

Present:

Ian Greenman	United Kingdom Rescue Organisation (UKRO)	Chairman
Mary Edwards	Institute of Vehicle Recovery (IVR)	Secretary
Chris Hoare	Institute of Vehicle Recovery (IVR)	
Mark Hartell	Institute of Vehicle Recovery (IVR)	
Andrew Butterfield	National Highways (NH)	
Lance Williams	NHSS17/17B Specialist - Teams	
Gareth Price	South Wales Trunk Road Agent (SWTRA) (GUEST) – Teams	
Mark Corbin	Transport for West Midlands (GUEST) – Teams	

Apologies for absence:

Dan Quin	National Fire Chiefs Council (NFCC)
James Hanlon	National Highways (NH)
Wayne Carey	National Highways (NH)
Stefan Hay	National Tyre Distributors Association (NTDA) – Teams
Robert Bullough	National Police Chiefs Council (NPCC) - Teams

Agenda

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

Meeting opened

IG opened the meeting at 8.45 am.

Item 1: Apologies

As above.

Item 2: Minutes of last meeting

Minutes of the last meeting were agreed and action points updated.

Outstanding: contact details for Jersey, Guernsey, Isle of Man

LW/SH

Item 3: Red Lamps

Consultation outcomes were distributed. IG explained that the detail had been fed back to the DfT. DfT had indicated vehicle special orders (VSO) would begin to be issued between 21 June and mid July – difficult to give an exact date because of the election.

IVR had developed the red lamps training course that would take approximately 90 mins to complete, consisting of a Powerpoint with a voiceover. Costs were currently unknown. There was an expectation that technicians would complete the training prior to being issued with a VSO but that DfT would not specify the training by name. CH was concerned that this would open it up for anyone to train it, with differing standards. AB said that the wording would indicate that the training was available through IVR/REACT without specifically naming them.

Contact for input had been made with AA and the RAC and would be made with GreenFlag when the individual had returned from holiday. Their approach had been positive, with a willingness to assist. It was believed everything training wise would be ready by the end of June with immediate certification on successful completion of the course.

ME highlighted that the outcome of the consultation around Q2 was interesting as it had highlighted that many believed companies should be NHSS 17/17B companies in order to use red lamps.

Item 4: NHSS 17/17B

LW said that NHSS 17/17B has been updated to align with the current NHSS 0 template dated July 2023. The document has been sent to Lantra for publication on the Schedule of Suppliers website and was published on 4 June 2024, with a couple of minor amendments made due to an oversight referencing previous publications of NHSS 17/17B.

Copies have been sent to the ME and to Nick Ovenden and MH at the same time. Nick and MH have been requested to review the document and propose changes needed to update the document for technical content. ME has been asked to review Appendix C in respect of training requirements.

NO/MH

ME

The updated NHSS 0 version of NHSS 17/17B has not removed references to PAS 43:2015 a suggestion made by National Highways. This is something that will need to be the subject of consultation with industry and other stakeholders. LW said that registration to PAS 43 will remain pertinent to many companies, that have contractual relations with an automobile club and/or other stakeholders. The alternative might mean the development of a standard that is applicable only to National Highways.

The current revised version may need to be more explicit in respect of meeting the requirements of the Specification for Highway Works (SHW) and the Design Manual for Roads and Bridges both documents are produced by National Highways on behalf of the DfT. The main difference between PAS 43 and NHSS 17/17B is that registration to NHSS 17/17B includes meeting the full requirements of ISO 9001, confirmation of which should be included on the certificate of registration issued by the certification body.

The Liaison Committee is meeting on 12 June. There may be a change in the way sector schemes are to be managed with a smaller number making up the committee making it more efficient.

The final sign off of the document would be during August, assuming no delay due to purdah, so publication is expected at the end of September.

Item 5: AOB

IG confirmed the PROSE website was up and running and he asked all members to take a look and feedback. ME to share the link.

All

IG explained that he had had received additional correspondence during the consultation. One raised some concerning comments regarding what PROSE stands for. IG explained the correspondence was predominately the author's personal views and distributed two sections that might be of relevance for PROSE, but asked those present to feedback if there was anything warranting a response from PROSE by the 14th June so that he could respond to the individual concerned.

All

MH outlined two recent EV fires that had taken place within separate recovery operator compounds. One had the high voltage isolated and one did not, highlighting that isolating the high voltage does not stop a fire. MH explained there are often many good reasons not to isolate. He also said that you cannot do a service disconnect on an E-scooter. He also said that a fire blanket had been used and that it had proven very successful in buying time until decisions could be made on how to proceed. It was believed a fire blanket would only last for one use, regardless of if advertised as a multi-use blanket.

IG said that there is a Fire Service database that encourages sharing of case studies and best practice.

CH also said that any vehicles showing signs of damage were currently not accepted on ferries.

AB said National Highways were setting up a working group to take forward industry best practice and as a place to bring queries around EVs using subject matter experts from the IVR, AA, RAC etc. It was agreed that he would put together some ideas and circulate to take it forward.

AB

AB gave an update on the PAS 43 group and said that it was a work in progress with a few hurdles to overcome including costs. AVRO and the IVR were working on a revision.

AB said another working group National Highways were setting up was covering access and inclusion including neuro-diversity. MC said that this would be relevant in a local roads context not just on the strategic road network, AB to put together some ideas and to circulate.

Item 6: Date of next meeting

AB

It was expected to be at the Tow Show (which takes place on 18-19 Sep 2024)

Meeting was closed at 09:40 am.