

FORS Standard - summary of changes between version 3.3 October 2014 and version 4.0 September 2016

This document is a summary of the differences in the FORS Standard requirements between version 3.3 and version 4.0.

Ref	Version 3.3	Version 4.0
M1	FORS Policies and Procedures Manual	No significant change
M2	Responsibilities and Accountabilities	Now called 'Organisational Structure and Responsibilities', but no other significant changes
M3	Responsible Person	Now called 'Responsible Person/s', operators are required to ensure that there is sufficiently qualified / experienced resource in place for the operation to continue without interruption
M4	Regulatory Licensing	No significant change
M5	Communication	No significant change
M6	Review	No significant change, but now with a more detailed explanation of what needs to be demonstrated
M7	Change	This section is now 'Complaints' (formerly M8), and explains the need for effective management of complaints made by customers or the public
M8	Complaints	This section is now 'Transport Fines and Charges (formerly D8), and explains the need to record and react to fines or unpaid charges
M9	Resourcing	This section is now 'Transport Updates' (formerly M10), but now requires an operator to receive information that's specific to running a vehicle fleet
M10	Updates	This section is now 'Information Management' (formerly O5), but no other significant changes
M11	N/A	This section is now 'Tyre and Fuel Management' (formerly V3), but now requires more evidence of managing the full life-cycle of tyres, as well as a system of monitoring and managing fuel consumption
VI		
VI	Inspection and Maintenance Plan	No significant change
V2	Daily walk around check	Now called 'Defect Checks', operators are required to demonstrate that checks are done on each vehicle operated by a driver (accounting for multi-vehicle use within a shift)
V3	Fuel and Tyre Usage	This section is now 'Insurance' (formerly V4), but no other significant changes
V4	Insurance	This section is now 'Vehicle Excise Duty and SORN' (formerly V5), and requires operators to demonstrate that VED is managed and SORN declarations completed where required
V5	Vehicle Excise Duty	This section is now 'Safe Loading and Load Restraints' (formerly V6), but now with more focus on load restraints

V6	Safe Loading	This is a new section called 'PCV Safe Loading and Load Security'
V7	Vulnerable Road User Safety	No significant changes
V8	Working at height and the prevention of falls from vehicles	Now called 'Personal Safety in or around Vehicles' this requirement has been made more relevant to the PCV sector, and now focuses on safety around the vehicle (not just working at height)
V9	Vehicle Manoeuvring	No significant change, though now includes more comprehensive demonstration
Driver Requirements		
D1	Licensing and Qualifications	This section now requires operators to use a risk-based system at least once every six months
D2	Driving Standards	This section now includes the requirement to issue the latest version of the Highway Code to drivers, and to instruct them to observe the requirements contained within it
D3	Staff Training	This section is now 'Induction Training', and requires a structured process for the induction of employees that focuses on health and safety and vulnerable road users
D4	In-vehicle Technology	This section is now 'Professional Development' (formerly D3), but with no other significant changes
D5	Health and Safety	This section is now 'In-cab Technology (formerly D4), but with no other significant changes
D6	Driver Fitness and Health	This section is now 'Health and Safety' (formerly D5), and now includes more comprehensive demonstration
D7	Drivers' hours and working time	This section is now 'Driver Fitness and Health' (formerly D7), but with no other significant changes
D8	Monitoring Driving	This section is now 'Drivers' Hours and Working Time', but with no other significant changes
D9	N/A	This section is now 'Driver Infractions' (formerly D8 Monitoring Driving), but with no other significant changes
Operational Requirements		
O1	Routing and Scheduling	No significant changes
O2	Specialist Goods	This section is now called 'Specialist Goods and Abnormal Loads', and now requires an operator to effectively manage the transportation of abnormal loads and appoint a DGSA where necessary. 'Waste' is also defined as hazardous waste only
O3	Incidents and Collisions	This section is now called 'Incidents and Insurance', and combines the requirements of O3 and O4, but no other significant changes
O4	Insurance Claims	This requirement is now incorporated into section O3
NEW O4	N/A	This new requirement is called 'Engine Idling'
NEW O5	Record Control	This new requirement is now called 'Vehicle / Equipment Theft and Unauthorised Access'
Other Requirements		
S1	Maintain FORS Bronze	Operators must now have at least 30 calendar days left on their Bronze accreditation when applying for Silver
S2	Driver Licensing	This section is now called 'Operational Improvement' and is M7 in Version 3.3, but with no other significant changes

S3	Vehicle Warning Equipment	This section is now called 'Audible Warning Systems', and the most significant change is the requirement for operators to fit a reversing alarm to all vehicles over 3.5 tonnes GVW
S4	Blindspot Minimisation	No significant changes
S5	Driver Training	This section is now called 'Vulnerable Road User Safety Training', and now requires any driver training to be FORS approved. Additionally the annual training can now be completed either as an e-learning module or a classroom-based session, with at least 90% of drivers having completed (or been booked to complete) the necessary training
S6	Transport Related Fines and Charges	This section is now called 'Performance Data' (formerly S7), and include the need for operators to monitor NOx and Particulates as part of the capture of emissions data
S7	Performance Measurement	This section is now called 'Fuel and Emissions' and is a development of G6.
S8	N/A	This section is a new requirement called 'Road Risk'
G1	Maintain FORS Silver	This section is now called 'Maintain FORS Bronze and FORS Silver' and adds in the requirement to maintain accreditation at all levels
G2	Promoting FORS Standard	This section is now called 'Promoting the FORS Standard', but with no other significant changes
G3	Published Case Study	This section is now called 'Published and Updated Case Study' and reaffirms the need for operators to update FORS case study material once a year
G4	Performance Measurement	This section is now called 'Performance Data', and includes the need for operators to be actively reducing the impact of emissions including NOx and Particulate Matter
G5	Staff Training	This new section is called 'Driver Health and Fitness Review' and requires operators to carry out a detailed check of the health and fitness of each professional driver
G6	Fuel and Emissions Champion	This section is now called 'Professional Development (formerly G5), although there are no other significant changes
NEW G7	N/A	This new section is called 'Strategy for Recruiting New Drivers' and requires operators to have a plan in place to recruit new drivers into the industry
NEW G8	N/A	This new section is called 'Noise Assessment' and requires operators to document an assessment of noise emitted by their operation or activity
NEW G9	N/A	This new section is called 'Modal Shift and Alternative Vehicles' and requires operators to demonstrate that they have assessed the opportunity to use other modes of transport for their goods or consignment, and for the opportunity to use alternatively powered vehicles

