

Proposed Changes to Current OCRS Risk Bandings

Background

The Operator Compliance Risk Score (OCRS) was introduced by VOSA in 2006 as a mechanism to calculate the likelihood of an operator being non compliant. The objective of OCRS is to reduce the burden on the compliant operators and direct VOSA's limited resources towards the non-compliant. Scores are calculated for every GB operator based on 2 years worth of encounter, annual test and prosecution history. There are 2 scores calculated for each operator, a roadworthiness score (which looks at the mechanical condition of an operator's vehicles) and a traffic score (which deals with non-mechanical issues such as drivers hours and overloading).

Operators are allocated a risk band for both roadworthiness and traffic, based on their score relative to other operators of the same type (i.e. HGV operators or PSV operators). The risk bands range from 0 to 10 (the higher the band the higher the risk) and a colour code of green, amber or red is also applied (red being the highest risk, green being the lowest). Currently the colour bandings applied to the 2 scores types is slightly different as demonstrated by the table below.

Current Risk Bandings

Percentile	Group	OCRS – roadworthiness (mechanical)	OCRS – traffic enforcement (non-mechanical)
0 (points)	0	GREEN	GREEN
1-10%	1		
11-20%	2		
21-30%	3		
31-40%	4	AMBER	AMBER
41-50%	5		
51-60%	6		
61-70%	7		
71-80%	8		
81-90%	9	RED	RED
91-100%	10		

The difference is the amber band is narrower (4-8) on the roadworthiness score than on the traffic score (1-8). This is because the roadworthiness score is considered more robust than the traffic score as it uses annual test data within the calculation which is available for the majority of operators.

OCRS scores are used at the roadside by VOSA examiners to identify which vehicles should be checked using the following criteria:

Red - Full check to be carried out.

Amber - Full check to be carried out unless higher scoring vehicles available.

Green - No check unless either no other higher scoring vehicle or obvious defect or offence.

Proposed Changes

During 2008 and 2009 VOSA held a number of meetings with representatives from the major trade bodies in which it highlighted a number of proposed changes to the OCRS system. Two of those changes are now proposed to happen during the 2010/11 financial year. The first change involves equalizing the colour risk bands for roadworthiness and traffic, whilst increasing the size of the red band slightly. This change is proposed for the second quarter of the financial year (July 2010) with the full detail discussed below. The second change will be the introduction of Graduated Fixed Penalty and Deposit (GFPD) data into the OCRS scoring process, which is proposed for later in the 2010/11 financial year. Full details of this change will be communicated closer to the time after consultation with the trade.

Proposed New Risk Bandings

Percentile	Group	OCRS – roadworthiness (mechanical)	OCRS – traffic enforcement (non-mechanical)
0 (points)	0	GREEN	GREEN
1-10%	1		
11-20%	2		
21-30%	3		
31-40%	4	AMBER	AMBER
41-50%	5		
51-60%	6		
61-70%	7		
71-80%	8	RED	RED
81-90%	9		
91-100%	10		

The above table shows the proposed new colour risk bandings for both OCRS scores. The first change is to increase the green band on the traffic side to match that for the roadworthiness score (from 0 only to 0-3). This will bring an estimated 19,000 operators into the green band on the traffic side. The second change is to increase the red band for both scores to include the current amber 8 operators (a change from 9-10 to 8-10). This will move an estimated 7,000 operators into red on the roadworthiness side and 10,000 into red on the traffic side. Whilst the size of the red band will increase there will not be an increase in the number of roadside inspections as the result of this change.

Reasons for the Change

There are a number of reasons for implementing these changes:

- By increasing the green band on the traffic side it gives operators a greater chance, and therefore incentive, to become a green operator
- The traffic score has become more robust over the years as VOSA has collected more and more data at roadside encounters.
- By equalising the colour coding for roadworthiness and traffic it makes the system simpler and easier to understand.
- Analysis has shown that operators with a score of amber 8 have very similar offending rates to those with scores of red 9 and 10. However there is a noticeable drop off in offending rates of amber 7 operators when compared to amber 8 operators, suggesting that amber 8 operators have more in common with red operators than other amber operators.
- Increasing the size of the red band will in turn increase the pool of operators that VOSA wish to target, helping VOSA to further focus on the non-compliant operators and less on the compliant operators.

Timetable for the Change

The changes to the colour risk bands are proposed to come into effect for the second quarter of the new financial year (July 2010). The introduction of GFPD data is proposed for later in the 2010/11 financial year. The final details of this change are still to be decided and the trade will be consulted as part of this process.