



NSW Driver Trainers Association **Urgent Newsflash July 2016**

ADTA National

In our previous newsletter we advised of some issues within ADTA National, which the NSW Driver Trainers Association is a member of. At the time the ADTA VIC and ADTA Qld had resigned from the national association due to disagreements over fee increases and the handling of those concerns. Since then a few teleconferences were held, the last on May 9th. In the days following that last teleconference, letters were received advising of the resignation of ADTA SA from the association as well as the resignation of Paul Tanner as national president. Helen Skeggs who is our national secretary was assigned as acting president until the ADTA National AGM.

The ADTA National AGM was held in Sydney on July 1 and was attended by all remaining state and territory members (ADTA Tas, ADTA ACT, ADTA NT, NSW Driver Trainers Association) except for ADTA WA who were unable to send a delegate. Talks at the AGM revolved around the future of the national body and how it might be able to rebuild and to come back from such upheaval within the ranks. The outcome of those discussions was that it couldn't come back, and neither could it carry on in its current format.

It was heavy hearts that we voted to wind up the ADTA National effective as from October 1st 2016. This gives enough time for all relevant paperwork to be filled etc and for members to be notified.

So where to from here? We decided that the best thing for this industry was for all associations around the country to start working better together to achieve the goals we have all been trying for separately for too long. Communications have been sent to all driver training associations around the country advising them of this outcome and opening the door to a better working relationship. I am pleased to say that the ADTA NSW have already contacted me and are more than happy to start talking and working better together and put the politics and history behind us.

Will we have a national association again in the future? Who knows? But for the time being we need to talk better, work better and put our energies into the betterment of our industry and road safety for all drivers.

Changes to Road Rules

On July 1st there were several changes to some road rules, some minor rewordings to make them easier to understand and some to close loopholes that existed. Most of the rules relate to pushbike riders and motorcycle riders; however there is one relating to display devices in all vehicles, and one relating to video calls in cars.

Previously the rules mentioned phone calls, and video calls such as Skype or Facetime are not considered phone calls. Some drivers were abusing this loophole by making those sorts of calls, so now the law is closing it to include any video call in the same way it considers phone calls.

The main changes are:

Rules 98, 99 – Bicycle paths and separated footpaths have been added to the list of places where bicycle riders do not have to ride in the same direction as indicated by traffic signs on the road, which are intended to be followed by drivers (e.g. one way signs; keep left/keep right signs).

Rule 245 – Clarifies that bicycle riders are allowed to stand on the pedals facing forward, for example while riding uphill.

Rule 250 – Bicycle riders with a medical condition that makes it impractical or unsafe for them to ride on the road are allowed to ride on the footpath. These bicycle riders must carry a medical certificate signed by a medical practitioner stating that the practitioner believes the rider should be allowed to ride on the footpath because of a medical condition. The certificate must include a start date and an expiry date not more than one year from the date of issue. The certificate must be produced to an officer upon request.

The exemption does not apply if there is a shared path or bicycle path available near the footpath.

A rider is also allowed to ride on the footpath when accompanying a bicycle rider with a medical condition who meets all these requirements.

Rule 262A – Makes it clear that a bicycle rider may ride through a red or yellow traffic light when a green bicycle crossing light is showing, when travelling in the same direction.

Rule 270 – A motorcycle rider who is pushing a motorcycle does not have to wear a helmet, if the engine is not running and it is safe to do so.

Rule 271(1A) (a) – A motorcycle rider may stand on the footrests of a motorcycle provided it is safe to do so, for example to help them maintain control on roads with potholes or loose gravel.

Rule 271(1A) (b) – A motorcycle rider may remove a foot from the footrest when it is safe to do so, for example to stretch.

Rule 299 – The existing ban on using television receivers and visual display units in or on motor vehicles (such as iPads and DVD players) is extended to all vehicles, such as bicycles.

Drivers and riders may only use a visual display unit as a driver's aid, such as a GPS unit, if it is in a secure cradle fixed to the vehicle or an integrated part of the vehicle. Visual display units can still be used when the vehicle is parked. Penalty: \$325 and 3 demerit points. In a school zone: \$433 and 4 demerit points.

Rule 300 – Makes it clear that when drivers make or receive a call from their mobile phone, it can only be a voice call. Drivers cannot use their phone to make video calls using apps such as Skype or Facetime. All other rules for using a mobile phone while driving, including mounting, apply. Penalty: \$325 and 4 demerit points. In a school zone: \$433 and 4 demerit points.

More information

For further information on NSW Roads Rules visit the [Roads and Maritime website](#) or call Service NSW on 13 77 88. A fully updated version of the NSW Road Rules 2014 is available on the [New South Wales Government legislation website](#).

The road rules changes for NSW outlined above are based on changes to the Australian Road Rules, which have been determined at a national level.

Request for ideas on test waiting times.

Service NSW has been in contact with us asking for any ideas why test waiting times are longer at some centres and much shorter at other ones that are within 10 km of each other. The example they have is Rockdale in Sydney. Wait times there are around 12 days (still not too bad given previous wait times), whereas nearby Miranda and Botany have a wait time of half that.

We have provided some feedback on the issue, including a suggestion that they audit the details of learners presenting at that centre to see if they are only local people, or if people are travelling to that centre from elsewhere. What comes out of that audit might better highlight the underlying issue.

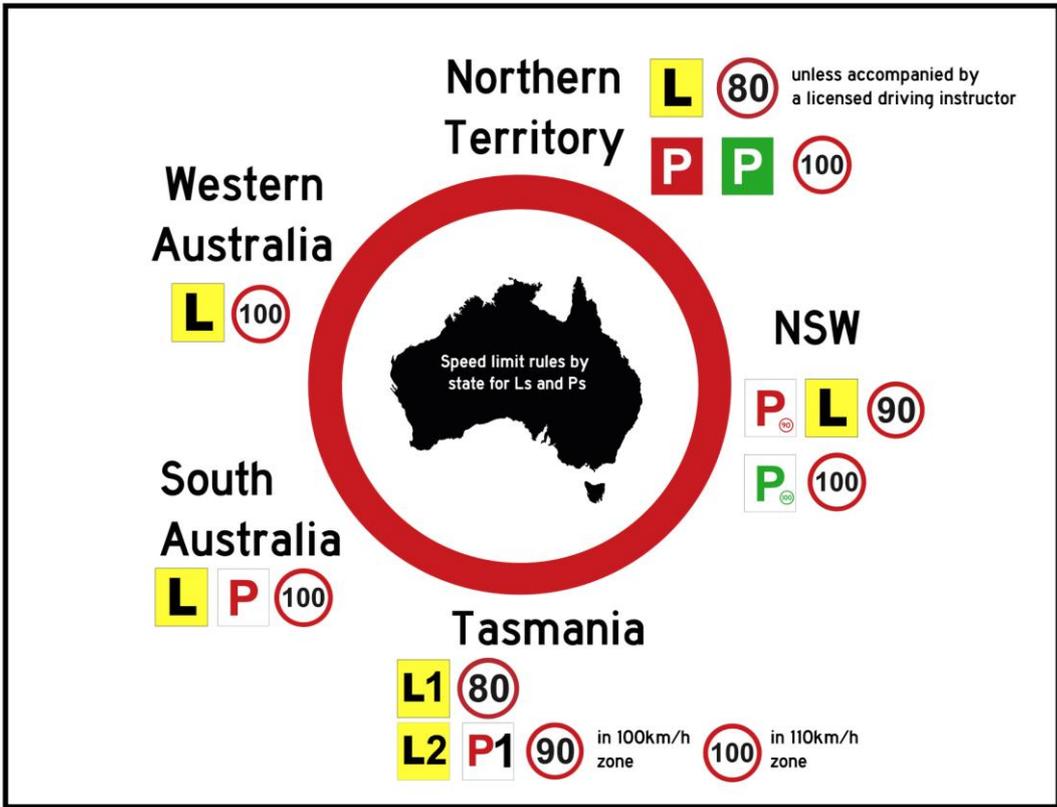
Service NSW would still like your feedback, particularly if you're local to the area. You may have clients that say they prefer that centre for some reason, or you may be directing your clients there yourself. Whatever the reason, Service would like to know so that they can address it and get wait times down at all centres.

If you have any thoughts on this one, or even a similar situation to somewhere local to you, please let us know so we can forward it on to Service NSW.

Interstate speed limits learners and provisional drivers

The question was raised recently at one of our workshops about what speeds are young drivers allowed to drive at when travelling interstate. Fortunately the NRMA has been asked the same thing and has put together a simple map to explain the varying speed limits. But the main thing to remember is that whatever the restricted limit is in the state the licence was issued, applies where ever they drive in Australia.

Victoria, Queensland and Australian Capital Territory (ACT): regular speed limits apply



Remember: the restricted speed limit rules of the state in which your licence was issued apply wherever you are driving in Australia.

New Mazda's in driving tests

We were recently contacted by a member who has purchased a new Mazda 3 for his school, but was then told by a local testing officer that it couldn't be used during driving tests due to its voice warnings about entering school zones. He even went to the effort to contact Mazda Australia to find out how to disable the system so that he could still use it for tests.

We have contacted Service NSW about the matter, who in turn followed it up with the RMS (as test policy is still the domain of the RMS). The result is that these systems are fine to be used during driving tests and a communication has been sent to all testing officers in the state, both Service NSW and current RMS staff, to advise of this policy.

If you experience any issues with this and one of your cars, please speak directly to the centre manager to clarify that the communication has been sent out and vehicle use is permitted.

PCYC and Safer Drivers Course

Over that last few months as we have conducted regional workshops, and through conversations with members, it has been brought to our attention that some people may still be having issues with outstanding payments for work completed for the PCYC in delivery of the Safer Drivers Course. Communication with the PCYC indicates that they are not aware of any issues as it hasn't been brought to their attention at a head office level. They are asking that if anyone has issues at a local level to first address it with the local club manager, and if no resolution is achieved or action taken, then to please notify Jenny Davidson at head office. She is happy to try and resolve issues, but can only do so if it is brought to her attention in the first place.

We do know that when payments switched over to direct deposit, that there were some teething issues, however the PCYC is telling us they have mostly been sorted out, but again they won't know any different if nobody tells them.

If you have any concerns, please contact jenny directly at jdavidson@pcycnsw.org.au

There may also be some issues with instructors invoicing, so we are again attaching the requirements for invoicing for work completed. But you also must have all of your other paperwork up to date with the PCYC. This includes copies of your driving instructors licence, car insurance and PI/PL insurance. As everyone's PI/PL insurance would have expired at the end of June and needed renewing, those of you who are conducting SDC work should send Jenny a copy of your renewed policy.

Requirements for a Tax Invoice

FACILITATORS & COACHES WHO ARE REGISTERED FOR GST



1 Tax invoice

2 Windows to Fit Pty Ltd
ABN: 32 123 456 789 **3**

2 15 Burshag Road
Festler NSW 2755

4 Date: 1 August 2010 **2** Windowstofit@email.com.au
Phone 0499 123 456

To: Building Company
254 Burshag Road
Festler NSW 2755

Description of supply	Total
Window frames 5	\$825
TOTAL PRICE INCLUDING GST	\$825 6

7 Bank Details

BSB 000 111
Account No 1234 5678
Account Name Windows to Fit Pty Ltd

- 1** Your Invoice must include the words 'Tax Invoice' and be legible
- 2** The Invoice must have the suppliers identity—business name, address, phone number and email address for receipt of your Remittance Advice
- 3** The Invoice must have your ABN listed on it
- 4** The Invoice must have an Invoice No and date
- 5** Your description of the item should include:
 - Club that the session(s) was conducted for
 - Session identification—either Module 1 or Module 2
 - Session date or dates
 - Facilitator or Coach's name
 - Invoice amount
- 6** GST listed either as a separate figure or have the words 'Including GST' or 'Total Price Including GST' or 'Amount Inclusive of GST' clearly stated
- 7** Bank details—BSB, Account Number and Account Name

Safer Drivers Course Facilitators and Coaches will be paid on 14 day terms from when the Invoices are received at PCYC State Office. Approval process by Club Managers may add up to 7 days to this process depending on when the Invoice is received.

Queries regarding Invoices should first be directed to your PCYC Club Manager.

If unable to be resolved then you should contact State Coordinator—Driver Education Programs at jdavidson@pcycnsw.org.au. Please include a copy of your Invoice with your email.