

UPDATE ON FORMAL QUALIFICATION AND TRAINING FOR ESCORTING  
ABNORMAL LOADS

The consultation run by Skills for Logistics (SfL) on the draft standards had 46 responses. The National Occupational Standards (NOS) have been ratified and are now the formal occupational standard. This is a key milestone which has been achieved on time and within the Government Funding available, and we can now move onto the next phase.

The next step is to develop the NOS into a recognised qualification certified by an awarding body which can then be developed into a training course. Three members of the HTA (John Rodell, Ian Brooks and Rob Teahan) accompanied John Bowman of SfL at a meeting with City and Guilds on Monday, 4th March to talk about the process of developing a certified qualification with them. Why City & Guilds? – They are the body of choice as they are probably the most well known and recognised of the awarding bodies. There is plenty more to do with City & Guilds before the qualification is developed and ready to be awarded to those who meet the Training Standards developed from the NOS. I expect the HTA to be in a position to offer courses and qualifications in 2014. As with all these things the input of industry is essential (that's you if the time is available for meetings in Leamington). I shall be leading the team, together with Rob Teahan and Ian Brooks, who have already offered their services, and we will be looking for more of you to join us from time to time.

In a parallel work stream I am meeting with AIRSO to develop the complaints procedure which is an essential part of achieving powers derogated from the Police forces (through ACPO) for Active Traffic Management (Stop and Direct Traffic).

In summary you should expect to see training courses leading to a qualification certified City & Guilds by April 2014. At some point after that we hope to achieve derogated powers by mid to late 2014 (training and qualification has to happen before anything else).

*John Rodell*  
Chairman HTA

## NEW MEMBERS

The HTA welcomes the following new members:

**CLANCY PLANT HIRE, HAREFIELD, MIDDLESEX  
(PART OF THE CLANCY GROUP)**

(Contact: John Blakeley)



## EU –ROADWORTHINESS PACKAGE

There are currently 3 proposals before the European Commission, one of which regards periodic roadworthiness tests for vehicles. This roadworthiness test proposal will result in HGVs currently exempt from Plating and Testing being subjected to some form of annual test. How does this affect the abnormal loads sector? If the proposals are carried out then all 'HGV based' vehicles currently excluded from the need for an annual test will be required to have some form of roadworthiness test or inspection. The same applies to motor tractors, heavy and light locomotives. The intention is to ensure that HGV - derived tractor units, even if used exclusively for STGO work, are no longer exempt. Specialised track laying vehicles, self propelled trailers and multiple axle trailers capable of being operated in various axle configurations will continue to remain exempt. These changes are likely to be implemented in the UK before 2017 (possibly as early as 2014 following a short consultation process).

## HTA TO BE REPRESENTED AT STAKEHOLDER MEETING WITH SENIOR TRAFFIC COMMISSIONER

John Dyne, HTA Secretary has been invited to attend a stakeholder engagement meeting in April with other trade association officials (Geoff Dunning of the RHA, Theo de Pencier of the FTA and Tim Culpin of AORTL). Senior Traffic Commissioner, Beverly Bell will be notifying them of a number of issues relating to the movement of Abnormal Indivisible Loads.

Members will be updated on the outcome of the meeting.



## HTA IN TRANSPORT & LOGISTICS

HTA Co-ordinator Katharine Narici has written an article on the HTA for Transport and Logistics which is due out on 15th March 2013. The electronic version will be available from the 22nd March. The editor of the publication has indicated that they would be happy to receive regular articles on the abnormal load industry from the HTA, so please let Katharine know if you are interested in contributing material.



## ESTA NEWS UPDATE IN SUMMARY:

**April 18th, 2013: 14:00 – 17.00 hrs**

### Section Transport Meeting

On the agenda are updates regarding the 'SPMT Best practice guide', the Newly formed working group for 'Best practice guide for Wind farm delivery and transport techniques' and the update for the analysis to assess suitability of the new EU 'Certificate of Conformity' documentation to allow alignment of the SERT registration document.

**April 18th, 2013, 19:00 – 23:00 hrs**

The section meeting is then followed by ESTA's Users Night 2013 and Awards Dinner, where seven HTA delegates are invited on the table reserved for the HTA. Tickets are issued on a first come first served basis. Otherwise tickets can be purchased directly from ESTA.

**April 19th, 2013: 09:00 – 12.30 hrs**

### General Assembly Meeting

One of the Agenda items is ESTA organisation and administration. Rotation Schedule ESTA Board of Directors and Elections:

- **President.** Christian Jaques Vernatza is to retire.  
[The ESTA Board of Directors unanimously nominates: Mr. David Collett]
- **Secretary** [Mr. Ton Klijn, will accept re-election]
- **Communications** [Mr. Philippe Chavernac, will accept re-election]
- **Vice President Section Transport** [Mr. Wim Richie, will accept re-election]

Venue: The meetings and awards night are all held at The Westin Grand München  
Arabellastrasse 6, 81925 München, Germany

*David Collett.*  
HTA Committee Member and Chairman ESTA Transport Section

## DRINK DRIVING CAMPAIGN

The government has unveiled their latest campaign highlighting the consequences of a drink-drive conviction: a £50,000 pint of beer!

The Institute of Advanced Motorists ("IAM") has calculated the personal financial cost of drink-driving for the first time, pricing it between £20,000 and £50,000. The calculation reflects the fines, legal costs, rise in insurance premiums and possible job losses faced by those who are convicted.

On top of the up-front financial costs, the long-term impact on earnings can be serious if you factor in the stigma of a criminal record. In 2011, more than 51,000 people were convicted of drink or drug driving.

The IAM has calculated the cost of a drinking and driving conviction as follows:

- £5,000, the maximum fine;
- £4,800 in legal fees (average charged by solicitors for a not guilty plea at trial);
- £8,000, the increase in insurance fees (average premium for a man aged between 20 and 24 calculated over an 11-year period - the amount of time a drink driving conviction remains on your driving licence);
- £33,000 in lost earnings (based on 15-months which is the mean driving disqualification after conviction, for someone earning the average full-time salary of £26,500).

*Jared Dunbar*  
*Dyne Solicitors Limited*

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## HTA NATIONAL ABNORMAL LOAD NOTIFICATION DIRECTORY

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