



Commercial Vehicle Roadworthiness reform programme

Briefing to Operators, Owners
and Drivers

February 2013

Introduction to today's briefing



Background to the programme

- Tragic events (e.g. Kentstown & Clara) identified the need for reform.
- A major review of commercial vehicle roadworthiness testing, delivery and effectiveness was conducted in 2007.
- The strategy was accepted in full by the Minister in 2008.
- The reform programme formally commenced in summer 2010.
- RSA has been briefing industry trade associations since 2008 and ran public consultation exercise² during 2011 & 2012.
- The Road Safety Authority (Commercial Vehicle Roadworthiness) Act 2012 was passed during summer 2012.
- The key components of the reforms will be rolled out during 2013:
 - Testing standards
 - Operator compliance
 - Roadside enforcement.

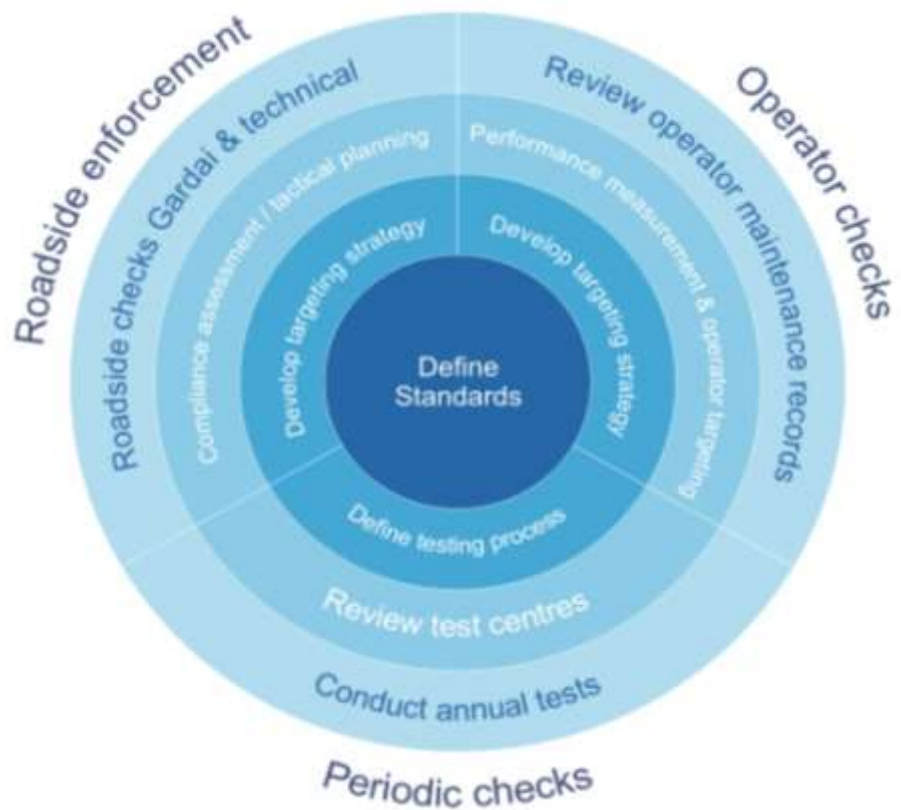
Objectives of these reforms



- Reforms to commercial vehicle roadworthiness testing, operator compliance and enforcement.

Aims to:

- develop a leading edge commercial vehicle safety regime.
- build upon the experience of other European jurisdictions.
- use technology to enhance the 'joined up' aspects of government.
- contribute to Ireland's improving road safety record over the next 10 years and beyond.



The case for reform is clear



- Current roadworthiness standards are unacceptable:
 - 2011: Roadworthiness checks were completed on 4,919 vehicles. Of these, 2,312 (48%) of vehicles had defects with 32% having defects serious enough to warrant immediate action, such as impoundment, repair on site or a new test.
- Current testing compliance is unacceptable:
 - Of 1,000 randomly sampled commercial vehicles aged 5 years, only 70% of the legally required tests were conducted (i.e. 3,500 out of 5,000).

What are the benefits for Operators?

➤ Enhancing fair market competition:

- Enforcement efforts will be targeted towards those who choose not to properly maintain & test their fleet annually.
- Applies to ALL commercial vehicles operating on Ireland's roads (licensed and non licensed; domestic and foreign).

➤ Business efficiencies:

- No need to visit the Motor Tax Office for the purpose of collecting the CRW.
- Ability to book tests on-line and receive reminders (SMS, text, email).
- Ability to retain fleet records on-line via the self-declaration.
- Enhanced vehicle roadworthiness reduces breakdowns and improves fuel efficiency.

➤ Commercial benefits:

- Enhanced reputation nationally and internationally.
- Evidence of compliance of roadworthiness can be used to commercial advantage.

What is required of commercial vehicle operators?



Key obligations are straightforward:

1. Test your vehicle annually
2. Keep your vehicle in safe order and well maintained
 - And maintain records to provide evidence of such.
3. For HCV/PSV operators, make an on-line self-declaration to the RSA (voluntary for LCV operators):
 - Fleet details.
 - Named responsible person.
 - Commit to ongoing safety inspections and maintenance.
 - Commit to record keeping.

A balanced approach to driving improvements



- Focus on **ALL** parties with a role/responsibility in commercial vehicle roadworthiness and safety:
 - Registered owners.
 - Operators (the party 'paying the wages of the driver') / in possession / control of the vehicle on that day.
 - Drivers.
- Focus on **ALL** operators:
 - Licensed ('hire & reward').
 - Non-licensed ('own account').
- Escalation process in terms of enforcement.
- Remedies can be applied to the owner, operator or driver.
- Focus on education & awareness, when appropriate.

What will change for commercial vehicle operators and drivers?



Summer 2013

- Written or electronic records of the system for scheduling routine maintenance and recording all repairs must be kept by vehicle owner or nominated competent person for 12 months.
- The inspection and maintenance of a vehicle and any repairs should be recorded and carried out by a suitably qualified person.
- The driver must conduct a walk around check including a visual inspection. Any defect must be recorded. Drivers must not drive the vehicle if they believe that the defect would cause danger.
- Trailers must also be checked before driving from ports etc

Autumn 2013

- Owners and operators of HCV's and PSV's will be able to make an annual online declaration to the RSA regarding the repair and maintenance of their vehicles, including trailers. This will become mandatory in 2014

What will change for commercial vehicle operators and drivers?



Commercial Vehicle Test Changes (1)

Proposed changes from Autumn 2013:

- Operators will be able to book test online.
- A single fee will be applied, covering the test, the CRW and a road safety levy.
- Operators will be able to upload all required vehicle documentation directly onto the online booking system. Registration documents will no longer be required

What will change for commercial vehicle operators and drivers?



Commercial Vehicle Test Changes (2)

Proposed changes from Autumn 2013:

- Personal ID will be required to be presented at the time of test.
- Once a vehicle passes they will be given a pass statement and the CRW will be posted to the registered owner. There will be no need to visit the Motor Tax Office.
- The CRW will include a disk insert and this must be displayed on the vehicle windscreen (or, for trailer on the chassis).
- Online motor tax will be more accessible and readily available as the NVDF will be update after the test.

What will change for commercial vehicle operators and drivers?



Commercial Vehicle Test Changes (3)

Proposed changes from Autumn 2013:

- A 'fail dangerous' sticker will be placed on vehicles and trailer where a vehicle is found to be seriously defective during the test.
- Operators can complete a voluntary safety check of their vehicle.
- The operator of a seriously defective vehicle may be required to complete a partial roadworthiness test on foot of a roadside inspection.
- If a vehicle is presented for re-test at a different testing centre, this will be deemed to be a new test.
- There will be changes to the test due dates for vehicles to address test slippage.
- Occasionally a vehicle may be retested at a commercial vehicle test centre for supervisory purposes.

Introduction of risk-based enforcement



- Introduction of a risk-based indicator – the “Commercial Vehicle Operator Risk Indicator” (CVORI):
 - Initially HCV and PSV only.
 - Based on evidence (self-declaration, test history, encounter history, premises checks).
 - Time-bound (rolling 3 year indicator score).
 - Risk indicators increase to reflect non-compliances and decrease to reflect good performance.
 - Voluntary tests will be logged on CoVIS and will positively contribute to ratings.
 - Industry sector element to be included.
 - A tool to support targeted action e.g. education & awareness, roadside enforcement.

What will change for commercial vehicle operators and drivers?



Roadside Enforcement Changes

- Enforcement will be increased:
 - Roadside Checks (bi-lateral enforcement: An Garda Siochana and the RSA).
 - Risk-based targeting.
 - Use of new technology (where appropriate), including sharing of Watch-lists, Automatic Number Plate Recognition, Weigh in Motion Systems.

Other features of the reforms

- A new legislative framework has been introduced; the Road Safety Authority (Commercial Vehicle Roadworthiness) Act 2012.
- Regulations under the Act are planned to commence, as follows:
 - Testing Regulations: February/March 2013.
 - Operator Regulations: April/May 2013.
 - Roadside and Detention Regulations: September 2013.
- The national network of commercial vehicle test centres will be supervised by the RSA, not the Local Authorities.
- New test centre supervision arrangements will focus on ensuring consistently high standards of testing across the independent test network.
- Vehicle tester training has been reformed.

Estimated timetable for the introduction of the reforms



First half of 2013

- **Testing:** Transfer of testing responsibility from Local Authorities to the RSA
- **Operator compliance:** RSA Technical Inspections to commence at operator premises
- **Roadside enforcement:** increased roadside inspections

Q4 2013 (subject to go-live of new IT)

- **Testing:** new on-line bookings tool, new test fees, centrally distributed CRWs
- **Operator compliance:** operator self-declaration (to become mandatory in 2014)

Technical Inspections at Operator Premises



- Contact us to participate in voluntary technical inspections from early May 2013!
- Formal visits to commence in Q2 2013



QUESTIONS