



SETTING THE STANDARD

# RTITB Newsletter

October/November 2010

## In this issue

Driver CPC First Anniversary

Train for Driver CPC with RTITB and get an additional qualification - for free!

Win with RTITB at IMHX

Health and Safety Executive on workplace transport fatalities

Lift Truck Safety Awareness - Managers and Supervisors

Accreditation Spotlight for Drive Fork Lifts

CPC Spotlight for Mantra Training

## Also in this issue

### RTITB Working Together

Congratulations to Jane Hughes who has recently been promoted to Sales and Administration Manager. Her new role involves her speaking to current and existing customers to promote the products and services that we offer. We hold regular briefings at our headquarters in Shropshire, where Jane helps you understand how to go about becoming accredited and how to join our Master Driver for CPC Consortium. If however you cannot make it to our headquarters Jane is



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## Driver CPC First Anniversary

Dr Mick Jackson of Skills for Logistics highlights a few arising issues.

**We at RTITB believe we can help you overcome these with Master Driver for CPC.**

The application of the EU Driver CPC obligations on HGV drivers is now over one year old. From 10 September 2009 existing HGV licence holders were obliged to attend a minimum of 35 hours of approved training during the five year period ending 10 September 2014.

Dr Mick Jackson, Chief Executive of the freight logistics industry sector skills council, 'Skills for Logistics', reports that take up on additional training during the first year has received a mixed reception. He said, "The last year has been tough for the economy and tough for the logistics sector. For larger employers, driver training has continued as a regular and fundamental element of driver development, and has continued to add value to both the personal performance and job satisfaction of individual drivers, and to the benefit of company operations.

"However, it appears that there is something of a delay in the organisation and take-up of training for drivers employed in many smaller operations. This is perhaps not surprising, bearing in mind the pressures of the economic recession and the stress upon costs within all operations. But failure to maximise the skills and efficiency of drivers through a continuous training process is a false economy, and a lost opportunity to improve the efficient and economic performance and productivity of any operation."

**The RTITB Master Driver for CPC Consortium can provide a solution for an employer that enables them to source high quality training for their employees and therefore make the investment for CPC a real worthwhile return. With over 150 consortium members located around the UK it has never been easier to find a training provider near you. Transport/Training Managers may occasionally face down time in the workplace due to bad weather, delivery cancellations, contract changes etc; this time can be used effectively to train. If you need to source last minute training courses for Driver CPC, without the hassle of ringing around simply follow the link below, select a region and date range and you will be able to find training in your local area straight away, hit the "Find Courses" button and the system will display details of where your chosen course is scheduled to run; what could be simpler?**

available to come and visit you. So if you are interested in becoming accredited by RTITB to deliver training, Joining the Master Driver for CPC Consortium or just want some further information on any of our products/services, then contact Jane on 01952 520207 or [sales@rtitb.co.uk](mailto:sales@rtitb.co.uk) and she will be happy to provide the information you require whether that's by phone, email, briefings or an appointment.

In addition to this Tom Hughes has been promoted to Sales Executive and is now contacting all of our members and arranging visits so that he can discuss your business needs, gather feedback on our service and update you on anything new to RTITB. To arrange a visit with Tom please contact 01952 520220 or [sales@rtitb.co.uk](mailto:sales@rtitb.co.uk).

### RTITB & SumoGlove Operator of the Year Competition

After the great success of the RTITB and SumoGlove Operator of the Year Competition in 2008, we have started to organise the much anticipated follow up event.

We are currently in the early stages of planning for the competition and are pleased to announce that Warehouse and Logistics News are our official media partner. Over the next 12 months Warehouse and Logistics News will be actively supporting the competition with regular features in its trade publication.

The competition itself will be launched on

Visit [www.rtitb.co.uk/cpcsearch](http://www.rtitb.co.uk/cpcsearch) to start your driver CPC journey today.

The regulation requires 35 hours of training to be taken at anytime within the five year period, or spread throughout it. As such it would, theoretically, be possible to delay training until closer to the September 2014 deadline. However, Dr Jackson warns against such an attitude. "Driver training must not be viewed just as a legal obligation, but also as a sensible investment in the primary asset of any company – its people. All such investments must be expected to make a worthwhile return, and this is no different.

"Delaying driver training is a dangerous practice and can only store up problems for the future. As well as failing to generate the benefits of improved performance by drivers, delays will inevitably lead to a logjam in the training backlog towards the end of the process, and could result in difficulties and shortages of training opportunities, as well as the inevitable problems of removing large numbers of drivers from operational duties all at once.

**If a consortium member is used for training, all details are logged onto the Master Driver Registration Scheme (MDRS) which is a database developed specifically to cater for Driver CPC. MDRS records the training data for each driver trained and provides a detailed summary of course content, date and venue of training, results of assessments and provides reports which allow users to manage and plan training, ensuring drivers complete the required number of hours of training within the time required by the CPC regulations. We will send out reminders to drivers if the 35 hours have not been completed. This service is not available from the DSA and has been found to be a huge help to employers as it not only records your training but also validates it.**

**More information on MDRS can be found by visiting [www.rtitb.co.uk/mdrs](http://www.rtitb.co.uk/mdrs)**

"The industry is already seeing signs of a shortage of HGV drivers, and this will be further complicated by the economic recovery and the demand for more movement of goods. The clear message for all employers is to create a sensible and practical schedule of driver training which not only takes account of both the statutory obligations of the Driver CPC regulations, but also maximises the efficiency of the driver to the enormous benefit of the operator."

Skills for Logistics recently reported a two year high in the number of vacancies for HGV drivers and the organisation forecasts an increase in that trend.

**RTITB Master Driver for CPC Consortium - A Management Solution that's, "All Together Better"**

[Back to top](#)

**SETTING THE STANDARD**

November 17th at the IMHX (International Materials Handling Exhibition) and will take place throughout the majority of next year, culminating in an awards ceremony and gala dinner on the 16th September 2011 where the National Operator of the Year will be crowned and receive a brand new car. All operators who are registered on NORS for counterbalance lift truck are eligible to enter, so keep your eyes peeled for information on how to enter.

RTITB and SumoGlove are looking for standards and safety conscientious organisations to get involved and sponsor this outstanding event – for more information on this please contact Ruth Hughes (Marketing and Events Co-ordinator) on 01952 520218 or email [fitcompetition@rtitb.co.uk](mailto:fitcompetition@rtitb.co.uk) to receive a sponsorship pack.

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## Train for Driver CPC with RTITB and get an additional qualification - for free!

Lorry drivers that are required to operate lift trucks from time to time must be appropriately trained in order to do so legally. Drivers also need to train to gain their Driver CPC, so RTITB has introduced the opportunity for drivers to do both at the same time, for the same price; in effect, buy one, get one free.

Complying with the Driver CPC regulations is the responsibility of the driver and in many cases it will be the driver that has to pay for the training. Some drivers have objected strongly to the way the Driver CPC regulations have been introduced and regard paying for the training as a waste of money. Some are actively campaigning to get the regulations overturned. One thing is certain, faced with hard times, drivers will be reluctant to part with their hard earned cash.

"Most drivers know the regulations are here to stay and must be complied with," says RTITB's David Higginbottom (Business Development Director). "But that's not to say we should ignore their concerns. Instead, we should be helping drivers by steering them in the direction of value added training and away from low cost solutions that simply comply with the law and nothing else. That is a waste of money."

"Learning to drive a lift truck as part of Driver CPC training is a good way of gaining a valuable additional qualification. In tough economic circumstances, anything drivers can do to increase their value as employees or give them a head start when seeking employment, 'the plus factor', has got to be worth considering," says Higginbottom.

Drivers should also be aware that however infrequently they may drive a lift truck, to do so without having received adequate basic training is potentially illegal and could land them with a hefty fine. Similarly, employers who knowingly allow their drivers to operate lift trucks in such circumstances could face even stiffer penalties under the recently introduced Health & Safety Offences Act or worse still, the Corporate Manslaughter and Corporate Homicide Act.

According to the Health & Safety Executive, every year there are about 8,000 reportable injuries involving lift trucks, some fatal, frequently associated with lack of suitable and sufficient operator training. "We are delighted with this initiative", says Higginbottom, "it has the potential to save drivers and employers both time and money and who knows, it could save lives too!"

Visit [www.rtitb.co.uk/cpcsearch](http://www.rtitb.co.uk/cpcsearch) to find your nearest Driver CPC training provider and ask them for more information.

[Back to top](#)



Win with RTITB at  
IMHX



RTITB would like to invite you to this years International Materials Handling Exhibition (IMHX). Register today for the chance to meet valuable industry contacts and

to sample new products and innovations within the materials handling industry. Whilst there why not come over pay us a visit? We are showcasing some exciting new products and services on our stand, which include new and updated training materials and the launch of our lift truck operator competition.

The event takes place from 16th-19th November 2010 at the NEC in Birmingham

Details of the RTITB diary are listed below:

Tuesday 16th – Launching Bespoke accreditation in association with Calor Gas

Wednesday 17th – Launching the RTITB Sumo Glove Operator of the Year Competition

Thursday 18th & Friday 19th – Launching RTITB Assist, including our highly anticipated Counterbalance Operators DVD

We will also be holding an online hazard perception competition on our stand, come along for the chance to win some brilliant prizes.

RTITB is located on stand N70 in Hall 18 at the IMHX Exhibition (NEC, Birmingham, 16th-19th November 2010).

Register to attend the **free** event by clicking [here](#).

Look forward to seeing you there.

[Back to top](#)



## Health and Safety Executive on workplace transport fatalities

Tricia Anderson - Policy Adviser, Workplace Transport Team, Health and Safety Executive

This summer, the Health and Safety Executive (HSE) released the provisional fatal statistics for the period 1 April 2009 to 31 March 2010. The figure was a record low – 151 fatalities. And of course, on one hand this was really encouraging news, but as with so many of our 'good news' stories it was tempered by the knowledge that this still meant that 151 people had lost their lives in accidents at work. Good news, yes; good enough, no.

The fact that fatalities were at their lowest ever means nothing if you are a relative or friend of one of those 151 people who were killed. Those people were not just statistics they were ordinary people – just like you and me – except

that they got up and went to work one day last year, as usual, and never went home. That can't be acceptable. Almost certainly the recession has resulted in lower levels of activity in some sectors and a decrease in the numbers of new inexperienced recruits has probably also contributed to this fall in fatalities. Although both of these factors could have resulted in lower numbers of fatalities, we shouldn't take anything away from the excellent work that has been done by employers and supervisors on good practice and leadership, or from the employees who put the good practice into effect and helped drive down the accident rate. But there is no room to take these reductions for granted and assume that somehow together we've cracked the problem and can all just sit back and wait for the statistics to keep on going down year and year. If we did that we would all be very disappointed I suspect this time next year.

So what can be done? Well, as Judith Hackitt, Chair of HSE said when she launched the statistics :” Being one of the best health and safety performers in the world\* means continuing to strive to drive these numbers down further - not getting complacent about what we've collectively achieved and recognising the new challenges as we emerge from the recession.”

We also need to refuse to acknowledge that any accidents at work are acceptable or inevitable. Because only by working together can we ensure that next year the results are even more impressive.

For further advice have a look at the HSE webpages [www.hse.gov.uk](http://www.hse.gov.uk) or the workplace transport webpages [www.hse.gov.uk/workplacetransport](http://www.hse.gov.uk/workplacetransport) for specific information on workplace transport. Or, if you prefer, call the HSE Infoline on 0845 345 0055

\* source : The EU Statistical Authority, Eurostat

[Back to top](#)



## Lift Truck Safety Awareness - Managers and Supervisors

Many years ago RTITB identified that managers and supervisors should have formal training in fork lift safety, so that they can

recognise risks in the workplace and then take suitable actions before accidents occur. We hoped that producing lift truck safety awareness courses and training aids for managers and supervisors could help decrease accident figures in the lift truck industry.

Many of our accredited organisations offer a course in lift truck safety awareness for managers and supervisors. This one day course is designed to give managers and supervisors an understanding of their statutory responsibilities with

regard to lift truck operations. Upon completion delegates will be aware of their responsibilities for lift truck operators under the Provision and Use of Work Equipment Regulations, Regulation 9(b) and other associated legislation.

If you are interested in attending one of these courses click [here](#) to find a training provider near you!!

RTITB have also developed a trainer's guide for Lift Truck Safety Awareness - Manager and Supervisors. This trainer's guide is designed to provide guidance and assistance to instructors of lift truck safety awareness courses for managers and supervisors. RTITB training manuals provide instructors with a detailed syllabus, course description and timetable for novice, existing and periodic refresher operator training courses, they also include the relevant test of basic operating skills.

To purchase this guide and to look at the rest of RTITB's product range please visit [www.rtitb.co.uk/products](http://www.rtitb.co.uk/products)

[Back to top](#)



## Accreditation Spotlight for Drive Fork Lifts

With present legislation, Health and Safety Issues are of paramount importance when using Mechanical Handling Equipment. Above all each and every operative must be fully trained. DFL is a Professional and Independent Fork Lift Training Company.

DFL promotes High Quality Training to Increase Safety and Efficiency and Reduce the Risk of Damage and Injury within the workplace.

DFL Instructors are RTITB Qualified Instructors trained by Appropriate Accredited Bodies and an important link between the employer who is in constant need of skilled and knowledgeable employees.

DFL Fully Qualified Instructors comply with the requirements of the Health and Safety Approved Code of Practice 1999 (revised) and the Provision and Use of Work Regulation (PUWER) 1998, ensuring that employers can be confident in meeting their legal requirements.

Course programme timings are tailored to meet your specific needs.

On Site training where operators train in the environment they are working in.

- 1 Counterbalance
- 2 Reach
- 3 Pedestrian Trucks

DFL Instructor Qualities:

- 1 A High Degree of Efficiency in Instructing others
- 2 A Master of Skills involved

3 Firm – Fair – Friendly and Enthusiastic approach to training  
4 Excellent approach with Individuals who have Special Needs

For Further Information Please Contact  
Tel: 01249 464089 Email: [info@driveforklifts.com](mailto:info@driveforklifts.com)

[Back to top](#)



## CPC Spotlight for Mantra Training

MANTRA ON COURSE TO OFFERING MOST RELEVANT DCPC TRAINING

Leading training and skills provider specialising in the automotive and logistics sectors, Mantra Learning, offers a full range of courses and learning opportunities to help people who drive for a living

strengthen their careers.

Pioneering the way in providing Drivers CPC courses that are entirely relevant, adding value for both companies and individuals, Mantra has introduced an ADR module to its DCPC offering. This means that drivers can pass their dangerous goods carrying qualification, whilst racking up DCPC training hours at the same time. A cost and time effective approach to working towards the 35 hours DCPC training which have to be completed by 2014, the course helps drivers understand and appreciate the requirements for the carriage of potentially hazardous goods, together with providing an in-depth insight into the health and safety aspects of hazardous goods movement.

From its impressive training facility in Middleton, Manchester, which boasts a 300ft by 200ft manoeuvring pad with practice obstacles and buffers, Mantra's full range of courses also includes NVQ and Apprenticeships for the Logistics and Automotive Sector. Mantra helps them progress their career with ongoing training, providing a path to further qualifications that employers want and need to see, as well as an invaluable understanding of driving efficiently and effectively. Mantra is delivering a DCPC forum on 13th July, 12-2pm. Come and have your say and the chance to win 35 hours of Driver CPC.

For further information visit [www.mantralearning.co.uk](http://www.mantralearning.co.uk) or to book the Driver CPC forum contact 0161 653 5767

[Back to top](#)

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