



OCRS Guidance Notes

What is OCRS?

Operator Compliance Risk Score is a risk based measurement used to calculate the likelihood of an operator being non-compliant.

OCRS is not a rating system

OCRS is used at the roadside by VOSA examiners to identify which vehicles should be checked. When vehicle or operator details are entered into VOSA's Mobile Compliance system OCRS informs examiners of the probability of an operator being compliant or non-compliant. This helps VOSA target non-compliant operators more effectively as well as reducing the number of compliant vehicles that are stopped.

It measures operators in two areas of compliance which are **roadworthiness** and **traffic enforcement**.

Roadworthiness data includes: First/annual test history data (*does not include PSV and trailer annual inspections), fleet check data (including trailer inspection details) and roadside encounter data (including trailer inspection details)

Traffic enforcement data includes: Drivers hours score – drivers hours prohibitions and prosecutions. Other traffic enforcement score – overloading prohibitions and prosecutions.

The bands are **GREEN**, for operators considered low risk, **AMBER**, for operators considered medium risk and **RED** for operators considered high risk. The threshold levels for each band can be different for the roadworthiness score and the traffic score. An operator can also have no score for either or both categories of measurement and will now fall into a **GREY** band.

VOSA reserve the right to change the bands at any time.

*PSV OCRS does not include test results as there is no regulatory requirement for PSV operators to specify vehicles on their licenses. Therefore, VOSA cannot be confident who the operator of the vehicle is when it is presented for annual test. VOSA will continue to monitor this and if a way can be found to accurately attribute annual test outcomes to an operator then further changes to OCRS will be considered.

Changes introduced in October 2012

- ▶ Removal of predictive scoring system
- ▶ Increase in rolling period of enforcement record from two to three years
- ▶ Change in the banding system for red, amber and green
- ▶ Weighting points according to when the problem occurred
- ▶ Straight to red for the most serious offences or prosecutions
- ▶ Change in the number of points allocated to each defect or offence
- ▶ Inclusion of graduated fixed penalties in scheme

Predictive scoring

Predictive OCRS used to be used to calculate an index score when we had no information available about the operator's compliance. It used to use the historic data of operators with similar Operator Licence characteristics to calculate the likelihood of non-compliance.

Predictive scoring has been replaced with a **GREY** band which will alert VOSA examiners to the fact we have no historical data available for a particular operator.

Recording period from 2 years to 3 years

OCRS will incorporate a rolling 2 year data set. This change to a rolling 3 year set of data. This change is designed to give VOSA a more robust dataset on which to base the operators risk scoring. It will also help reduce the number of operators who currently have a predictive score as more years' worth of data is being used.

Changes to the banding system

With the removal of predictive scoring an operator will now be classed as **GREEN**, **AMBER**, **RED** or **GREY**. This also makes OCRS more consistent with Non GB OCRS.

The changes also allow for VOSA to set a threshold for each of the bands and therefore operators are no longer split in to 10 percentiles. This gives VOSA more flexibility about how large each of the bands can be.

Operators are also no longer compared to their peers so it is only their index score which is responsible for putting them in to a band and not the performance of the operators around them. This was a recommendation from the National Audit Office that threshold bands be set rather than using a percentage of operators in a band.

OCRS scoring is based on a rolling 3 year period and is re-calculated weekly, so there is potential for your scores to change frequently.

The following threshold bands are set for 2012/13:

OCRS Band	Roadworthiness	Traffic Enforcement
GREEN	up to 10 defect points	up to 5 offence points
AMBER	from 10 - 25 defect points	from 5 to 30 offence points
RED	over 25 defect points	over 30 offence points

Weighting points to when the problem occurred

OCRS has a built in time weighting that allows the impact of an offence or defect to decrease over the 3 year time period. The 3 year period is split into 6 month blocks with a separate weighting for each block.

At the time of launch the weighting for the first 2 blocks (i.e. the first year) was 1, the next 2 blocks (i.e. the second year) were 0.75, and the final 2 blocks (i.e. the third year) were 0.5. This means that an offence or defect that occurred in year 3 will have half the points compared to the same offence or defect in year 1.

This will cause an operators score to change as offences and defects move from year 1 through to Year 3. However VOSA reserve the right to change these weightings at any time.

The latest weightings can be found on our web site.

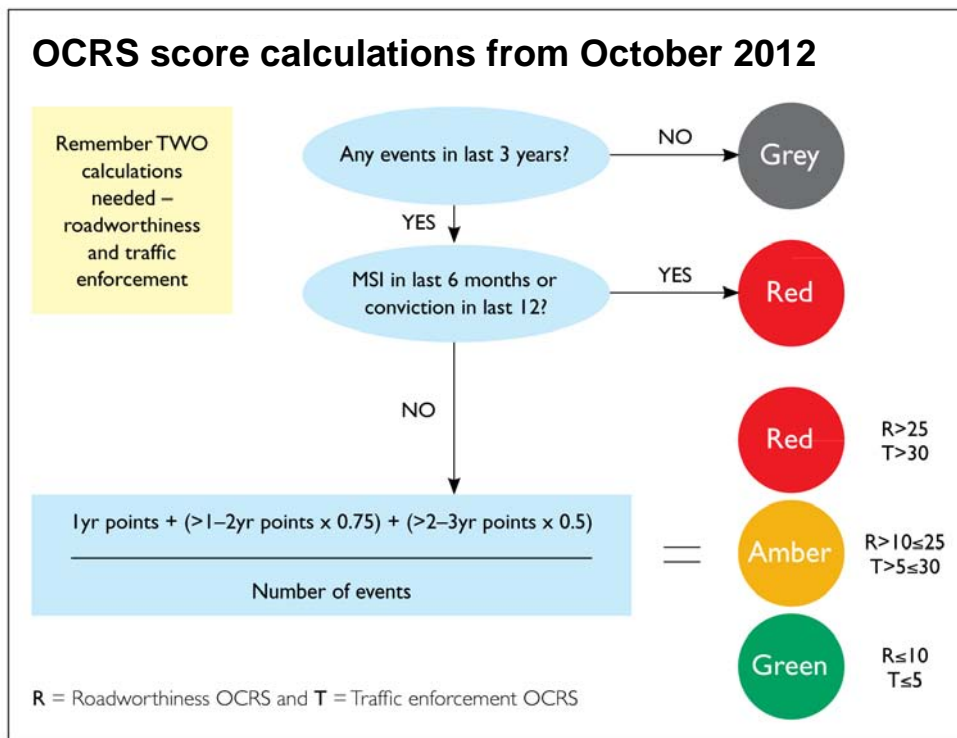
Straight to **RED** for serious offences

As the result of a roadside inspection some offences which meet the criteria of a Most Serious Infringement (MSI) as defined in annex IV of regulation 1071/2009 or where there has been a successful VOSA prosecution case the operator may automatically move into the **RED** band. (Information contained within the FAQ's will show the current offences that will trigger the move to **RED**).

An operator can also trigger straight into the **RED** band for a period of time (e.g. 6 or 12 months), if a trigger event occurs. The trigger events at the time of launch were an operator prosecution or an encounter with an operator's vehicle that resulted in a Most Serious Infringement (MSI) for serious drivers hours offences or unmarked dangerous goods. Once the trigger period of time has completed, assuming no more trigger events have occurred, the operator will return to their base score.

The current trigger events, time periods and threshold limits are published on our web site and VOSA reserve the right to change these at any time.

This will have the effect of highlighting to roadside staff those operators who have committed an MSI or have been subject to a recent VOSA prosecution.



Change for the number of points per defect

Defects and offence points were previously decided by the VOSA Enforcement Product Group and the number of points attributed to a defect or offence depended on whether it was found at annual test or at roadside. Under the new scheme, the points for each defect and offence relate to the severity of the offence/defect.

Inclusion of graduated fixed penalties

The graduated fixed penalty system operates the same as the description in the change of number of points per defect explanation in that the more severe the fixed penalty the more points awarded.

Accessing your OCRS

If you hold one or more GB operator licence(s) you will be able to access your OCRS reports.

To register please complete the form accessed via this link:
www.businesslink.gov.uk/OCRS-Access-AppForm.

You will need to have your Operator Licence number(s) to hand to complete the registration form. We will check that the details you have given match your Operator Licence records and issue a membership letter and a confirmation letter by post with instructions about how to access your OCRS. The process takes about five working days.

If you have any queries about your account please contact top.registrations@vosa.gov.uk

A list of Frequently Asked Questions is also available at www.VOSA.gov.uk/OCRS-FAQS