DISCLAIMER: The material contained in this publication is in the nature of keeping members informed on the activities of the Committee and the enlightenment for the members. Contributions are acknowledged, with thanks, from various publications. The editor expressly disclaims all and any liability to any person, whether an association member or not. Views expressed may not necessarily be those held by the Executive or the members.

Have a Laugh

The Gearbox
Two Tennessee rednecks are out hunting, and as they are walking along they came upon a huge hole in the ground. They approach it and are amazed at the size of it. The first hunter says, "Wow, that's some hole; I can't even see the bottom. I wonder how deep it is?" The second hunter says,"I don't know. Let's throw somethin' down there, listen and see how long it takes to hit bottom." The first hunter says, "Hey, there's an old truck gearbox over there, give me a hand, we'll throw it in and see." So they pick it up and carry it over and count one, two, three and heaved it into the hole.
They are standing there listening, looking over the edge, when they hear a rustling behind them. As they turn around, they see a goat come crashing through the underbrush, run up to the hole and, without hesitation, jump in headfirst.

Hi everyone, sorry for the delay in publishing this Newsletter, it has been so busy here in Victoria that time has got away from me.

The NPVDA AGM has passed us by, further information later on in this edition.

Sorry to those new members who haven’t received their receipts and stickers as yet. We have set up a new computer and Accounting program for our Treasurer and have been experiencing some teething problems. Hopefully this will be resolved shortly and Stickers, Badges and receipts will be forwarded out shortly.

We are currently looking at expanding this Newsletter to all persons involved in the OSOM industry, in the hope of keeping everyone informed as to the changes happening in the industry.

One of the changes to the Newsletter is to listing Members Names and Mobile Numbers (voluntary only) in the Classified – Pilots Section, enabling those in the industry to contact members for work.

Pilot Service Providers contact details will be listed as well, enabling Transport Companies to make contact to book a pilot. There will be a charge for this classified which will go towards producing the Newsletter. A sample of these pages is displayed further on in this Newsletter, your comments would be appreciated.

We are also asking for pilots input to the New Newsletter, whether it be an article, funny experience, photograph/s, with prizes for the best article/funny experience/photograph for each edition.

It is anticipated the Newsletter will be produced every 3 months and be distributed by email, and for those who do not have an email address, by-snail mail.

More about the proposed new News Letter further on in this edition.

Anyway, please read on and hope you enjoy this Newsletter.
As reported to all the NPVDA Members by Jack Brooks (NPVDA Secretary).

Cliff Smart, a well known Pilot Operator in the OSOM Industry passed away in June 2017 after a long illness.

On the 28th June 2017 we farewelled a much loved person Cliff (Cliffy) Smart who passed onto the Big Transport and Pilot Car Empire in the Sky.

He was sadly farewelled by many people who attend this waving him off, there was standing room only at the small Funeral Room in Wantirna.

The eulogies were delivered by his Brother Russell, Daughter Crystal (who did her father well with only a small tear), Kevin Cahill (long-time friend of the Smart Family as a friend and employer of the Smart's Pilots) and Ian Fullerton (WA spoke for the NPVDA), they were the best I have heard for some time.

Attending were many Pilots, Vic Roads, Friends and Family, when you looked in the carpark people would have thought that there was a gathering of Pilots and Transport Company’s.

I thank the Members of the NPVDA who attended and came from interstate to farewell this man who has done quite a considerable amount of work making this industry where it is today, he was one of the founding members of the NPVDA and has helped for many years to keep the NPVDA going to where it is today.

I have never worked with Cliffy, but wished I had after hearing all the comments, stories and seeing Pictures of his escapades thru his working career.

I say again, Cliffy you had better get those Pilots into shape before the rest of us arrive.

Cliff’s family would like to thank everyone so much to all who came to Cliff’s funeral and for the love, care and concern you showed the family. We are humbled to see so many come and give Cliff such a massive send off. Sylvia is sorry she missed getting around to thank everyone, so please accept this her heartfelt and grateful thanks.

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**2017 NPVDA AGM**

**ELECTION OF OFFICE BEARERS**

The NPVDA AGM was held on Sunday 30th July 2017 at the Mulgrave Country Club.

Election of Office Bearers was successfully completed. Minutes of the meeting can be viewed on the NPVDA Website (members section). The Committee remains the same as there were no applications received by the Secretary to replace existing committee members.

<table>
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<tr>
<td>President</td>
<td>Joe Shields</td>
<td>0418 376 657</td>
<td><a href="mailto:president@npvda.org.au">president@npvda.org.au</a></td>
</tr>
<tr>
<td>Vice President</td>
<td>Ray Platt</td>
<td>0428 190 660</td>
<td><a href="mailto:vice_president@npvda.org.au">vice_president@npvda.org.au</a></td>
</tr>
<tr>
<td>Secretary</td>
<td>Jack Brooks</td>
<td>0419 951 315</td>
<td><a href="mailto:secretary@npvda.org.au">secretary@npvda.org.au</a></td>
</tr>
<tr>
<td>Treasurer</td>
<td>Margret Garner</td>
<td>0427 508 006</td>
<td><a href="mailto:treasurer@npvda.org.au">treasurer@npvda.org.au</a></td>
</tr>
<tr>
<td>Committee (WA)</td>
<td>Ian Fullerton</td>
<td>0417 172 109</td>
<td><a href="mailto:committee@npvda.org.au">committee@npvda.org.au</a></td>
</tr>
<tr>
<td>Committee</td>
<td>Chris Barnett</td>
<td>0428 328 673</td>
<td><a href="mailto:committee2@npvda.org.au">committee2@npvda.org.au</a></td>
</tr>
<tr>
<td>Committee (Qld)</td>
<td>Eileen Sampson-Combes</td>
<td>0427 172 388</td>
<td><a href="mailto:committee3@npvda.org.au">committee3@npvda.org.au</a></td>
</tr>
<tr>
<td>Committee (Vic)</td>
<td>John Mulholland</td>
<td>0408 123 023</td>
<td><a href="mailto:committee4@npvda.org.au">committee4@npvda.org.au</a></td>
</tr>
<tr>
<td>Public Officer</td>
<td>Sylvia Smart</td>
<td>0400 937 123</td>
<td><a href="mailto:getsmartpilotservice@bigpond.com">getsmartpilotservice@bigpond.com</a></td>
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OSOM Third Party Escort Scheme

The NHVR is in the process of working towards the harmonization of the Pilot/Escort Industry. Back in June 2013, Austroads released Harmonization of Pilots and Escort Vehicle Driver Requirements paper and then in January 2014, the NTC released a paper on the Harmonization of Pilots and Escort Vehicle Driver Requirements—National Accreditation Scheme. Both of these papers can be found on the respective Websites, along with comments from within industry.

There was discussion throughout the industry about these papers and the Harmonization of Pilots and Escorts was handed over to the NHVR to implement. Unfortunately, the NHVR has a lot on its plate with the rest of the Heavy Transport Industry Accreditation Scheme to be implemented. The NHVR has prioritized what needs to be done first, which puts the Pilots Scheme down the bottom of the ladder.

The NPVDA had a look at the NTC’s paper and after discussions with both the NTC and NHVR it was discovered that the Third Party Escort Scheme wasn’t on the scope of things to be done, at this stage.

Third Party Escort (TPE) is the next level of pilots (Level 3) whereby these accredited pilots replace Police/Vicroads in the Escorting of oversize loads.

Over the years, various Govt Transport within the Pilot Industry about the feasibility of the criteria is met, then issuing Permits and if the criteria is met, then the requirements on the Permit, saving Transport Authority concerned, which are called it Escort Vehicle Driver Scheme (EVDS) and held their first Workshop in Sydney in September 2015, where interested parties in the NSW OSOM Industry were invited, the NPVDA was one of those interested parties chosen.

In September 2014, the NPVDA started researching the feasibility of a National Third Party Escort Accreditation Scheme which culminated in a Workshop held at the NTC Conference Rooms in Melbourne on the 30/09/15 with State, Territory Transport Authorities & Police, State Trucking Assoc and representatives from within the OSOM Industry being invited. The NPVDA gained a great amount of information from this Workshop and is continuing to work on this project.

The proposal was for a National TPE Accreditation Scheme whereby TPE’s throughout Australia would be required to meet the same criteria and that the vehicles operated by the escorts would have that same markings, this would make them easily identifiable to any motorist no matter what state/territory they are in.

In the meantime, RMS NSW had been working on a similar idea (for NSW) which started some years prior. They called it Escort Vehicle Driver Scheme (EVDS) and held their first Workshop in Sydney in September 2015, where interested parties in the NSW OSOM Industry were invited, the NPVDA was one of those interested parties chosen.

The EVDS Scheme that was proposed by RMS NSW was deemed by the NPVDA as a better alternative to the NPVDA TPE proposal, so the NPVDA put their project on hold and directed their resources towards the EVDS. No project is perfect and several other meetings were held by RMS NSW to fine tune their scheme.

RMS has just released a revised version of their EVDS which is due to commence in February 2018 and this can now be viewed on their website - http://www.rms.nsw.gov.au/business-industry/heavy-vehicles/road-access/restricted-access-vehicles/oversize-overmass/escort-accreditation-scheme/index.html

The NPVDA is still progressing with its TPE project and will make available to all pilots and operators for comments prior to forwarding the proposal to the NTC and NHVR.

Know all Daughter

A mother is driving her little girl to her friend's house for a play date. 'Mummy', the little girl asks, 'how old are you?' 'Honey, you are not supposed to ask a lady her age', the mother replied, 'It's not polite'. 'OK', the little girl says, 'What colour was your hair 2 years ago?' 'Now really', the mother says, 'those are personal questions and are really none of your business'. Undaunted, the little girl asks, 'Why did you and Daddy get a divorce?' That's enough questions, young lady! Honestly!' The exasperated mother walks away as the two friends begin to play. 'My Mum won't tell me anything about her,' the little girl says to her friend. 'Well,' says the friend, 'all you need to do is look at her driver's license. It's like a report card, it has everything on it.' Later that night the little girl says to her mother, 'I know how old you are, you are 32'. The mother is surprised and asks, 'How did you find that out?'. I also know that you used to have brown hair. The mother is past surprised and shocked now. 'How in Heaven's name did you find that out?'. And, 'the little girl says triumphantly, I know why you and daddy got a divorce.' 'Oh really?' the mother asks. 'Why?' 'Because on your driving licence it says you got an “F” in 'sex'
Five sites across Victoria’s major freight networks have been selected for new automatic number plate recognition cameras as part of the National Heavy Vehicle Regulator’s (NHVR) plans for a national compliance and information system.

The government funded cameras have been installed on the Hume Freeway at Wallan, Calder Freeway at Gisborne, Western Freeway at Ballan, Goulburn Valley Freeway at Murchison and the Princess Freeway at Yarragon, as well as various other sites in NSW, Qld & SA.

Federal Minister for Infrastructure and Transport Minister, Darren Chester, said the Coalition Government’s Heavy Vehicle Safety Initiative, which focuses on Australia’s key heavy vehicle corridors and black spots.

Chester said “these types of high-tech monitoring cameras have been very useful in encouraging safe driving practices and in the future they will be linked to other Australian states through the NHVT as part of a national effort to improve heavy vehicle safety.

Putting more cameras on the ground is critical step towards a national camera network and better data sharing across borders will enforce our efforts to make our major freight networks safer.

Chester continues, it also means authorities can better detect risky behaviour and unsafe practices on our roads, which helps narrow our focus for compliance and enforcement.

The reasons behind road accidents are complex and require a multifaceted approach to improve safety, which is why we are providing a $4 million boost to the NHVR’s activities. “Every dollar we invest in safer roads and drivers today means lives saved in years to come”.

Each camera site costs between $200 & $800 thousand to establish, depending on what infrastructure, power, communications and security facilities are already in place.

NHVR CEO, Sal Petroccitto said, the heavy vehicle camera network will support its broad plans to facilitate real-time, agency-linked, data collection used by Authorised Officers wherever they are in Australia.

Sal goes on to say “National visibility of vehicle movements will allow the NHVR and other enforcement agencies to identify drivers and operators who systematically flout fatigue laws”.

The NHVR is currently working with other state road transport authorities to identify additional camera sites located within the busiest freight routes to maximise heavy vehicle monitoring capability.

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**New Cameras to Monitor Heavy Vehicles**

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**IF YOU HAVE NOT SEEN THIS, YOU WILL NOT BELIEVE IT!**

One of the best card tricks...By an Aussie

Turn on your sound & prepare to be astonished!

I wouldn’t want to play cards with this bloke!

Over the years I have seen many tricks, but this one rates as one of the best

Watch as Australian magician James Galea pulls off one of the most sophisticated tricks ever

[www.youtube.com/embed/PDG1mDCfoBo?rel=0](http://www.youtube.com/embed/PDG1mDCfoBo?rel=0)
Back in 2017, discussions held between the NPVDA and NHVR management about how the Harmonisation of the OSOM Pilot/Escort Industry and the industry was tracking and what could be done by the NPVDA to assist the NHVR in fast tracking the harmonisation of the Pilot/Escorts.

The NHVR said that both the APVDA (formally WAPVDA) and the NPVDA should work together on the Harmonisation project.

Towards the end of 2017, the NPVDA approached the APVDA and asked the association, would they be interested in forming a new combined pilot vehicle drivers association. Combining both associations into one powerful group with one voice enabling easier negotiations with government and other bodies involved in the OSOM industry. This would also attract more members, both some of the old ones who have dropped out over the years through one reason or another and some of the new younger pilot/escorts.

Both associations went to their members asking the question – whether to or not to form another combined association;

- the APVDA members declined the suggestion,
- the NPVDA members were for the suggestion.

So, at the moment, this proposition lays dead in the water.

This is an opportunity sadly missed, as both associations are fighting declining membership with a combined membership less than 500 (not like the old days). Also, at the moment, Government Departments are dealing with 2 Associations with different ideas which slows down the process.

With one Association, this combined association could go through the process of discussion with its members speeding everything up, enabling us to achieve changes in legislation much quicker and having more input to the industry.

This has been proved with the NPVDA TPE project where the NPVDA achieved a lot more in 22 months than RMS NSW had with their EDV Scheme (EVDS) over 10 years.

Some years ago there was one Pilot Vehicle Drivers Association which represented most pilots around Australia with over 500 members. There were representatives in each State and Territory. Somewhere along the line there was a split in this association and the WA pilots and some other pilots went their own way forming the Western Australia Pilot Vehicle Drivers Association (WAPVDA).

I have not gone into the division in detail as many OSOM Loads have passed under the bridges and old wounds need not be reopened.

With the constant changing of the Pilot/Escort Industry moving so quickly, maybe it’s time to forget our differences, our own agendas and think of the industry as a whole and come together as one. Not everyone will agree with each other, but the majority will have the industry at heart and we all can achieve what is good for the industry.

We also have to remember that Committee Members and some members of both Associations are volunteers and have their own businesses to run as well, as they carry out duties for their respective associations. Out of pocket expenses is also part of the norm, like attending meetings with Government Transport Departments and so on. This is part of what being a volunteer involved in ANY association.

There is an old saying “United we stand, divided we fall”
The Committee and NPVDA Advisers are continually working on projects to enhance the industry.

**PILOTS CODE OF CONDUCT**

The NPVDA is developing a National Pilots Code of Conduct or Practice so that **ALL** pilots are working on the same page and it is hoped that the industry will treat pilots as professionals.

This code will be based on existing codes such as;

- NPVDA existing Code of Conduct,
- WA Pilots Code of Conduct,
- VicRoads, and
- NHVR Code of Conduct

Once the Code has been completed, it will be put out there for general comment, once the final code has been completed, it will be forwarded to gov’t with a request that the code be adopted.

**PILOT/ESCORT HARMONISATION**

The NPVDA is still currently working on this project with the NHVR, more information on this project as it becomes available.

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**NPVDA SPECIAL PROJECTS**

**SUPER CONVOYS**

**Generator Move Loy Yang to Webb Dock**

Last month, Melbourne turned out for the 256t generator move from Loy Yang Power Station in the Latrobe Valley to Port Melbourne, where the generator was loaded onto a ship and transported to Germany for repairs.

The move was over 3 nights, the streets were lined with interested bystanders watching the move. This put the OSOM Industry in the public eye, and hopefully gave the general public an idea on what we (as pilots) do.

Transport Company – Lampson
Pilot Company – Get Smarts Pilot Service
Stats: 108m Long x 6.5m Wide x 5 M High, travelling at 20km/h

[https://www.youtube.com/watch?v=IR-eHcVT6w8](https://www.youtube.com/watch?v=IR-eHcVT6w8)
[https://www.youtube.com/watch?v=Ziz5W4Q1Zpo](https://www.youtube.com/watch?v=Ziz5W4Q1Zpo)
SAMPLE OF PROPOSED CLASSIFIED PAGES IN NEW NEWSLETTER

**CLASSIFIEDS—PILOTS**

This Classified Section of the Newsletter is for NPVDA Members to promote their names as Pilot Operators. Four lines are permitted, Pilots Name, Accreditation, Area of Operation (Local or Intrastate or Interstate) & Mob No. Please contact the Editor if you wish to have your name entered into this section.

Business names are not permitted in this section. Should a member or non-member wish to promote their business name in this Newsletter, then please contact the Editor for Advertising Prices.

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<th>QUEENSLAND</th>
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**CLASSIFIEDS**

**BUSINESS NAME PROMOTION**

This Classified Section of the Newsletter is for Advertisers to promote their Business Names. Four lines are permitted. Please contact the Editor for a QUOTE if you wish to have your Business/Company name entered into this section.

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<td>0419 951 315</td>
<td>Steve Turner – 0414 844 260</td>
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<td>Traffic Control for Pilot Veh Operators</td>
<td>Public Liability – Pilots &amp; Escorts</td>
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**ADVERTISING IN NEW NEWSLETTER**

One third page, half page, two third page and full page advertising is available in the new Newsletter for those businesses who wish to promote their businesses. Contact the Editor for pricing, NPVDA Members receive a discount on advertising rates – editor.newsletter@npvda.org.au

Distribution will be via email and by snail mail for those who do not have an email account.
2017/2018 NOTICE BOARD

February

7th Tuesday NHVR Industry Operators Group Meeting (IOG)
25th 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

22nd Sunday NPVDA Committee Meeting (Skype)

May

10th – 12th Thu – Sat MEGATRTANS Melbourne (Truck Show)
20th Sunday NPVDA Committee Meeting (Skype)

June

17th Sunday NPVDA Committee Meeting (Skype), this’ll be the last meeting before the AGM

July

29th Sunday NPVDA AGM – venue TBA

2019

16th – 19th May Brisbane Truck Show

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.

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

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Editor: Chris Barnett Email: editor.newsletter@npvda.org.au