

**MINUTES OF SURVIVE GROUP EXECUTIVE
MEETING HELD ON 10TH FEBRUARY 2014**

Present Rob Gifford - Chairman
David Bizley – RAC
Brian Drury - AVRO
Steve Ives – AA
John Salisbury-Jones - ACPO
Simon Sheldon-Wilson – HA
Frank Taylor - RHA Recovery
Peter Williams – Green Flag
Andrew Reeve – Secretary

**ACTION
BY**

1 Apologies for Absence

Simon Henrick – Direct Line
David Snelling – ACPO

RG advised that it had been agreed that Steve Dewey from the AA would no longer be attending the Executive meetings in person; however he still wished to be involved in any major decisions regarding SURVIVE and would continue to fund the AA's contributions towards SURVIVE's activities.

JS-J announced that regrettably this would be his last meeting due to his impending retirement from the Police Service. RG expressed the gratitude of the SURVIVE Group for the hard work and valued input that he had given to the work of SURVIVE over recent years.

2 Minutes of the meeting held on 14th October 2013

The minutes of the last meeting were reviewed and then approved with no amendments being required.

3 Matters arising not covered on the Agenda

3.1 SURVIVE Website

AR advised that SH had provided some initial views on the development of the SURVIVE website. These still had to be discussed fully by WG3 and then would be submitted to the Executive for comment.

WG3

It was agreed that these proposals when finalised should be discussed with Headland (the website developers) to ascertain an estimate of any additional costs over and above the annual maintenance fee that might be incurred.

AR

AR reminded BD and FT that WG3 were still awaiting the views of the trade associations and recovery contractors regarding the content of the website.

BD / FT

PW suggested that in the meantime some top level statistics regarding the number of visitors to the website etc should be ascertained if possible.

AR

3.2 Minutes of SURVIVE Meetings on the Website

It was agreed that work should now proceed with putting the minutes of the Executive and the Working Group meetings onto the website, rather than waiting for any proposed website developments to be agreed.

AR was requested to discuss with Headland as to how best and cost effectively the minutes could be added to the website and proceed accordingly.

AR

DB proposed, and it was agreed, that the Chairman of either the Executive or the Working Group as appropriate should confirm to AR that the minutes of their meetings had been agreed for publication and to provide him with a copy in PDF format for loading onto the website.

RG / SI /
DB / SH

3.3 Road Workers' Safety Forum (RoWSaF) Update

AR reported that RoWSaF had agreed that their data gathering exercise regarding incursions into areas of traffic management would now include the number of breakdowns that occurred within coned off areas in roadworks.

AR requested that it would also be useful if the motoring organisations could provide an estimate as to the number or frequency of calls for assistance that they received from members who were located in coned off areas within roadworks.

SI / DB /
PW

This would hopefully enable WG1 to ascertain the scope of the issue and to decide if any further work was required regarding this subject, namely establishing the legal view of Technicians attending such incidents and if there was any requirement for issuing suitable advice to the motoring public.

SI advised that WG1 would also be reviewing the advice given within the Best Practice Guidelines regarding attending such incidents.

WG1

AR reported that RoWSaF had circulated a recently published HA guidance document regarding allowing 'support functions', including vehicle recovery operators, to pass under Red X signs when attending an incident in support of the Traffic Officer Service.

After some discussion it was agreed that there was no requirement for SURVIVE to issue any guidelines or press release regarding this exemption and that it appeared that the same rules applied as those already in place for requesting permission to use the hard shoulder to access a casualty vehicle.

SI advised that a check would be made that the Best Practice Guidelines contained advice on how to seek permission to use the hard shoulder.

Secretary's Note: this information is provided within Section 6.B.6 on page 27

SI also advised that a suitable reference to the Red X sign exemption could be included within the proposed addendum to the Best Practice Guidelines regarding Smart Motorways.

WG1

3.4 Prince Michael Road Safety Awards

RG advised that he had previous experience of submitting an entry for an award and that the entrant was required to explain in some detail how successful they had been in their particular field of road safety.

RG also pointed out that if successful there was a requirement for the entrant to fund a table at the PMRSA presentation evening.

DB advised that it could be difficult to actually quantify how effective the work of SURVIVE had been over the years. SI commented that SURVIVE had without doubt played a major part in improving safety for those involved in attending breakdowns and recoveries.

It was agreed that RG and AR would progress the work involved in the submission of an entry at a suitable date in the future.

RG / AR

3.5 European Rescue and Recovery Initiative (ERRI)

RG reported that he and AR had recently met with the Chairman and Vice Chairman of ERRI in order to more fully understand the role and purpose of ERRI and to discuss how best SURVIVE and ERRI could work together in the future.

It was clear that there was no competition between the two organisations and that each had their own agenda and separate role to play in the breakdown / recovery industry.

RG advised that the current focus of attention for ERRI was the consultation underway regarding the proposed introduction of a "Recovery Standard", similar to that of the Gas Safe Register.

4 Working Group Reports

4.1 SURVIVE Working Group 1 (Practices and Procedures)

SI advised that regarding Smart Motorways, WG1 had concerns regarding attending vehicles that were located in traffic lanes which had been closed to traffic by the use of Red X signs. These concerns were caused by the perceived high rate on non-compliance to these signs by motorists.

SI reported that WG1 had produced a draft of the proposed addendum to the Best Practice Guidelines covering attending breakdowns and removals on Smart Motorways. It was then agreed that this addendum should also now include advice regarding attending breakdowns in traffic lanes which had been closed by the use of Red X signs.

WG1

SI confirmed that the addendum would be printed and issued as soon as possible to Vehicle Recovery Operators. It would also be made available as a download from the SURVIVE website and WG3 would be requested to issue a SURVIVE Press Release.

**WG1 /
WG3**

SI confirmed that the Three Way Calling process would now carry the SURVIVE branding and that the majority of calls now taken by the AA used this process.

Regarding vehicle lighting, SI advised that WG1 had recommended that the Executive reconsider the subject of Technicians being allowed to use red flashing rear lights but only when stationary at a breakdown or removal in lane one of a high-speed dual carriageway.

After some discussion it was agreed that with the continuing improvements in technology that WG1 should now look into how best to improve the conspicuity of a vehicle that was stationary at the roadside.

This research should not just be restricted to vehicle lighting and WG1 were requested to submit their proposals to the Executive, indentifying where appropriate possible changes required to current legislation.

WG1

SI advised that WG1 had set up a sub-group to review and consider the recent TRL research that had been carried into the 'fend position' and the positioning of people waiting at the roadside. This sub-group would also be looking at reviewing if necessary the safety advice that was currently provided to motorists when they called for assistance. It was agreed that a copy of the TRL research document would be sent out with the minutes.

AR

4.2 SURVIVE Working Group 2 (Standards)

DB reported that work was continuing on the development of PAS 43:2014 and that only the revised section regarding Certification and Inspection Body auditor competence was still outstanding. WG2 would be reviewing the second draft of PAS 43:2014 in a few weeks time.

DB advised that a continuing area of concern was the damage to the credibility of the PAS arising from inconsistent, and in some cases unacceptably low standards being applied by UKAS Certification and Inspection bodies. Examples were continuing to be found of vehicle defects and other areas on non-compliance.

Representatives of WG2 had met with UKAS and a number of actions had been agreed, however, UKAS have been lethargic in their response and some actions are still outstanding some 7 months after the meeting. Where evidence had been provided to UKAS of poor standards within organisations certified or inspected by UKAS accredited bodies, they still appeared to be dismissive of the evidence and unwilling to take action.

Another meeting for WG2 with UKAS is now planned for the near future to try and satisfactorily resolve these important issues.

DB confirmed that WG2 had now discussed the possibility of PAS 43 and Sector Scheme 17 becoming combined. There was no real support for this and the consensus of opinion was that they should remain separate as PAS 43 covered the "core elements" and Sector Scheme 17 contained additional requirements purely for HA purposes.

DB advised that a briefing meeting was being held on 25th March 2014 with the UKAS Certification and Inspection Bodies who were involved with PAS 43. The purpose of this meeting is to try and prevent any misinterpretation of the revisions and to discuss issues surrounding auditor / inspector competence.

4.3 SURVIVE Working Group 3 (Communications)

On behalf of SH, AR reported that the SURVIVE Press Release regarding the misuse of amber lights had been issued and the Press Release detailing the use of variable message systems was imminent.

The possible Press Releases regarding Smart Motorways and attending breakdowns in coned –off areas within roadworks were still dependent upon the work currently being carried out by WG1.

**WG3 /
WG1**

A short discussion took place regarding the possible introduction of SURVIVE to the Roads Minister / Head of Road Safety. It was agreed that WG3 should first of all establish what the main message was that SURVIVE wished to put across.

WG3

5 Smart Motorways

SSW provided an updated version of the Smart Motorway presentation that he given at the recent Police Federation / ACPO Roads Policing Conference.

RG then thanked SSW for his detailed presentation and after some discussion it was generally agreed that, despite some public concerns regarding the All Lane Running aspect of Smart Motorways, the main issue appeared to be a change in the application of risk. It was agreed that a copy of the HA hazard assessment for Smart Motorways would be circulated with the minutes.

SSW / AR

JS-J commented that one main reservation appeared not in fact to safety related but concerned potential problems in attending incidents due to traffic congestion across all traffic lanes. This view was also shared around the table.

It was then agreed that a copy of SSW's presentation would be sent out with the minutes.

AR

6 Any Other Business

6.1 SURVIVE – Future Areas of Activity

RG requested that the Executive members now give consideration as to what the focus of work should be for SURVIVE going forward, in order that direction and purpose could be given by the Executive to the Working Groups.

ALL

RG advised that he would welcome suggestions and that these would be discussed at the next Executive meeting

7 Dates and Venues for the Meetings in 2014

The next meeting of the SURVIVE Group Executive will take place on Monday 30th June 2014 at 11.30am, being hosted by the RAC at their offices in Walsall, West Midlands.

It was also agreed that a further meeting of the SURVIVE Group Executive would take place on Monday 13th October 2014 at 11.30am, being hosted by the HA at their offices in Quinton, near Birmingham.

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