



SHROPSHIRE Fire and Rescue Service

<u>CONTENTS</u>	Page No
PURPOSE	1
STRATEGIC AIMS AND OBJECTIVES	1
ROLES, RESPONSIBILITIES AND REVIEW	1
DRIVING GROUPS	2
RESPONSIBILITIES	2
SPECIFIC TRAINING AND ASSESSMENT PROCEDURES	4
EMERGENCY SPECIALIST VEHICLE DRIVERS	10
THE ROAD TRANSPORT (WORKING TIME) REGULATIONS 2005	14
SHROPSHIRE FIRE AND RESCUE SERVICE SAFE DRIVING POLICY	14

**BRIGADE ORDER
TRAINING
NO. 3**

PART 4

**DRIVER TRAINING
AND ASSESSMENT**

BRIGADE ORDER TRAINING NO. 3

PART 4 – DRIVER TRAINING AND ASSESSMENT

PURPOSE

Many employees of the Brigade are required to drive vehicles as part of their employment. Risk assessment of vehicles driven and tasks carried out have guided the Brigade in developing this driver training and assessment strategy. The Brigade has six groups of drivers whose competence requirements are different. Therefore each of these groups will be dealt with differently for the purposes of training and assessment. *(To aid clarity this Order only covers the driving of vehicles. Training and assessment in the operation of specialist vehicles is covered in separate training Orders.)*

STRATEGIC AIMS AND OBJECTIVES

Shropshire Fire and Rescue Service will ensure that all personnel who are required to drive in the course of their employment are competent to do so.

Strategic Aim No 3 ‘Secure the highest level of safety and welfare for staff by providing effective supervision, training and systems of work.’

The delivery of this order will support this aim by ensuring our drivers are safe and competent.

ROLES, RESPONSIBILITIES AND REVIEW

The **ACO (HR Director)** is responsible for ensuring this Order is implemented across the Brigade.

The **Training Delivery Manager** will be responsible for the day to day operation of the Order.

The **Training Delivery Manager** will review this order annually in **August** and as and when organisational changes take place.

DRIVING GROUPS

LIGHT VEHICLE NON-EMERGENCY DRIVERS

These drivers are required to drive light vehicles under non-blue light conditions. These vehicles may belong to the Brigade fleet or be the driver's own vehicle.

LIGHT VEHICLE EMERGENCY DRIVERS

These drivers are officers who are required to drive their vehicles under blue light conditions, whilst proceeding to incidents to undertake command or specialist functions.

LEVEL TWO INCIDENT COMMANDERS

These officers are required to drive vehicles under blue light conditions to act as level two commanders at incidents. As the vehicles that they drive are not the vehicles they drive in non-operational conditions they are treated differently from other officers.

LARGE GOODS VEHICLE NON-RESPONSE DRIVERS

These are drivers who are required to operate the Brigade's fleet of large goods vehicles but are not required to drive the vehicles operationally.

FIRE APPLIANCE RESPONSE DRIVERS

These drivers drive fire appliances to operational incidents. (*Note: except in very unusual circumstances probationary firefighters will not be trained as response drivers.*)

EMERGENCY SPECIALIST VEHICLE DRIVERS

These drivers drive specialist vehicles such as the Aerial Ladder Platforms, Off Road Vehicles etc, to operational incidents.

This Brigade Order will cover each of these groups in turn and will state the Brigade's procedures for initial and continuation training and assessment.

RESPONSIBILITIES

ALL DRIVERS

- As a Brigade driver you must take responsibility for the way you drive whilst employed by the Brigade.
- You must apply the skills imparted by the Brigade and carry out continual risk assessment of driving conditions thus ensuring that you drive safely at all times.
- You must obey all relevant road traffic regulations and Brigade Orders.
- You must bring to the attention of the Brigade any impediment to your driving ability.

- You must inform the Brigade if you feel that you require further driver training and attend any training or assessment that you are nominated for.
- You must inform the Brigade of any information that is pertinent to the assessment of your driving competence such as any driving convictions and/or medical conditions.
- You must ensure that you have a valid licence (and if applicable insurance) for the vehicle you are required to drive.
- Report any suggestions for improving standards of driving through normal channels.
- Any grievances arising out of competence decisions by the Driving Instructors must be directed to the Training Delivery Manager.

LINE MANAGERS

- You must monitor the driving standards of your staff. This can be direct monitoring such as in the case of Officer in Charge of vehicles, or indirect monitoring by analysing accidents, near misses or complaints from members of the public.
- You must ensure that drivers are able to attend any training or assessment sessions that they are nominated for.
- Operational line managers must include 'driving to the incident' as part of any incident debrief.

TRAINING DELIVERY MANAGER

- Is responsible for ensuring that driver standards within the Brigade meet standards set down nationally or locally by Policy Group.
- Is responsible for ensuring that driving trainers and assessors have the necessary skills to do their job.
- Is the officer who will deal with any grievances arising out of competence decisions by the Driving Instructors.
- Will audit the delivery of driver training and assessments ensuring the most effective method of training provision.

DRIVING INSTRUCTORS

- Will ensure that their own competence is maintained.
- Will ensure that driving standards are maintained to the required level by the application of competence based training and assessment.
- Will report the results of all training and assessment to the person being trained and the Training and Development Centre Manager.

TRAINING AND DEVELOPMENT CENTRE MANAGER

- Receive and act upon results of assessment received from Instructors.
- Produce reports as required on the performance of driver training and assessment.

SPECIFIC TRAINING AND ASSESSMENT PROCEDURES

LIGHT VEHICLE NON-RESPONSE DRIVERS

Initial Training and Assessment

Shropshire Fire and Rescue Service do not normally provide light vehicle initial training that prepares employees to take a driving test. For the purposes of this Order initial training and assessment refers to drivers who currently hold a driving licence.

On employment with the Brigade (or when conditions of employment change) to a post that requires the holder to drive Brigade Vehicles as a Light Vehicle Non-Response Driver the employee will have their driving competence assessed. This will take the form of a one hour assessment of the underpinning knowledge and practical application of driving skills. The vehicle used for the assessment will be that 'normally used in employment'.

If the Brigade Driving Instructor is satisfied that the employee is competent to drive this will be reported to the driver and to the Training and Development Centre Manager, who will inform line management and Human Resources.

If the Instructor is not satisfied as to the competence of the individual they will arrange for a meeting with the employee and their line manager before deciding on any further action. If required by the line manager an appropriate course or training programme will be arranged to bring the employee up to the required level of competence.

Continuation Training and Assessment

Because the use of the vehicle does not pose any greater risk to the employee as would driving when not in employment there is no requirement for regular, routine refresher training or assessment. There are occasions however, where further assessment may be required for example:

- The driver has had a vehicular accident whilst on duty.
- The line manager believes that the member of staff's safety would benefit for a refresher course.

LIGHT VEHICLE RESPONSE DRIVERS

Initial Training and Assessment

Officers attending this course will not be available for operational cover so should make suitable arrangements.

Prior to taking up a post that requires the officer to drive a light vehicle under blue light conditions they will be required to attend an initial Officer Safe Driving Course. This one day course will give the officer the underpinning knowledge required to drive a light vehicle under blue light conditions. The course will also include an assessment of competence.

If the Brigade Driving Instructor is satisfied that the officer is competent to drive this will be reported to the driver and to the Training and Development Centre Manager, who will inform line management and Human Resources.

If the Instructor is not satisfied as to the competence of the individual they will arrange for a meeting with the officer and their line manager before deciding on any further action. The line manager will decide on a course of action to bring the officer up to the required standard of safety. The manager should be guided by both the Driving Instructor and the Training Delivery Manager in this decision.

Continuation Training and Assessment

Because of the need to respond with urgency to an incident the use of a vehicle for operational purposes does expose the driver to a degree of risk. For this reason there is a need for regular continuation training and assessment. It is the officer's responsibility to debrief themselves at the end of an incident and record those areas of work where improvements can be made. This is particularly so in the area of driving to an incident. This self-assessment may lead the officer to request additional refresher training over and above that provided automatically by the Brigade.

The Brigade will carry out a formal assessment of an officer's driving competence every three years. This assessment will take the form of both a theory and practical assessment of half a day duration. More frequent assessment may be carried out if:

- The officer has had a moving vehicle accident whilst on duty.
- The officer has been absent from operational duty or been suspended/disqualified from driving for a minimum period of three months.
- The officer feels that his/her safety would benefit from a refresher course.

If the Brigade Driving Instructor is satisfied that the officer is competent to drive this will be reported to the driver and to the Training and Development Centre Manager, who will inform line management and Human Resources.

If the Instructor is not satisfied as to the competence of the officer they will arrange for a course of suitable length to bring the officer up to the required level of competence.

In the event that the Driving Instructor considers the competence of the officer to be such that their driving is a danger to themselves and/or other road users they will report the matter to the Training Delivery Manager who will consider the immediate suspension of the individual from driving.

LEVEL TWO INCIDENT COMMANDERS (GRADE 2)

Initial Training and Assessment

Officers attending this course will not be available for operational cover so should make suitable arrangements.

Prior to taking up the post of Level Two Incident Commander they will be required to attend an Incident Commander Response Driver Course. The basic Incident Commander course

will be of five days duration (including assessment) but may be extended depending on the results of the final assessment.

If the Driving Instructor is satisfied that the officer is competent to drive after the completion of the course this will be reported to the officer and to the Training and Development Centre Manager, who will inform line management and Human Resources.

If the Instructor is not satisfied as to the competence of the Incident Commander they will arrange for a meeting with the officer and their line manager before deciding on any further action. The line manager will decide on a course of action to bring the officer up to the required standard of safety. The manager should be guided by both the Driving Instructor and the Personal Development Manager in this decision.

If the Incident Commander has not previously attended Blue Light Driver Training they will be required to attend the 2 day initial Response Driving Course organised by the Brigade.

Continuation Training and Assessment

Because of the need to respond with urgency to an incident the use of a vehicle for operational purposes does expose the driver to a degree of risk. For this reason there is a need for regular continuation training and assessment. Additionally, the vehicle used to respond is not the usual vehicle used by the officer off duty so the risk to these individuals is greater than that of the previous Officer Group.

It is the officer's responsibility to debrief themselves at the end of an incident and record those areas of work where improvements can be made. This is particularly so in the area of driving to an incident. This self-assessment may lead the officer to request additional refresher training over and above that provided automatically by the Brigade.

The Brigade will carry out a formal assessment of a Level Two Incident Commander's driver competence every three years. This assessment will take the form of both a theory and practical assessment, including an off road assessment and will be of one day duration. More frequent assessment may be carried out if:

- The officer has had a vehicle accident whilst on duty.
- The officer has been absent from operational duty or been suspended/disqualified from driving for a minimum period of three months.
- The officer feels that his/her safety would benefit from a refresher course.

If the Brigade Driving Instructor is satisfied that the officer is competent to drive this will be reported to the driver and to the Training and Development Centre Manager, who will inform line management and Human Resources.

If the Instructor is not satisfied as to the competence of the officer they will arrange for a course of suitable length to bring the officer up to the required level of competence.

In the event that the Driving Instructor considers the competence of the officer to be such that their driving is a hazard to themselves and/or other road users they will immediately inform the officer and their line manager before the officer is allowed to drive the vehicle operationally. The line manager will discuss the situation with a Brigade Manager who will make the final decision as to further action to take.

LARGE GOODS VEHICLE (LGV) NON-RESPONSE DRIVERS (GRADE 3)

On employment with the Brigade (or when conditions of employment change) to a post that requires the holder to drive as a Large Goods Vehicle Non-Response Driver the training will follow two routes:

Route One – Employee already has a LGV Licence

In this case the employee will have their driving competence assessed. This will take the form of a half day induction and assessment of the underpinning knowledge and practical application of driving skills. The vehicle used for the assessment will be that normally used in employment. If the driver is required to drive specialist vehicles that are significantly different from the Brigade standard vehicle they will need induction in each vehicle. (As the underpinning knowledge is similar for all vehicles these should only take approximately 30 minutes per vehicle. Note that where possible provisions must be made to ensure that Brigade cover for these vehicles is maintained during these sessions).

If the Brigade Driving Instructor is satisfied that the employee is competent to drive this will be reported to the driver and to the Training and Development Centre Manager, who will inform line management and Human Resources.

If the Instructor is not satisfied as to the competence of the individual they will arrange for a meeting with the employee and their line manager before deciding on any further action. If required by the line manager a course of suitable length will be arranged to bring the employee up to the required level of competence.

Route Two – Employee does not possess a LGV Licence

In this case the employee will be required to gain the licence by attending and successfully passing a LGV driving course (manual and/or automatic).

Continuation Training and Assessment

As the driver operates the vehicle within Road Traffic Regulations the assessment will be driven by need rather than time. Other than for competence sampling an assessment will be carried out if:

- The driver has had an accident in a Large Goods Vehicle whilst on duty.
- The officer has been absent from operational duty or been suspended/disqualified from driving for a minimum period of three months.
- The line manager feels that the member of staff's safety would benefit from a refresher course.
- There have been complaints about the driving standards from members of the public.
- The driver has been chosen as part of a competence sample.

Reporting on the results of continuation training/assessment is the same as for Incident Commanders.

FIRE APPLIANCE RESPONSE DRIVERS (GRADE 1)

On employment with the Brigade (or when conditions of employment change) to a post that requires the holder to drive as a Fire Appliance Response Driver the training will follow two routes:

Route One – Employee already has a LGV Licence

Employees in this group will attend a 5 day initial Response Driver Course (two students per course) where they will gain the skills required of a response driver. This course will include 2 days of response (blue light) driving which will be delivered by West Mercia Constabulary. They will be continually assessed as to their competence and will also have to successfully pass a final written and practical assessment on the fifth day.

If the driver is required to drive specialist vehicles that are significantly different from a fire appliance they will need induction in each vehicle. (As the underpinning knowledge is similar for all vehicles these should only take one hour per vehicle). This training will normally take place after the employee has become fully competent with driving fire appliances to incidents.

If the Brigade Driving Instructor is satisfied that the employee is competent to operate as a Grade 1 driver (that is a driver who is competent to drive under blue light conditions) this will be reported to the driver and to the Training and Development Centre Manager, who will inform line management and Human Resources.

If the Instructor is not satisfied as to the competence of the individual they will arrange for a meeting with the employee, their line manager and District Officer before deciding on any further action. If required a course of suitable length will be arranged to bring the employee up to the required level of competence.

No fire fighter in their first three years of service will normally be allocated a LGV Driving Course (this may be relaxed depending on operational need). However, if they already possess a LGV Licence they may be considered for a one-day conversion course to automatic transmission vehicles, in order for them to maintain their LGV driving skills in preparation for a Response Driving Course, subject to Service requirements.

Route Two – Employee does not possess a LGV Licence

In this case the employee will be required to gain the licence by attending and successfully passing a LGV driving course (manual or automatic). Drivers attending this course will not be available for operational cover so suitable arrangements should be made to ensure confidence levels are maintained.

The decision as to whether the employee does a manual or automatic course will depend on a number of factors:

- The vehicles the employee is required to drive.
- The vehicles the employee may be required to drive.
- Other demands of the Service.

The final decision as to what type of course an individual attends will rest with the Training Delivery Manager.

Once the individual has been successful in gaining a LGV licence they will then have to undergo a Response Driver Course as above (Route 1) before they can become a Grade 1 driver.

Continuation Training and Assessment

Because of the need to respond with urgency to an incident the use of a vehicle for operational purposes does expose the driver and the crew to a high degree of risk. For this reason there is a need for regular continuation training and assessment.

It is initially the driver's responsibility to debrief themselves at the end of an incident and record those areas of work where improvements can be made. This is particularly so in the area of driving to an incident. The driver will be assisted in this debrief by the Officer in Charge and other crew members. The driver must record the reason for proceeding under blue lights in the 'Driver's Logbook' and note any learning points. This self-assessment may lead the driver to request additional refresher training over and above that provided automatically by the Brigade.

The Brigade will carry out a formal assessment of a Response driver's competence every three years. If drivers have not previously completed a 2 day response (blue light) course they will initially be required to attend a 3 day course consisting of a one day assessment followed by a 2 day initial response (blue light) course. After this one off course drivers will then be assessed every 3 years by completing a half/full day assessment.

Other than routine assessment, competence assessment may also be carried out if:

- The driver has had a moving vehicle accident whilst on duty.
- The officer has been absent from operational duty or been suspended/disqualified from driving for a minimum period of three months.
- The line manager feels that the member of staff's safety would benefit from a refresher course.
- There have been complaints about the driving standards from members of the public or crew members.
- The driver has been chosen as part of a competence sample.

If, following the assessment, the Brigade Driving Instructor is satisfied that the employee is competent to drive this will be reported to the driver and to the Training and Development Centre Manager, who will inform line management and Human Resources. The Officer under assessment will record the result in his/her Driver's Logbook which the Instructor will countersign.

If the Instructor is not satisfied as to the competence of the driver they will arrange for a course of suitable length to bring the driver up to the required level of competence.

In the event that the Driving Instructor considers the competence of the driver to be such that their driving is a hazard to themselves, other employees and/or road users they will immediately discuss the situation with a Brigade Manager who will make the final decision as to further action to take.

EMERGENCY SPECIALIST VEHICLE DRIVERS

As stated at the beginning of this Order this section relates to driving of specialist vehicles and not to operation, which is covered in other Brigade Orders.

This section relates to emergency specialist vehicles. These are defined for the purposes of this Order as those vehicles that are significantly different in terms of handling characteristics and/or size to warrant separate training and assessment.

The vehicles covered in this section are:

- Aerial Ladder Platforms.
- All Wheel drive off road vehicles.
- Water Carrier (4 x 4)
- Volvo Multi Lift
- MAN Incident Response Unit

On employment with the Brigade (or when conditions of employment change) to a post that requires the holder to drive a specialist vehicle training will be as follows:

AERIAL LADDER PLATFORMS (ALP)

Initial Training

Drivers attending this course will not be available for operational cover so suitable arrangements should be made to ensure confidence levels are maintained and that the Brigades Aerial appliance provision is maintained.

The driver will receive, as part of the operation and driving course, initial driver training and assessment. Before an employee can drive the ALP to incidents, they must be competent to drive and operate the ALP.

Continuation Training and Assessment

This assessment can be carried out whilst the vehicle is still available for operational duties. It is initially the driver's responsibility to debrief themselves at the end of an incident and record those areas of work where improvements can be made. This is particularly so in the area of driving to an incident. The driver will be assisted in this debrief by the Officer in Charge. The driver must record the reason for proceeding under blue lights in the 'Driver's Logbook' and note any learning points. This self-assessment may lead the driver to request additional refresher training over and above that provided automatically by the Brigade.

The Brigade will carry out a formal assessment of an ALP driver's competence every two years. This driving assessment will take the form of a two hour practical and theory session prior to the regular 'operation' competence assessment.

The reporting and recording procedure is the same as for fire appliance response driver training.

ALL WHEEL DRIVE OFF ROAD VEHICLES (AWD)

These vehicles consist of the following:

- Four Wheel drive off road vehicles (Land Rovers).
- Light Pumping Unit. (4 x 4)
- 4 x 4 Ford Rangers
- Pinzgauer (6 x 6) off road

Initial Training and Assessment

On employment with the Brigade (or when conditions of employment change) to a post that requires the holder to drive an all-wheel drive vehicle the Brigade will supply initial and continuous training and refreshment.

Because the locations that these vehicles are operated in are more dynamic and less predictable than on metalled roads only those drivers who are qualified response drivers are permitted to drive these vehicles.

As drivers who attend the initial course will already be competent drivers the Light Pumping Unit course will be of one-day duration and all of the others of two days (one student) duration.

Drivers attending this course will not be available for operational cover so suitable arrangements should be made to ensure confidence levels are maintained.

The methods of recording and reporting competence are the same as for fire appliance response driver training.

Continuation Training and Assessment

This assessment can be carried out whilst the vehicle is still available for operational duties. It is initially the driver's responsibility to debrief themselves at the end of an incident and record those areas of work where improvements can be made. This is particularly so in the area of driving to and driving the all-wheel drive vehicle at an incident. The driver will be assisted in this debrief by the Officer in Charge and crew members. The driver must record every use of the vehicle off road in the Driver's Logbook and note any learning points. This self-assessment may lead the driver to request additional refresher training over and above that provided automatically by the Brigade.

The Brigade will carry out a formal assessment of an all-wheel drive vehicle driver's competence every three years. This driving assessment will take the form of a one day on and off road practical and theory session.

Drivers attending this course will not be available for operational cover so suitable arrangements should be made to ensure confidence levels are maintained.

The reporting and recording procedure is the same as for fire appliance response driver training.

WATER CARRIER 4X4

Initial Training

Drivers attending this course will not be available for operational cover so suitable arrangements should be made to ensure confidence levels are maintained. The driver will receive, as part of the operation and driving course, initial driver training and assessment. Before an employee can drive the Water Carrier to incidents they must be competent to drive and operate the Water Carrier.

Continuation Training and Assessment

This assessment can be carried out whilst the vehicle is still available for operational duties. It is initially the driver's responsibility to debrief themselves at the end of an incident and record those areas of work where improvements can be made. This is particularly so in the area of driving to and from an incident and driving the Water Carrier at an incident. The driver will be assisted in this debrief by the Officer in Charge and crew members. The driver must record every use of the vehicle off road in the Driver's Logbook and note any learning points. This self-assessment may lead the driver to request additional refresher training over and above that provided automatically by the Brigade.

The Brigade will carry out a formal assessment of a Water Carrier driver's competence every three years. This driving assessment will take the form of a half day on road practical and theory session. To include drawing and delivery of water to and from an open water source.

Drivers attending this course will not be available for operational cover so suitable arrangements should be made to ensure confidence levels are maintained.

The reporting and recording procedure is the same as for fire appliance response driver training.

VOLVO MULTILIFT

Initial Training

Drivers attending this course will not be available for operational cover so suitable arrangements should be made to ensure confidence levels are maintained. The driver will receive, as part of the operation and driving course, initial driver training and assessment. Before an employee can drive the Volvo Multilift to incidents they must be competent to drive and operate the Multilift.

Continuation Training and Assessment

This assessment can be carried out whilst the vehicle is still available for operational duties. It is initially the driver's responsibility to debrief themselves at the end of an incident and record those areas of work where improvements can be made. This is particularly so in the area of driving to and from an incident and driving the Volvo Multilift at an incident. The driver will be assisted in this debrief by the Officer in Charge and crew members. The driver must record every use of the vehicle in the Driver's Logbook and note any learning points.

This self-assessment may lead the driver to request additional refresher training over and above that provided automatically by the Brigade.

The Brigade will carry out a formal assessment of a Volvo Multilift driver's competence every three years. This driving assessment will take the form of a half day on road practical and theory session. To include mounting and demounting of all the pods associated with that vehicle. Drivers attending this course will not be available for operational cover so suitable arrangements should be made to ensure confidence levels are maintained.

The reporting and recording procedure is the same as for fire appliance response driver training.

MAN INCIDENT RESPONSE UNIT

Initial Training

Drivers attending this course will not be available for operational cover so suitable arrangements should be made to ensure confidence levels are maintained. The driver will receive, as part of the operation and driving course, initial driver training and assessment.

It is preferable that driver's of this vehicle are qualified "Moffitt Mouny" Forklift Truck Operators to enable full advantage of staffing levels to be maximised.

Continuation Training and Assessment

This assessment can be carried out whilst the vehicle is still available for operational duties. It is initially the driver's responsibility to debrief themselves at the end of an incident and record those areas of work where improvements can be made. This is particularly so in the area of driving to and from an incident and driving the MAN IRU at an incident. The driver will be assisted in this debrief by the Officer in Charge and crew members. The driver must record every use of the vehicle in the Driver's Logbook and note any learning points. This self-assessment may lead the driver to request additional refresher training over and above that provided automatically by the Brigade.

The Brigade will carry out a formal assessment of a MAN IRU driver's competence every three years. This driving assessment will take the form of an hour and a half on road practical and theory session. Drivers attending this course will not be available for operational cover so suitable arrangements should be made to ensure confidence levels are maintained.

The reporting and recording procedure is the same as for fire appliance response driver training.

The Brigade will audit driving training and competence standards in the following ways:

- All accidents in vehicles are reported. The Fleet Manager will provide a quarterly summary of these reports to Policy Group. These reports will guide the Group in further review of driver training.

- All complaints concerning driving standards from members of the public are gathered centrally by the Performance and Quality Manager. A summary of these complaints will be reported to Policy Group quarterly at the same meeting as the above report.
- Random competence testing will be carried out of all non-operational drivers.
- The Training Delivery Manager and Vocational Training Manager will carry out a detailed audit of three driver training courses during each year to monitor standards of instruction.

THE ROAD TRANSPORT (WORKING TIME) REGULATIONS 2005

These new regulations came into force on 4th April 2005 and apply to commercial drivers and crews of Heavy Goods and Public Service vehicles in Great Britain.

All Emergency Services are exempt from these regulations.

The Service is not responsible for ensuring that drivers who are employed elsewhere abide by these regulations. However, if any emergency service drivers are employed elsewhere as commercial LGV drivers, it is the responsibility of the driver and their commercial employer to ensure they get their required rest periods between driving sessions.

SHROPSHIRE FIRE AND RESCUE SERVICE SAFE DRIVING POLICY

Shropshire Fire and Rescue Service operates a safe driver policy. This policy is laid down in “SHROPSHIRE FIRE AND RESCUE SERVICE SAFE DRIVING HANDBOOK”. A copy of which is issued to all “response drivers” and stations.