

# Year in Revue, 2019.

Thursday, 2 January 2020

8:15 PM

To all Members and Non-Members of the A.P.V.D.A.

Well, 2019 has been an interesting year. I am forwarding this information as many people are always saying "What is the Association doing for the Pilots."

During the year there were several situations which could have caused problems for Pilots, namely the Transition Notices from State to N.H.V.R forms. Information which was on the Queensland T.M.R State website actually contradicted the wording of the Legal form (form 4) which ruled pilots and what they did in this State. After pointing out these discrepancies before the introduction of the new form (form 41) in February 2019, these were amended and we now have a level playing field for all who operate in Queensland.

In Victoria there was again a discrepancy regarding the qualifications required by Pilots from different States, that of the course (TLIC3060) Traffic Control as a Pilot Vehicle Operator. This course having to be done by Victorian, WA and NT Pilots to be able to operate in that State.

Queensland only had to show their accreditation. This has now been corrected and any Pilots wishing to operate in Victoria now will be required to have completed the course. TLIC3060 Accreditation is valid for 3 years and must be obtained by July 2020.

We continue to lobby the WA Main Roads in relation to the new Pilot Camera Regime. At this point there is a moratorium until March 31<sup>st</sup>, 2020. I don't think there is much of a possibility we will have this totally taken away from pilots, but from discussions we have had with the Stakeholders it may be watered down to suit. We are still on this case and will push as much as possible.

In South Australia I have been in contact with D.P.T.I regarding the requirement for Police to attend and conduct Bridge Supervision on certain bridges within SA. There has been a tendency for some officers to tell Operators/Pilots to do the Bridge Closures themselves as they are too busy as and long as the pilots are Accredited. As there is no such thing as an Accredited Pilot in SA, a problem exists with this directive. Any person with this permission to cross must in the case of an accident or incident be able to identify the Officer who advised them to carry out this operation or risk their Insurance Coverage, cause the load to be grounded, and if a serious or Fatal Accident be prepared to face the Coroner. Not a great place to be.

There have been complaints regarding the people who have obtained their AG accreditation in WA and we are following this up. It appears that when applicants do the 1 day course they are being issued paperwork for the H.V.P.L course. These are being presented to M.R.W.A and they are issued with a H.V.P.L instead of the AG License. This is not supposed to be happening according to Main Roads and the matter is being investigated.

There are many other matters which are going on behind the scenes towards Pilot Harmonisation. Governmental Departments are starting to ask questions of us now and are realising they do not know what we are up against. Only by talking to them will they become aware.

Remember if anything you believe needs looking into then don't tell the Pilot gossip tree. Advise someone from the A.P.V.D.A and we can try to find out what is happening to keep everybody informed.

Working with each other helps us all.

Happy New year and may it be a Prosperous Year for all.

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