



AVRO News

Association of Vehicle Recovery Operators

Issue 35

June 2016

Welcome to our new member in Region 15

Pat Keogh Auto Services Ltd in Rathcoole

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AVRO appoints Derek Firminger as Chief Executive Officer

AVRO has appointed Derek Firminger to the post of Chief Executive Officer. Firminger has more than 36 years experience within the recovery sector and has been chairman of the RHA Recovery Group for the past five years, a role he has just relinquished on accepting the position with AVRO.

Firminger's industry career includes establishing a leading recovery business, Kenfield Motors & Kenfield Recovery, which was sold to the Arcade Group and later became Ontime Rescue & Recovery, for which Firminger served as Group Operations Director until 2013.

Steve Shinnick, AVRO President, welcomed the recruitment of such an experienced professional to lead the organisation: "I am delighted that Derek has been appointed to the role of CEO and believe that his extensive knowledge of working within the industry, and his keen understanding of how the industry should be professionally represented will bring a new vigour to the Association".

Derek Firminger adds: "I am very pleased to accept the position and looking forward to the challenge. I believe that my background in the recovery and workshop sectors, both as the owner of a sizeable recovery business and experience working within the high level corporate companies we now have in the sector, will be an important asset in the key task of building the AVRO brand".



Firminger has been representing the recovery industry in many roles over the past decade, including working on police committees and working groups with Thames Valley, Surrey and the Metropolitan police, as well as with ERRI and the APPG Freight Group at Westminster.

"Our industry is often telling itself how good it is, but not as effective at letting the outside world know," adds Firminger. "AVRO is potentially a very strong brand and it needs to reassert itself as the leading representative body for the recovery sector in the UK and Ireland."

AVRO is the oldest trade association in the recovery sector, having been established since 1977, and provides a range of direct member services as well as lobbying on behalf of the industry. It has fourteen regions covering all of the UK and Ireland, and the AVRO Benevolent Fund assists members and their families in times of need.

The AVRO Great Escape - A recovery operator's tale of 5 cities

An Englishman, an Irishman, a Scotsman walk into a bar wait, this is not a bar it is a hotel and this is not a joke, they are the intrepid adventurers raising money for the AVRO benevolent fund, helping recovery operators and/or their families in the event of them becoming a victim for carrying out their duties, at times an extremely dangerous job).



Each company has purchased an old East European car, donating a couple of thousand pounds each for their car to get the ball rolling, this was then supplemented by selling stickers to other recovery operators to have their name attached to the car and all updated on facebook. The itinerary starts with

a dozen various old Skodas, Trabants, Fiat 126's, Ladas and even a bubble car! One team did not make it, but it was not an issue as their Skoda was immediately cannibalised for spares. That is the thing with cars, especially old ones, they will give you trouble even if you are a skilled roadside operator.

The cars needed to be in Coventry by Saturday afternoon (18 June), starting in Budapest and taking in Prague, Kassel and Bruges en route. Long journeys and old cars do not make happy bedfellows at the best of times and the schedule demands over 300 miles a day. Two cars have no working alternators and cannot be driven at night, one of them stalls if the speed drops below 30 mph, in torrential rain the wipers have packed up on another resulting in further delay. Fuel gauge needles bounce from full to empty in a blur similar to a manic metronome and there is no power steering.

Anyway that is enough about the first 40 miles which took an hour and a half to complete! They all had two way radios to communicate, but between the interference and the various accents even this too had proved problematical. The convoy idea was a lovely thought but did not account for the differing

opinions of how to get from A to B. However they did have one not to be underestimated factor in their favour, they are all extremely resourceful people. Roadside fixes that I know of from our company helping broken down motorists over the years have included women's hair bands, chewing gum, old pieces of metal bent to shape, string, a dog lead and even a hair drier to dry out an ignition system on one occasion. So if you are booked into a hotel in any of the aforementioned cities, it may pay to take a hairdryer with you just in case.

Many thanks to Eamon Kelly of Kelly Recovery, Co Wicklow for all of his hard work in making this happen.

Eilis Murray took part in the run and comments:

"It was a great bunch of people who mixed very well and worked as a team. Nothing was too much trouble. The main object of the exercise was to get the problem sorted as soon as possible and get the



car back on the road so that we could continue to our next destination. This run was never going to be "problem free", that was the whole point to see if we could drive old bangers from the scrap yard so to speak as some were over 30 years old, through 9 countries in 4 days and arrive all in one piece ha!! Thankfully all the punctures and blowouts were fixed with great speed and the car was back on track. It was a wonderful achievement and a great challenge which we all enjoyed."

Many thanks to all who believed in us and sponsored us for the Great Escape.

Article courtesy of Midhurst Engineering & Motor Co Ltd

Prices from Fuelmate



W/C 20th June

Esso	: 91.00 ppl Excl VAT
BP Bunker	: 90.93 ppl Excl VAT
Shell	: 91.65 ppl Excl VAT
Texaco	: 90.67 ppl Excl VAT
UK Fuels	: 89.94 ppl Excl VAT
Keyfuels	: 90.45 ppl Excl VAT

W/C 13th June

Esso	: 91,17 ppl Excl VAT
BP Bunker	: 91.10 ppl Excl VAT
Shell	: 91,82 ppl Excl VAT
Texaco	: 90.84 ppl Excl VAT
UK Fuels	: 90.08 ppl Excl VAT
Keyfuels	: 90.53 ppl Excl VAT

For further details, or to obtain a fuel card please contact:

Tracey Easton
 T: 01482 387777
 F: 01482 338591
 E: tracey.easton@fuelmate.co.uk
 W: www.fuelmate.co.uk
 Witham House, 45 Spyvee Street,
 Hull HU8 7JR



Diesel classification change could invalidate insurance

Insurance companies have added their voice to warnings that a classification change to diesel could result in invalidating insurance claims made by operators unaware of their obligations.

Diesel is now classed as a flammable substance (in law) and its storage and handling now falls within scope of the Dangerous Substances and Explosive Atmosphere Regulations.

However, fuel firm Merridale has warned that many companies that store the fuel on their premises could be unaware of the change and therefore not complying with the new standards.

Towergate Insurance said the introduction of legislation ensures companies follow best and safe practices and this is often noted by an insurer when deciding whether to insure a trade or business.

However, Larry Smith, regional MD at Towergate

Insurance's motor division, said: "The legislation that businesses must comply with is constantly being amended and it is difficult to keep track.

Failure to comply with the law could affect the validity of insurance policies, so it is vital that they keep up to date with the latest requirements."

The Association of British Insurers said its members expect customers to be aware of and comply with, the relevant legal requirements and a spokesman

said: "Failure to do so could affect a claim, depending on the circumstances and policy terms and conditions.

Article courtesy of Commercial Motor
www.commercialmotor.com



Commercial Motor

Vehicle and parts theft on the rise again

Leading insurers are reporting a sharp rise in the number of claims related to thefts of vehicles and parts in recent months - including a growing trend of catalytic converter thefts.

The resurgence in catalytic converter theft is not only of concern to any garages that keep customer vehicles or parts on site, but also to any business with a fleet of light commercial vehicles.

The precious metals contained in the converters are low in quality but high in value, and thieves are targeting commercial vehicles on the basis that vans such as the Mercedes Sprinter and VW Crafter offer easy access to the catalytic converter, due to their high axles allowing appropriate ground clearance.

Likewise, insurer Allianz reports that organised gangs are targeting the theft of multiple vehicles by visiting sites posing as customers and scoping out the security of the premises, finding garages where there is access to a number of keys and where key security is less than optimal, while also checking for poor perimeter security.



Alongside these worrying developments, theft of portable hand tools from garages is also on the increase, with police in areas such as Hereford and Worcestershire concerned enough to be alerting motor traders in their area to be on their guard since the turn of the year.

What can you do to make sure your business is protected in the face of rising crime? As always, it's a case of getting the security basics right: making sure that access to vehicle keys is restricted, that your premises and your own vehicles are

appropriately alarmed, and that any parts and tools stored on your sites are properly secured, is clearly the starting point to avoiding theft occurring.

Likewise, good perimeter security around any stock of vehicles should help to prevent an easy getaway for thieves looking to steal multiple vehicles in one visit.

Sadly, thefts will still occur even when there is a good standard of security in place on site. It is in these instances that your insurance comes into play, and being able to make a successful claim in the event of parts, vehicles or tools being stolen is clearly of real importance.

Make sure that you deal with an insurance broker that assesses your current levels of security and arranges appropriate insurance to cover claims made should your security be breached. They can also help to identify where there are issues that need to be resolved before you are covered. It can be the difference between seeing any loss minimised or fully covered, or your business being very much out of pocket.

In order to keep your own fleet of vehicles safe, consider telematics software that tracks where your vehicles are on the road. As you're likely aware, modern telematics hardware and software offers a range of benefits - including the ability to send video footage of accidents directly to claims managers, and driver training - but is fundamentally useful in helping to track down stolen vehicles.

AVRO Direct Insurance is provided by Bollington, who not only offer insurance from a wide range of insurers, but also offer risk management and telematics software solutions. Visit www.bollington.com/avro or call 0800 970 2692 to arrange a no obligation review of your arrangements. If you are concerned about risk management or wish to arrange for a telematics installation, don't wait until your insurance is due for renewal - call us now.

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Claimants to claw back unpaid tribunal awards and settlement with 50% penalty applied



On 6 April 2016 changes to the Employment Tribunal Act enabling a claimant to claw back unpaid Tribunal awards of settlements came into force. The changes were implemented by

the Small Business, Enterprise and Employment Act 2015 and create new sections 37A to 37Q of the

Employment Tribunals Act.

A key change introduced by the act is the ability of a claimant who has not been paid any sums under a settlement or tribunal award to ask BIS to issue a penalty of 50% of the outstanding amount, subject to a minimum of £100 and a maximum of £5,000.

The Department of Business, Innovation and Skills has also published a form for claiming penalties, which can be found at: <https://www.gov.uk/government/publications/employment-tribunal-penalty-enforcement>.

Article courtesy of the FSB
www.fsblegalinfo.org.uk

Fatal coupling incident prompts HSE warning

The HSE has urged drivers and operators to take steps to prevent truck runaway incidents when coupling and uncoupling trailers.

The warning follows the case at Sevenoaks Magistrates' Court on 24 May when driver Anthony Steven Smith, of Porthcawl, was given a 12-week suspended prison sentence and a 12-month driving ban after admitting causing death by careless driving and a breach of the Health & Safety at Work Act.

The case resulted from an incident when Smith was delivering materials to a roadwork site on the A21 in Kent. While coupling the tractor unit to a trailer, it rolled backwards into another vehicle, crushing 20-year-old road worker Dale Pentney and causing fatal head injuries.

A joint investigation by Kent Police and the HSE found that Smith failed to apply the parking brake of the tractor before he left it and that he also failed to follow recognised industry coupling procedures.

An HSE spokesman said: "This was a tragic and avoidable accident and HSE's sympathies are extended to the Pentney family. It shows how dangerous situations can develop quickly.

"These coupling and uncoupling incidents - known as 'runaways' or 'rollaways' - are all too common.

"Many vehicles are fitted with visual and audible parking brake warning alarms, and if they are not fitted, hauliers should consider retrofitting them to their tractor units as the HSE considers it reasonably practicable to do so. These alarms must never be ignored.

"Drivers must ensure they correctly apply the tractor unit parking brake before exiting the cab and then follow safe decoupling and coupling procedures."

Article courtesy of Commercial Motor
www.commercialmotor.com



Commercial Motor

Coupling & uncoupling

What's the problem?

Accidents and dangerous situations occur all too often when drivers of large goods vehicles (LGVs) fail to follow safe coupling and parking procedures. Unsafe practices often lead to vehicle runaway or trailer rollaway situations. They can result in serious and fatal injury to the driver or others, and costly damage to both vehicles and property.

Guidance

A risk assessment should be made of each type of vehicle the driver will use to decide if one of the generic procedures provided below can be used or if it must be adapted to suit a specific situation.

The driver should be trained in the safe system of work and simple monitoring systems should be set up to check that safe systems are followed at all times - a careless driver can be a danger to others as well as themselves.

Before parking hauliers and site operators should ensure that the area is level and firm enough to support both the trailer landing legs. Additional lighting may be necessary if operations are being carried out during hours of darkness to make sure the procedure is carried out safely and to reduce other risks such as falling from the vehicle.

Coupling procedure for standard semi-trailers (where there is room to operate safely between the rear of the tractor cab and the front of the semi-trailer)

- Slowly reverse the tractor unit in a straight line towards the front of the trailer.
- Apply the tractor unit parking brake, stop the engine and remove the keys.
- Check the trailer parking brake is applied.
- Make any necessary adjustments to the trailer coupling height and slowly reverse the tractor unit under the trailer until the 5th wheel jaws engage.
- Apply the tractor unit parking brake, stop the engine and remove the keys.
- Carry out a visual check that the 5th wheel jaws have engaged correctly and fit the security "dog clip" or other safety device.
- Carry out a second test that the 5th wheel jaws have engaged by selecting a low forward gear and

with the trailer brakes still applied slowly pulling forward.

- **Apply the tractor unit parking brake, stop the engine and remove the keys.**
- Connect the service airline (yellow) and electrical connections.
- Connect the emergency airline (red) and watch for any unexpected movement. (If the trailer moves, immediately disconnect the emergency airline (red) and check that the trailer parking brake has been applied).
- Wind up the landing legs and secure the handle.
- Fit the number plates and check that the lights work.
- Carry out visual and functional vehicle checks, and release the trailer handbrake before setting off.

Uncoupling procedure for standard semi-trailers (where there is room to operate safely between the rear of the tractor cab and the front of the semi-trailer)

- Park the combination in a straight line.
- **Apply the tractor unit parking brake, stop the engine and remove the keys.**
- **Apply the trailer parking brake.**
- Remove and stow the trailer number plate and lower the landing legs.
- Disconnect all of the air and electrical services and stow safely.
- Remove the security "dog clip" and pull the release handle to disengage the 5th wheel jaws.
- Slowly draw the tractor unit away from the trailer. If the tractor unit has mechanical suspension stop when the trailer is clear of the fifth wheel.
- **Apply the tractor unit parking brake, stop the engine and remove the keys.**
- Before leaving the trailer, walk round it to check that it is in a safe condition.

For close coupled semi trailers alternative procedures will need to be followed, for example using the "split coupling" or "cranked coupling"

Coupling & uncoupling cont'd

method. A risk assessment will be needed to find a suitable method. In these cases it is essential that the drivers understand the potential dangers to themselves or others if they do not follow the safe system.

Equipment such as central axle draw bar trailers and turntable draw bar trailers will need their own coupling procedure.

Examples of safe systems of work for all these

vehicles can be found in the booklet "Code of practice: Coupling or Uncoupling & Parking of Large Goods Vehicle Trailers" which was published by the Institute of Road Traffic Engineers (IRTE) and HSE in March 2006. It is aimed at managers, supervisors and trainers, but has practical advice for everyone who has responsibility for the safety of large goods vehicles and drivers. Free copies of the document are available from the SOE IRTE website: <http://www.soe.org.uk/resources/technical-guides>

Scam warning for DVLA customers

DVLA warns the public of scams asking you to provide your personal details and confirm credit card details.

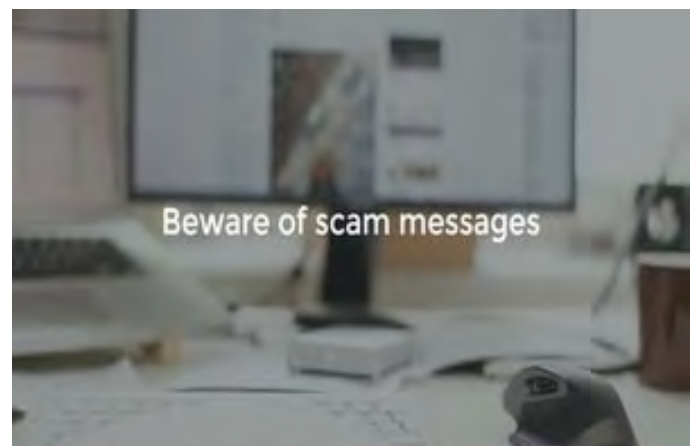
They are aware that some members of the public are receiving emails, texts and telephone calls claiming to be from DVLA. Links to a website mocked up to look like a DVLA online service are sometimes included in the message. They don't send emails or text messages with links to websites asking you to confirm your personal details or payment information. They strongly advise anyone who receives such a request not to open the link and delete the item.

The government, led by Cabinet Office's Government Digital Service (GDS), will continue to investigate reports of organisations which may be actively misleading users about their services or acting illegally, taking swift action when necessary. By using the online driving licence (<https://www.gov.uk/browse/driving/driving-licences>) or vehicle tax (<https://www.gov.uk/browse/driving/car-tax-discs>)

transactions on GOV.UK you can be sure that you are dealing directly with DVLA.

You can find the online driving licence and vehicle tax services in the driving licence (<https://www.gov.uk/browse/driving/driving-licences>) and vehicle tax (<https://www.gov.uk/browse/driving/car-tax-discs>) sections of GOV.UK.

Find out how to report internet scams and phishing (<https://www.gov.uk/report-suspicious-emails-websites-phishing>).



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Vehicle Safety Recalls

R/2016/022	Ford: Mustang RHD 5.0 Petrol	Fire may occur
R/2016/024	Toyota: RAV4	Seatbelt may not perform as designed
R/2016/026	Jeep: Cherokee	Fire may occur
R/2016/028	VW: Passat	Unintentional deployment of an airbag
R/2016/035	Renault: Zoe	Brake efficiency may be reduced
R/2016/061	Mercedes-Benz: Eonic	Braking performance may be affected
R/2016/075	Chevrolet: Aveo	Under vehicle rollover conditions fuel may leak
R/2016/079	Mercedes-Benz: Citan	Seat belt may fail
R/2016/080	Toyota: Lexus IS & Lexus GS	Risk of fire
R/2016/083	Toyota: Yaris & Yaris HV	Rear seat belt may fail
R/2016/087	Vauxhall: Corsa D	Risk of fire
R/2016/089	Volvo Bus: B11R	Oil may leak
R/2016/090	Vauxhall: Viva & Opel Karl	Risk of driveshaft failure
R/2016/091	Mercedes-Benz: B-Class	1. Rear bench seat may lift up from the rear in a collision 2. Attached seat belts may not be anchored correctly
R/2016/093	Mercedes-Benz: SLK	Electrical fault could allow vehicle to roll away when left parked
R/2016/094	Volvo Bus: B5LH	Vehicle may move forward unintentionally
R/2016/095	Suzuki: S-Cross	Front airbags may not deploy correctly
R/2016/096	Renault: Kadjar	Seat belt anchorage points may be insecure
R/2016/097	Mercedes-Benz Bus: Evobus Citaro Euro IV, V, 12m & 18m	Fuel lines could chafe / become damaged
R/2016/101	Vauxhall: Vivaro	Airbag may not deploy as intended
R/2016/108	Renault: Master III	Possible engine failure / risk of fire
RCOMP/2016/003	WABCO: Tristop Actuator	Actuators may lose functionality
RM/2016/019	Suzuki Motorcycles: UK110	1. Possible loss of drive 2. Throttle may stick 3. Risk of fire
RM/2016/020	KTM: 1290 Super Adventure 2015 and 2016	Shock absorber may fail
RSPV/2016/004	Polaris: RZR 900 & RZR 1000	Risk of fire
RSPV/2016/005	Polaris: RZR 900 & RZR 1000	Risk of fire
RSPV/2016/006	Polaris: RZR XP 900, RZR 900 & RZR XP 1000	Risk of fire
RSPV/2016/007	Polaris: RZR 900, RZR 1000 & RZR XP 1000	Risk of fire
RSPV/2016/008	Polaris: RZR XP 1000, RZR XP4 1000, RZR 900, RZR S 900, RZR XC 900 & RZR 4 900	Risk of fire
RSPV/2016/009	CAN-AM: MY 2013 Can-Am Commander	Steering may fail



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Companies required to produce a register of 'persons with significant control'

Recent changes to company law have imposed new obligations on UK companies, as well as those holding interests in UK companies.

Following the changes, UK companies are now required to produce a 'persons with significant control' (PSC) register, containing details of the ultimate beneficial owners of the company.

This information must be filed with Companies House, where it will be held in a public register, with the stated aim of improving the level of transparency of UK companies.

The requirement for companies to keep a PSC register came into effect on 6 April 2016, and under the regulations companies must:

- **Identify** the people with significant control over the company and confirm their information
- **Record** the details on the company's own PSC register
- **Provide** this information to Companies House as part of the annual Confirmation Statement (formerly the Annual Return) from **30 June 2016**, and update the register on an ongoing basis

Companies must look beyond the individuals who immediately own their shares, in order to identify those individuals or entities which ultimately have significant control of the company.

A PSC is defined as an individual to whom one or more of the following applies:

- either directly or indirectly holds **more than 25% of the shares** in a company
- either directly or indirectly holds **more than 25% of the voting rights** in a company
- has the right to appoint or remove **a majority of a company's board of directors**
- exercises, or has the right to exercise, **significant influence or control** over the company
- exercises, or has the right to exercise, **significant influence or control over the activities of a trust or firm** which is not a legal entity, and which itself meets one of the above conditions.

Notice must be given by the company to any people or entities that it believes are registrable for the PSC, allowing one month for the recipient to provide confirmation of their position. Any individual who knows, or ought reasonably to know, that they should be registered is also required to notify the company of their interest.

Information on the company's own PSC register must be updated on an ongoing basis. Under the new 'check and confirm' process, which replaces the Annual Return, companies will supply a confirmation statement affirming whether the information remains up-to-date. Failure to comply with the new rules could potentially result in significant financial penalties and a criminal conviction.

*Article courtesy of Newby Castleman
www.newbycastleman.co.uk*

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Fleet operators could test their own vehicles

The Department for Transport (DfT) has published its motoring services strategy, in which it outlines how its 3 executive motoring agencies - the Driver & Vehicle Standards Agency (DVSA), Driver & Vehicle Licensing Agency (DVLA) and Vehicle Certification Agency (VCA) - will operate in the future.

Of particular interest to the freight sector are the suggestion that the off-road component of LGV driving tests could be examined by third parties rather than DVSA examiners, and the possibility that employees of private companies will be allowed to perform annual roadworthiness tests on heavy vehicles - including, potentially, their own.



Currently, only DVSA examiners can carry out annual roadworthiness tests on heavy vehicles

Entitled *Safe, Secure, Sustainable*, the document highlights the progress of DVSA in divesting itself of much of its network of publicly-owned vehicle testing stations.

It outlines aims to continue to expand the network of authorised testing facilities (ATFs) for trucks and buses - of which there are now more than 500 nationwide, owned by hauliers, PSV operators, councils, dealerships and commercial workshops - and also explicitly states that the tests themselves may in future be carried out by qualified individuals who are not DVSA employees.

Currently, though ATFs are privately owned, only DVSA examiners can conduct the actual annual tests.

The report says: "We are currently looking at whether some of the vehicle testing currently conducted by DVSA examiners could be performed by suitably qualified examiners in the private sector

"Firms already test their own light vehicles under the main MOT provisions; we are examining whether a similar approach would be suitable in relation to other categories of vehicles."

Acknowledging concerns over difficulties in recruiting sufficient new truck drivers, the motoring services strategy looks at ways of increasing the capacity for testing new entrants. It makes a commitment to "timely test slot availability" and examines the possible separation of the on-highway and off-highway (reversing) elements of the practical driving test, and liberalising test provision.

Currently, companies with operating licences, and the emergency services, can employ their own truck or bus driving test examiner (a so-called delegated examiner) - but the individual must conduct 40 driving tests a year, and the candidates must all be employees of the company that he works for.

This provision is to be retained, but will possibly be extended to allow the testing of employees of other operators' employees. Currently the 40-test threshold makes it impossible for all but the largest of companies to employ their own driving test examiner.

Turning to periodic training, the report admits that: "In its early days, driver training for the CPC had a mixed reputation in the industry ...

"We believe that, properly planned and utilised, it can play a significant part in making roads safer and reducing pollution through eco-driving.

"We will explore how the value of CPC can be better communicated in the industry, and whether CPC components can be aligned with recognised NVQ courses (or vice versa) while still meeting EU requirements. The haulage and passenger carrying industries are best placed to design, and thus improve, the quality of training."

The report considered, and rejected, calls from the House of Commons transport select committee, to make 'vulnerable road user' (cyclist and pedestrian) awareness training a compulsory part of the Driver CPC syllabus - calling such a requirement "overly burdensome" - but ways that DVSA is working with industry to encourage trainers to cover the topic where appropriate to the course subject.

With regard to business users generally, the DfT is

Fleet operators could test their own vehicles cont's

aiming to make its agencies more company-friendly, pointing out that many of the current public-facing systems are optimised for the use of a private individual with one or two vehicles, and are rather more difficult to navigate for a commercial concern with a large fleet of cars, vans and trucks.

It acknowledges that: “for professional drivers and commercial enterprises, delays in service delivery by the agencies is not just an inconvenience, but a threat to their livelihood.”

The operator licensing system is singled out for improvement, with major innovations coming later this year. The 'Earned Recognition' scheme for reputable operators - which will see those with strong compliance records open up their vehicle and driver data to remote access by DVSA - will be offered to all eligible companies that wish to take it up.

Small bodybuilders and the like are assured that VCA will remain as a 'one-stop-shop' for vehicle examination and approval.

The DfT is also looking for opportunities to save money by sharing 'back office' facilities between its various agencies.

Some of the proposals have been welcomed by industry groups. The RHA said it had “given a clear lead in lobbying” for the move towards ATF staff, rather than just DVSA examiners, being able to perform annual tests - adding that it had “urged the Department to press ahead with the change as a

priority” since it would “boost investment in equipment and training.”

James Firth, head of licensing policy and compliance information at the FTA said: “We are pleased that government has committed to have a proper look at allowing non-government employees to examine the LGV annual roadworthiness test. Many FTA members have been asking for this for some years.

“Our members are all agreed that standards and safety must come first, but if done in the right way this could offer tremendous flexibility for the industry,” he said.

Mr Firth also welcomed the proposal to liberalise driving test provision, saying that increasing availability of delegated examiners would “increase uptake and availability of driving tests to people trying to get in to the industry.”

He pointed out that of the 100 or so delegated examiners in the country, only two were currently operating in the LGV sector, because “road freight companies are too small to be able to satisfy the existing requirements.

*Article courtesy of Transport Operator
www.transportoperator.co.uk*

Transport
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60-Second law update: health and safety

Operators have been warned about more significant fines being imposed on businesses in the case of a fatality or injury at work, as well as the importance of proper coupling and uncoupling procedures and likely changes to maximum pallet weights.

Tougher fines

Following the publication of new sentencing guidelines that came into force on 1 February 2016, courts have been able to impose tougher fines on companies in health and safety and corporate manslaughter cases.

Courts will now take into account a company's turnover and culpability when deciding the size of

fine that should be imposed in order to reflect the severity of the crime it has committed. If an individual is involved, they could also face a prison sentence.

Small businesses are likely to receive smaller fines if they are prosecuted, but larger operations (with a turnover of over £50m) could face a fine of up to £20m in a corporate manslaughter case.

Article courtesy of Commercial Motor
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