



ESDS PANEL NEWSLETTER



NO.10 | SPRING | 2019

Dear Panel Members, Welcome to your Spring 2019 Newsletter.

'The best drivers are aware that they must beware'

As part of our communications to the ESDS Panel stakeholders, the RSA will issue a series of newsletters between panel meetings to keep you updated on ongoing activities.

The following is an update on the current ESDS activity.

ESDS Unit in the RSA

In the ESDS Unit we have made some amendments to the ESDS system. We hope you find them beneficial and user friendly.

We deployed these amendments in December 2018. They did not require you to do anything new to your systems.

The following aspects will be more user friendly:

- ▶ Passwords are simplified.
- ▶ Your candidate's passwords are viewable on the ESDS system by your organisation.
- ▶ 'Log on for theory test' will take you directly to the login page of TCNet (no navigation error page!)
- ▶ The updated version of the minimum ICT requirements for accessing a theory test from an emergency services venue are available on each email.

TCNet is the system used by the service provider Prometric to conduct ESDS theory tests in your organisation's premises.

ESDS recertification

You may be aware that ESDS drivers, trainers and assessors are required to be recertified. ESDS drivers require recertification every five years, ESDS trainers every two years and ESDS assessors every three years. The ESDS initiative went live in February 2015 and hence we are now approaching the recertification phase for ESDS drivers.

The new amendments that went live in December 2018 will allow each ESDS contact person to apply for recertification of their ESDS certified status.

It is important to state that this new version of the ESDS system is almost identical to the current ESDS system with the exception that it provides a user friendly ESDS recertification process.

Continued on next page

ESDS recertification *(continued)*

The ESDS Unit will be in contact with you and will give you a briefing on 'how it works'. We envisage that this briefing will be carried out over the phone. However, if you feel that you need us to visit, we can arrange same with you.

We have updated our ESDS System Training Manual and it provides appropriate guidance for the ESDS contact person to operate the ESDS system. We will ensure that you receive a copy of the new ESDS System Training Manual digitally, and if you require we can issue you with a hard copy also.

We hope these amendments are beneficial and we thank you for your cooperation and patience. Should you require any clarification or assistance, please do not hesitate to contact our ESDS admin unit at 096 78255 or 086 0445997.

ESDS plans for 2019

The ESDS Unit intends to conduct a complete review of the ESDS theory tests in 2019 and we have sought assistance from participating organisations in this process. The purpose of the review is to enhance and improve the existing theory tests. We are very pleased that organisations have embraced the invitation to share their expertise in this analysis. There is also a full programme of ESDS trainer recertification workshops scheduled for 2019.

ESDS theory test

Following on from a decision taken at our ESDS Panel meeting on 17 October 2018, the consensus was that candidates presenting for an ESDS practical assessment should have a theoretical knowledge of ESDS in advance of the actual practical driving assessment.

From 3 June 2019 all ESDS candidates will be required to successfully complete their ESDS theory test(s) in advance of presenting for their ESDS practical driving assessment.

ESDS theory test points to note

- ▶ An ESDS theory test application is only valid for 6 months from the date of application. Once the application reaches 6 months, it will become invalid if not utilised. The relevant ESDS theory test will need to be applied for again.
- ▶ An ESDS theory test that has been successfully completed but has not resulted in ESDS certification is only valid for 2 years. Once the 2 year timeframe has been reached, the ESDS theory test module will become invalid. The relevant ESDS theory test will need to be applied for and successfully completed.

ESDS practical assessment points to note

- ▶ If a practical driving assessment for a specific level and category is not cashed in/used for certification inside 2 years of obtaining the pass result, the module becomes inactive and will have to be passed again in order to achieve certification that is dependent on this module.

ESDS at the National Ploughing Championship



Definition: quality assurance

Quality assurance (QA) is any systematic process of determining whether a product or service meets specified requirements.

ESDS personnel continue to conduct quality assurance exercises in both the practical driving assessment by accompanying assessors and by attending while candidates take their theory test.

This quality assurance is responsible for guaranteeing a level of quality for the ESDS candidate and will promote the maintenance of this exclusive Driving Standard among the participating organisations.

The ESDS Unit continues to acknowledge the cooperation shown during these quality assurance exercises. The positive approach together with the reliability and consistency evidenced in these exercises is both encouraging and reassuring, which will undoubtedly contribute to the maintenance of the ESDS into the future.

Webpage and FAQ

The ESDS webpage can be accessed at www.rsa.ie/esds

The contents of our webpage have recently undergone an update and to this end all the ESDS publications have been subject to a total review together with the ESDS FAQs.

The ESDS webpage also contains a list of ADIs that are ESDS certified as trainers.

ESDS Phase 2

Private and voluntary emergency service organisations are keen to have a facility that will give their drivers a nationally recognised certification by the body responsible for road safety in Ireland. We are currently holding a Train the Trainer workshop which once again broadens the scope for emergency services organisations to have their own ESDS trainers.

ESDS Panel Meeting.

The next ESDS Panel Meeting will be held on **7 March 2019** in the **Midlands Park Hotel Portlaoise**.

I will forward an agenda nearer the actual date.

Congratulations to Tipperary Fire and Rescue Service

Tipperary Fire and Rescue Service is still basking in the glory of winning the Supreme Safety Award at the Annual Occupational Safety Awards in October 2018. Chief Fire Officer Dave Carroll attributes the award to both a huge effort and engagement in the safety management system by all fire service personnel across all the 12 fire stations in Co. Tipperary. It is the first time that any public body in Ireland has won the Supreme Award.

Dave says that the occupational health and safety management system has paved the way for the best possible working conditions within the fire service. A Health and Wellness Programme was initiated back in 2015 and was the first of its kind to be rolled out for the fire service in this country. An approach by Dave Carroll was made to Setanta College to help devise a health and wellness programme. The programme devised by Setanta for the firefighters was divided into four phases. The focus is on proactive health and not just on reactive health issues and medical support in the event of injuries or illness in the workplace.

It's about a healthier workforce that makes for a happier workforce that makes for a safer workforce.

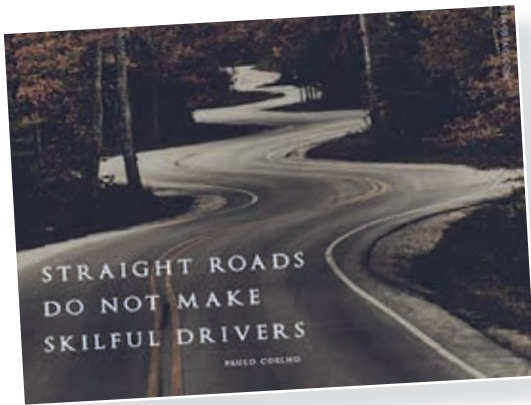
An important component of the submission for the safety awards is in the area of 'Driving for Work', and Dave credits the introduction and roll-out of the ESDS across the fire service as being key to their success this year.

The ESDS Unit is delighted for Dave and his colleagues. Dave, as I am sure you are all aware, is one of the key personnel from the emergency services that contributed immensely to the development of the ESDS standard and has been a staunch and dependable supporter for the initiative from the beginning in 2011. Dave's distinctive talent for encouraging others to offer information coupled with his ability to create solutions where all parties benefited are evident at all times. Well done, Dave!



Chief Fire Officer Dave Carroll pictured with Tipperary Fire and Rescue Service crew members and Setanta College

Driving safely is as simple as ABC – Always Be Careful



Why self-assessment and self-reflection is important to ESDS

Self-assessment and self-reflection have valuable roles to play in the ESDS process.

They are important for two reasons:

- ▶ The more aware ESDS drivers are of their own strengths and weaknesses, the safer and more responsible they are likely to be.
- ▶ Self-assessment and self-reflection help guard against overconfidence – misplaced confidence in their own ability is one of the major dangers for drivers in general.

Self-assessment and self-reflection are related but different activities. They are part of a process that leads to ESDS drivers having a better understanding of their driving abilities and behaviours. They work best when they are focused on specific issues – for example, negotiating a particular type of junction, braking in particular weather conditions. They involve ESDS drivers themselves actively judging how well they carried out driving tasks and thinking about why they acted in a particular way and how they can improve. Drivers may do this independently or with the help of an ESDS trainer.

Self-assessment

Self-assessment requires ESDS drivers to:

- ▶ observe their own driving performance and behaviour
- ▶ judge how well they are driving. They need to ask themselves what they did or what they did not do.

The judgements are made against the standards of good driving set out in the ESDS publications.

Self-reflection

Self-reflection requires ESDS drivers to consider why they are interpreting information or driving in the ways they are.

If they are making errors or driving inappropriately (for example, driving too close to cars in front), they need to identify the reasons why they are driving like this. Does it suggest they lack knowledge and understanding, have a lack of skill, hold inappropriate attitudes, or a combination of these?

They should ask themselves questions like:

- ▶ Why do I keep making that error?
- ▶ What causes me to lose control like that?
- ▶ What effect does my doing that have on other road users and how would I feel if someone did that to me?

The ESDS Guidance Manual places emphasis on two aspects of the learning process – self-assessment and self-reflection. Research tells us that these are important skills in the learning process in line with the higher levels of the goals for driver education (GDE) matrix. Engaging in self-assessment and self-reflection puts the focus on the ESDS driver and not on the ESDS trainer.

Data protection

The ESDS system includes information in respect of ESDS candidates. It contains personal data relating to drivers which is highly sensitive and confidential. Best practice must be applied in relation to the security of the data and the data protection arrangements covering its release to other parties.

It is of vital importance that all personal and confidential information is secured from unintended disclosure.

Any person who is involved in the collection, storage or processing of personal data is individually responsible for compliance with the data protection laws. All staff must be aware of their obligations under data protection legislation.

ESDS Statistics

The following charts outline the ESDS activity under various headings.

Individuals Certified

Driver, Trainer, Assessor, Month (2018)

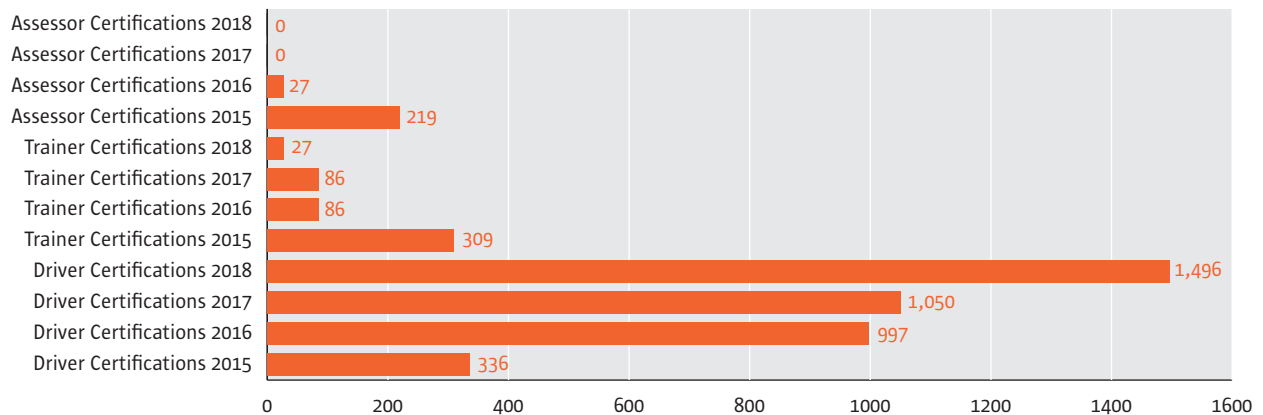
2018	Jan	Feb	Mar	April	May	Jun	July	Aug	Sept	Oct	Nov	Dec
Drivers certified	46	80	50	71	59	59	59	52	49	90	24	116
Trainers certified	1	0	0	5	3	0	1	0	0	2	0	1
Assessors certified	0	0	0	0	0	0	0	0	0	0	0	0

CERTIFICATES issued

Driver, Trainer, Assessor, Organisation, Month (2018) (Includes All Levels and All Categories)

	Jan			Feb			Mar			Apr			May			June			July			Aug			Sept			Oct			Nov			Dec			Total year to date
	Driver	Trainer	Assessor	Driver	Trainer	Assessor	Driver	Trainer	Assessor	Driver	Trainer	Assessor	Driver	Trainer	Assessor	Driver	Trainer	Assessor	Driver	Trainer	Assessor	Driver	Trainer	Assessor	Driver	Trainer	Assessor	Driver	Trainer	Assessor	Driver	Trainer	Assessor				
An Garda Siochana	46	0	0	130	0	0	60	0	0	84	0	0	40	0	0	56	0	0	18	0	0	68	0	0	41	0	0	90	0	0	0	0	0	132	0	0	765
RSA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Defence Forces	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Irish Prison Services	0	0	0	0	0	0	0	0	0	6	6	0	0	0	0	2	0	0	7	2	0	3	0	0	3	0	0	0	0	0	0	0	0	1	0	0	30
Fire Services	25	0	0	24	0	0	34	0	0	44	2	0	84	5	0	56	0	0	92	0	0	30	0	0	42	0	0	88	5	0	48	0	0	81	3	0	663
ADI	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Civil Defence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heart ER	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Irish Coast Guard	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
St John Ambulance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Medilink	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Beaumont Ambulance	2	0	0	0	0	0	0	0	0	0	0	0	4	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	4	0	0	14
Medicall	14	0	0	4	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	6	0	0	31
Murray Ambulance	2	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	10
Order of Malta	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
NAS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	90	1	0	160	0	0	96	0	0	143	11	0	128	5	0	116	0	0	117	2	0	101	0	0	90	0	0	179	5	0	48	0	0	228	3	0	1,523

ESDS Certifications issues (2015-2018)



	Driver Certifications 2015	Driver Certifications 2016	Driver Certifications 2017	Driver Certifications 2018	Trainer Certifications 2015	Trainer Certifications 2016	Trainer Certifications 2017	Trainer Certifications 2018	Assessor Certifications 2015	Assessor Certifications 2016	Assessor Certifications 2017	Assessor Certifications 2018
Series 1	336	997	1050	1496	309	86	86	27	219	27	0	0

Acknowledgment

The ESDS Unit wishes to thank History Ireland and Mr Tommy Graham, editor, for their kind permission to reproduce the article below. The article was first published in Jan./Feb. 2011.

Ireland's first 24/7 emergency fire service

'There were two engines, the first drawn by four horses, on the top of which sat twelve firemen and their foreman dressed in pea-green, plush breeches and vests with gilt buttons. The men had two bugles on this engine, and on arriving at Dublin Castle Yard played 'God Save the King' to the delight of the viceroy and his family. The procession was followed by an astonished and admiring multitude.'

So observed the Freeman's Journal in October 1811. The firemen in question — members of the Royal Exchange Assurance (REA) company's fire brigade — were partaking in their annual 'Day of Marching', the day when, once a year, having been issued with their new uniforms, they processed about the capital distributing handbills on the prudence of having insurance on one's life and property. Later the same day, for their services they would be served a slap-up dinner by their directors. But just who were these brightly uniformed fire-fighters?

Insurance fire-fighters in Ireland

The REA was the first company to locate in Ireland. In 1722 it appointed its first Irish agent, Luke Gaven, with offices in Dublin's Abbey Street. (The company had been granted its charter only two years previously.) It was closely followed, in the same year, by the London Assurance Company. By 1795 the REA had moved to the newly built Commercial Buildings in Dame Street, now the site of the Central Bank. Here they advertised that their 'engine house' was at Crown Alley, behind the Commercial Buildings, where 'Firemen, powerful engines, and other instruments are in constant readiness in case of accident, maintained at a large expense for the security of the public. The men are distinguished by an uniform of light green, with gold badges, bearing the figure of the Royal Exchange, the emblem of the company.'

'Fire engine establishments' were, effectively, private fire brigades, complete with premises, fire engines, equipment and uniform-clad personnel. The system of local 'agents' operated along the lines of today's franchise structure, with provincial offices expected to embrace the 'corporate identity' of the parent body in matters such as rules and regulations, modus operandi, uniform standards, etc. The engines and matériel were supplied by the head office of a company.



A fireman of the Royal Exchange Assurance (REA), the first such London-based company to locate in Ireland in 1722.



Above: The REA fire station ('engine house') at 5 South Mall, Cork, c. 1840 and a July 1799 REA notice informing its citizens that 'two very capital engines' have been sent from London for the 'protection of this great trading city'. (Credit: History Ireland)



Above: Early nineteenth-century fire engines en route to a conflagration. A wily surgeon-come-businessman named Nicholas Barbon first realised the potential of fire insurance in the wake of the Great Fire of London in 1666. (Credit: History Ireland)

The firemen

The advent of the insurance fire brigades gave Ireland something that it had never had before: an organised approach to fire suppression. As reliance on the decrepit parish pumps (the manual fire engines maintained, by law, by the Established Church) diminished, the insurance brigades acquired a certain status as quasi-public institutions, with their firemen regarded as holding a kind of public office. The firemen were under the direct control of a brigade's foreman or engineer, who, in turn, answered to the agent. The firemen were usually part-time, and were hired on the explicit understanding that, on receipt of an emergency call, they would (and could) leave their place of work immediately and make straight for the company's 'engine house' or fire station. (This system of part-time service still exists today as the County Fire Service. These brigades—known as 'retained' brigades—are largely made up of personnel who make their living outside of the fire service. Only senior staff and key personnel are career officers.)

General employees of the insurance offices, such as porters, messengers, etc., also acted as part-time firemen. The engineer, who looked after the engines and premises, lived on or near to a company's fire station. The engineer and foreman (sometimes the posts were amalgamated) were full-time employees, proficient in elementary hydraulics, pump operation and fire-fighting techniques. They were selected by the directors for their leadership qualities: on—and

off—the fire ground their word was law. The offices required a substantial bond from prospective firemen (some offices insisted on sums up to £100), 'the bond of themselves and two respectable citizens for their good conduct and faithful discharge of the trust reposed in them'. In spite of this, there appears to have been no difficulty in filling positions. Panels were set up whence vacancies were filled. The competition for places was so fierce that the offices could hire only the best men. Each man was obliged to provide the names of two sponsors, one of whom was usually his full-time employer, the other some well-known man of affairs. Each recruit had to be of good character, literate, in good health and under 29 years of age at the time of joining. An examination of one brigade's records (the REA in 1812) shows that the average height of the men was 5ft 5in. (66cm) (this was in an age when men and women tended to be smaller than they are now). The tallest man was 5ft 10in., the smallest 4ft 11in. The average age was 31, the oldest being 37 and the youngest 23. While the exact number of firemen employed by the insurance industry in Ireland is unknown, it is estimated that the total number for the United Kingdom (of which the whole of Ireland was, of course, then part) in the 1810s and 1820s was no more than 1,000.



One of the company's 'fire marks'. These colourful plaques were a distinctive feature on the fronts of buildings in the larger urban centres of eighteenth- and nineteenth-century Ireland. Once an insurance policy had been paid for and issued, the property was 'marked' to signal that the policy was in force. A small number remain in situ.



A fireman of the Atlas Assurance Company

Pay and conditions

The minutes of the Atlas Assurance Company for January 1809 record the rates of pay for their firemen:

'For attendance at fires and watches of six hours, each attendance:

Five shillings, the foreman.

Three shillings and sixpence, the engineer.

Two shillings, the firemen.

And for chimneys:

One shilling and sixpence, the foreman.

One shilling, the engineer.

Six pence, the firemen.

(Not more than four men to attend a Chimney Fire).'

These were the agreed rates of pay for ten companies, including the REA. In addition, each member was paid an annual 'retaining fee', and the brigade that arrived first on the scene of a fire could expect a special bonus from the directors, to be divided amongst the men. On joining a company's brigade a recruit was obliged to subscribe to its 'rules' and discipline regulations, which were exact and detailed. Those of the Norwich Union brigade have survived, and run to several pages.

The first rule was:

'That every fireman shall appear on the first Tuesday in every month at the engine-house, clean and in full uniform, at twelve o'clock precisely, when the roll shall be called; all absent at that time, or not appearing clean and in uniform, shall be fined one shilling.'

Too expensive to maintain

Although fire remained a major existential, social and fiscal problem and an important source of death and destruction, there is no doubt that the cost of fire insurance was far beyond the reach of the greater portion of the population. As time went by, it appears that the insurance brigades were prepared to turn out to the houses of the poor and other uninsured properties on humanitarian grounds (and for any kudos—and business—that might accrue to them in so doing). In providing a free essential service, however, they were effectively letting the government and local authorities off the hook by shouldering the responsibility for the public duty of fire extinction. This was never intended under their original charters and would continue to vex them for many years. It was an expensive business to equip, maintain and operate an insurance fire brigade: some of the larger offices were expending up to 3% of their annual income on them. In 1861 the great fire of Tooley Street in London's dockland, which burned for a month and brought the insurance industry to its knees, signalled the end of one of the company's 'fire marks'. These colourful plaques were a distinctive feature on the fronts of buildings in the larger urban centres of eighteenth- and nineteenth-century Ireland. Once an insurance policy had been paid for and issued, the property was 'marked' to signal that the policy was in force. A small number remain in situ.

Insurance involvement in operational fire-fighting

In the following year, the Dublin Fire Brigade was established by act of parliament, while in Cork city an embryonic public 'fire brigade' was formed from inspectors in the city's waterworks department. Other major towns and cities would soon follow suit.