

# *Gallop towards Olympic Success*

*Connolly's*  
**RED MILLS**  
SINCE 1908

2015 Equine Hedge School

Presented by

The Showjumpers Club






The  
**SHOW JUMPERS**  
Club

*Killashee House Hotel - Wednesday 21st January 2015 at 9.30am*

**THE** www.theirishfield.ie  
**IRISH FIELD** 

Official Media Partner for the  
2015 Equine Hedge School

**GILL GROUP**  
www.gillgroup.ie

 <b>GILLS DRIVING SCHOOL</b> We provide both license acquisition training and Advanced / Defensive driver training nationally and internationally.	 <b>BROOKLANDS GAS LTD</b> Our LPG (Liquid petroleum Gas) bottling and distribution operation covering the west of Ireland.	 <b>BROOKLANDS OIL LTD</b> Our home heating / motor vehicle fuel distribution company covering the west of Ireland.	 <b>BROOKLANDS BEDDING LTD</b> Our baled wood shavings distribution company operating nationwide.	 <b>TIERNAN GILL EQUINE</b> Sales and advice on horses for all equine purposes. Sourcing horses from amateur to grand prix level.
---	--	--	---	---

# Equine Hedge School Talk

## Killashee House, Hotel

Presented by: Tiernan Gill

Managing Director of the Gill Group

# The Gill Group

Based in Ballina, Co. Mayo, we have been in operation since 1971 and pride ourselves in providing a friendly and efficient service.

The Gill Group comprises of four companies:

- **Gills Driving School;** provides Driving licence acquisition and Advanced Driver training nationally and internationally.
- **Brooklands Gas;** a FloGas LPG bottling and distribution operation covering the west of Ireland.
- **Brooklands Bedding;** Distributors of Baled wood shavings Nationwide.
- **Brooklands Oil;** Local home heating and motor vehicle fuel distributor.

# Gills Driving School

- We provide licence acquisition in:



# Gills Driving School

Other services include:

- Defensive driving course
- Advanced driving course
- Eco driving course
- 4x4 on/off road
- ADR course
- Digital Tachograph course
- Instructor Training
- Driver CPC Training
- Forklift Training
- First Aid Courses
- Load Securing (**Only certified company in Ireland**)

# Aims of talk

To give you an insight what's required to drive your Equestrian vehicle legally in Ireland & Abroad.



# Topics to be covered

- **Driving Licences**
- **RSA Checkpoints**
  - Driver CPC
  - Tachograph's
  - Vehicle / Truck Weights
  - Road Tax
  - Travelling Abroad
- **Space allowances in Horsebox's**
- **Ventilation / Temperature Control**
- **Securing of vehicles on Ferries**
- **Taxes & Tolls for Driving Abroad**

# Driving Licences

Group	Category	Vehicle Type	Issued From	Issued To
A	A1		29-11-84	31-05-99
	A		29-11-84	31-05-99
B	B		29-11-84	31-05-99
C	C1		29-11-84	31-05-99
	C		29-11-84	31-05-99
D	D1		29-11-84	31-05-99
	D		29-11-84	31-05-99
E+	B		29-11-84	31-05-99
	C1		29-11-84	31-05-99
	C		29-11-84	31-05-99
	D1		29-11-84	31-05-99





# Driving Licences

- What Licence you need to drive a jeep & Trailer
- What your licence allows you to pull
- What my vehicle is allowed to pull
- How to find weights and know how to be legal

# What Licence you need to drive a jeep & Trailer?

- If you have a category B driving licence to drive a vehicle (car/jeep) you can tow a small trailer up to a maximum of 750kg.
- If you want to tow a larger trailer you must have category BE on your licence.

# What your licence allows you to pull?

- **Category B** - Vehicles (other than motorcycles, mopeds, work vehicles or land tractors) **having a MAM1 not exceeding 3,500 kg**, designed and constructed for the carriage of no more than eight passengers in addition to the driver.

**The vehicle may tow a trailer (a) where the MAM of the trailer is not greater than 750 kg or (b) where the MAM of the trailer exceeds 750kg the combined MAM of the towing vehicle and the trailer is not greater than 3,500 kg.**

- **Category BE** - Combination of drawing vehicles in category B and trailer where the MAM1 of the **trailer is not greater than 3,500 kg.**

# What my vehicle is allowed to pull?

- The owner's manual will generally set a limit on the total weight of the vehicle and its load. This is known as the maximum authorised mass (MAM) and is also sometimes known as Design Gross Vehicle Weight (DGW).
- The manual will also give the unladen weight of the vehicle, ie. the weight of the vehicle without any passengers or load.



# How to find weights and know how to be legal

- To know the load which can be carried you subtract the unladen weight from the MAM. If, for example, the MAM is 2010 kg and the unladen weight of the vehicle is 1535kg, then the load which can be carried is 475kg.



# G.T.V.W



# RSA Checkpoints

- What's needed if you are stopped at a vehicle checkpoint?
- What Documents should you have?
- What's the enforcement officers looking for?
- In accordance with road traffic legislation, and depending on the offence involved, **the user and/ or the owner of the vehicle may be guilty of an offence if a vehicle is not compliant with the applicable legal requirements.**

# RSA Checkpoints – What you need

- Driver's Licence
- Driver CPC certificates – up to date
- Insurance certificate (not just the disc)
- Tax disc
- Copy of Daily Walk around checks
- Equine Transport Certificate (if transporting Horses)
- Clean, well maintained vehicle

**All of the above should be to hand in a folder**



# Driver CPC

- Driver CPC was introduced across the EU in 2008 for professional bus drivers and 2009 for professional truck drivers **to set and maintain high standards of road safety, health and safety and driving among professional drivers of buses and trucks.**
- The ultimate goal of the RSA is to reduce fatalities and serious injuries on Irish roads. The Driver CPC will ensure that training and testing standards are the same for all drivers throughout the EU.

# Driver CPC – Acquired Rights

- If you got your truck licence on or before 9 September 2009, you are automatically entitled to Driver CPC. This is called “acquired rights”.
- **To keep your Driver CPC, you must do 35 hours of periodic training over the next five years.** Training is on a one-day-per-year basis.
- Deadline to have all 35 hours (5 days) of training is 9<sup>th</sup> September 2014

# If you don't qualify for 'acquired rights' for Driver CPC

- If you had your truck licence on or after 10 September 2009 you don't qualify for acquired rights.

To become a professional bus or truck driver you must pass:

- Two-hour multiple choice theory test
- Two-hour case study theory test
- 90-minute driving test
- 30-minute practical test.
- In addition, to maintain your Driver CPC, you must complete 35 hours of periodic training for five years following qualification (one day per year)

# Tachograph's

- Do I need to use them?
- What are the laws regarding Tachographs?
- What are the laws regarding driver hours?



# Tachograph's

## Training aim

- Handling of the analogue and digital tachograph's
- Obligations of the driver based on the international and national regulations
- Obligations of the transport operator based on the international and national regulations
- Control, inspection-control authorities, penalties, penalty procedure. Behaviour of the driver in the checking procedure.

# Regulations

- The overall aim of the legislation dealing with working time, drivers, rest periods and breaks as it applies to the professional driver:
  - To improve road safety
  - To ensure that workers are protected against adverse effects on their health and safety caused by working long hours
  - To align conditions of competition



# Vehicles Exempt from Driver Hours Rules

- Vehicles used for the carriage of passengers on regular services where the route does not exceed 50 km
- Vehicles with a maximum authorised speed not exceeding 40 km/h
- Vehicles owned or hired without a driver by the armed services, civil defence services, fire services, etc.
- Vehicles used in the non-commercial transport of humanitarian aid
- Specialised vehicles used for medical purposes

# Regulations Governing Working Periods, Break and Rest Periods

## **Breaks from driving**

- A break of no less than 45 minutes must be taken after no more than 4.5 hours of driving

## **Daily driving**

- Maximum of 9 hours, extendable to 10 hours no more than twice a week

## **Weekly driving**

- Maximum of 56 hours



# Regulations Governing Working Periods, Break and Rest Periods

## **Two-weekly driving**

- Maximum of 90 hours in any two-week period

## **Daily rest**

- Minimum of 11 hours, which can be reduced to a minimum of 9 hours no more than three times between weekly rests

## **Multi-manning daily rest**

- A 9-hour daily rest must be taken within a period of 30 hours

# Regulations Governing Working Periods, Break and Rest Periods

## **Ferry/train daily rest**

- A regular daily rest period (of at least 11 hours) may be interrupted no more than twice by other activities of not more than 1 hour's duration in total

## **Weekly rest**

- A regular weekly rest of at least 45 hours, or a reduced weekly rest of at least 24 hours, must be started no later than the end of six consecutive 24-hour periods
- Any reductions must be compensated in one block by an equivalent rest added to another rest period of at least 9 hours before the end of the third week following the week in question.

# Tachograph's

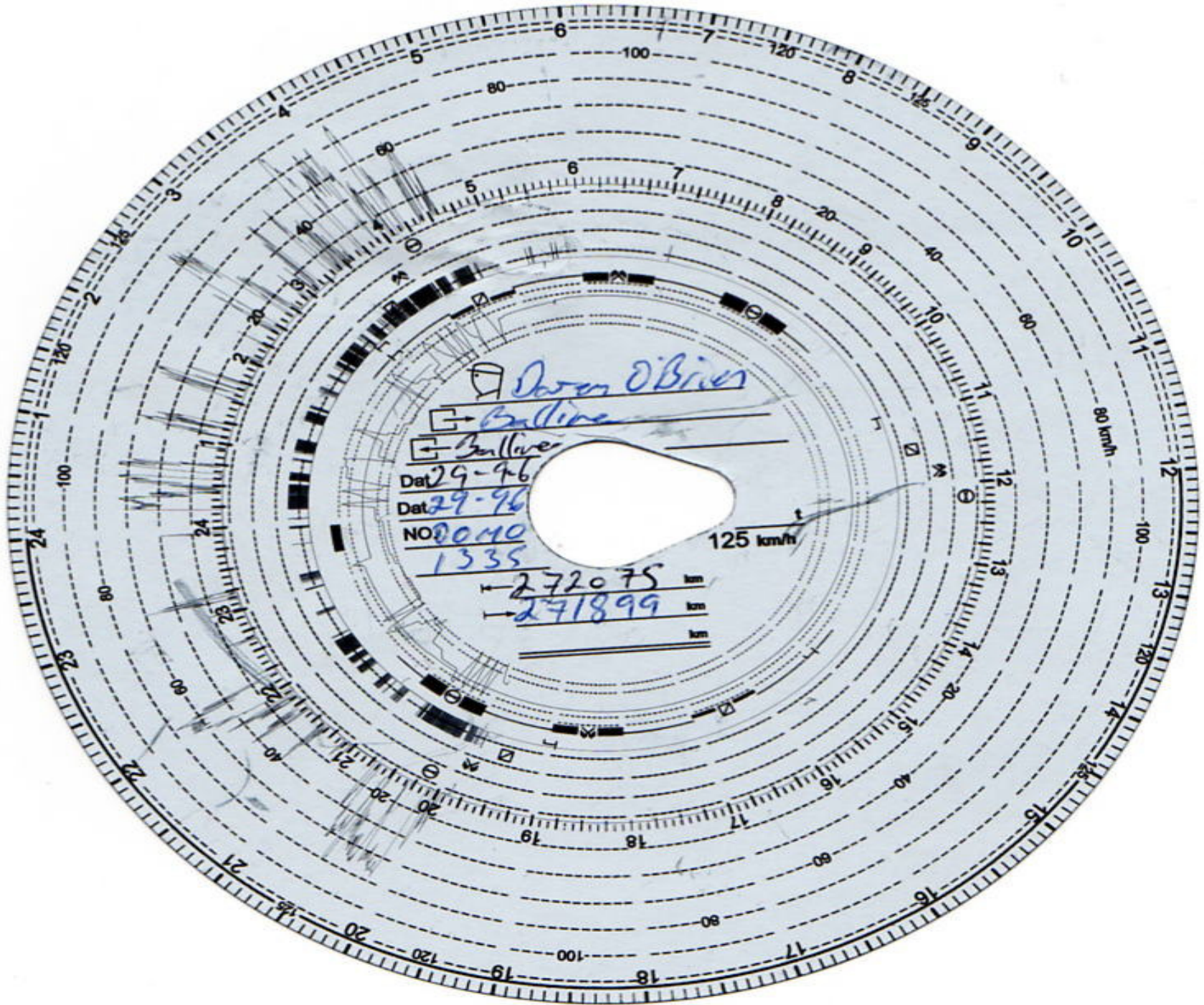
- The marker moves nearer to or further from the centre according to the driving speed
- An entire rotation encompasses 24 hours
- Tachograph's prevent unfair competition from companies who force their drivers to work excessive hours
- They are also useful after an accident to help establish the cause and corroborate eye-witness accounts



# Analogue Tachographs

- Recordings made by a stylus cutting traces into a wax-coated chart
- The inner part of the chart is used by the driver to write his name, the location of the start and end of the journey, the date and odometer readings
- The reverse of a tachograph chart contains an area for recording manual entries and details
- However, these are vulnerable to tampering, and so are being replaced by digital tachographs which record data on smart cards.





# Digital Tachographs

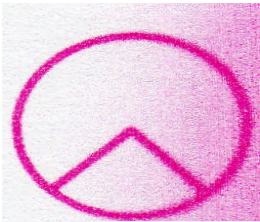
- A digital tachograph is an electronic system for recording driving and rest times for drivers and co-drivers of commercial vehicles
- Vehicle speed, distance travelled and other system related are also logged
- Data is stored in a memory (**mass memory**) inside the unit and on driver-specific smart cards (**driver cards**).



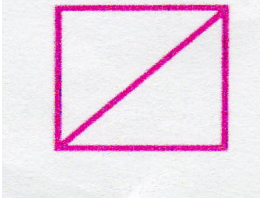
# Tachographs symbols



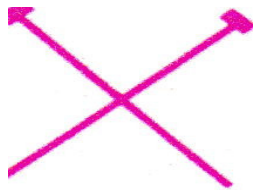
→ Rest period



→ Driving time



→ Periods when the driver is available to work  
Eg loading and unloading



→ Other work ie other than actual driving

# Driver Responsibilities

- **Drivers' responsibilities when operating the following Tachograph's:**

- Analogue
- Digital





# Driver Responsibilities Analogue

- Verify, before using an instrument, that it is correctly (and currently) calibrated
- Carry enough charts for the whole journey
- Use a second chart if a chart is damaged while in use
- Ensure that the correct type of chart is being used
- Do not use a chart to cover a period longer than 24 hours
- Enter centre field details at the first use of the chart
- Correctly operate the mode switch



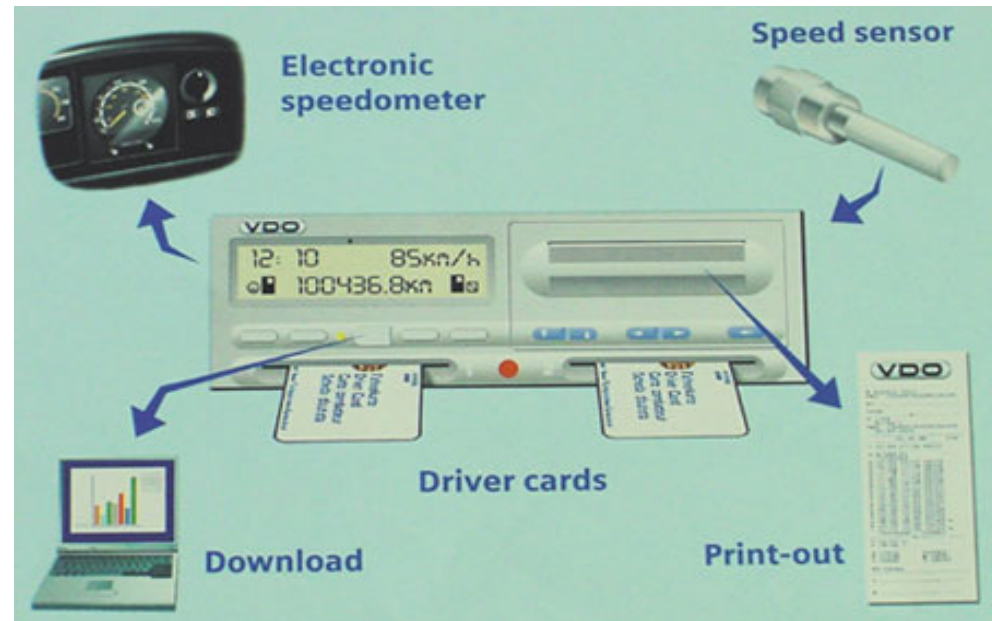
# Driver Responsibilities Analogue

- Make written manual entries on the chart in respect of their activities
- Make written manual entries when the equipment malfunctions
- Return used charts to the operator or employer within the 42 days
- Permit an authorised examiner or Garda officer to examine the tachograph
- Not remove the chart from the tachograph before the end of their duty period
- Be able to produce at the roadside: charts and any legally required written manual records.

# Driver Responsibilities Digital

## The Vehicle Unit or (VU)

- Before commencing a journey a driver /both drivers must insert the driver card
- The centre field details will be recorded automatically by the tachograph
- In the same way a digital tachograph will record a driver's activities



# Driver Responsibilities Digital

- Swap the cards between driver and co-driver slots when double manned
- When a driver is doing a manual entry of data to the tachograph s/he will be asked a series of question from the menu set
- If driving a vehicle fitted with an analogue tachograph the driver should have a chart to cover the driver activities
- A driver must also make daily printouts when changing between vehicles fitted with analogue and digital tachographs.

# Digital Tachograph Driver Card

- Is a plastic card similar in size to a credit card, with a microchip in it
- Stores all relevant driver data required for EU drivers hours regulations including break and rest times
- Is personalised to the individual driver and valid for 5 years
- Can store information for the last 28 days
- A driver is only authorised to use his/her own personalised card
- If the card is lost a driver is required to report it and to make an application for a replacement card within 7 days of its loss
- A card may be suspended or withdrawn by an enforcement officer if the card has been falsified
- The driver card must be made available to enforcement officers on request.

# Penalties for Failure to Use

## **Fixed penalties**

- A person guilty of an offence is liable on summary conviction to a fine not exceeding €5,000 or, imprisonment for a term not exceeding 6 months or to both.

## **Verbal warnings**

- Minor infringements committed either accidentally or due to inexperience

## **Prohibition**

- Prohibition is an enforcement tool to remove an immediate threat to road safety.

## **Prosecution**

- More serious infringements are considered for prosecution, either against the driver, the operator or other undertakings, or against all of them

# Road Tax

- Classification of taxes – Private / Commercial
- Some people try to have the vehicle taxed as a camper (Be careful)
- We have spoken to the Government on this subject and we are lobbying to get this cheaper.

# Travelling Abroad

- **Vignette** is a form of road pricing imposed on vehicles, usually in addition to the compulsory road tax, based on a period of time instead of the usual road toll method based on distance travelled, and is currently used in several non-English speaking European countries. The term is of French origin, and is now used throughout Central Europe.
- Vignettes are used in [Austria](#), [Bulgaria](#), [Czech Republic](#), [Hungary](#), [Moldova](#), [Romania](#), [Slovakia](#), [Slovenia](#) and [Switzerland](#), while other types of road toll are being imposed on drivers in several other European countries.
- Eurovignette is a road toll for [trucks](#) of minimum 12 metric tons. The system was adopted in 1999, and is currently being used in [Belgium](#), [Denmark](#), [Luxembourg](#), [Netherlands](#), and [Sweden](#).



# Vehicle Specifications & Space allowances in Horseboxes



## Vehicles used to transport horses must be designed, constructed, maintained and operated so as to:

- Avoid injury and suffering and to ensure the safety of the animals
- Protect the animals from inclement weather, extreme temperatures and adverse changes in climatic conditions
- Be cleaned and disinfected
- Prevent the animals escaping or falling out and be able to withstand the stresses of movement
- Ensure that air quality and quantity appropriate to the species transported can be maintained
- Provide access to the animals to allow them to be inspected and cared for
- Present a flooring surface that is anti-slip
- Present a flooring surface that minimises the leakage of urine and faeces
- Provide a means of lighting sufficient for inspection and care of the animals during transport

The vehicle must be clearly marked  
to indicate that horses are being  
transported



## Vehicles used on long journeys (over 8 hrs):

- Transport vehicle must be equipped with light coloured insulated roof
- Ventilation on vehicles must be designed that the temperature can be maintained between 5-30 degrees Celsius and run independently of the engine for a minimum of 4 hrs.
- Temperatures must be monitored and recorded and should include a system to notify the driver should temperatures go outside these limits.

# Space allowances

- Horses must be transported in individual stalls when travelling on long journeys over 8 hrs
- Mares travelling with foals can occupy the same compartment
- Foals must be able to lie down
- Young horses can be transported together if separation would cause distress
- Horses should have enough space to allow them to stand in their natural position with their head erect

# Space allowances

Age / Size of horse	Space Allowance
Adult Horse	1.75 metre square (0.7 x 2.5m)
Young Horses (6-24 months) up to 48 hr journeys	1.2 metre square (0.6 x 2.0m)
Young Horses (6-24 months) over 48 hr journeys	2.4 metre square (1.2 x 2.0m)
Ponies (under 144cm)	1 metre square (0.6 x 1.8m)
Foals (0-6 months)	1.4 metre square (1 x 1.4m)

# Securing of Vehicles on Ferries

- There must be a equal number of adequately spaced securing points along each side of the vehicle
- Securing points (with flexible shackle) must be attached to a secure point on the frame of the vehicle
- The internal free passage of securing point aperture must be at least 80mm
- The securing points must be clearly indicated with an easily visible colour

# Securing of Vehicles on Ferries

- The minimum number of securing points required must be in accordance with the following table:

Gross weight of Road Vehicle (tonnes)	Minimum number of securing points on each side of vehicle
3.5 - 20.0	2
20.0 - 30.0	3
30.3 - 40.0	4



# Equine Transport Certificate

- From 3 January 2008 any person who drives a vehicle carrying horses on journeys over 65KM in distance in connection with an economic activity will have to hold a Certificate in Equine Transport

## **Type 1 and Type 2 Authorisation**

- This course will Cover you for Type 1 Authorisation (for journeys over 65KM and up to and including 8 hours in duration within Ireland and Northern Ireland. Type 2 Authorisation covers journeys over 8 hours within and from Ireland.
- Transporters must carry their Transport Authorisation Certificate or a copy of it whenever they are transporting horses.
- When you complete this course with the Gill Group, the Department of Agriculture, Food and Marine will issue you with the Certificate in Equine Transport.
- This cert is valid for ten years.

# Questions & Answers

**Thank you for your time**