

TruckSafe Standard



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FTA Ireland

Freight Transport Association Ireland (FTAI) is a not-for-profit trade association representing the transport sector. Our work enhances the influence and image of the freight industry in Ireland by promoting the highest standards of safety and compliance.

What is the TruckSafe standard?

The standard is an initiative developed by FTA Ireland members. With the standard available at Bronze, Silver and Gold levels, it aims to recognise, encourage and promote good practice in the operation of goods vehicles. FTAI members wanted to develop a graduated standard system in order to encourage improvement in the sector and recognise those organisations operating at the highest levels.

What do vehicle operators have to do to become a TruckSafe member?

When joining FTAI, the operator signs a declaration to say that it is committed to be a member of the Association, will achieve the standards needed to join, and will maintain these standards to ensure continued membership.

Winner of the RSA 2022 Leading Lights Award Business Category



Levels of standard



BRONZE STANDARD

The company has systems in place to meet the minimum legal standards in fatigue, roadworthiness, driver competence, road traffic rules, safe and legal loads, dangerous goods, road haulage operator licensing, professional competence, sustainable operations, contractor and agency management.



SILVER STANDARD

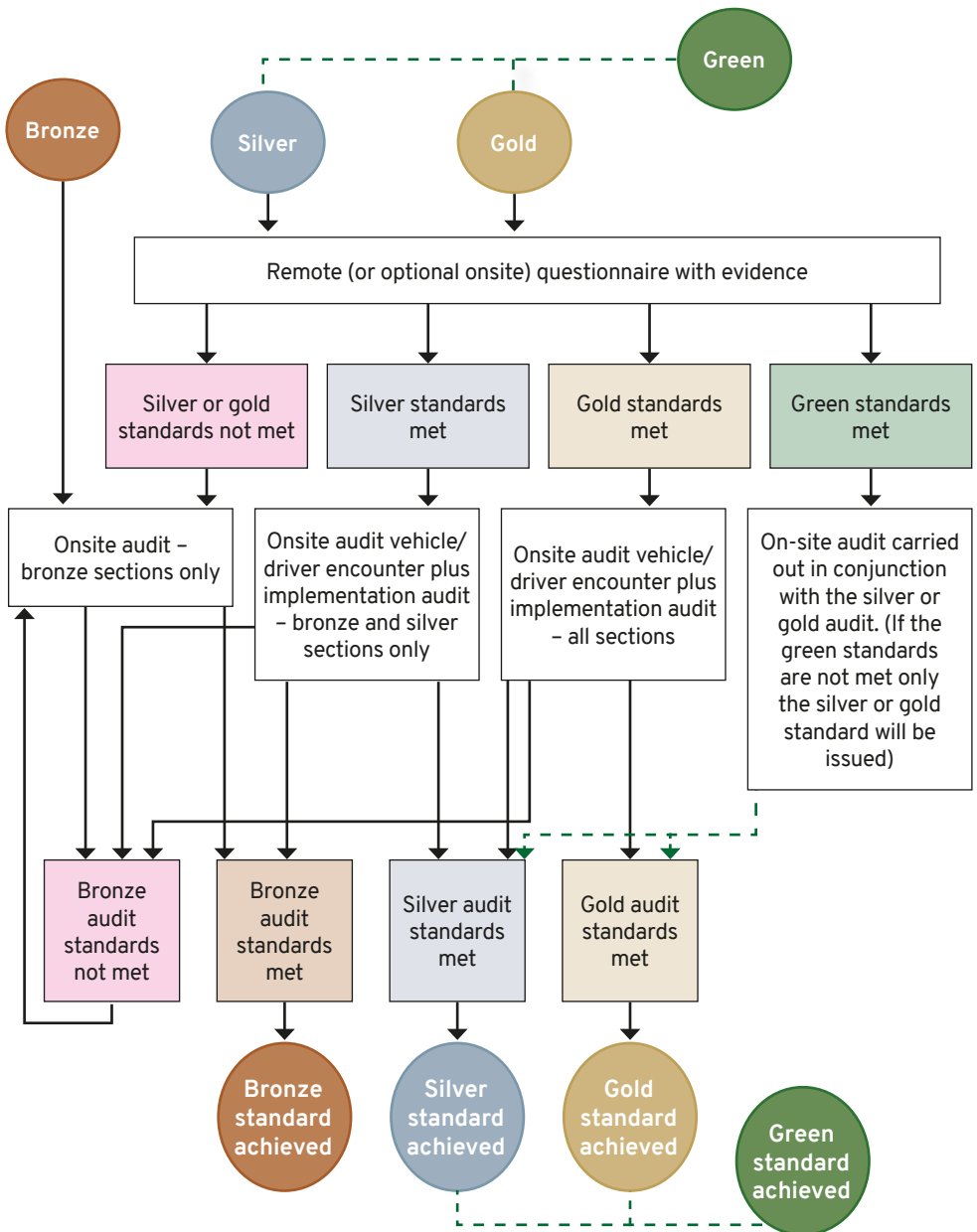
As Bronze, plus management and monitoring of sustainable operations, and vehicle and driver encounters.



GOLD STANDARD

As Silver, plus KPI and quality monitoring with continuous improvement for fatigue, driver competence, load safety and sustainable operations.

Overview of audit process



What does the Bronze audit cover?

The operator must provide the auditor with evidence that the FTAI Trucksafe standards are being met and the auditor also looks for evidence of non-compliance. The standards are detailed below.



Safe and legal loads

Safe loading practices

Loading and unloading tasks must be risk assessed and appropriate safe working practices must be used, including the provision of appropriate safety equipment.

Load securing

Loads must be suitably loaded and restrained in order to ensure they do not cause danger or nuisance to those carried on the vehicle or to other road users. Members must ensure appropriate equipment is used at all times.

Maximum permitted weights

Systems must be in place to ensure vehicles are loaded to within their maximum permitted weights. This includes maximum gross vehicle, individual axle and vehicle/trailer coupling weights. Members must ensure appropriate vehicles are used at all times.

Carriage of dangerous goods (where applicable)

Members must ensure any goods classified as dangerous for carriage by road are carried in compliance with relevant national and international regulations.

Professional competence

Internal transport manager

Every member engaged in hire or reward operations must designate at least one transport manager who, either alone or jointly, effectively and continuously manages the transport activities of the undertaking. This manager must have a genuine link to the undertaking (such as being an employee, director, owner or shareholder). Alternatively, members may appoint an external transport manager as detailed below.

External transport manager

Where a member does not designate an internal transport manager, they must designate at least one person who has a contract with the undertaking, specifying the tasks to be performed on an effective and continuous basis and indicating their responsibilities as a transport manager. An external transport manager may not manage the transport activities of more than four undertakings, which must not have a combined maximum fleet of more than 50 vehicles. They must perform their specified tasks solely in the interests of the undertaking and exercise their responsibilities independently of any transport customers.

Professional competence

All internal and external transport managers must demonstrate professional competence by way of a Certificate of Professional Competence issued by a competent authority or other acceptable equivalent.

Fatigue

Instruction

Drivers must be given proper instruction on drivers' hours, working time and records rules. This must include initial, refresher and update instruction.

Scheduling and pay

Work patterns must be scheduled to ensure the drivers' hours and working time rules are observed. No payments must be given to drivers that encourage breaches of drivers' hours and working time rules, speed limits or maximum vehicle weights.

Driver administration

Members must ensure drivers are in possession of valid digital tachograph cards, sufficient approved print roll or sufficient charts as appropriate.

Record management

Systems must be in place to ensure drivers make a full record of every working day and can produce sufficient records when driving an in-scope vehicle. Systems must also capture sufficient information for working time calculation purposes. Members must ensure driver cards and vehicle units are downloaded, and charts are returned within minimum legal requirements.

Analysis and infringement management

Members must make regular checks of records to ensure compliance with all drivers' hours, working time and speed limit rules. Infringements must be monitored, investigated and appropriate action taken to avoid reoccurrence.

Record retention

Raw digital data and original tachograph charts must be kept for at least two years.

Equipment monitoring

Tachographs must be inspected and calibrated in compliance with legislation and systems must be in place to identify and rectify equipment defects.

Sustainable operations

Environmental policy

Members must have a policy in place to reduce the environmental impact of their operations.

Carbon reduction policy

Members must have a policy in place to reduce the carbon emissions produced by transport operations.

Driver competence

Initial entitlement

Driver entitlement to drive and Driver CPC requirements (initial and periodic) must be appropriately checked prior to employment.

Regular checks

Systems must be in place to regularly check driver licence and Driver CPC entitlements at least every 12 months. Checks should cover entitlements, renewals, medical standards, photographs and addresses.

Road traffic rules

Vehicle compliance

Members must be able to demonstrate appropriate processes are in place to ensure vehicles are correctly taxed, insured and annually tested.

Driver compliance

Drivers must comply with road traffic rules, including speed limits. Members must be able to demonstrate they have a process to identify, log, investigate and document incidents and take appropriate action, which may involve providing remedial training or taking disciplinary action.

Road haulage licensing

Members must, where appropriate, show a copy of their licence and demonstrate processes for ensuring continuity.

Contractor and support services management

Contracted transport

Systems must be in place to ensure transport sub-contractors meet basic minimum legal obligations. This must include, but is not limited to, checking that a road haulage licence and relevant insurance is held. Members should encourage sub-contractors to join TruckSafe and meet the minimum standards of this scheme.

Use of driver agencies

Members must demonstrate that they have systems in place to ensure agencies that supply temporary drivers to them meet basic minimum legal standards. This must include, but is not limited to, working time legislation monitoring and compliance, identity checks, together with driver licence and Driver CPC checks.

Roadworthiness

Driver walk around checks

Drivers must carry out a walk around check every time they take over a vehicle. Members must ensure that drivers are competent to carry out the checks and that they complete records.

Roadworthiness inspections

Regular roadworthiness inspections must be carried out by a competent person, at a frequency appropriate for the operational demands, but at least every 13 weeks. Inspections must be recorded.

Defect rectification

Defects identified by drivers or inspectors must be assessed by a competent person and appropriate action taken and recorded.

Maintenance records

Records must be kept for a minimum of two years.

Health and safety

The safety statement

A Safety Statement is in place and has been revised at least within the last 12 months, the contents of which, and any updates, have been brought to the attention of all employees.

Risk assessments

Documented risk assessments have been undertaken and, where appropriate, mitigating action taken in relation to interaction in and around vehicles.

Performance measurements

Health and safety performance is measured and where necessary improved.

Covid-19

Return to work safety protocols have been implemented as required, a written plan is in place, a contact tracing system has been implemented, induction training for all employees has been carried out and a worker representative has been nominated and trained.

What do the Silver and Gold audits cover?

The operator must provide the auditor with evidence that the TruckSafe standards are being met and the auditor also looks for evidence of non compliance.

The standards are detailed below.



Silver audit

All Bronze standards as outlined have been met (refer to pages 4–10 for full details). Plus Driver Gate Exit Checks, a check at your premises on the compliance level of your driver’s daily walk round checks.



Gold audit

All Silver standards as outlined have been met.

- Remote systems audit.
- Vehicle/driver encounters.
- Site implementation audit.

What does the Green Standard audit cover?



At Green standard level, dedicated environmental policies that deliver carbon savings through implementation practices must be in place. The audit will verify these policies and practices.

- Green standard can only be achieved at silver and gold levels.
- To retain the gold and silver standards the company must have submitted the fuel used and the kilometres driven per vehicle for every quarter since the previous audit.

// For BOC and our parent company, The Linde Group, road transport safety is paramount: safety at BOC means 100% of behaviour, 100% of the time. Achieving the TruckSafe Silver standard is well-deserved recognition of the ongoing efforts the entire team here at BOC Gases in Ireland has invested in safety over a number of years.

Striving for the TruckSafe Bronze and Silver standards is a journey well worth travelling. For me the Silver standard can be categorised in three areas; safety, compliance and efficiency and combined they add up to a sustainable operation. //

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22.02.23/NC 000601