



Government
of South Australia

Department for Infrastructure
and Transport

Minutes of Meeting

SUBJECT: Industry/DIT meeting

Date: 10 May 2023

Start: 1.30pm

From: 2.45pm

The Department for Infrastructure and Transport acknowledges the Kurna Peoples as the Traditional Custodians of the land we meet on today and recognises their continuing connection to land and waters. We pay our respects to the diversity of cultures; significance of contributions and to Elders past, present and emerging.

ATTENDEES: Andre Simmonds, Stephen Melville, Stuart Gilbert, Elio Pisaniello, David Whomes, Matthew Woodman, Cheynie Venables, Robert Pernini, Danial Rickard.

1. Welcome and Apologies (by Andre Simmonds)
2. Minutes of Previous Meeting
3. Business Arising from the Minutes (Action Items) [DOCS AND FILES-#20350059-Appendix Industry Meeting Action List 10 May 2023](#)

1. Welcome and apologies

Andre Simmonds (AS) welcomed everyone in attendance. Apologies from Clare Heathcote (CH) and Linda Jackson (LJ).

2. Previous minutes

Minutes of meeting held on 22 February 2023 were accepted as correct by David Whomes (DW).

3. Business arising from the Minutes

3.1 Payment of MDI via EzyReg

DW – Asked if there are an update on the possibility of payment of the Authorised Examiner endorsements being made available online via EzyReg. Industry is keen for the process to be streamlined to allow AEs to renew there (AE) or (MDI) without having to visit a Service SA Centre.

There has been no progress on this, AE/MDI payments through the MySA.GOV account at this stage. It is a project that is waiting to start with the TRUMPS project team.

Industry advised that the process to renew an MDI licence is taking longer as screening checks - Working with Children Check (WWCC) and police clearances are delayed meaning it is taking weeks to get receive the completed check.

AS – Advised that details are on the website for renewals and people can access these and prepare earlier if they like.

As Police and WWCC are administered by separate agencies, DIT doesn't have control of their turn around times.

Police Clearances can be obtained through organisations accredited by the Australian Criminal Intelligence Commission (ACIC) and these may have shorter turnaround times than a SAPOL clearance.

3.2 MyLs

The question was asked, "Are there ways to validate students learning outcomes with the My L's testing?"

It is alleged that students pay others to complete the online test.

AS asked if they could provide details of students asking others to complete the final test?

Action: Industry to provide feedback from students if available.

3.3 Mitcham and Modbury Start Points

There was discussion about re-introducing new start points at Mitcham and Modbury.

Clare was following up. AS followed up in an email and phone call with Tea Tree Gully Council and they were very clear saying they could not help and that people earning a living from council land/premises require a permit otherwise it is unlawful.

This was at odds with The City of Charles Sturt who welcomed a new hub at Findon.

Matthew Woodman will investigate further with the council and suggested he would write to the local councillor.

Mitcham have not returned contact after initial engagement.

3.4 Yard permits

The procedure on how to apply for a yard permits was included in May Industry Bulletin.

4. ADTA

4.1 VORT and CBT&A testing vehicle requirements

Elio Pisaniello (EP) would like the Department to mandate dual brake controls to be put in all vehicles. Elio advised that he and other people in the industry are in constant danger doing tests in vehicles without dual brakes.

AS mentioned, that there is no obligation on an MDI or AE to undertake training or a test in a vehicle not fitted with a dual brake. Whether they are sole traders or employees, WHS requires that they have a safe work environment for themselves and their clients. If they determine that it is unsafe to operate in a vehicle without a dual brake, they should not do it.

Further to that, AS advised that in line with the direction given to all DIT Assessment Officers when they are conducting an assessment, if at any time during a test they feel they or others are in danger, they should intervene and terminate the test in accordance with the mutual responsibility for safety under WHS guidelines.

Elio countered that clients expect them to continue to the absolute last instant before the AE intervenes otherwise, they argue.

DW said don't do them then.

Cheyne Venables (CV) asked if this can be proposed in the new reform structure.

[ACTION – DIT continues to investigate mandating dual brakes in the reform.](#)

4.2 Online Learners permit theory test

Addressed in 3.2

4.3 Road works repeater signs

DW addressed that there has been some confusion over road works signage with some signs stating, 'roadworks ahead' or 'roadworks in the area'.

Industry is seeking, an explanation of what speed is required and does it affect multiple roads e.g. is it an area or zone.

After a group discussion amongst the industry members, it was determined that if they turn off the road they are travelling on and there are no additional speed signs on the new road, the roadworks signs have no more effect as you have left the 'roadworks area'.

4.4 Progress on MDI renewals online

Addressed in 3.1

4.5 ABC MDI complaints survey

Industry asked about the below request for information from the ABC.

[Have you experienced misconduct from a driving instructor? We want to hear your story - ABC News](#)

DIT is aware of the request for information.

DIT has not engaged with the ABC on this and has no further information on the request for stories.

4.6 Section 80 Screening test prior to issue

It was raised by industry members that the driving standard of clients being tested as Section 80, "overseas licence conversions" has deteriorated enormously and proposed that a pre-screening process is required.

It was pointed out that the Section 80 practical driving test they conduct for the overseas licence conversions is the actual pre-screening.

DIT reiterated that if Authorised Examiners feel unsafe conducting these assessments, they can terminate the test or refrain from taking on clients for overseas licence conversion Section 80 testing.

4.7 New VORT Examiners

Robert Pernini (RP) raised why there is still a hold on getting a VORT endorsement for class Car if you currently hold a CBT&A endorsement.

The group was advised that the moratorium is still in place and as the Government is still considering its response to the ICAC report and reforms, the Registrar has suspended the appointment of more Authorised Examiners for class Car except in exceptional circumstances.

People can still apply to be exempted from the moratorium, but they will not be actioned until DIT has further advice on the reform.

5. PDTA

5.1 The shortage of AEs in the system –

Are there plans for more CBT&A and/or VORT courses, as AEs are leaving the industry?

DIT is waiting on a government response on the ICAC report before future plans on AE numbers and courses.

DW mentioned that even with new CBT&A examiners, most AEs are booked out for 3 months with clients and VORT testing is still pushed out due to the high demand.

MW raised that a couple of MDIs that applied for the course couldn't attend and were seeking another opportunity.

AS provided advice that the two MDIs were offered a place on a course, but they turned it down despite being advised there was no future courses programmed at that time.

5.2 New start points for Mitcham and Modbury

Discussed in Action Item 4.5.

5.3 Request for a Gawler Hub

DW asked about the possibility of re-introducing the hub in Gawler due to the population growth and the Nuriootpa route being quite a distance for metropolitan examiners.

AS advised that Gawler was closed due to it not operating as a true hub with only two routes, an unusually high pass rate and clients travelling from as far away as south of the Adelaide Park lands to be tested in Gawler. As a result, when extra routes were added to Elizabeth, Gawler was closed. Regarding distance, the time to travel from Gawler to Elizabeth is consistent with other hubs across the metropolitan area.

It was agreed by industry participants that there were problems with a hub being in or near the Gawler town centre due to congestion and the need for multiple routes but other developments in the area may be more suitable. Even routes for Munno Para or Burton area could be a suggestion.

ACTION – DIT to continue to investigate for the potential of a new hub/start points.

5.4 Online bookings early timeouts

Industry advised that some examiners are currently facing 30-minute timeouts on EzyReg. The DIT IT area has been working on a solution.

ACTION – Standards team to follow up with IT if any problems are still occurring.

5.5 VORT Manual – any progress?

No further progress yet.

5.6 Online bookings

It was raised if it is possible for MDI numbers to be included in MySAGov. This could have an input that shows MDI information next to passed and failed results.

The AE to input MDI information into MySAGov so that it can identify and verify the MDI who has trained the student. This might help regulate people working without an MDI endorsement.

EP mentioned that this was just a suggestion, for DIT consideration.

5.7 Update of the start points for CBT&A and VORT for metro and country

Advised if start points for CBT&A can be put up on mySAGov.

[ACTION - DIT to investigate making this change happen.](#)

5.8 How amendments are communicated to update the Authorised Examiner manuals for CBT&A and VORT

DW suggested the details of changes made to DIT Manuals, documents and AE materials could be flagged with industry via an email or communicated somehow and communicated in real time rather than waiting for a Bulletin to be sent.

Can a summary page of new changes be added to manuals for easy reference.

Industry also mentioned is the sounding of the horn in the Manual still relevant and can links be provided to the Manual in Bulletins?

AS mentioned, that changes have always been communicated to industry via the Bulletin, or an email at least since about 2016. The latest updates to the Manuals were communicated to industry via the Bulletin with summaries of changes and the reasoning for changes for the last manual in May 2022.

[ACTION - Industry members would like the sounding the horn removed from Task 30 as it's not in the Driving Companion.](#)

5.9 What is the status with vehicle cameras?

There is no new information on the cameras. Trials are being worked on to test and work out which types of in-vehicle camera would be suitable.

5.10 Security of electronic data and personal details, insurance companies are requiring storage requirements moving into the next year.

Due to the Optus breach, insurance companies are requiring their clients to have a data security clearance for personal information from next year, and require clients to provide their process for destroying personal information.

No action is required of DIT, industry is providing this information in case any auditable documents (Certificate of Competencies or recording sheets) are reported as stolen.

5.11 Take up of Deed

This relates to the Deed for the use of MDI dual brake vehicles for PDAs and Regulator assessments.

AS to clarify with the Crown Solicitors Office for the request to get footage.

ACTION - AS to follow up with the Crown.

5.12 Any further updates to Austroads National approach with Heavy Vehicles and the Department

NHVDCF is looking at a range of recommendations including licence progression in conjunction with other states. Proposed competencies have been sent out for comment by Austroads.

5.13 Reform status and/or new direction.

Still waiting on reform to be finalised, no answer yet.

6. PDTA

6.1 Wording condition on licence

DW - asked for those MDI's who elect to do a statutory declaration instead of providing WWCC, to have the wording changed on the back of their MDI licence.

ACTION – AS to investigate to have the wording changed from “prohibited to work with children”.

6.2 Proposed changes to bookings

AS mentioned, DIT is looking to modify the EzyReg booking system to allow for new booking changes while keeping two clear days between bookings.

While industry was supportive, their advice was to limit any changes to heavy vehicles only otherwise it could cause issues if rolled out for light vehicles.

Changes will be communicated to industry once testing has been finalised.

6.3 Heavy vehicle meeting

RP purposed to have heavy vehicle meetings as a standalone meeting, it happened in the past?

AS suggested that this will need to be discussed before arranging these meetings, because it had been tried in the past and was unsuccessful.

6.4 Yard permits

EP enquired whether Yard Permits are still available and if so, how a person applies for one. DW asked DIT to clarify the process for industry members.

AS advised that these permits are still available, and that he will communicate the process to obtain one via the next bulletin to all industry members.

ACTION – DIT to advise industry via the bulletin on the correct procedure to follow to obtain a Yard Permit.

8. Next meeting is Wednesday 16th August 2023 at 1.30pm

9. Meeting closed at 3.20pm