

HOW ARE YOU RATING?

With the data being gathered for the 'Operator Safety Rating System' do you know how the information that has been gathered to date will affect your rating?

With the rating data coming from current COFs, roadside inspections and infringements operators need to be aware of the potential impact on their future rating.

LTNZ provide an education programme by visiting transport operators to review with them what they need to do to get an improved rating. In many cases the data collected is a surprise to the transport companies who have thought they are better than they really are. Using this service gives operators time to do something about their potential rating.

With the Operator Rating Safety System implementation less than 18 months away (2009) now is the time to change behaviour if an acceptable rating is to be achieved.

It is not appropriate to be a late adopter because the rating given could have a major impact on future business viability.

A high weighting is being applied to roadside stoppages as this checks the condition of the vehicle while it is operating. Therefore it is important to ensure the CVIU complete the roadside report even if no issues are recorded. It is likely that there will be an increased number of roadside checks as the checks determine in what condition the vehicle is being operated.

With COFs there is an opportunity to influence the standard of the vehicle by having a pre COF check done. Therefore the roadside data is seen as a better measure of assessing whether the vehicle is being operated safely.


Currently it is not possible to get up to date data on the roadside checks as the data base information is six to eight months in arrears.

Further assessment of transport operators is being recorded through the number of company infringements. Phase two of this assessment process is likely to move to the numbers of infringements recorded by drivers.

Crash data is being collected, but this is more problematic as it is difficult to determine at fault, not

at fault, who was at fault accidents. The sensitivity of this data is understood and it is important not to disadvantage operators through the quality of the data.

Just what weighting will be put to all the faults will be part of a complex algorithm. Then there is the ageing of the information with potentially a lower weighting being attributed to older data. This means if there has been an improvement in the last twelve months this improvement will be recognised.

You rating is being calculated now and now is the time to be aware of the impact it is having on your future business. 

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