

## Assurance – short form submissions received on HVNL review microsite

V1: 23/11/2020

<b>Contribution ID</b>	<b>Date</b>	<b>Name</b>	<b>Organisation</b>	<b>Which assurance options do you prefer and why?</b>	<b>Which assurance options do you least prefer and why?</b>	<b>Do you have any further comments about assurance?</b>
762	20/11/20	Leah Stapleton	Qube Logistics	<p>7.1c Operator licensing of all operators - establishment of capability and responsibility. Thus further supporting the COR structure whereby all operators are deemed responsible within the supplier chains. Given the NHVAS, Trucksafe &amp; WAHVAS etc are well established and demonstrate improved safety, changes would simply add a further administrative burden to the operator. Safety management systems are well established within the industry, hence transition to Operator licensing would be achievable.</p>	<p>7.1a Voluntary Enrolment - NIL impact on operators who can't show NHVR a basic Safety Management System (risk control). Additionally, the voluntary enrolment option is Null &amp; Void for operators who require access permits or notices.</p>	<p>Data shows the current structure of accreditation is improving safety in the industry (crash data etc). Adding a license requirement eliminates the current state of play, where we see entry of sub par unskilled operators into the industry. Furthermore, the aim of RIS is to establish to ensure legislation is current to industry, safety Management System capability and responsibility via licensing sets the standard.</p>