

Present:

Ian Greenman	United Kingdom Rescue Organisation (UKRO)	Chairman
Mary Edwards	Institute of Vehicle Recovery (IVR)	Secretary
Chris Hoare	Institute of Vehicle Recovery (IVR)	
Nick Ovenden	Institute of Vehicle Recovery (IVR)	
Mark Hartell	Institute of Vehicle Recovery (IVR)	
Andrew Butterfield	National Highways (NH)	
Wayne Carey	National Highways (NH)	
James Hanlon	National Highways (NH)	
Stefan Hay	National Tyre Distributors Association (NTDA) - Teams	
Robert Bullough	National Police Chiefs Council (NPCC) - Teams	
Lance Williams	NHSS17/17B Specialist	
Gareth Price	South Wales Trunk Road Agent (SWTRA) (GUEST) - Teams	

Apologies for absence:

Dan Quin	National Fire Chiefs Council (NFCC)
Mark Corbin	Transport for West Midlands (GUEST)
Terry Hunt	National Police Chiefs Council (NPCC)

Agenda

- 1) Apologies
- 2) Minutes of last meeting
- 3) Red lights update
- 4) NHSS17/17B
- 5) AOB
- 6) Date of next meeting

Meeting opened

IG opened the meeting at 10:10 am.

Item 1: Apologies

As above.

Item 2: Minutes of last meeting

IG said that the website was being built and the domain prose-uk.com had been switched over to PROSE, but there was a 60 day wait period when taking on a new domain. It will hold updates, bulletins, guidance.

IG said that the business plan will also sit on the website and that it was a simple document with strategic objectives and a strapline.

IG asked if any PROSE members wanted to give any further feedback on the DfT document to forward comments to him so that PROSE could go back as a united group. MH explained that the IVR had never been comfortable with the document and that there had been no industry consultation with us before it was released. He was especially uncomfortable with the traffic light system the document uses and had raised it with DfT previously.

All

IG explained that he had put together a simple risk register – looking at potential major concerns and risks which would help with areas for PROSE to action going forward. Mary to share with everyone. For example, the key risks could be failure to implement red lights, NHSS17/17B not being updated, Not trying to engage with the devolved administrations.

ME

LW explained that Scotland have total control over what they do, Wales has some control and NI has its own legislation. Stefan and Lance might have some contact names they could share with Ian for contact with the devolved administrations. Lance said Isle of Man should also be considered and possibly Guernsey and Jersey.

SH/LW

Item 3: Red lights update

IG explained that Chuks at the DfT had come back to say that that DfT could not make reference to specific training channels in the regulations or make them a condition for issuing the VSOs

SH and WC said that there would be dilution if technicians were not trained using a recognised training body. SH said it was not inventing a new system but endorsing what was already there. LW said that the HSE approve sector schemes and training on sector schemes and would support as best practice. SH said the 2 schemes are referenced as industry recognised best practice – the 2 schemes are referenced as best practice.

It was suggested that PROSE make contact with DfT at director level to elevate their concerns. IG to prepare a letter.

IG

IG explained that he had also met with Mark Clothier to test the water on a police perspective on policing red lamps. IG explained that they would not take an active part in policing it unless issues or problems.

JH said that Mark Clothier believed that if the vehicle was in motion and showing red lamps then that would need to be policed and that statutory punishments have followed relevant guidance.

It was also pointed out that the use of red lamps would involve the industry policing itself and through traffic officers.

IG highlighted that the DfT had questioned how the industry intended to consult with the wider industry. IG explained that it would be through publications, large events, and a formal consultation with a 2-3 week response time.

Item 4: NHSS17/17B

LW explained that the Sector Scheme needed revising, there was a template issued in July last year and that it needed to include EVs, red lights, storage etc. LW said that the industry should be involved and NO and MH agreed to help.

There was discussion around EV training within the Sector Scheme and MH said that a recovery operator should not be awareness only.

An outline was given of the new group that had been formed out of the ashes of SURVIVE. It was explained that this group which included the work providers/clubs, the IVR, AVRO and was chaired by National Highways, was to take PAS 43 forward and it was to be funded by the members. It went on to say that the BSI has accepted this group but said that there had to be a minimum of 8 and a maximum of 20 and no commercial interests can be at play.

All

It was confirmed that the standard for fast moving roads was the NHSS17/17B.

Item 5: AOB

There was no AOB

Item 6: Date of next meeting

To be confirmed but would probably be at PROFCON in person or via Teams.

Meeting was closed at 11.35 am.