

## Access – short form submissions received on HVNL review microsite

V1: 28/08/2020

<b>Contribution ID</b>	<b>Date</b>	<b>Name</b>	<b>Organisation</b>	<b>Which access options do you prefer and why?</b>	<b>Which access options do you least prefer and why??</b>	<b>Do you have any further comments about access?</b>
720	21/08/2020	Vince Wright	Auzzie Pilot	<p>2 Tier</p> <p>"New" pilots require a period of training on the road, further to the course training that is completed to gain accreditation and possibly their industry involvement. Contrary to popular belief truck drivers do not make good pilots as soon as they change jobs. They have to stop being the truck driver and learn the safety job.</p>	<p>Single Tier</p> <p>Persons with no transport experience are able to gain accreditation and enter an industry not knowing the practical side of that industry. Examples: The smell of a hot tyre or binding brake, the condition of the securing chains and straps, turning radius of an extended trailer, braking distances etc. A classroom or training scenario is totally different to on job training.</p>	<p>An inclusion clause is inserted into the HVNL to cover Pilot Vehicles. At the moment you ask NHVR about pilot vehicles and they refer you to the state regulator. If the question is "too hard" the states refer you to the NHVR.</p> <p>A specific colour be allocated to Pilot Vehicle beacons as most road users take you to be service vehicles and ignore you. I suggest that Transport Compliance be red and blue and pilot vehicles take on Magenta.</p> <p>I know police are rather protective of their colours but compliance have little need to be operating at high speed as their intercepts are usually within site and the</p>

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						lights are used for protection around a stopped vehicle. The use of wig-wag lights is an advantage but from practical use amber has a greater safety factor and attention getting than white.