

MINUTES OF SURVIVE GROUP EXECUTIVE MEETING HELD ON 11TH FEBRUARY 2019

Present Rob Gifford – Chairman
Shaun Coole - RRRRA
Steve Ives – AA
Derek Muir – RAC
Mick Puleston – AVRO
Andrew Reeve – Secretary

ACTION BY

1 Apologies for Absence

Dean Hatton - NPCC
Simon Henrik - Direct Line / Green Flag
Mary Hill – RAC
Damon Jowett - Direct Line / Green Flag
Mike Wilson - Highways England

RG welcomed Derek Muir, who was standing in for Mary Hill.

AR reported that Dean Hatton had now replaced David Jones as the NPCC representative on the Executive.

2 Minutes of the meeting held on 15th October 2018

The minutes of the last meeting were accepted and approved as a true record of the meeting.

3 Matters arising not covered on the Agenda

3.1 Four Nations Safety Group and Police Forces

AR advised that feedback was still awaited from the Four Nations Safety Group regarding working practices following the circulation of the Best Practice Guidelines.

AR reported that David Jones had provided the contact details for Martin Green at the City of London police who may be able to assist regarding the circumstances and correct procedures for recovery operators wishing to call the Police for assistance at the roadside.

However, a response was still awaited from Martin and it was agreed that Dean Hatton would be requested to assist in progressing this issue.

AR / DH

3.2 M6 Toll Road Safety Leaflet

AR advised that guidelines regarding breakdowns involving pets, animals and livestock had been provided for possible inclusion with the M6 Toll Road safety leaflet. When this was published, it would as agreed be made available as a download from the SURVIVE website.

4 Working Group Reports

4.1 SURVIVE Working Group 1 (Practices and Procedures)

SI reported the new Expressways were now to be referred to as DG300 and that there were four levels of design. Three would carry green signage and one would carry blue signage. HE was currently carrying out a number of presentations and workshops regarding the introduction of DG300 and it was agreed that HE be invited to provide a presentation at the next Executive meeting.

AR / MW

SI advised that WG1 still had concerns regarding attendance in 'live lane' situations on these roads.

SI reported that WG1 were reviewing the positioning of the motorist when the technician had arrived at the scene of the breakdown. Rather than being positioned towards the rear of the technician's vehicle as currently advised, WG1 were considering that they stand nearer to the casualty vehicle. If this new position was agreed then the advice contained within the Best Practice Guidelines would be amended.

WG1

Regarding the use of traffic cones to help provide a safe working area, SI reported that RAC would be carrying out a two-month trial using 500 mm cones with 10 patrols. DM advised that the trial would assess their benefit and use at different types of breakdowns i.e. tyre changes and difficult recovery situations. The possible use of 'intelligent' cones in the future would also be considered by WG1.

SI advised that despite the advice contained within the BPG's, some technicians were still observed to be either located or carrying out certain work activities on the offside of vehicles. As there had been a number of incidents where technicians had been injured whilst on the offside, it was felt that SURVIVE should initiate a media campaign to discourage this type of practice. RG agreed to discuss this campaign with SH.

RG / SH

SI advised that a copy of the SURVIVE Safety Rules had now been provided to Rescue / Recovery contractors and that it was becoming the standard that one or more of the safety rules would be discussed at the start of training courses or team meetings.

SI reported that another trial of the self-illuminating livery would take place on the 13th February in Weston Super Mare. However, there were still some concerns over the livery's effectiveness in daylight conditions.

SI announced that PROF (Professional Recovery Operator Federation) would be launched at the House of Commons on 12th February. This had been discussed at the recent WG1 meeting and the agreed view was that PROF should be supported where and when appropriate in order to help promote safety messages etc. SI would be attending the launch and agreed to provide feedback to RG regarding the future involvement of PROF with SURVIVE.

SI / RG

SC enquired as to the possibility of RRRRA becoming a member of WG1 and following a short discussion it was agreed that SI and AR would carry out a review of the structure of WG1. This would be carried out along similar lines to the recent WG2 structure review.

SI / AR

4.2 SURVIVE Working Group 2 (Standards)

DM reported that there was currently very little to report on WG2 activity following the publication of PAS 43:2018.

A short discussion then took place concerning the possible future of PAS 43, namely should it continue as a PAS, become a British Standard or possibly be included within existing Industry Standards such as sector Scheme 17.

AR was asked to work with MH in preparing a paper regarding this for discussion at the October Executive meeting.

MH / AR

5 IPV's attending at Breakdown Locations

SC reported that the contractor already providing vehicles for this purpose to their Local Authority was Auto Renovations.

AR advised that Chris Keady from Britannia Rescue had very kindly provided a copy of the paper prepared by their external legal partners regarding the use on Impact Protection Vehicles and the legal implications.

Following a short discussion, it was generally agreed that the ability of the Police Service and Highways England to attend an incident to help protect the scene was sadly reducing.

It was also confirmed that the Motoring Associations and Contractors would, where it was considered essential, provide a second resource to attend the scene.

SI reported that the BPG's already covered situations requiring the attendance of a second resource and it was agreed that WG1 would continue to discuss with HE their ability for attendance on the new DG300 (Expressway) roads.

WG1

It was also agreed that Motoring Organisations and Contractors provide, wherever possible, feedback / data to WG1 regarding the unavailability of a second resource by either the Police Service or Highways England. This information would then be used by WG1 in discussions with HE.

ALL

6 Structure of Working Group 2

SC and MP reported that the proposed new structure had been discussed with FOVRA and it was felt that AVRO and RRRRA should still continue to be represented on WG2.

The new WG2 structure was then agreed by the Executive and AR was requested to inform MH so that this could be announced at the next WG2 meeting. As previously discussed, WG2 would then produce the new Terms of Reference for the working group.

AR / MH

7 Any Other Business

There was no other business put forward

8 Date of the Next Meeting

The next meeting of the SURVIVE Executive will take place at the Direct Line Offices in Birmingham on Monday 17th June 2019, starting at 11.30 am.

RG closed the meeting by expressing the grateful thanks of the Executive to SI and AA for hosting the meeting and for their kind hospitality.