



Association for Public Service Excellence





FREIGHT TRANSPORT ASSOCIATION

How to halve your risk of prohibition



Association for Public Service Excellence

Meeting 2009
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FTA Audit Services



Vehicle Inspection Service (VIS)

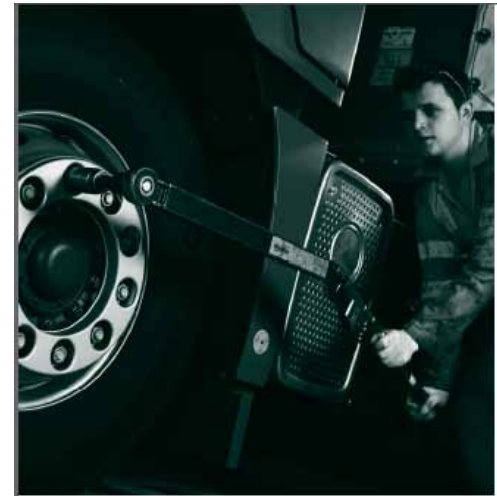
Who are we?

- Founded 42 years ago
- 160 staff nationally
 - 130 engineers
 - 30 support staff
- >100,000 inspection p.a.

- Established 27 years
- 180 staff nationally
- Annual analysis:
 - 6 million tachograph charts
 - 5 million digital driver days
- First to offer merged digital and analogue

Areas of focus

- *As Transport Manager/Fleet Engineer it is **essential** you;*
 - Monitor maintenance provider
 - Audit your fleet condition
 - Get your drivers and transport staff to understand O licence obligations



Guide to maintaining roadworthiness

Commercial goods and passenger carrying vehicles

(Revised 2008)



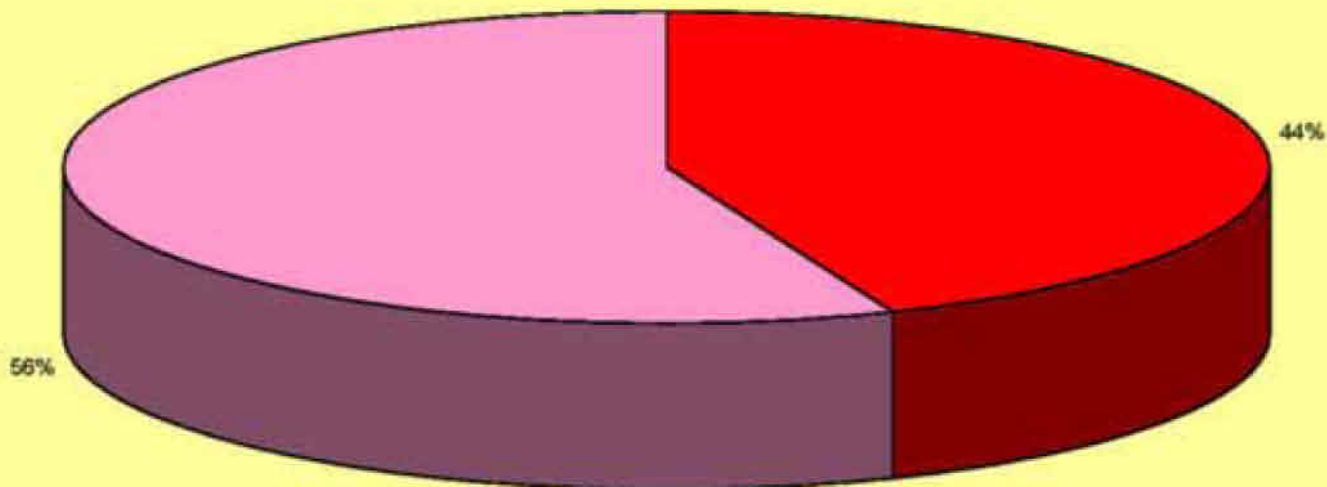
Focussing on defects that matter

- *Safety defects ‘PROHIBITIONS’*
- *Safety defects driver should have reported*
- *Repair, get done at next service*
- *Discretionary- mostly cosmetic*
- *Observation – keep an eye on*

Over half of all HGV safety defects driver-reportable

Safety Defect Percentage
All Sectors - Vehicle Roadworthiness
01-Jan-06 to 31-Dec-06

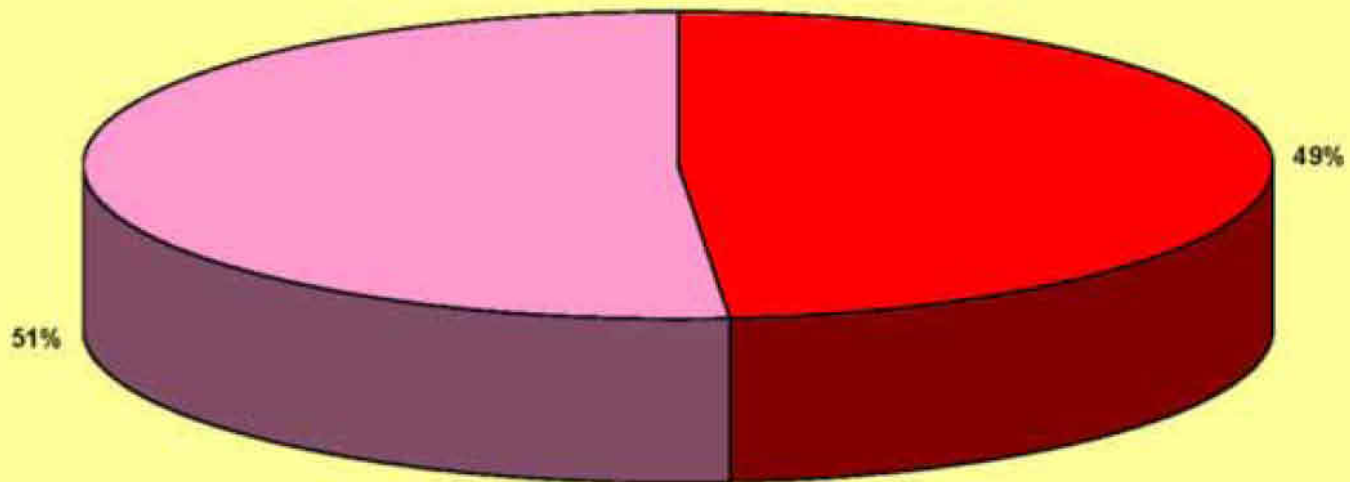
■ Non Driver Reportable ■ Driver Reportable



Even in the dangerous goods sector

Safety Defect Percentage
Oil & Chemical Industry Vehicle Roadworthiness
01-Jan-06 to 31-Dec-06

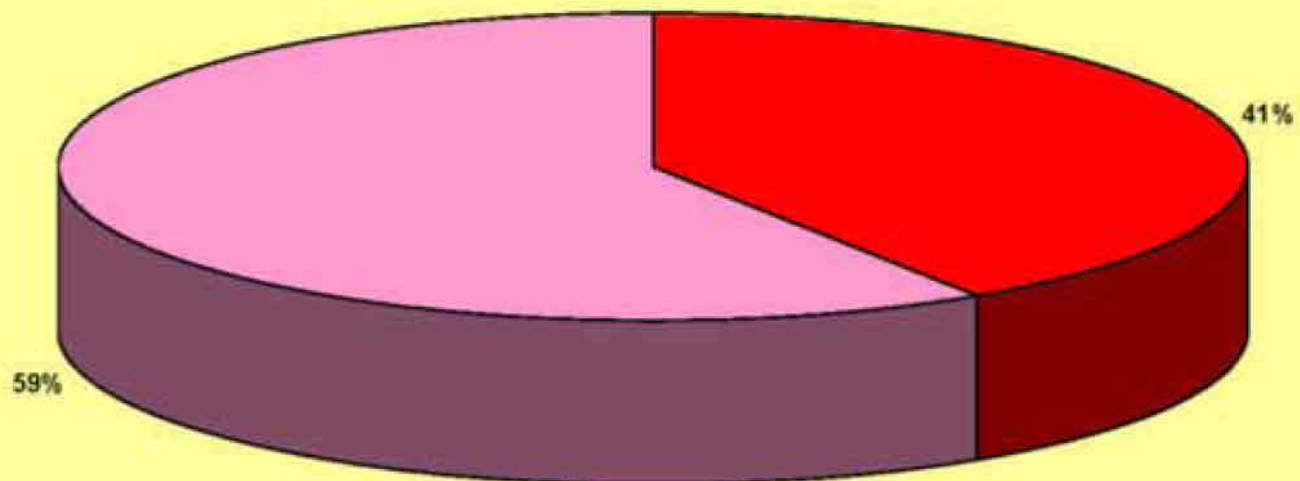
■ Non Driver Reportable ■ Driver Reportable



Building Industry has a particular problem

Safety Defect Percentage
Building Industry Vehicle Roadworthiness
01-Jan-06 to 31-Dec-06

■ Non Driver Reportable ■ Driver Reportable

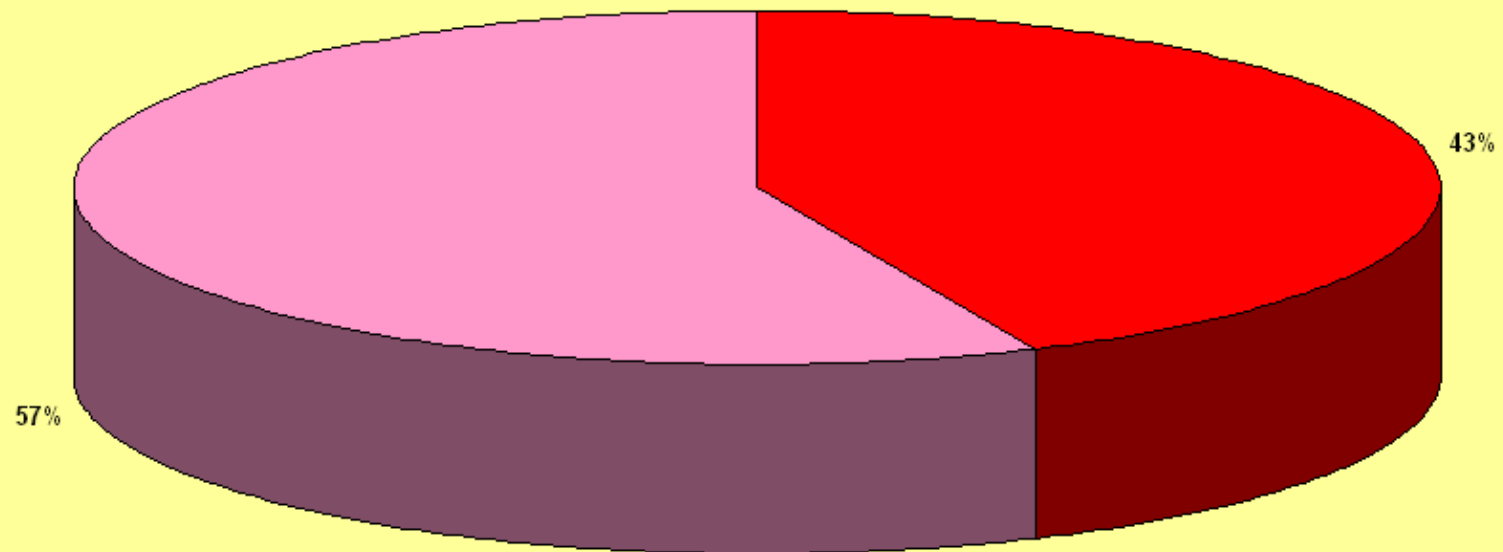


Your sector 57% of HGV safety defects are driver-reportable

Safety Defect Percentage
Local Authorities/Public Utilities - Vehicle Roadworthiness
01-Jan-2007 to 31-Dec-2007

No of Jobs: 3853

■ G ■ GD



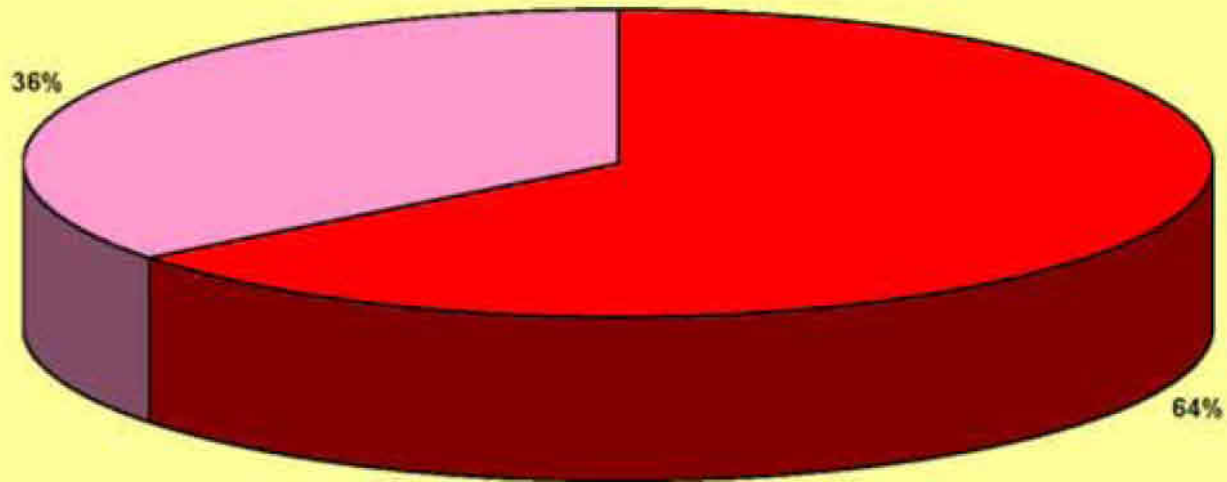
Even on less complex equipment, driver reportable defects are approaching 60%



In dangerous goods sectors, drivers are more attuned to walk-round checks

Safety Defect Percentage
Oil & Chemical Industry Trailer Roadworthiness
01-Jan-06 to 31-Dec-06

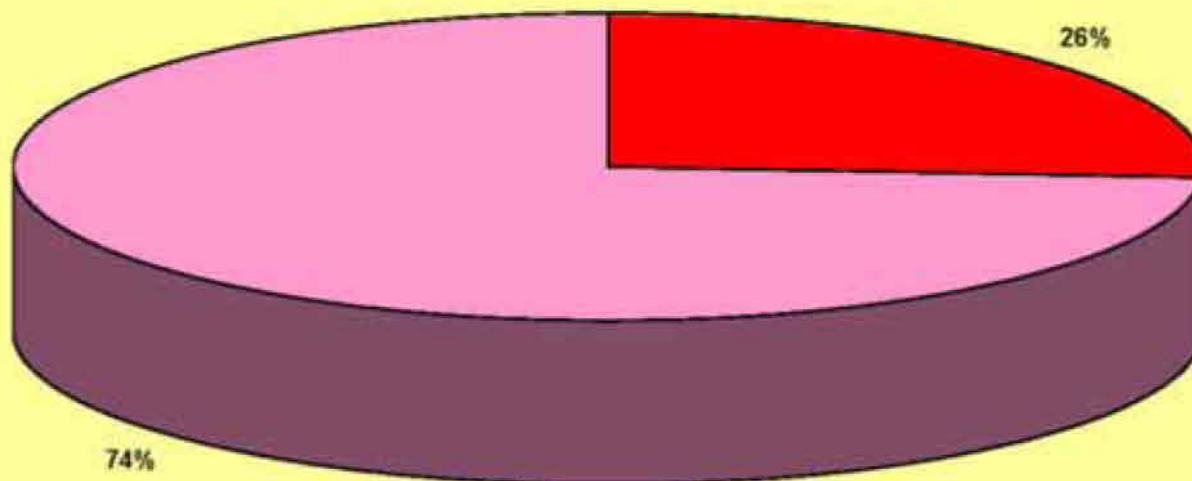
■ Non Driver Reportable ■ Driver Reportable



Local authorities and utilities - high levels of driver reportable defects

Safety Defect Percentage
Local Authorities/Public Utilities Trailer Roadworthiness
01-Jan-06 to 31-Dec-06

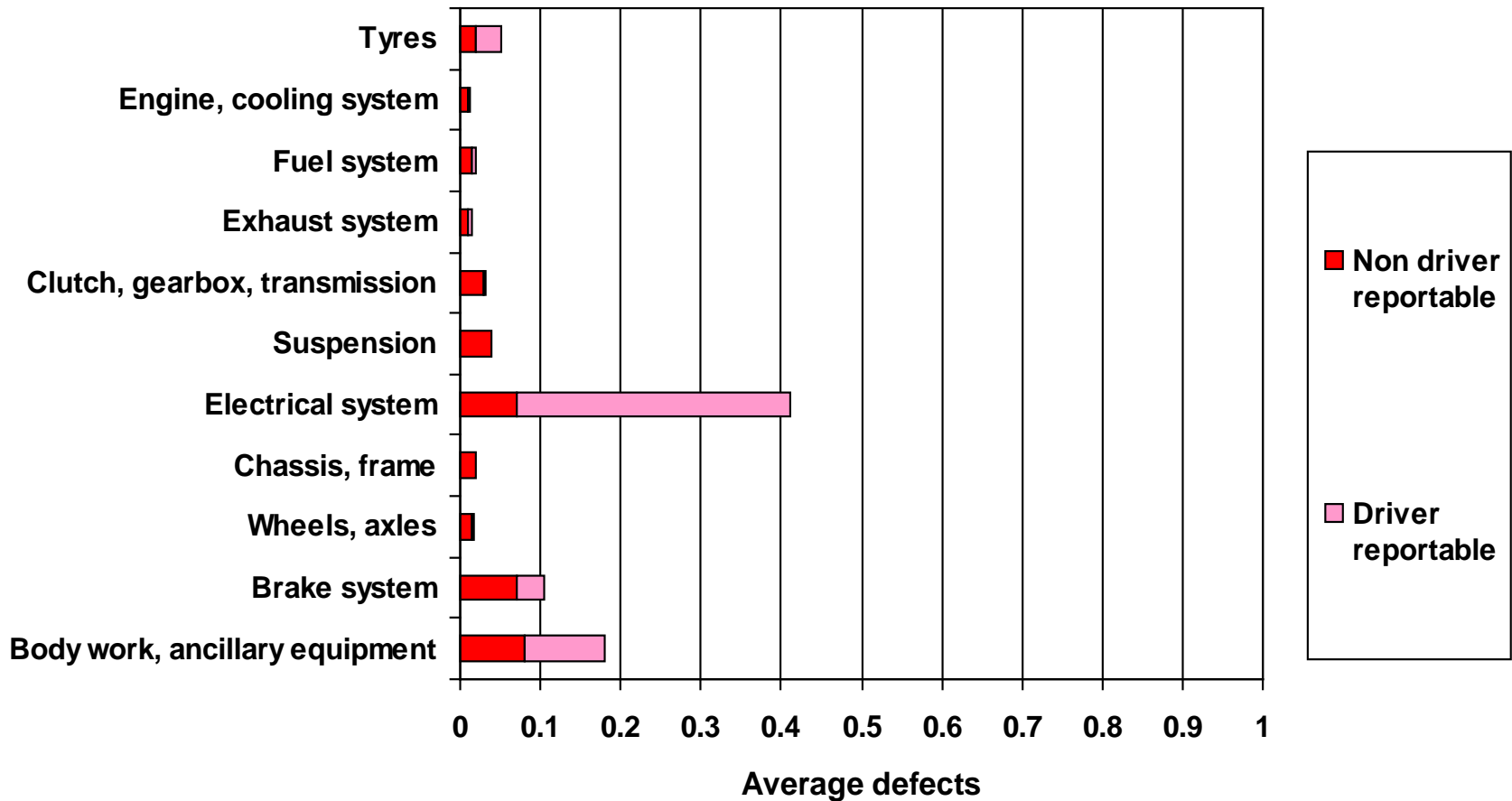
■ Non Driver Reportable ■ Driver Reportable



1 in 3 vehicles in the retail / drinks sector has a lighting defect that is driver reportable

Retail/drinks industry: Component group defects, vehicle roadworthiness
from 1/1/06 - 31/12/06

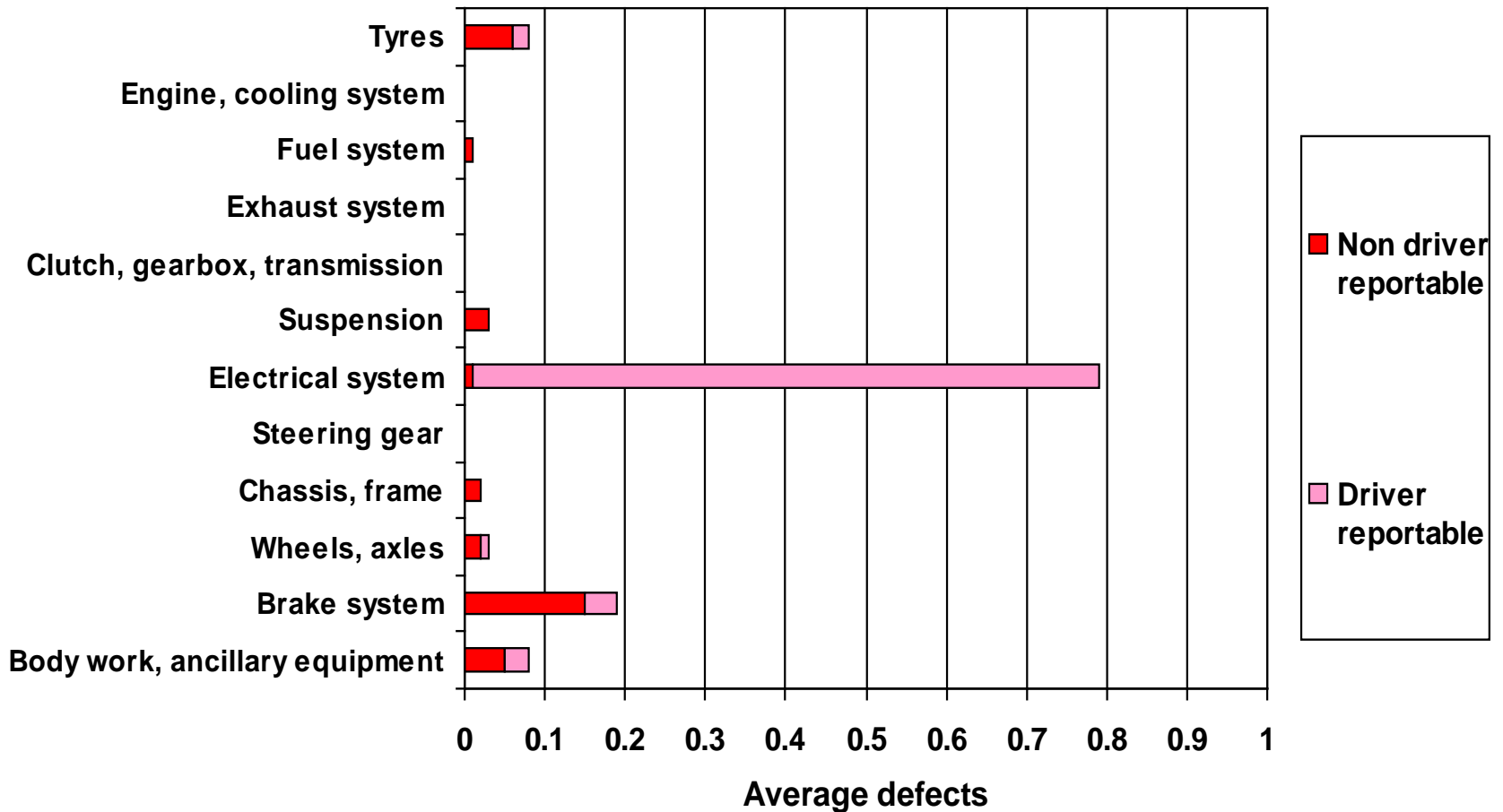
No. jobs: 4811



On average there is one defect on every local authority trailer that FTA inspects

Local authority / public utility sector: Component group defects - trailer roadworthiness
from 1/1/06 to 31/12/06

No jobs: 155





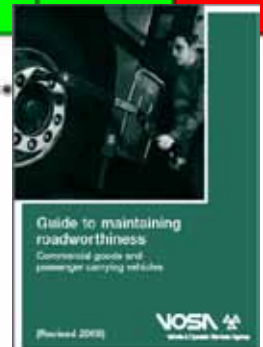
Your Guide to Maintaining Roadworthiness obligations

- ***Daily walk round checks, & first use inspections***
- ***Driver defect reporting***
- ***Safety inspections***
- ***Maintenance facilities or external arrangements***
- ***Quality monitoring***
- ***Records***

Case study: Procedures and performance against obligations (before action taken)

Sample

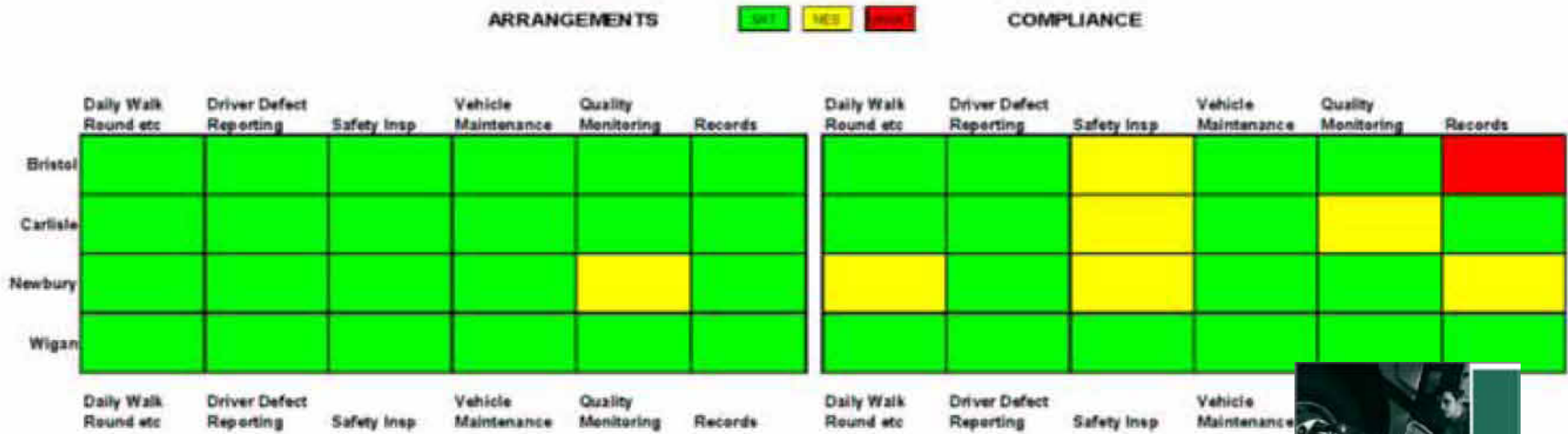
OLMAC Records Check Graph
From 01-Oct-2003 To 31-Jan-2004



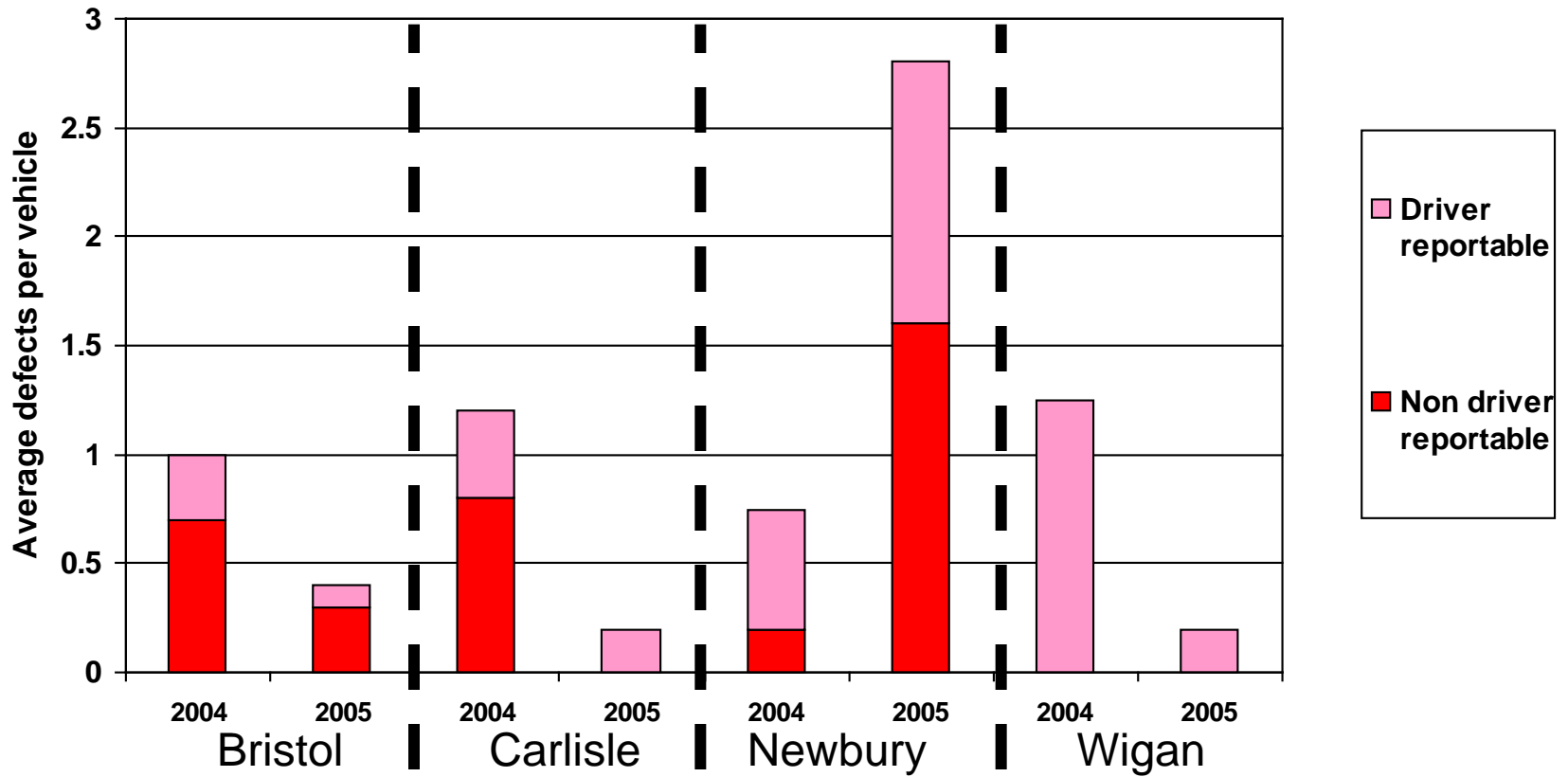
Case study: One year later

Sample

OLMAC Records Check Graph
From 01-Oct-2004 To 31-Mar-2005

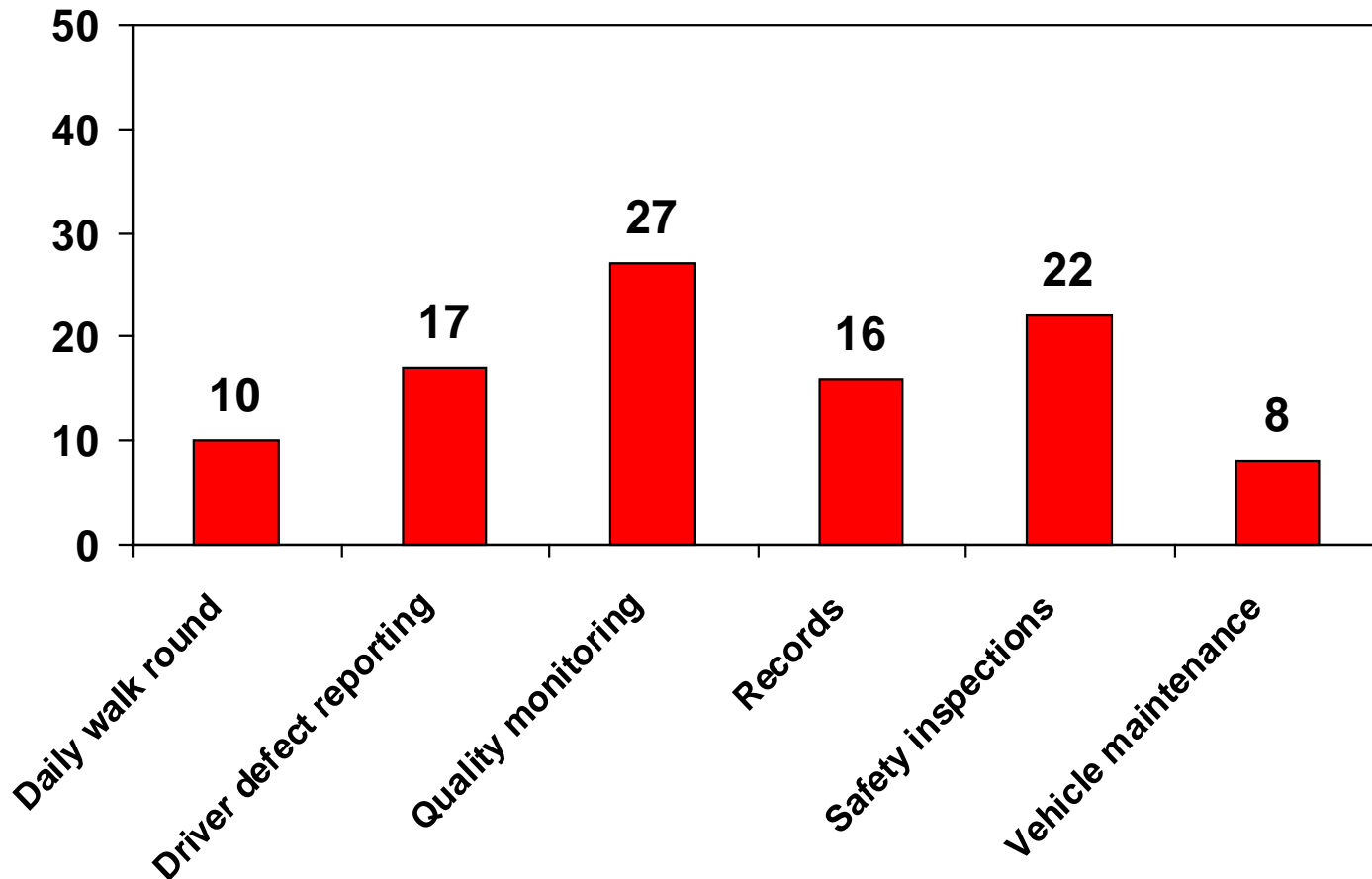


Effect of case study programme on all vehicle safety defects (comparison of before and one year later)



Vehicle safety audits: unsatisfactory arrangements identified

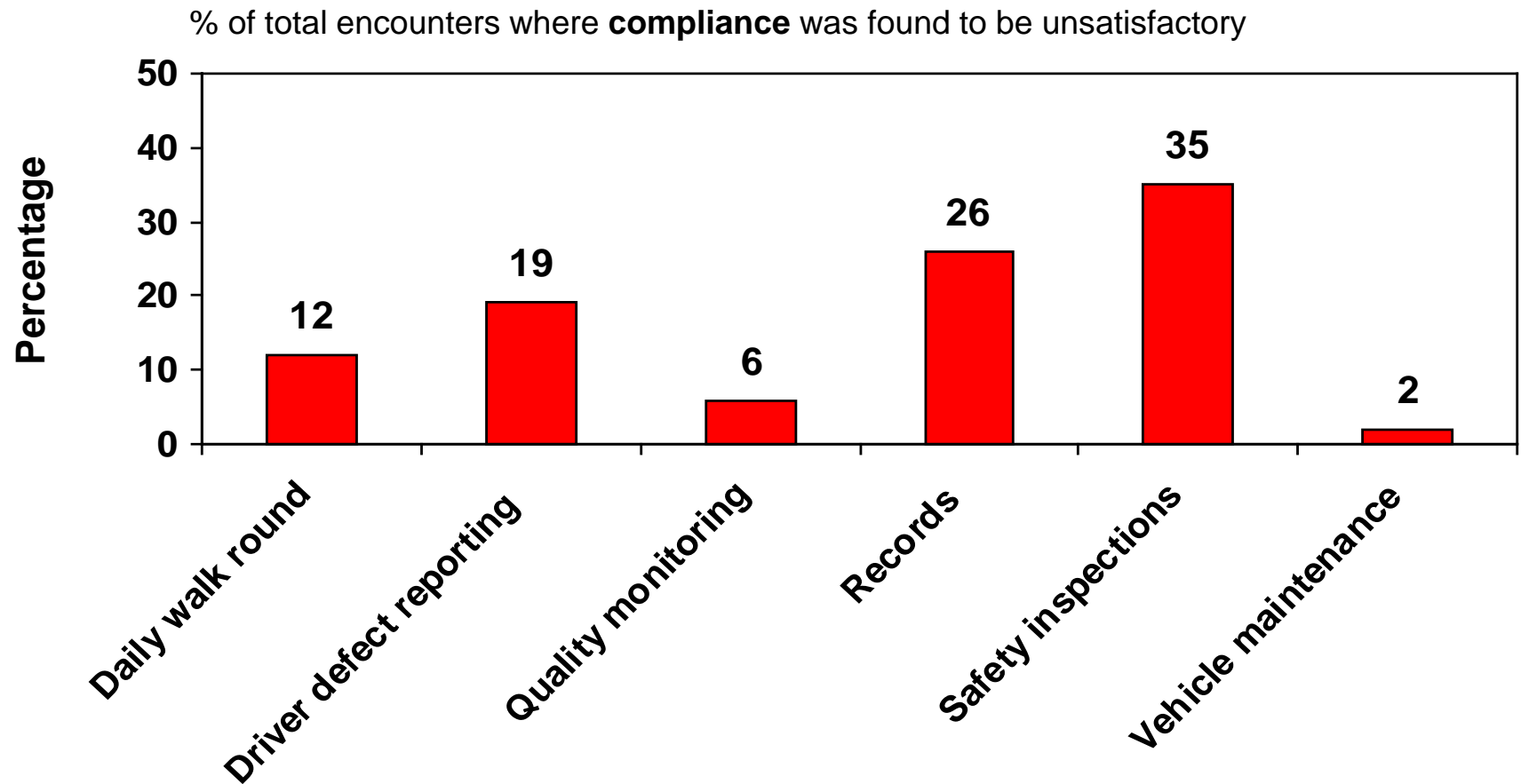
% of total encounters where **arrangements** were found to be unsatisfactory



Source: FTA

No. of inspections: 807

Vehicle safety audits: poor compliance identified



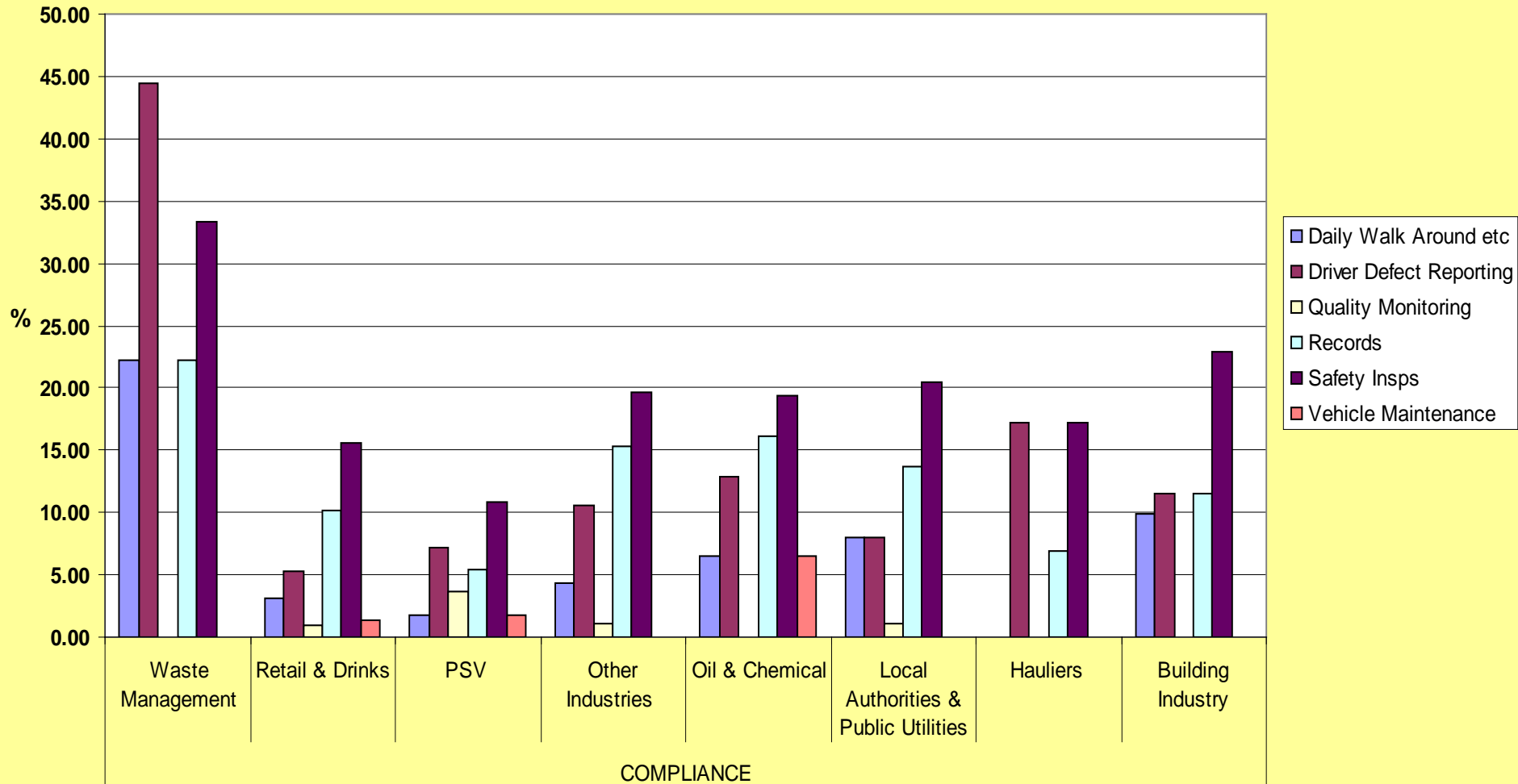
Source: FTA

No. of inspections: 807

FTA Findings

Average Unsatisfactory comments by Sector for O Licence Records Audits carried out between 01-Jan-2007 to 31-Dec-2007

829 Audits



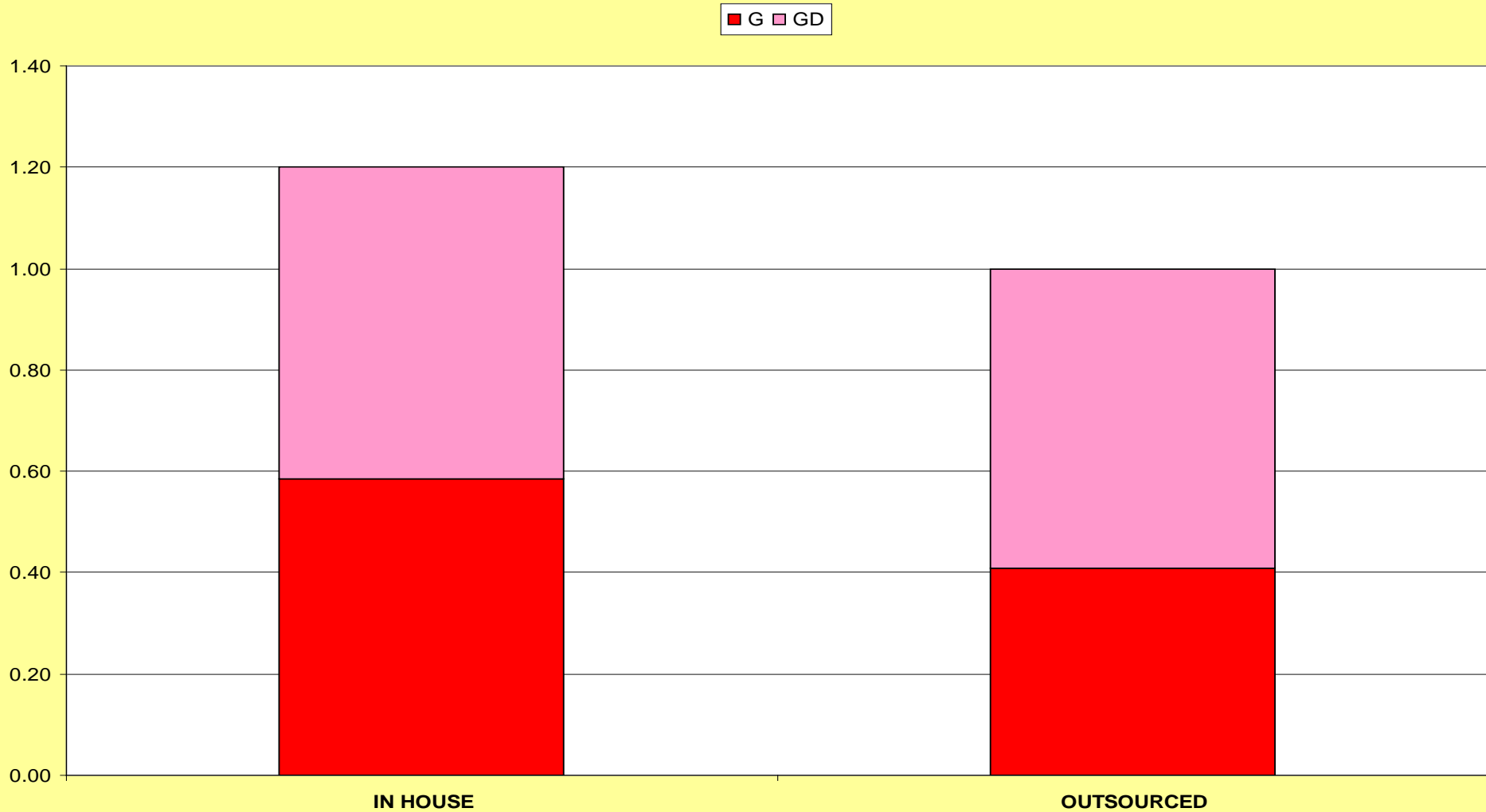


Maintenance provider dilemma

	Manageable costs	Maintenance condition and repair quality
External (fixed price)	PP	P?
External (pay as you go)	O?	P?
In house	P	P

FTA Findings

Average all Safety Defects by Maintenance Provider - Vehicle Roadworthiness
01-Jan-2007 to 31-Dec-2007





Learning Points

- Over half of all hgv prohibition items should be found by the driver
- Fix this and you can more than halve your risk
- Not rocket science – Consider introducing gate exit auditing



What Action Points can you take ?

If you have not already done so ...

- Audit vehicle condition
- Quality monitor your maintenance provider
- Train your drivers
- Introduce gate exit checks
- Ensure that procedures are in place and being followed



The tools at your disposal

- Quality monitoring your maintenance provider
- Systems auditing - maintenance and drivers' hours
- Vehicle safety inspections
- Driver training
- Focusing effort on your weakest areas
- Trend analysis
- Reward good practice and performance

FTA's Roadworthiness Awards



<http://www.fta.co.uk/information/awards/>



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Questions ?

Audit
Services



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