Sheets for Car"

Specially developed and subsidised for members of ADTA
A useful record for **RMS - AUDIT** purposes

Client Record Sheets come in pads of 50 double sheets

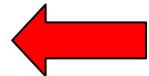
Price \$10.00 per pad incl. GST & postage

New users get RING-BINDER "FREE"

For supplies contact ADTA office



NEW CARS



National Fleet Discounts

ADTA Members can save 'BIG' \$\$\$\$\$

Under ADTA's special national fleet discount scheme on Ford, Toyota, Holden, Nissan, Hyundai, Mitsubishi, Subaru & other makes