Your name

Address

Tel:

Email:

September 2021

Dear << *Name of MP>>*

You will be aware of the announcement on Friday 10th September that B+E testing is to be terminated (a move being justified by government as necessary in expediting the recruitment of drivers to support the movement of goods and services). Whilst this move may indeed have a positive economic and physical effect on the mobility of goods and services in the UK, it will unfortunately have a very negative impact on the B+E training industry (the decision having put many of my instructor colleagues out of business virtually overnight) - and on wider road safety.

I am now writing as one of your constituents to ask you to take up both the case of B+E trainers (and the wider road safety issues this move causes) with the transport minister. To decimate an industry, and create road risk, cannot be the right and best solution to the driver recruitment issue.

I include a [**link**](https://www.adinjc.org.uk/wp-content/uploads/Letter-on-BE-to-Baroness-Vere-29.7.21-NASP.docx) in this letter to a letter recently sent to both the Secretary of State for Transport and the Business Minister by the driver training industry steering group (the National Associations Strategic Partnership - NASP) which more fully details the concerns of the driver training industry on this matter.

I would add that the decision to terminate trailer testing also seems at odds with the government policy of supporting small businesses and aiding their recovery. Therefore, I would call on you as my MP to also lobby the business minister to provide a compensation package for the businesses that have now been forced to close due to the government’s decision to terminate testing in this sector (thus vastly undermining, and disincentivising, the need for training). Trainers should be compensated for the cost of equipment that had to be purchased specifically for B+E training, any costs of training premises, their loss of income, and any lending they were encouraged by the government (such as bounce back loans, and other business loans) to take on in order to start up the business, grow it and recover it from the impact of the pandemic.

I would also urge you to ask Ministers to evidence the economic impact study that should have been carried out before the decision to terminate testing was made, and pinpoint in particular where consideration was made of the economic impact on the training industry. The industry feels insufficient consideration was made of the impact on our livelihoods, and the government’s decision should be seriously reconsidered in this respect.

In terms of more pragmatic solutions to the driver recruitment and deployment issues currently being faced, I would also urge you to highlight to ministers proposals from NASP that government introduce a scheme whereby drivers could undertake competency-based training, assessment, and certification with an approved B+E trainer. This could take place in a reasonable period post licensure to ensure newly licenced drivers can access expert training in the specific area of towing, have their safety and competency assessed by a qualified assessor and gain recognition of their competency. Refresher/remedial training and assessments could then be carried out at regular intervals subsequent to the initial qualification/certification in order to keep their certification current.

By ensuring some level of training and testing was actively encouraged, delivered by appropriately qualified trainers and assessors from the B+E sector (and creating a nationally recognised certification scheme) this would address the two key issues of road safety and the survival of the B+E training industry that the government’s current decision has caused.

Finally, I would highlight the inconsistencies of this government in respect of this issue, and wider road safety decision making. They wouldn't extend theory test validity (because of a supposed risk to road safety, and because it would require further legislation), however they are now happy to rush through legislation to terminate B+E testing, a decision which will increase road risk and have a disastrous impact on the training industry.

Yours faithfully