



Course of action

Bored rigid with the usual Driver CPC training, CM joined a group of drivers on an Emergency First Aid at Work course to see how relevant it was to the world of haulage

By **Will Shiers**

With this in mind, when West Horsley Dairy's operations manager Roger Heels invited us to join 15 of its drivers on an Emergency First Aid at Work CPC course, we jumped at the chance. "We always make sure that first aid is one of our set of five," says Heels, who has more than 50 drivers. "When we choose courses we don't just go through the motions," he says, "and choose ones that offer a real benefit. Not only is this one good for the business, but it is good for the drivers outside of work too."

The course, which was run by Leadus Limited Transport Training (although other companies do provide similar courses), is similar to a regular emergency first aid at work

SINCE DRIVER CPC was introduced we wonder how many people have sat through a paint-dryingly boring, egg-suckingly obvious course, staring desperately at their watch for seven hours, while drifting in and out of semi-consciousness and cursing the EU for wasting their precious time. If you're anything like us you try desperately not to make eye contact with the typically overly enthusiastic trainer in case he asks you a question, which could prove embarrassing considering that the only thing you've actually heard him say all day is where the toilet and fire exit are and what time the course finishes. Well we've got some good news – it doesn't have to be like that.

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Instead of putting your drivers through this mind-numbing tedium, why not enrol them on a CPC course that they may actually get something out of? A course that could provide them with a new set of life skills that they could apply to your business, the road, and their domestic lives. A course that has the potential to save lives – possibly even your own! We're talking about a first-aid course.

West Horsley Dairy

Family-owned chilled food

service distributor and dairy products supplier West Horsley Dairy is Fors gold accredited.

The company runs a fleet made predominantly of Isuzu 7.5-tonners, but includes five Mitsubishi Canter Eco Hybrids (pictured). It has also recently placed an order for eight 8.5-tonne Canters. Operations manager Roger Heels says that these have the same footprint as equivalent 7.5-tonners, cost just £3,000 more, and can carry an additional tonne of weight.



course. The key differences are that in this instance there isn't a test at the end (if there was, ridiculously it wouldn't count towards CPC), and trainer Sean Barlow, who has many years of HGV driving under his belt, has made it relevant to truck driving and the kind of injuries/incidents that drivers might encounter during a working day.

The course kicked off with heart attacks, how to spot the early signs, and of course how to bring a clinically dead patient back to life. Barlow demonstrated resuscitation on a manikin (first CPR with rescue breaths, and then the Vinnie Jones-style "you only kiss your wife" Stayin' Alive version), before attendees had a go themselves. Barlow also demonstrated how to use a defibrillator, which was surprisingly easy.

Next we learned about strokes, found out how to prevent people from choking (back slaps first, followed by abdominal thrusts), had practical experience of putting people in the recovery position, and discovered how to deal with head injuries.

After lunch the course moved onto anaphylactic shock,

Leadus Limited Transport Training

Leadus, which operates nationwide, offers several different CPC courses, transport consultation services and accredited first aid courses. It can carry out training at a haulier's own premises, or is happy to source a location nearby.

Trainer Sean Barlow is ex-Army Air Corps (secondary role battlefield medic). He has been an HGV driver for 35 years, holds an operator CPC and is a qualified first aid and paediatric first aid instructor. For further information: leadus-transport-training.co.uk

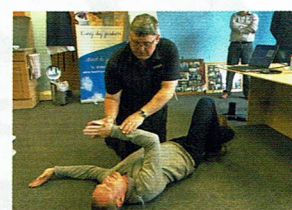
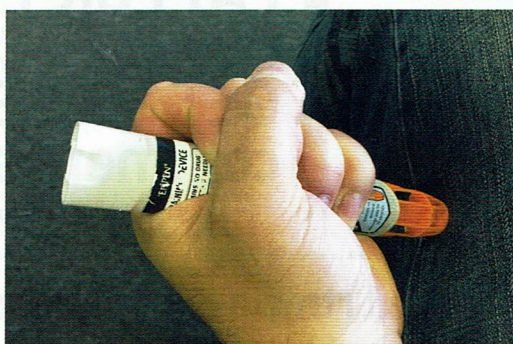
CM's view on CPC

Here at **CM** we believe that the UK missed a trick with its interpretation of the EU training initiative. Instead of allowing drivers to attend any course they wish (in some instances the identical course five times in a row, sometimes even five times in the same week), why didn't we insist that one of the five modules had to be basic first aid? Just think of the boost such an initiative would have given our industry. Let's face it, truck drivers are frequently the first on the scene of road traffic accidents, and if every one of them had some form of basic first aid training, lives would be saved. The "lorry driver saved my life" headlines would certainly make a welcome change to the usual "juggernaut kills cyclist" ones that unfortunately plague our industry.

asthma, epilepsy and diabetes. We learned how to arrest bleeding, attend to burns and cope with broken bones and dislocations. The final practical exercise of the day consisted of bandaging up a patient with a foreign object protruding from their arm.

While the course was excellent, naturally it did have its limitations. Having spent a day in a classroom obviously we aren't now qualified to carry out an emergency tracheotomy with a biro, or attempt open-heart surgery at the side of the road. However, if we were the first on the scene of an accident, or were to witness someone having a heart attack, no longer would we look the other way and hope someone else steps up.

One West Horsley Dairy driver says: "No longer am I going to arrive at the scene of an accident and think, oh sh*t, what am I going to do?" ■



First aid for dummies: above, Barlow demonstrates first aid on Heels and editor Will Shiers gives the kiss of life