



To whom it may concern,

The NPVDA would like to have this submission included in the NHVL review or even looked at with favourable results for the betterment of the OSOM Pilot Industry Nationally.

We are asking for the following to be looked at being included in the NHVL review.

1. Pilots and their Vehicle be included under the NHVL and be controlled by the NHVR. Not as per the requirements of a NHVR Issued Permit but in all aspects, Vehicles, Training and Licencing.

2. Pilot Training, - all be licenced before working as a Pilot on any OSOM Loads.

- a. A '2' Tier form of Training so that new Pilots do not work with loads that are wider than 4.5mt until they have a minimum number of loads (12>20) to earn the right to Pilot wider Loads.

2.2 Tier '1' could be as follows,

- a. A '2' Tier Level training for Pilots consisting of the following.
- i. Level '1' Training – consisting of –
Modules from the AIS Standards as follows.
TLIE 3009 Use pilot and escort communications &
TLIC 3010 Pilot or escort oversize and/or overmassed loads,

After working with loads 3.5 > 4.5mts between (12 or 20) escorted loads as a Level 1 pilot, the Level '2' training can be completed either in a single or double Pilot Loads with a Level '2' Pilot.

- b. Level '2' Training – consisting of –
- i. Training over 3 days (including 1 day on the road with an Accredited Trainer to learn what actually happens on the Road and put in to Practice what was learned in the Training),
- ii. TLIC 3010 Pilot or escort oversize and/or overmassed loads,
TLIE 3009 Use pilot and escort communications,
TLIF 3013 Coordinate breakdowns and emergencies,
TLIB 0002 Carry out vehicle inspection,
TLIF 3060 Control traffic as a pilot vehicle operator.

2.3 Tier '2' could be as follows,

- a. a 3 > 4 Day Training course before any Piloting to be performed and where the following will be completed,
- i. the 5 Modules be used as per the 1st Tier,
- ii. A Practicable scenario in Traffic Control both Stop/Slow Batton and the WA Hand Signals as required by that State.

NPVDA

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- iii. An actual OSOM Load to be Piloted with Qualified Pilots, in this Practicable all aspects of Piloting to be used, Communications, Traffic Control (using Stop/Slow Bat and Hand Signals) and a Bridge Video Supervision (as Required for WA).
- iv. New Pilots then will only be allowed to Pilot loads up to 4.5mt for a required Number of Loads then be allowed to upgrade to larger loads.

3. Pilot/Escort Training Renewals –

- a. To renew Pilot accreditations, pilots need proof of 20 Loads (currently 40 as has been suggested by Department of Transport “Vic Roads”) currently the other States (Qld-WA) do not require any OSOM Loads for renewal,
- b. Keep the renewal courses, currently Vic (Traffic Control) WA (Bridge video Supervision),
- c. Licences should have a time period of 5-year renewals.

4. Pilot Record of Movement Book

This book to be used nationally (similar to QLD, NT and WA Pilot Movement Records) be submitted to either NTC/NHVR or State Transport Authorities for proof.

- a. Pilot and truck driver have confirmed route of load,
- b. Pilot has measurer the load to make sure it is compliant,
- c. Pilot has a record of work done for renewal applications.

5. Wig Wag Lights –

Pilots be able to use Wig Wag lights.

- a. Colours suggested.
 - i. Amber & White, using both colours to Stand out different to Emergency Vehicles.
- b. Patterns Suggested.
 - i. Standard Wig Wag,OR
 - ii. 3 cycles standard wig wag and then 3 cycles of both lights flashing together (similar to SA Police Escort Vehicles)

6. Standardisation of Pilots / Loads required when crossing Borders –

This was discussed by NHVR, but not resolved.

I hope that this Submission be used as a step forward with the OSOM Pilot Industry, maybe this can be adapted Nationally so that this Required Licence would be allowed to be used Nationally NO Borders 1 Licence that cover all states.

Your Sincerely,

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