

SURVIVE WORKING GROUP 2

Minutes of Meeting Held Thursday 6 January 2015 at RAC, Bescot

Attendees	David Bizley Mary Hill Lance Williams Jack Stapleton Steve Kirton Bernard Anderson Stephen Holland Chris Keady Brian Drury Neil Roberts Phil Thirsk Mark Braham Phil Briggs John Martin Liz Bennett Peter Williams Nickie Downing Bhavisha Berry	RAC (Chair) RAC (Secretary) Highways Agency Allianz Global Assistance IVR ABCB Britannia Rescue Britannia Rescue AVRO AXA Assistance REACT AA RHA ACPO Habilis H & S Solutions Green Flag Intanet (representing Graham Moore) BSI		
	Loraine Grantham Ian Gilgrass Alex Robb	RRRA IMI SVRC		
	Summary of Discussions and Actions		Status	Responsibility
Introductions and Apologies	DB welcomed everyone to the meeting and apologies were noted			
Progress since Last Meeting / Outstanding Actions	<p>DB advised the group that the majority of the actions from the meeting held on 20 February have now been completed with one exception as follows:</p> <p>Group Representation from HA equivalents in Scotland, Wales and NI LW reported that he has received written confirmation from NI and Wales that they wish the HA to continue to represent their interests on WG2, but that a response from Scotland is still awaited.</p> <p>DB advised that discussions with BSI relating to the original draft had highlighted a small number of areas where the proposed text did not meet the requirements of PAS documents, but that means of achieving the desired outcome had been found and that the text had been modified as required.</p> <p>DB clarified that the aim of the meeting was to review the comments received on the final draft of PAS43 through the consultation process, and that thereafter Bhavisha Berry will take the document through the</p>		Open	LW

	final publication process to enable its launch (hopefully by the end of March).		
Review of Comments Received	<p>DB advised the group that 18 comments had been received, and that these were in the main from Paul Smith, HSE Inspector.</p> <p>The group reviewed all of the suggestions and partially or fully accepted a small number but rejected the majority because they raised issues that the working group had already debated at length. (See attached document showing suggestions, decision and rationale).</p> <p>However, there were two areas raised by HSE where the group felt there was a need for a further exchange with them.</p> <p>The first relates to the use of battery packs and jump leads, a subject already debated with them at length. It was agreed that it should be confirmed that the changes which the group committed to with the HSE have been made to PAS43 and the Best Practice Guidelines, but that otherwise no further changes were required, and that DB would communicate this to the HSE.</p> <p>The second relates to the use of cones, where the HSE have “implored” us to be more assertive about their availability and use. A discussion took place, and the group agreed that the use of cones has probably received more attention within WG2 than any other single issue and that the current wording reflects the product of many hours discussion.</p> <ul style="list-style-type: none"> • LB suggested that the HSE should be provided with examples of situations where it was considered that cones would introduce additional risk. • JM stated that he would advocate the use of cones in some situations and recommended that they should be carried. • PB advised that the tyre industry use cones but that it is made clear during training that a dynamic risk assessment should be carried out to determine their suitability in the situation. <p>DB queried whether the use of cones is covered in VR modules and SK confirmed that this is covered in VR3. It was agreed that the HSE should be asked for any evidence they may have which indicates that greater use of cones would have measurable benefits, and that LB would endeavour to find some statistics relating to incidents involving the use of cones and provide to DB. It was agreed that DB would draft a response to the HSE explaining why the current wording is used and invite further comment and send to the Group for</p>	<p><i>Active</i></p> <p><i>Active</i></p>	<p><i>DB</i></p> <p><i>LB</i></p> <p><i>DB</i></p>

	<p>comment prior to issuing.</p> <p>During discussions relating to a number of the suggestions further points were noted/actions agreed as follows:</p> <p>3.4 Some organisations e.g. the clubs have their own training standards. It was agreed that there was no need to be prescriptive as by asking organisations to demonstrate that training is equivalent to National Occupational Standards it is auditable. MB advised that a PAS document cannot prescribe a particular training course. It was agreed therefore that DB would provide this feedback to Kevin Porter.</p> <p>LB advised that she is currently involved in the development of Ofqual Accredited Training for the construction industry, and that there is likely to be a move towards a national framework of Occupational Standards. She advised that if this is introduced then any organisation will be able to apply to become an approved training provider for the courses. She expressed the view that it is likely that this framework will ultimately be extended into other industries and that if this is the case that she knows an expert who would be able to assist the group in future if required.</p> <p>Annex C 1.6.8 – A discussion took place and it was agreed that this note should form part of 1.6.7 (as note 3). JM requested that some examples be included in note 3 and that the wording should be changed to state that at no time should an operator put themselves in unnecessary danger in attempts to assist others.</p> <p>C1.7.12.9 – A discussion took place and it was agreed that the wording should be amended to make this point clearer. JM raised the point that some enforcing officers (Police, Fire, HA) over-rule technicians at the scene and requested that the group consider the introduction of some wording to make it clearer that technicians have responsibility for the workplace. Wording was agreed for insertion making specific reference to responsibilities of technicians and enforcing officers.</p> <p>Bibliography – LW advised that there are a number of other relevant publications which should be added and it was agreed that he should provide details to BP. MH suggested that a review of the HSE Guidance Documents should be conducted to identify anything further of relevance</p> <p>9.2 MH advised of a further comment received from BA relating to replacing reference to Driver’s Certificate of Professional Competence with Driver’s Qualification Card, and it was agreed that this should be</p>	<p>Active</p> <p>Active</p> <p>Active</p> <p>Active</p> <p>Active</p>	<p>DB</p> <p>DB</p> <p>LW</p> <p>MH</p> <p>BP</p>
--	---	--	--

	<p>incorporated.</p> <p>DB advised that all changes discussed and agreed at the meeting would be incorporated into the PAS by BP and that the document would then be re-circulated to the group but that there would be no further opportunity for technical comments to be made. He advised that when the document is formally approved it will go through the BSI approval and publication process, and at this point BP will request any new company logos from group members.</p> <p>LW advised that the HA are currently undergoing a name change and depending on the timing of publication this may or may not be in place.</p> <p>JM advised that a similar situation exists in ACPO.</p>	Active	BP
AOB	<p>DB made the group aware of two Consultation Documents https://www.gov.uk/government/consultations/hgv-periodic-testing-and-inspections-exemptions and https://www.gov.uk/government/consultations/goods-vehicle-operator-licensing-exemptions and advised that consultation closes towards the end of March. He clarified that there will therefore be no changes in the current Regulations prior to publication of the PAS, but that it may have some impact on individual organisations and may require changes in future editions. DB expressed the view that the group may however have to consider whether there is a requirement for a corrigendum.</p> <p>MB questioned how PAS 43 2015 will be communicated to the industry and DB advised that he/MH will engage with WG3 to provide a summary of changes, and it was agreed that MH should put together a summary change document.</p> <p>It was also agreed that:</p> <ul style="list-style-type: none"> • BA would communicate with the recovery operators and produce an article for publication to this audience. • MH will provide an update at the next SURVIVE Executive Meeting. <p>LB suggested that ACPO be involved in the communication process and it was agreed that JM would provide a contact name.</p> <p>LB expressed the view that the changes to PAS 43 should not be restricted to the industry and that it should be a more public story and suggested that WG3 should consider publicising the successes of the PAS through local TV and radio coverage.</p> <p>DB closed the meeting by thanking all members for their contributions.</p>	<p>Active</p> <p>Active</p> <p>Active</p> <p>Active</p>	<p>Db/MH</p> <p>BA</p> <p>MH</p> <p>JM</p> <p>DB/MH</p>