

# Appendix B - Item 5 – Paper 3

## Draft ERDT Fire Standard

<b>Title of Standard</b>	<b>Emergency Response Driving</b>		
<b>Business Area/Capability</b>	Response		
<b>Sponsoring NFCC Committee</b>	NFCC Operations Committee		
<b>Date of approval</b>	TBC	<b>Date of Issue</b>	TBC
<b>Reference Number</b>	TBC	<b>Review Date</b>	TBC
<b>Desired Outcome</b>			
<p>For all employees who drive using blue lights and claim any legal exemptions for a fire and rescue service purpose, to have been trained in a consistent way so that they drive safely, in line with the requirements of their role and in accordance with relevant legislation.</p> <p>For all response driver training instructors <b>and assessors</b> to be qualified in accordance with the relevant legislation.</p>			
<b>What is required to meet the Fire Standard</b>			
<p>A fire and rescue service must:</p> <ul style="list-style-type: none"> <li>a) Comply with legislation and guidance that applies to emergency response driving</li> </ul> <p>A fire and rescue service should:</p> <ul style="list-style-type: none"> <li>a) Adopt and align their emergency response driver training to the <i>NFCC Emergency Response Driver and Instructor Framework</i></li> <li>b) Adopt and align their emergency response driver instructor training to the <i>NFCC Emergency Response Driver and Instructor Framework</i></li> <li>c) Ensure that records of driver competency and refresher training are kept and maintained</li> <li>d) Ensure that their driver training provision is periodically independently quality assured</li> <li>e) Ensure that both managers who are responsible for emergency response driving and those working as driving instructors, contribute to the continual improvement of driver training standards by communicating, sharing learning and experiences with the NFCC network of fire and rescue service driving instructors and centres through: <ul style="list-style-type: none"> <li>i. <b>Engaging on the</b> NFCC Workplace online forum</li> <li>ii. Supporting the national Driver Training Advisory Group (DTAG) through regional structures</li> <li>iii. <b>Considering appropriate representation at relevant national events and conferences</b></li> </ul> </li> </ul>			
<b>Legal requirements or mandatory duties</b>			

- [Road Traffic Regulation Act](#) (specifically Section 87)
- [Road Traffic Act](#)
- [Road Safety Act 2006 - Section 19 \\*Not yet enacted\\*](#)
- [The Road Vehicle \(Construction & Use\) Regulations](#)
- [Motorways Traffic \(England & Wales\) Regulations](#)
- [The Traffic Signs Regulations and General Directions](#)
- [High Speed Competency & Training Codes of Practice](#)

#### Expected benefits of the achieving the Fire Standard

1. Improved road safety for the public and employees evidenced by:
  - a. Reduction in the number of low and high-speed collisions when responding
  - b. Reduction in injuries
2. Defined route to competency by alignment to the framework and improved driver safety
3. Compliance with related legislation, guidance and DfT Codes of Practice which supports:
  - a. Interoperability through collaboration of blue light resources
  - b. Opportunity for intra-service driver training provision
  - c. More efficient transfer of appropriately trained and competent personnel between services

#### Linked qualifications, accreditations or Fire Standards

National Occupational Standard – FF9

*[Other linked Fire Standards and accreditations will be completed when published]*

#### Guidance and supporting information

- Supporting documents – driver and instructor portfolios (collation of completed assessment record sheets) [link to be added on publishing](#)
- Guidance and peer support available via the NFCC Driver Training Advisory Group (DTAG), contact with the group can be made via [link to be added on publishing](#)