



Working together to eliminate road death and serious injuries

Bringing you important news for business drivers

April 2009

Driver safety and education - the way forward

Road Safety Minister Jim Fitzpatrick made a widely-reported pronouncement this week about his vision for the future of road safety in this country and there was one point in particular that will be relevant to the fleet industry, the intent to *'develop a new vocational qualification for van drivers, helping them to enhance the skills they need to drive for work'*.



DriveTech clearly has huge experience in this field and will be well placed to respond to specific customer needs as and when appropriate. Apart from our highly-praised 'Real World Combination' and 'SAFED' practical courses, we have vast first hand experience with van fleets of all sizes and are well versed with developing driver risk management programmes that meet

customers' exact requirements.

If any reader has a van driver training need please contact the FleetSafe Account Development Manager, Kelly Robertson, on 01344 467886 or email her at fleetsafe@drivetech.co.uk

ESP will be mandatory

The EU has taken the lead from the US government and made the fitting of Electronic Stability Programme units mandatory on all vehicles sold in the EU from November 2011. According to the regulation all new passenger-car and commercial-vehicles models registered in the European Union will have to be equipped with the ESP active safety system. From November 2014 this will then apply to all new vehicles.

We reckon that these devices, allied to drivers with the right attitude, knowledge and skill, will have a dramatic effect on European road casualty rates.

Do you have an illegal licence?

We mentioned this in the April and December 08 editions of the E-Newsletter but make no apologies



for running the story again because many drivers, professional and private, are still unaware that the photocard element of their licences need renewing separately on the due date shown on the card. If you don't renew the photocard portion it will render the entire licence illegal. Although reminders will be issued,

many people are just ignoring them, thinking that it is an option and just a case of updating the actual driver photograph. Incidentally, the cost of renewal has just increased to £20.00. Further details are available at the website link below:

http://www.drivetech.co.uk/fleetsafe/rr_kb_useful_docs.htm (click on the Sept 08 licence renewal link)

New penalties

Under the new laws introduced this month under the Road Safety Act 2006, drivers, including hauliers, living outside the UK will no longer be able to escape the penalties faced by UK offenders. The Police and examiners from the Vehicle Operator and Services Agency (VOSA) can now collect on-the-spot payments from alleged offenders who cannot provide a satisfactory UK address. Those caught committing an endorsable offence will also have penalty points put on their UK driving record, which could lead to them being banned from driving in the UK.

VOSA examiners will also, for the first time, be able to issue fixed penalty notices to drivers of heavy goods vehicles from both the UK and abroad, in addition to immobilising vehicles where driving hours, weight or vehicle safety rules have been broken.

Those drivers without a satisfactory UK address who commit traffic offences will have to pay a financial penalty deposit equal to the amount of the fixed penalty or £300 as a deposit in respect of a potential court fine.

Leading from the front

The Health and Safety Executive (HSE) has called on directors to demonstrate personal commitment and spend more time outside the boardroom to show they really care about health and safety. HSE chair Judith Hackitt told a meeting of the Chartered Secretaries and Administrators in London:

'Personal responsibility is fundamental to credibility and strong leadership. The first requirement is to

get outside of the boardroom - visit workstations and talk to staff. Ask them what their health and safety concerns are and show genuine interest in and consideration for their response.'

In the speech Ms Hackitt challenged the growth of a 'box-ticking' and 'do as I say, not as I do' culture, among managers. She said: 'If the actions of the board are inconsistent with the directions given to staff, this creates a huge integrity gap.' HSE's voluntary safety code for company directors, which was published jointly with the Institute of Directors and which HSE says was 'written by directors for directors', was branded 'a complete failure' by campaigners after an evaluation published this year by HSE found three quarters of businesses were unaware of its existence.

The need for speed

With so much talk about the likely wide application of speed limit reduction in line with the latest government proposals we thought now was a good time to mention another of our tips about speed management. Try using:

2nd gear in a **20** limit

3rd gear in a **30** limit

4th gear in a **40** limit

5th gear in a **50** limit or higher



You will find that modern cars need only the lightest of touch to maintain these speeds in these gears, you won't use more fuel than being in a higher gear and there is far less chance of inadvertently creeping over the limit.

Lack of training called in question

The Health and Safety Executive (HSE) has recently urged employers to make sure staff were trained and had the right equipment available to them.

The call follows the prosecution of a construction company after an employee was involved in an incident where a dumper truck he was driving overturned. He was driving a small skip-loading one-tonne dumper truck when it overturned. He had not been trained to drive a dumper truck and a full risk assessment had not been carried out.

Joanna Woodcock, HSE inspector, said: "In this incident an untrained driver, a slippery slope and an awkward route resulted in the dumper overturning. It was a matter of luck than nobody was killed."

We of course realise that this incident did not relate to on-road driving but the basic principle stills applies – the HSE do look into driver training records and evidence that risk assessments have been carried out in the workplace, particularly where vehicles are concerned.

...and news from DriveTech itself:

New Director of Training

Long term DriveTech stalwart Steve Dethick has taken up the role of Director Training, former post holder Steve Fothergill having moved onto pastures new. The replacement Steve also assumes day to day responsibility for the DriveTech Advantage brand as well.

Another plaudit

DriveTech has been awarded the title of 'Driver Safety Solutions Specialist 2009' by the Institute of Traffic Management. This is the seventh occasion in nine years that the company has been acknowledged by the Institute for its work in driver education and improvement.

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