

COMMERCIAL VEHICLE INVESTIGATION UNIT

Senior Sergeant Phil Critchley
National Adviser Standards & Training
Commercial Vehicle Investigation Unit

IRTEENZ
2006 Convention

CVIU Staffing Levels

- ❖ CVIU staff numbers as at Aug 2006
 - ❖ Sworn officers: 96
 - ❖ Support Staff: 4
 - ❖ Intel Officers: 5
 - ❖ Vehicle Safety Officers: 8 + 5
- 113 + 5

Risk Targeting

- Categorisation of Defects – Police, Industry, Land Transport NZ Initiative.
- Available on Land Transport Web Site
- ORS – To be discussed by Don Hutchinson
- 4 Intel Officers – better information, DPR's – targeting risk operators.
- Quotas – Stops – Weighbridge days open

Risk Targeting

- Mud-flaps – not brakes? – still a danger to motoring public
- Police can't choose what legislation to enforce – just different ways to deal with it – POL 650
- Brakes – Roller Brake testing
- VSO's – targeting safety issues – industry can help by Walk around.

Roadside Inspection

Itsa Itsa Itsa

Roadside inspection guidelines for heavy vehicles

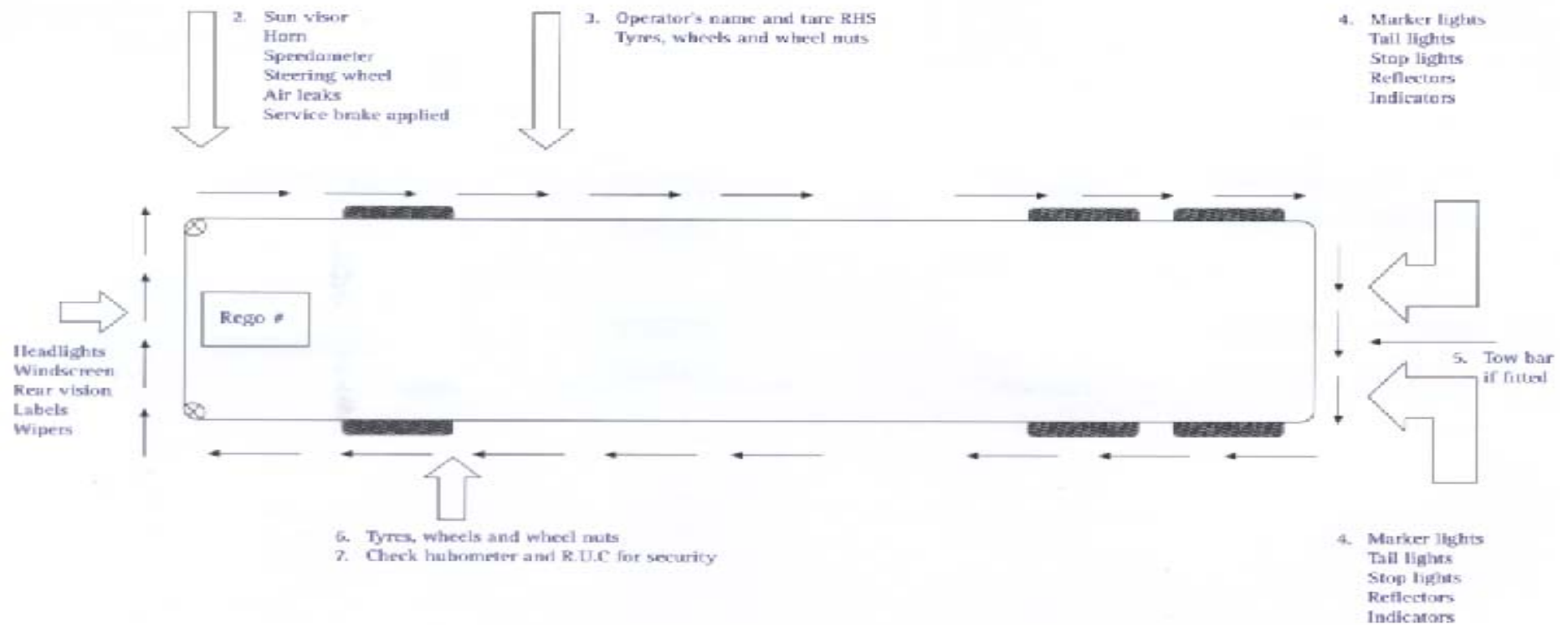
(do your own walk-around before you hit
the road and save time, money and lives)



transport safety

Roadside Inspection Bus

Visual walk-around inspection (bus)



GOD SQUAD

- Interesting question – coined by the industry –terms of endearment or not.
- Pop up where least expected

Roadside Testing Equipment

- Scales 12 monthly certifications – to International Standard-
- Roller brake machines 6monthly
- Speed measuring 12 monthly
- Testing devices are accurate – that is the weight at the time – Statutory tolerances are used to cover any variations that might be caused by suspension hang-up.

Roadside Testing Equipment

- Police have to comply with The
(Transport Measurement of Weight)
Notice 1998

New Developments

- ❖ Brake testing machines – one deployed in each of the four CVIU Areas
- ❖ New VSO with each machine
- ❖ 4 New VSO positions approved
- ❖ Safer vehicles on the road due to better maintenance

New Developments

- ❖ Smoky and noisy vehicle enforcement to commence
- ❖ CVIU staff have investigated a number of cases under the HS & E Act
- ❖ CVIU role. Cab a workplace. CVIU will concentrate on fatigue and vehicle safety.

New Developments

- Long term aim is for operators to establish safe work environment and practices
- Work with industry to establish Fatigue Management programmes (LTNZ and Industry)

New Developments

- ❖ Levels of inspection changed to reflect the quality of the checks rather than numbers of checks
- ❖ Most staff have been trained to carry out more detailed Level 3 vehicle safety inspections

New Developments

- ❖ Collaboration with transport industry (not just trucks) to improve voluntary compliance levels – If it is commercial it is of interest to us.
- ❖ Enhancement of Intelligence to better target “at risk” operators/drivers
- ❖ More attention to driver behaviour

New Developments

- ❖ Training for CVIU staff to conduct roadside tests for drivers suspected of using drugs



QUESTIONS?