



Driver & Vehicle Standards Agency

Operator Compliance Score (OCRS) : Help for Operators

1.	Background to OCRS.....	2
	What is OCRS and why was it introduced by DVSA?	2
	How will OCRS be used by DVSA?	2
	What are the benefits of OCRS to me as an operator?	2
2.	Information available to operators	3
	How can operators find out their score?.....	3
	What date does the OCRS refer to?.....	3
3.	Data Protection and Freedom of Information.....	3
	Can I receive an OCRS on behalf of a company that I am not employed by?...	3
4.	Scoring Mechanism Overview	3
	What is the basis of OCRS?.....	3
5.	Specific Scoring Details.....	4
	How does the OCRS scoring system work?.....	4
	What is the roadworthiness score made up of?	4
	What is the traffic score made up of?	4
	If I or one of my drivers is prosecuted by DVSA will this impact on my OCRS?	4
	Do I receive the same number of OCRS points for each year?.....	5
	Are there any other instances that will cause my OCRS to change?	5
	My vehicles are passing tests first time and I've had no encounters but my score has changed, why is this?	5
6.	New events included	5
7.	Old events excluded.....	5
8.	Trigger events	6
9.	Year weightings.....	6
10.	No data available	6
11.	How does OCRS work?.....	6
	What is a base score?.....	6
	What are the OCRS bands?.....	7
	I have no (OCRS) score, what does this mean?	7
	How often might my score change if I have no annual tests or roadside encounters?	7
	Can I get an OCRS for an individual vehicle?	7
	Will operators have an OCRS for each licence they hold?.....	8
	I hold several operator licences which have (OCRS) scores. Are these taken into account when a score is calculated for a new operator licence?	8
	Are trailers counted towards my OCRS?.....	8
	Are 'sifted' encounters included in the OCRS?	8
	Will vehicle defects/offences in relation to my light goods vehicles (LGVs) or those vehicles exempt from operator licensing be included in my (OCRS) score?	8
	Is passenger vehicle annual test data included in the roadworthiness score? ..	8
	How do I achieve and maintain a GREEN OCRS?	8

	I have been told that my score could change constantly so how do I keep an eye on my score?	9
12.	Additional information	9
13.	Prohibitions issued for breaches of the Carriage of Dangerous Goods and Use of Transportable Pressure Equipment Regulations 2009	9
14.	Points attributed for roadworthiness defects	10
15.	Points attributed for traffic offences	10
16.	Points attributed for DVSA prosecutions.....	10
17.	Weighting factors for the 3 years of OCRS	10
18.	Thresholds for GREEN, AMBER and RED OCRS bands	11
19.	Trigger offences which send an OCRS to RED	11
20.	Changes to defect/offence points, weighting factors, thresholds and OCRS bands.....	11
21.	Comparison with other operators.....	11
	Are Goods and Passenger vehicle operators scored differently?.....	11
	Are operators compared with similar operators?	12
22.	What to do if you think your score is wrong	12
	If I do not agree with the scores is there are complaints procedure?	12
	If a prohibition is rescinded after an appeal is it then ignored for the purposes of OCRS?	12
	Would mounting an appeal have a positive effect on OCRS?	12
23.	Other.....	13
	If I am a multiple licence holder, will trigger events impact on all of my operator licences or only the licence where the prosecution or MSI occurred?	13
	Are non GB operators scored on OCRS?	13
	Does my OCRS score change if I apply for a new operating centre?	13
	Can operators have access to the standards DVSA are expecting?.....	13
	Will I be able to access my OCRS information on-line?	13
24.	OCRS Reports.....	14

1. Background to OCRS

Q. What is OCRS and why was it introduced by DVSA?

A. OCRS is a mechanism used to calculate the likelihood of an operator being non-compliant. OCRS is not a rating system but informs DVSA examiners of the likelihood of an operator being compliant or non-compliant. OCRS was introduced to try to ensure that effective targeting is carried out, by targeting non-compliant operators more effectively as well as reducing the number of compliant vehicles that are stopped.

Q. How will OCRS be used by DVSA?

A. Primarily OCRS will be used by DVSA staff to identify which vehicles should be inspected. Those operators with higher risk scores being more likely to be inspected than those with lower risk scores. DVSA may also use OCRS to prioritise investigations of those operators most likely to be operating outside the law.

Q. What are the benefits of OCRS to me as an operator?

A. OCRS is a fair system as it treats all operators in the same way. There is an incentive for operators to either maintain standards or make improvements to procedures. Operators who have a red or amber score are more likely to be targeted than those with a green score. However, this does not mean that operators with a green score will never be subject to checks. It does mean that these operators are unlikely to be targeted on the basis of their OCRS and so operators which achieve and maintain a good standard are likely to be stopped less often.

2. Information available to operators

Q. How can operators find out their score?

A. GB operators can find out their OCRS banding by using an on-line facility. To use this service you must first register using the link below or by contacting DVSA on 0300 123 9000.

<https://www.gov.uk/dvsa-online-report-services>

An OCRS report, Vehicle Encounter report and Vehicle Test History (Maintenance) reports are also available via this service. Passenger vehicle operators can only see their OCRS and Vehicle Test History reports if they have voluntarily specified their vehicles on the Operator Licence Business System (OLBS) self service facility.

Q. What date does the OCRS refer to?

A. OCRS uses data for a rolling 3 year period to the end of the previous Friday. The re-scoring process runs weekly, normally on a Friday, allowing newly registered operators to be scored and to take into account any new events (for example vehicle encounters, annual tests) to be included.

3. Data Protection and Freedom of Information

Q. Can I receive an OCRS on behalf of a company that I am not employed by?

A. As the OCRS contains data that could be relevant to an individual or individuals it is governed by Data Protection legislation. If an employee needs access to OCRS as part of their work authorisation is required from someone in authority, within the company, via a letter on headed paper. OCRS bands will not be given to a driver at the roadside, unless the driver can prove that they are the sole proprietor or the operator of the vehicle.

4. Scoring Mechanism Overview

Q. What is the basis of OCRS?

A. OCRS is based on historical information that DVSA holds on an operator and is separated into 2 categories. One category is **roadworthiness**, which is concerned with the condition of a vehicle or trailer. The other category is **traffic enforcement** which is mainly concerned with drivers' hours and weighing checks.

If no data is available for an operator for that category of score then they will have no score. It is possible for an operator to have a score for one category but not the other, a score for both categories, or no score for both categories. This lack of score is referred to as the **GREY** band.

5. Specific Scoring Details

Q. How does the OCRS scoring system work?

A. OCRS is based on actual data from events (for example roadside encounters, vehicle tests, etc.) that DVSA holds on an operator. Points are attributed when a vehicle test or an enforcement encounter results in a defect or infringement being identified or when DVSA prosecutes an operator or driver. The more serious the defect or infringement the greater the number of points allocated.

The scoring mechanism calculates the average number of points per event and this score is termed the '**base score**'. The base score will then determine which OCRS band the operator falls into based on [thresholds](#) for each band that are set by DVSA.

The bands are **GREEN**, for operators considered low risk, **AMBER**, for operators considered medium risk and **RED** for operators considered high risk.

An operator can also trigger straight into the **RED** band for a period of time (for example 6 or 12 months) if a trigger event occurs. The current trigger events include encounters with an operator's vehicle which result in a Most Serious Infringement (MSI) or an Operator prosecution. Once the trigger period of time is completed, assuming no further trigger events have occurred, the operator will return to their base score.

The current trigger events, time periods and thresholds are published later in this [document](#) and DVSA reserve the right to change these at any time.

Q. What is the roadworthiness score made up of?

A. The **roadworthiness** score is based on the condition of vehicles. There are 2 distinct areas that contribute vehicle tests and vehicle encounters. The vehicle tests only include first tests and subsequent annual tests which were not 'abandoned' during the testing process. Other types of testing such as retests, trailer tests and voluntary checks are excluded. Vehicle encounters consist of fleet check inspections carried out at operator premises and roadside inspections carried out at various check sites. Passenger vehicle test data is only included where the operator has voluntarily specified their vehicles on their licence.

Q. What is the traffic score made up of?

A. The **traffic** score includes roadside inspections and successful prosecutions. Offences include insufficient rest taken by the driver, tachograph related offences and overloading/weighing offences.

Q. If I or one of my drivers is prosecuted by DVSA will this impact on my OCRS?

A. Yes, both driver and operator prosecutions will have an impact on an operator's score. An operator will receive a set number of points for a prosecution (currently 500 points) and then an additional number of points for each offence they are prosecuted for. The number of points for each offence may be different for a driver's offence (currently 50 points) compared to an operator offence (currently 100 points). Additionally the operator will be [triggered](#) into the **RED** band for a period of time as a result of a successful operator prosecution.

Q. Do I receive the same number of OCRS points for each year?

A. OCRS has a built in time weighting that allows the impact of an offence or defect to decrease over the 3 year time period. Currently the weighting for the first year is 1, for the second year is 0.75 and for the final (third) year is 0.5. This means that an offence or defect that occurred in year 3 will have half the points compare to the same offence or defect in year 1. However DVSA reserve the right to change these weighting or time periods at any time.

Q. Are there any other instances that will cause my OCRS to change?

A. An operator can also trigger straight into the **RED** band for a period of time (for example 6 or 12 months), if a trigger event occurs. The current trigger events include encounters with an operator's vehicle which result in a Most Serious Infringement (MSI) or an Operator prosecution. Once the trigger period of time is completed, assuming no further trigger events have occurred, the operator will return to their base score.

The current trigger events, time periods and thresholds are published later in this [document](#) and DVSA reserve the right to change these at any time.

Q. My vehicles are passing tests first time and I've had no encounters but my score has changed, why is this?

A. There are several reasons why an operator's OCRS may change. These are detailed below in sections 6 to 10.

6. New events included

DVSA calculates an operator's OCRS on a rolling 3 year period to the end of the previous Friday. Therefore your score will change as new events are included in the OCRS calculation period. These events can include roadside, test or fleet encounters as well as DVSA prosecutions against you. Prosecution case data is only included from the result data of the case and not the date the offence occurred.

If you receive new OCRS offence or defect points from events, this may have a negative impact on your OCRS. However if you have 'clear' encounters (for example a pass at annual test) this may have a positive effect on your score.

7. Old events excluded

As with new events your OCRS is calculated on a rolling 3 year period to the end of the previous Friday. Your score can therefore change as old events (that have previously been included) drop off and are no longer included within the calculation period.

If you have previously had 'clear' encounters included in your score, and these have now dropped off, this may cause your score to increase as your base score may rise.

Alternatively if you have had prohibited encounters that have now dropped out of the calculation period this may have a positive effect on your OCRS.

8. Trigger events

An operator can also trigger straight into the **RED** band for a period of time (for example 6 or 12 months), if a trigger event occurs. The current trigger events include encounters with an operator's vehicle which result in a Most Serious Infringement (MSI) or an Operator prosecution. Once the trigger period of time is completed, assuming no further trigger events have occurred, the operator will return to their base score.

The current trigger events, time periods and thresholds are published later in this [document](#) and DVSA reserve the right to change these at any time.

9. Year weightings

OCRS has a built in time weighting that allows the impact of an offence or defect to decrease over a 3 year time period. The 3 year period is split into 3 blocks of 1 year with a separate weighting for each block.

Currently the weighting for the first year is 1, for the second year is 0.75 and for the final (third) year is 0.5. This means that an offence or defect that occurred in year 3 will have half the points compare to the same offence or defect in year 1.

This will cause an operator's score to change as offences and defects move from year 1 through to 3. However DVSA reserve the right to change these weightings or time periods at any time.

10. No data available

An operator can move from having no score (**GREY**), because DVSA has no historic data for that operator for the last 3 years, to having a score following an event with a vehicle on that operator licence.

They can also move from having a score to having no score if the last event with an operator's vehicles drops out of the rolling 3 year period.

11. How does OCRS work?

OCRS is based on actual data from events or tests that DVSA holds on an operator. Points are attributed when a vehicle test or enforcement encounter results in a defect or infringement being identified, or when DVSA prosecutes an operator or driver. The more serious the defect or infringement, the greater the point allocation. The scoring is based purely on the actions of the operator and not the actions of their peers.

Q. What is a base score?

A. All events with no defects or offences are treated as a clear encounter and carry zero points. Each encounter is counted as one event. Each defect, or offence, is given points based on the severity of the defect or offence.

The scoring mechanism calculates the average number of points per event and this score is termed the **base score**. The base score will then determine which OCRS band the operator falls into based on [thresholds](#) for each band that are set by DVSA.

Q. What are the OCRS bands?

A. 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 which is called the **GREY** band.

DVSA reserve the right to change these bands at any time.

Q. I have no (OCRS) score, what does this mean?

A. Scoring is based on historic data from a rolling 3 year period. If no data is available for an operator for either the **roadworthiness** or **traffic** category then they will have no score for that category. It is possible for an operator to have a score for one category but not the other, a score for both, or no score for both categories.

If you are a passenger vehicle operator who has recently opted to voluntarily specify vehicles on your licence your score will not be visible until first or annual tests are carried out on these vehicles.

Q. How often might my score change if I have no annual tests or roadside encounters?

A. Scores are recalculated weekly and therefore an operator's score could change in any given week. It is not only new events that can cause your score to change. Other reasons include:

- old events falling out of the 3 year calculation period;
- defects or offences moving from year 1 to year 3 (and having a lower weighing applied to them);
- all events dropping outside of the 3 year calculation period;
- a trigger event occurring; or
- a trigger event period has passed and the trigger is no longer active.

DVSA retains the right to make changes to the above parameters at any time.

Q. Can I get an OCRS for an individual vehicle?

A. No, the scoring system has been set up to distinguish between operators. It is the overall position that matters. As vehicles can change hands frequently the history of a vehicle could lead to a misleading impression being given about the current operator.

Q. Will operators have an OCRS for each licence they hold?

A. OCRS scores are calculated for each operator's licence, therefore you will have 2 scores (roadworthiness and traffic) for each individual current licence that you hold. This will enable you to identify any specific issues with one licence that you hold.

Q. I hold several operator licences which have (OCRS) scores. Are these taken into account when a score is calculated for a new operator licence?

A. Each operator licence is treated independently and will not be linked to any other licences held by the operator. Therefore initially a new operator licence is likely to have no score until such time that vehicles on that licence are encountered by DVSA (for example through vehicle tests or roadside encounters).

Q. Are trailers counted towards my OCRS?

A. Trailer details are difficult to allocate to an operator at annual test and are therefore excluded from an operator's OCRS. However, any prohibitions that are issued at the roadside are included and allocated to the vehicle drawing the trailer.

Q. Are 'sifted' encounters included in the OCRS?

A. Encounters that have been 'sifted' by DVSA examiners are not included as part of the scoring mechanism.

Q. Will vehicle defects/offences in relation to my light goods vehicles (LGVs) or those vehicles exempt from operator licensing be included in my (OCRS) score?

A. No, the score is based only on vehicles specified on an operator's licence.

Q. Is Passenger vehicle annual test data included in the roadworthiness score?

A. Where a passenger vehicle operator has elected to voluntarily provide their vehicle registrations via the OLBS self service portal the results from annual tests will be included in the roadworthiness score. Where the operator has not voluntarily provided these details DVSA cannot be confident who the operator of the vehicle is when it is presented for test and therefore the result cannot be added to an operator's roadworthiness score.

Q. How do I achieve and maintain a **GREEN OCRS?**

A. Ultimately the onus is on an operator to maintain suitable systems to ensure that vehicles are always maintained to a high standard, and that any relevant legislation in force is adhered to. You need to ensure that any failures at test and prohibitions issued are investigated.

DVSA is willing to assist you by providing advice and information that will help to identify potential problem areas. Knowledge is a key weapon in the drive to improve standards

and if you know what you are being assessed on, then you will find it easier to improve your position. Below are some suggestions that you might find useful:

- Obtain your OCRS score on a regular basis
- Track progress of your scores and if your score changes, obtain your OCRS report to help you understand why the score has changed
- When you have understood what caused the score change set performance improvement targets to improve the score in the future

Q. I have been told that my score could change constantly so how do I keep an eye on my score?

A. 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.

GB operators can find out their current (OCRS) score by using an on-line facility. If you have not registered already to receive these reports please complete the form accessed via this link:

<https://www.gov.uk/dvsa-online-report-services>

Alternatively you can contact DVSA on 0300 123 9000 to register by phone.

Operator OCRS reports, Vehicle Encounter reports and Vehicle Test History (Maintenance) report are also available via this service.

12. Additional information

A detailed OCRS report is available which will enable you to assess whether there are any specific problem areas. Guidance notes for the OCRS report are included later in this document.

Roadworthiness scores are based on annual tests (Goods and Passenger where vehicles have been voluntarily specified), roadside and fleet check encounters the latter of which can also include trailers and passenger vehicles which were not voluntarily specified. The score includes defects found at these events with the exception of advisory items and tests which were recorded as abandoned.

Traffic historical scores will mainly be due to drivers' hours, tachograph and overloading offences.

13. Prohibitions issued for breaches of the Carriage of Dangerous Goods and Use of Transportable Pressure Equipment Regulations 2009

The following points are issued:

Risk Category as defined in ADR Regulations	Points
Risk Category 1 (Highest Risk)	50
Risk Category 2 (Medium Risk)	25
Risk Category 3 (Lowest Risk)	0

14. Points attributed for roadworthiness defects

Parameter Description	Points
Cat 1 Defect (Immediate Prohibition for Tyres, Brakes and Steering defects)	200
Cat 2 Defect (Immediate Prohibition for all other defects)	100
Cat 3 Defect (Delayed Prohibition for Tyres, Brakes and Steering defects)	50
Cat 4 Defect (Delayed Prohibition for all other defects)	25
Cat 1 S Marked Defect (Immediate Prohibition for Tyres, Brakes and Steering defects)	400
Cat 2 S Marked Defect (Immediate Prohibition for all other defects)	200
Cat 3 S Marked Defect (Delayed Prohibition for Tyres, Brakes and Steering defects)	100
Cat 4 S Marked Defect (Delayed Prohibition for all other defects)	50
Annual Test failure for Tyres, Brakes, Steering defects	50
Annual Test failure for all other defects	25

15. Points attributed for traffic offences

Parameter Description	Points
Band 0 Offence (least serious offence)	0
Band 1 Offence	25
Band 2 Offence	50
Band 3 Offence	100
Band 4 Offence	200
Band 5 Offence (most serious offence)	500

16. Points attributed for DVSA prosecutions

Parameter Description	Points
DVSA Prosecution Case	500
DVSA Operator Prosecution points per offence	100
DVSA Driver Prosecution points per offence	50

17. Weighting factors for the 3 years of OCRS

Parameter Description	Multiplier
Year 1 Weighting factor	1
Year 2 Weighting factor	0.75
Year 3 Weighting factor	0.5

18. **Thresholds for GREEN, AMBER and RED OCRS bands**

OCRS Band	Roadworthiness	Traffic
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

19. **Trigger offences which send an OCRS to RED**

Following a roadside inspection where a prohibition or fixed penalty is issued for one of the following Most Serious Infringements (MSIs) as defined at Annex IV of Regulation (EC) 1071/2009 an operator's score will move direct to the **RED** band for a specified period.

- Exceeding the maximum 6 day or fortnightly driving time limits by margins of 25% or more.
- Exceeding, during a daily working period, the maximum daily driving time limit by a margin of 50% or more without taking a break or without an uninterrupted rest period of at least 4.5 hours.
- Using a fraudulent device able to modify the records of the recording equipment.
- Not having a speed limited although required by Community law
- Using a fraudulent device able to modify the speed limiter
- Falsifying record sheets of the tachograph.
- Falsifying data downloaded from the tachograph and/or the driver card.
- Driving with a driver card that has been falsified.
- Driving with a driver card of which the driver is not the holder.
- Transporting dangerous goods without identifying them on the vehicle as dangerous goods, thus endangering lives or the environment to such an extent it leads to a decision to immobilise the vehicle.

20. **Changes to defect/offence points, weighting factors, thresholds and OCRS bands**

DVSA will continue to monitor the impact of all the OCRS parameters. If it is thought necessary to change a parameter DVSA will amend the relevant points tables and provide communication to industry to help them understand the changes.

21. **Comparison with other operators**

Q. Are Goods and Passenger vehicle operators scored differently?

A. The same scoring mechanism is used for both Goods and Passenger vehicle operators. However, where passenger vehicle operators have not voluntarily specified vehicles on their licence it is currently not possible to allocate the results of annual vehicle tests to their OCRS score. If you are a Passenger vehicle operator who would like to voluntarily specify vehicles on your licence to include this detail please the passenger vehicle section above by clicking [here](#).

Q. Are operators compared with similar operators?

A. Operators are not compared with each other within OCRS. Each operator has an individual base score calculated for them. The base score will then determine which band the operator falls into based on [thresholds](#) for each band.

22. What to do if you think your score is wrong

Q. If I do not agree with the scores is there are complaints procedure?

A. Firstly fully check the whole report and try to establish why you think the score is wrong. Remember that you are responsible for ensuring that vehicles specified on your licence are accurately recorded. Even if you are a passenger vehicle operator doing this voluntarily it is worth checking your list of specified vehicles to make sure this is correct.

If you consider that the test outcome, prohibition or fixed penalty was issued incorrectly (either issued to you incorrectly or issued for the wrong reason) you should contact your local DVSA office and appeal the outcome. This should be carried out as soon as possible after the event. Where an appeal is successful the event will be removed from your score and the score recalculated.

For all other reasons please send full details of why you think your score is incorrect to enquiries@vosa.gov.uk or in writing to DVSA, Berkeley House, Croydon Street, Bristol, BS5 0DA.

Due to Data Protection considerations we are unable to consider specific questions relating to an operator's score that are made by phone.

Q. If a prohibition is rescinded after an appeal is it then ignored for the purposes of OCRS?

A. If a prohibition is rescinded after an appeal any defect items found will be removed and therefore excluded from the OCRS. If the encounter is then classed as a clear encounter this will have a positive effect on the total score.

Q. Would mounting an appeal have a positive effect on OCRS?

A. An appeal against the issue of a prohibition is only likely to succeed if there is a good cause for the decision to be reversed. A pending appeal will not have any effect until the appeal has been accepted. If operators think that incorrect details are shown against their licence they should discuss this with their local DVSA area office or phone 0300 123 9000 to report the issue.

23. Other

Q. If I am a multiple licence holder, will trigger events impact on all of my operator licences or only the licence where the prosecution or MSI occurred?

A. Trigger events will only apply to the operator licence related to the prosecution or MSI. For example if a trigger related to a South West licence, licences elsewhere (including within the same Traffic Area) would not be affected.

Q. Are non GB operators scored on OCRS?

A. Yes, non GB operators also have an OCRS calculated which is made available to DVSA enforcement staff in the same way as for GB operators. However a non GB operator's score can only be based on roadside encounters as DVSA has no access to annual test or prosecution data for these operators.

Q. Does my OCRS score change if I apply for a new operating centre?

A. If an operator is granted a variation to an existing licence that authorised a new operating centre in a Traffic Area in which they were already based, it would have no effect on their OCRS. If however an operator made a new application for a licence in a different Traffic Area to where they are currently based this would mean that until an annual test, roadside or other inspection took place the operator would be in the **GREY** (no score) band for this new licence.

Q. Can operators have access to the standards DVSA are expecting?

A. OCRS is used to determine which vehicles need to be stopped and inspected at the roadside. The standards DVSA expects of all operators are described in a number of publications including the Guide to Maintaining Roadworthiness which can be accessed using the link below:

<https://www.gov.uk/government/publications/guide-to-maintaining-roadworthiness>

Q. Will I be able to access my OCRS information on-line?

A. Yes, GB operators are able to access their OCRS score and a detailed OCRS report on-line. To use this service you must first register using the link below or by calling DVSA on 0300 123 9000.

<https://www.gov.uk/dvsa-online-report-services>

Vehicle Encounter Reports and Vehicle Test History (Maintenance) reports are also available via this service.

24. OCRS Reports

The OCRS report is available to both HGV and PSV operators on-line as one of a suite of operator reports. To use this service you must first register using the link below or by calling DVSA on 0300 123 9000.

<https://www.gov.uk/dvsa-online-report-services>

Requesting your report

Once you have obtained access, log on to the reports suite and select the OCRS Report. Enter the date you wish the report to run from. Please note that OCRS calculates for a 3 year rolling period so you can only select an end date for your report rather than a range of dates. Additionally as the current scoring system came into effect on 28 September 2012 you are only able to select report dates on or after this date.

Your OCRS report will contain information from the date on which the scores were last calculated, before the date you have selected. Normally OCRS scores are recalculated on a Friday night so requesting a report from a Thursday will provide you with your score calculated from the previous Friday and will not include any events which happened after that date.

Requests for reports are processed and emailed to the recipient and usually take 2 working days.

Understanding your OCRS report

The first page of the OCRS report contains:

- operator details;
- summary information showing how the score was calculated;
- a summary of prosecution points; and
- details of the OCRS thresholds.

The aim of the front page is to enable operators to quickly view the summary of your OCRS.

The following pages, within the report, contain specific details of events that have had an adverse (negative) effect on your score and those that have had a beneficial (positive) effect.

At the end of the report there is a section which contains details of those events which have been removed from your score. It also shows the OCRS calculates for the past 90 days for each week the score was recalculated, prior to the date on which the report ends.

The following sections provide detailed comments on each of the headings contained in the report.

This is a sample report with explanations of the key areas. It does not contain all of the data used to calculate the example scores.



Operator Compliance Risk Score (OPT008)

Version: 1.0

Operator Licence Number: OZ97654321

Score Date: 05/09/2013

05/09/2013 11:22

Operator Name
ZZXZ LOGISTICS & TRANSPORT LTD

Date for the 3 year period which the operator has requested the report to be run (can be any date after 31 October 2012).

Date and time on which the report was run.

Base score is calculated by dividing the total of the Event Points and Prosecution Points by the number of events. In this example the Roadworthiness score is 3.90 (6143.75 points divided by 1576 events = 3.90).

Summary Information

Type of OCRS Score	Number of OCRS Events	Total Events Points	Total Prosecution Points	Event Points plus Prosecution Points	Calculated Base Score	Calculated OCRS Band (without triggers)	Final OCRS Band (including triggers)	Active Trigger End Date
Roadworthiness	1,576	6,143.75	0	6,143.75	3.90	Green	Green	
Traffic	86	2,688.75	50	2,318.75	26.96	Amber	Amber	

Number of DVSA Roadworthiness, Traffic inspections and Annual Tests

Total points awarded for defects and offences found at roadside or annual test

Total number of points awarded for both driver and operator prosecutions

Total of event and prosecution points

OCRS band without any Operator prosecution or Most Serious Infringement triggers

OCRS band including trigger events.

The date on which current active trigger events finish. After this date the OCRS Band will revert to the Calculated OCRS Band

Prosecution Points Summary Information

Type of OCRS Score	Number of Operator Cases	Number of Driver Cases	Points per Operator Case	Points per Driver Case	Total Prosecution Points
Roadworthiness	0	0	0	0	0
Traffic	0	1	0	50	50

Total of Operator and Driver prosecution points

Operator prosecutions within the last 12 months will also result in a trigger being applied to the OCRS Banding

OCRS Band Threshold Values

Type of OCRS Score	Amber Threshold Value	Red Threshold Value
Roadworthiness	10	25
Traffic	5	30

Values for each of the OCRS Bands for both Roadworthiness and Traffic Scores at the time the report was run

Roadside Encounters, Annual Tests and DVSA Prosecution details that have an adverse effect on the OCRS Base Score. Events are listed by date of event with the most recent at the top of the list. OCRS scores are normally recalculated every Friday. If an event has happened since the score was last calculated it will not be shown in this report

Negative Events

Type of OCRS Score	Source of Data	Date of Event	Location	VRM	Driver Name	Defect or Offence Id	Defect Description	Prohibition Category or Offence Band	OCRS Points Value	Weighting Value to be Applied	Weighting Points	OCRS Event Trigger Period in Days	OCRS Event Trigger End Date
Traffic	PLS Traffic	18/08/13	NEW FOREST	BC89OCR		4-25	Fail to use tachograph record sheets or driver card (driver): Fine Level 5	Driver	50	1.00	50.00		
Traffic	Roadside Traffic	19/06/13	SOURTON CROSS	CB93ROC		3.14F	REGISTRATION MARK OBSCURED.	2	50	1.00	50.00		
Roadworthiness	Roadside Enforcement	12/10/10	SUTTON SCOTNEY	MM98GHG		59	Brake actuator travel is excessive	3	50	0.50	25.00		
Roadworthiness	Testing	21/02/13	XYA LTD - ATF	KP95FSG		67	Aim of Headlamps	4	25	1.00	25.00		

Data Source descriptions are:
 PLS Traffic – DVSA prosecution
 Roadside Traffic – Roadside Traffic Inspections
 Roadside Enforcement - Roadside Roadworthiness Inspection
 Testing – Annual Roadworthiness Test

Defect id and descriptions are taken from the Categorisation of Defects, Offence id and descriptions are taken from the Enforcement Sanctions policy

OCRS point's values are based upon the prohibition category/test failure item or offence band.

Weighting values are applied to all defects and offences with the more recent events having a higher weighting value

Weighting points are the OCRS points multiplied by the Weighting Value. It is these points that are applied to the events score.

This allows you to track changes to your OCRS score over the last 90 days. The date shown is the date on which a change occurred that impacted on your score.

OCRS Score History for the last 90 days

Score Date	Roadworthiness Band	Traffic Band
02/09/2013	Green	Amber
29/08/2013	Green	Amber
10/08/2013	Green	Amber
29/06/2013	Green	Red
18/06/2013	Green	Red

Explanation of Report Contents

- 1). Operator Name - This is the operator name associated with this licence number.
- 2). Type of OCRS Score - Indicates if the summary line or event is relating to the Roadworthiness OCRS score category or the Traffic OCRS score category.
- 3). Number of OCRS Events - The total number of events recorded in OCRS for the calculation period, by score type.
- 4). Total Event Points - The total number of OCRS points allocated for offences or defects over the calculation period, by score type.
- 5). Total Prosecution Points - The total number of extra OCRS points allocated for operator and driver prosecution cases.
- 6). Event Points plus Prosecution Points - The final OCRS points total (defect/offence and prosecution points) over the calculation period, by score type.
- 7). Calculated Base Score - The OCRS base score, calculated by dividing the final OCRS points total by the number of OCRS events for each score type.
- 8). Calculated OCRS Band (without triggers) - The base OCRS band, calculated by comparing the base score to the Amber and Red threshold bands for each score type.
- 9). Final OCRS Band (including triggers) - Indicates the final OCRS band, by score type, once any triggers have been taken into account.
- 10). Active Trigger End Date - If any triggers are active this indicates the date at which the last trigger will become inactive. If this is blank then there are no active triggers.
- 11). Number of Operator Cases - The number of successful prosecution cases relating to an operator during the calculation period.
- 12). Number of Driver Cases - The number of successful prosecution cases relating to a driver during the calculation period.
- 13). Points per Operator Case - The number of extra OCRS points allocated for each operator prosecution case.
- 14). Points per Driver Case - The number of extra OCRS points allocated for each driver prosecution case.
- 15). Amber Threshold Value - The Amber threshold band at the time that the score was calculated, by score type.
- 16). Red Threshold Value - The Red threshold band at the time that the score was calculated, by score type.
- 17). Source of Data - The type of event that occurred (i.e. a roadside enforcement or traffic check, a test or a prosecution).
- 18). Date of Event - The date that the event in question took place.
- 19). Location - The location that the event took place (please note that for prosecutions this will be the location of the court).

- 20).** VRM - The Vehicle Registration Mark for the vehicle involved in the event.
- 21).** Driver Name - The name of the driver who was driving at the time of the event (please note that this is not always captured and will be blank for prosecutions).
- 22).** Defect or Offence ID - The defect or offence number relating to a defect or offence that was found during the event.
- 23).** Defect Description - A description of the defect or offence that was found.
- 24).** Prohibition Category or Offence Band - The severity band of the defect or offence that was found (defect category 1-4 or 1S-4S for S mark defects, offence band 0-5 or driver or operator prosecution offence).
- 25).** OCRS Points Value - The points allocated to that defect or offence band within OCRS.
- 26).** Weighting Value to be Applied - The time weighting to be applied to those points based on the elapsed time since the defect or offence occurred.
- 27).** Weighted Points - The final OCRS points to be applied (i.e. the OCRS points multiplied by the weighting value).
- 28).** OCRS Event Trigger Period in Days - If this is a trigger event this shows how many days the trigger will last. If this is blank then this is not a trigger event.
- 29).** OCRS Event Trigger End Date - If this is a trigger event this indicates the date on which the trigger will expire.
- 30).** Type of Events - This indicates if the Event was positive (i.e. no defects/offences were recorded) or negative (offences/defects were recorded).
- 31).** Score Date - This shows the date that the OCRS score was calculated (please note that this will be the day before the score becomes active).
- 32).** Roadworthiness Band - This shows the roadworthiness OCRS band at the time of the score calculation.
- 33).** Traffic Band - This shows the traffic OCRS band at the time of the score calculation.