Driver & Vehicle Standards Agency

Helping you stay safe on Britain's roads

Driver & Vehicle Standards Agency

Enforcement of Compliance and Commercial Vehicle Service

Presented by

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Content

- **Enforcement of Compliance**
  - Compliance Vision
  - Effective Targeting
  - Informed Roadside Inspection
  - Technical Enforcement Evidence
  - Remote Sensing – The Future?
- **Commercial Vehicle Service**
  - The story so far

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Compliance Vision

To introduce more efficient & effective interventions without compromising standards or outcomes

DVSA Earned Recognition

pliant

Mostly Satisfactory

Non-compliant

Serially non-compliant

Remote compliance

Inspections & visits

Continued disruptive targeting

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National ANPR Service (NAS)

- NAS will replace existing national and local ANPR systems
- Standardise single ANPR data set across the UK
- Transform ANPR capability for Law Enforcement Agencies

National ANPR Service

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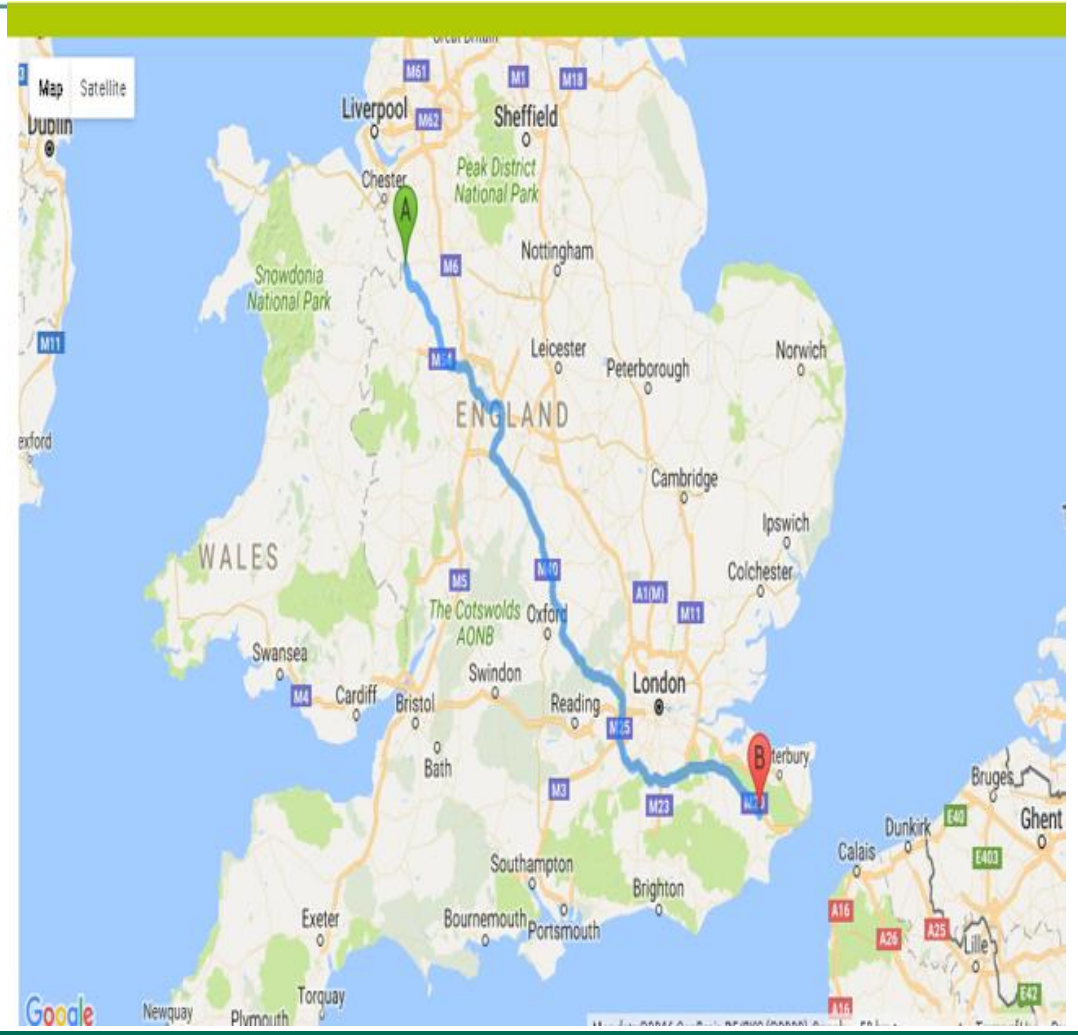
National ANPR Service (NAS)

- DVSA ANPR capability increases to 10,000 cameras
- Effective targeting and efficient use of resource
- Currently trialling over 20 methods of using the data, including :–
  - Evidence of illegal operators
  - Investigation of tachograph manipulation
  - Identifying vehicles without current MOT
  - Identifying locations of high-risk vehicles



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Operator Compliance Risk Score (OCRS)

OCRS uses scoring based on graduated fixed penalties, prohibition defects and MOT test history. Assessments and visits will soon be added to the score.

OCRS is calculated weekly from three years of DVSA data

High Risk	High Score	RISK
Medium Risk	Middle Score	
Moderate Risk	Low Score	
Low Risk	Earned Recognition	COMPLIANCE

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Operator Compliance Risk Score (OCRS)

Stopping priorities are as follows:

Intelligence

Red

Grey (no data)

Amber

Green

ER - Only inspected if there is an observed danger

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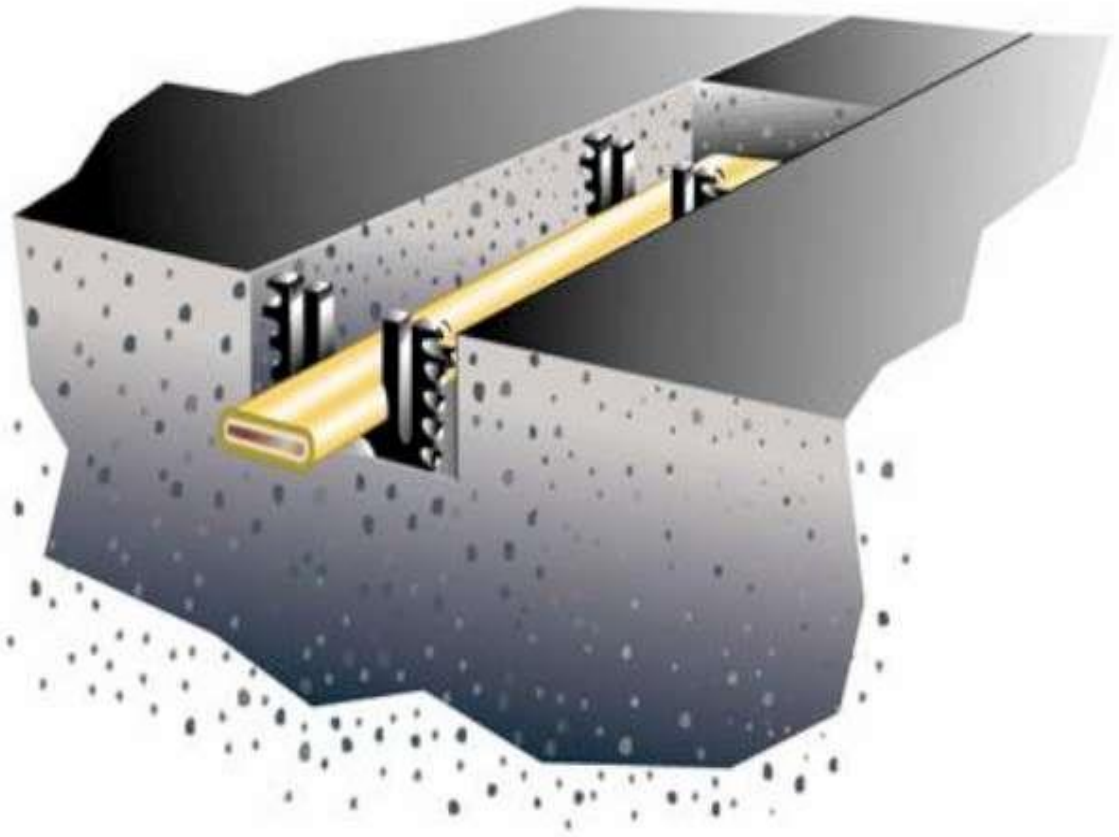
Targeted Enforcement using ANPR and Weigh In Motion Sensors (WIMS)



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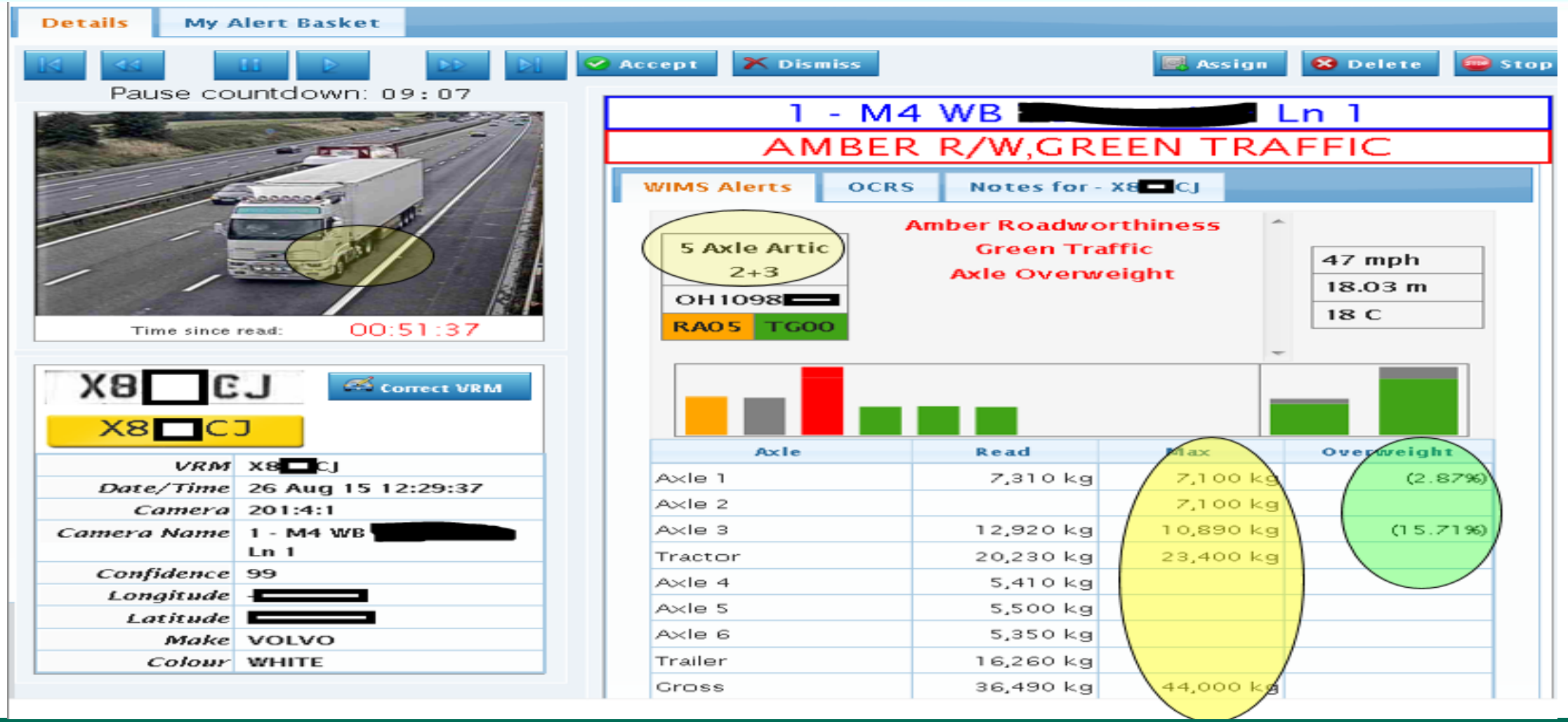
Targeted Enforcement using ANPR and WIMS



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Targeted Enforcement using ANPR and WIMS

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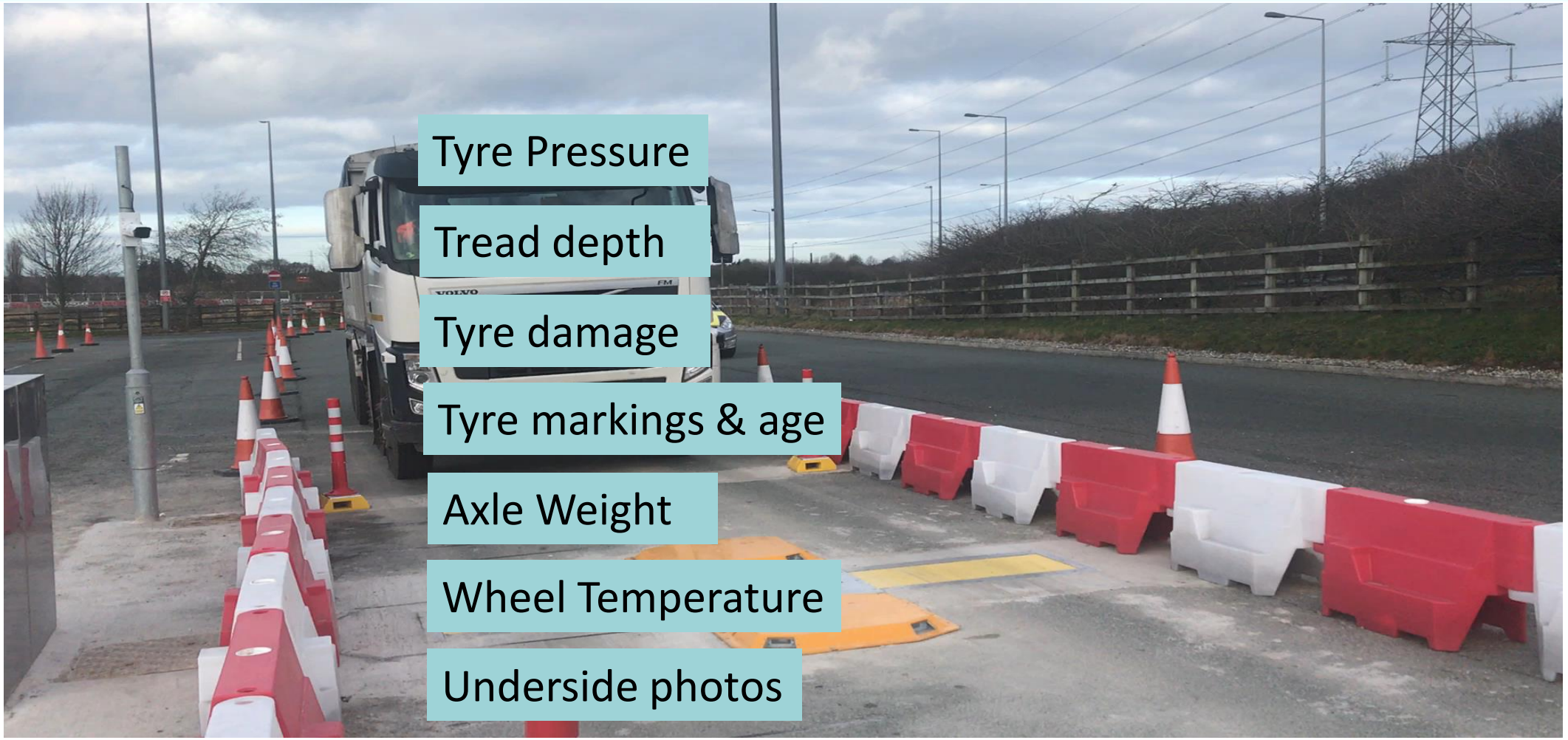
Wheelwright northbound on M6



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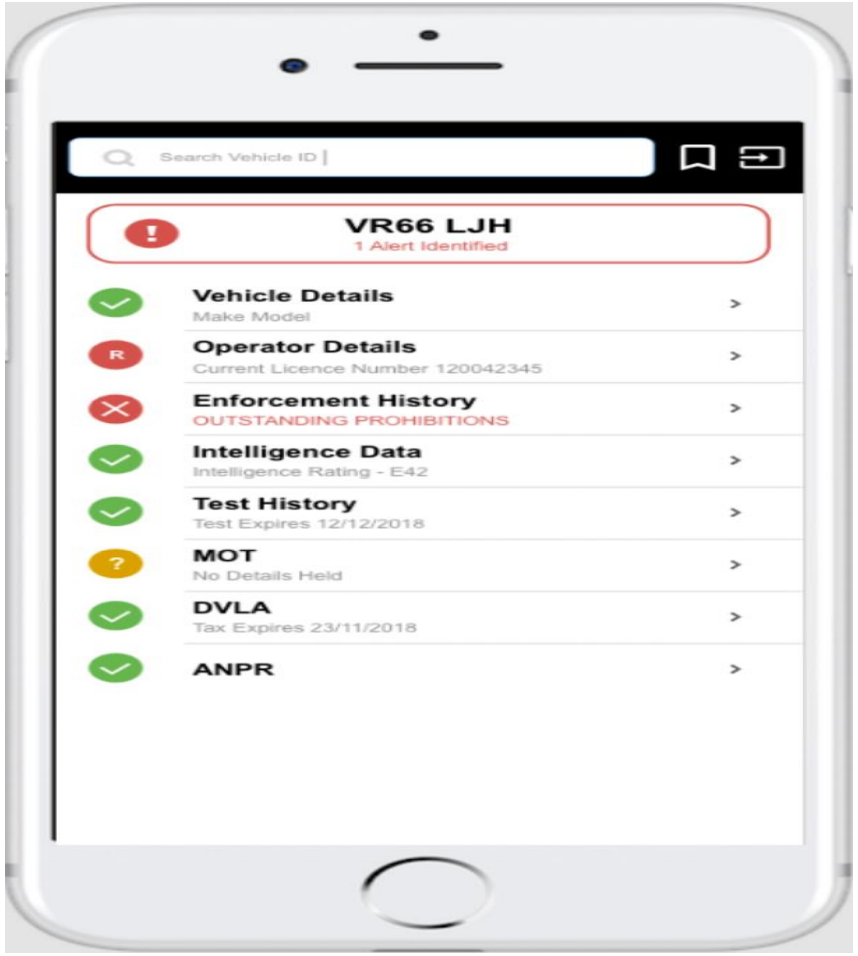
DVSA Search

- Search used for UK and Foreign vehicles and drivers
- Gives DVSA examiners instant access to enforcement data
- Further information expands for each section



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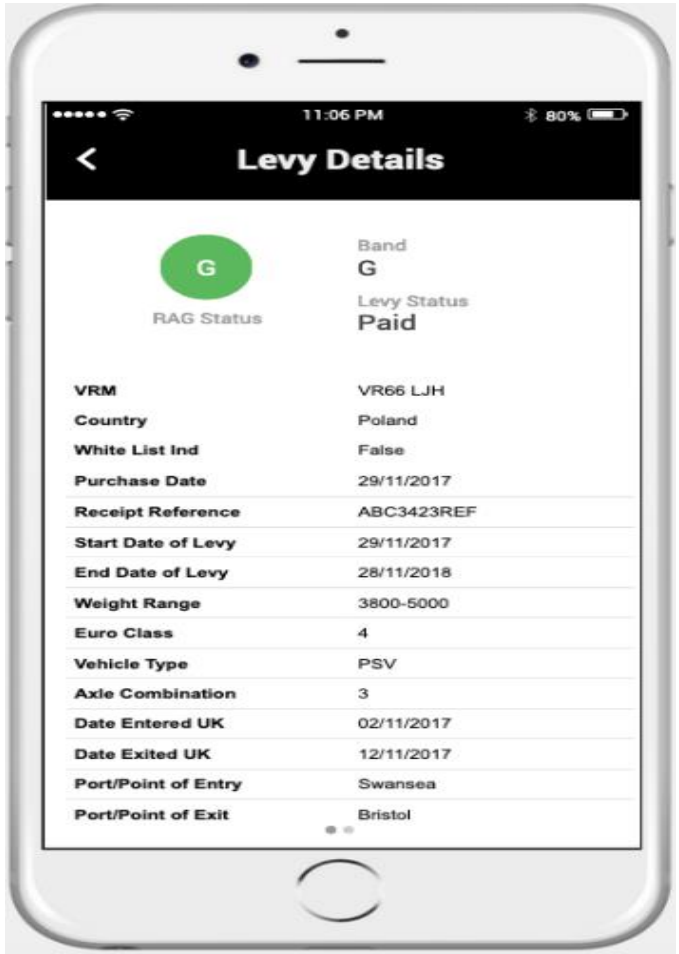
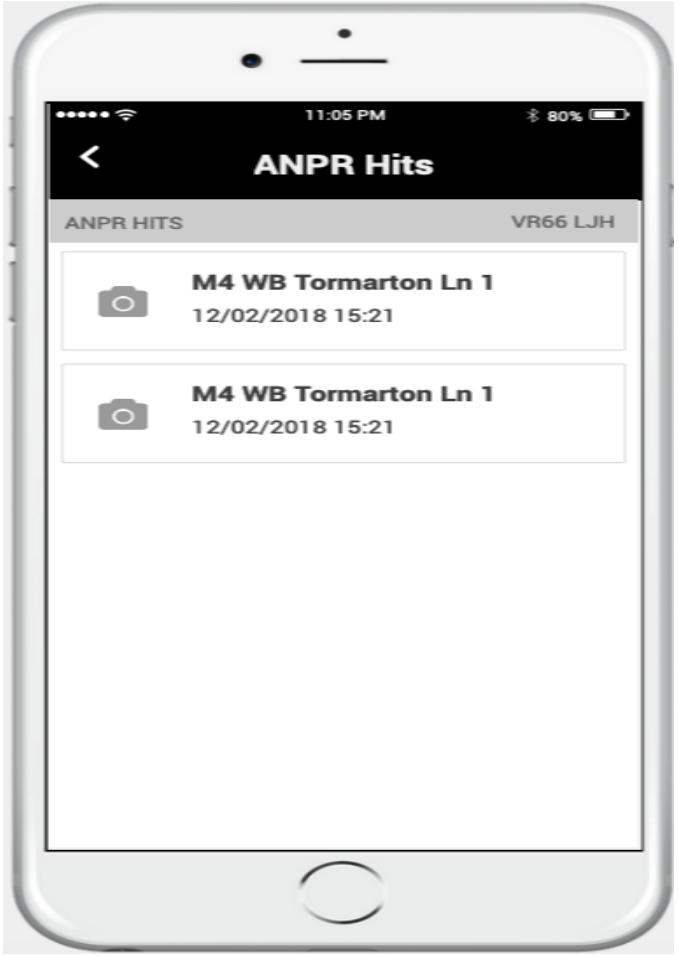
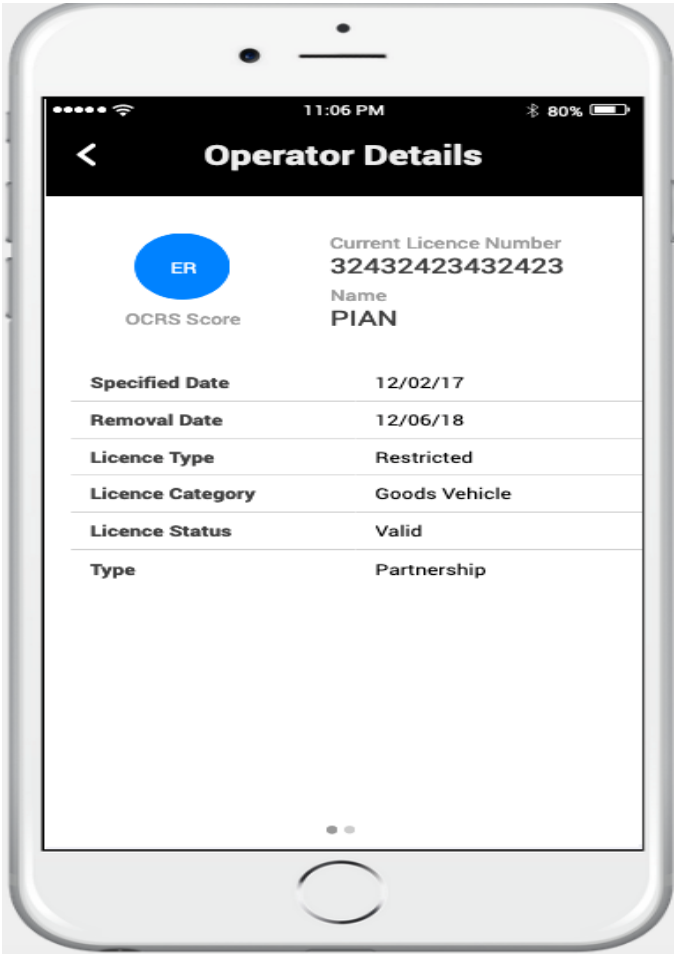
DVSA Search







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Tachograph Manipulation

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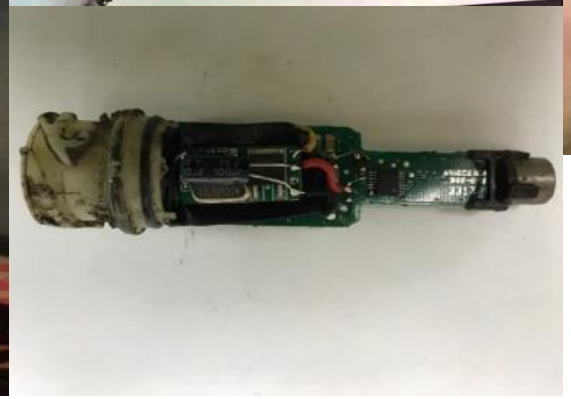
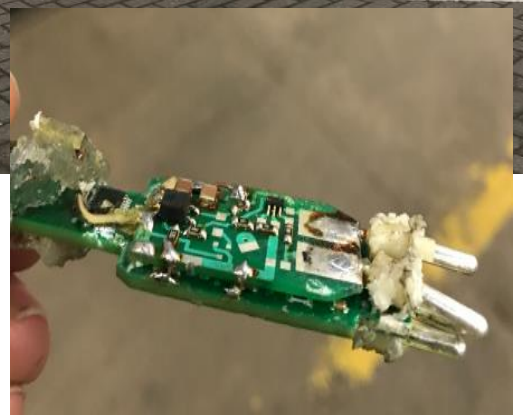
Tachograph Manipulation





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Enforcement Policy
Emissions Enforcement Update

- Ongoing DfT research looking at new emissions equipment and inspection for MOT and roadside
- We are working with vehicle manufacturers, who are supporting our research into identifying emissions system manipulation
- We are reviewing the feasibility of roadside inspection using
  - on board diagnostic equipment (OBD)
  - control area network (CAN) scan tools
  - remote sensing
- We are also working with European enforcement counterparts to share enforcement best practice and knowledge

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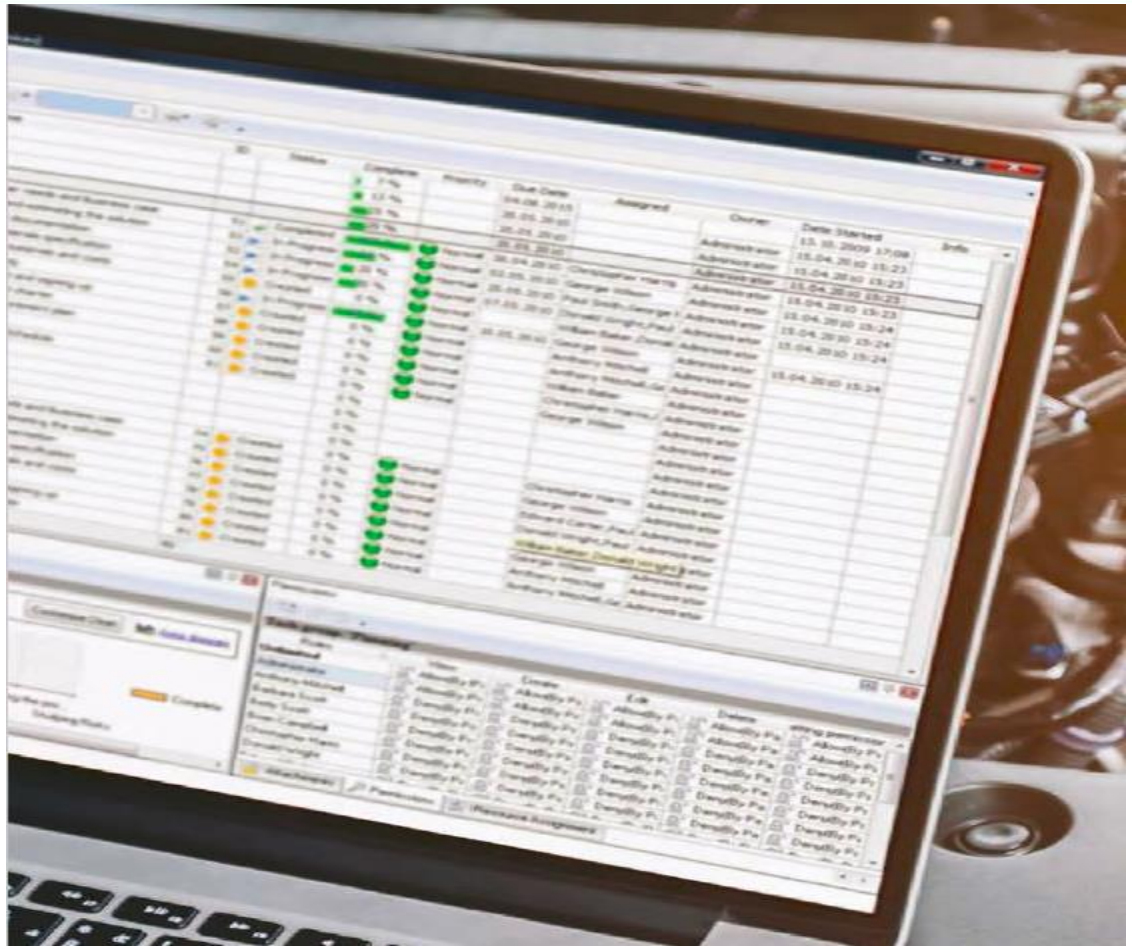
On-Board Diagnostics

- OBD provides evidence for indicated faults or manipulation
- Provides a time-line of faults that may contradict the driver!



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OBD Data

DIAGNOSIS			
NOW, THE ERRORS STORED ON THE DIAGNOSIS MEMORY OF THE ENGINE MANAGEMENT SYSTEM WILL BE READ. TAKE INTO ACCOUNT THAT THE ERRORS OF BOTH SYSTEMS WILL BE DISPLAYED.			
0	AdBlue/DEF. Heating element 2. Current below normal or open circuit. (PSID:84 FMI:5)	PRESENT ERROR	x168
FREEZE FRAME DATA			
DATE (FIRST OCCURRENCE)	05/05/2018 dd:mm:yy		
HOUR (FIRST OCCURRENCE)	17:07:00 hh:mm:ss		
DATE (LAST OCCURRENCE)	11/07/2018 dd:mm:yy		
HOUR (LAST OCCURRENCE)	11:40:00 hh:mm:ss		
1	Dosing valve of the AdBlue/DEF (Diesel Exhaust Fluid). Mechanical system not responding correctly. (PSID:89 FMI:7)	NON-PRESENT ERROR	x2
2	AdBlue/DEF. Coolant control valve (CCV). Voltage above normal or shorted high. (PSID:101 FMI:3)	PRESENT ERROR	x172
FREEZE FRAME DATA			
DATE (LAST OCCURRENCE)	11/07/2018 dd:mm:yy		
HOUR (LAST OCCURRENCE)	11:40:00 hh:mm:ss		

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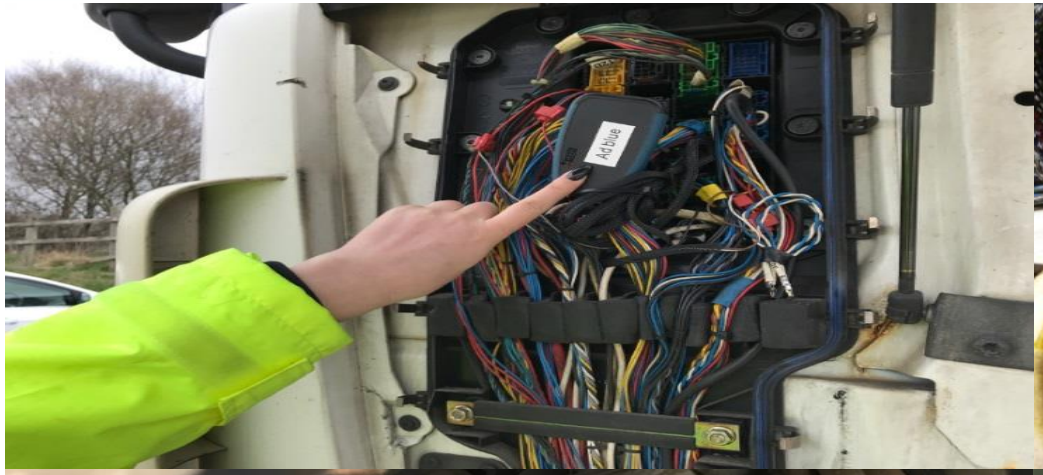
Emissions Control System Manipulation



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DVSA Enforcement of Emission Control Systems

SCR Temperature Sensor Manipulation

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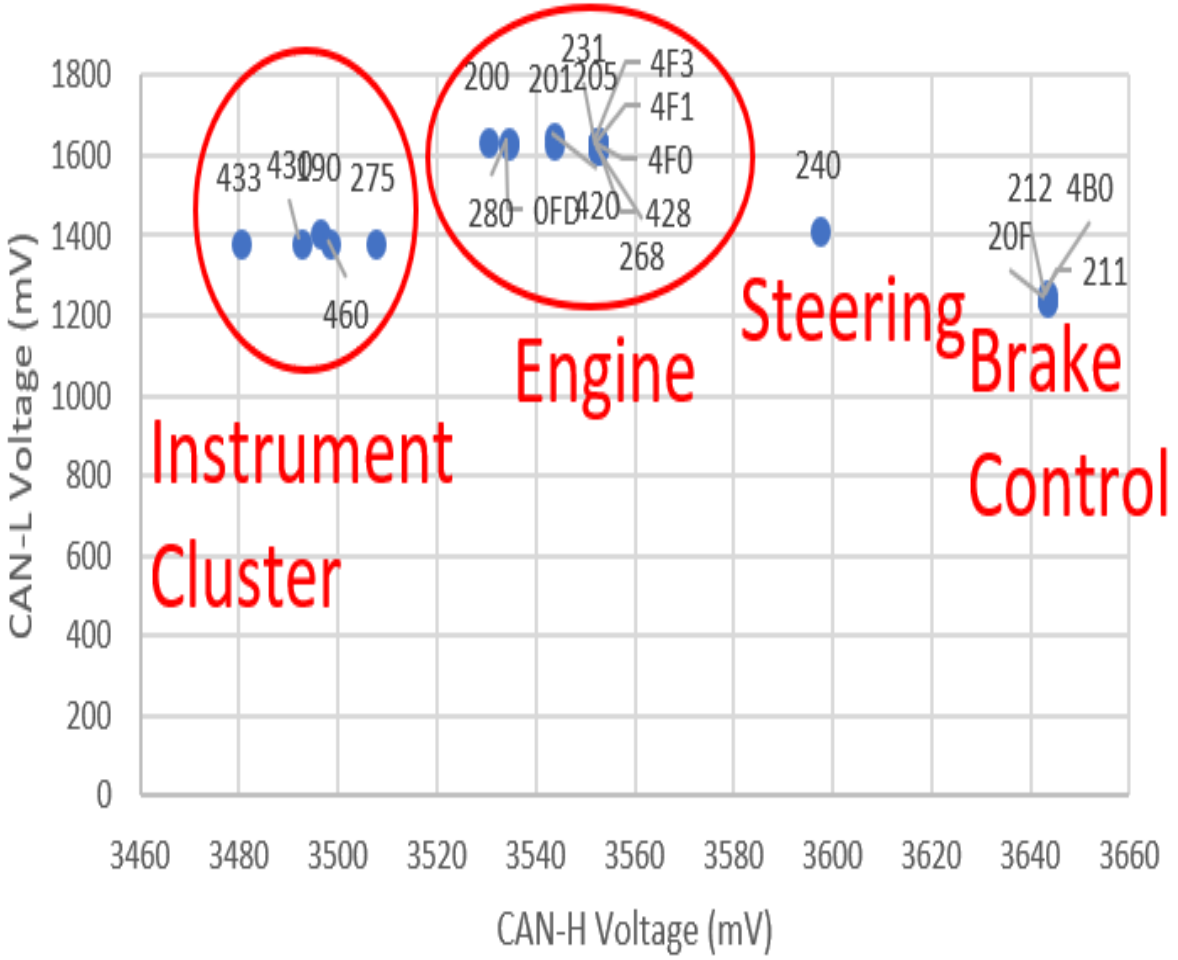
ECU CAN Message Identifier

- Each ECU has a unique fingerprint for the CAN message it transmits.
- It is possible to detect intruder messages on the CAN bus which are not supposed to be present
- This can be done by scanning the CAN bus and comparing the ECU fingerprints



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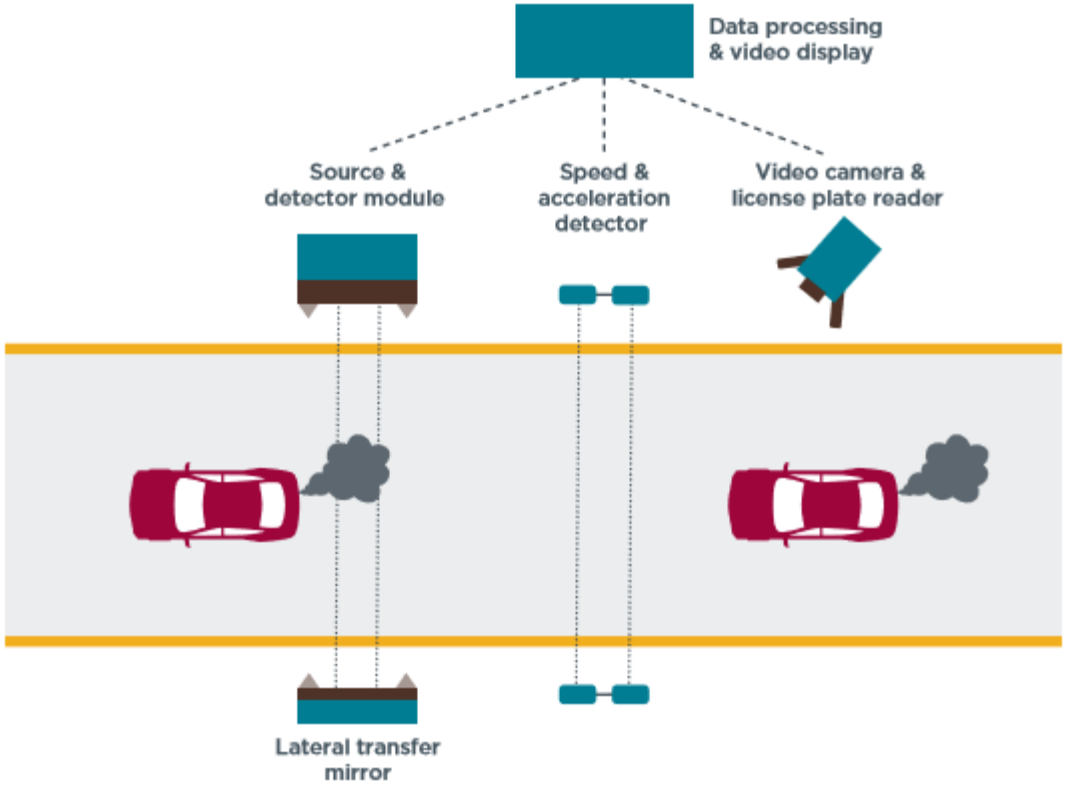
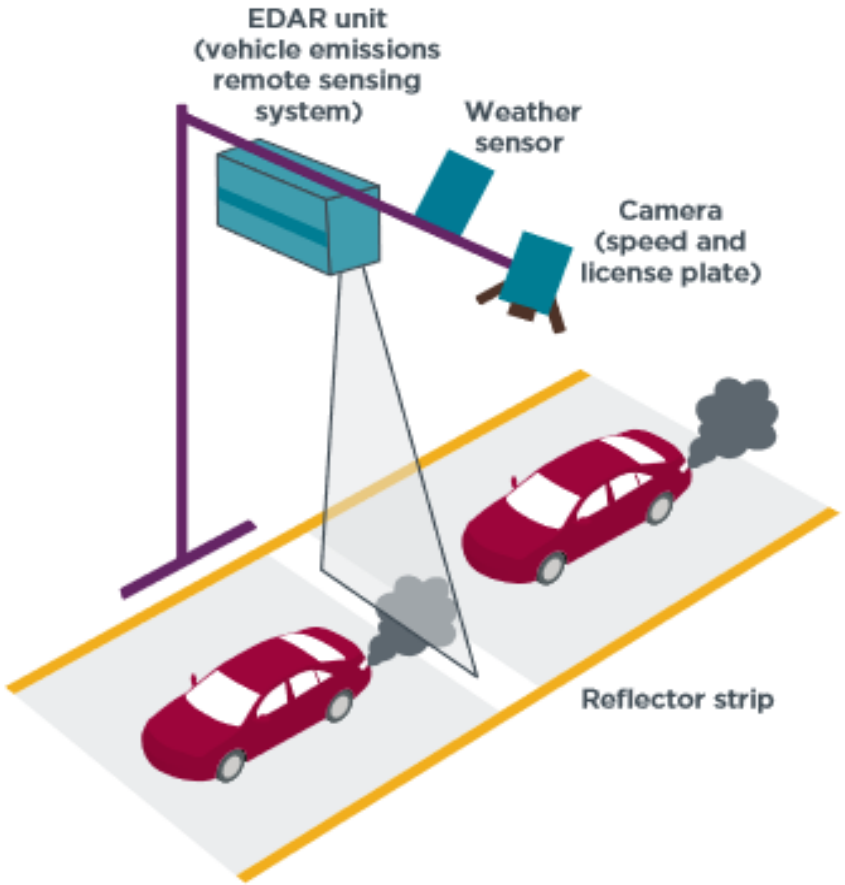
Remote Emissions Sensing





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Commercial Vehicle Service

The story so far……

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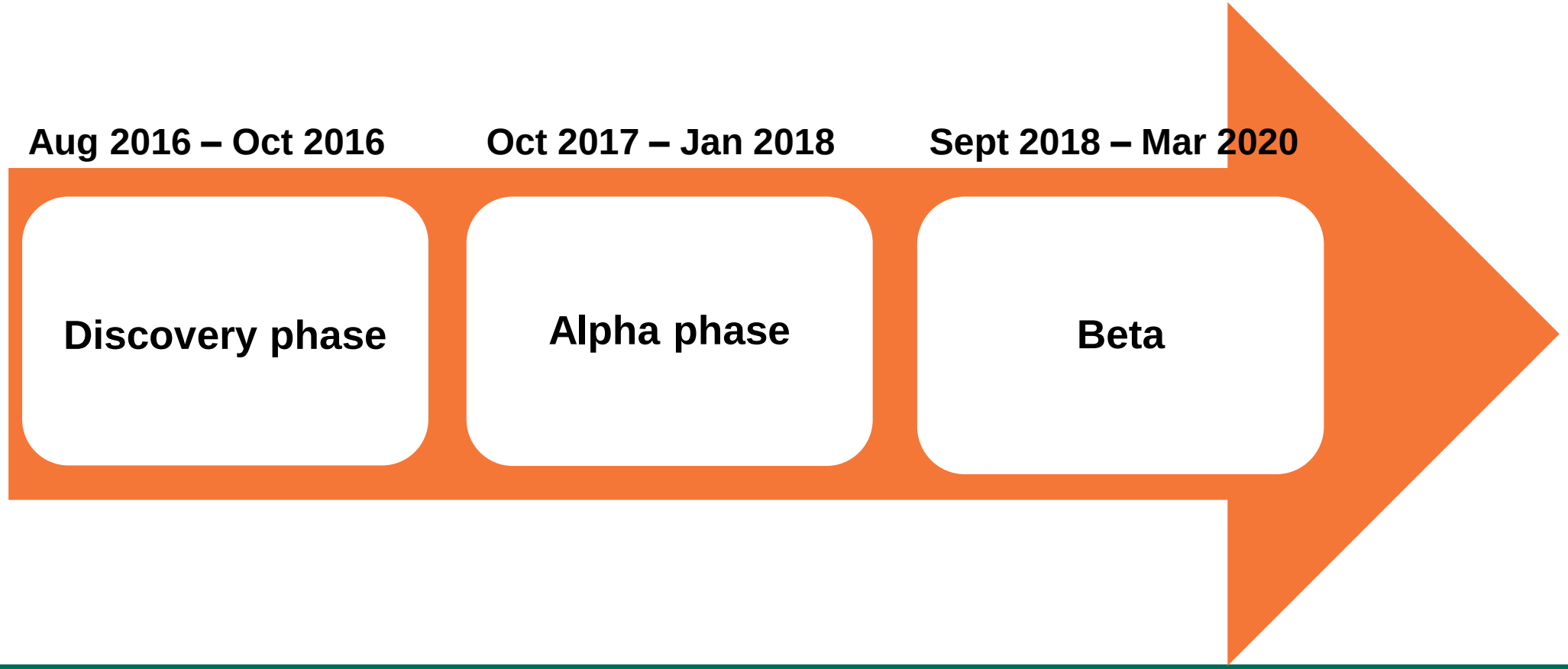
The CVS Project is following the **agile methodology to deliver value iteratively.**
We have been though Discovery and Alpha phases to inform the **development of Beta**:



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Investment Objectives

1: **To remove CVS dependencies on the Atos contract by December 2020**

2: **To increase testing standards to deliver maximum road safety value**

3: **To enhance CVS Operations to make DVSA easier to do business with for customers**

4: **To transform the experience of front-line staff by providing them with the tools to do their jobs more effectively**

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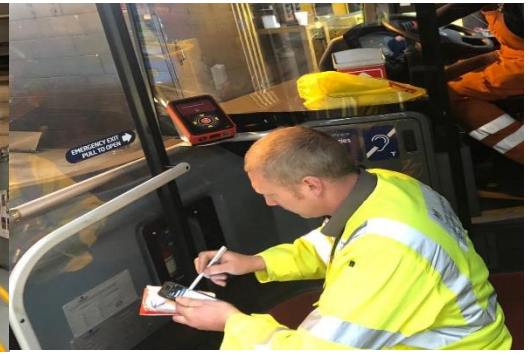
Private beta so far…

4 VSAs
- Craig L (iPhone 8+)
- Craig W (iPhone 6+)
- Graham (iPhone 6+)
- Kevin (iPhone 6+)

3 PSV ATFs
- West midlands travel - West Bromwich
- West midlands travel – Coventry
- West midlands travel – Wolverhampton

30+ PSV annual tests completed using the VT app and counting!
- Pass
- Pass with an advisory
- Fail with defect
- Retest
- Cancelled test



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Our Focus

- Now – Piloting the App at PSV ATF's
- This year - Roll out App to all ATF's
- 2020 – Pilot My ATF and Rollout

Commercial Vehicle Services
Alpha assessment passed - February 2019

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Any Questions?

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DVSA Useful Links

DVSA Direct Email Alerts - https://www.gov.uk/guidance/dvsa-email-alerts

DVSA Contact - https://www.gov.uk/contact-dvsa

DVSA Complaints - https://www.gov.uk/government/organisations/driver-and-vehicle-standards-agency/about/complaints-procedure