



Compliance Today

Check driver records

Operator records

Tachograph checks

Check vehicle

Disruptive even for a compliant check

vehicles

Issue fixed penalties

Operator follow-up investigations

David Wood

Compliance Product Manager

Compliance Vision

To introduce more efficient & effective interventions without compromising standards or outcomes

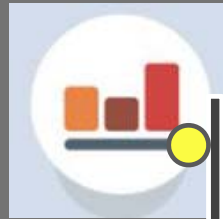




Earned Recognition Concept

Earned Recognition is about accrediting operators investment in compliance. This means we will reduce the burden on the compliant and enable our front-line enforcement to focus on the serially or serious non compliant.

data orientated compliance



working with industry

remote monitoring



Considerations

- Define Standards and T&Cs
- Agree KPIs
- Develop a model for 3rd Party Audits
- Monitoring dashboards/ IT solutions
- Network Business Manager - Role

Next Steps

Feasibility study to test the earned recognition concept



Earned Recognition

What we want

Operators with an excellent track record of compliance

Provide DVSA with access to their compliance systems

Demonstrate continuous and effective management control

Adopt a culture of compliance and proactive management regime

What you get

Recognised ER status published on www.gov

Treated differently at roadside

ER status for OCRS & ANPR

Light touch monitoring

Access to DVSA Business Network Manager

Remote Enforcement Office (REO)

- Grey Fleet
- S Mark Prohibitions
- New Operator Seminars
- Overloads
- Insecure Loads
- Traffic Commissioner Requests
- Tachograph centre checks
- Prohibitions Returns

Desk Based Assessment



Search



Contact



Assess

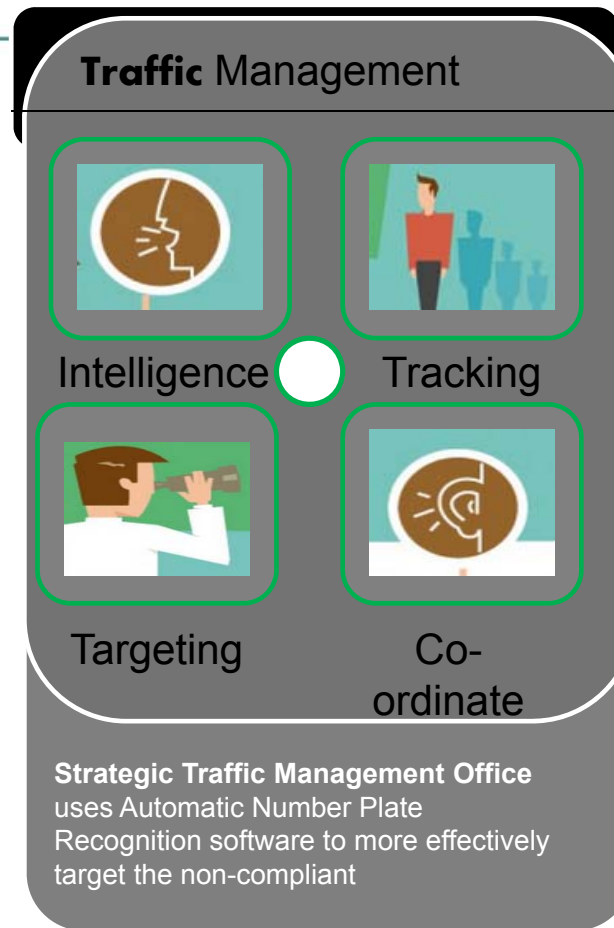


Confirm

Remote Enforcement Office conducts desk based assessments to establish an operators compliance. This means operators who are compliant will be able to continue trading without the need for a physical enforcement visit. Operators found to be non compliant will be addressed through the Area Enforcement division.

Strategic Traffic Management Office (STMO)

- Disruptive Targeting
- HGV Levy Enforcement
- National Road-check Overview
- Serious offence detection
- Check Site Analysis
- ANPR Data development
- REO support





OCRS Changes

GREEN

Low Risk

AMBER

Medium Risk

RED

High Risk

GREY

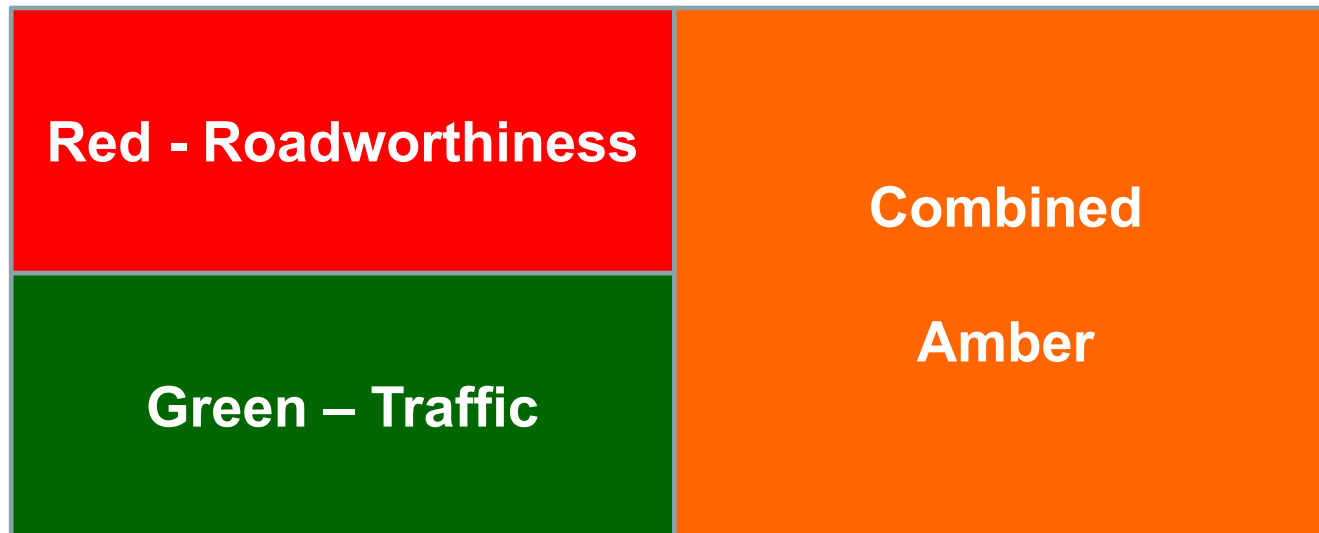
No Data



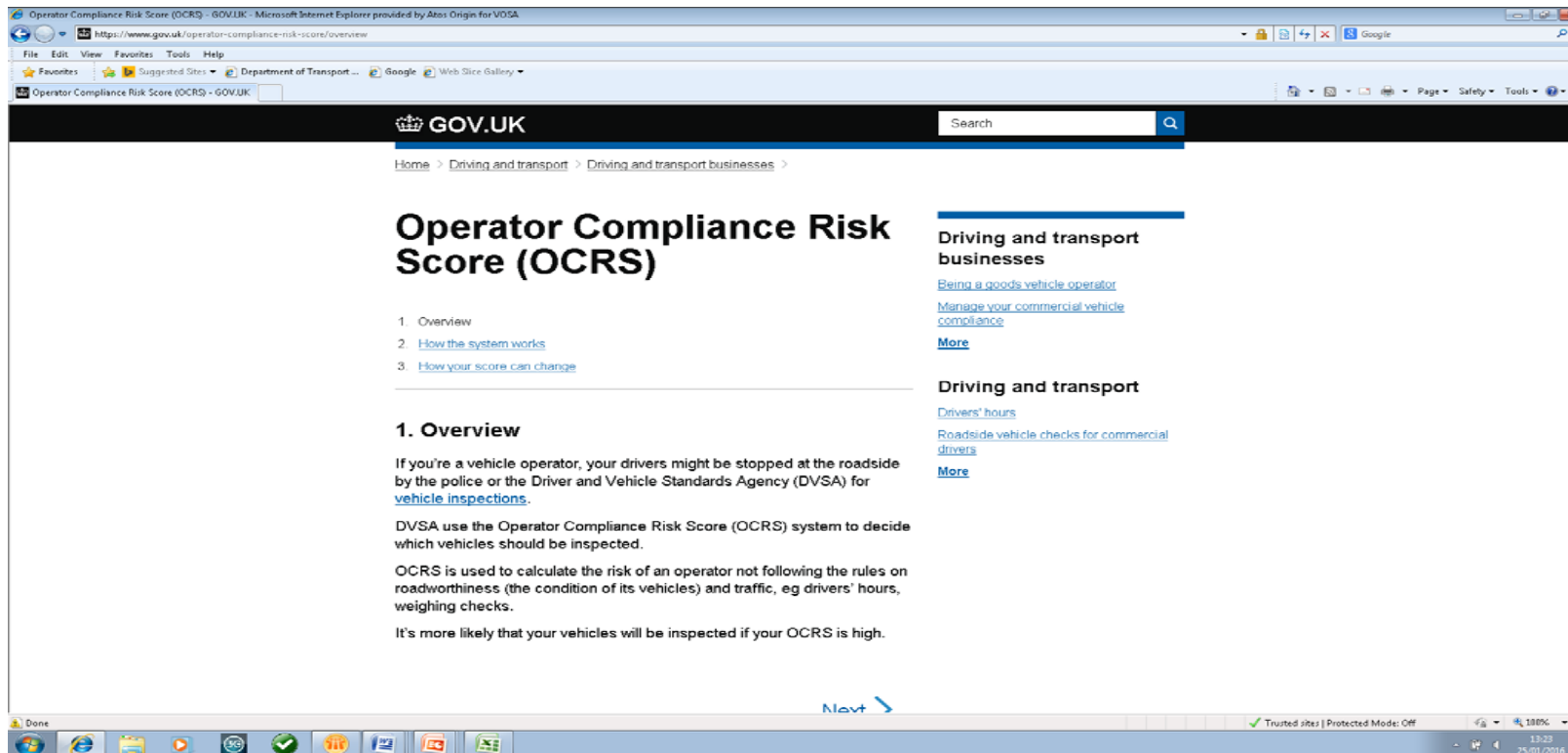


- Research including field trials based upon both DVSA staff comments and feedback from Industry.
- Modelled various changes to understand impact and ensure that OCRS remains key to identifying high risk operators

Combine the Roadworthiness and Traffic Data to produce a single OCRS score for use by DVSA staff.



OCRS Guidance on GOV.UK



The screenshot shows a Microsoft Internet Explorer browser window displaying the GOV.UK website. The page title is "Operator Compliance Risk Score (OCRS) - GOV.UK". The breadcrumb trail is "Home > Driving and transport > Driving and transport businesses >". The main heading is "Operator Compliance Risk Score (OCRS)". Below the heading is a list of links: "1. Overview", "2. How the system works", and "3. How your score can change". The "Overview" section is expanded, showing text: "If you're a vehicle operator, your drivers might be stopped at the roadside by the police or the Driver and Vehicle Standards Agency (DVSA) for [vehicle inspections](#). DVSA use the Operator Compliance Risk Score (OCRS) system to decide which vehicles should be inspected. OCRS is used to calculate the risk of an operator not following the rules on roadworthiness (the condition of its vehicles) and traffic, eg drivers' hours, weighing checks. It's more likely that your vehicles will be inspected if your OCRS is high." On the right side, there are two sections: "Driving and transport businesses" with links "Being a goods vehicle operator", "Manage your commercial vehicle compliance", and "More"; and "Driving and transport" with links "Drivers' hours", "Roadside vehicle checks for commercial drivers", and "More". The browser's address bar shows "https://www.gov.uk/operator-compliance-risk-score/overview". The taskbar at the bottom shows the Windows Start button, several application icons, and the system tray with the date "25/01/2016" and time "13:23".

This is a sample report with explanations of the key areas. It does not contain all of the data used to calculate the example scores.

Version: 1.1

Operator Compliance Risk Score (OPT008)

Operator Licence Number: TU012345

Score Date: 01/04/2016

Positive Events Included: Y

01/04/2016 09:00

Operator Name

TEST HAULAGE LTD

Summary Information

Type of OCRS Score	Number of OCRS Events	Total Events Points	Total Prosecution Points	Event Points plus Prosecution Points	Calculated Base Score	Calculated OCRS Band	Final OCRS Band
Combined	533	9,412.55	0	9,412.55	17.66	Amber	Amber
Roadworthiness	316	2,543.80	0	2,543.80	8.05	Green	Amber
Traffic	217	6,868.75	0	6,868.75	31.65	Red	Amber

Negative Events

Type of OCRS Score	Source of Data	Date of Event	Location	VRM	Driver Name	Defect or Offence Id	Defect Description	Prohibition Category or Offence Band	OCRS Points Value	Weighting Value to be Applied	Weighted Points
Traffic	Fleet Assessment - Drivers Hours	10/10/15						3	-100	1.00	-100
Traffic	Roadside Traffic	09/09/15	SOURTON CROSS	CB93ROC		E26H	INSUFFICIENT WEEKLY REST PERIOD (BAND >3HRS) CONTRARY ART 8.6 REG EC 561/2006	4	200	1.00	200.00
Roadworthiness	Roadside Enforcement	09/08/15	SUTTON SCOTNEY	MM98GHG		6	Wheel nut loose only one of the total fitted to that wheel	4	25	1.00	25.00
Roadworthiness	Fleet Assessment - Roadworthiness	27/06/15						1	500	1.00	500

Timing:

Aligned to introduction of OLCS

Communications:

Moving on Blog

DVSA Effectiveness – Roadworthiness Enforcement 2015/16

Vehicle Group	RW Encs (Inc sifts)	Proh Nos	% Proh
HGV (GB)	46,423	10,155	33%
HGV (Foreign)	46,363	10,007	33%
Trailer (GB)	11,994	3,598	32%
Trailer (Foreign)	31,424	12,580	42%
PSV (GB)	9,443	1,715	18%
PSV (Foreign)	166	48	29%
LGV (GB)	14,151	8,544	61%
LGV (Foreign)	563	309	56%



Top 5 HGV MV prohibition defects

1. Brake systems & components
2. Condition of tyres
3. Direction Indicators
4. Lamps
5. Service brake operation



Roadworthiness Defects



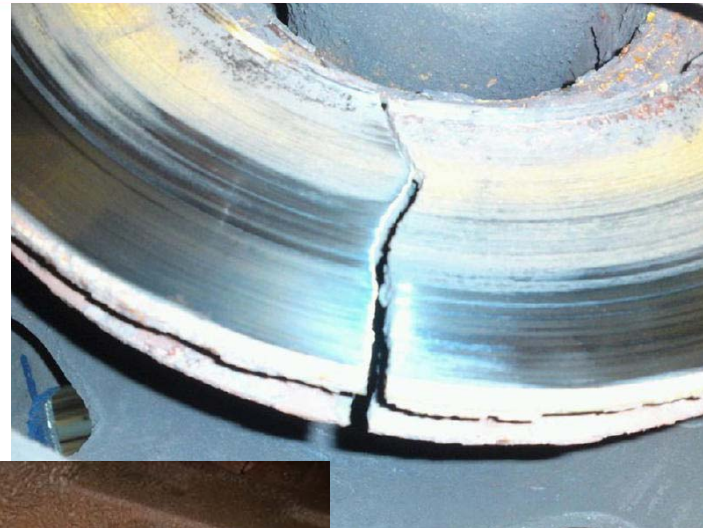


Roadworthiness Defects





Roadworthiness Defects





Roadworthiness Defects





Roadworthiness Defects





Insecure Load





Load Security





Fleet Compliance

Vehicle Group	2013/14 Proh %	2014/15 Proh %	2015/16 Proh %
HGV (GB)	10.2%	9.3%	9.4%
HGV (Foreign)	17.7%	15.1%	13.7%
Trailer (GB)	12.5%	9.6%	10%
Trailer (Foreign)	22.5%	20.8%	20.7%
PSV Condition	N/A	8.4%	N/A
PSV Compliance	7.3	N/A	7.8%
Traffic Offence (GB)	9.5%	8.1%	8.9%
Traffic Offence (Foreign)	11.3%	16.3%	14.1%

FCC Top 5 HGV prohibition defects

GB	Foreign
Condition of tyres	Spray suppression
Brake systems & components	Brake systems & components
Direction indicators	Direction indicators
Suspension	Condition of tyres
Service brake operation	Steering mechanism



DVSA Vehicle Statistics

967,000
inspections on
vehicles and
trailers carried
out

Around 809,000
annual tests
carried out

Over 93% of testing
undertaken at
Authorised Testing
Facilities

551 ATF's now
in operation



DVSA Effectiveness - Testing

Vehicle Type	2014/15		2015/16	
	Tested	Fail rate	Tested	Fail rate
HGV MV	415,319	19.87%	417,767	17.2%
Trailer	228,286	13.90%	236,047	12.3%
PSV	79,421	16.54%	79,498	14.6%
Volumes by site (all vehicles)	DVSA	Non DVSA	DVSA	Non DVSA
	13%	87%	7%	93%



Top 5 HGV MV test failure items

1. Aim of headlamps
2. Lamps
3. Brake systems and components
4. Service brake performance
5. Steering



Any Questions?

