



# **NSW Driver Trainers Association**

## **Newsflash May 2017**

### **New client contact apps**

One of our committee members, Nicolo Zappulla, has recently launched a Beta version of a new program called LHive, designed to put you in contact with new clients. You set up a profile which includes your pricing and experience etc, and clients can search for you and then request a booking. A commission is paid to LHive for these bookings and this varies depending on the level of membership or subscription you take up. For more info, follow the link below.

<https://www.lhive.com.au/>

Many of you may have also recently received an email regarding the launch of a new app called LDrivo aimed at driving instructors. The idea behind the app is to allow learner drivers to find a local instructor and book a lesson with them through the app, similar to using Uber. Also like Uber, the learner would then rate the instructor and the instructor rate the learner.

The app then charges you a 15% fee for bookings made through the app. Things are still not that clear on if you can only book clients through the app and whether or not commissions are paid on all lessons. For more info, follow the below link:

<https://ldrivo.com/>

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### **Driving Instructors Act changes**

Last year there were some changes made to the driving instructor's regulations, and now there are some proposed changes to the driving instructors act. The NSW driver trainers association has been approached for some input into these proposals and we are also seeking your input. There is little time to provide feedback so if anyone wants to have their say it will need to be made urgently. We haven't had much warning of this and have formulated a response, but are opening it to our members to be included into this response. Feedback from us needs to be sent in by June 2<sup>nd</sup>.

As driving instructors we are required to obtain a Working With Children Check (WWCC) and provide that number and expiry date to RMS. In recent years we have been obtaining that information from our members to be able to provide that to RMS on your behalf; however some have still not complied with that requirement. One proposed

change to the Act is to make obtaining a WWCC a pre-requisite for obtaining instructors licence or grounds for suspension or cancellation if the WWCC number is not held. In other words you would need to get one before becoming an instructor, just like we currently need the medical and police check, or if currently a licenced instructor you could have your licence suspended or cancelled if you fail to obtain a WWCC. As most instructors are self employed, there is not an employer to request a WWCC and so no checking of these has been in place. This change would see greater compliance across the industry.

Another proposed change is to amend the definition of instructor to include instructors in testing and assessment roles such as those under the Heavy Vehicle Competency Based Assessment Scheme or the Motorcycle Rider Training Scheme.

It is also proposed to change the Driving Instructors Regulations 2016 that mentor supervising drivers under mentor programs are excluded from the meaning of a driving instructor and do not need to hold an instructors licence. This is already the case; however they are proposing to change the wording of the Regulations to make this clearer.

The proposed changes will also remove or amend some of the overly prescriptive or outdated provisions of the legislation in relation to refusal, cancellation and suspension of a driving instructors licence. These changes will be modelled on legislation adapted from other regulatory schemes such as public passenger vehicle drivers where the licencing authority has broader powers to apply a sanction as appropriate.

Please provide your feedback directly to [anthonycope@nswdrivertrainers.com.au](mailto:anthonycope@nswdrivertrainers.com.au) by COB June 1<sup>st</sup>.

For a full version of the current Act, follow the below link.

[http://www.austlii.edu.au/au/legis/nsw/consol\\_act/dia1992262/](http://www.austlii.edu.au/au/legis/nsw/consol_act/dia1992262/)

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## **Towards zero forums and survey**

Recently the Centre for Road Safety held some community forums to discuss achievements in reducing road trauma, but to also get the local communities feedback on what they think could be done to save more local lives. Whilst these were a welcome event, much of the two hour forum was taken up by being presented with information, stats and results on how well we have been doing. Only about 25 minutes was dedicated to attendees discussing their ideas in groups and then feed that back to the chair. There was a feeling that there could have been much more time dedicated to that part and maybe future events may accommodate this.

They were a great opportunity to network with other in the field and to find out what issues are still of a concern to local groups.

But if you didn't get to attend one in your local area, don't worry. The centre has launched an online survey for anyone to complete. This gives everyone the chance to have their say on what they think could be done to make our roads safer. To complete the survey, follow the link below.

[Centre for Road Safety website](#) – see the link under ‘Have your say online’.

The survey takes about 20 minutes to complete and is open until 9 June 2017.

Thank you for your interest in reducing road trauma in NSW. If you have any questions, please email us at [towardszero@transport.nsw.gov.au](mailto:towardszero@transport.nsw.gov.au).

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# Staysafe Committee

The NSW StaySafe committee started an inquiry into driver education recently which was open to public submission. 76 submissions were received from key stakeholders and the general public. The Terms of Reference for the inquiry (what they are looking at) were:

- a) Trends in road safety research and crash statistics
- b) Evaluating current driver training, including the effectiveness of refresher training and skills updating, and adaptation to changing vehicle technology
- c) The needs of any particular driver groups
- d) The needs of driver trainers, both professional and non-professional
- e) The needs of metropolitan, rural and regional drivers
- f) The needs and expectations of passengers and other road users
- g) The cost of driver training standards and how the costs should be allocated
- h) The experience of other jurisdictions, and interstate cross-border issues
- i) Other related matters.

The NSW driver trainers provided a submission that addressed as many of the terms of reference as possible, and we saw that a couple of our own members also sent in submissions. Whilst some submissions were brief and may have only served to make a comment re older drivers, others were very comprehensive. All submissions are available to read online at the following link.

<https://www.parliament.nsw.gov.au/committees/inquiries/Pages/inquiry-details.aspx?pk=2422#tab-submissions>

As a follow up to the submissions, select groups and people were asked to provide evidence at some hearings held by the committee on 22/5 and 29/5. I attended representing our association and industry alongside Mick Humphries from ADTA NSW. It's was good to see that even without consultation between the two groups, we were both saying the same things and heading in the same direction.

One of the things both groups are asking for is better regulation of our industry. This surprised the committee as they are not used to industry bodies coming to them asking to be more regulated, but we are. Both associations feel that we need to have more regulation to ensure the quality of training provided to learners is of the high standard we should expect, and to try and bring those lower within our industry up to a better standard. Transcripts of these hearings are available at the below link:

<https://www.parliament.nsw.gov.au/committees/inquiries/Pages/inquiry-details.aspx?pk=2422#tab-hearingsandtranscripts>

Any outcomes for the inquiry will be communicated when available.

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## Heavy vehicles

We recently received communication from RMS to inform us that Tasmania has come on board with the national heavy vehicle regs.

RMS has received confirmation that Tasmania will be delivering the National Heavy Vehicle Competency Framework from 22 March 2017.

Under the National Framework NSW and Tasmania will mutually recognise each States Certificate of Competency for HV training and assessment.

Tasmanian accredited providers can be found on the State Growth website at [http://www.transport.tas.gov.au/licensing/getting-a-licence/motorcycle\\_courses/external\\_service\\_providers](http://www.transport.tas.gov.au/licensing/getting-a-licence/motorcycle_courses/external_service_providers)

Tasmania has also adopted the NSW HV driver knowledge tests.

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## Keys2drive

One of the fantastic bits of news to come out of our federal budget was the announcement that keys2drive will be funded for another 4 years with 4 mil allotted to each year. This came about due to 19,000 people lobbying their local MP's to demand that the program continue. That shows the strength of the program that so many people took the time to show that support.

This future funding means that more learner drivers will get to take advantage of the free lessons and the benefits that come from engaging a keys2drive accredited instructor. Many instructors were holding off on becoming accredited due to uncertainty about the programs continuation, but now with certainty we would encourage everybody to consider if they want to become involved and join the accreditation program. For more information, go to the link below.

<https://www.keys2drive.com.au/>

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## SDC tenders

The tender application period for new Safer Drivers Course contract expired a month ago, and we believe there were several new applicants as well as the existing providers. All applicants were to be notified regarding their success by the start of last week (22/5) however to date nobody has been told anything. The date specified did leave a very short time between tenders being submitted and needing to be processed, so we are not surprised it has taken a little longer for this to be done. As soon as we know anything, we will send out a communication to all. We are hopeful that the PCYC will again get provider status so that we can continue in our successful partnership with them in delivering the course.

The PCYC was also putting in a tender to become the training provider for the course accreditation training, currently provided by Youth Safe. The NSW Driver Trainers Association has also agreed to partner with the PCYC in that venture if successful, which means that we would be able to provide facilitators to deliver the training and also look at providing it in a wider number of areas other than Sydney metro. Again notification of success should be made soon and we will let you all know of the result.

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## **Website**

For the last week or so our association website has been down. This is due to merging our previous site, which was never fully shut down and could still have traffic directed to it, with our newer one. There has been some tech issues which go way over my level of understanding resulting from using two different programs or platforms for the sites, however these issues are being worked through and we should have a solution shortly and have things back up and running ASAP.

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## **Facebook group**

We thought we would bring your attention to a Facebook group that you may be interested in joining. It is simply called Driver Trainers of Australia and is a group made up of professional instructors from around the country. Posts on this page have been a great way for people to exchange ideas and start discussions, so I would encourage any of members who are on Facebook to like the page and request to join. Follow the below link:

<https://www.facebook.com/groups/1111350512294509/>