



NATIONAL PILOT VEHICLE DRIVERS ASSOCIATION Inc.

ARB: 147 995 873

Which access options do you prefer and why?

"2 Tier"

"New" pilots require a period of training on the road, further to the course training that is completed to gain accreditation and possibly their industry involvement. Contrary to popular belief truck drivers do not make good pilots as soon as they change jobs. They have to stop being the truck driver and learn the safety job.

Which access options do you least prefer and why?

"Single Tier"

Persons with no transport experience are able to gain accreditation and enter an industry not knowing the practical side of that industry. Examples: The smell of a hot tyre or binding brake, the condition of the securing chains and straps, turning radius of an extended trailer, braking distances etc. A classroom or training scenario is totally different to on job training.

Do you have any further comments about access?

An inclusion clause is inserted into the HVNL to cover Pilot Vehicles. At the moment you ask NHVR about pilot vehicles and they refer you to the state regulator. If the question is "too hard" the states refer you to the NHVR.

A specific colour be allocated to Pilot Vehicle Beacons as most road users take (Yellow) to be service vehicles and ignore you. I suggest that NHVR Transport Compliance be red/blue and Pilot Vehicles take on Magenta or even Yellow/White.

I know police are rather protective of their 'colours' but compliance have little need to be operating at high speed as their intercepts are usually within sites and the lights are used for protection around a stopped vehicle. This would bring them into the passing speed (40-Kph) on the highways. That is in the states that have it. I know lighting is a state thing.

The use of wig-wag lights is an advantage but from my practical use (as Other Pilots Have stated) amber/white would have has a greater attention from the average Vehicle drivers on the road.

Maybe more Driver Education for Car Drivers regarding Heavy Vehicle would have a Bigger Impact.

NPVDA

P.O. Box 390, Endeavour Hills, Vic., 3802.

Email: jack.brooks@bigpond.com

Web Site: www.npvda.org.au