



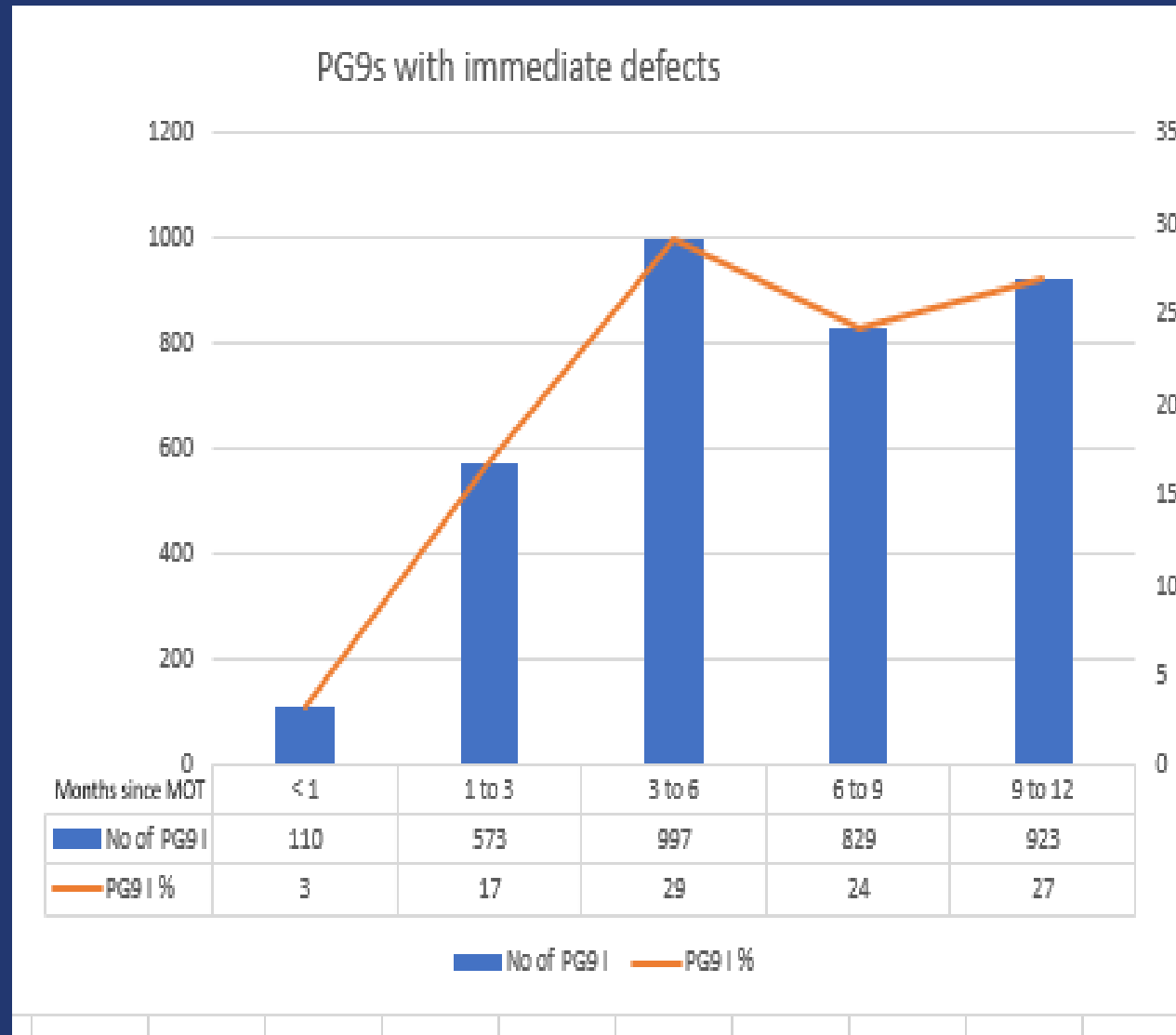
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Neil Barlow

DVSA – a view on safety & compliance

Keeping **Britain** moving, **safely** and **sustainably**

HGV prohibitions immediate & delayed defects

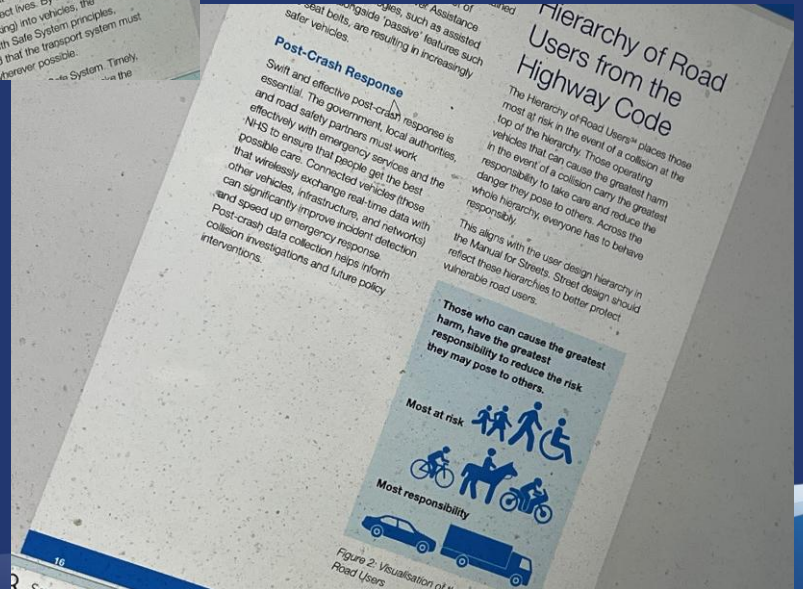
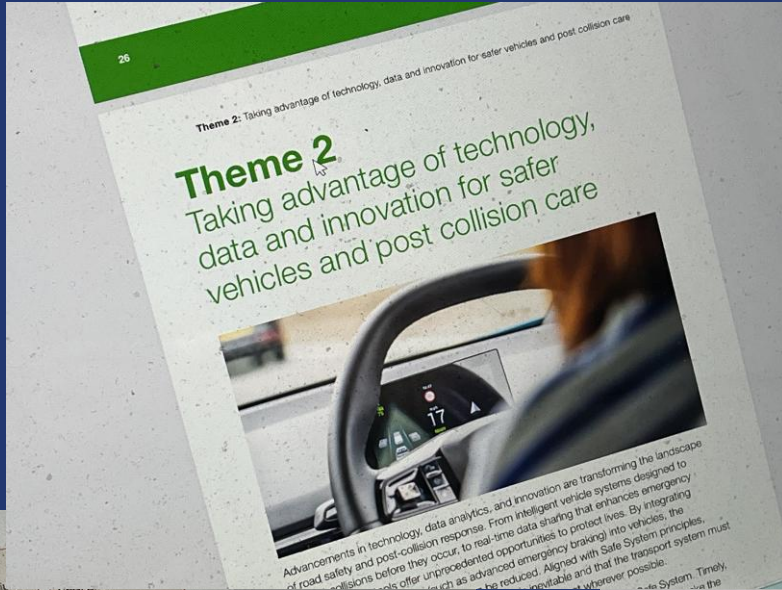


Encounters

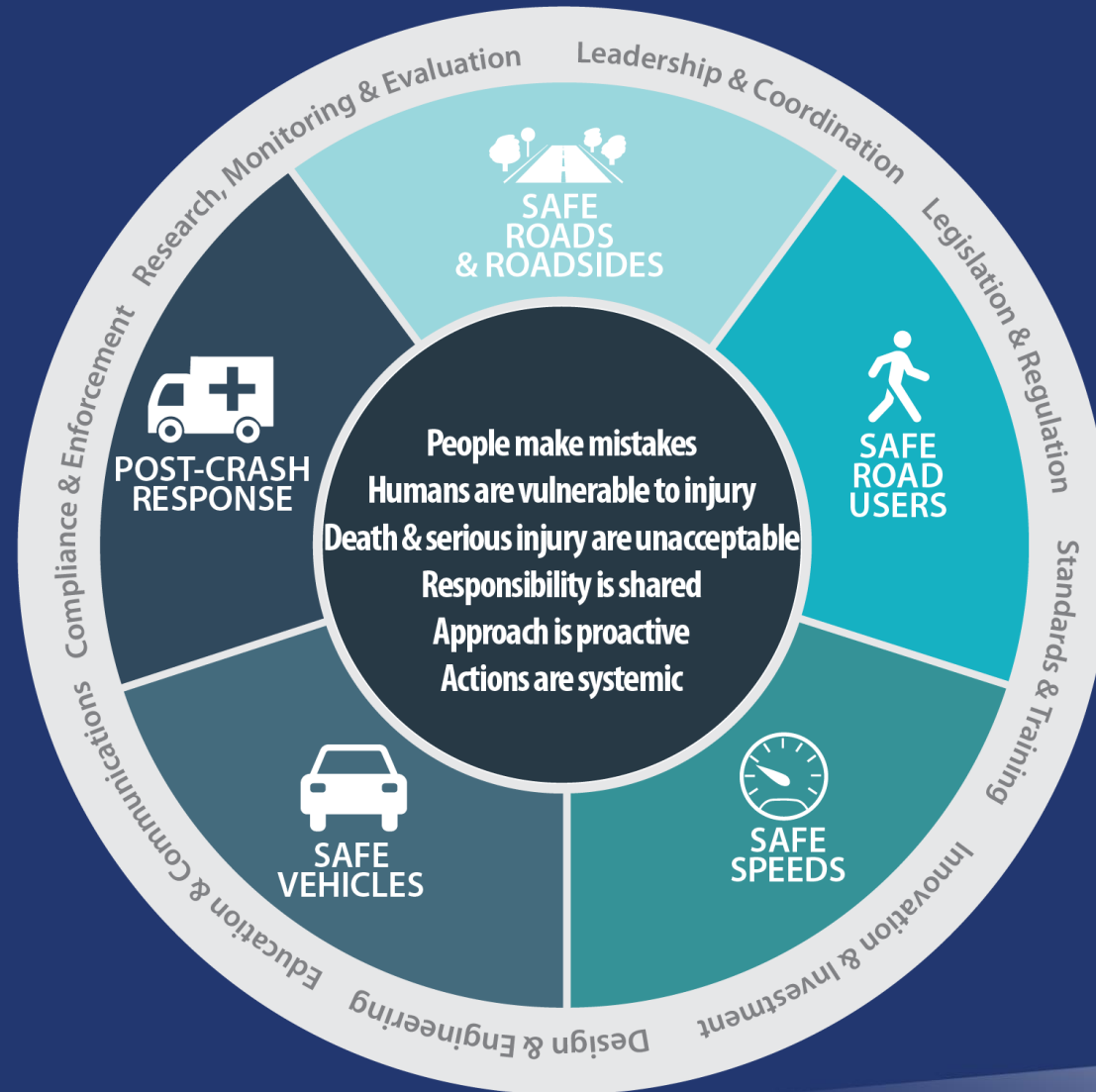
- Fleet compliance – 14% (non-compliant)
- Annual test - 10% (non-compliant)
- Targeted – 27% (non-compliant)



Road Safety – where are we?



Safe systems – the ‘whole picture’



...all part of the system...



Being fit for the future.....

Capitalising on new technologies

- On vehicles
- How we manage vehicles

The Basics!

Human Factors





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Gordon Thomson

DVSA – Forward look, Technology and other changes

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Compliance Landscape

Strategic position

- Vehicle technology is evolving and changing quickly
- Need to keep pace with ADAS, EVs and connected systems
- Enforcement is becoming more data-led, targeted with remote interventions

Today's Focus - shorter-term work, considerations and changes



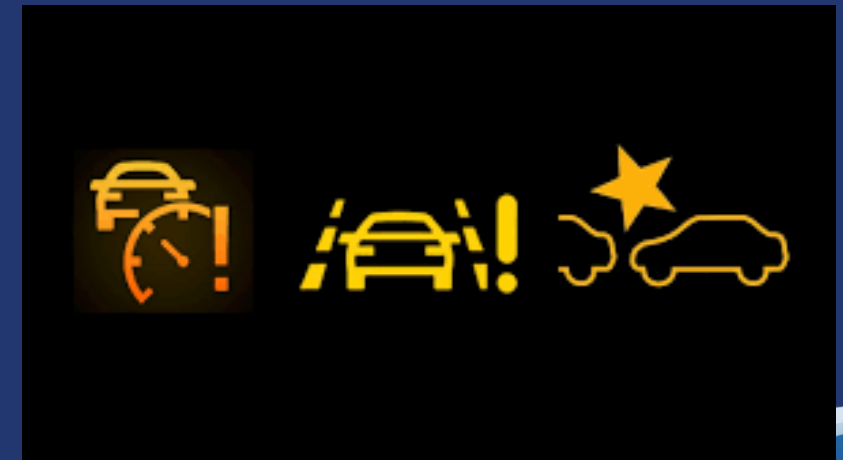
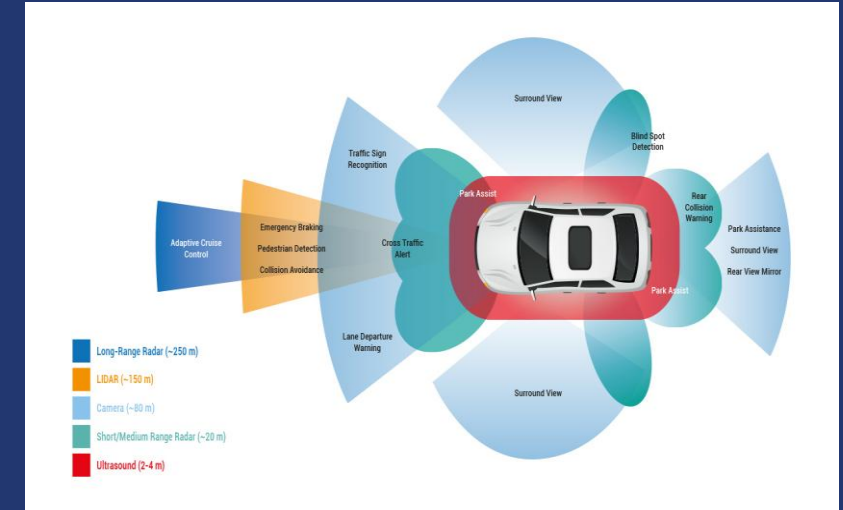
Change from a DVSA perspective (1)

ADAS – Research, data collected at Test

- Capturing deficiencies at test from 2nd February 26
- Results are recorded for DVSA use and research - they do not appear on test certificates

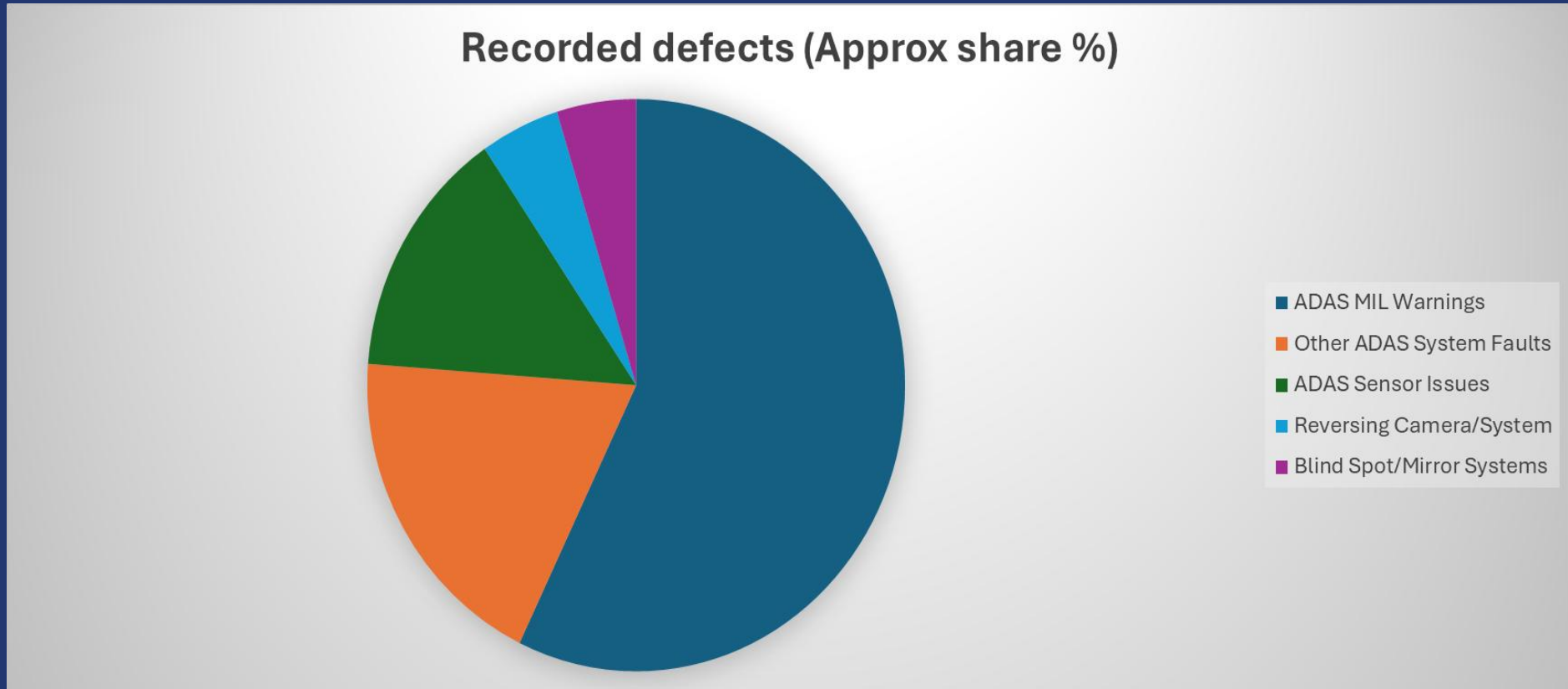
Systems in scope

- Lane Departure Warning (LDW)
- Advanced Emergency Braking System (AEBS)
- Tyre Pressure Monitoring System (TPMS)
- Blind Spot Information System (BSIS)
- Moving Off Information System (MOIS)
- Reversing Information System (REIS)



Early data and emerging insights

- Approximately **900 ADAS deficiencies** per month are being recorded
- Most deficiencies generate dashboard warning lights



Emerging themes

- Poor installation or insecure mountings
- Temporary fixes, examples of tape / cable ties
- Cameras not bonded to windscreen
- Sensors misaligned or obstructed (dirt / bodywork)
- Calibration needed, especially after repairs or windscreen replacement

Conclusions: deficiencies visible and preventable via correct fitting & maintenance.

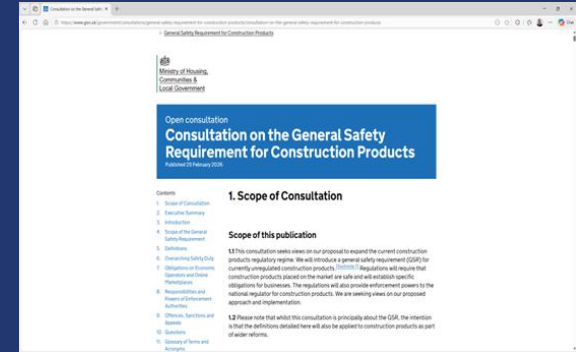
Operators have a responsibility to maintain systems even through they not in the annual test.

Results are informing policy changes, messaging and future training



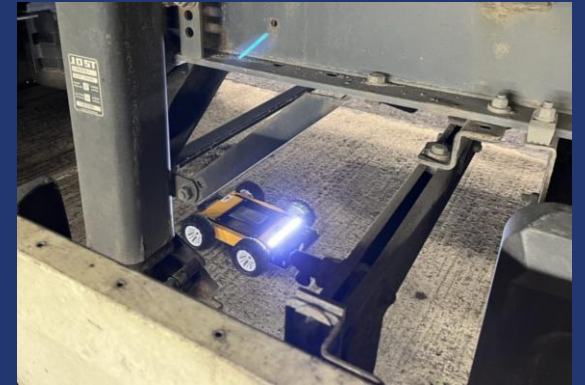
Change from a DVSA perspective (2)

- **General Safety Regulations 2** - Potential broadening of ADAS to include those in 'GSR2' (current DfT consultation) – including driver monitoring
- **Retrofit driver monitoring cameras** – likely to issue guidance (following that on blind-spot assistance devices)
- **Laden brake testing** - Overall working well but reviewing data on what is happening. Will look at 3-axle trailers and possible move to laden testing
- Up to **4.25T** zero emission vehicles moving to class VII – 1st June 26

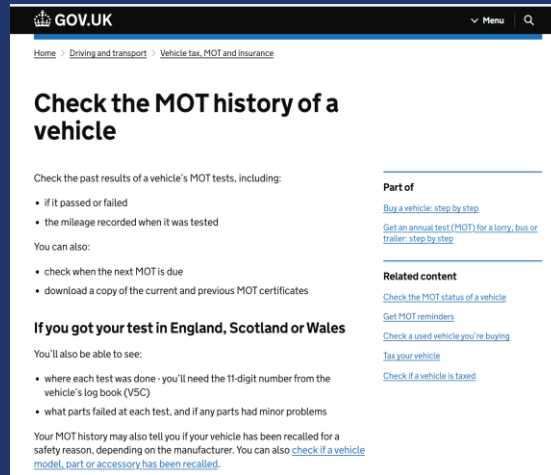
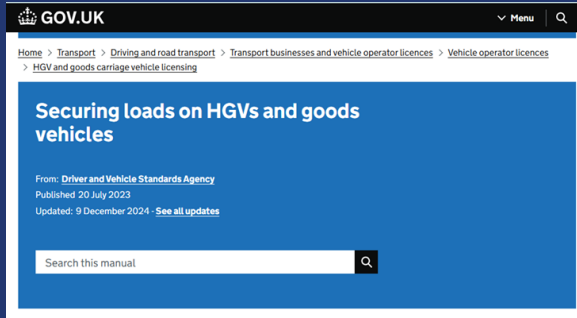


Using technology in what we do

- **Electronic maintenance records and driver defect systems.** Potential work to determine if implementing an 'industry standard' would make sense. Some products on the market are good, some less so
- **Image** – capture at annual test for dangerous defects
- **Under-vehicle-inspection Robots** – successful trials have taken place, and we are now looking to purchase at greater scale
- **Infrared cameras** - helping combat 'ghost' number plates



Is there more we can do?



- Use of MOT History Service & Reminders
- OCRS and other reports, data and transparency
- Is there more data we can share, including Driver data?
- GOV.UK guidance, is there more we can do, for example, compliance standards and load security

Summary

Short-term

- Evolve and improve our services – working with industry partners
- Potential introduction of ADAS and other technologies

Longer-term

- Shaping a move to a more connected and autonomous future





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