

Minutes

Certified pilots working group



Department
of Transport
and Planning

Date: 23 June 2023
Time: 2:00 pm – 3:00 pm
Location: Hybrid – 1 Spring Street, Melbourne, and Microsoft Teams Meeting
Chair: **Ian Mond (IM)** – Manager, Land Freight Systems (DTP)
Attendees: **Jim Prentice (JP)** – President, Australian Pilot Vehicle Drivers Association (APVDA)
Peter Roberts (PR) - Vice President, Australian Pilot Vehicle Drivers Association (APVDA)
Eric Vickers (EV) – Secretary, Australian Pilot Vehicle Drivers Association (APVDA)
Joe Shields (JS) – President, National Pilot Vehicle Drivers Association (NPVDA)
Jim Davey (JD) – Vice President, National Pilot Vehicle Drivers Association (NPVDA)
Jack Brooks (JB) – National Secretary, National Pilot Vehicle Drivers Association (NPVDA)
Chris Barnett (CB) – Treasurer, National Pilot Vehicle Drivers Association (NPVDA)
Nick Simpson (NS) – OSOM Group Leader
Matt Elischer (ME) – Working with NTC on HVNL – Pilots
Duane Abbot (DA) – Certified Pilot Victoria, Agricultural Vehicles
Jose Arredondo (JA) – NHVR Policy
Catalina Broomhall (CB) – A/ Associate Director Operational Access (DTP)
Ben Atkinson (BA) – A/ Manager, Network permits (DTP)
Luther Cox (LC) – A/ Leader, Heavy Vehicle Productivity (DTP)
Phoebe Flinn (PF) – Manager, Heavy Vehicle Projects & A Main Roads Western Australia
James Daniel (JD) – Permit Officer, Network Permits (DTP)

Apologies:

Part	Item	Presenter
1.	Standing items	
1.1	Welcome, Acknowledgment of Country and apologies (v)	IM
2.	Specific items of business	
	Wig Wag Lights	
2.1	<p><i>IM provided a brief overview of the meeting's objective: Harmonising with WA and the introduction of warning lights in Victoria for certified pilots.</i></p> <p><i>IM explained that interest from the heavy vehicle industry in using certified pilot vehicle warning lights exists, but implementation faces obstacles.</i></p> <p><i>IM identified two potential obstacles: a) Tension with Transport Safety and Standards (TSS) officers regarding compliance of b) Challenges in meeting fitting requirements, especially height from the ground.</i></p>	IM, JB PH, CB, JA, CB, JD, JS



The group discussed regulations in other states (Queensland, Western Australia) where certified pilot vehicle warning lights are permitted under specific conditions, highlighting the need for clear documentation.

IM mentioned plans to engage regulatory authorities and Vehicle Standards, to gain approval and ensure compliance for introducing wig wags.

Colour and Safety Considerations:

IM raised concerns about colours and compliance with safety standards, including colour preferences by safety compliance officers and enforcement agencies.

Compliance and colour concerns were discussed, with a proposal to involve safety compliance officers for input and approval on colour choices.

JS shared insights on wide load light use in other states, highlighting differences in colour requirements and fitment regulations.

Participants discussed inter-state differences in colours used for certified pilot vehicle warning lights and emergency services' requirements for such lights.

Discussion revolved around colour choices for wide load lights. Concerns were raised about the visibility and potential confusion with vehicle indicators. Attendees agreed that White is a suitable colour, as it stands out clearly without implying directional changes.

Fitment Standards:

A comparison was drawn between fitment standards in Western Australia and Queensland. Different minimum heights were highlighted, with the consensus that a higher placement aids visibility, especially in remote areas.

Discussion revolved around fitment regulations, referring to West Australian and Queensland documentation for guidance on height and placement requirements.

Education and Distinctiveness:

Attendees emphasized that the use of wide load lights serves an educational purpose by signalling oversized vehicles to other road users. The idea was supported that these lights set oversized vehicles apart and warrant attention.

Collaboration with vehicle standards managers, safety compliance officers, and other authorities was discussed to ensure compliance and smooth implementation.

Attendees discussed enforcement officers' role and streamlined approval processes in some states involving emergency services agencies.

A consensus was reached on placing wide load lights higher for better visibility, referencing differing fitment standards in Western Australia and Queensland.

JB emphasized wide load lights' educational role and the need for distinction for oversized vehicles.

Industry Updates

Victorian Accreditation standards

Focus shifted to traffic control modules and training, emphasizing the importance of harmonizing training requirements.

The group debated the idea of revising accreditation standards and reducing vehicle size thresholds for pilot vehicle operation.

Different opinions were presented regarding potential benefits, challenges, and industry impact.

2.2 *IM suggested that further stakeholder engagement and industry consultation would be necessary.*

Discussion on changing accreditation requirements from 4.5 to 3.5 meters wide loads.

IM raised concerns raised about industry resistance, especially from crane operators, due to training costs.

IM, NS,
JD, CB,



Traffic Control

NS discussed the issue of bridge supervision and traffic control during oversize load movements. Concerns were raised about the lack of specific training and guidelines for bridge supervision. Participants discussed bridge supervision and traffic control during oversize load movements, acknowledging concerns about lacking specific training and guidelines. JB suggested Introducing vests with "Pilot" text for certified pilot identification, like WA practices, suggested to enhance visibility during traffic control. Attendees concurred that distinctive vests would enhance visibility and road safety, emphasizing education and awareness for smooth implementation. The need for clear procedures and training to ensure safe practices was acknowledged.

Pilot requirements for Agricultural Vehicles

- The conversation shifted to agricultural vehicles and their exemption or inclusion in oversize load regulations.*
- 2.3** *CB considered the balance between safety, agricultural needs, and industry requirements. The possibility of exemptions based on specific criteria was discussed. IM addressed the unique considerations of agricultural equipment, including the challenges faced by the farming industry and the desire for flexibility in regulations. DA proposed the idea of differentiating between farm-to-farm movement and manufacturer-to-farm transportation.*
- IM, DA,
NS, JB, CB

3.	Actions	Owner
3.1	Coordinate discussions with Phoebe Flinn (Main Roads WA) and Jose (NHVR) regarding wig wags and harmonization efforts.	IM
3.2	Explore the possibility of a meeting involving all states and territories for harmonizing pilot industry practices	JA
3.3	Engage with Emergency services and Vehicle Standards regarding Colours	IM
3.4	Explore the possibility of introducing pilot vests in Victoria for certified pilots	IM
4.	Close	
4.1	Date of next meeting and ongoing occurrences (v) 15/09/2023	JD

Key: (#) Paper circulated; (+) Paper to be tabled; (v) Verbal update