

POFM VOR Trailer Process

A new P&O Ferrymasters VOR Trailer Process has been implemented on our customer sites. This is to ensure stand trailers are in a fit and safe condition for loading, to ensure the safety of all persons who may handle or may come into contact with the trailer; and to protect the loads from potential damage from faulty equipment.

POFM will complete daily trailer checks, and trailers that have been found to have defects will be recorded by POFM and labelled as VOR.

The definition of a VOR trailer is:

1. Trailers that have been found to have a defect that would be a breach of road worthiness and liable to be issued with a PG9 - In this case trailers will be marked as “**VOR (Defect)**”
2. Trailers found to have a defect or defective equipment (such as roof support faults) that has the potential to cause a person harm - In this case trailers will be marked as “**VOR (Unsafe for Use)**”

The VOR label will be displayed prominently on the front of the trailer close to the Suzie connections. VOR trailers will be immediately withdrawn from service and will not be loaded.

POFM will notify the owning hauliers of the trailer and VOR details in order for you to arrange a timely repair. Trailers recorded by POFM as VOR will not be returned to service or loaded until evidence of repair has been received by POFM by means of a copy of a completed job sheet from your authorised mechanic.

<p>P&O FERRYMASTERS</p> <p>VOR TRAILER No. _____</p> <p>(DEFECT) or (UNSAFE)</p> <p>TRL NUMBER.....</p> <p>DATE.....</p> <p>DESCRIPTION.....</p> <p>.....</p> <p>.....</p> <p>ISSUED BY.....</p>
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If an owning haulier or driver assigned by the owning haulier wishes to collect one of their own trailers that has been marked as VOR, POFM will ONLY release the trailer to the haulier/driver on receipt of an email from the owning haulier stating they (the haulier) accept full responsibility for the trailer, it's condition and for any incidents or accidents that may arise from its use.

In such cases **POFM shunt staff WILL NOT handle or come into contact** with the trailer for any reason.

The trailer **MUST NOT** return to site until evidence has been received by POFM in the form of a completed job check sheet from a mechanic, that a full repair has been made, and the trailer is in a fit and suitable condition.