

Warwick Burrows - BC Training

Subject: FAILURE RATE

I write to you in explanation of the HVCBA Training and Assessment method of delivery.

It is within the HVCBA scheme that an individual who holds a current NSW drivers licence can elect to upgrade their licence to a higher grade based on tenure.

When undertaking Training/Assessment the assessor via document No. **HVGDE003 Conducting HVCBA Assessments** para 2. **Applicant strategies for completing HVCBA Training and Assessment it states:** the assessor is expected to take every opportunity to assess an Applicant concurrently during driving instruction.

EXAMPLE OF TRAINING PROGRESS:

- **Criteria 1: Pre Departure Checks** . . . This is where the student starts their **training and assessment concurrently delivered**, this means that where the student **FAILS** the criteria (**we call it NYC**) then retraining is necessary BUT this **FAIL** (**we call it NYC**) is not captured anywhere and the same goes for all Criteria 1 to 15.

It is possible that the **FAILURE** rate is as high as 75 - 80% how would this figure suit Senator O'Sullivan??

During the training/assessment of Criteria 1-15 irregardless of whether 4.2(d) is complied with or not the Trainer/Assessor is fully expected not to mark the student competent if for any reason the student is considered **NYC** which would mean that on FCA assessment a **FAIL/TERMINATE** would be very probable, this is the only time that a **FAIL** as a percentage of totals can or will be captured.

In 2008 when I completed my RTA Assessor Training Course (ID 010598) conducted at Granville by Mrs Judy Pritchard and Mr. Grant Tonkin both who were at that stage qualified RMS Driving testers and Auditors with many years of experience with in all departments.

During our 2 week course the emphasis was on the scheme as a **Competency Based assessment**. Until the student was deemed competent at the selected criteria they are not considered in a position to progress to undertake the **FINAL COMPETENCY ASSESSMENT** which includes the entire 15 Criteria continually for a minimum period of 45 mins on road drive.

This competency based assessment scheme is designed to allow students to under go training prior to the Drive assessment being undertaken so as to limit the failure rate (NYC) being reflected as a percentage of total student attendances for licence upgrade.

The higher the fail rate (NYC) the more alarms bells should ring that insufficient Competency Based Assessment training had been conducted.

When the assessor considers the student Competent in all criteria She/He books an FCA assessment for the student.

At this time RMS may elect to supply an Auditor to the location at the selected time to conduct the FCA with or without the assessor in the vehicle. This we were informed was an auditing tool of RMS on the HVCBA assessor who had formed the view through Competency Based Assessment the Student was ready to hold a NSW Heavy Vehicle Licence. We were always of the understanding that high NYC rates were not acceptable to RMS under the HVCBA Scheme of licence upgrade.

RTA trainers Ms. Pritchard and Tonkin explained to the class; in the event that high rates of NYC at FCA level

were being achieved then the Assessors actions will come under review and be acted on by RTA, 'you may receive a love letter from me'. . . .

The HVCBA Scheme is a very good addition of choice to applicants and should be utilised with the full scope of it's potential. It is my suggestion that the:

SECTION E: Additional Risk Management Items:

C11 - Reversing, C13 - Load Restraint and C14 - Couple / Uncouple (see attached) use the UOC style of training for these under the auspicious ASQA and make them a Pre Requisite to the HVCBA Scheme of upgrade. This would allow for a class room delivery method with Videos, explanations and written assessments followed by practical drive demonstrations then finally the students practical exercises and demonstration.

I thank you in advance for this opportunity to give my submission on this public safety issue.

If you feel it worthy I am willing to revisit the Senate Inquiry and place these views on the Hansard record.

Could you please give me the dates of the next sitting so I can be in attendance.

Kind Regards
Warwick Burrows

CEO Wozzel Pty Ltd
t/as bctraining

Final Competency Assessment (FCA) and Competency Test (CT) Score Sheet

CT FCA

CT/FCA conducted by

Assessor only Assessor with auditor present Auditor only (FCA) only
 Eligibility Checked

Time Date day / month / year

Applicant Details

First name Last name

Address
 Suburb State

Licence Details

Number State Expiry day / month / year

Applicants Signature Date day / month / year

Assessment Details

Assessment Type
 Standard licence upgrade 'B' Condition removal

FCA/CT Route number and Location Date day / month / year

Assessment Start Time Odometer Reading Start Assessment Duration
 Assessment Finish Time Odometer Reading Finish Distance Travelled klms

Assessment Vehicle

Prime Mover or Rigid Rego Number State Transmission Type A S M

HC and MC where applicable

'A' Trailer Rego Number State 'B' Trailer Rego Number State

Outcome Pass Fail Terminated

Assessment conducted following nationally recognised competency based assessment methods

Assessor Details

Assessor Name (Printed)	Assessor number	Assessor Signature	Date
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

Auditor's name (printed) Auditor's signature Date day / month / year

FCA/CT Score Sheet

FCA CT



Transport
Roads & Maritime
Services

SECTION A: PRE DRIVE

C1 – Pre Operational Checks 10 minutes Rigid vehicles
15 minutes Articulated

- 1.1 Wheels, Wheel nuts & Tyres
- 1.2 Vehicle measurements
- 1.3 Fluid leaks / levels
- 1.4 Air leaks
- 1.5 Air Tanks
- 1.6 Couplings
- 1.7 Vehicle posture
- 1.8 Load security
- 1.9 Loose/ missing/broken fittings
- 1.10 Registration
- 1.11 Lights and Indicators
- 1.12 Drive belts and pulleys

C2 – Cabin Drill 5 minutes all vehicles

- 2.1 Seating position
- 2.2 Seatbelts (Failure to fit seatbelt = FAIL, Score C10)
- 2.3 Mirrors
- 2.4 Cleanliness
- 2.5 Controls

SECTION B: VEHICLE OPERATION & CONTROL

45 minutes On Road FCA, 90 minutes On Road CT

C3 – Start, Move Off, Shut Down & Secure

- 3.1 Start Engine
- 3.2 Instruments & gauges
- 3.3 Move off
- 3.4 Return to kerb
- 3.5 Shut down vehicle
- 3.6 Secure vehicle

C4 – Manages Steering

- 4.1 Smooth directional changes
- 4.2 Hand position & grip
- 4.3 Straight line driving
- 4.4 Curves & bends
- 4.5 Intersections
- 4.6 Railway crossings
- 4.7 Kerb clearance

C5 – Manages Gears

- 5.1 Appropriate gear for speed / gradient
- 5.2 Smooth changes without clashing
- 5.3 Correct use of clutch

C6 – Manages Brakes

- 6.1 Efficient use of brake system
- 6.2 Smooth application
- 6.3 Stopping point accuracy

C7 – Manages Accelerator

- 7.1 Manages engine power
- 7.2 Smooth & efficient

SECTION C: LOW RISK DRIVING BEHAVIOURS

C8 – Create & Maintain Crash Avoidance Space (CAS)

- 8.1 Following distance (moving)
- 8.2 Stopped position
- 8.3 Speed selection
- 8.4 Cushion to the sides
- 8.5 Lane selection

C9 – Protect Crash Avoidance Space (CAS)

- 9.1 Speed control
- 9.2 Gap selection
- 9.3 Maintains traffic flow
- 9.4 Observes road & traffic environment
- 9.5 Responds to risks/hazards

SECTION D: COMPLIANCE

C10 – Road Rules & Directions

- 10.1 Obeys road rules
- 10.2 Follows assessors instruction

SECTION E: ADDITIONAL RISK MANAGEMENT

C11 – Reverse (If auditor present 10 minutes rigid vehicle,
20 minutes articulated vehicle)

- 11.1 Long reverse (All Vehicles)
- 11.2 Reverse parallel park (Rigid Only)
- 11.3 Offset reverse (Except MC)
- 11.4 Loading dock / simulation (Except MC)

C12 – Hill Stop/Start

- 12.1 Ascent
- 12.2 Descent

C13 – Load Securing 20 minutes

- 13.1 Ropes
- 13.2 Chains and dogs
- 13.3 Winches & straps / ratchets & straps

C14 – Coupling / Uncoupling 30 minutes

- Semi Trailer**
- 14.1 Uncouple
 - 14.2 Couple
- Truck and Trailer (HC) or Trailer & Dolly (MC)**
- 14.3 Uncouple
 - 14.4 Couple

C15 – Bus Stop Procedure (Bus only)

- 15.1 Arriving at the bus stop
- 15.2 Departing the bus stop

Boxes used to record non critical errors

Circles used to record critical errors

No more than 2 errors allowed in section A

No more than 4 errors allowed in section B

No more than 2 errors allowed in section C

No errors allowed in section D

No more than 1 error allowed in section E

TOTAL ERROR RECORD

Count the number of errors for each section and record in appropriate box

SECTION A SECTION B SECTION C SECTION D SECTION E

No more than 2 errors allowed in section A	No more than 4 errors allowed in section B	No more than 2 errors allowed in section C	No errors allowed in section D	No more than 1 error allowed in section E
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