NATIONAL PILOT VEHICLE DRIVERS ASSOCIATION INC.

NEWS LETTER

January / March 2017 Edition

Have a Laugh

A defendant isn’t happy with how things are going in court, so he gives the judge a hard time.

Judge: Where do you work?
Defendant: Here and there.
Judge: What do you do for a living?
Defendant: This and that.
Judge: Take him away.
Defendant: Wait, when will I get out?
Judge: Sooner or later.

Brain Teaser

A man wanted to encrypt his password but he needed to do it in a way so that he could remember it. He had to use seven characters consisting of letters and numbers only (no symbols like ! or <). In order to remember it, he wrote down “You force heaven to be empty.”

What is his password?
Answer Page 11.

Hi everyone, welcome to the January-March NPVDA Newsletter. As you can see there are some subtle changes to this edition. With each edition of the Newsletters we aim to improve the content and the layout to make it easier and more pleasurable to read.

The first thing that you will notice is, there is a list of what is in this edition at the top of the front page.

The next is that I have finally conned our illustrious secretary (Jack Brooks) into filing a Report for the Newsletter, hopefully, it won’t be the last report that Jack can find time to put together (thanks Jack).

Since January, it has been very busy with meetings and other OSOM News, so I hope that we have gathered enough information to wet you appetites’. Thanks to those who send in information for me to chase up for the Newsletter, keep up the good work.

We (the committee) have had several enquiries about NPVDA cloth name badges and the committee has decided to issue a NPVDA cloth badge with the new membership renewal for 2017/2018. For those who require additional Cloth Badges, they will be on sale through the Treasurer once they have been embroidered.

This newsletter is currently being distributed to all members of the NPVDA, but we are looking at increasing our circulation to as many people as possible who are involved in the OSOM Industry. The NPVDA’s aim is reach out to as many of those involved in the industry as possible, with the intention of keeping everyone informed as to what is going on in this fast changing industry and hopefully receiving some feet back from everyone as well. Feedback is the only way that the NPVDA can put forward your ideas as a combined group to Government Departments.

Government Departments have indicated that they want feedback from recognised industry associations (such as the NPVDA), to assist them in making their decisions in Law and Policy, and these decisions effect us all.
On the 7th Feb 17 I attended the National Heavy Vehicle Regulator (NHVR) “OSOM Industry Operations Group” (OSOM IOG), there were some good outcomes at this meeting for the OSOM Industry both for Transport Operators and Pilots which I will explain as follows;

The reason I attended this meeting was due to in the past year 2016 the NPVDA email address was omitted from the email list by an administrative error, so I attended so to see what was actually happening at these meeting and introduce our new Person who will act as the NPVDA Member (Vince Wright) attending the 2 meetings a year, Feb and Sep/Oct.

The meeting was opened by the NHVR Representative and was attended by a number of NHVR People, Transport Operator Representatives, Chris Barnett (Phone Hook-up) and myself, Vince attended later in Meeting due to having to do a Pilot Task around Brisbane.

There were many points discussed by NHVR People, which related to the OSOM Transport Operators overall which were as follows;

- New online Permitting System being explained to meeting,
- Timeframe as to the time when permits are being issued due to the delay by Road Managers,
- There were other items discussed that were more for the Transport Operators.

After all this was discussed the Chairperson started going around the room asking if there were any items that could be discussed, this opened the door for Me;

- First I introduced Vince to the IOG and informed them of his role on behalf of the NPVDA,
- Then I asked the question about the Pilot Harmonisation Project:
  Q. Timeframe, if the NPVDA could assist in anyway to make it happen any faster?
  A. At this point of time there was no set date as to when it was going to start! Not in the near future as there were more pressing concerns with the general Transport Industry.
  Q. The concern there is at present a difference between the states as for Loads to Pilots Ratio’s?
  A. The IOG and NPVDA Committee’s should write a letter to CEO NHVR to ask if this could be made a project to be looked at, maybe a Recommended Pilot/Load Matrix would suit all.

The Letter from NPVDA is attached and the Recommended Matrix.

Since these letters were sent and tabled we have been notified that this Project is being started as per the following letter from “Manager Stakeholder Relation”

Jack,

Thanks for your email. All letters in ref to the harmonisation of pilots to vehicles have been received the harmonisation team have been tasked with scoping this project. The preliminary work has already started on this project and the team will be in contact in the coming months to discuss progress.

It is expected that the project will be completed near the end of this year.

The NHVR looks forward to engaging with industry and jurisdictions on this project.

If anyone who has some photographs and/or stories that they wish to share with other members, please forward to the Editor before the 25th of each month. Editor_newsletter@npvda.org.au
So as you can see we have not been sitting on our hands, at least this is a start to get this Nation to harmonise something that should have been done a few years ago.

I would like to thank the Chairperson of the IOG to back this Project as it is going to help the whole of the OSOM Industry.

Thank you for being members and we hope that this step towards what we are trying to do for all Pilots and OSOM Operators Nationally.

Please if you have any other Pilots you know that might not been a Member please forward to them and maybe they might think about joining the NPVDA. If you have any concerns in opening the attached documents please let me know.

RE: OSOM IOG support for Pilot and Escort harmonisation

I am writing to you as the Secretary of the National Pilots Vehicle Drivers Association (NPVDA), I attended the last OSOM IOG on the 7th February 2017 where the following discussion took place.

This letter is about an item which was tabled at our recent OSOM IOG relating to a Pilot and Escort Review.

Discussed at the meeting was the importance of harmonising the Dimension/Mass Vehicle Loads to Pilot/Escort Vehicle ratio to create some consistency on the number of Pilots/Escorts assigned to a load travelling across state borders. Currently, depending on the state, there are various numbers and configurations of Pilot/Escort and/or Governmental Escorts type vehicles assigned to the load – which can vary as they cross the borders. This difference between the states could mean that loads could be waiting for extra Vehicles and can cause disruption to the Transport Industry and the Public.

We were advised at the IOG that there was some room with the BAU program of works which could be utilised to conduct a review of Pilots and Escorts.

If authorisation was provided to conduct a review of Pilots and Escorts, the IOG supports an initial focus on harmonisation of the Dimension/Mass to Vehicle Ratio. This would create an immediate impact to the planning and movement between states. We also acknowledge that the pilot’s community would also benefit from reducing wait times at the borders.

This would also be a start to actioning the NTC Harmonisation Paper.

Should you have any further questions, please contact me directly. Jack Brooks
Vince Wright’s

Vince joins our Special Projects Team of advisors assisting the NPVDA with the Self Regulation of the Pilot and Escort Industry.

Living in Brisbane, Vince is perfectly placed to attend the NHVR IOG meetings and maintain regular contact with the NHVR.

His experience with Transport and Main Roads Qld (TMR) consists of;

- Land Transport & Safety – various positions including Excess Mass & Dimension (EMD) Permit processing, management of National Heavy Vehicle Accreditation Scheme (NHVAS), Vehicle modifications, Vehicle Safety,
- Heavy Vehicle Management –Special Purpose Vehicles, Heavy Vehicle Management Scheme, EMD Permit Management, EMD Period Permit approvals, Registration System improvements for Crane Registration,
- Metropolitan District – EMD Permit processing, EMD route development, District approval of EMD Permits, B Double route extensions,
- Maritime Safety – Asset Management,
- July 2012 Redundant,
- East Coast Pilots,
- July 2014 Pilot/Escort Driver, Route scoping

The NPVDA Special Project Team now consist of;

- Jack Brooks – Secretary NPVDA,
- Chris Barnett - NPVDA Committee Member,
- Darrell Gascoyne – Ex Vicroads Manager,
- Inspector Phil Brooks – NSW Police Highway Command,
- Vince Wright – Ex TMR Qld management

We are currently in discussions with other Government officials to join the team, this team will give us the expertise to present to the NHVR a Pilot and Escort Industry Self Regulation Proposal which we are currently working on.

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*A man asks a farmer near a field, “Sorry sir, would you mind if I crossed your field instead of going around it? You see, I have to catch the 4:23 train.”

The farmer says, “Sure, go right ahead, and if my bull sees you, you’ll even catch the 4:11 one.”

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PROPOSED CHANGES TO THE CITIZEN BAND RADIO STATIONS (UHF CB Radio’s)

The purpose of the Radiocommunications (Citizen Band Radio Stations) Class Licence is to vary the CB Class Licence to include additional UHF radio frequency channels, additional functionality and minimise interference between citizen band radio stations.

From April 2008 until December 2010 the Australian Communications and Media Authority (AMCA) has been reviewing the future arrangements for the Radiofrequency spectrum in the range of the UHF CB Radio Band.

In the context of that review, the ACMA has undertaken extensive consultation regarding proposed changes to spectrum arrangements in the UHF band. One of the outcomes of the review was that the ACMA decided to make changes to the UHF CBRS band.

There are currently forty channels in the UHF CBRS band. These channels are highly utilised, with congestion experienced by users in some local environments. In reviewing the operation of the UHF CBRS band, the ACMA’s objective was to improve the utility of the UHF CBRS band. The outcomes of the review of the 400 MHZ band that have implications for the UHF CBRS band include:

- the transition of all speech channels, including repeater channels, from 25 kHz to 12.5 kHz channel spacing;
- the retention of the existing technical arrangements for telemetry and telecommand channels (that is, 25kHz channel spacing will continue to be employed in relation to those particular channels); and
- the inclusion of forty new Citizen Band channels (CB channels) that are interleaved between the existing forty 25 kHz (now to be 12.5 kHz) CB channels.

The new UHF channel arrangements allow for an additional 40 channels to be provided in the UHF CBRS band, increasing the total number of available channels to 80. The introduction of the new channel arrangements corresponds with a transition period to phase out the use of UHF CB stations that operate under existing spacing arrangements.

The Class Licence Variation provides for a transition period until and including 30th June 2017. During this transition period, a person may operate a UHF CB station under either the existing forty channel arrangements or the new eighty 12.5 kHz channel arrangements. The ACMA also proposes to review the channel arrangements applicable to the transmission of telemetry and telecommand signals. A date for this review is yet to be set.

FAQ’s

Q. Will my old UHF CB radio still work when the changes take place?
Yes, your existing UHF CB radio will still work after January 1st 2010.

Q. Will my old UHF CB radio interfere with other channels?
It is possible that old UHF CB will interfere with new channels but you would need to be very close to another radio to create a problem.

Q. Can I talk to someone on a new UHF CB radio with my old UHF CB radio?
Yes, you will be able to talk to another person using a new UHF CB radio provided they are on one of the current 40 channels, if the other UHF CB radio is on one of the newly allocated channels then you will not be able to talk to them.

Q. Will I notice any changes when talking on a new UHF CB radio with my old UHF CB radio?
Yes, you will notice that the sound will be distorted but you will be able to talk to each other.

**SPECIAL PROJECT REPORTS**

### 31st CMCA ANNIVERSARY RALLY IN TASMANIA

The NPVDA was invited to attend the 31st CMCA Anniversary Rally in Tasmania Monday 13th March to Sunday 19th March 2017. Like the Canberra Rallies, the NPVDA was to deliver several seminars on Safety with Oversize Loads on the Road.

Unfortunately I was unable to attend this rally due to ill health, but hope to continue with the Road Safety Program during the remainder of 2017.

### DISTRIBUTION OF NPVDA ROAD SAFETY BROCHURES

Eric Dodd has hung up his lights and sign and retired from piloting. Eric plans on touring our great country visiting his family heritage areas, researching his family history.

Eric approached me several months ago and offered to distribute our Road Safety Brochures to the various Caravan Parks he plans on visiting. I have given Eric brochures to distribute and told him to let me know when he needs more, which I will send to him where ever he is at the time. Eric is going to remain a member of the NPVDA and has paid 12 months in advance.

Good luck Eric, all the best in your retirement and thanks for all your help.

Several issues ago I asked for any NPVDA Member who was interested in distributing the NPVDA Road Safety Brochures to whoever they thought would be able to get the work out about sharing the road with OSOM Loads.

One such member who sent me an expression of interest was Gary (Robbo) Robinson, I finally caught up with Gary the other day on a job and gave him some of our brochures.

I have been handing out these brochures since late last year whenever I close down a section of road and pull up beside the oncoming vehicles. Generally I receive a thankyou

### RMS NSW ESCORT VEHICLE DRIVER SCHEME REPORT

On the 16th December 2016, RMS NSW held a OSOM EVDS Forum (as previously reported).

There was much discussion on;

- Training of EVDS Drivers and experience,
- Colours of vehicle lights,
- Sign writing on the vehicles, and
- NSW Learner Driver Handbook’.

After the meeting, there were many emails from the participants to RMS providing feedback on items discussed.

Below is the response to those emails from Justine Hall (RMS NSW)

*Following our email of 17 February 2017 reporting on the issues discussed at the Industry Forum on 15 December 2016, we have received some additional feedback from stakeholders.*

*For ease of reference we have summarised the major themes of this additional feedback and can now provide a further update on Road and Maritime’s current activities in relation to each of them. Roads and Maritime agrees If anyone who has some photographs and/or stories that they wish to share with other members, please forward to the Editor before the 25th of each month. Editor_newsletter@npvda.org.au*
that the safety of scheme participants and the general motoring public is of paramount importance.

1. **Colour of lights on vehicle** – We understand that stakeholders wish to use magenta lights as the warning lights on escort vehicles. As we advised at the Industry Forum, the regulations state that crimson lights can only be used by Roads and Maritime and council enforcement vehicles. We will however continue to look closely at whether magenta lights may be used. This is not something which can be finalised in the short term as it may involve an amendment to the regulations. As such we have decided to commence the operation of the scheme with the amber lights required by the regulations.


3. **Communications Campaign** – Stakeholders have expressed some reservations about the extent and timing of the communications campaign. We have taken on board the feedback given and agree that the communications campaign will commence at least a week before the first moves take place. In addition to a media release issued at that time and a public awareness campaign involving radio, print and social media, Roads and Maritime will also provide further information on the scheme website. This campaign will involve targeted radio interviews as well as print and social media pages with key messages concerning the changes to the escorting of oversize loads, to take extra care and obey the directions of authorised escort vehicle drivers.

4. **Training** – Stakeholders have raised further issues concerning the availability and quality of training provided by Registered Training Organisations (RTOs). As discussed at the Industry Forum, Roads and Maritime are in the process of approving particular RTOs to improve the level of quality. As part of this process, Roads and Maritime are conducting a workshop on 22 March 2017 to ensure that the units of competency provided by the RTOs are contextualised to NSW conditions. This workshop will also ensure that the proposed RTOs will have the appropriate skill set to provide the training. Further, the preferred RTOs are able to advertise the OSOM EVDS training course on their website now.

5. **Driver requirements** – Stakeholders have also questioned the strictness of the requirements for people to become authorised escort vehicle drivers. Roads and Maritime agrees that the safety of the OSOM load and all road users is paramount. As such we believe that the stringent set of requirements ensures that the best quality of drivers participate in the scheme.

Once again we thank you for your continued participation and interest in the OSOM EVDS ensuring its effective operation. We will be in touch further once we start allocating OSOM moves in a measured way to closely monitor the safe operation of the scheme.

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McALEESE BUSINESS WILL CONTINUE UNDER NEW NAME

The creditors of the embattled transport and logistics company, McAleese, have reached an agreement to keep the company’s remaining business units in operation. After half of year of discussions about the future of the business, which fell into administration in August 2016, a second meeting of secured creditors in late December 2016 saw a series of related Deeds Of Company Arrangement (DOCA) proposals from SC Lowy, Remagen and BlackRock pass in preference to the option of liquidation, as reported by Prime Mover Mag, Feb 2017 edition.

The secured creditors will reportedly take control of all remaining business units under a new name, Rivet, putting in a combined total of $10 million to ensure operations can continue as normal.

“The objectives of the DOCA’s are to enable creditors to receive a better return, facilitate the viable business of the McAleese group of companies to continue as going concerns, enable as many employees as possible to remain employed and facilitate the efficient distribution of funds to creditors”, administrators McGrathNicol said.

“There is no expectation the McAleese will resume trading on the ASX or of a return being made to shareholders”. In November (as reported in the December edition of the NPVDA Newsletter), Western Australian transport and logistics firm, Centurion, had purchased McAleese’s entire heavy haulage fleet for an undisclosed amount, with its CEO, Justin Cardaci, stating that as a result of the acquisition, Centurion is now Australia’s largest heavy haulage provider.

Sales of McAleese’s assets such as trucks, trailers and cranes by online industrial auctioneer GraysOnline have Raised in excess of $23 million, with several cranes still available. The administrators will continue trying to sell equipment and other unprofitable parts of McAleese that did not move across to Rivet, over the next few months, with the proceeds going to secured creditors, who are not expected to recover all of their debt.

The new Rivet company, meanwhile, will be led by former McAleese executive, Mark Rowsthorn, and specialise in mining, energy and aviation fuelling services. Some 1,350 employees will remain with the company.

The Alphabet of Marriage

After being married for thirty five years, a wife asked her husband to describe her. He looked at her carefully, then said, "You are A, B, C, D, E, F, G, H, I, J, K." "What does that mean?" she asked suspiciously. He said, "Adorable, Beautiful, Cute, Delightful, Elegant, Foxy, Gorgeous and Hot!" She beamed at him happily and said:

"Oh, that's so lovely! But what about I, J and K?" "I'm just kidding" (The swelling in his eye is going down and the doctors are fairly optimistic about saving his genitals).

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NHVR’s Quarterly Snapshot released shows a jump in pre-approved routes.

NHVR Executive Director Access, Peter Caprioli, said there was a 16 per cent increase in pre-approved routes, bringing the total to 1313, covering 297 local councils across Australia.

“Pre-approvals are vital because they eliminate the need for individual road manager consents on agreed routes, helping heavy vehicles get on the road more quickly and safely,” added Mr Caprioli.

To further boost efficiency and productivity, the NHVR will continue to advocate pre-approvals for local councils through its strong partnerships and local engagement strategy.

Mr Caprioli said permit applications remained strong with over 95 per cent of the 5526 applications submitted to the NHVR during Q2 via the Customer Portal.

“The increase in online applications through the Customer Portal and more pre-approvals means we are starting to see the benefits of improved processing times flow back to the heavy vehicle industry in terms of time saved, a more reliable application process and better transparency to track permits.

“The Portal streamlines the way operators prepare, lodge and track their road permit applications, which is a major step forward for the industry,” he added.

“In addition to this, we’ve just completed trials with 20 road managers across the country on the Road Manager Portal, which provides end-to-end solutions for permit management.”

Also highlighted in the report is continued growth in the National Heavy Vehicle Accreditation Scheme (NHVAS), which is approaching some significant milestones - 10,000 modules completed and 100,000 vehicles accredited under the Maintenance Module.

ALTERNATIVE ROUTE THROUGH BALRANALD, NSW

Had a query from a member, that Pedestrian Traffic Islands have been installed through the main street (Market St/Sturt Hwy) in Balranald NSW, making it a very tight fit for 4.5m plus Wide Loads to negotiate (if not impossible).

I rang the Shire Engineer (Mr. Brian Ebery – 03 5020 1300) and spoke to him about the possibility of damage to roadside furniture by the Wide Loads negotiating Market St.

Brian stated that I’m not the first phone call he has had about this problem and said that he is directing Wide Loads on an alternative route through Balranald to bypass the main street (Market St)

Brian says the route is (West to East and reverse heading East to West):

- Left off the Sturt Hwy into Piper St (first left as you come into town) – travel 120m,
- Right into O’Connor St West (T intersection) – travel 700m,
- Left into Moa St (T intersection) – travel 600m,
- Right into Ivanhoe Rd (T intersection) – travel 1.3kms,
- Veer left into McCabe St – travel 1.0kms,
- Straight ahead back onto the Sturt Hwy – travel 1.5 kms.

Brian says that he has been in contact with the NHVR about the new OD Route, to date has not received a response from them. Please contact Brian before using this route until it has been approved by the NHVR.

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### 2016/2017 EVENTS CALENDER

#### February
- **7th** Tuesday: NHVR Industry Operators Group Meeting (IOG)
- **26th** Sunday: NPVDA Committee Meeting (Skype) – cancelled (no quorum)

It is proposed to continue having the NPVDA Committee Meetings on the 3rd Sunday of each month, subject to availability of Committee Members (to constitute a quorum).

#### March
- **18th** Sunday: NPVDA Committee Meeting (Skype) – Cancelled (no quorum)

#### April
- **9th** Sunday: NPVDA Committee Meeting (Skype) deferred to 23rd April 2017

#### May
- **20th** Sunday: NPVDA Committee Meeting (Skype)
- **25th to 28th** Friday to Monday: Brisbane Truck Show

#### June
- **17th** Sunday: NPVDA Committee Meeting (Skype), this'll be the last meeting before the AGM

#### July
- **17th** Sunday: NPVDA AGM – venue TBA

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**Saying for the Month**

No matter how good or bad you think life is, wake up each day and be thankful for life. Someone somewhere else is fighting to survive.

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**Conductius sages**

Marriage is like game of poker. You start with pair and end up with full house.

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