



# Enforcement Policy Update

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**Enforcement Policy Manager**



# Compliance Vision

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

DVSA  
Earned  
Recognition

Compliant

Mostly  
Satisfactory

Non-  
compliant

Serially non-  
compliant

Remote  
compliance



Inspections  
& visits

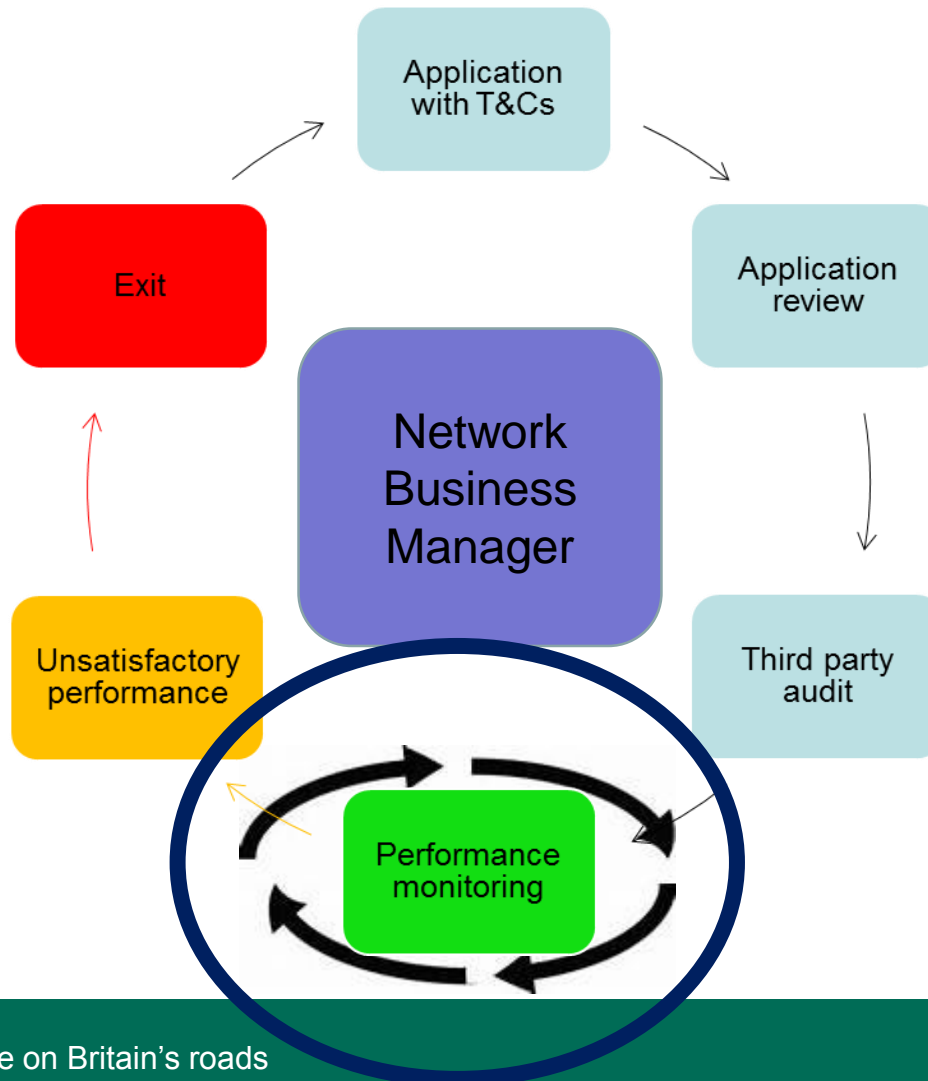


Continued  
disruptive  
targeting





# Earned Recognition Concept High Level Approach

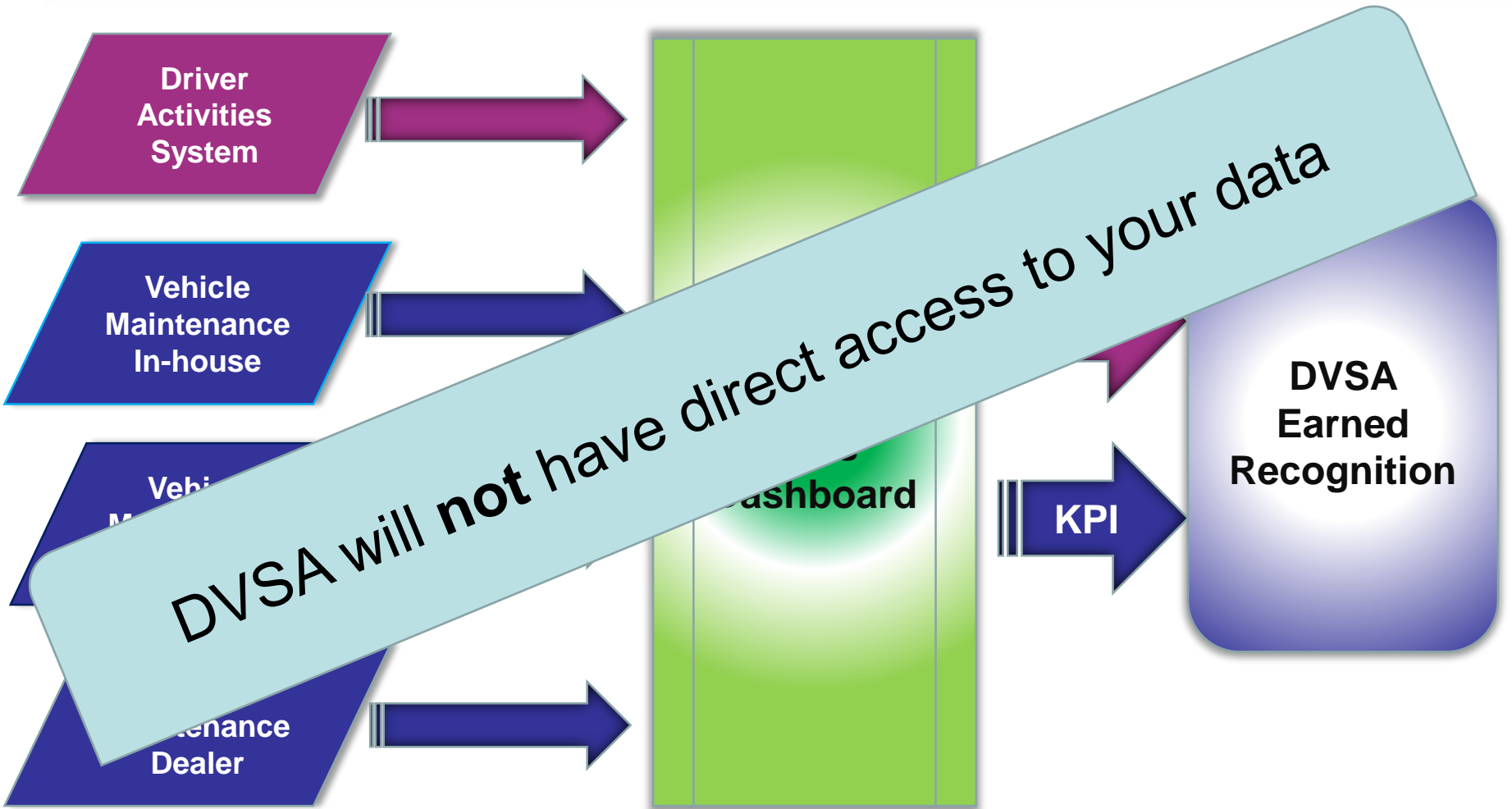




- Operators must have electronic transport management systems
- Capable of monitoring both drivers' hours analysis and maintenance documentation
- Operators will be measured against Key Performance Indicators (KPIs)
- KPI monitoring will be confirmed to DVSA via an automated email



# Monitoring KPIs





# Driver related activity KPIs

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- Overall Infringement rate
- Four Fixed Penalty Bands (current legislation)
- Working Time Directive
- Repeat Offenders
- Unaccounted Mileage
- Most Serious Infringements



The KPIs are based on number of tachograph days

Band	Percentage
Band 1	1.30%
Band 2	1.20%
Band 3	0.80%
Band 4	0.70%
Overall	4.00%
W / T	4.00%



# Maintenance related KPIs

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- Complete set of safety inspection records
- Safety Inspection records are completed correctly including all relevant sections and signed off as being roadworthy
- Safety Inspections are completed within the stated frequency
- Driver defect reports where road safety related items have been reported are appropriately actioned
- Vehicle & trailer MOT initial pass rates





## Maintenance KPIs

Band	Percentage
Complete set of safety records	100%
Safety Inspection records completed correctly & signed off	100%
Safety Inspections are completed within the stated frequency	100%
Driver defect reports where road safety related items have been reported are appropriately actioned	100%
Vehicle & Trailer initial pass rate	95%



# How Trigger Points Work

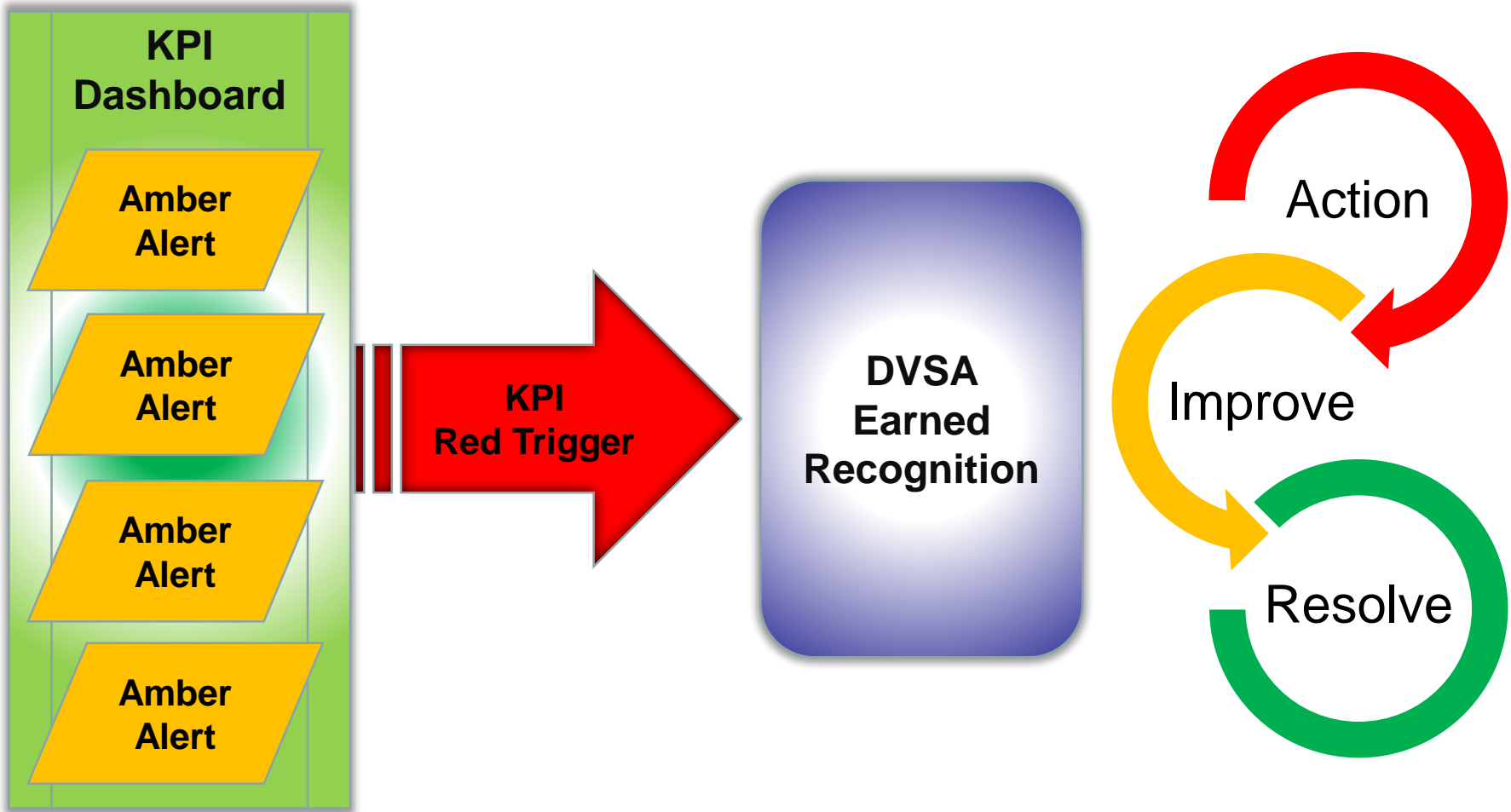
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## DVSA alerts:

- KPI monitoring will have built in rules to trigger exception reports to DVSA
- Tolerance of up to 2% for each KPI
- Rolling measurement periods for the operator failing to meet the KPIs
- Failure to meet the KPI requirements may result in an automated exception report triggered to DVSA



# KPI Trigger

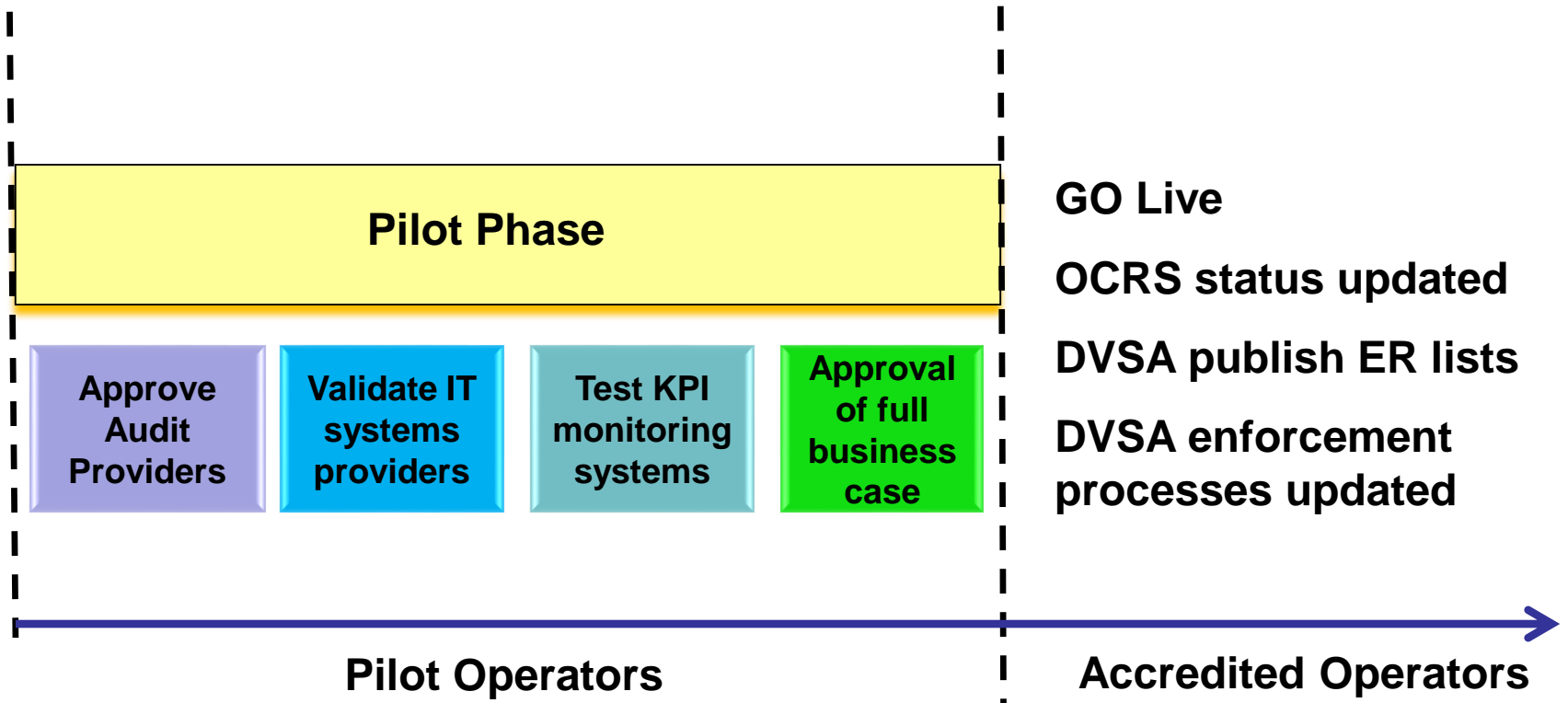




# Earned Recognition – Delivery Approach

April 2017

Autumn 17





# S Marking Update

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A review of prohibition 'S' marking policy and follow-up process

- New 'S' marked prohibition definition agreed –

**“This prohibition indicates a significant failure of roadworthiness compliance”**

- All our documents are currently being updated with the new definition
- Review of OCRS scoring for an S marked prohibition is being undertaken
- REO process is being developed for S marked prohibition initial review & DBA



## Reminder – Six Reasons

- \* Long standing defect that should have been detected and repaired at the last safety check.
- \* The defect or issue should have been detected at the first use/daily walk round check.
- \* Performance, handling and/or warning systems would have made the defect obvious to the driver.
- \* Poor workmanship should have been apparent to repairer.
- \* The nature of the defect(s) observed at annual test were such that they should have been found before the vehicle was presented for test.
- \* The number and nature of defects present on this notice indicates a significant failure in maintenance.



# Emissions Enforcement Strategy

**DfT have asked us to provide an enforcement strategy to address the growing issue of engine emissions system interference.**

Current Proposal –

- Introduce delayed **S marked** prohibition for emissions system interference
- Generate a follow-up investigation for GB operators on grounds of repute
- Prohibition clearance evidence required from the manufacturer dealership
- Repeat offence for foreign vehicles will result in £300 FP & immediate prohibition.
- Ongoing R&D to help identify emissions system interference at the roadside



# DVSA Effectiveness – Roadworthiness Enforcement 2015/16

Vehicle Group	RW Encs	Proh Nos	% Proh	Trend
HGV (GB)	29,030	8,734	30%	↓ 3%
HGV (Foreign)	35,538	11,277	32%	↓ 1%
Trailer (GB)	10,461	3,136	30%	↓ 2%
Trailer (Foreign)	33,798	13,925	41%	↓ 1%
PSV (GB)	8,485	1,738	20%	↑ 2%
PSV (Foreign)	216	56	26%	↓ 3%
LGV (GB)	8,429	5,208	62%	↑ 1%
LGV (Foreign)	273	178	65%	↑ 9%





# Top 5 HGV MV prohibition defects

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



# Brake Testing at Safety Inspections

- Every safety inspection **must** assess the braking performance of the vehicle or trailer.
- Four methods can be used for a safety inspection
  - Calibrated RBT
  - Calibrated decelerometer for vehicles
  - Electronic braking performance monitoring system (EBPMS)
  - Road test (under safe conditions)
- However, a road test method for all planned safety inspections will usually be inadequate.
- Therefore it is normally expected that at least **three successful brake efficiency tests spread throughout year in addition to the annual MOT test.**



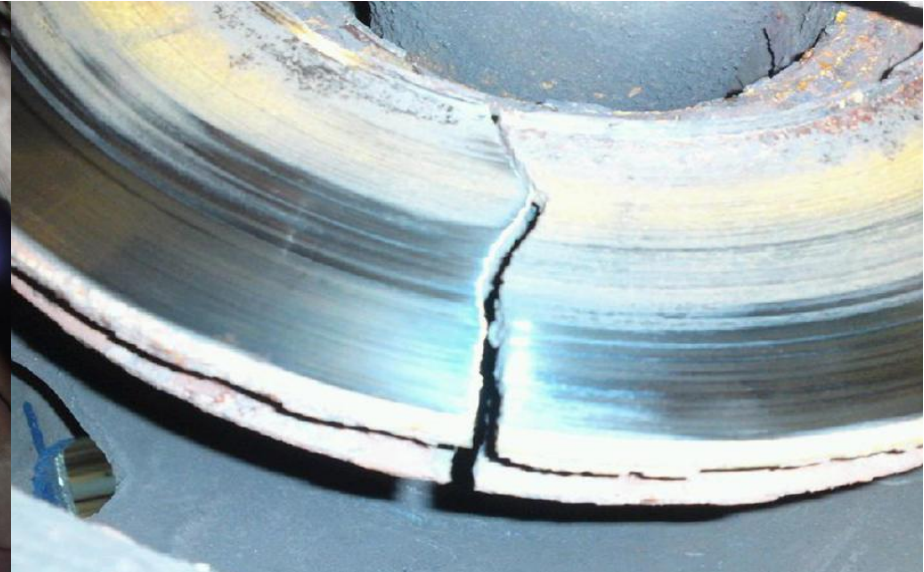
# Brake Testing at Safety Inspections

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- Best practice is to test the vehicle or trailer in a laden condition
- If possible obtain a printout for your records
- A braking performance test can be carried out within the same week of the planned safety inspection
- In-service braking performance defects must be adequately actioned
- If braking performance issues are identified the operator must take appropriate action



# Roadworthiness Defects





# Roadworthiness Defects



BRAKE CHAMBER DISCONNECTED



# Roadworthiness Defects





# Roadworthiness Defects





# Roadworthiness Defects







# Roadworthiness Defects





# Any Questions?

