

Description

OCRS is a mechanism used to calculate the likelihood of an operator being non compliant.

The OCRS operates through a mobile compliance Device (MCD) that is linked to the central server via GPRS.

Objective

The objective of the OCRS is to reduce the burden on the compliant operators and direct VOSA limited resources against the non-compliant

Data Used

- First/Annual Test data, including any defects resulting in a failure. (HGV operators only)
- Fleet Check vehicle inspections, including any defects resulting in a prohibition.
- Roadside inspections, including any defects resulting in a prohibition.
- VOSA Prosecution & Legal Services records, any previous convictions; driver hours/records etc.

OCRS Scoring

There are two distinct types of OCRS score calculated;

Historic OCRS uses known data relevant to a particular operator to calculate an 'Index Score' for that operator.

Historic OCRS Scoring Process

The data used in the calculation for Historic OCRS is:

- First/Annual Test data, including any defects resulting in a failure,
- Fleet Check vehicle inspections, including any prohibitable defects,
- Roadside inspections, including any prohibitable defects,
- PLS records.

All events with no defects or offences are treated as a clear encounter and carry zero points. Each encounter is counted as one event. Each defect, or offence, is given a points rating based on the severity of the defect, or offence.

The same scoring system is employed here as is currently used by the Operator Targeting Reports for Roadworthiness defects. For Traffic offences the scoring system is similar.

The scoring mechanism calculates the average number of points per event and this score is termed the 'Index score'. Similar operators, e.g. GB HGV, have their Index scores compared with each other and a league table of the operators is compiled giving a 'Relative Score'.

The Relative Score is allocated based on the league position; those operators with all clear encounters, a zero score, will have a Relative Score of 0, the worst 10% of operators with a score above zero will have a score of 10, the next 10% will have a score of 9, this is repeated with every 10% until the 'best' 10% with a score above zero, will have a Relative Score of 1.

The relative score groups are then allocated a colour status of green, amber or red. Please see below table which shows parameters

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

Predictive OCRS Scoring Process

Predictive OCRS is used to calculate an index score when we have no information about specific operators. It uses the historic data of operators with the same characteristics to calculate the likelihood of non-compliance.

The roadworthiness and traffic prohibition rates are calculated for each predictive characteristic and for each group within a characteristic (e.g. Restricted operators within the Licence Type characteristic). The rate for each group is measured against the National Prohibition Rate to determine the group's predictive score.

The overall predictive score for each operator is then calculated as the total of the scores of the applicable group within each characteristic for that operator. For example, the overall roadworthiness prohibition rate for GB HGVs is calculated over the configured period. Then the prohibition rates for HGVs with each of the possible licence types (Standard International, Standard National and Restricted) are calculated over the same period. Points are awarded based on how much higher or lower the group rate is compared to the overall characteristic rate (eg if the National Prohibition Rate is 22%, and the Rate for a particular group is 25% then the score would be +3).

The same process is employed for Traffic Enforcement, using the overall Traffic Prohibition Rate as the baseline figure.

Once the rates for each characteristic and for each group within the characteristics have been calculated and compared, the Index score for each operator is calculated as the sum of the points for the groups in which the operator falls. Similar operators, e.g. GB HGV, have their Index scores compared with each other and a league table of the operators is compiled. The 'Relative Score' is allocated based on the league position; the worst 10% of operators with a score will have a score of 10, the next 10% will have a score of 9, this is repeated with every 10% until the 'best' 10% will have a Relative Score of 1.

Predictive OCRS will only be displayed if no Historic score is present for that operator. A historic score will be calculated for the operator after one inspection or annual test.

Each operator has two OCRS Scores: Roadworthiness & Traffic

The roadworthiness score is based on the condition of vehicles. There are two distinct areas that contribute to the score – vehicle tests and vehicle encounters. The vehicle tests only include first tests and subsequent annual tests. Other types of testing such as retests and voluntary checks are excluded. Vehicle encounters consist of fleet check inspections, carried out at operator premises, and roadside inspections. The roadworthiness score is generated by inspections that are carried out by vehicle examiners.

The traffic enforcement score includes roadside inspections and VOSA prosecutions in relation to non-mechanical infringements, such as drivers' hours, tachograph and overloading offences. The traffic enforcement score is generated by inspections that are carried out by traffic examiners and are further sub-divided into drivers' hours and other traffic offences.

The OCRS is updated on a weekly basis and is displayed to the VOSA examiner as colour code (Red Amber or Green) with the Relative score figure (e.g R10, A06, G00).

It is important to remember that the scores are merely a snapshot in time and likely to change as they are re-calculated every week, for a rolling two-year period (up until the end of the previous calendar month). Also, because the colour rating is allocated by comparison, it could change from week-to-week even though the operator has the same index score, if the rest of industry improves or worsens.