

23MIT10328



**Government
of South Australia**

**Office of the
Minister for Infrastructure
and Transport
Minister for Energy and
Mining**

Level 14, 83 Pirie Street
Adelaide SA 5000

GPO Box 1533
Adelaide SA 5001

Tel 08 7133 1100

minister.koutsantonis@sa.gov.au

Hon David Speirs MP
Leader of the Opposition
leaderoftheopposition@parliament.sa.gov.au

Dear Mr Speirs

APPLICATION UNDER THE *FREEDOM OF INFORMATION ACT 1991*

I refer to your application made under the *Freedom of Information Act 1991* (the Act), dated 10 October 2023.

Your application seeks access to:

“Documents including but not limited to briefings, correspondence, emails and memoranda regarding corruption, from 23/03/2022 to 10/10/2023.”

An extensive search was conducted within this office. A total of 13 documents were identified as answering the terms of your application.

I grant you access in full to 7 documents; copies of which are enclosed.
I grant you access in part to 4 documents; copies of which are enclosed.
I refuse you access in full to 2 documents.

Documents Released in Full

1, 2, 3, 5, 8, 10, 13

Documents Released in Part

4, 6, 7, 9

Documents 6, 7, 9 are released in part with names of the general public redacted, as if released would involve the unreasonable disclosure of personal information. I therefore determine this information exempt pursuant to clause 6 to the FOI Act.

Document 4 is released in part with personal contact information redacted, as if released would involve the unreasonable disclosure of personal information.

Documents Refused

Document 12 is a briefing prepared by the Department for Infrastructure and Transport (the Department) in relation to reform of the driver training industry. This

is an internal working document. It is not in the public interest to disclose the contents of this document as it is important for the government to receive frank and comprehensive advice and opinions. Whilst there is a strong public interest in government accountability and transparency, there is the competing public interest to ensure that full and frank advice can occur in confidence. It is necessary that the Minister is appropriately informed and updated on such matters. I therefore determine this information exempt pursuant to clause 9(1)(a)(i).

The briefing also contains information relating to a proposed Cabinet Submission to be taken to Cabinet on these driver training reforms and contains a previous deliberation by Cabinet. I therefore determine this information exempt pursuant to clause 1(1)(c) and (e).

Document 11 is a copy of a letter from the Department to a member of the general public about becoming an Authorised Examiner. The author of Document 11 did not provide consent to the release of their document and therefore I have not provided pursuant to clause 6.

Exemptions

Clause 1 – Cabinet documents

- (1) A document is an exempt document—
 - (a) if it is a document that has been specifically prepared for submission to Cabinet (whether or not it has been so submitted); or
 - (b) if it is a preliminary draft of a document referred to in paragraph (a); or
 - (c) if it is a document that is a copy of or part of, or contains an extract from, a document referred to in paragraph (a) or (b); or
 - (e) if it contains matter the disclosure of which would disclose information concerning any deliberation or decision of Cabinet;

Clause 6 – Documents affecting personal affairs

- (1) A document is an exempt document if it contains matter the disclosure of which would involve the unreasonable disclosure of information concerning the personal affairs of any person (living or dead).

Clause 9 – Internal working documents

- (1) A document is an exempt document if it contains matter—
 - (a) that relates to—
 - (i) any opinion, advice or recommendation that has been obtained, prepared or recorded; or
 - (ii) any consultation or deliberation that has taken place, in the course of, or for the purpose of, the decision-making functions of the Government, a Minister or an agency; and
 - (b) the disclosure of which would, on balance, be contrary to the public interest.

No fees and charges are payable for this application.

If you are unhappy with this determination you are entitled to apply for an internal review, in accordance with section 29 of the FOI Act. To make an internal review application, please either write a letter or complete *Application for Review of Determination* form, to the Principal Officer of this agency, the Hon Tom Koutsantonis MP, within 30 (calendar) days after you receive this letter.

If you require any further information, please contact Vicky Cathro on (08) 7133 1100.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Carly', with a small mark above the 'y'.

Carly McNeill
Accredited FOI Officer

22/11/2023

RELEASE



Ashton Hurn MP

MEMBER FOR SCHUBERT

129A Murray Street, Tanunda, SA

Phone 08 8563 3636

schubert@parliament.sa.gov.au

ashtonhurn.com.au

[f AshtonHurnSchubert](https://www.facebook.com/AshtonHurnSchubert)

[ashton_hurn](https://www.instagram.com/ashton_hurn)

Hon Tom Koutsantonis MP
Minister for Infrastructure and Transport
Via email: Ministerkoutsantonis@sa.gov.au

Dear Minister, *Tom*

I have been contacted by a constituent who resides in Nuriootpa and is a VORT Licenced Driving Instructor who runs his own driving school.

My constituent has now lodged an application to become an Authorised Examiner for class Car Competency Based Training and Assessment (CBTA), and is required to undertake the training course run by the Department.

He has been advised that the the delivery of the course has been suspended while the Government considers the Independent Commissioner Against Corruption's report, "*Failing the Corruption Road Test: Corruption Risks in South Australia's Driver Training Industry*".

There are reports of a high demand for driving lessons in the Barossa Valley at present, and naturally this driving instructor is seeking certainty over when the CBTA training will be reinstated.

Thank you in advance for your consideration.

Kind regards,

ASHTON HURN MP
Member for Schubert

6 /10/2022



Putting Schubert first.

The Hon Tom Koutsantonis MP



Government
of South Australia

22MIT3524

Minister for Infrastructure
and Transport

Minister for Energy and
Mining

Level 14, 83 Pirie Street
Adelaide SA 5000

GPO Box 1533
Adelaide SA 5001

Tel 08 7133 1100

minister.koutsantonis@sa.gov.au

Mrs Ashton Hurn MP
Member for Schubert
Schubert@parliament.sa.gov.au

Dear Mrs Hurn

A handwritten signature in blue ink, appearing to read 'Tom Koutsantonis', with a long horizontal stroke extending to the right.

Thank you for your letter dated 6 October 2022, on behalf of a constituent about their application to become an Authorised Examiner.

In May, a report by the Independent Commissioner Against Corruption was tabled in Parliament titled *"Failing the Corruption Road Test: Corruption Risks in South Australia's Driver Training Industry"*.

This report made nine recommendations to reform the operation and oversight of the driver training industry stating that the *"controls for minimising corruption in environments where services are delivered on behalf of Government by the private sector must be particularly robust and effective"*.

The report confirmed the Government's view that the driver training industry needs reform to address the unacceptable behaviour of some members of the industry.

While the recommendations are being considered by the Government, the Registrar of Motor Vehicles has suspended the delivery of Authorised Examiner courses for class C (car).

While I appreciate this may be very disappointing for those impacted, I ask that they remain patient, and they will be contacted as soon as more detail on the reform is available.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Tom Koutsantonis', with a long horizontal stroke extending to the right.

Hon Tom Koutsantonis MP
Minister for Infrastructure and Transport

4 / 11 / 2022

From: ICAC:Education <Education@icac.sa.gov.au>
Sent: Tuesday, March 7, 2023 3:04 PM
To: DIT:Minister Koutsantonis <Minister.Koutsantonis@sa.gov.au>
Subject: Yes Minister Report

OFFICIAL

Dear Minister,

The report outlines the corruption risks associated with unsolicited proposals.

Commissioner Vanstone encourages all government Ministers to read her report to understand those risks.

The Commissioner said chief executives must be empowered to assess unsolicited proposals without fear or favour. She commended the actions of the Chief Executive and his team in this matter.

The report is available on the Commission's website: <http://icac.sa.gov.au/documents/Yes-Minister.pdf>.

Kind regards,

INDEPENDENT COMMISSION AGAINST CORRUPTION

education@icac.sa.gov.au

GPO Box 11066, Adelaide, SA 5001

www.icac.sa.gov.au

From: SA Govt:No Reply <SAGovt@sa.gov.au>
Sent: Wednesday, April 5, 2023 10:29 AM
Subject: Reporting corruption – it's your responsibility

OFFICIAL

Information

for South Australian public sector employees

Reporting corruption – it's your responsibility

Know your responsibilities when it comes to reporting suspected corruption in public administration

As a public sector employee or contractor you have an obligation to report any suspicions of corruption to the Office for Public Integrity (OPI).

The OPI is an independent, standalone body responsible for handling complaints and reports about corruption, misconduct and maladministration in the public sector.

What do you need to do?

Sometimes it can be difficult to know whether something you've seen or heard may be corruption.

You don't need to know for certain if it's corruption – if you think it's not right, contact the OPI and talk through your concerns.

You must report suspected corruption to the OPI. Corruption generally involves certain criminal behaviour by a public officer, while acting in their capacity as a public officer.

An assessment will then be made to determine if your report requires further investigation. It could be referred to the Independent Commission Against Corruption (ICAC), Ombudsman SA or another relevant body, depending on the nature of the allegation.

You are also encouraged to report misconduct and maladministration. Reports about misconduct and maladministration can be made to either the OPI or Ombudsman SA.

Visit the [OPI website](#) for more details on your responsibilities and how to make a report.

Need more information?

The OPI can attend your team meeting, conference or training session to provide more education around:

- your reporting obligations

- what constitutes corruption, misconduct and maladministration
- the role of the OPI in public integrity in South Australia.

Visit the [OPI website](#) to request an information session.

We all have a responsibility to keep the South Australian public sector honest, transparent and accountable.

We acknowledge this land. The Dreaming is still living. From the past, in the present, into the future, forever.

**MAKING A
DIFFERENCE SO
SOUTH AUSTRALIA
THRIVES**



Information contained in this e-mail message may be confidential and may also be the subject of legal professional privilege or public interest immunity. If you are not the intended recipient, any use, disclosure or copying of this document is unauthorised.



Stuart Electorate Office

Hon Geoff Brock MP, Member for Stuart



OUR REF: GB/TB

24 May 2023

Hon Tom Koutsantonis
Minister for Infrastructure and Transport
By Email: Minister.Koutsantonis@sa.gov.au

Dear Minister Koutsantonis *Tom*

I would like to discuss with you some of the issues surrounding the CBT&A Training for Examiners which has been affected by the Driver Training Reforms.

It is understood that further necessary reforms to the industry had been triggered by Ann Vanstone QC Commissioner's report to the Independent Commission Against Corruption-South Australia titled, the "Corruption Risks in South Australia's Driver Training Industry" published in May 2022, just as the Government party leadership changed, and possibly stalling any further progress on the reforms at that time.

I also understand that the current Government is notably working with the industry to address these necessary reforms in order to address some serious allegations and patterns of behaviour within the driver training industry and the corruption risks that have been identified. These risks unequivocally need to be negated and those that do the assessing need to be transparent and accountable, therefore producing safe and competent drivers in our communities.

Since the Registrar of Motor Vehicles suspended the delivery of all Authorised Examiners courses, albeit temporarily, leaving those who have completed the Car CBT&A Introduction Driving Assessment without the opportunity to complete the course to become a CBT&A Logbook Examiner.

The last course was conducted in January 2023 with short notice given to the relevant people who for the most part could not be available to attend due to their commitments to their driver training appointments that are booked many months in advance.

Since that course, there have been no further commitments from DIT to conduct any continuing training, therefore leaving those people who have partially completed the training no avenue to gain the necessary qualifications to assist their customer cohort with the appropriate driver training which would be better suited to them.

The inability to complete the Examiner's course, is creating a back log of Instructors who cannot support their students in a way that may be a better training method such as competency based training and assessment for those who are not as confident as others which in turn leaves the VORT process of instruction, which is fine for the more confident drivers, but may well be generating drivers who would be better and safer drivers if their teacher's/trainers could access the CBT&A Logbook Training and qualify as Examiners.

PORT PIRIE

Shop C, Ellen Centre Port Pirie SA 5540
PO Box 519, Port Pirie SA 5540
Phone: 08 8633 1210

PORT AUGUSTA

Port Augusta Business Centre
2a Stirling Road Port Augusta SA 5700
Phone: 08 8642 3633

www.geoffbrock.com.au

Email: stuart@parliament.sa.gov.au
FB: Geoff Brock MP
IG: geoffbrockMP

As a part of the process to make the course more accessible, it has been suggested that more advance notice as determined by the sector in the consultation process would give driving instructors a better opportunity to schedule in a block of time to complete the course. As previously mentioned, short notice is not appropriate or suitable, considering this industry sector is booked several months in advance. This needs to be considered to enable Instructors to facilitate the course time frames into their schedules.

The statistics of young people in road tragedies are higher than any other demographic, so the more they can learn during their training process is critical and having the choice of training opportunities to gain the skills to become a safer driver will benefit the community as a whole.

If you could please advise as to what the estimated time frames for the completion of the reforms would be so that I can advise my constituents, and is there an opportunity to offer the CBT&A Logbook Examiner Training so that Instructors can at least complete the course and offer safer driving learning opportunities for their ever increasing numbers of people who are booking appointments to learn to drive as well as the older people who want to maintain their licences.

Your sincerely

A handwritten signature in blue ink that reads "Brock". The signature is stylized with a large, sweeping initial 'B'.

Hon Geoff Brock MP

Member for Stuart



TIM WHETSTONE MP

MEMBER FOR CHAFFEY

Shadow Minister for Trade and Investment

Hon Tom Koutsantonis MP
Minister for Infrastructure and Transport
GPO Box 1533
ADELAIDE SA 5001

By Email: ministerkoutsantonis@sa.gov.au

Dear Minister *TOM* Koutsantonis

I write again following further concerns raised with me by constituents and Motor Driving Instructors (MDI's) about the current moratorium on appointing and training authorised examiners for class C (Car) licenses – particularly that the effect of the moratorium here in my electorate of Chaffey is a shortage of qualified examiners.

The Riverland area has a total population of approximately 35,000 people with a limited number of authorised examiners covering the region. The need for additional CBTA authorised examiners is a necessity as learner drivers currently face delays of up to 2 months for assessment or are forced to travel as far as the Barossa Valley to complete their driver training.

Additionally, I'm informed the Registrar of Motor Vehicles has suspended the delivery of all Authorised Examiners courses – leaving some MDI's suspended part way through their accreditation – and potentially creating a large backlog of MDI's waiting to complete their training.

MDI's have indicated to me that more advance notice of future training (as advocated by the sector) is called for as it provides better opportunity to schedule in time to complete the course. Short notice is not appropriate or suitable, considering this industry sector is often booked several months in advance and cancelling student training is simply not acceptable.

Can you please advise when the Government will conclude its consideration of recommendations and implement subsequent reforms arising from the 'Failing the Corruption Road Test: Corruption Risks in South Australia's Driver Training Industry' report?

Further, I also seek your assurance that the Department will implement a longer period of advance notice to MDI's seeking to complete their accreditation.

Yours Sincerely,

[Handwritten Signature]
TIM WHETSTONE MP
Member for Chaffey

9 June 2023

Chaffey Electorate Office
PO Box 959,
Berri SA 5343

P (08) 8582 4230
E chaffey@parliament.sa.gov.au

www.timwhetstone.com.au



OFFICIAL

OUR REFERENCE NUMBER: A707560



15 August 2023

The Hon. Tom Koutsantonis MP
Minister for Infrastructure and Transport
Minister for Energy and Mining
Leader of Government Business in the House of Assembly

By email: Minister.Koutsantonis@sa.gov.au

Dear Minister,

Re: Lobbying and Influence Discussion Paper

As you may know, on 6 July 2023 the Commission released a discussion paper entitled [Lobbying and Influence](#).

This discussion paper provided an overview of the main integrity issues arising from regulated and unregulated lobbying in this state and invited submissions from interested organisations and individuals.

After receiving feedback that some stakeholders wishing to make a submission had not received the discussion paper, the Commission has decided to resend the paper and extend the deadline for making submissions to **Friday 15 September 2023**.

The topic of lobbying has been a recent focus for interstate integrity bodies, with New South Wales, Victoria, Queensland and Tasmania releasing publications and making recommendations about the effectiveness of lobbying regulation in their jurisdictions.

Most recently, Victoria's Independent Broad-based Anti-corruption Commission released the report of its [Operation Sandon](#) investigation. That investigation exposed the concerning behaviours of well-resourced individuals buying influence from politicians to distort, and possibly corrupt, government decision-making processes.

In South Australia, the Commission has similarly observed conduct raising questions about the vulnerability of politicians to improper influence, the resilience of the public sector to lobbying pressure, and the use of connections and associations to gain unequal access to key decision-makers.

To better understand the risk that improper and unregulated influencing poses to public administration, and to identify ways to minimise the potential for corruption in the interactions between lobbyists and the lobbied, the Commission would be grateful to learn the perspectives of anyone with an interest in the topic.

OFFICIAL

The Commission would be pleased to receive any submissions you may wish to make by **Friday 15 September 2023**. Submissions can be emailed to prevention@icac.sa.gov.au, or posted to GPO Box 11066, Adelaide SA 5001.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Ann Vanstone', written in a cursive style.

The Honourable Ann Vanstone KC
COMMISSIONER

RELEASE IN PART

From: Mahi Patel <[REDACTED]>
Sent: Sunday, March 12, 2023 11:55 AM
To: rebecca.baker@news.com.au; Hartley EO <hartley@parliament.sa.gov.au>; DIT:Minister Koutsantonis <Minister.Koutsantonis@sa.gov.au>; WestTorrens@parliament.sa.gov.au; torrens@parliament.sa.gov.au; DPC:Premier <Premier@sa.gov.au>; Croydon EO <croydon@parliament.sa.gov.au>; Tony.Zappia.MP@aph.gov.au; newland@parliament.sa.gov.au
Subject: 23MIT6493

You don't often get email from [REDACTED] [Learn why this is important](#)
 Hi all,

Great article from Rebecca about female instructor but does anyone really care? Minister is busy taking pictures with women in power to feel proud but what about the real issue for the communities in driving education field? Tom koutsantonis felt proud opening a test route closer to his constituency in Flinders Park but people in Modbury have been waiting for VORT route to re-open for nearly 4 years. (What's the point of Flinders Park test centre when you have Port Adelaide, Kilkenny and Park Holme Vs for people in North East it is either Magill/Tranmare OR Elizabeth ! No Modbury, No Burnside, No Mitchem, No Crafers or Glenosmond,)

As always DIT is using ICAC and Tom K's office as an excuse in delaying the decision to exempt current instructors or develop any new policies. Applied 2nd Aug 2022 and still waiting. Nearly 7 months and nothing has happened. (only 2 people runs the show at DIT - Andre S and Clare H)

On one hand they are saying everything is on hold but quietly they have run 2 courses recently in JAN and FEB 2023 at Walkley Height (4 candidates per course – only 1 female exempted out of 8 in the training group. Participants were Matthew, Andrew, David M, Bharat, Vishram, Sunil, Lorraine, Paul)

There are so many more that I can list who are given exemptions; on basis of DIT exemption the participants went and spent 10,000 + to upgrade certifications as per request from DIT. But now the department doesn't even offer them to move ahead in the upgrade process. I understand that they are thinking a lot to take next step as part of the so called reform but this thought process is taking months and months. Yet it will only affect one group the most – the clients/people wanting lessons or test / public. I openly see there is not enough competition in the market and if you do not allow more people to progress as an examiners then that surely creates MONOPOLY of certain group of people.

No matter what you approach with to the current team at DIT; you will never hear a positive/yes as an outcome. They spend numerous hours saying NO or rejecting any ideas you may have.

Some examples are listed below :

Apply to get exemption for VORT – their answer is : apply for CBT&A first as you cannot become VORT only examiner directly. (Though I have proofs of DIT approving VORT without CBT&A)

Apply for CBT&A exemption as per their advise – their answer is there is a potential reform in consideration so everything is FROZEN at this moment since last few years/months (god knows how long will it take)

There are some examiners who are CBT&A already and if they apply for VORT – their answer is “we have enough VORT examiners (300+ VORT examiners in 2012 Vs 125 in 2023! where on earth this is

enough. This includes not even a single VORT examiner left in Port Lincoln! Also out of 125 only 99 are working (have this confirmed via FOI application), out of active 99 examiner 50 are roughly for HR/trucks only. Leaves us with 49 VORT examiners for cars all over south Australia. So how come this enough and how come it is not creating a monopoly for them being what they are)”

A 90 years old woman who is trying her best to retain her license; the client took many lessons to improve her abilities. She just prefers to take test in school car that she is more familiar with. The car is near new 2021 Camry with 5 star ANCAP rating, has dual brakes, is a professional driving school car and yet DIT refuses to come to an agreement and spends hours and hours of talking or writing emails as part of refusal to families or to driving schools.

DIT opens up a job – Well if you apply for it in a hope that you may progress in your career– but you never get an interview or reply neither a rejection– When you ask what happened to that job then their reply is that the job is closed but the reality was that they only advertised the position for formality purpose only and filled it with internal staff (Danial from bookings).

The issue is not that there is not enough work; there is so much demand and there are opportunities to grow in country regions as well but how do you progress in a life if you have no support from people in power who runs DIT at this stage.

Regards,

Mahi

From: DIT:MDI Admin <DIT.MDIAdmin@sa.gov.au>

Sent: Wednesday, 25 January 2023 3:20 PM

To: Mahi Patel Clause 6 (1) - Personal Affairs

Subject: FW: Application for exemption to the Registrar of Motor Vehicles moratorium on appointing Authorised Examiners for class C CAR - CBT&A - Applied 2nd Aug 2022

OFFICIAL

Dear Ms Patel,

Thank you for your detailed response to the email of 5 January 2023.

The recommendations of the report *“Failing the Corruption Road Test: Corruption Risks in South Australia’s Driver Training Industry”* ICAC report are the views of the Independent Commissioner Against Corruption. As per the email of 5 January 2023, the report and its recommendations are being considered by the Government. As a result, the specific issues you have raised regarding the contents of the report and its recommendations cannot be answered by DIT.

In regard to your application for exemption to the moratorium, no decision has been made and consistent with the advice in the email of 5 January 2023, one will not be made until such time as the Government has provided further advice on the reforms.

Once the Government has provided its advice on the proposed reforms, DIT will be able to communicate this to the driver training industry.

Regards

Andre Simmonds
Standards Unit Manager
Compliance Investigations and Prosecutions
Regulation



Government of South Australia
Department for Infrastructure
and Transport

83 Pirie Street, Adelaide SA 5000 • GPO Box 1533, Adelaide SA 5001 • DX 171



The Department for Infrastructure and Transport acknowledges the Traditional Custodians of the Country throughout South Australia 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.

We are committed to creating a diverse and inclusive culture where everyone is valued and respected.

Information contained in this email message may be confidential and may also be the subject of legal professional privilege or public interest immunity. Access to this email by anyone else is unauthorised. If you are not the intended recipient, any use, disclosure or copying of this document is unauthorised and may be unlawful.

From: Mahi Patel Clause 6 (1) - Personal Affairs
Sent: Saturday, 7 January 2023 12:32 AM
To: DIT:MDI Admin <DIT.MDIAdmin@sa.gov.au>
Cc: WestTorrens@parliament.sa.gov.au; ICAC:Enquiries <Enquiries@icac.sa.gov.au>; AGD:Office Of The Commissioner For Equal Opportunity <OCEO@sa.gov.au>; Bragg EO <bragg@parliament.sa.gov.au>; croydon@parliament.sa.gov.au; schubert@parliament.sa.gov.au; Hartley EO <hartley@parliament.sa.gov.au>; russell.wortley@parliament.sa.gov.au; torrens@parliament.sa.gov.au; DCP:Minister Hildyard <Minister.Hildyard@sa.gov.au>; senator.katy.gallagher@aph.gov.au
Subject: Re: Application for exemption to the Registrar of Motor Vehicles moratorium on appointing Authorised Examiners for class C CAR - CBT&A - Applied 2nd Aug 2022

Dear Natasha,

I appreciate the reply. If ICAC report was the reason for everything to be suspended then I am confused as I heard auditors (yes government DIT employees) mentioning about conducting a CBT&A courses in DEC 2022 from Walkley height (Candidates - Sunil, Matthew, Vishram & Andrew (not even a single female participant chosen)). They also mentioned that they are running new course again in JAN 2023 for CBT&A for more participants. (Bharat, David, Paul – again not even a single female participant chosen) @ Walkleys Height.

I have went through the ICAC report in dept. I found following recommendations as per their report. None of the recommendation talks about changing VORT, why? But you are suspending decision about the method that your department always promoted as best safest defensive way of achieving license! Why recommendation only talks about changing one system? Why they can not change everything and make everyone exactly same and start everything fresh? (why only one system change) I am little confused. So does this mean CBT&A is bad for community and VORT is considered as best? If so then why are we wasting resources and hard earned tax payers monies to train new guys for CBT&A (only guys as far

as I am aware, no females are provided a chance despite a huge demand) in JAN 2023 for CBT&A? Suspensions should be applied to all over the system and not be applied partially to some people and some are exempted from suspensions and have been trained last month and will be trained this month. This is confusing. Also why all documentations/newsletters only talks about reform for CBT&A; but not for VORT at all ! What is the point of making more CBT&A examiners if DIT is wanting to scrap CBT&A altogether and bring new system?

Extraction of the report :

REPORT: **Failing the Corruption Road Test**

RECOMMENDATION 1

I recommend that **the** Registrar set a price guide for driving lessons and **tests** for (private) authorised examiners. *(Does this mean Plumbers/Electricians/Uber/DiDi/Taxi/Builders must be forced to do same? Let's say if ministers/motor registrar does make this a law or rule; do you really believe all old VORT examiners will just sit tight and let this happen? Or will they work at their best to influence the ministers whom they know personally? Just like how Allan Peavy single handedly brought Moratorium for Examiners. The very same moratorium which has no expiry date, no re-evaluation rules, only one person makes the decisions Etc..... Even though it is unfair; but it exists !)*

RECOMMENDATION 2

I recommend that **the** Registrar prohibit package deal pricing for driving lessons and **tests**. Fees charged for lessons and **tests** should be based on services provided. *(How will land and build package will be justified if this can be challenged? Does this mean a gardener will have to charge exactly per square feet garden maintained or he can not charge as a lump sum? Does this also mean restaurants will not be allowed to do a special deals for takeaways? How many other parts of life we will not be able to do PACKAGE DEALS? THE GOOD GUYS or HARVEY NORMAN or where does it stop?)*

RECOMMENDATION 3

I recommend that **the** Registrar require authorised examiners to provide a record of prices charged for lessons and **tests** in **their** monthly returns, including evidence of payment received. *(There are probably handful schools who are only accepting card/online payments; they openly say they do not accept CASH. I think you will be ok passing this through with those schools but majority of old VORT examiners are still only accepting CASH; how will you control that part? Will you make all payments in the industry mandatory as bank transfer / credit card? Will all old, rich, settled, influential examiners accept your proposal?)*

RECOMMENDATION 4

I recommend that **the** Registrar ensure students are provided with information as to what **they** should reasonably expect from motor driving instructors and authorised examiners. This should include information on pricing, **the** Rules Governing Authorised Examiners (particularly **their** obligations in relation to completing log book records and providing receipts, and that conducting a VORT within 6 months of lessons is prohibited) and **the** process for making a complaint. This information ought to be made available in a range of languages and students should be required to sign an acknowledgement that it has

been received and understood. *(Yes department should have a better way of managing this. They don't even do anything to the VORT examiners who never writes their own name on the VORT marking sheet !)*

RECOMMENDATION 5

I recommend that **the** Registrar review its current systems and processes for recording information in respect of authorised examiners. Such a review ought to identify ways to reduce manual processes and improve systems for alerting **the** Department when appointments expire. Consideration should also be given to expanding **the** type of information recorded to include a history of complaints made against each examiner, and relevant performance feedback from auditors. *(The issue you may have with this is – what if the responsible person from DIT who is maintaining this registrar is in love/relationship/friendship with private examiner? Will all complaints against that particular examiner be recorded as fair as it would for others? How does DIT address the conflict of interest that may arise due to the pure fact that some of the past and current DIT staff are married or dating private examiners ?)*

RECOMMENDATION 6

I recommend that **the** Registrar review **the** booking system to ensure that it sufficiently allows **the** Department **the** opportunity to allocate an auditor to a **test** or assessment. *(Employ more Auditors? Change 2 clear days rule to 7 clear days rule? Assign one auditor per location and tell them to randomly audit AE (max 1 times per day) but can also audit any other AE (again 1 time max per day) present there one after another?)*

RECOMMENDATION 7

I recommend **the** Registrar investigate a system for recording **the** names of students who have undertaken driving lessons and **tests**, and **their** instructors, with a view to identifying those students who have paid for lessons and a **test** within six months. *(I am not from an IT field but this sounds completely un-achievable)*

RECOMMENDATION 8

I recommend that **the** Registrar explore **the** viability of bookings of **tests** and assessments and **the** random allocation of examiners being managed by **the** Department. *(The main issue you may face is how do you work out an algorithm which sets fair rules with different locations examiners wants to work Vs times Vs start points Vs emergency situations Vs rates Vs examiners who only wants to get paid in Cash?)*

RECOMMENDATION 9

I recommend that **the** Registrar review **the** powers of departmental auditors with a view to providing **them** with **the** ability to override a decision of an authorised examiner during a **test** or examination. **The** issue of a certificate of competency ought to be delayed until after **the** Registrar's review of such a matter. *(If registrar decision making policy was involved with few decision makers collectively then it may be a fair process but when the full decision making powers are inserted into single person; how this could result in a fair procedure?. It's like not having a multiple people in jury but having only one person in jury and deciding the case outcome)*

General comments

Former Commissioner, the Hon. Bruce Lander Q.C., raised some of the matters I have outlined in this report with the Chief Executive of the Department in July 2020. Commissioner Lander made four recommendations to the Chief Executive to deal with corruption risks by authorised examiners:

1. Authorised examiners should not be permitted to conduct driving tests on their own students. *(Does this mean CBT&A was always a bad idea? If so then why Motor Registrar wants / approves CBT&A as a first step? Why not get rid of CBT&A altogether and only have VORT? But will not this action take away a CHOICE that client base has when choosing which system then wants to proceed with?)*
2. The Department should manage all driving test bookings and allocate them randomly to authorised examiners. *(Why not only reveal the test routes say 1 Hr prior to the test?)*
3. Vehicles used to conduct practical driving tests should be fitted with video recording equipment to record driving tests. *(Great idea. Let's see how many truck drivers will pass the VORT/CBT&A ? OR Let's see if all old VORT examiners will agree to this? Or they may utilise their power and position to influence the law makers and will make sure that this is never a reality ! – this is my honest opinion)*
4. Video recordings of the practical driving tests should be required to be retained for a set period of time (such as four weeks) and be provided to the Department for random or targeted auditing. Amanda agreed with these recommendations and include them here for completeness. I have discussed recommendations one and two in this report. Recommendations three and four are likely to be dealt with in the proposed legislation. It may be time to reassess the appropriateness of private authorised examiners. *(Well again from IT prospective; recording 4K 12 hrs a day; trying to keep that for 4 weeks; does anyone know how much storage does this need? All these people writing report must visit some basic websites to calculate the size of micro sd card required.(which is what most DASH CAM takes). Nearly 400GB Micro SD card is required for only 1 camera (the lowest quality of video))recording 12 hrs a day for 4 weeks. Do they consider all these calculation before they recommend something?)*

As many as half (50%) of respondents in India said they paid a bribe because they were asked. *(Who is working out this figures from office of ICAC? How exactly this percentage represents 1.393 billion people of INDIA? Or was this survey done using 22,922 Indian people residing in South Australia? There is no mention of how*

this percentage was worked out in the report? SO may be they got 100 Indians to participate in this survey and may be it is a representation of mere 100 people?)

https://en.wikipedia.org/wiki/Corruption_Perceptions_Index

Where do you see INDIA in the following list? Is this the perception we are going to have for the world's largest democracy in 2023?

The 20 bottom countries that were ranked as having the highest perceived levels of corruption were:

#	Country	Score	#	Country	Score
182	 Somalia	1.0	172	 Equatorial Guinea	1.9
	 North Korea			 Burundi	
180	 Myanmar	1.5	168	 Libya	2.0
	 Afghanistan			 DR Congo	
177	 Uzbekistan	1.6	164	 Chad	2.1
	 Turkmenistan			 Angola	
	 Sudan			 Yemen	
175	 Iraq	1.8	164	 Kyrgyzstan	2.1
	 Haiti			 Guinea	
172	 Venezuela	1.9		 Cambodia	

Source:^[26]

The Top 11 Most Corrupt Countries in the World (2020 Corruption Perceptions Index):

CPI score on a scale of most (0) to least (100) corrupt

1. South Sudan - 11
2. Somalia - 13 (tie)
3. Syria - 13 (tie)
4. Venezuela - 14
5. Afghanistan - 16 (tie)
6. North Korea - 16 (tie)
7. Yemen - 16 (tie)
8. Equatorial Guinea - 17 (tie)
9. Libya - 17 (tie)
10. Burundi - 19 (tie)
11. Congo (Dem. Republic of) - 19 (tie)
12. Turkmenistan - 19 (tie)

Reading the report was more heart breaking as an INDIAN BORN; as my birth country does not even top the chart but yet ICAC has targeted a specific ethnic group for the purpose of their report; especially when they do not even understand the driving industry/demand very well. I respect the efforts to make the report but hate to say these recommendations are not the real solutions considering the current situations.

Regards,

Mamta PATEL

From: DIT:MDI Admin <DIT.MDIAdmin@sa.gov.au>

Date: Thursday, 5 January 2023 at 4:33 pm

To: Mahi Patel (Clause 6 (1) - Personal Affairs)

Subject: RE: Application for exemption to the Registrar of Motor Vehicles moratorium on appointing Authorised Examiners for class C CAR - CBT&A - Applied 2nd Aug 2022

OFFICIAL

Good afternoon Mamta,

Happy New Year to you too.

As you may be aware, in May 2022, the Independent Commissioner Against Corruption tabled a report in Parliament titled *"Failing the Corruption Road Test: Corruption Risks in South Australia's Driver Training Industry"*. This report made nine recommendations to reform the operation and oversight of the driver training industry stating that the *"controls for minimising corruption in environments where services are delivered on behalf of Government by the private sector must be particularly robust and effective"*.

The report confirms the Government's view that the driver training industry needs reform to address the unacceptable behaviour of some members of the industry.

While the recommendations are being considered by the Government, the Registrar of Motor Vehicles has temporarily suspended the delivery of Authorised Examiner courses for class C (car).

The current proposal for reform is with the Minister and is confidential awaiting his/Cabinet's announcement.

While I appreciate this may be very disappointing for you, I ask that you remain patient. Once the reform outcomes are known, your application will be progressed and the outcome of the decision will be forwarded to you.

Kind regards,

Natasha

A/Senior Accreditation Officer (Correspondence Officer)
Compliance Investigations and Prosecutions
Regulation, RMS Division



Government of South Australia
Department for Infrastructure
and Transport

Kaurna Country

L6, 83 Pirie Street, Adelaide • GPO Box 1533, Adelaide SA 5001 • DX 171



The Department for Infrastructure and Transport acknowledges the Traditional Custodians of the Country throughout South Australia 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.

We are committed to creating a diverse and inclusive culture where everyone is valued and respected.

Information contained in this email message may be confidential and may also be the subject of legal professional privilege or public interest immunity. Access to this email by anyone else is unauthorised. If you are not the intended recipient, any use, disclosure or copying of this document is unauthorised and may be unlawful.

From: Mahi Patel Clause 6 (1) - Personal Affairs

Sent: Monday, 2 January 2023 10:29 AM

To: DIT:MDI Admin <DIT.MDIAdmin@sa.gov.au>

Subject: Application for exemption to the Registrar of Motor Vehicles moratorium on appointing Authorised Examiners for class C CAR - CBT&A - Applied 2nd Aug 2022

Dear MDI Admin,

Happy new year to all over there.

It has been 3+ months since I received any update from your office in relation to an exemption for a **female CBT&A Examiner** application.

Meanwhile I also followed up with all known female CBT&A examiners in area; and they all are either not accepting any new students and or have waiting for more than 3 months or have no cars to train with and are not accepting students for CBT&A at all or they are too busy doing only VORTs and not doing CBT&A at all.

Some of those examiner names whom I contacted are Tracey G (Northern, eastern and West area), Tracy (Marion area), Kylie (Head Rite), Jenny (Marion area), Kerry (West area), Linda (South, Marion area), Full marks driving school, Jackie (Marion area), Batie (CBD) etc.

Please approve my application so I can get the process started. I have trained more than 15+ novice drivers and they all have their Ps, I have the latest TLI41221 which is needed, as well as I also have Cert IV in Train and Assessment TAE40116. Basically I am ready to go to book my further test as per the requirement from the DIT if approved (Which I believe also has a wait till start of April 2023)

The sooner I get my approval; the sooner I can contact DIT to book my regulator assessment and the sooner **I can start helping long awaiting backlog in Adelaide who requires a female examiner in CBT&A Logbook system due to high demand, religious reasons, language barriers (yes I am aware that all final exams must be in English only but initial training can be in any language), more examiners will allow more choices to the client base and it is good for the communities that they have more choices to choose from.**

Please consider my application asap.

Regards,

Mamta PATEL

Clause 6 (1) -
Personal Affairs

From: DIT:MDI Admin <DIT.MDIAdmin@sa.gov.au>

Date: Monday, 19 September 2022 at 10:49 am

To: Mahi Patel

Clause 6 (1) - Personal Affairs

Subject: RE: Application for exemption to the Registrar of Motor Vehicles moratorium on appointing Authorised Examiners for class C CAR - CBT&A

OFFICIAL

Good morning

This email has been sent to advise of the Moratorium for CBT&A Accreditation for C Class. Unfortunately we are experiencing a delay in this service, and you will be advised once an outcome has been reached.

Please refer to the link below for queries relating to the Moratorium.

[[http://SA.GOV.AU%20-%20Authorised%20examiners%20\(www.sa.gov.au\)](http://SA.GOV.AU%20-%20Authorised%20examiners%20(www.sa.gov.au))]SA.GOV.AU - Authorised examiners (www.sa.gov.au)

Regards

Accreditation Officer
Compliance Investigations and Prosecutions
Regulation



Government of South Australia
Department for Infrastructure
and Transport

GPO Box 1533, Adelaide SA 5001 • DX 171



The Department for Infrastructure and Transport acknowledges the Traditional Custodians of the Country throughout South Australia 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.

We are committed to creating a diverse and inclusive culture where everyone is valued and respected.

Information contained in this email message may be confidential and may also be the subject of legal professional privilege or public interest immunity. Access to this email by anyone else is unauthorised. If you are not the intended recipient, any use, disclosure or copying of this document is unauthorised and may be unlawful.


From: Mahi Patel <Mahi.Patel@sa.gov.au> **Clause 6 (1) - Personal Affairs**
Sent: Tuesday, 2 August 2022 10:16 PM
To: DIT:MDI Admin <DIT.LicenceStandardsandTraining@sa.gov.au>
Subject: Application for exemption to the Registrar of Motor Vehicles moratorium on appointing Authorised Examiners for class C CAR - CBT&A

Dear Motor Registrar,

Please accept this email as my request to apply for an exemption for CLASS C CAR CBT&A AE. The reason to grant an exemption are as below. The strongest points being Female Instructor with multiple language command, cultural background, high demand of CBT&A examiners & long wait times for female examiners.

- There are not many female CBT&A AE operating in Adelaide and then ones who are authorised are booked out for like 3 months or have no appointments at all.

There is a huge demand of CBT&A examiners in Adelaide; especially female examiners. (Ref : **Driver Training Information Bulletin**)



Motor Driving Instructors who pass the Regulator Assessment will also have to successfully complete CBT&A training. They will then be able to train and conduct CBT&A.

If participants would like to add an additional vehicle class, they will need to undertake and pass a Regulator Assessment and the relevant training for that class.

As there is large public demand for CBT&A, additional VORT examiners will not initially be accredited.

- There is a long wait list of clients; example RAA has long wait list up to 3 months for female CBT&A examiners request. Source – RAA. First of all they have no space for a Female CBT&A examiner; even upon selecting any available Instructor (in this case MALE), the first available appointment for CBT&A is around 01/11/2022 (considering today is 2nd AUGUST; the appointment is roughly 3 months away) They don't even have any appointment available for some of the areas like PARK HOLME / PORT ADELAIDE. (which are one of the most common hub for testing and train)



Viewing lessons with Fred SALIBA

CBT&A Driving Lesson (1 hour 30 minutes)

Click the BOOK button to add a lesson to your cart.

Multiple lessons can be added by clicking BOOK.

← Back	▶▶	
Tue 01/11/2022 Fred SALIBA	09:00 AM	Book
Wed 02/11/2022 Fred SALIBA	09:00 AM	Book
Thu 03/11/2022 Fred SALIBA	09:00 AM	Book
Thu 03/11/2022 Fred SALIBA	11:00 AM	Book
Tue 08/11/2022 Fred SALIBA	09:00 AM	Book
Wed 09/11/2022 Fred SALIBA	07:00 AM	Book
Wed 09/11/2022 Fred SALIBA	09:00 AM	Book
Thu 10/11/2022 Fred SALIBA	11:00 AM	Book
Thu 10/11/2022 Fred SALIBA	03:00 PM	Book
Fri 11/11/2022 Fred SALIBA	01:00 PM	Book

- Adelaide has 1.8 million population and there are only 260 CBT&A examiners in Adelaide (Including Class C and Heavy Vehicle). Out of which only roughly 18 female examiners are actively working as a CBT&A Examiner (There are some female examiners who are only working as VORT examiners or VORT Trainers even though they do hold CBT&A examiner license.)

- There is absolutely no CBT&A/VORT examiner in GUJARATI community from where I belong. I am the first and only Female Instructor in GUJARATI community in South Australia. Educating all these women from my background in my own language (at least initial few tasks and sessions) will ensure a better knowledge is delivered in a much more diversified background on Aussie land. I do understand that I will also have to train them in a such a way that they will be able to manage the Final Drive TASK 30 in English as per requirements set by DIT.
- I am fluent in HINDI, GUJARATI (Mother Tough) & Partial PUNJABI as well as Partial URDU. Opening exemption doors to female instructors will ensure that more and more migrants and refugee communities will take advantage of driving lessons via CBT&A through female examiner, which will eventually lead to a better livelihood for those women in need.
- I am also getting many contacts from public forums or over the phone call from various Agencies/Department of Child Protection/Job prospects/Maxima to arrange a session for female clients via CBT&A program.
- There are many kids/female applicants out there who will benefit a lot from structured CBT&A pathway than being exposed to the other options. People with known anxiety/depression/nervousness problems will also perform better as they have had chance to spend more detailed time with their trainer and would feel more comfortable doing final drive with the same female examiner. In many occasions the client may decide or feel much more comfortable to deal with one of the Authorised Examiner from same or similar background sharing similar culture values and language to initiate and complete the communication/process. It is a consumer need depending upon different culture, religion and people rather than a geographical need or amount of currently available examiners in community. The most common issue in the industry is that a woman from a particular religious background will feel more comfortable when she gets a service from a person from similar/same background. A very good example would be a woman from an Islamic background would feel more comfortable doing training and test with an Examiner from same or similar background who at least shares culture, religion, languages and or gender.
- As per the Diversity and Inclusion statement on DIT website; I am sure I will be provided with an opportunity to be able to get an exemption to apply for CBT&A Class C Examiner.
[https://www.dit.sa.gov.au/careers/diversity and inclusion](https://www.dit.sa.gov.au/careers/diversity_and_inclusion)

To support my application in further detail I also have latest **TAE40116 (Cert IV in Training and Assessment)** which includes all necessary modules to be an examiner. I also hold required PI PL for Driver Trainers. I am also in a pursual of Diploma in Training and Assessment.

Thanks and Regards,

MAMTA DINESHBHAI PATEL

Clause 6 (1) - Personal
Affairs

Santos Committed to a net-zero future. X

News > South Australia

Why is it so hard to find a female driving instructor? Calls to entice more women to driving training

Of almost 600 licensed driving instructors in SA, 100 are female, with learners waiting six weeks for a lesson – and even longer for women who want to teach.

Rebecca Whitfield-Baker and Shashi Baltutis

2 min read February 4, 2023 - 1:00PM The Advertiser

34 comments



The Aussie road rules you've never heard of

You might consider yourself an expert behind the wheel, but that doesn't mean you know every rule in the book. How about the weirdest ones? Best bone up on these rare rules before you're slapped with a fine!

SA News

Don't miss out on the headlines from SA News. Followed categories will be added to My News.

Follow

Fewer than 20 per cent of the state's driving instructors are female, sparking months-long waiting lists for learner drivers who want to be taught by a woman.

The issue has sparked calls to make the industry more attractive to women to better cater for a cohort of female learners who, due to personal preference or cultural reasons, are comfortable only with being taught by someone of the same sex.

According to statistics shared by the Transport Department, of South Australia's 583 licensed motor driving instructors, 105 are female.

In terms of those authorised to conduct driving tests, 222 are male and 41 female.

"The department does not actively seek or recruit applicants, so the gender breakdown reflects the ratio of men and women who apply and qualify," a spokesperson said.

Would you have a gender preference in driving instructors?

Yes
No

Cast your vote



Isabella Sampson, 16, with driving instructor Michelle Robinson of Lets Drive SA, learning to drive in the streets of Ethelton, Port Adelaide. The Advertiser / Morgan Sette

Owner of Let's Drive SA Michelle Robinson is one of the few female instructors in the state.

Her students come from all over Adelaide to the western suburbs where her business is based to secure a female instructor.

"I get students from the northern suburbs who will come down because there are not a lot of female instructors around so they'll meet me in the western suburbs."

Ms Robinson said about 85 per cent of her students were female.

“A lot of mums want their daughters to go with a female.”

And the demand for female instructors is so high students will schedule a lesson more than a month in advance for their preferred supervisor.

“Even if they have to wait three or four weeks, they would rather wait,” Ms Robinson said.

Due to a high volume of students her wait times can be up to six weeks.

Just two of the 25 instructors – or 8 per cent – contracted to the state’s largest driving school, RAA, are female.



The demand for female instructors is so high students will schedule a lesson more than a month in advance for their preferred supervisor. The Advertiser / Morgan Sette

RAA community engagement senior manager Ben Haythorpe agrees the figures reflect the fact the industry has historically been more popular with men but hopes more women consider it.

“Traditionally this has been a male dominated industry and recently we’ve seen a real shortage of professional driving instructors, which is causing frustration in the community,” he said.

“RAA is very supportive of encouraging more females to the industry ... we’d like to see a framework in place that encourages females to consider driver training as an occupation to give parents and learner drivers more options.

“We’re hopeful that the government’s driving training reforms will improve the regulation surrounding this industry, enticing more females to the workforce and also increasing the overall number of instructors.”

Covid-created disruptions to driving lessons and tests, coupled with more people wanting to drive to avoid public transport post-pandemic, have been well documented.

Data released by the RAA last year showed there were 67,232 learner permit holders in SA in June, 2022, which was 10,000 (or 17%) more than two years earlier.

For now there is a general halt on the issuing of new driving instructor licences while a review into the SA driving training industry happens, although “applicants can apply for an exemption from this moratorium”.

One bilingual woman seeking to do this and gain her accreditation has told the Sunday Mail she has waited more than three months for a response to her bid to be allowed to offer driving lessons.

“I (have) followed up with all known female CBT & A examiners in (my) area ... they all are either not accepting any new students or have waiting (lists of) more than three months,” she said.

“Opening exemption doors to female instructors will ensure that more and more migrants and refugee communities will take advantage of driving lessons ... which will eventually lead to a better livelihood for those women in need.”

More Coverage

[Have your say: Should SA’s beach speed limit be reduced?](#)

[The best SUV in Australia revealed](#)

[Teen Parliament 2023: Calling all young future leaders](#)



Hide Comments ^

Add your comment to this story

Join the conversation, you are commenting as Raj Logout

Comments My profile

Commenting Guidelines

Reader comments on this site are moderated before publication to promote spirited, safe and healthy debate. Thousands of comments are submitted daily and we do our best to publish as many as we can, but submitting one does not guarantee publication. Comments that remain unmoderated after seven days may be rejected. Need help? See our [FAQs](#) or [Commenting Guidelines](#)

By posting a comment you are accepting our [Terms and Conditions](#)

B I ”

Post a comment

2000 characters remaining

POST COMMENT

All Comments 34

Viewing Options -

Phil 1 month ago *(Edited)*

Yet more proof that genders are hard wired to prefer some jobs but not others. I'd like to see news articles pushing for more male nurses, teachers and childcare workers. 2 of 16 teachers in one of my kids public primary school are male, and 1 male in the other kids childcare centre. Yet we don't see too many people complaining about that kind of imbalance.

👍 ↪ Reply

Ron 1 month ago

What a load of BS. Screams sexism, Best person for the job is what matters and not based on gender.

👍 1 ↪ Reply

Brendan 1 month ago

When did we as a society become so sexist and anti men?

👍 3 ↪ Reply

Andy 1 month ago

Around the time men became responsible for 96% of sexual assaults, I reckon. Or just after.

👍 ↪ Reply

Blind Fred 1 month ago

How many drivers out there think that the key is the cars engine? Many have no understanding of what a car actually is. It is a machine used to transport people and goods from one place to another. Most users have absolutely no idea how to use that machine. Unlike your microwave, dish washer or washing machine , that if you make a huge mistake, it's really no big deal, but in a car, if you make even the tiniest mistake, it could cost you or others their lives!!

Why do we refuse to properly train drivers? Why not give our surgeons a log book training schedule? Male or female teachers mean nothing, unless they teach the most important parts of any subject, Theory is good, but the practical side of driver training doesn't exist, so it can't be bad.

👍 1 ↪ Reply

More related stories

Justinthyme 1 month ago



SA News

Mike Hunt 1 month ago

'Inaccessible and overcrowded': WOMAD fans complain of huge line-ups

Where are the calls for the 'numbers to be evened up' in septic tank cleaning? Slaughter house workers? Fed-up WOMADelaide fans have taken to social media to vent their fury about the huge line-ups of up to an hour at the "oversold" and "overcrowded" event this weekend.

If you want true equal number representations in the workforce you can't just cherry pick the nice jobs.



Justinthyme 1 month ago

Falling number that shows new reality for sick South Aussies

Rather than the emphasis on gender equality, we should be focusing on why we always seem to need equal number of males and females in a job, that is until women take over (teachers), that seems to be okay.

Sick South Australians could soon find themselves priced out of doctor's visits, medical leaders say, as new data shows key figures going the wrong way.

Joyce 1 month ago

how is that working out... boys being left behind...
My News Feed

Read More >



Lifestyle

Two South twin's bittersweet start to kindy

It is not easy or glamorous to be an instructor. That is why females don't choose it as a career.

2 Reply



Education

How this SA principal led a worldwide Andrew Tate take-down

0



SA News

Aged care suicide shock in heartbreaking Flinders probe

The Quadruple Booster Booster 1 month ago

My driving instructor was a woman of about 80 years old. She was awesome!
Good Morning Raj Recommended based on what you've read

Reply



EXCLUSIVE National

\$900 tax saving under health subsidy: Are you eligible?

0



Barefoot Investor

'Bloody oath!' They'll never stop coming after your super

0



Royals

Major blow to Harry and Meghan UK homecoming

0

RECOMMENDED TO FOLLOW

- +Travel
- +Police Courts Sa
- +South Australia Education
- +AFL
- +Sa Weekend
- +Sport

Promoted Content

Take your holiday to new heights than...



Trending now

SA News

Most commented

If the Voice fails Australia becomes more divided

176

What Pies will get from Port for backing down on prison bars

'Unsafe, inaccessible': WOMAD fans complain of too many tickets sold



145

Inside story: The phone call that changed prison-bar stoush

62

Lifestyle

'Just gotta save him': Dad's horror after forklift crushes son



58

Parklands in stable condition as cops mount bid for new base

Australia's superior sub fleet fuels China's fury

23

Opinion

Subtle detail in Labor's super tax grab that could still cost you



Entertainment

'Been through the wringer': Dermie's cancer fight



Police & Courts

Parklands in stable condition as cops mount bid for new base





TIM WHETSTONE MP

MEMBER FOR CHAFFEY

Shadow Minister for Trade and Investment

The Hon Tom Koutsantonis MP
Minister for Infrastructure and Transport
GPO Box 1533
ADELAIDE SA 5001

By email: ministerkoutsantonis@sa.gov.au

Dear ^{Tom} Minister

I write on behalf of Mr **Clause 6 (1) - Personal Affairs** who is also an accredited Motor Driving Instructor (MDI) within my electorate of Chaffey.

Mr **Clause 6 (1)** has raised concerns with me about the current moratorium on appointing authorised examiners for class C (Car) licenses – particularly that the effect of the moratorium here in my electorate of Chaffey is a shortage of qualified examiners.

He has unsuccessfully applied for an exemption on more than one occasion, with the Department informing him that ‘applications for an exemption to the Moratorium will not be considered until the Government has determined its response to the ICAC report’.

The Riverland area has a total population of approximately 35,000 people with a limited number of authorised examiners covering the region. The need for additional CBTA authorised examiners is a necessity as learner drivers currently face delays of up to 2 months for assessment.

Can you please advise when the Government will conclude its consideration of recommendations from the ‘Failing the Corruption Road Test: Corruption Risks in South Australia’s Driver Training Industry’ report?

I would also urge you to consider Mr **Clause 6 (1)** application for an exemption as soon as possible given the lengthy delays experienced by learner drivers in my electorate of Chaffey.

Kind regards,

TIM WHETSTONE MP
Member for Chaffey
13 April 2023



Chaffey Electorate Office
PO Box 959,
Berri SA 5343

P (08) 8582 4230
E chaffey@parliament.sa.gov.au

www.timwhetstone.com.au





Ashton Hurn MP

MEMBER FOR SCHUBERT

129A Murray Street, Tanunda, SA

Phone 08 8563 3636

schubert@parliament.sa.gov.au

ashtonhurn.com.au

[f AshtonHurnSchubert](https://www.facebook.com/AshtonHurnSchubert)

[ashton_hurn](https://www.instagram.com/ashton_hurn)

Hon Tom Koutsantonis MP
Minister for Infrastructure and Transport
Ministerkoutsantonis@sa.gov.au

Dear Minister,

In September last year, I wrote to you on behalf of a constituent who is a VORT Licenced Driving Instructor who runs his own driving school (your ref 22MIT3524).


Clause 6 (1) - Personal has contacted me again, seeking an update and clarity on the time frame the government will take to consider the recommendations of the Independent Commissioner Against Corruption's report, "Failing the Corruption Road Test: Corruption Risks in South Australia's Driver Training Industry".

This report, tabled in Parliament in May 2022, is concerned with controls to minimise corruption in the driver trainer industry and is the reason that there has been a freeze put on the delivery of Authorised Examiner courses for class C (car).

My constituent is very keen to undertake training to become proficient in CBTA due to the high demand in the Barossa Valley and surrounds, but he needs to plan ahead to schedule this training with his instruction schedule.

Any further advice or update on this matter will be most appreciated so that I can respond to **Clause 6 (1) - Personal** and provide him with some clarity.

Kind Regards,


ASHTON HURN MP
Member for Schubert
Shadow Minister for Health

18 /04/2023

Putting Schubert first.



The Hon Tom Koutsantonis MP



Government of South Australia

23MIT7567

Minister for Infrastructure and Transport

Minister for Energy and Mining

Level 14, 83 Pirie Street
Adelaide SA 5000

GPO Box 1533
Adelaide SA 5001

Tel 08 7133 1100

minister.koutsantonis@sa.gov.au

Hon Tony Piccolo MP
Member for Light
light@parliament.sa.gov.au

Dear Mr Piccolo *Tony,*

Thank you for your letter dated 9 May 2023, on behalf of **Clause 6 (1) - Personal Affairs** from the **Clause 6 (1) - Personal Affairs** about the notice of availability of Competency Based Training and Assessment (CBT&A) courses.

The Department for Infrastructure and Transport (the Department) is of the view that the driver training industry needs reform to address the unacceptable behaviour of some members of the industry.

This view in part has stemmed from the Independent Commission Against Corruption report which makes nine recommendations to reform the operation and oversight of the driver training industry stating that the *"controls for minimising corruption in environments where services are delivered on behalf of Government by the private sector must be particularly robust and effective."*

The Department advises two training courses to become Authorised Examiners in CBT&A were offered to several Motor Driving Instructors, in December 2022, and again in January 2023.

Clause 6 (1) - Personal Affairs was offered a place on the January course. Two of the people who were offered places on these courses, one of whom was **Clause 6 (1) - Personal Affairs** declined. At the time, they were advised that due to the pending reform outcomes, no further course dates were scheduled.

The Department advises that it has not scheduled any further CBT&A courses currently. The scheduling of further CBT&A courses is subject to reform of the driver training industry, demand for CBT&A in the community, numbers of Motor Driving Instructors ready to do the course, availability of trainers and a venue to host the course.

Please be assured that the Department will contact **Clause 6 (1) - Personal Affairs** should a CBT&A Course become available and her feedback regarding notice of availability will be considered.

Yours sincerely

Hon Tom Koutsantonis MP
Minister for Infrastructure and Transport

4 / 6 / 2023