
Fleet Compliance Checks 2012/13 Summary Report

Version 1.2

**In House Analytical Consultancy report for the
Vehicle & Operator Services Agency**

May 2013



**Department
for Transport**



GOVERNMENT OPERATIONAL RESEARCH SERVICE

1 Introduction

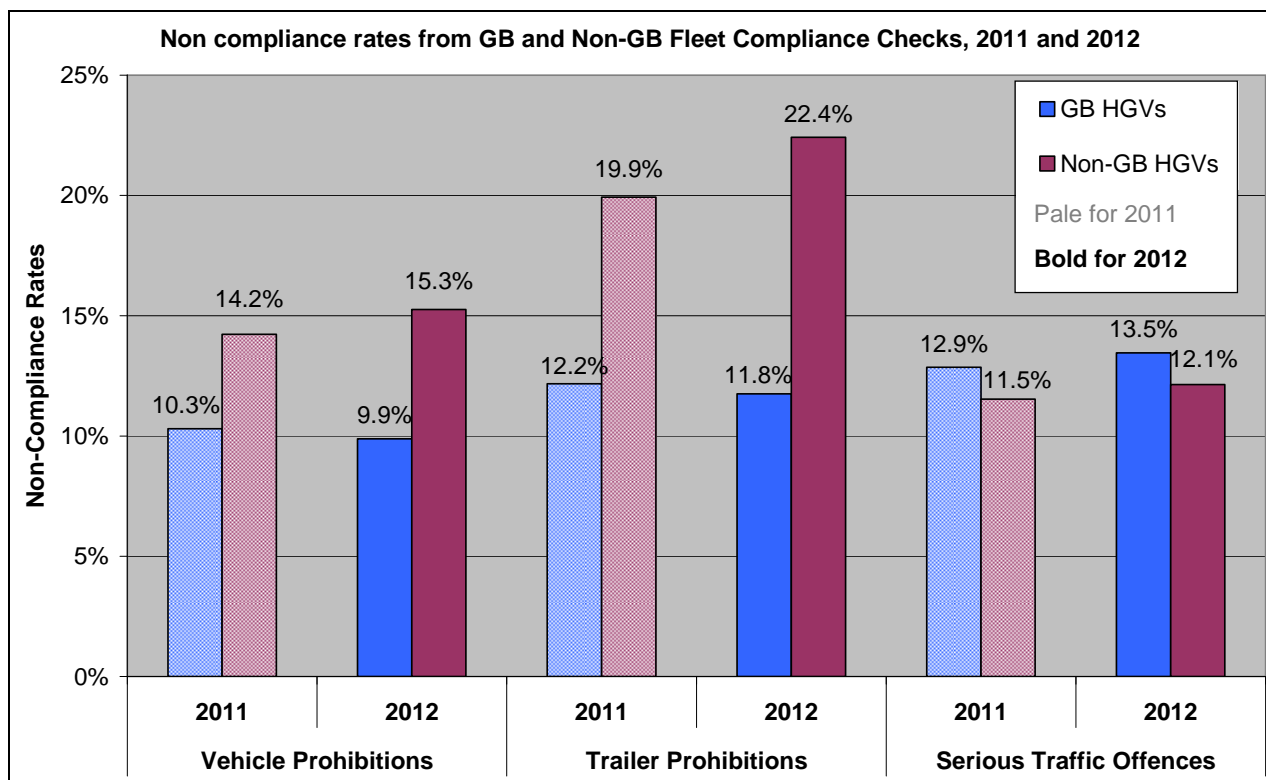
The aim of the Fleet Compliance Checks (FCCs) was to determine the roadworthiness and traffic compliance of GB and Non-GB registered HGVs and trailers, and the roadworthiness of GB registered PSVs on British roads.

The survey was designed by the Department for Transport’s In House Analytical Consultancy (IHAC) and carried out by the Vehicle & Operator Service Agency (VOSA). VOSA stopped and checked randomly selected vehicles between 2nd April 2012 and 28th March 2013. HGVs were stopped and checked at the roadside; PSVs were checked at Operators’ premises. (Note that checks for this whole period are referred to in this report as the 2012 checks).

For details of methodology, data issues and statistical accuracy, see main report.

2 Heavy Goods Vehicle (HGV) checks

The chart below shows the three HGV non-compliance measures (at the ‘serious’ level for each). This compares the GB survey with the Non-GB survey for both 2011 and 2012.



Overall (for GB and Non-GB HGVs), 12.6% of all HGV ‘checks’ resulted in a prohibition¹ (where each encounter could have three ‘checks’: for vehicle roadworthiness defects, trailer roadworthiness defects and traffic offences). This compares with 12.0% of all checks in 2011 that resulted in a prohibition.

GB HGVs had significantly lower prohibition rates for vehicles and trailers than non-GB HGVs. The rate of traffic offence prohibitions was slightly lower for GB drivers/operators – though the serious traffic offence rate including non-prohibition outcomes was slightly higher for GB drivers/operators.

¹ Note: other checks also found faults or offences that were dealt with other than by prohibition

2.1 Key findings – GB HGVs

The three GB HGV compliance rates have not changed significantly since the 2011 check.

Vehicles

Of the 2,659 GB vehicles stopped, examiners checked 2,621 for roadworthiness defects:

- 9.9% of vehicles were issued with prohibitions (3.1% immediate; 6.8% delayed)
- 15.5% warranted an inspection notice
- 74.6% had no roadworthiness defects

The 95% confidence interval on the prohibition rate ranged from 8.6% to 11.1%.

Over the last 16 years there has been a significant downward trend in the prohibition rate, although the rates in recent years have been very similar. In addition, the average number of prohibitions per defective vehicle has decreased significantly over that period.

Faults with 'Brake Systems & Components' were the most common defects found, accounting for 22.6% of all prohibitions.

Many factors were associated with vehicle condition. Vehicle age was the most important factor, followed by vehicle type, road type, number of trailer axles and area of check.

Trailers

53.5% of the vehicles in the survey were towing a trailer. Of the 1,422 GB trailers stopped, examiners checked 1,370 for roadworthiness defects:

- 11.8% of trailers were issued with prohibitions (4.4% immediate; 7.4% delayed)
- 9.8% warranted an inspection notice
- 78.5% had no roadworthiness defects

The 95% confidence interval on the prohibition rate ranged from 9.4% to 14.1%.

There was no statistically significant trend in prohibition rates over the years.

Faults with 'Brake Systems & Components' were the most common defects, accounting for 34.4% of all prohibitions.

Fewer factors were associated with trailer condition than with vehicle condition. The two main factors were body type and area of check.

Traffic offences

Of the 2,659 GB vehicles stopped, examiners carried out 2,638 traffic offence checks:

- 13.5% of drivers / operators were committing serious traffic offences
- 3.0% warranted a verbal warning
- 83.5% were not found to be committing any traffic offences

The 95% confidence interval on the serious offence rate ranged from 11.9% to 15.0%.

The rate of serious offences has shown an increasing trend over the last 16 years of checks, although the rate in 2012 was similar to that in 2011.

Tachograph and Drivers Hours accounted for 67% of all serious offences.

Many factors were associated with the level of serious traffic offences. Vehicle age was most important, followed by weight, area of check, body type, trailer axles and road type.

2.2 Key findings – Non-GB HGVs

Vehicles

Of 2,622 non-GB HGVs stopped, examiners checked 2,581 for roadworthiness defects:

- 15.3% of vehicles were issued with prohibitions (4.1% immediate; 11.2% delayed)
- 8.5% warranted an inspection notice
- 76.2% had no roadworthiness defects

The 95% confidence interval on the prohibition rate ranged from 13.7% to 16.8%.

There was no significant change in prohibition rate between 2011 and 2012.

Faults with 'Brake Systems and Components' were the most common defects found, accounting for 21.1% of all prohibitions.

Many factors were associated with vehicle condition. Vehicle age was most important, followed by country of origin, road type, month, check area, time period and vehicle type.

Trailers

Non-GB vehicles were more likely to be towing a trailer than GB vehicles – 97.3% were doing so. Of the 2,551 trailers stopped, examiners checked 2,502 for defects:

- 22.4% of trailers were issued with prohibitions (5.3% immediate; 17.1% delayed)
- 5.6% warranted an inspection notice
- 72.0% had no roadworthiness defects

The 95% confidence interval on the prohibition rate ranged from 20.7% to 24.2%.

The 2012 prohibition rate was significantly higher than the 2011 rate.

Faults with 'Brake Systems & Components' were the most common defects, accounting for 27.5% of all prohibitions.

Several factors were associated with trailer condition. Age of towing vehicle was the most important, followed by road density, month, country of origin, area of check and day.

Traffic offences

Of the 2,622 non-GB HGVs stopped, examiners checked 2,611 drivers / operators for traffic offences:

- 12.1% were committing serious traffic offences
- 1.8% warranted a verbal warning
- 86.1% were not found to be committing any traffic offences

The 95% confidence interval on the serious offence rate ranged from 10.7% to 13.6%.

The proportion of serious offences has a decreasing trend over the last six non-GB surveys (covering the last nine years), though there was no significant change in the rate between 2011 and 2012.

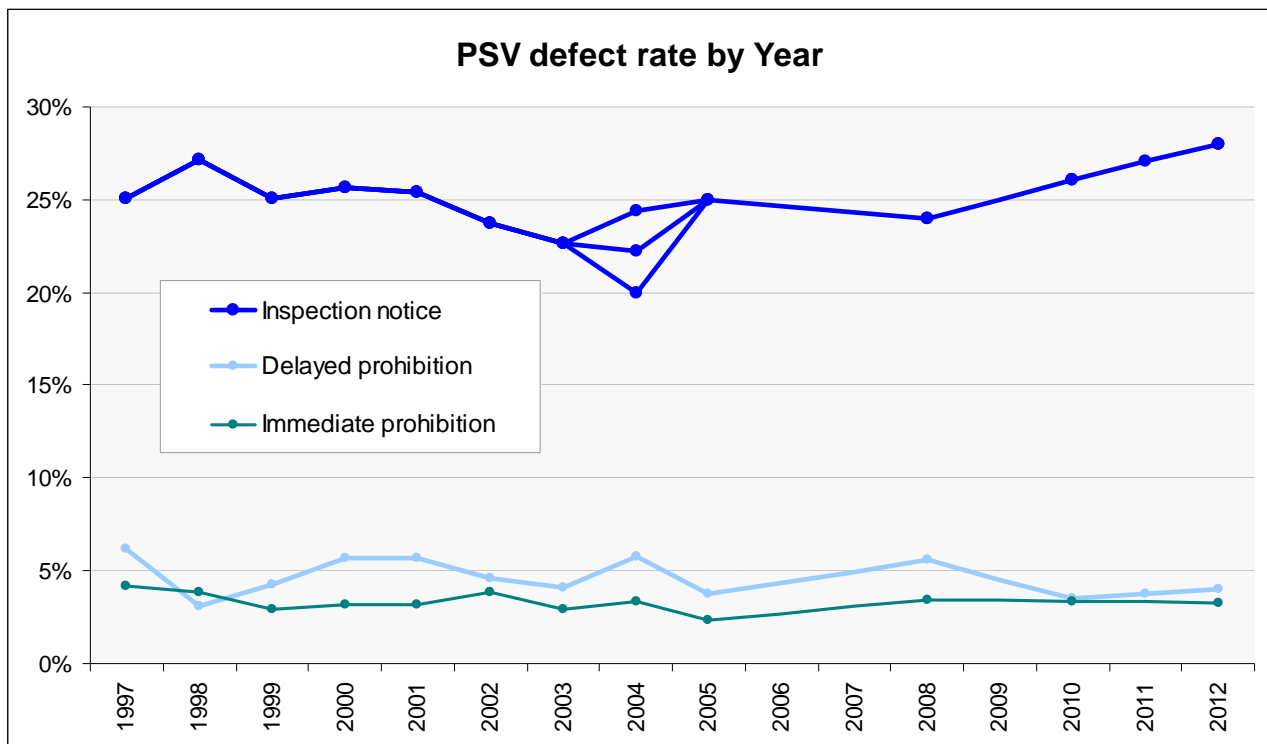
Tachograph, Drivers Hours and Overloading were the most common offences, accounting for 86% of all serious offences.

Many factors were associated with the rate of serious offences. The most important factors were body type, vehicle age, country of origin, area of check, day and road type.

3 Public Service Vehicle (PSV) checks

1,488 PSVs were checked for vehicle defects at Operators' premises. However, 32 could not be matched to system data, so 1,456 vehicles were included in the analysis.

The chart below shows the defect rate for PSVs for each condition survey since the first one in 1997².



3.1 Key findings – PSV condition

Vehicle condition

Of the 1,456 PSV checks:

- 7.3% of vehicles were issued with prohibitions (3.2% immediate; 4.1% delayed)
- 28.0% received an inspection notice
- 64.7% had no roadworthiness defects.

The 95% confidence interval on the prohibition rate ranged from 5.2% to 9.4%.

The prohibition rate was not significantly different from the previous survey in 2010.

Faults with 'Brake Systems and Components' were the most common defects found, accounting for 19.9% of all prohibitions.

Many factors were associated with vehicle condition. Vehicle age was the most important, followed by area of check and fleet size.

² Note: there was a discrepancy over the 2004 inspection notice rate. For more detail, see 2004 report.