

# Compliance, Investigations and Prosecutions Driver Training Information Bulletin



## December 2018

Recently DPTI received an email from an Authorised Examiner concerned that our Bulletins constantly focus on the negative aspects of the industry. The Examiner went on to plead for some good news or news that helps when dealing with parents wanting to save money and pass their children too quickly.

So for this bulletin hopefully we provide more of a balance. If you do have any good news stories or general information that you want included in the Bulletin please do not hesitate to make your suggestions via [DPTI.drivertrainerenquiries@sa.gov.au](mailto:DPTI.drivertrainerenquiries@sa.gov.au).

As you are probably aware there is a review of the driver training industry currently underway. This review has included a public survey to identify any issues the public has with driver training and assessment. The outcomes of the public consultation have shown that about 85 percent of respondents were satisfied with their Motor Driving Instructor and 80 percent were satisfied with their Authorised Examiner. This shows that the majority of participants in the industry delivered a service to their clients' satisfaction.

### Takata Airbags

As you are aware Takata airbags can pose a serious safety risk and are now subject to a compulsory recall, see the following link:

[Consumer Goods \(Motor Vehicle With Affected Takata Airbag Inflators and Specified Spare Parts\) Recall Notice 2018 \(Recall Notice\)](#). More details from the Australian Competition and Consumer Commission (ACCC) is

provided and about alpha airbag vehicles and driver tests and includes:

- The ACCC suggests that, as a precautionary measure, driving instructors may wish to include a step in any pre-examination safety check list to confirm whether the car is affected by the Takata recall and to determine its recall status, in particular whether it is fitted with an outstanding critical alpha airbag.
- There are many ways driving instructors can check if a vehicle is affected: visiting the manufacturer's website, or [www.IsMyAirbagSafe.com.au](http://www.IsMyAirbagSafe.com.au), or [www.productsafety.gov.au](http://www.productsafety.gov.au), or texting 0487 AIRBAG.

### Young drivers - hopefully this will assist industry members when talking to parents!

Not surprisingly, teenagers are keen to get their driver's licence, and parents like to please their teenagers and are eager to relinquish chauffeur responsibilities.

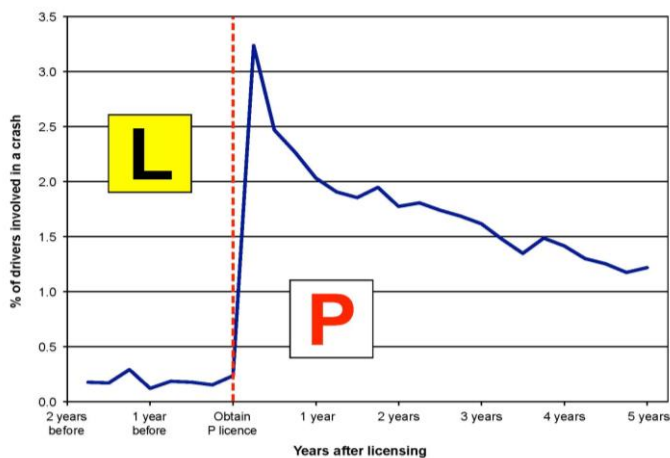
Learning to manage a vehicle modestly well can be accomplished by most novice drivers in a relatively short period of training, however, the rapid development of basic vehicle management skills do not assure that novices have developed the type of complex driving skills that are associated with road safety.

It's easy for parents and teenagers to develop a false sense of confidence in the teenagers' ability to manage complex driving situations, leading to early assessment and perhaps increased willingness to take driving risks.

Research shows that learner drivers are very safe while they are under supervision, but have a very high crash rate as soon as they begin solo driving.

Young drivers are more likely to crash in the first twelve months of holding a provisional licence, when the driver is least experienced and driving unsupervised. Figure 1 shows that upon gaining a provisional licence and beginning to drive unsupervised, the percentage of young drivers involved in crashes increases dramatically (Austroads, 2008).

Figure 1



Swedish research shows that extending the period of supervised practice before going solo can reduce crashes in the first year of solo driving by 46 per cent.

In human factors terms, the relatively long practice period ensures that a wide range of driving situations will have been encountered and the novice driver will have had practice in dealing with them, including mistakes and poor driving behaviour by other road users. It also has the advantage that basic skills are practiced to the point where they are largely automatic, so that the driver can give full attention to interpreting and planning how to deal with new situations without having to devote conscious attention to actions such as braking, using mirrors or steering<sup>1</sup>.

### Young Driver Statistics in SA<sup>2</sup>

The most recent crash statistics in South Australia show that amongst young road users – the number of 16-19 year old fatalities increased from 3 in 2016 to 8 in 2017, and the number of 20-24 year old fatalities remained the same at 12.

<sup>1</sup> Parenting and the Young Driver Problem  
Road Safety Manual A manual for practitioners and decision makers on implementing safe system infrastructure!  
<https://roadsafety.piarc.org/en/planning-design-operation-designing-road-users/encouraging-safe-behavior>

<sup>2</sup> 2017 Road Fatalities and Serious Injuries  
In South Australia  
[https://www.dpti.sa.gov.au/\\_data/assets/pdf\\_file/0006/400794/End\\_of\\_Year\\_2017.pdf](https://www.dpti.sa.gov.au/_data/assets/pdf_file/0006/400794/End_of_Year_2017.pdf)  
Road Crash Data  
<https://data.sa.gov.au/data/dataset/road-crash-data>

In contrast, the number of serious injuries in the 16 -19 year age group decreased from 81 in 2016 to 43 in 2017, and below the 5 year average of 72 (2012-2016). There was also a decrease in serious injuries for the 20-24 year old age group from 86 in 2016 to 56 in 2017, well below the 5 year average of 91 (2012-2016).

### Renewing a Learner's Permit

A Learner's Permit can be renewed online. If a person does renew online it may take up to one month after renewal for the person to receive their new plastic Learner's Permit photo card.

It is possible and quite acceptable for a client to provide you with an expired Learners Permit photo card and a receipt proving they have renewed their Learner's Permit on line.

In addition a permit holder may have a digital version of their learner's permit if they have a 'MySA Gov' app which can be verified also.

For your information, a temporary driving permit cannot be renewed online.

### Senate Committee Enquiry into Heavy Vehicle Matters

Austrroads and the Australian Trucking Association (ATA) spoke at the Senate Committee on matters of road safety including driver training. Some of the changes the ATA is calling for include "upgrading the driver-licensing standards and increasing the emphasis on what you might call road craft —the ability to perceive hazards, for example, not just the technical control of the vehicle— and secondly, mandating minimum training hours for truck drivers".

The full article on this is available via the below hyperlink, <https://www.fullyloaded.com.au/industry-news/1811/government-lobbied-on-heavy-vehicle-braking-technology-and-driver-licensing>

### Review of Driver Training

As part of the review project DPTI engaged Colmar Brunton, a market research agency, to facilitate the consultation specific to the driver training industry.

Colmar Brunton distributed the electronic driver training review survey on 15 November 2018 to all current driver training industry members who have provided us of their email address; Motor Driving Instructor's, Authorised Examiners and all relevant Registered Training Organisations. (If you didn't get the survey and think you

*should have, then please let us know – it may be that you have updated or changed your email address and haven't yet let us know).*

The survey seeks your opinion on the suggestions made by the participants of the industry workshop and the community as to what measures would improve the driver training industry.

In order to preserve anonymity DPTI will not see any individual survey responses, Colmar Brunton will receive all responses, collate and analyse them and provide DPTI with summary and aggregate results.

Whilst the original consultation period was six weeks and set to conclude in late December, I recognise that this time of year can be quite crazy busy and have therefore extended the survey response period by two weeks to **Thursday 10 January 2019**.

If you are yet to respond to the survey the Colmar Brunton system will have automatically sent you an email reminder sometime last week so that it stays on your list of things to do.

Just a reminder, as part of the Review, at any point in time, (but particularly pertinent in this industry consultation period), any driver training industry member is encouraged to submit their feedback or suggestions to [dpti.drivertrainingconsultation@sa.gov.au](mailto:dpti.drivertrainingconsultation@sa.gov.au). All emails will be acknowledged and all feedback will be considered.

### **Compliance Report**

While not wanting to be negative as per the email referenced in the first paragraph of this Bulletin, it is appropriate to provide information on what is happening regarding compliance within the industry.

As many will be aware targeted auditing has been occurring. On the good news side this is getting results as participants in the industry improve their performance with repeat audits. This is not the case for all those targeted and disciplinary action has been required in a number of cases.

If you are concerned your skills have slipped, I encourage you to seek support from within the industry, maybe a mentor to assist you or seek guidance or assistance from your industry association. If this is not an option you may request additional training, however there is a cost. Please don't hesitate to contact

[DPTI.DriverTrainerEnquiries@sa.gov.au](mailto:DPTI.DriverTrainerEnquiries@sa.gov.au) should you want more information on training opportunities.

### **Training on VORT Routes**

Regrettably, training on VORT routes is still occurring. If you are aware of anybody training on a VORT route please don't hesitate to contact [DPTI.DriverTrainerEnquiries@sa.gov.au](mailto:DPTI.DriverTrainerEnquiries@sa.gov.au)

### **Indicating off Roundabouts**

Complaints are still being received about people being failed for not signalling off roundabouts. The legislation says that a person must signal off a roundabout "**if practical**". This means that **it is a judgment call**, you should consider the road conditions, size of the roundabout, if failure to signal presented a road safety risk or if others were embarrassed by the failure to signal. If you do IFI somebody for failing to signal off a roundabout please ensure you debrief the client with the reasons you considered it was practical to signal and note this on the recording sheet.

### **MDI/AE contact details**

Help us communicate with you by providing your email via [DPTI.DriverTrainerEnquiries@sa.gov.au](mailto:DPTI.DriverTrainerEnquiries@sa.gov.au) with your

Name: \_\_\_\_\_

Client or MDI number: \_\_\_\_\_

Email: \_\_\_\_\_

Contact number: \_\_\_\_\_

### **Merry Christmas**

In closing, all of the DPTI driver training staff wish you all a very safe and merry Christmas and New Year.