



Effectiveness Report

2000/01



How to use this Report

The Effectiveness Report provides a detailed breakdown of VI activities undertaken this year. It also provides a commentary to indicate the state of the various vehicle fleets. In addition, a commentary is included on the effectiveness of VI's activities in obtaining improvements to the road safety and environmental standards of those fleets. This Report should be read in conjunction with VI's Annual Report which sets out VI's accounts and achievement of the full range of customer (largely DETR) targets to which VI works.

The Effectiveness Report contains separate chapters covering:

- HGVs;
- PSVs;
- light vehicles;
- VI's supervision and enforcement of other schemes;
- VI's use of resources (physical sites and personnel); and
- forthcoming initiatives aimed at further improving VI's effectiveness.

Within the vehicle-specific chapters, we have grouped together all annual tests and enforcement checks relating to the particular type of vehicle covered by that chapter.

The data referred to in each chapter can be found in the annexes. Each annex has the same number as the chapter to which it relates. For example, Chapter 1 and Annex 1 both cover the HGV fleet. Cross-references to the relevant data tables are included in the text.

Technical terms, for example 'maintenance assessments', and abbreviations are listed in the Abbreviations and glossary section at the back of this Report. A map showing VI's enforcement areas is included on the inside back cover.

Vehicle Inspectorate

Effectiveness Report

2000/2001

A Report on the Vehicle Inspectorate's
Effectiveness as an Enforcement Agency

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Introduction

The 2000/2001 Effectiveness Report offers the opportunity to look in more detail at the range of Vehicle Inspectorate (VI) activities carried out during the year. As such, it forms a companion document to our Annual Report, seeking, where appropriate, to supplement the headline data contained there.

Readers who have seen earlier versions will note that this year's document has been slimmed down and refocused on statistical information relating specifically to the effectiveness of our compliance role. As such, we believe that those who wish to learn more about VI will find the Report a more effective medium than previously, particularly when read in conjunction with our Annual Report.

Highlights of the year

The year has been marked by a number of external issues which had an adverse effect on VI's ability to operate successfully. Foot and mouth, flooding and the fuel dispute all contributed to make conditions difficult. Despite this, VI was pleased to note that:

- all key targets for 2000/01 were achieved;
- the Performance Gain (PG) management system, designed to promote more effective enforcement including a greater preventative role through better provision of education and advice, was piloted successfully in five VI Areas;
- the Road Haulage Forum agreed £6 million extra funding over the next three years (from 2001/02) to finance a package of HGV enforcement effectiveness measures;
- the 'Testing Awayday' event – a workshop held with testing customers to advise future policy for testing – was successfully held;
- SVA (Single Vehicle Approval scheme for imported vehicles) volumes were up;
- up-plating was managed following an increase to lorry weights;
- prohibition powers for GB hauliers who exceed drivers' hours, and impounding for illegally operated HGVs were agreed;
- a leading edge research project to determine future emissions testing of low emission diesel powered vehicles was started;
- the DVO (Driver, Vehicle, Operator) initiative to improve joined-up services in the department was furthered, notably a review of VI's support to the O Licensing system was begun; and
- two major computer projects – MOT computerisation and IS2003 – were progressed.

Summary of performance

This year, our organisational targets reflect an increased emphasis on the value of the activities undertaken – using prohibition and prosecution points – and away from numbers of inspections. This ensures that we are able to undertake activities which make the greatest difference in terms of achieving our aims of improving road safety and environmental protection.

On the whole, we performed well against our targets. One area where we performed better, but still not as well as we would like, is in the test appointment booking time and we will be working this coming year to restore performance to our previous high standards.

When comparing the targets and performance this year with last, it must be recalled that many targets and outputs were set and achieved on the basis of only 18 of VI's 23 Enforcement Areas (as indicated by *) – the other five being involved in a separate PG trial. Further details of all our targets can be found in VI's Annual Report.

2000/01 performance

Quality and general effectiveness key targets

	Target		Achievement
	minimum	Outturn	
*Roadworthiness prohibitions	229,428 points	229,412	100%
of which emissions	7,360 points	6,868	93%
*Weighing prohibitions	3,445 prohibitions	3,822	111%
*Successful prosecutions for drivers' hours/, tachograph & other offences (excluding overloading and C&U)	63,347 points	70,517	111%
HGV test error rate	Under 0.19%	0.14%	Met
PSV test error rate	Under 0.19%	0.06%	Met

Completion of trial of the newly devised measure of effectiveness of VI supervision of the MOT scheme with a view to establishing a base year of data and setting a target for following year

Target	Actual	Achievement
Complete trial	Achieved	Met

*Excludes 5 Areas involved in Performance Gain trial

Activity key targets agreed with the department

	Target	Actual	Achievement
Achieve 97% of the total output units of each MOA			
'O' Licence and Enforcement	361,839	374,689	104%
Other DETR Funded	48,276	49,413	102%
MOT Standards Control	157,296	159,327	101%
Emission Checks*			
HGV	8,640	8,705	101%
PSV	6,030	6,111	101%
LGV/Private Car/Taxi	56,400	57,499	102%
Tachograph charts checked			
HGV	1,400,000	1,499,288	107%
PSV	145,000	186,409	129%

*For 2000/01 excludes 5 Areas involved in Performance Gain trial

Indicative performance measures agreed with the department

	Target		Achievement
	minimum	Outturn	
Roadworthiness prohibition error rate	Under 0.35%	0.29%	Met
Test appointment booking time	90% within 18 days	88%	Not met
Prohibition clearance appointment	99% within 3 days	99%	Met
HGV test cycle time	90% within 90 minutes	97%	Met
PSV test cycle time	90% within 90 minutes	99%	Met

Indicative performance measures agreed with the department

	HGV		PSV		LGV	
	Target	Output	Target	Output	Target	Output
*Roadworthiness spot check inspections	56,950	74,645	14,840	17,519	11,360	17,774
*Vehicles examined by TEs	118,844	114,119	11,656	13,483	1,350	1,599
*Vehicles weighed	49,500	49,057	545	534	5,345	5,085
*Hazardous goods vehicles examined	7,090	6,760	N/A	N/A	N/A	N/A

MOT Standards Control and training target volumes agreed with the department

	Target	Output	Achievement
AE/NT training output units	25,000	20,313	Met
Standards Control units	157,296	159,327	Met

1999/00 performance

Quality and general effectiveness key targets

	Target		Achievement
	minimum	Outturn	
Roadworthiness prohibitions	283,500 points	280,112	99%
of which emissions	11,000 points	10,368	94%
Weighing prohibitions	4,368 prohibitions	4,376	100%
Successful prosecutions for drivers' hours/, tachograph & other offences (excluding overloading and C&U)	63,000 points	101,077	160%
HGV test error rate	Under 0.19%	0.16%	Met
PSV test error rate	Under 0.19%	0.05%	Met

Indicative performance measures agreed with DETR customers

	Target		Achievement
	minimum	Outturn	
Roadworthiness prohibition error rate	Under 0.35%	0.19%	Met
Test appointment booking time	90% within 18 days	79%	Not met
Prohibition clearance appointment	99% within 3 days	99%	Met
HGV test cycle time	90% within 90 minutes	99%	Met
PSV test cycle time	90% within 90 minutes	99%	Met

Activity key targets agreed with DETR

	1999/2000		
	Target	Actual	Achievement
Achieve 97% of the total output units of each MOA			
'O' Licence and Enforcement	349,190	348,979	100%
Other DETR Funded	53,267	53,220	100%
MOT Standards Control	154,212	140,006	91%
Emission Checks			
HGV	10,800	14,576	135%
PSV	7,543	8,827	117%
LGV/Private Car/Taxi	90,250	96,038	106%
Tachograph charts checked			
HGV	1,400,000	1,428,178	102%
PSV	145,000	208,825	144%

Output achievements compared to target volumes agreed with DETR customers

	HGV		PSV		LGV	
	Target	Output	Target	Output	Target	Output
Roadworthiness spot check inspections	71,190	98,505	18,550	23,516	14,200	28,007
Vehicles examined by TEs	189,000	158,067	15,000	18,513	2,300	2,447
Vehicles weighed	65,000	63,849	720	692	6,845	6,807
Hazardous goods vehicles examined	9,000	9,178	N/A	N/A	N/A	N/A

MOT Standards Control and training target volumes agreed with DETR customers

	Target	Output	Achievement
AE/NT training output units	25,000	24,233	Met
Standards Control units	154,212	140,006	Met

Chapter 1: The HGV Fleet

Overview

Enforcement checks by VI examiners at the roadside and at operators' premises, along with our statutory annual testing of the fleet, are integral parts of VI's work in improving compliance with traffic regulations and hence road safety.

Wherever possible, VI examiners target vehicles, operators and drivers which are most likely to be committing offences. The results of these checks together with initial fail rates at annual test do not, therefore, reflect the state of the HGV fleet as a whole. For this reason, VI undertakes random surveys to identify the baseline level of compliance. The difference between the proportion of offences found in the random survey compared to that found in targeted checks provides an indication of the effectiveness of VI's targeting methods.

Test results

Introduction

This year has seen an increase in initial test fail rates (the 'as-presented' condition). We will be reviewing again what might be done in terms of education and advice to vehicle presenters in an effort to improve matters.

We have also again seen an increase in the amount of VI work involved in testing HGVs as a result of a further rise in the number of multi-axle vehicles tested (especially those with three or more axles).

Although an improvement in our forward booking times was achieved this year, staffing difficulties in some parts of the country, allied to the increase in workload, again meant that VI failed to meet its test appointment booking standards of service (88% of test bookings within 18 days which was below the target of 90%). We are seeking to improve our service here to include a national tester recruitment exercise, and temporarily transferring staff from other parts of the country to meet demand with a view to meeting our target. We shall also review the target with the industry to see whether we can find a better way of measuring the service they require.

For the first time this year, we trialled the inspection of tachograph installation at annual test, both in relation to seals, calibration/inspection dates and for evidence of tampering. These trials showed a 15% failure rate on HGVs with almost half (47%) of the combined HGV and PSV total

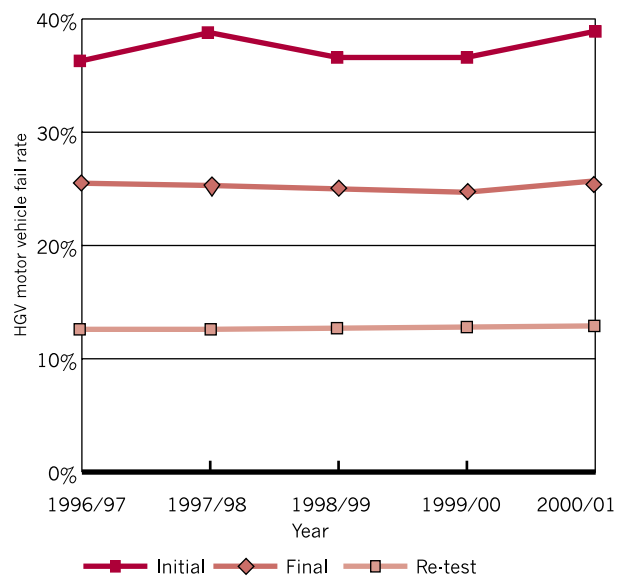
fails being due to security seals or DIL switch covers found either missing, non-standard, incorrectly set or showing signs of tampering (damaged or broken). As a result, an enhanced inspection of tachographs will be introduced to the test at the beginning of 2002.

HGV motor vehicles

Fail rates

Overall, the trend in overall fail rates this year was little changed on previous years. However, it is of concern that the initial (as-presented) fail rate for motor vehicles increased by 2.3% this year and that, therefore, a substantial and growing proportion of the vehicle fleet is being presented in an unroadworthy state. We shall continue to discuss this issue with the industry with a view to developing a strategy with the Trade Association aimed at improving as-presented condition.

Figure 1.1 HGV motor vehicle fail rates



Influence of age and fleet size

Fail rate generally increases with the age of the vehicle and the size of the operator's fleet (nevertheless, we note that one-third of vehicles from the largest fleets still initially fail the test). These factors are also obvious from our fleet compliance checks. Whilst we have always borne these issues in mind when targeting vehicles for checks, a formal Operator Targeting regime has now been created which takes these into account in identifying operators for advisory visits or enforcement checks.

Figure 1.2 Fail rate compared with fleet size

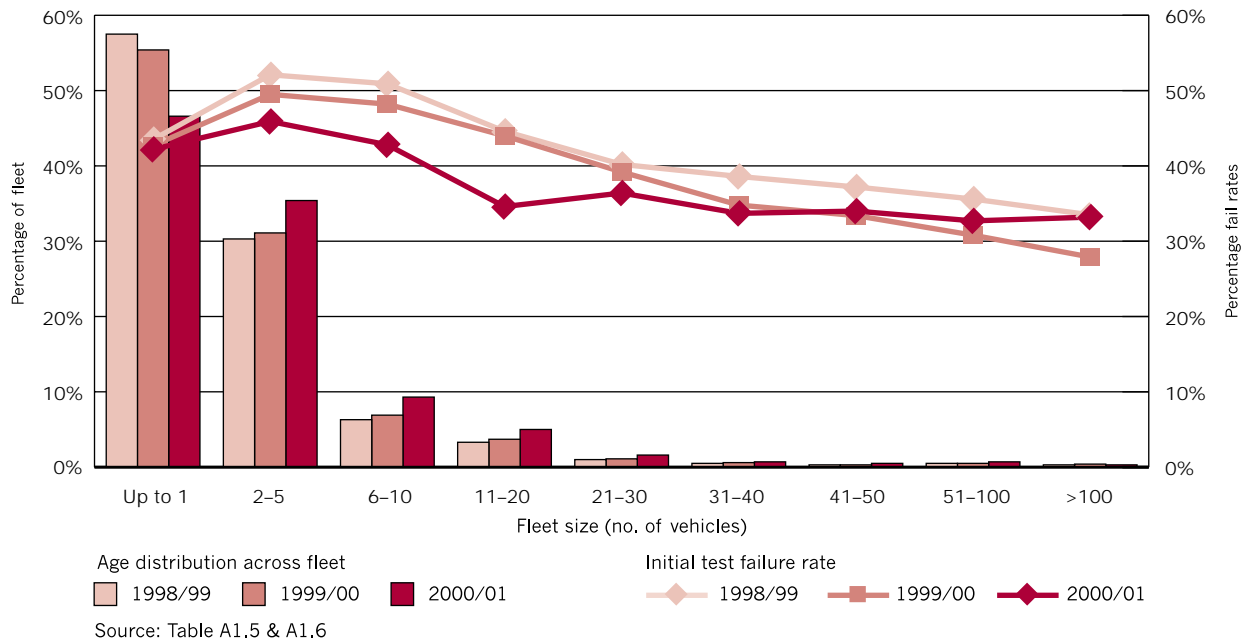
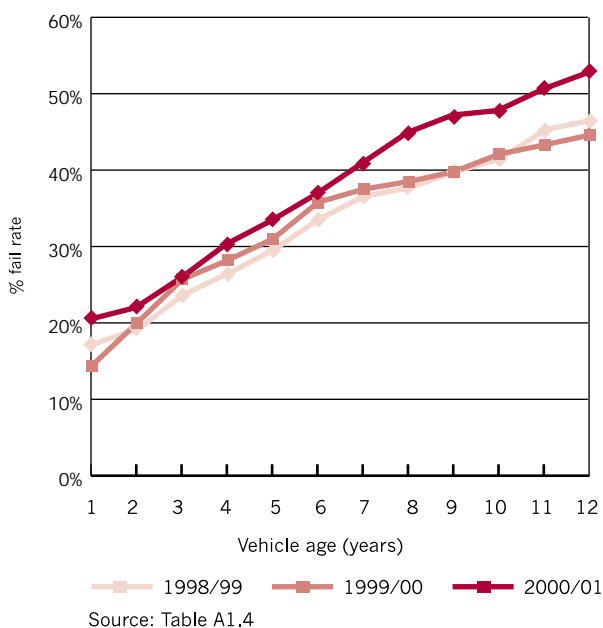


Figure 1.3 Fail rate compared with vehicle age



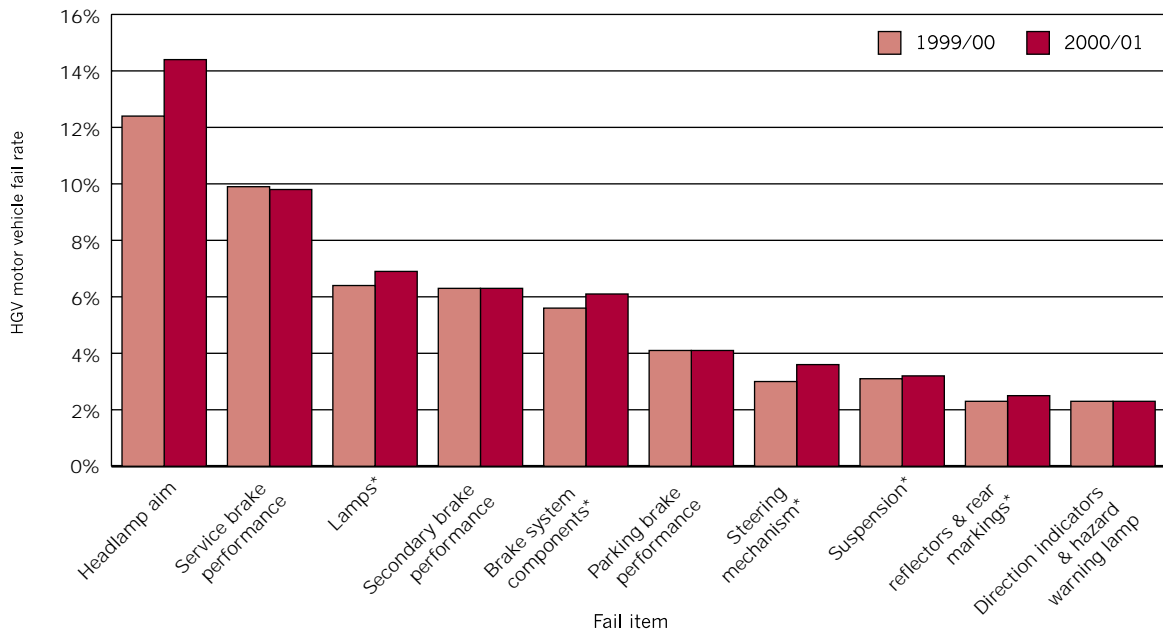
Top ten motor vehicle fail rate items

The position was generally similar to previous years (shown in figure 1.4) though it is noteworthy that the top incidence of failure item – headlamp aim – has increased again to over 14% following a reduction last year. We are committed to reviewing this area of the test as part of a research project next year to see what can be done to improve compliance.

It is also unfortunate that service brake performance failure has remained high, particularly when taken together with failures for parking brake performance. We remain of the view that these two items are linked, as there are clearly problems with the way that foundation brakes are maintained. Either the brake drum and shoes or pads and discs are not being checked before the vehicle is presented for annual test or the brakes have been relined or pads renewed and are still bedding in when the vehicle is presented for test.

Again, we shall be working with Traffic Area Offices to review what can be done to improve standards of maintenance and repair at garages as well as operators' premises.

Figure 1.4 Trend in top ten fail items – HGV motor vehicles

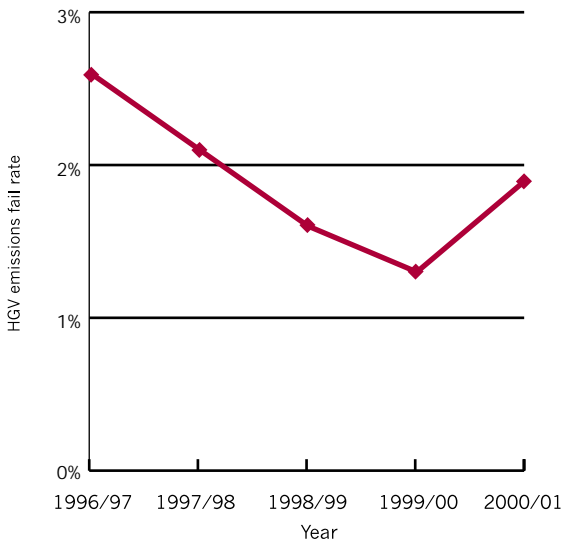


*Asterisked items are new, or are combinations of previous test items.
Source: Table A1.2

Exhaust emissions

This year's results show a slight increase in fail rate for levels of diesel smoke. The trend still shows a genuine improvement in the emissions standards of the fleet over time. The improvement in standards is a reflection of the impact of the Euro standards for exhaust emissions as the majority of the motor vehicle fleet are now fitted with engines designed within these guidelines.

Figure 1.5 HGV smoke emissions fail rate



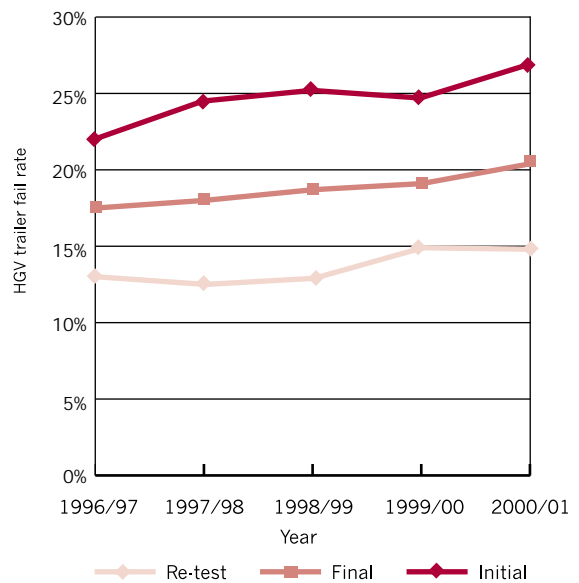
Source: Table A1.7

HGV trailers

Fail rates

There has been a deterioration in the initial and final fail rate with a slight improvement in the re-test fail rate. This matches the trend in motor vehicles and it is of concern that the 'as-presented' condition of trailers is worsening.

Figure 1.6 HGV trailer fail rates



Source: Table A1.8

Implications of age and fleet size

As with the HGV motor vehicle fleet, the fail rate at annual test increases with age of trailer. As there is no registration scheme for trailers, it is not possible to correlate fleet size and incidence of failure. The Government has intimated its intention to introduce a trailer registration scheme to aid efforts to tackle vehicle crime.

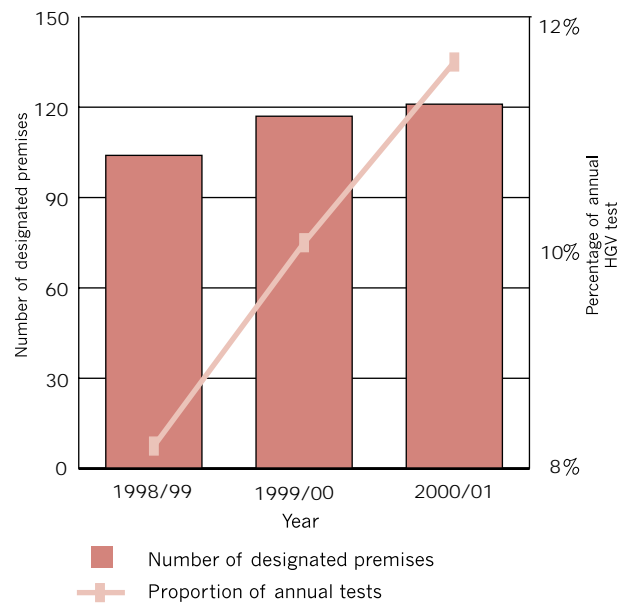
Top ten trailer fail rate items

Two of the areas that showed an increased number of failures were service and parking brake performances, which is a cause for concern. The reason is probably the same as for motor vehicles, that is problems with the foundation brake are leading to poor levels of performance of the brakes overall. In addition, we have had some reports that the level of failures of foundation brakes is on the increase, which could in turn explain the rise in braking system and component failures, as well as low levels of performance from braking systems equipped with spring brakes. As with motor vehicles, we shall be reviewing with Traffic Area Offices the potential for improving the maintenance and repair regimes at garages as well as operators' premises.

Designated premises testing

The growth in the number of Designated Premises (DPs), and the proportion of tests carried out at these premises, continues. 12% of all HGV tests (from 10% last year) are now undertaken at these sites.

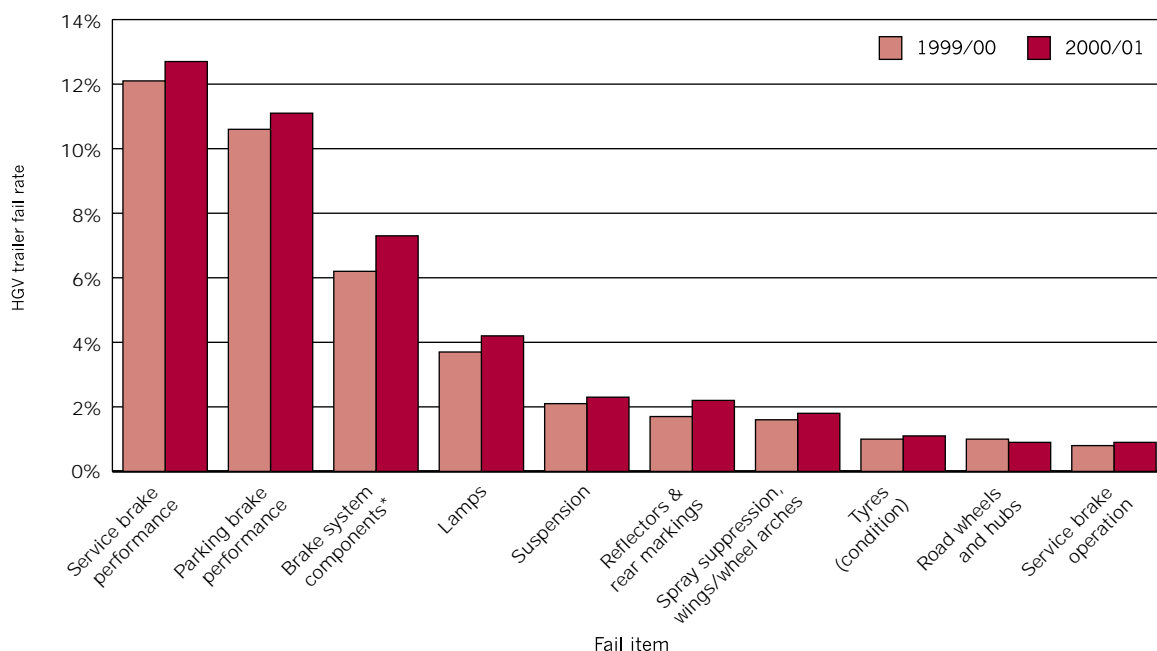
Figure 1.8 Percentage of annual HGV tests undertaken at designated premises



Source: A5.1A, A5.2B

Whilst welcome, as a customer service improvement, this growth continues to pose logistical and resource challenges which VI is managing in association with DP owners and the trade.

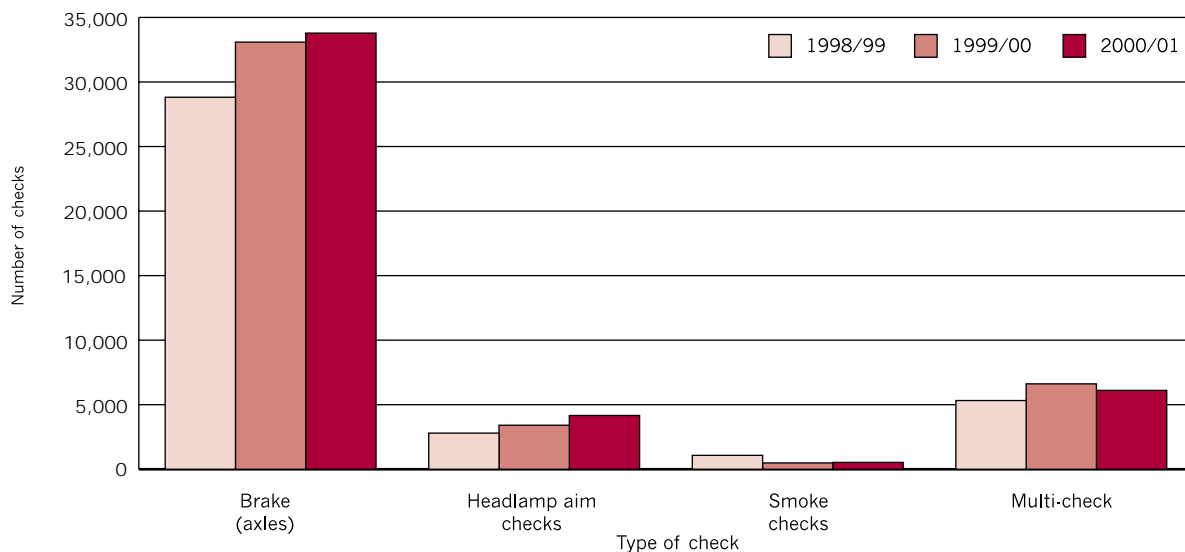
Figure 1.7 Trend in top ten fail items for HGV trailers



* Asterisked items are new, or are combinations of previous test items.

Source: Table A1.9

Figure 1.9 Voluntary checks (HGV and PSV combined)



Source: Table A1.12a

Voluntary checks

As part of our support to industry we offer HGV and PSV operators access checks using equipment at VI testing stations. These checks are entirely voluntary and are charged on a cost-recovery basis only. This year there was again an increase in the take-up of this facility with notably the number of brake performance checks requested consolidated and built on last year's increase. We are mindful, though, that an element of the increase comprises operators who combine a voluntary and an annual test, which is of limited road safety value.

VI remains of the view, however, that much more could be done by operators with high fail rates to use this service, given the minute proportion of the total number of axles being checked. This is particularly so given the high, and growing, failure rate for brake and headlamp related issues. We shall make every effort, as part of our education and advisory services, to bring such services to the attention of operators.

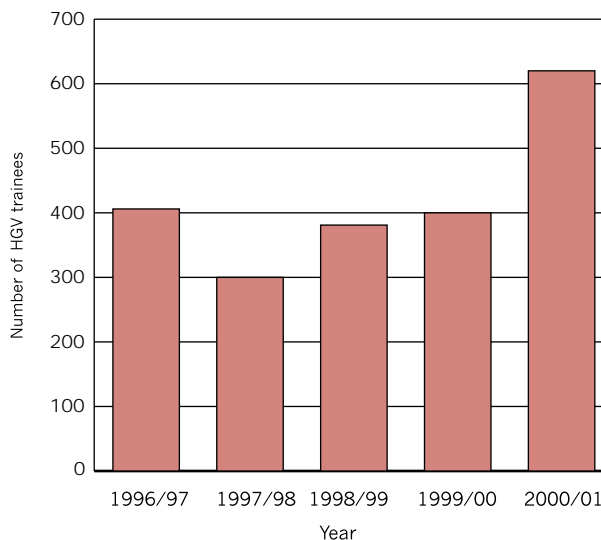
HGV training

VI provides a range of courses to the industry including:

- inspection standards and procedures;
- spot check standards;
- air brakes; and
- drivers' hours and records.

These are designed to improve the quality of the vehicle fleet, and the skills of its operators and drivers. It is, therefore, pleasing to note an increase in the take-up of HGV training this year. We shall continue to market these courses wherever possible, particularly when visiting operators on educational visits.

Figure 1.10 HGV trainees



Source: Table A1.12b

Results of baseline compliance survey

In April and May 2000 we conducted the fourth annual random HGV survey. As far as possible, sites used in previous surveys were used again, to facilitate comparison.

The survey provides a baseline figure for the fleet's compliance with roadworthiness and traffic legislation. Within the year, the survey results provide a benchmark against which the effectiveness of VI's normal targeted checks can be measured. The results of each annual survey can also be used to compare compliance of the fleet year-on-year.

The sample results reveal a welcome improvement in the condition of in-use HGVs compared with last year with an across the board reduction in the incidence of prohibitable defects and traffic offences detected. Once again, older vehicles proved, as might be expected, more likely to have prohibitable roadworthiness defects whilst rigid vehicles remain less roadworthy than articulated motor vehicles.

This year's results again show the effectiveness of VI's targeted spot checks which produce much higher prohibition rates. HGV fleet check prohibition rates are lower since operators often have notice of these inspections and the opportunity to put right defects before VI undertakes its vehicle examinations.

Enforcement

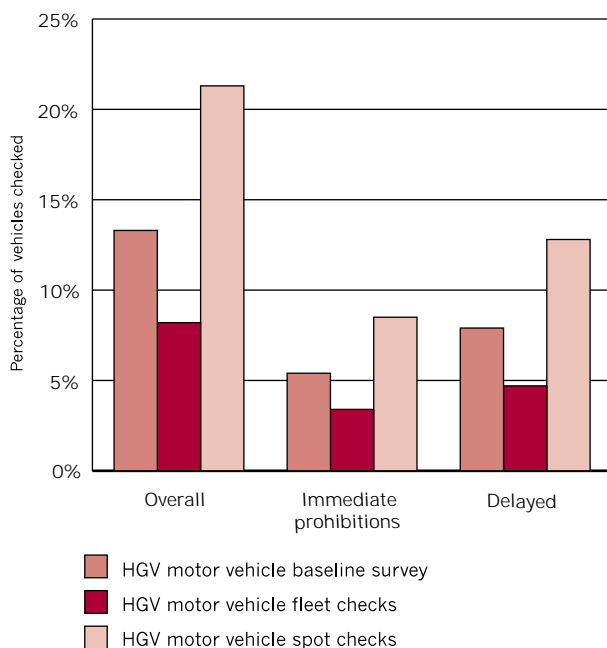
Introduction

This year has also seen a further shift away from targets based on the completion of agreed numbers of inspections (although we do still agree indicative targets for checks as shown in the 'Summary of performance' section) to delivery of prohibitions and prosecutions points – a continued shift towards targeted enforcement activities. The points scores and rates achieved this year remain significantly higher than the fleet compliance survey baseline and indicate that we are successfully building our expertise in targeting.

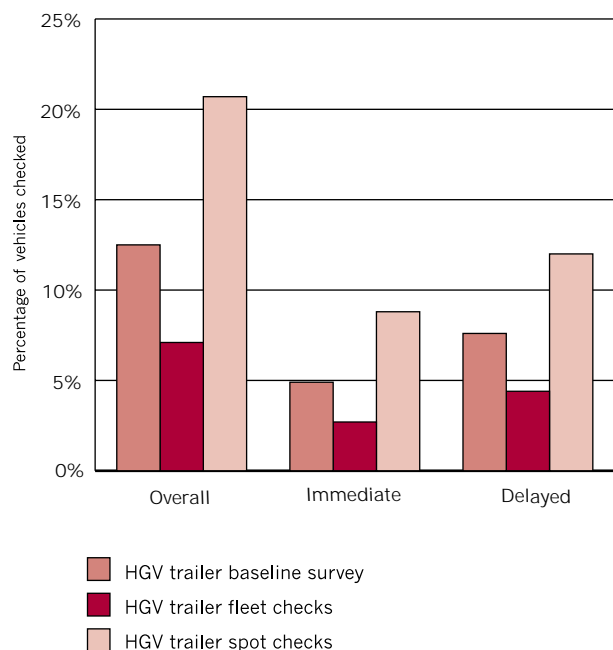
Despite complexities arising from different legal systems in Scotland and England and Wales, we achieved our commitment to develop a traffic enforcement casework quality measure. This will be rolled out in 2002/03 subject to a successful trial being conducted next year in five VI enforcement Areas.

Figure 1.11 Comparison of prohibition rates at baseline compliance and targeted checks in 2000/01

a. HGV motor vehicles



b. HGV trailers



Source: Tables A1.13, A1.16a, A1.16b and A1.17a

Operator visits

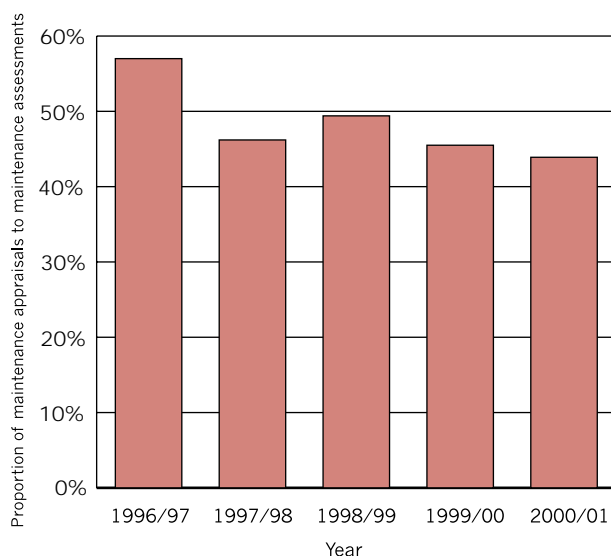
VI has continued the trend towards more targeted maintenance checks at operators' premises. As part of this exercise, VI introduced, at the tail end of the year, an operator targeting database which utilises test fail and roadside check data to concentrate resources on operators with the poorest records.

We continue to also focus on visiting all new operators to offer education and advice on maintenance arrangements. For the first time this year, we have introduced a new service whereby our Traffic Examiners (TEs) also visit new operators with a restricted licence to offer guidance on complying with legal requirements affecting drivers, for example, drivers' hours rules.

Also as part of the drive to improve effectiveness, VI seeks where appropriate to undertake maintenance appraisals as well as more in-depth maintenance assessments.

Maintenance appraisals largely involve checks against data held on file (or on our database) rather than in-depth, on-site investigations. This use of lighter-touch checks enables us to focus our resources on more targeted activities. The proportion of satisfactory and unsatisfactory outcomes to maintenance assessments was this year showed little change to last year's figures.

Figure 1.12 Maintenance appraisals as percentage of all maintenance assessments



Source: Table A1.15

Roadworthiness

Introduction

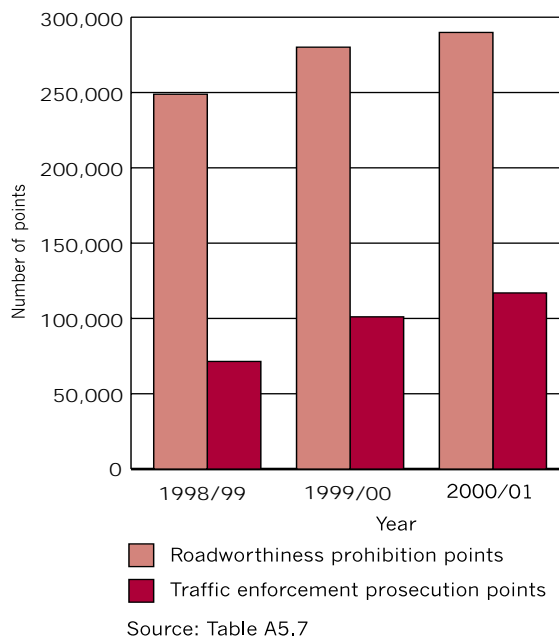
VI met the indicative target for numbers of checks and achieved the target number of prohibition points.

The number of reports for prosecution of roadworthiness defects increased significantly again this year to 1,322 reports (from 1,042 in 1999/00) which reflects our aim to deter operators from knowingly operating vehicles with safety-critical defects.

The top prohibition items – braking systems, lamps and suspension – involve the safety systems comprising the most common failure items at annual test and defects prohibited at the compliance survey. Operators need, therefore, to pay more attention to vehicle standards in these areas when undertaking their maintenance checks. Headlamp aim is not checked at the roadside so we cannot be sure that the defects identified at annual test are prevalent in in-service vehicles although we suspect that this is likely to be the case.

The prohibition rate for emissions remained very low at 1% of HGVs checked. This is probably because of the increasing proportion of modern, cleaner, diesel engines in the HGV fleet. The availability of Reduced Pollution Certificates provides a further incentive for operators to reduce emissions from their vehicles.

Figure 1.13 Prohibition and prosecution points achieved



Effectiveness of mobile roadworthiness checks using police cars

This year we increased the number of mobile checks on motor vehicles and trailers from police vehicles to 11,168. The checks produced a highly effective prohibition rate of 27.3% (from 25.75% in 1999/00). This is significantly higher than the 21.7% overall prohibition rate at spot checks given their highly targeted nature: VI examiners spotting suspect vehicles are able to ask the police to pull those particular vehicles over for inspection. We remain grateful to police for supplying the additional resource necessary to carry out these highly productive checks.

Traffic enforcement

Introduction

This year has seen a shift away from an emphasis on the number of roadside checks for traffic offences to a more targeted approach although we continue to maintain a significant roadside presence as an important deterrent to prevent, for example, overloading. More emphasis has been placed this year on drivers' hours and records offences, which are of significant concern given that driver fatigue is a major cause, or contributory cause, of collisions. We have increased our staff resources devoted to these issues and have invested significant effort in large and complex investigations.

The decrease in the overall number of offences reported for prosecution is a reflection of a number of factors. We have been working hard to change the culture of the organisation away from prosecution as a first course of action to prevention for minor (or first time) offenders. We have introduced a system of 'Offence Rectification Notices' for more minor offences such as tachograph two-yearly checks and failure to display Ministry Plates. Provided the operator can produce evidence within a reasonable time that the offence has been rectified, then we will not prosecute. In a similar vein, we have reviewed our public interest test to ensure that prosecutions are only taken where warranted, and we have reinforced our approach to multiple offences, taking specimen offences only to paint the picture of the scale of offending to the courts.

There was a significant reduction in the number of offences prosecuted in Scotland as part of a trial to route offences in the first instance to the Traffic Commissioner (TC) at Public Inquiry (PI). The trial started in October 2000 and continues in 2001.

Against this background of fewer offences being reported and prosecuted, we have achieved an increase in the number of prosecution points, which are based on the road safety value of an offence. This clearly shows our policies are working.

Review of the prosecution points effectiveness measure

Following our review of prosecution points targets, we revised our system this year to remove significant investigations (those where there are more than 15 serious offences, or with at least 10 defendants) and score these separately. Consequently, our target and attainment were rebased and this is reflected in lower scores for mainstream work than last year.

Special investigations

As a result of additional staff being recruited, more time has been able to be spent on conducting major in-depth, and detailed, investigations. These have primarily covered areas such as drivers' hours and records offences, but have included others such as operator licensing. This year has shown a positive outcome on a number of large-scale investigations that have taken considerable time and resource to conduct. Examples of this include:

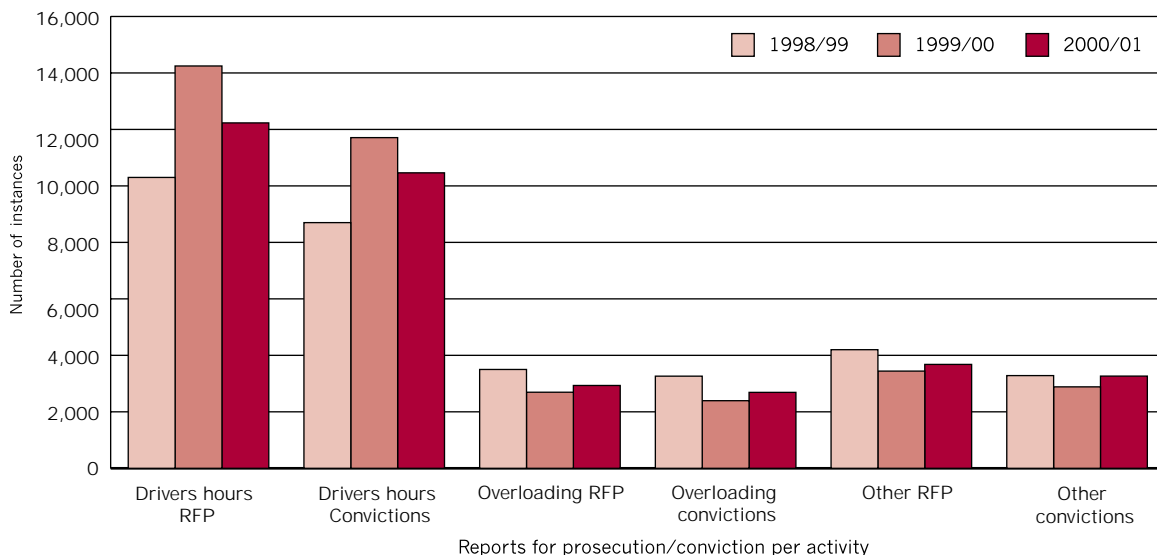
- a large company who operates from various depots throughout the UK, which involved 448 drivers employed by the above company. Over 8,000 tachograph charts were analysed and 605 false records, 3,099 drivers' hours and 715 records offences were detected. This resulted in 154 drivers being interviewed and 57 of these being prosecuted. The case was heard at a Magistrates Court and fines totalling £25,055 were imposed. Eleven drivers also received Community Service orders which totalled 720 hours.

- Another large investigation took place into the activities of one haulier and this resulted in 25 drivers employed by the company being prosecuted, mainly for falsification of records and drivers' hours offences. The offence total stands at 277, which includes 203 false records, and fines totalling £14,837 have been imposed.
- A further investigation was carried out into a company that conducts general haulage work and is contracted to transport heavy plant and construction equipment throughout Europe on behalf of a manufacturer. Twenty-three of the company's drivers were prosecuted, with a total of 80 offences. The offences were mainly lack of weekly and daily rest, excess daily driving and a small number of other hours and records offences.

These types of investigations were also conducted in Scotland with one example being a company that operated about 20 vehicles with about 30 drivers. The work carried out by this company consisted mainly of delivery to distribution centres for many well known high street stores. A case was submitted to the TC for his consideration, consisting of another 136 false records, 81 drivers' hours offences and a bag of shredded charts and fuel receipts. The subsequent PI resulted in the licence being revoked, and the managing director being disqualified from holding or being involved with an Operator Licence for ten years. Other directors with the company were disqualified for periods ranging between two and five years.

In total, 18,568 prosecution points were achieved on special investigations this year over and above the points attainment against the mainstream prosecution points target.

Figure 1.14 HGV traffic enforcement offences detected



Source: Table A1.21a

Illegal operators

Illegal operators are those who operate without an 'O' Licence when one is required. 2000/01 saw an increase in both the number of offences reported (1,308 compared with 1,249 last year) and those successfully prosecuted (1,225 versus 1,115 in 1999/00). Unfortunately, the gravity of this offence is not reflected in increased fine levels with the average actually falling this year to £337 from £373 last year. Next year will see the introduction of impounding vehicles used by illegal operators. These new powers, contained in the Transport Act 2000, will enable VI to tackle the problem of illegal operation head on and we, therefore, expect to see a significant reduction in the number of vehicles operated illegally.

Average fines for successful prosecutions

Average fine levels for all offences remained disappointingly low at £173 in England and Wales (from £169 last year) and only £104 (from £83) in Scotland. On a positive note, at least the figures have improved, perhaps reflecting our moves to pass lesser offences directly to TC.

Drivers' hours prohibitions

Included in the Transport Act 2000 were powers for VI and police to prohibit drivers for a range of drivers' hours offences. These new powers came into force in mid-February and the prohibition rate for the first six weeks of operation was just over 1% (recalling that an offence actually has to be occurring at the time the vehicle is stopped for prohibition powers to come into play). The new powers enable the road safety risk from tired drivers to be removed with immediate effect. In addition, prohibitions are logged on an intelligence database to build up an operator history, and are passed to Traffic Area Offices for the same purpose.

Road Speed Limiter enforcement

During the course of this year a total of 3,384 instrumented checks took place on vehicles fitted with Road Speed Limiters (RSLs) which included both HGVs and PSVs. The results of these inspections were that 1,194 prohibitions were issued, and 2,059 offences detected. The prohibition issue rate is therefore 35.3%. With additional funding available this year, more RSL programmers can be purchased and this should ensure that all trained examiners then have equipment available to them.

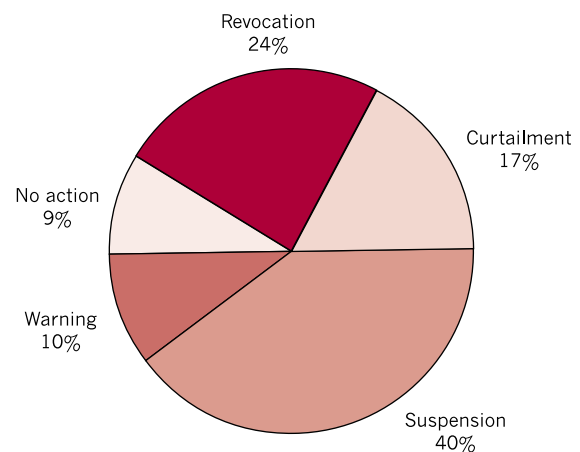
It is worth recalling that VI intends to commence a check on this component as part of the annual test during 2002.

Cases taken direct to Traffic Commissioners

We have continued to pursue a policy to present more cases direct to TCs at a Public Inquiry (PI) rather than seeking conviction via the courts. The advantage is that the PI may take place a lot quicker than a court hearing and, if the evidence is sufficient and the offence is serious enough, the TCs may revoke an operator's licence. This could have a greater deterrent effect than a fine imposed by the courts (although TCs will take into account any convictions at a subsequent PI).

This year, the third year of operation of new guidelines, more VI cases were presented to TCs. Action ranged from warnings through to revocation.

Figure 1.15 Action taken by Traffic Commissioners against the licences of HGV operators



Source: Table A1.21c

Weighing enforcement

This year saw an increase in the number of vehicles prohibited for overloading offences (3,627 prohibitions) compared with 3,322 in 1999/00. The introduction of weighpads during the year was a positive influence as was the freeing of resources locally to target overloading. It is also noteworthy that our prohibition rate at 6.4% is now higher than two years ago (6.1%) before higher weight limits were permitted (which should have reduced the general incidence of overloading). This reflects better targeting of our operations helped by the flexibility afforded by weighpads.

Despite our relative success this year, VI is committed to looking further at whether technology in the form of automatic Weigh in Motion Systems could provide further opportunities to improve effectiveness, particularly when linked to cameras.

National multi-agency goods vehicle roadside checks

Operation Mermaid

This year VI has taken part in four national multi-agency checks of goods vehicles co-ordinated by the police. They involved all police forces as well as a number of government agencies and local authorities. Each Operation Mermaid targets a different sector of the HGV fleet, each of which may attract different prohibition and offence rates.

Operation Mermaid (and Operation Baywatch – see next section for details) produce higher percentages of prosecutions and prohibitions reflecting the greater targeting of these checks and the higher level of police support which enables improved targeting to be carried out.

Operation Baywatch

The above operation actually comprises a series of checks in conjunction with the Northern Ireland Department of the Environment, police and HM Customs & Excise, which are targeted at goods traffic that crosses the Irish Sea, and involves checks at seven different locations in Scotland, North West England and North Wales. This year two such checks were conducted in June and December. In June, 503 vehicles were checked (71% – UK, 29% – Foreign) and in December, 330 vehicles were checked (66% – UK, 34% – Foreign). The results of the June check showed that 46% of all vehicles either attracted a prohibition or offences were detected. 28% of foreign vehicles checked attracted a prohibition for either drivers' hours or records offences or were found to be overloaded. In December, 36% of vehicles either attracted a prohibition or offences were detected. 27% of foreign vehicles checked attracted a prohibition for either drivers' hours or records offences or were found to be overloaded.

Chapter 2: The PSV Fleet

Overview

As with other vehicle types, VI strives to target enforcement checks on suspect vehicles and drivers. The results of these checks together with initial fail rates at annual test do not, therefore, reflect the state of the PSV (Public Service Vehicle) fleet as a whole. For this reason, VI carries out random surveys of PSVs to identify the baseline level of compliance with roadworthiness legislation. The difference between the proportion of offences found in the random survey compared to that found in targeted checks provides an indication of the effectiveness of VI's targeting methods.

VI carries out routine maintenance checks at operators' premises, random surveys to establish the baseline compliance level of the fleet, and special checks targeting particular suspected offences. VI checks a large number of vehicles each year – the equivalent of one-third of the PSV fleet was subject to spot and fleet checks this year. Given the inconvenience to passengers of examining PSVs at the roadside, a much greater emphasis is placed on examinations at operators' premises and bus stations. PSVs are only examined in service where absolutely necessary to minimise disruption to passengers.

This year VI confirmed its commitment to working to ensure the delivery of high quality transport to passengers by recruiting permanent bus compliance officers to monitor actual bus service delivery against registered timetables. We shall be reporting performance on this new activity in future years.

Test results

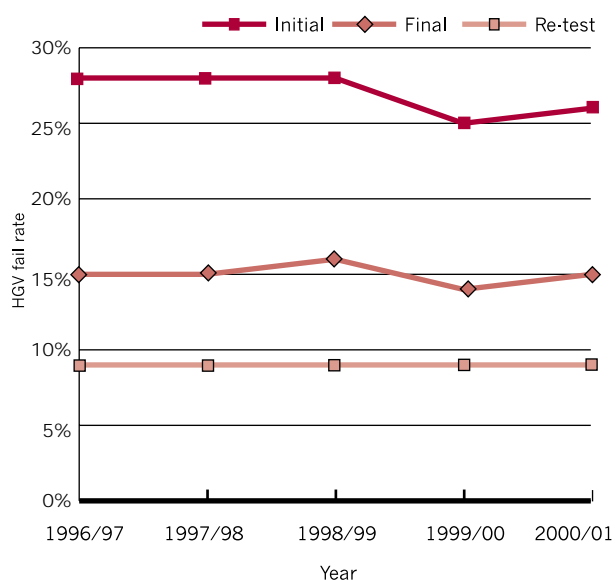
Introduction

It is of concern that this year has seen an increase in fail rates, particularly in the initial, 'as-presented' fail rate where there has been a substantial rise of 1.6% compared with 1999/00. This reverses the trend of gradually falling fail rates seen since 1992/93 (when the rate was 36.9%).

We shall also be looking at regional fail rates to determine whether there are regional issues to address and improvements to be achieved through selective, tailored local initiatives.

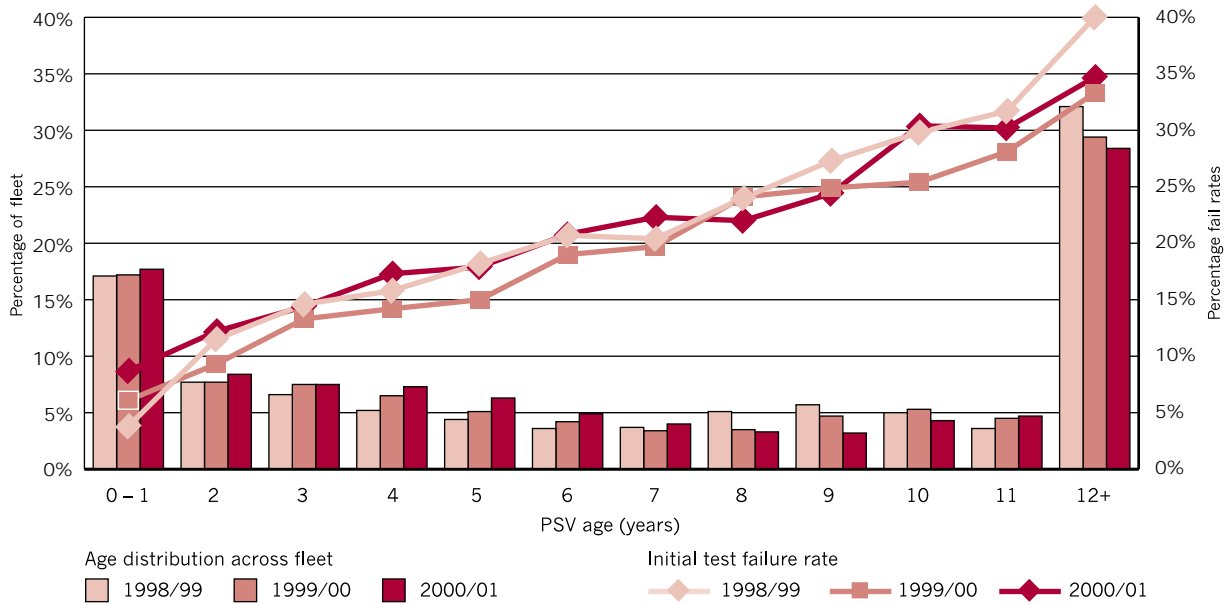
As with HGVs, we carried out a trial of tachograph checking at annual test. For PSVs, this revealed a failure rate of 6.4% with 47% of the overall total (HGVs and PSVs combined) being failed on evidence of seals and DIL switch covers being missing, non-standard or showing signs of tampering.

Figure 2.1 PSV fail rate at annual test



Source: Table A2.1

Figure 2.2 Fail rate compared with PSV age



Source: Table A2.3 and A2.4

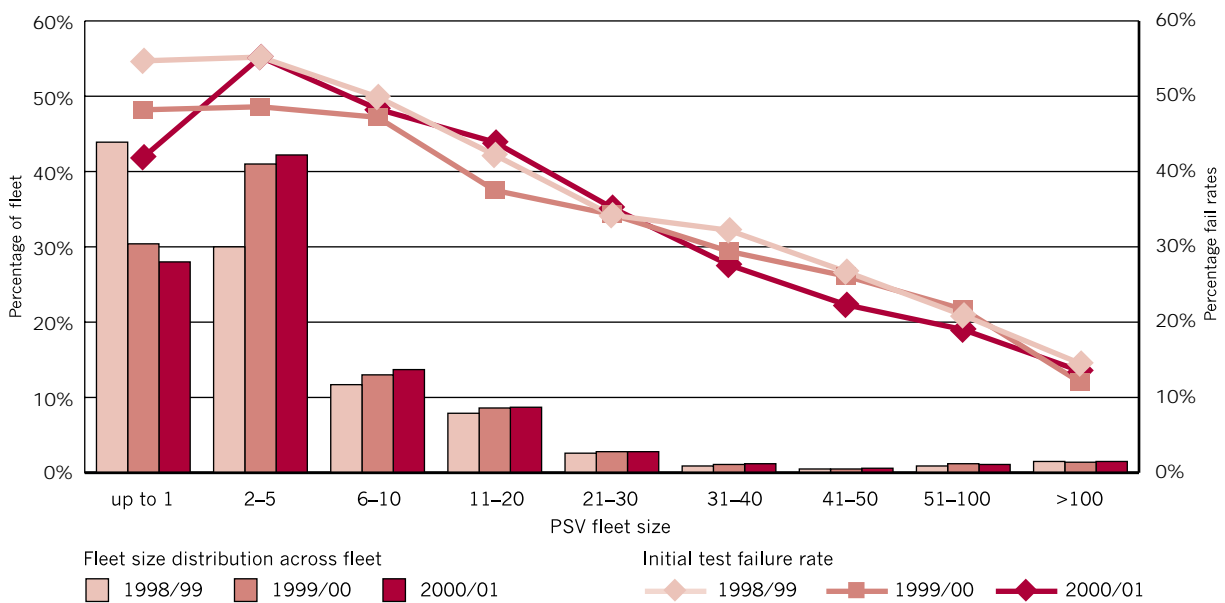
Implications of age

As with previous years, the trend is for older vehicles to have higher fail rates. This mirrors the trend in prohibition rate in the baseline compliance survey. When targeting vehicles for roadworthiness checks, we do bear this trend in mind.

Implications of fleet size

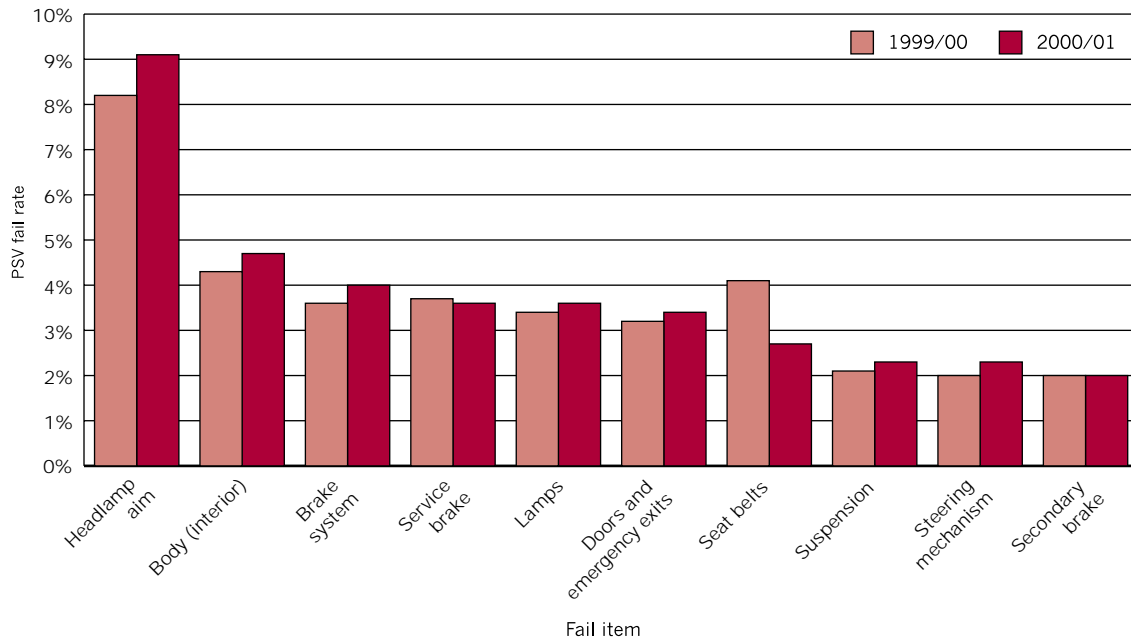
As in previous years, the fail rate tends to decrease with increasing fleet size. This probably reflects larger operators' ability to invest in more sophisticated maintenance facilities.

Figure 2.3 Fail rate compared with PSV fleet size



Source: Table A2.5 and A2.6

Figure 2.4 Trend in top 10 PSV fail items



Source: Table A2.2

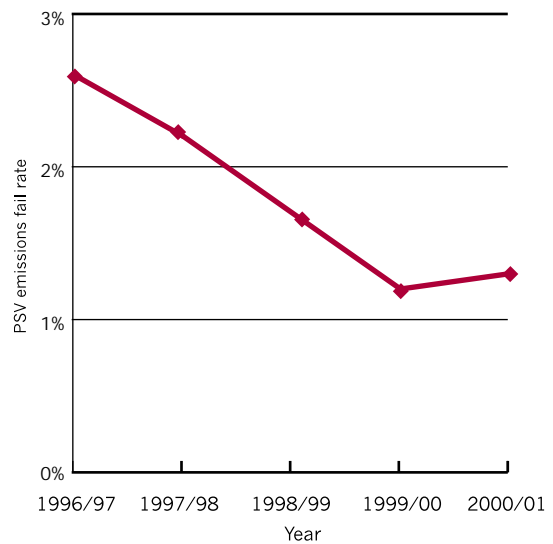
Top ten PSV fail rate items

The most frequent fail items remain headlamp aim and body interiors, with brake systems and service brake performance next. All have shown an increase over the year. On the plus side, the fall in seat belt failures, which has been achieved against the background of a very large rise in the number of vehicles now equipped with belts, is to be welcomed.

Exhaust smoke emissions

Emissions fails remain so low that they do not make the top ten failure items at annual test. Together with the trend of fewer vehicles failing exhaust emission spot checks, this points to a real improvement in emissions standards of the PSV fleet, as all buses and coaches are tested with a smoke meter. Nearly all PSVs under six years old are fitted with engines that meet the Euro standards for exhaust emissions.

Figure 2.5 PSV emissions fail rate



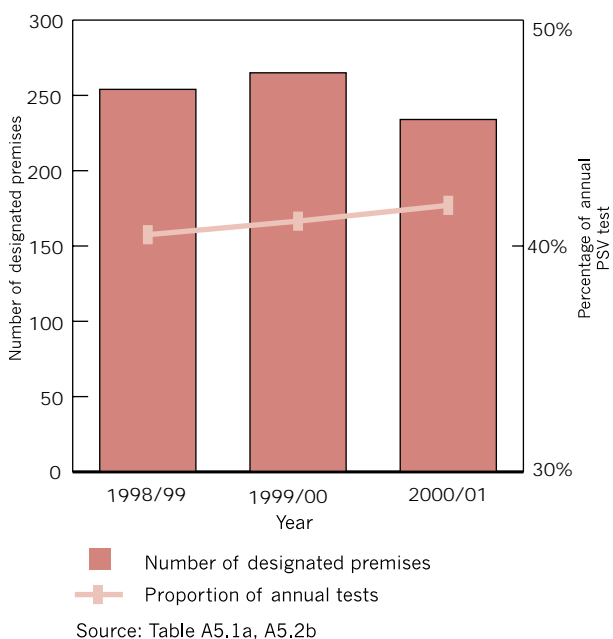
Source: Table A2.8

Designated premises testing

The number of PSV DPs fell this year from 266 to 234 following a review of premises where a number of sites were found to be unable to meet revised, basic health and safety standards. Conditions of appointment for DPs will be examined in the next year, in consultation with the trade.

Despite fewer DPs, the proportion of all tests conducted at these premises has increased.

Figure 2.6 Percentage of annual PSV tests undertaken at designated premises



Use of DPs clearly makes tests more accessible and less costly for the operator providing the premises. The growth in proportion of tests continues, however, to pose logistical and resource challenges for VI to manage.

Test bookings

Although an improvement in our forward booking times was achieved this year, staffing difficulties in some parts of the country, allied to the increase in workload, again meant that VI failed to meet its test appointment booking standards of service (88% of test bookings within 18 days which was below the target of 90%). We are revisiting our service delivery here to include a national tester recruitment exercise, and temporarily transferring staff from other parts of the country to meet demand with a view to meeting our target. We shall also review the target with the industry to see whether we can find a better way of measuring the service they require.

Voluntary checks

As mentioned in Chapter 1 (see figure 1.9), as part of our support to industry we offer access to operators to checks using equipment at VI testing stations. These checks are entirely voluntary and are charged on a cost-recovery basis only. This year there was again an increase in the take-up of this facility with notably the number of brake performance checks requested consolidated and built on last year's increase. Some of this increase is due to operators combining a voluntary and an annual test, which is of limited road safety value.

VI remains of the view, however, that much more could be done by operators with high fail rates to use this service, given the minute proportion of the total number of axles being checked. We shall, as with HGVs, make every effort, as part of our education and advisory services, to bring such services to the attention of operators.

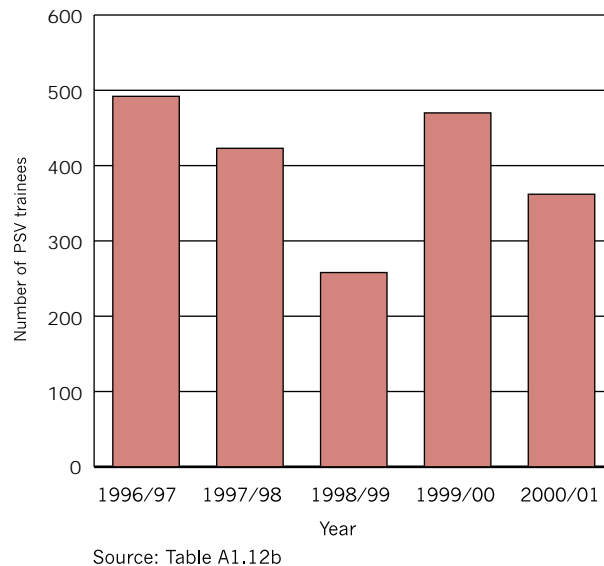
PSV training

VI provides a range of courses to the industry including:

- inspection standards and procedures;
- spot check standards;
- air brakes; and
- drivers' hours and records.

These are designed to improve the quality of the vehicle fleet, and the skills of its operators and drivers. It is disappointing that this year has seen a small fall in the number of students taking VI training courses. We shall continue to encourage people to take additional training.

Figure 2.7 PSV trainees



Results of baseline compliance surveys

Roadworthiness survey

Our fourth annual random survey of PSVs was carried out during November 2000. Since roadside checks of PSVs can inconvenience passengers, the survey involved checks made at bus stations and depots. Since the checks were not made at the roadside, no inspections were made for traffic offences.

The survey provides a baseline figure for compliance of the fleet with roadworthiness standards. Within the year, this provides a benchmark against which the effectiveness of VI's normal targeted checks can be measured. The results of each annual survey can also be used to compare compliance of the fleet year-on-year.

The results this year indicate that the percentage of PSVs with prohibitable defects grew to 8.7% of the sample, although this increase is not deemed statistically significant. This would, however, seem to tie up with the increase in initial fail rates at annual test, suggesting a relative worsening of the PSV fleet's roadworthiness condition.

This is, in part perhaps, borne out by the targeted PSV spot check prohibition rate which rose from 13.5% in 1999/00 to 14.2% this year.

Detailed analysis of the data obtained from the survey remains difficult because of the small sample sizes when the data is disaggregated and the many interrelated factors which affect the data gathered.

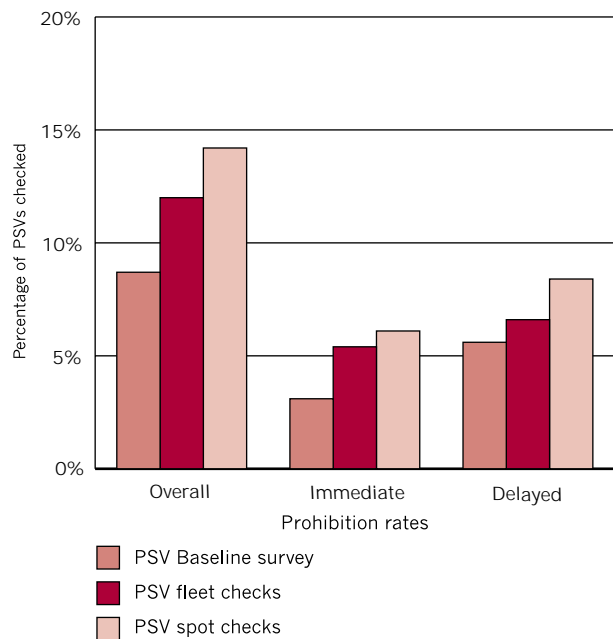
Vehicle age

As with HGVs, older buses are, broadly, in poorer condition than newer ones. Operators with older vehicles can therefore expect more frequent checks than those whose fleet is newer.

Vehicle type

Minibuses (nine to sixteen passenger seats) were found to receive significantly more prohibitions (13.6%) for roadworthiness defects than other vehicle types (overall average 8.7%). Within these figures, there may well be correlation among average age, fleet size and the prohibition rate results. We will use the data from the survey to assist in our targeting.

Figure 2.8 Comparison of prohibition rates at baseline compliance and targeted checks in 2000/01



Source: Table A2.9a and 2.13a

Traffic enforcement survey

This was undertaken as part of Operation Tourist (see page 24).

Enforcement

Introduction

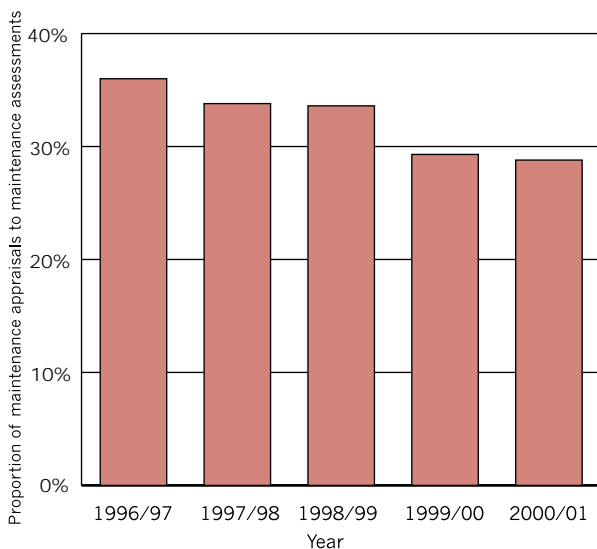
On the enforcement of PSVs, we were pleased to achieve all our key targets.

This year saw further moves towards targeting and away from numbers of inspections. The results of our targeted work continue to show higher prohibition rates than the baseline survey, indicating that our efforts are being rewarded.

Maintenance checks

VI's operator maintenance assessments on behalf of Traffic Commissioners can help confirm trends in maintenance levels. Operators are not usually given notice of premises or vehicles checks and so have less opportunity to put in place repairs or revised maintenance regimes to meet VI and Traffic Commissioner requirements. Although routine assessments play a role in ensuring operators do revise and update their procedures and maintain their vehicles on an ongoing basis, VI is seeking to concentrate its efforts on more targeted checks. As part of this exercise, VI undertakes maintenance appraisals as well as more in-depth maintenance assessments. Maintenance appraisals largely involve checks against data held on file (or on our database) rather than in-depth, on-site investigations. This use of lighter-touch checks enables us to focus our resources on more targeted activities. The proportion of satisfactory and unsatisfactory outcomes to maintenance assessments was this year little changed on last year.

Figure 2.9 Maintenance appraisals as percentage of all maintenance assessments

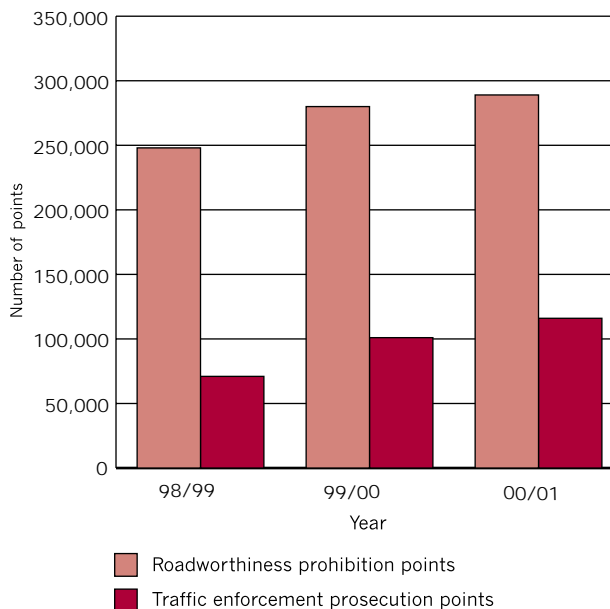


Source: Table A2.11

Roadworthiness enforcement

VI met the target number of prohibition points this year.

Figure 2.10 Prohibition and prosecution points achieved



Source: Table A5.7

This year saw a steady prohibition rate for emissions checks, with only 0.5% of vehicles being prohibited. We continue to believe this indicates an improvement in the levels of compliance arising from the increasing proportion of vehicles with modern, cleaner, diesel engines.

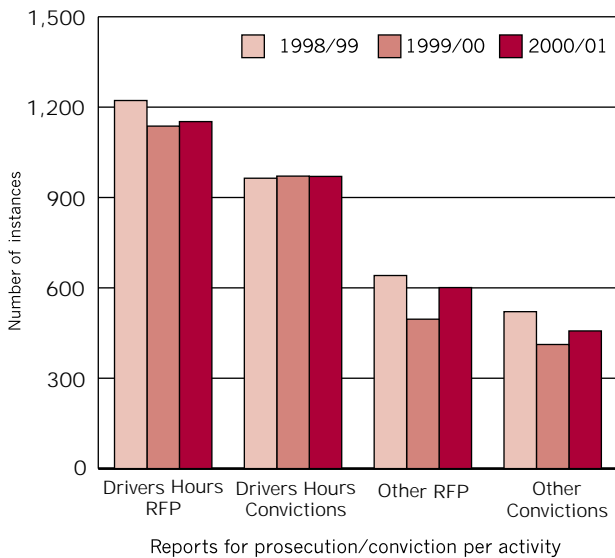
Effectiveness of mobile checks in police cars

This year, 717 mobile checks were carried out from police vehicles (up from 430 last year) which produced a prohibition rate of 27.34% (up almost 7% compared with 1999/00). This is significantly higher than the 14.55% prohibition rate at spot checks. It is similar to the prohibition rates achieved from Operations Coachman and Tourist and reflects the fact that these checks are more highly targeted – in the mobile checks using police cars, VI examiners spotting suspect vehicles are able to ask the police to pull those particular vehicles over for inspection.

Traffic enforcement

As mentioned in Chapter 1, we have this year placed our emphasis on detecting and prosecuting drivers' hours and associated offences as can be seen below.

Figure 2.11 PSV traffic enforcement offences detected



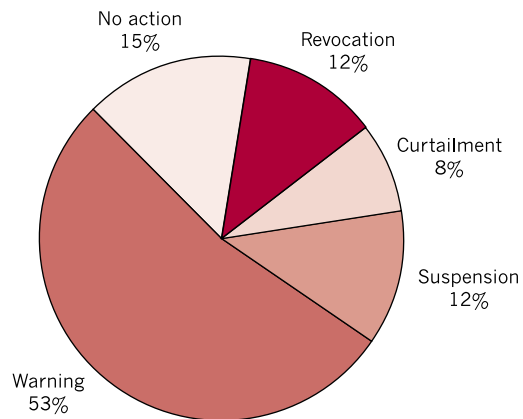
Review of the prosecution points effectiveness measure

Following our review of prosecution points targets, we revised our system this year to remove significant investigations (those with more than 15 serious offences, or with at least 10 defendants) and score these separately. Consequently, our target and attainment were rebased and this is reflected in lower scores for mainstream work than last year.

Average fines for successful prosecutions

The fall in the average fines to £117 in England and Wales this year (from £137 in 1999/00) is felt attributable to changes in the proportion of different types of offences each of which is associated with a higher or lower average fine (the equivalent figure for average fines in Scotland actually rose but only to £78). It remains of concern that traffic and roadworthiness offences committed by PSV operators and drivers attract such low fines at levels which are unlikely to act as a deterrent to offending.

Figure 2.12 Action taken against the licences of PSV operators by Traffic Commissioners



Source: Table A2.16b

Cases taken direct to Traffic Commissioners

In certain circumstances, it may be more appropriate to present evidence relating to alleged offences (usually relating to drivers' hours and tachograph offences) direct to TCs at a PI rather than seeking conviction via the courts. The advantage is that the public inquiry may take place a lot quicker than a court hearing and, if the evidence is sufficient and the offence is serious enough, the TCs may revoke an operator's licence. This could have a greater deterrent effect than a fine imposed by the courts (although TC will take into account any convictions at a subsequent PI).

National multi-agency roadside checks

Operation Coachman focuses on PSVs used on school services. 1,642 PSVs were checked in Operation Coachman this financial year. From 1998, Operation Tourist has been established as a nationwide, multi-agency check on vehicles travelling on day trips to seaside resorts or other tourist attractions and those carrying people travelling to or from holiday. This year Tourist checked 1,154 PSVs.

Operation Coachman

On a smaller sample, roadworthiness defect results this year were considerably up on the results in 1999 with 18.8% receiving prohibitions (compared with 17.4%).

Traffic offences found in Operations Coachman are always lower than those found in Operations Tourist owing to the different nature of these checks. School journeys are short and it is less likely that drivers' hours offences, for example, would be committed on these journeys than on long distance tourist coach services.

Operation Tourist

Tourist 2000 saw an increase in the prohibition rate for roadworthiness offences with 19.1% receiving prohibitions compared with 17.4% in 1999. On the traffic side, offences detected were down on previous years.

We have been using Operation Tourist as our baseline compliance survey for PSV traffic offences in recent years. In the coming year, we shall be progressing other means by which we can achieve a more accurate, statistically robust picture of the level of compliance of the PSV fleet with traffic legislation.

Operations Coachman and Tourist continued to secure higher percentages of prosecutions and prohibitions in comparison to spot checks reflecting the greater police support available at these checks and the wider geographical coverage of the checks which makes it harder for operators and drivers to avoid them.

Chapter 3: The MOT Scheme and Light Vehicles

Overview

As well as setting standards for MOT testing and test facilities, VI appoints Authorised Examiners (AEs) and supervises their activities and those of Nominated Testers (NTs) within the Scheme, providing support through training courses, manuals, videos, etc and taking disciplinary action where necessary.

In addition, whilst most in-service checks on light vehicles are undertaken by the police, VI undertakes emissions checks and also roadworthiness checks on Light Goods Vehicles (LGVs), taxis and non-testable vehicles.

MOT Scheme supervision

Introduction

Most MOT testing stations are also private garages. There are also a small number of Designated Councils (local authority workshops).

Please note that in the following sections abbreviated descriptions of the MOT test classes are used. The full definition of each class can be found in the Glossary under 'MOT Classes'.

Test results

This year saw a welcome improvement in the fail rate for motorcycles (down from 22.3% in 1999/2000 to 19.9%) and cars, vans and passenger vehicles with up to 12 seats which fell from 33.6% in 1999/2000 to 31.7% in 2000/01. Failure rates for the largest private buses and light goods vehicles, however, increased slightly.

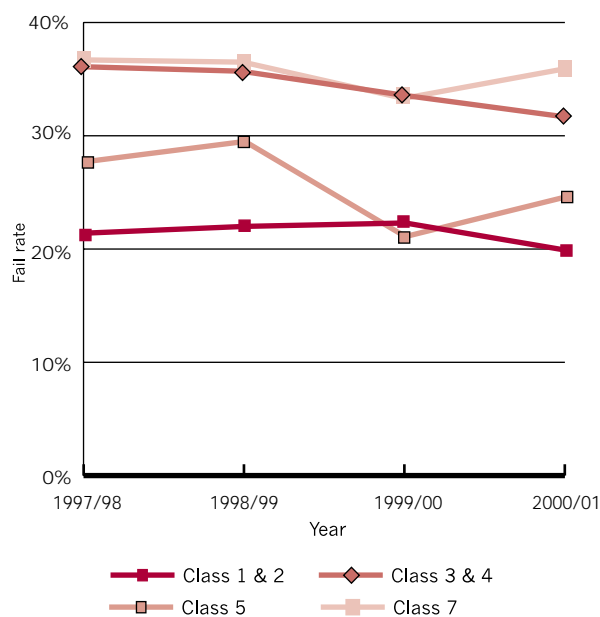
Failure defect trends

The main failure reasons for motorcycles were little changed this year. Cars showed a fairly uniform fall in the number of fails for each type of defect.

Fail rates for tyres continued to fall for motorcycles and cars, suggesting that the trend towards increased owner vigilance and use of pre-MOT checks, with defective tyres being replaced prior to the test, continued this year.

Brake defects, too, seem to be declining at MOT test for all classes except LGV.

Figure 3.1 Fail rates by class of vehicle



Source: Table A3.6

Exhaust emissions

Emissions failures remained relatively neutral compared with last year although the fail rate for diesel engines remains higher than that for petrol (apart from LGVs), and vehicles fitted with catalytic converters continue to have by far the lowest exhaust emissions failure rate.

LGVs again buck the overall trend for light vehicles with petrol-engined LGVs having a higher fail rate at annual test and higher prohibition rates at emissions spot checks. This could be because LGVs are subjected to more arduous use than other light vehicles, with less rigorous or methodical maintenance being applied. We continue to pay particular enforcement attention to these types of vehicle and are pleased that more enforcement is being financed by the department next year.

Top ten fail rate items

Across the board, lights, steering and brakes were the most prevalent failure items with lights coming top in all classes of testing. It is, however, of interest that in each case the percentage of fails due to lighting defects fell this year (see table A3.7).

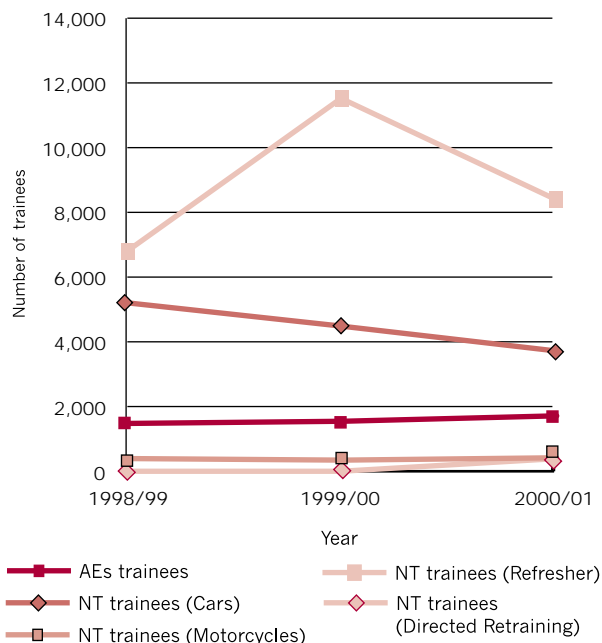
Support to the industry

The aim of our supporting activities is to assist the trade to comply with MOT Scheme standards and procedures. This largely involves the provision of information in easy-to-understand formats including videos and mechanisms for the trade to seek further information and clarity where there are any uncertainties about which standards and procedures should be applied. We are also placing increasing emphasis on providing advice and counselling as can be seen in the growth in the proportion of counselling activities in our overall MOT standards control work.

Training

VI offers a range of courses to those working in the MOT Scheme. Take-up of courses, due to acknowledged troughs every fifth year (mandatory courses work on a five-year cycle), was down this year.

Figure 3.2 MOT trainees



Source: Table A3.5

Newsletter – Matters of Testing

VI has continued to issue our free newsletter – *Matters of Testing* – to all MOT garages as part of the drive to improve testing standards. It has gone from strength to strength since its first release in October 1998, being favourably received by the trade. Aside from general advice from VI, the newsletter allows Authorised Examiners (AEs) to air their views and to have particular questions relating to the MOT Scheme to be answered.

MOT Matters Videos

VI also sponsors a series of videos based on the MOT Scheme giving advice to AEs and NTs on the Scheme or guidance on vehicle testing. Four videos were given away with *Matters of Testing* this year: 'Tread Carefully' (testing wheels and tyres), 'MOT I.T.' (update on MOT computerisation), 'Diesel Do' (diesel smoke testing) and 'What a belter' (seat belt testing).

MOT standards control

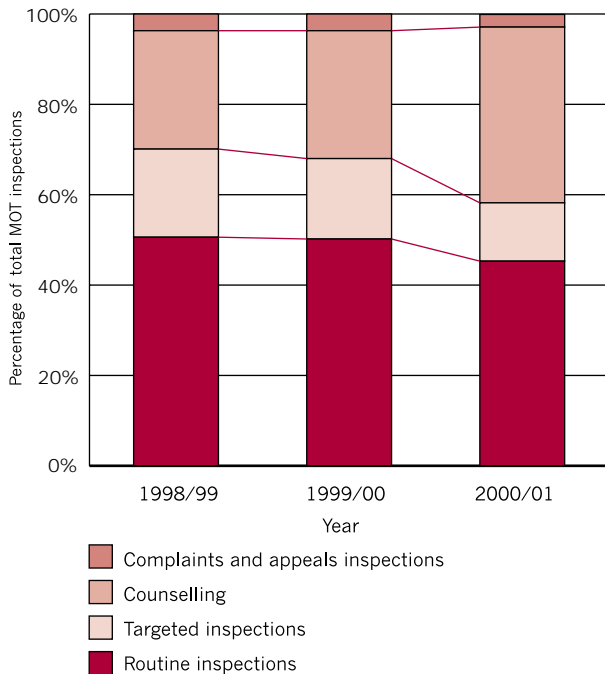
Introduction

As part of VI's supervision of MOT standards, we undertake a number of routine and targeted checks. We undertake routine audit checks (site inspections and periodic checks on tester competence and counselling sessions to provide advice and support to AEs and NTs) and targeted inspections including incognito checks (where a vehicle is submitted for test and observed during test without the tester being aware that a VI examiner has presented the vehicle).

The competence of each NT is checked at least once every three years in addition to the requirement to undertake refresher training once every five years (see figure 3.4).

In addition, we also undertake counselling sessions on site to provide advice to AEs and NTs and so improve the consistency of testing. We also undertake checks on testing stations and NTs in response to complaints from motorists.

Figure 3.3 Activity as percentage of total MOT inspections

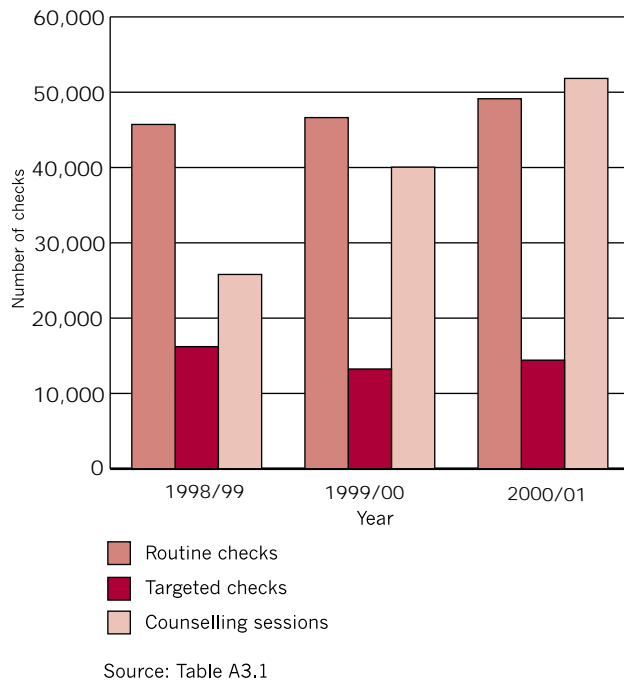


Source: Table A3.1

MOT standards control activities

This year saw a considerable upturn in the amount of standards control checks conducted. Advisory and counselling activities also increased substantially in line with our aim to achieve a better balance between support to testers, etc (i.e. encouraging compliance at source) and routine or targeted enforcement activity.

Figure 3.4 Trends in MOT supervisory activities



Source: Table A3.1

Figure 3.4 shows the trend in the breakdown of VI MOT standards control inspections over the past three years and illustrates the decrease in the proportion of routine inspections and the shift from an emphasis on enforcement (through targeted checks) to counselling activities aimed at improving standards at source.

Appeals and complaints

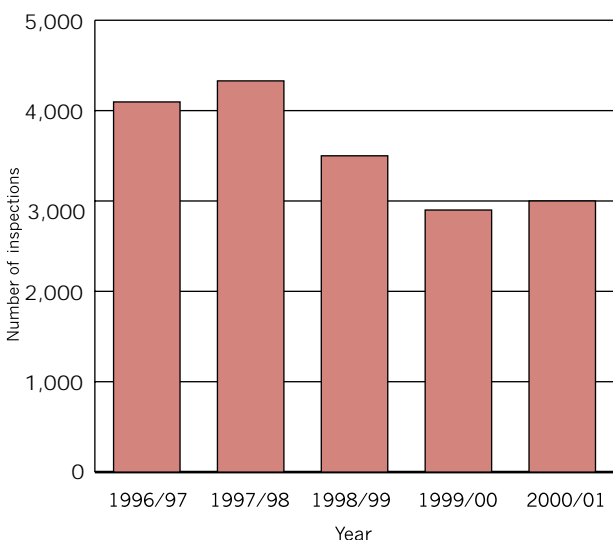
We deal with two types of appeals and complaints from motorists about MOT test standards:

- A normal appeal where the vehicle presenter believes their car has not been tested fairly (normally that it failed when it should have passed) where we will arrange for a VI examiner to re-inspect the vehicle. Appellants pay a test fee which is refunded if the appeal is upheld. These re-inspections must take place very shortly after the original MOT test to ensure that the vehicle has not been altered since that test.

- A non-statutory 'inverted' appeal where the presenter believes that a vehicle (usually one they have recently bought) has been improperly issued with a test certificate (that it passed the test when it should have failed). Depending on the time elapsed since the test and the nature of the alleged defect we normally re-inspect these vehicles free of charge. If we find defects which should have been spotted during the test, follow-up action may be taken against the test station or tester.

This year saw a marginal increase in the number of inspections arising from complaints and appeals.

Figure 3.5 Number of complaints and appeals inspections



Source: Table A3.1

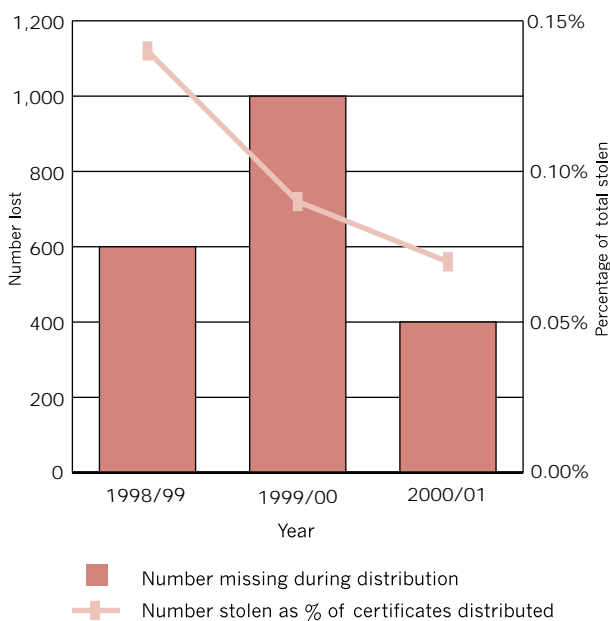
Disciplinary points system

This is the second year of operation of our disciplinary points system. The system has generally been received positively by the trade and is achieving its aim of helping us to use advisory and educational activities to rectify more minor errors and failings whilst providing the basis for us to apply disciplinary action consistently where we identify more serious or repeated infringements of MOT Scheme standards.

Stolen and forged test certificates

This year the number of blank certificates lost in distribution reverted to the level of previous years. The number of certificates stolen rose again and, although we will continue to take measures to deter certificate theft and fraud including our MOT Enquiry Line facility, a significant reduction in certificate fraud will come with computerisation of the administration of MOT testing due to be introduced in 2003.

Figure 3.6 Certificates lost in distribution as a percentage of total certificates lost or stolen



Source: Table A3.3

Enforcement

Introduction

On the enforcement side, we were pleased to note achievement of all our key targets.

This year has also seen a further shift away from targets based on the completion of agreed numbers of inspections (although we do still agree indicative targets for checks as shown in the 'Summary of performance' section) to delivery of prohibitions and prosecutions points – a continued shift towards targeted enforcement activities. The points scores and rates achieved this year remain significantly higher than the 1999 LGV/Car fleet compliance survey baseline and indicate that we are continuing to successfully build our expertise in targeting.

Roadworthiness checks

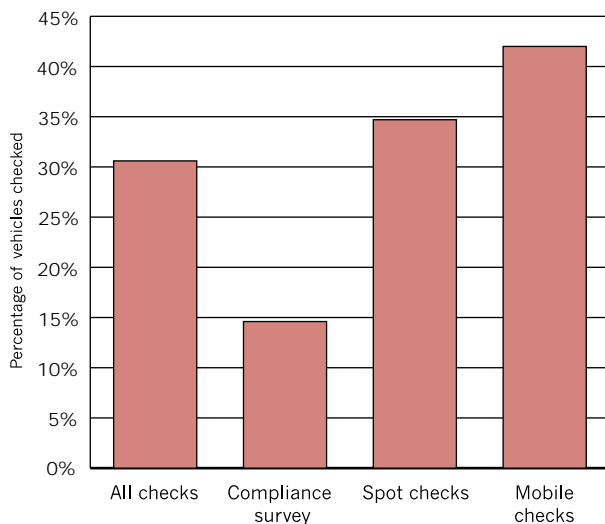
The overall prohibition rate for LGVs was 33.8%, up from 27.8% last year, a much higher percentage than for either HGVs or PSVs. This again shows the road safety value of such checks and reinforces our aim to focus attention on this vehicle sector.

Tyre condition was the most common prohibition item for LGVs, and was significantly higher than in previous years, indicating a general lack of monitoring of tyres by LGV operators.

Effectiveness of mobile checks in police cars

This year, 2,580 mobile checks of light vehicles were carried out from police vehicles (up from 1,546 last year) which produced a prohibition rate of 42.02%. This is significantly higher than the spot check (excluding mobile check) prohibition rate (see Figure 3.7) since the checks are more highly targeted – VI examiners spotting suspect vehicles are able to ask the police to pull those particular vehicles over for inspection. As with HGV and PSV mobile checks, the road safety value of these checks is self-evident.

Figure 3.7 Prohibition rates at mobile (police car) and other roadside checks for 2000/01



Source: Table A3.9 and A5.5

Average fine levels

The average fine this year in England & Wales of £243, down from £261 last year, is disappointing. The Scottish equivalent average fine figure this year of £185 is much more encouraging when compared with only £94 in 1999/2000.

Chapter 4: Smaller Schemes

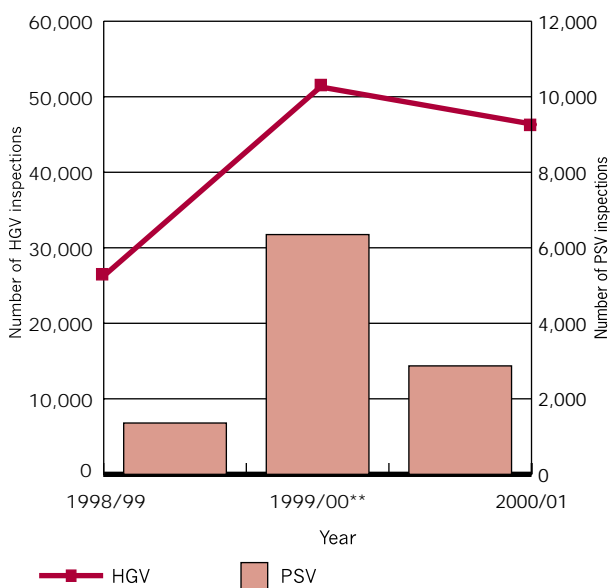
Overview

VI provides support to Driver & Vehicle Licensing Agency (DVLA), Driving Standards Agency (DSA) and various directorates within the department with the administration and enforcement of a number of different schemes. VI also works with industry to detect vehicle safety defects.

Notifiable alterations

VI has to be notified of certain alterations made to a goods vehicle which can affect the details on its plating certificate or of any significant alterations made to a PSV. This is so that inspections can be made where appropriate. This year, as expected, demand fell given the unusually high number of notifications in 1999/2000 resulting from increases to vehicle maximum weights from 38 to 40/41 tonnes. Nonetheless, we are still carrying out almost double the number of inspections in 1998/99 with demand next year likely to increase again as replating for 44 tonne operation gets into its stride and operators seek to re-plate vehicles in response to the new Vehicle Excise Duty rates from 1 December onwards.

Figure 4.1 Number of inspections under the Notifiable Alterations Scheme



**The method for identifying notifiable alterations for PSVs has been amended this year. We estimate that the equivalent number of notifiable alterations in 1998/99 would have been around 6,360. Data for previous years is not available.

Source: Table A4.1

Reduced pollution certificates

The purpose of this scheme (also known as the Vehicle Excise Duty Concession Scheme) is to offer operators a lower rate of excise duty if the vehicle is fitted with an engine that has been modified to produce lower levels of particulates in the case of a diesel engine. Vehicles fitted with gas or petrol fuelled engines can also qualify. The maximum rebate is now £1,000.

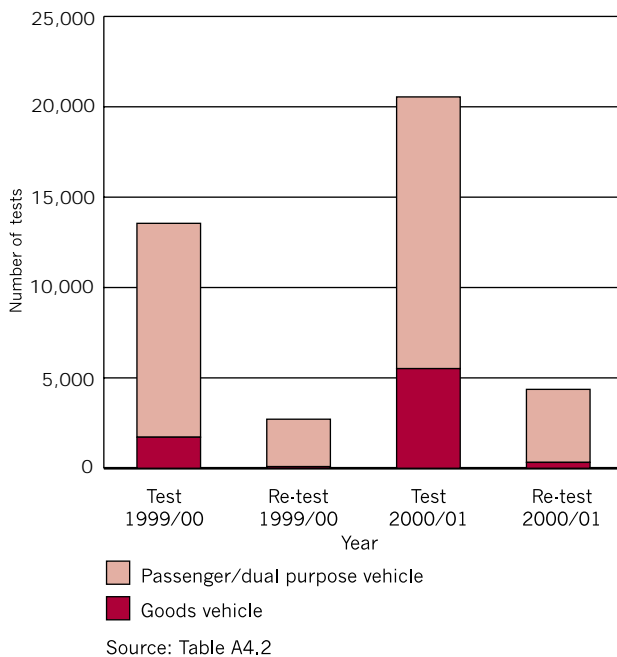
As anticipated, given the 23-month duration of certificates, demand for tests fell this year following the initial rush to apply following the scheme's introduction. The reduction in the maximum rebate allowable under Vehicle Excise Duty will probably reduce demand for this scheme in future years.

Single Vehicle Approval

VI examines vehicles which have not been type approved to ensure compliance with road safety and environmental standards applicable in the UK. SVA was originally aimed at personally imported vehicles, kit cars/amateur built vehicles and vehicles produced or imported in low volumes. The scheme is now almost totally dominated by personal imports and vehicles imported under the low volume category, mainly from other right hand drive markets such as those from the Far East, especially Japan. Much work was carried out during the year to prepare for the enhanced SVA Scheme, deal with existing backlogs and introduce DPs in efforts to improve the service available.

Demand for examinations grew this year to 20,547 inspections compared with 13,552 in 1999/2000. Fortunately, this increase was foreseen, and arrangements made to ensure the additional examinations were carried out in an efficient and effective manner.

Figure 4.2 Volumes of SVA inspections



The most common reasons for failure on passenger vehicles (cars) were:

- lights and signalling;
- electrical and fuel systems;
- exterior projections;
- headlamp aim;
- speedometer; and
- interior projections/fittings.

In addition to the above, amateur built vehicles also suffered from difficulties on:

- vehicle design and construction;
- braking components; and
- seat belts and anchorages.

For goods vehicles (vans), in addition to those identified for cars, the following were also significant failure items:

- brakes; and
- emissions.

Tachograph centre supervision

The number of tachograph calibration centres has stayed broadly consistent over the last three years. During their inspection visits, VI staff have impressed on centres the need to meet the requirements of the new Tachograph Centre Manual and, in particular, to ensure that their supplies of tachographs (new or repaired) are from approved sources. During the year, a great deal of preparatory work has also been carried out to develop arrangements for the introduction of digital tachographs.

Speed limiter setting and sealing centre supervision

We started the year by continuing with the programme of visits agreed with the Department for 1999/2000. It quickly became clear, however, that in the seven years of this self-regulatory scheme's existence a significant number of shortcomings had developed and, therefore, a more fundamental stock-take was necessary. We agreed in-year with the department to suspend the visit programme and devote our efforts instead to a review of the scheme. All the sponsors were visited and recommendations for improvement to the scheme made.

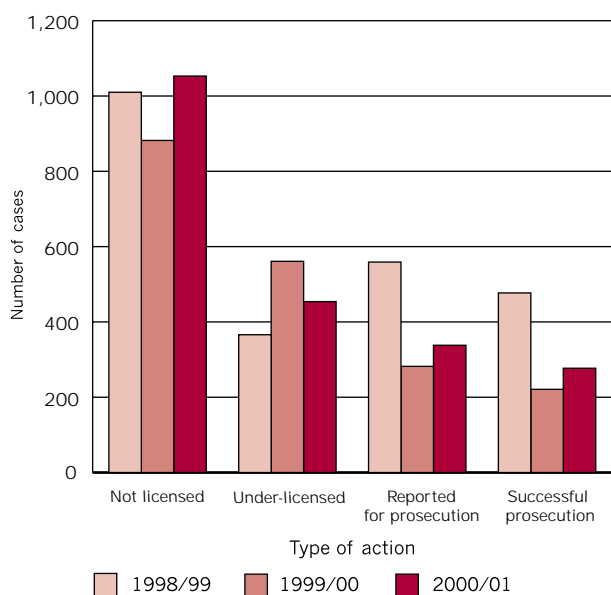
Approved driving instructor scheme

VI assists the DSA to maintain high standards of car and light vehicle driver training by investigating reports of alleged illegal instruction. VI also retrieves certificates from those instructors who are no longer on, or who have been removed from, the register of approved driving instructors and conducts 'blitz checks' on the certificates held by instructors in particular locations.

Driver licence enforcement

VI assists DVLA in ensuring that only those who are qualified in terms of health, conduct and competence obtain and retain vocational entitlement to drive HGVs and PSVs. Less onerous eligibility criteria apply to drivers of smaller vehicles. Drivers found not to be in possession of the correct licence entitlement are prosecuted.

Figure 4.3 Support to driver licence enforcement



Source: Table A4.7

From 2001, we will be including systems for ensuring drivers have the correct licences in our visits to new operators as a way of preventing incorrectly licensed driving of large vehicles.

Support for Vehicle Registration Offices

VI undertakes work in response to requests from Vehicle Registration Offices. This work consists mainly of verifying that the particulars of rebuilt or kit-built vehicles are correct in order to prevent a stolen vehicle acquiring a new identity by removal or addition of parts. We also inspect vehicles on behalf of DVLA to verify the accuracy of information held on its computer record, and to verify the particulars of vehicles where applications are made for the transfer of cherished registration marks. Volumes this year were broadly similar to those last year.

Inspections of vehicles involved in the carriage of dangerous goods

TEs act as eyes and ears for the Health and Safety Executive (HSE) and conduct checks on vehicles carrying hazardous goods. HSE are sent reports when non-compliance is uncovered so that they may take appropriate follow-up action. Examiners are also continuing to complete the form specified in Annex 1 of Regulation 95/50/EC at every inspection. Negotiations to issue prohibitions on behalf of HSE were successfully concluded this year and VI examiners started to exercise these new powers from January 2001.

The number of vehicles inspected was 1,803 lower than last year.

Vehicle Safety Branch (VSB) activities

VSB undertakes a number of activities aimed at improving the safety of vehicles of all sizes and types.

Safety recalls

Safety recall campaigns are orchestrated between the respective manufacturer and VI, and are generally monitored for a period of approximately 18 months. Closure of a campaign is taken when it is agreed with the manufacturer that further continuation is unlikely to result in any further improvement in the response rate. With the industry's co-operation, we were successful in improving the response rates for closed recalls to 84%, and are working towards a target of 90% by 2005.

Defects investigations

Reports of alleged safety defects are received from VI's own examiners, the Police, Trading Standards Officers and members of the public. In appropriate cases, the defect is referred to the component or vehicle manufacturer for further investigation, and, where there is sufficient cause for concern because of a particular defect affecting a number of components or vehicles, for recall under the Code of Practice on Vehicle Safety Defects.

Collision investigations

VI examines vehicles involved in collisions at the request of police. Where contributory defects are found, VI examiners report these findings and may be called as expert witnesses at any subsequent court proceedings. Vehicle inspection reports are also sent to the Traffic Commissioners, where any further action against the operator's licence is considered accordingly. All detail is held on a database containing a significant proportion of HGV and PSV collisions, which is used to identify trends and influence legislation.

Information continues to be supplied for the Co-operative Crash Injury Study (CCIS), an investigation into the nature and cause of injuries sustained by the occupants of vehicles involved in road accidents. The feedback of this information is used in the improvement of vehicle designs and to measure the effectiveness of vehicle safety measures.

A similar study is being conducted that is investigating 150 road accidents involving vehicles weighing over 3,500 kg that are associated with either slight or serious injury. The objective of this project is to identify any possible improvements that can be made to HGVs in making them less hostile to occupants in other vehicles, riders and pedestrians when involved in collisions.

Figure 4.5 Numbers of collision investigations

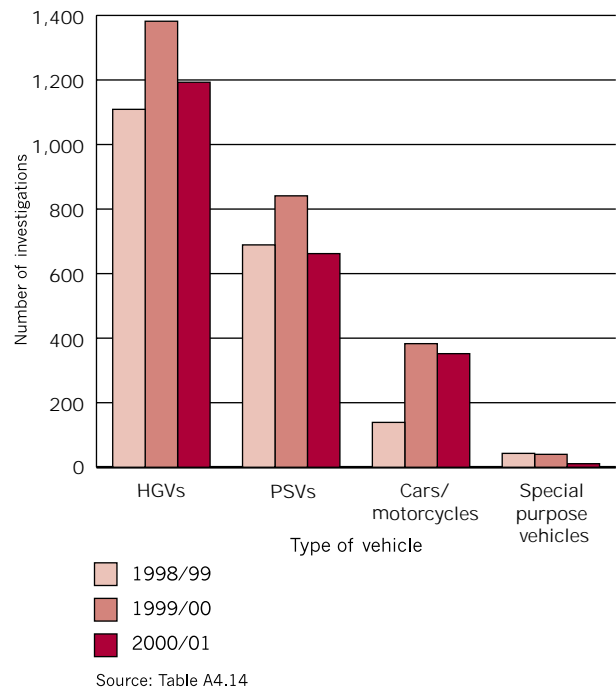
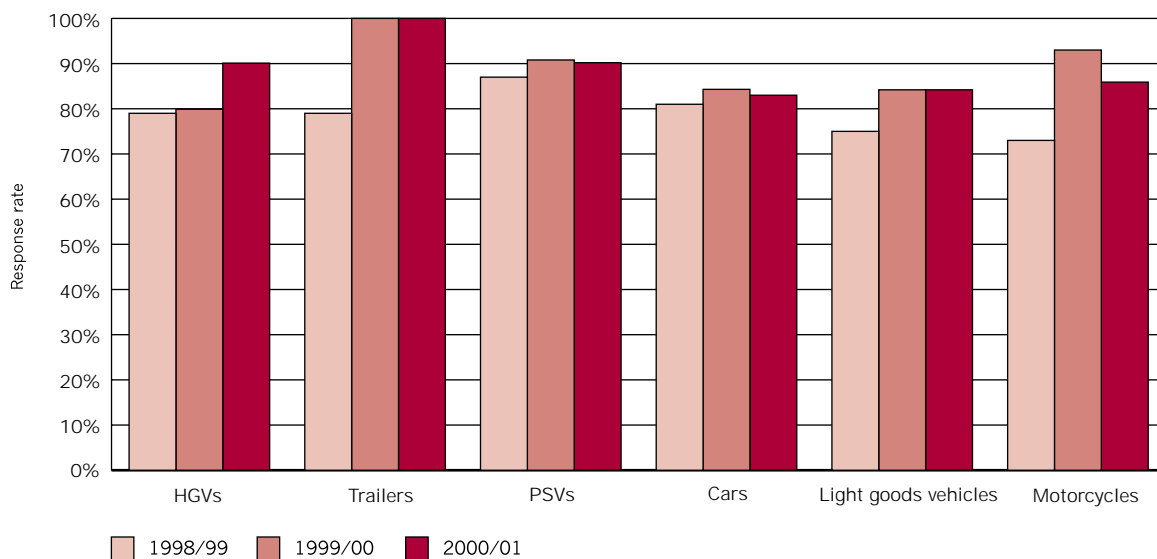


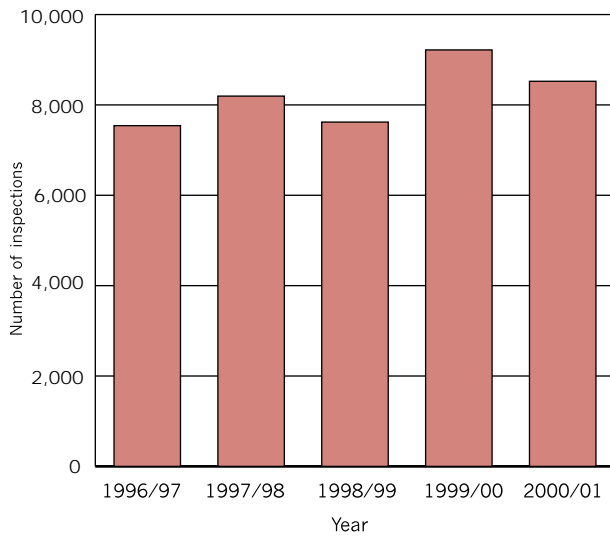
Figure 4.4 Safety recall response rates



PSV certification and type certification (COIF)

A PSV cannot be used on the highway until it has been given an initial certificate under the Conditions of Fitness Regulations. VI responds to industry demands for certification. Work carried out under this scheme this year has remained at similar levels over the last three years. Vehicles built in Northern Ireland are examined by the Driver and Vehicle Testing Agency on VI's behalf.

Figure 4.6 Numbers of PSV COIF inspections

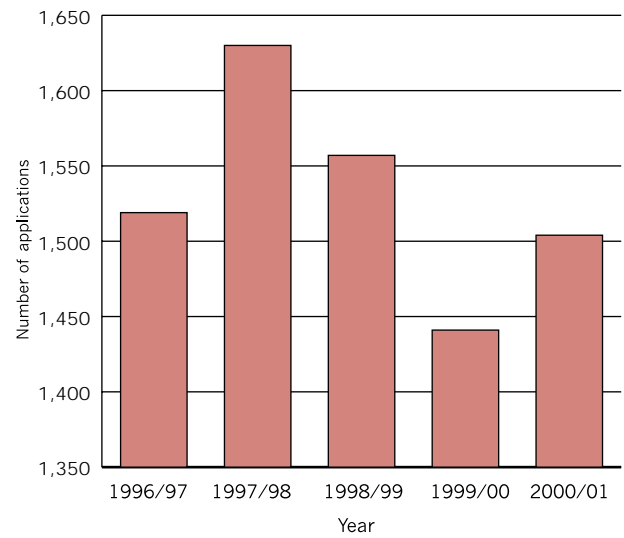


Source: A4.15

ADR

The purpose of the ADR agreement (international arrangement for the carriage of dangerous goods) is to permit dangerous goods to be carried on an international journey under a common set of safety rules. VI grants certificates to operators wishing to operate under this agreement. The work under this scheme is demand led.

Figure 4.7 Applications for ADR certificates



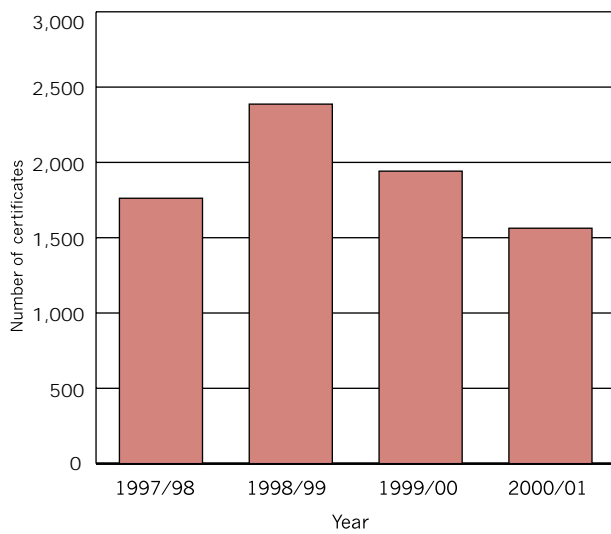
Source: A4.16

The demand for inspections has increased slightly this year but there is no steady ongoing trend.

ATP

The function of the ATP Scheme is to set internationally recognised standards for the carriage of perishable foodstuffs. Testing of UK vehicles used internationally is carried out by Cambridge Refrigeration Technology and by two other private test stations. VI has an overseeing role in relation to these test stations. VI also approves design types suitable for operation under the scheme. Again this scheme is demand led.

Figure 4.8 Number of ATP certificates issued

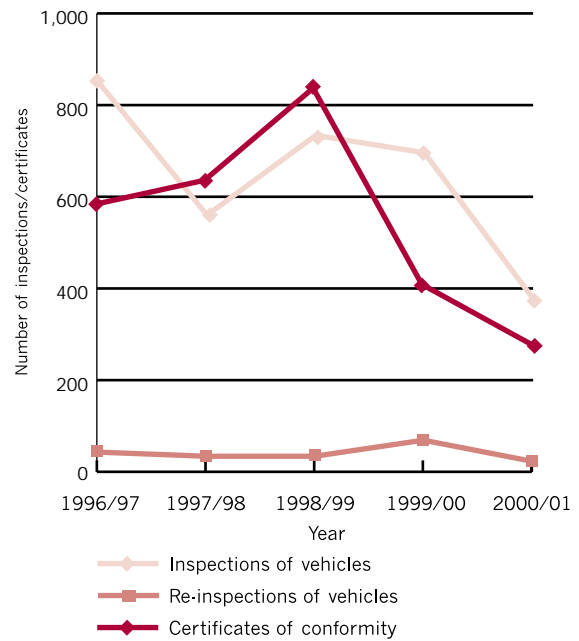


Source: A4.17

TIR

The TIR (Transports Internationaux Routiers) convention to which the UK is a party simplifies customs requirements by permitting the contents of approved-load compartments, sealed by customs authorities, to pass through customs control on international journeys without delay or payment of duty. As foreseen last year, the numbers of inspections fell substantially.

Figure 4.9 Trend in TIR inspections and certification



Source: A4.18

Abbreviations and Glossary

ACPO	Association of Chief Police Officers
ADR	International arrangement for carriage of dangerous goods
Advisory letter	Where a traffic examiner finds a minor infringement of the legislation which is more serious than instances where a verbal warning might be given, an advisory letter is given to the driver and the operator advising them of the infringement and the need for action to be taken
Articulated vehicle	A vehicle with a trailer so attached, that part of the trailer is superimposed on the drawing vehicle and, part of the weight of the load on the trailer is borne by the drawing vehicle
ATP	International arrangement for carriage of perishable goods
Authorised Examiner (AE)	An individual, persons in partnership or company who meets requirements (premises, equipment, personnel and good repute) to carry out MOT testing
Bus Compliance Officers	Examiners who investigate whether registered bus services are running to schedule and report findings to public inquiry
C&U	Construction and Use Regulations
CITA	International Motor Vehicle Inspection Committee
COIF	Certificate Of Initial Fitness
Designated premises	Privately owned test bays at which VI vehicle examiners and vehicle inspectors undertake annual HGV and PSV tests
The Department/DETR/DTLR	The Department of Transport, Local Government and the Regions (The Department of the Environment, Transport and the Regions prior to the election in 2001)
DGW	Design Gross Weight – gross weight at or below which the Secretary of State or an authorised person considers the vehicle can safely be driven on roads
DSA	Driving Standards Agency
DVLA	Driver and Vehicle Licensing Agency
DVO	Driver, Vehicle and Operator agencies of DTLR: VI, DSA, DVLA, Vehicle Certification Agency and Traffic Area Network
EC	European Commission
EU	European Union
Fail Rates	The <i>Initial Fail Rate</i> is the number of vehicles which, as presented, would fail the annual test (i.e. those which fail or which pass only after rectifications) as a percentage of all vehicles tested (excluding re-tests). The <i>Final Fail Rate</i> is the number of vehicles which fail even though minor rectifications may have been made, as a percentage of all vehicles tested (excluding re-tests). The <i>Re-test Fail Rate</i> is the number of vehicles which previously failed and which are presented for re-test but still fail, as a percentage of all vehicles re-tested

Fleet checks	VI undertakes fleet and spot checks to enforce roadworthiness and environmental (mainly emissions) standards. Fleet checks focus on a particular operator's vehicles and are normally associated with maintenance assessments. The checks are conducted at operators' premises or, when facilities there are inadequate, at VI test stations. Fleet checks are normally reserved for operators whose vehicle maintenance is already in question or where insufficient information is held on VI's database to be confident that an operator's maintenance arrangements are adequate. Average fleet check prohibition rates are normally lower than spot check rates because advance notice of a visit is often given to ensure that vehicles are available for checking
GWW	Gross Vehicle Weight
HGV	Heavy Goods Vehicle – goods-carrying vehicle over 3,500 kg gross design weight
HGV motor vehicle	Powered vehicle designed to carry goods or to draw a goods trailer
HGV trailer	Non-powered vehicle designed to be drawn by another vehicle; in the case of a semi trailer, designed to form part of an articulated vehicle. In the case of a drawbar, the drawing vehicle does not support the weight of the trailer
HSE	Health and Safety Executive
km/h	Kilometres per hour
LACOTS	Local Authorities Co-ordinating body on Trading Standards
LGV lorry	Light Goods Vehicle – goods-carrying vehicle not exceeding 3,500 kg Design Gross Weight Rigid HGV (i.e. not articulated)
Maintenance appraisals	These appraisals use data about an operator which is stored on VI's databases to assess the maintenance standards of an operator. They involve considerably less examiner resource than a full investigation of the operator's facilities but can only be undertaken where sufficient data is held on the operator. The proportion of appraisals to investigations within a VI enforcement area will be affected by changes in fleet condition and the requirements of the Traffic Commissioners
Maintenance assessments	<p>VI examiners assess and advise on the adequacy of operators' maintenance arrangements as part of the support provided to Traffic Commissioners under the operators' ('O') licensing regime. In a small proportion of cases, VI instigates a maintenance assessment because of problems found with vehicles in service but the vast majority of checks are routine reassessments which take place at least once every five years or on new operators within three to nine months of being issued with an operator's licence</p> <p>Maintenance assessments can vary in complexity. Routine reassessments always involve a preliminary check, using VI's enforcement database, on the operator's maintenance history. This includes a check on vehicle test history and on the results of any spot checks. Where there are concerns, for instance when the operator fails to comply fully with commitments given to Traffic Commissioners when the licence was granted, the assessment will be classified as 'unsatisfactory' and a fleet check may be organised to confirm whether or not vehicles are being kept roadworthy. In the worst cases, the examiner will advise Traffic Commissioners to consider calling the operator to a public inquiry following which action may be taken to withdraw or vary the operator's licence</p>

Maintenance investigations	These are visits to check operators' facilities to check on operators' maintenance standards and procedures and are therefore reserved for initial checks on newly licensed operators and checks on established operators where there are concerns about maintenance standards
MOA	Memorandum of Agreement – written requirement agreed with the relevant policy directorate of DETR on the type and level of activity to be undertaken under a Scheme by the Agency
MOT	Ministry of Transport – usually referred to in the context of the statutory MOT test
MOT Classes	Classes 1 (up to 200 cc) and 2 – motorcycles, motorcycles with side car Class 3 – 3-wheeled vehicles (up to 450 kg unladen weight) Class 4 – cars, goods vehicles (up to 3,000 kg DGW), minibuses (PSVs with up to 8 seats), motor caravans and dual purpose vehicles Class 4a – passenger vehicles and ambulances (9 to 12 passenger seats), requiring seat belt installation checks Class 5 – private passenger vehicles and ambulances (with 13 or more passenger seats) Class 5a – as 5 but requiring seat belt installation checks Class 7 – goods vehicles (3,001 kg and up to 3,500 kg DGW)
MOT Scheme	Scheme overseeing the testing of MOT class vehicles. VI appoints authorised examiners and nominated testers and supervises their activities within the Scheme, taking disciplinary action where necessary and providing support through training courses, manuals, etc
NAO	The National Audit Office – the Comptroller and Auditor General is the head of the NAO and is totally independent of government. He certifies the accounts of all government departments and a wide range of other public sector bodies and has statutory authority to report to Parliament on the economy, efficiency and effectiveness with which these bodies use their resources
Nominated tester (NT)	A qualified mechanic who has been nominated by an AE to carry out MOT tests
Offence Rectification Notice	A notice given to drivers and operators noting apparent offences and giving a reasonable period to correct the infringement before any prosecution action is commenced
'O' licence	Operator licence issued by Traffic Commissioners which permit the commercial operation of HGVs or PSVs
O + E	Operator licence and enforcement activity
OJEC	Official Journal of the European Communities
PCV	Passenger Carrying Vehicle where carriage is not for hire or reward. Normally 9–12 seats but can be more
PI	Public inquiry by Traffic Commissioners – see 'Traffic Commissioners'
PLS	Prosecution and Legal Services (PLS) is VI's own specialised prosecution unit

Prohibition categories	<p>Category 1: An immediate prohibition including an immediate brake, steering or tyre defect;</p> <p>Category 2: An immediate prohibition not falling within Category 1;</p> <p>Category 3: A delayed prohibition including a brake, steering or tyre defect;</p> <p>Category 4: A delayed prohibition not falling within Category 3;</p> <p>Category 5: A delayed prohibition for excessive exhaust emissions only</p>
Prohibition: delayed	Prohibits a vehicle from being moved as from a date specified in the prohibition notice (up to ten days from the date of issue) – issued where defects render the vehicle either unfit, or likely to become unfit, for use, but pose no immediate risk of injury to any person
Prohibition: immediate	Prohibits a vehicle from being moved as from the issue of the prohibition notice – issued where defects are such that the further driving of the vehicle would involve risk of injury to any person
PSV	Public Service Vehicle – a vehicle licensed to carry (normally 9 or more) fare-paying passengers
Reports for prosecution (RFP)	Where a traffic examiner finds an offence serious enough to warrant prosecution of the driver or operator – for some offences relating to drivers of foreign vehicles, the only sanction available to the examiner is prosecution
RMTD	Radioactive Materials Transport Division of DETR
Roadworthiness defects	Items failing to meet the requirements set out in the Construction and Use Regulations 1986 and Road Vehicles Lighting Regulations 1986
Safety Recalls Code of Practice	Under the Code of Practice on Action Concerning Vehicle Safety Defects which is agreed between the DETR, VI and the Society of Motor Manufacturers and Traders, vehicle manufacturers or importers are required to notify VI whenever a manufacturing or design defect threatens the safety of a significant number of vehicles and a recall is required. VI monitors the conduct of recalls to ensure that they are completed in a timely and effective manner, and address all the affected vehicles. Campaigns are monitored for at least 18 months and at closure the number of unrecalled vehicles is reported. Vehicles not registered as checked are not necessarily unsafe because not all vehicles subject to recall will be defective and some operators may conduct their own checks and repairs without notifying the manufacturer
Scheme	The breakdown of Vehicle Inspectorate work into an identifiable area called a scheme
Semi Trailer	See HGV trailer
Silent checks	Checks where TEs observe and note the details of vehicles passing a particular location and follow-up to check these observations against tachograph records
Spot checks	Roadworthiness spot checks can be carried out at the roadside, at ports, at VI's testing stations, at other locations where vehicles are parked or at operators' premises (frequently the case for PSVs). These checks have the advantage of being unannounced but suffer from the difficulty that the extent of inspections varies according to the accessibility of the underside of the vehicle and whether an inspection pit or roller brake tester is available
SVA	Single Vehicle Approval – a VI Scheme for the inspection of the design and construction features of vehicles not previously submitted for type approval to ensure compliance with road safety and environmental protection standards
TIR	International arrangement for carriage of goods sealed for customs purposes

Tachograph	<p>Under EC Regulations, most HGVs and about half of all PSVs with 18 or more seats (including the driver) are required to be fitted with tachographs. These tachographs must be type approved and must be installed and calibrated at centres supervised by VI. They must also be checked on a two-yearly cycle for installation checks and a six-yearly cycle for calibration checks. VI sets the standards for equipment, training and security at tachograph centres, and vets and approves these centres. VI undertakes regular audit checks on centres at a frequency depending on whether or not the centre is part of a manufacturer's sponsored network (where sponsors must carry out their own periodic quality checks). Every centre, however, receives a check at least once every two years</p>
Test error rate	<p>Measures the number of times testing staff are found to have made errors in fact or judgement on whether items inspected during the test should pass or fail; it is recorded as an index of all items inspected (all errors are recorded but given a weighting dependent upon the severity of the error)</p>
Traffic Commissioners	<p>The six Traffic Commissioners are appointed by the Secretary of State for Environment, Transport and the Regions and have responsibility in their Area for: the licensing of operators of HGVs and of PSVs; the registration of local bus services; and disciplinary action against the drivers of HGVs and PSVs. Commissioners are statutorily independent in their licensing functions. When necessary, they hold public inquiries, in particular to consider the environmental suitability of HGV operating centres and the possibility of disciplinary action against operators who have not observed the conditions of their licences. The Traffic Commissioner for Scotland is also responsible for dealing with appeals against decisions by Scottish local authorities on taxi fares; and the Traffic Commissioner for the South Eastern and Metropolitan Area is also responsible for licensing London local services. One Traffic Commissioner is appointed as the Senior Traffic Commissioner. This is an administrative appointment which gives him the role of encouraging consistency in licensing decisions and procedures. The Traffic Commissioners are assisted by Deputy Traffic Commissioners, who hold some of the public inquiries</p>
Traffic examiner (TE)	<p>Traffic examiners conduct roadside examinations and weighings of HGVs and PSVs to enforce traffic laws, and to help deter offenders by prosecuting serious offences through the courts. Prosecutions (along with roadworthiness prohibitions) can also be taken into account by Traffic Commissioners when deciding whether an operator is fit to hold a licence, and in the most serious cases could be sufficient, in the absence of any other evidence, to justify removing an operator's licence. VI aims to meet customer objectives for improving compliance with traffic legislation by maximising the resource available for investigating and prosecuting offenders for serious offences whilst meeting minimum targets for numbers of roadside and other examinations at spot checks</p>
Traffic offences	<p>Failure to meet legislative requirements relating to dimensions and limiters, driver licensing, vehicle excise duty, tachograph, drivers' hours, operator licence (illegal operator or technical offences relating to an 'O' licence), plating and testing, etc</p>
Train weight	<p>The maximum laden weight for a motor vehicle together with any trailer which may be drawn by it</p>

Vehicle examiner (VE)	Vehicle examiners conduct roadside examinations of vehicles to enforce the Construction and Use Regulations 1986 and Road Vehicles Lighting Regulations 1986 which detail minimum standards for the roadworthiness of a vehicle, and to help deter offenders by prohibiting from use vehicles with serious defects. Roadworthiness prohibitions can also be taken into account by Traffic Commissioners when deciding whether an operator is fit to hold a licence, and in the most serious cases could be sufficient, in the absence of any other evidence, to justify removing an operator's licence. VI aims to meet customer objectives for improving compliance with roadworthiness standards by concentrating the resource available on more serious defects whilst meeting minimum targets for numbers of roadside and other examinations. They also advise Traffic Commissioners on operators' maintenance arrangements, supervise the MOT Scheme and undertake accidents and investigations investigations
Vehicle Inspection Notice	Issued by examiners where advisory items or minor defects have been found on a vehicle which are not serious enough to warrant prohibition. This notice is only advisory, and does not in itself prevent further use of the vehicle. Notices stating that no defects have been found may be issued at certain checks
Verbal Warning	Where a traffic examiner finds a minor offence, a verbal warning may be issued
VI	Vehicle Inspectorate – an Agency of the DETR
VSB	Vehicle Safety Branch, a unit within VI which deals with safety recalls, accident investigations and defect investigations

Annex 1 – The HGV Fleet

Table A1.1 Trends in HGV motor vehicle failure rates

	00/01	99/00	98/99
Initial	38.9%	36.6%	36.6%
Final	25.7%	24.7%	25.0%
Re-test	12.9%	12.8%	12.7%

Note: The initial fail rate is the fail rate for vehicles as presented for annual test. The final fail rate excludes vehicles which pass the test after rectification of minor defects at the time of the test.

Table A1.2 Trends in top ten reasons for HGV motor vehicle fails

Testable items	00/01	99/00	98/99
Headlamp aim	14.4%	12.4%	14.0%
Service brake performance	9.8%	9.9%	9.0%
Lamps*	6.9%	6.4%	6.8%
Secondary brake performance	6.3%	6.3%	6.1%
Brake system components*	6.1%	5.6%	5.7%
Parking brake performance	4.1%	4.1%	4.0%
Steering mechanism*	3.6%	3.0%	3.0%
Suspension*	3.2%	3.1%	3.3%
Reflectors & rear markings*	2.5%	2.3%	3.0%
Direction indicators & hazard warning lamp	2.3%	2.3%	2.5%

Note: The percentage of vehicles tested where the item was listed as a reason for failure. Vehicles can fail for one or more items so these percentages should not be added to produce a total failure rate for these items.

*Asterisked items are new, or are combinations of previous test items.

Table A1.3 Age distribution across HGV motor vehicle fleet calendar year 2000

Age	%	Number
Up to 1 year	12.0	50,045
1 year	11.2	46,652
2 years	10.9	45,586
3 years	8.7	36,274
4 years	8.9	37,071
5 years	8.6	36,029
6 years	6.8	28,499
7 years	4.9	20,637
8 years	3.8	15,974
9 years	3.2	13,566
10 years	4.3	17,993
11 years	5.1	21,467
12 years	4.1	17,159
Over 12 years	7.3	30,568
Total		417,520

Data provided by Transport Statistics TSR 4 Branch

Table A1.4 HGV motor vehicle initial test failure rate by age

Age (Yrs)	00/01	99/00	98/99
Up to 1	20.5%	14.4%	17.2%
2	22.0%	20.0%	19.2%
3	25.9%	25.7%	23.7%
4	30.3%	28.2%	26.5%
5	33.4%	31.0%	29.6%
6	36.9%	35.8%	33.6%
7	40.9%	37.5%	36.6%
8	44.9%	38.5%	37.7%
9	47.2%	39.8%	39.8%
10	47.8%	42.1%	41.5%
11	50.6%	43.3%	45.3%
12+	52.8%	44.6%	46.5%

Table A1.5 Fleet size distribution across HGV motor vehicle fleet

Fleet size	00/01	99/00	98/99
Up to 1	46.6%	55.4%	57.5%
2–5	35.4%	31.1%	30.3%
6–10	9.3%	6.9%	6.3%
11–20	5.0%	3.7%	3.3%
21–30	1.6%	1.1%	1.0%
31–40	0.7%	0.6%	0.5%
41–50	0.5%	0.3%	0.3%
51–100	0.7%	0.5%	0.5%
>100	0.3%	0.4%	0.3%

Note: These are percentages of operators that fall within these fleet size bands.

Table A1.6 HGV motor vehicle initial test failure rate by fleet size

Fleet size	00/01	99/00	98/99
Up to 1	42.2%	42.7%	43.5%
2–5	45.9%	49.5%	52.1%
6–10	42.8%	48.2%	50.9%
11–20	34.6%	44.0%	44.6%
21–30	36.4%	39.2%	40.2%
31–40	33.7%	34.8%	38.6%
41–50	34.0%	33.4%	37.2%
51–100	32.7%	30.8%	35.6%
>100	33.2%	27.9%	33.5%

Note: A large sample of HGV operators in each fleet size band was taken from HGV 'O' licence databases. Registration marks of HGVs listed on each 'O' licence were recorded and matched against VI's HGV test results database. Average fail rates were then calculated for each fleet size category.

Table A1.7 Exhaust emissions test failure rate as a percentage of HGVs tested

	00/01	99/00	98/99
Fail rate	1.9%	1.3%	1.6%

Table A1.8 Trends in HGV trailer failure rates

	00/01	99/00	98/99
Initial	26.9%	24.7%	25.2%
Final	20.4%	19.1%	18.7%
Re-test	14.8%	14.9%	12.9%

Note: The initial fail rate is the fail rate for vehicles as presented for annual test. The final fail rate excludes vehicles which pass the test after rectification of minor defects at the time of the test.

Table A1.9 Trends in top ten reasons for HGV trailer fails

Testable items	00/01	99/00	98/99
Service brake performance	12.7%	12.1%	9.7%
Parking brake performance	11.1%	10.6%	8.3%
Brake system components*	7.3%	6.2%	5.8%
Lamps*	4.2%	3.7%	3.7%
Suspension*	2.3%	2.1%	2.0%
Reflectors & rear markings	2.2%	1.7%	1.6%
Spray suppression, wings/ wheel arches	1.8%	1.6%	1.8%
Tyres (condition)	1.1%	1.0%	0.9%
Road wheels and hubs	0.9%	1.0%	1.2%
Service brake operation	0.9%	0.8%	–

Note: The percentage of vehicles tested where the item was listed as a reason for failure. Vehicles can fail for one or more items so these percentages should not be added to produce a total failure rate for these items.

* Asterisked items are new, or are combinations of previous test items.

Table A1.10 HGV trailer initial test failure rate by age

Age (Yrs)	00/01	99/00	98/99
Up to 1	12.2%	13.5%	14.4%
2	12.9%	16.8%	18.9%
3	18.5%	22.5%	22.2%
4	22.6%	23.6%	24.5%
5	26.8%	25.6%	29.0%
6	28.1%	28.6%	26.5%
7	29.6%	28.7%	27.7%
8	31.3%	28.3%	27.4%
9	31.8%	26.5%	26.8%
10	31.8%	26.7%	27.6%
11	32.3%	26.5%	26.3%
12+	31.9%	32.1%	26.0%

Note: There is no trailer registration scheme, so the age of trailers tested has been estimated using each trailer's identity (ID) number. Trailer ID numbers are allocated by VI when the owner or operator applies for the trailer's first annual test. Although this system cannot provide a precise date of manufacture it provides a reasonable estimate of the age of trailers for the purpose of comparing failure rates.

Table A1.12a Voluntary tests

HGV & PSVs	00/01	99/00	98/99	
Brake	33,785	33,087	28,817	axles
Headlamp aim	4,165	3,410	2,799	checks
Smoke	531	489	1,077	checks
Multi-check	6,110	6,616	5,323	checks

Note: These figures are calculated by dividing the income generated from each type of check, by the cost of that check.

A1.12b Training: number of attendees at VI courses

	00/01	99/00	98/99
HGV students	620	400	381
PSV students	362	470	258

Table A1.11 Regional variation in initial test fail rates

Enforcement Group	Motor vehicles			Trailers		
	00/01	99/00	98/99	00/01	99/00	98/99
Scottish	39.5%	35.6%	38.6%	28.4%	25.8%	28.0%
North Eastern	43.2%	39.4%	39.9%	30.5%	27.9%	26.4%
North Western	39.8%	37.2%	39.9%	26.7%	24.3%	25.7%
West Midlands	38.5%	36.0%	38.5%	26.6%	25.0%	25.0%
Eastern	35.8%	34.2%	37.0%	23.6%	22.1%	22.0%
South Eastern & Met	35.4%	35.1%	36.2%	23.8%	21.7%	24.6%
Western	40.5%	37.6%	39.5%	29.6%	26.5%	27.7%
South Wales	36.7%	36.9%	40.5%	21.6%	20.6%	22.5%
National	38.9%	36.6%	36.6%*	26.9%	24.7%	25.2%

Note:

* Asterisked figure was incorrectly reported as 38.6% in 1998/99 Effectiveness Report

Table A1.13 – Baseline survey results

Full results published by VI this year as 'Heavy Goods Vehicle Fleet Compliance Check in April and May 2000'

HGV motor vehicles				HGV trailers			
Number of HGVs checked	Number of prohibitions	Delayed	Immediate	Number of trailers checked	Number of prohibitions	Delayed	Immediate
4,516	501	7.9%	5.4%	1,752	181	7.6%	4.9%
Type of prohibition by age of vehicle (based on registration)	Number checked	Delayed	Immediate	Type of prohibition by age of trailer (based on vehicle registration)	Number checked	Delayed	Immediate
0-1 years	661	2.7%	1.4%	0-1 years	318	5.3%	2.8%
2-3 years	880	3.1%	3.3%	2-3 years	384	6.5%	3.4%
4-5 years	865	7.1%	4.2%	4-5 years	395	8.1%	4.6%
6-7 years	772	8.4%	4.3%	6-7 years	297	9.4%	6.7%
8-9 years	398	10.8%	7.3%	8-9 years	143	5.6%	5.6%
10-11 years	398	13.6%	11.3%	10-11 years	93	14.0%	8.6%
12+ years	540	15.7%	11.5%	12+ years	122	8.2%	7.4%
Not Recorded	2	0.0%	0.0%	Not Recorded	0	0.0%	0.0%
Type of prohibition by HGV type	Number checked	Delayed	Immediate	Note: The age of the motor vehicle pulling the trailer has been used. The prohibition rates may not, therefore, truly reflect the condition of trailers of a particular age. The number of trailers checked was not recorded separately.			
Articulated	1720	7.3%	3.5%				
Rigid	2796	8.2%	6.5%				
Not Recorded	0	0.0%	0.0%				
Type of prohibition by Traffic Area of operator	Number checked	Delayed	Immediate	Type of prohibition by Traffic Area of operator	Number checked	Delayed	Immediate
Scotland	596	7.7%	4.5%	Scotland	319	7.7%	6.7%
North Eastern	837	8.1%	5.9%	North Eastern	238	10.6%	4.6%
North Western	715	9.7%	5.9%	North Western	311	6.0%	4.9%
West Midlands	507	7.5%	6.7%	West Midlands	208	8.8%	4.8%
Eastern	623	5.3%	4.3%	Eastern	264	4.8%	3.7%
South Eastern	358	8.1%	5.0%	South Eastern	137	9.9%	2.5%
Western	502	7.0%	3.4%	Western	311	5.7%	2.8%
Welsh	275	9.1%	6.5%	Welsh	59	8.6%	7.5%
Not Known	103	9.7%	10.7%	Notes: The operator of the motor vehicle pulling the trailer was used to generate this breakdown of data.			
Top ten prohibition defects (testable items)	Number of prohibition defects			Top ten prohibition defects (testable items)	Number of prohibition defects		
Braking systems and components	184			Brake Systems & Components	82		
Suspension	96			Suspension	31		
Condition of tyres	90			Condition of tyres	23		
Road Wheels and Hubs	65			Service brake operation	22		
Speed Limiter	41			Lamps	18		
Lamps	36			Service Brake Performance	16		
Fuel tanks and Systems	35			Connections	15		
Oil Leaks	34			Condition of Chassis	11		
Steering Mechanism	34			Parking Brake Performance	10		
Spray Suppression, Wings and Wheel Arches	27			Road wheels and hubs	10		
Traffic offence	Verbal warning	Advisory letter	Report for prosecution				
Dimensions and Limiters	36	2	7				
Driver Licence	9	0	1				
Vehicle Excise Duty	11	19	9				
Tachograph	422	6	60				
Drivers' Hours	187	4	38				
'O' Lic: Illegal Operator	15	6	42				
'O' Lic: Other Offences	54	3	7				
Plating and Testing	35	3	11				
Other	67	6	34				

Table A1.14a HGV maintenance assessments and outcomes

Enforcement Group	Total assessments			Satisfactory			Unsatisfactory			Public inquiry recommendation		
	00/01	99/00	98/99	00/01	99/00	98/99	00/01	99/00	98/99	00/01	99/00	98/99
Scottish	3,601	3,683	3,109	79.9%	79.0%	72.8%	18.2%	18.4%	25.9%	1.9%	2.7%	1.4%
North Eastern	6,199	5,959	6,265	73.3%	69.7%	77.4%	25.7%	29.2%	21.6%	1.0%	1.1%	1.0%
North Western	4,644	4,772	4,973	78.6%	77.6%	77.5%	19.7%	20.6%	20.5%	1.7%	1.9%	2.0%
West Midlands	3,333	3,185	2,837	73.9%	72.9%	75.3%	25.4%	27.1%	24.7%	0.8%	0.0%	0.0%
Eastern	6,556	7,185	6,986	74.4%	74.1%	74.0%	23.6%	24.4%	24.5%	2.0%	1.5%	1.5%
South Eastern & Met	4,350	5,067	5,056	66.2%	65.1%	63.4%	32.3%	33.6%	35.1%	1.4%	1.3%	1.5%
Western	4,350	4,294	4,789	84.3%	82.7%	85.7%	24.4%	16.2%	13.2%	2.0%	1.2%	1.1%
South Wales	1,626	1,492	1,687	70.0%	75.5%	70.2%	27.8%	24.1%	29.3%	2.2%	0.5%	0.5%
National	35,123	35,637	35,702	74.3%	74.0%	75.0%	24.1%	24.6%	23.8%	1.6%	1.4%	1.3%

Notes: The number of assessments reported here is less than the number actually carried out primarily because multi-site assessments are treated as a single assessment in this table and VI-initiated assessments are excluded.

Table A1.14b HGV re-assessments

Enforcement Group	Number processed		% processed within 8 weeks	
	00/01	99/00	00/01	99/00
Scottish	1,468	1,474	83.7%	81.0%
North Eastern	2,576	3,250	95.7%	94.5%
North Western	3,289	2,445	89.9%	90.0%
West Midlands	1,447	1,667	84.4%	89.4%
Eastern	3,470	3,562	89.0%	77.0%
South Eastern & Met	1,266	1,257	51.1%	46.1%
Western	2,402	2,188	89.1%	95.5%
South Wales	997	1,245	71.5%	76.9%
National	16,915	17,088	85.5%	83.8%

Notes: Re-assessments are 5-yearly checks on the standards of maintenance at operator sites. The re-assessment turnaround times are, from this year, reported only against the 8-week timetable and not, as in previous years, against the longer 12-week turnaround time as well.

Table A1.14c HGV variations

Enforcement Group	Number processed		% processed within 6 weeks	
	00/01	99/00	00/01	99/00
Scottish	538	566	611	82.9%
North Eastern	1,195	1,136	1,210	94.4%
North Western	1,013	874	1,226	87.3%
West Midlands	952	727	735	84.2%
Eastern	578	736	1,194	81.0%
South Eastern & Met	582	500	425	80.4%
Western	1,331	1,148	1,496	84.1%
South Wales	258	298	210	71.3%
National	6,447	5,985	7,107	85.9%

Notes: Variations are inspections made in response to operators seeking to vary their operator licences to ensure the maintenance standards are appropriate for the revised operation.

Table A1.15 HGV 'O' licensing and enforcement

'O' licence work by vehicle examiners as a % of their 'O' licence and enforcement (O+E) work (Note 1) and the number of maintenance appraisals (M APP) as a % of all maintenance assessments (M ASSESS) (Note 2)

Enforcement Group	00/01			99/00			98/99		
	O O + E	M APP M ASSESS	O O + E	O O + E	M APP M ASSESS	O O + E	O O + E	M APP M ASSESS	
Scottish	42.0%	58.0%	44.0%	45.7%	57.3%	49.5%	45.7%	57.7%	
North Eastern	42.4%	50.9%	48.4%	49.5%	51.9%	56.1%	49.5%	56.1%	
North Western	53.7%	43.3%	52.3%	53.6%	45.5%	49.0%	53.6%	49.0%	
West Midlands	50.7%	38.4%	48.7%	44.7%	41.8%	43.1%	44.7%	43.1%	
Eastern	55.2%	37.8%	57.9%	58.9%	29.1%	43.2%	58.9%	43.2%	
South Eastern	56.7%	34.3%	57.8%	62.9%	56.7%	33.7%	62.9%	33.7%	
Western	51.6%	47.4%	47.2%	46.0%	45.5%	64.3%	46.0%	64.3%	
South Wales	53.4%	47.4%	49.2%	49.9%	39.8%	51.3%	49.9%	51.3%	
National	50.7%	43.9%	51.4%	52.5%	45.5%	49.4%	52.5%	49.4%	

Note 1: 'O' licence work comprises mainly demand-led assessments of operators' maintenance standards undertaken at the request of the Traffic Commissioners. In addition, it includes some targeted fleet check work. All other targeted activities are contained within the enforcement work. A high percentage indicates concentration of resources on demand-led 'O' licensing work whilst a low percentage indicates concentration on targeted activities.

Note 2: Maintenance appraisals involve considerably less examiner resource than a full investigation of the operator's facilities, but there must be sufficient information about the operator stored on VI's databases. A high percentage indicates greater use of maintenance appraisals whilst a low ratio indicates higher numbers of full investigations within the total number of assessments. Locally the proportion can be affected by changes in fleet condition.

Table A1.16a Results of spot and fleet roadworthiness checks by VI Enforcement Group

HGV motor vehicles Enforcement	Number of vehicles examined				Spot check				Fleet check							
	00/01	99/00	98/99		00/01	99/00	98/99		00/01	99/00	98/99					
				%	Number of checks	Prohibition rate	Number of checks	Prohibition rate	Number of checks	Prohibition rate	Number of checks	Prohibition rate	Number of checks			
Scottish	10,048	11,146	10,544	22.6%	7,795	22.6%	8,681	18.9%	8,131	20.7%	2,253	8.4%	2,465	6.8%	2,413	8.6%
North Eastern	19,260	17,739	17,539	22.8%	14,159	22.8%	12,627	21.6%	12,029	21.4%	5,101	9.8%	5,112	8.3%	5,510	7.0%
North Western	15,982	15,958	15,487	23.6%	10,250	23.6%	10,581	25.4%	10,447	26.4%	5,732	8.9%	5,377	10.8%	5,040	11.1%
West Midlands	9,969	10,328	10,369	22.0%	6,360	22.0%	7,162	19.8%	7,526	22.3%	3,609	5.4%	3,166	5.8%	2,843	6.2%
Eastern	15,027	16,539	15,667	13.3%	9,616	13.3%	11,100	15.2%	10,072	17.6%	5,411	5.1%	5,439	4.5%	5,595	4.3%
South Eastern	13,057	14,945	13,518	26.5%	7,879	26.5%	9,087	23.4%	7,188	21.0%	5,178	10.2%	5,858	9.5%	6,330	9.6%
Western	13,111	15,748	14,522	17.0%	9,388	17.0%	11,957	16.6%	11,071	16.8%	3,723	7.4%	3,791	7.9%	3,451	7.2%
South Wales	4,265	4,498	4,299	27.5%	2,823	27.5%	3,264	21.2%	3,254	23.0%	1,442	12.1%	1,234	12.2%	1,045	9.7%
National	100,719	106,901	101,945	21.3%	68,270	21.3%	74,459	20.1%	69,718	20.9%	32,449	8.2%	32,442	8.0%	32,227	7.8%

Note: Excludes emissions-only checks on HGV motor vehicles but includes foreign vehicles. Only one prohibition notice is issued per vehicle although it may contain a list of defects/offences where more than one has been found. The most serious defect/offence determines whether an immediate or delayed prohibition is issued.

HGV trailers Enforcement	Number of vehicles examined				Spot check				Fleet check							
	00/01	99/00	98/99		00/01	99/00	98/99		00/01	99/00	98/99					
				%	Number of checks	Prohibition rate	Number of checks	Prohibition rate	Number of checks	Prohibition rate	Number of checks	Prohibition rate	Number of checks			
Scottish	3,232	3,398	3,045	23.9%	2,784	23.9%	2,840	17.7%	2,556	17.2%	448	6.3%	558	7.2%	489	6.3%
North Eastern	6,236	5,841	6,356	21.1%	4,937	21.1%	4,507	20.9%	4,823	20.0%	1,299	6.8%	1,334	6.3%	1,533	5.1%
North Western	4,592	4,672	4,420	21.1%	3,250	21.1%	3,342	22.7%	3,125	23.4%	1,342	8.3%	1,330	7.2%	1,295	9.5%
West Midlands	3,089	3,250	3,504	22.5%	2,150	22.5%	2,549	17.4%	2,721	21.1%	939	5.3%	701	5.4%	783	5.2%
Eastern	4,360	4,898	5,125	13.6%	3,099	13.6%	3,784	14.7%	3,844	16.2%	1,261	5.4%	1,114	2.6%	1,281	3.4%
South Eastern	2,979	3,482	3,183	25.2%	2,402	25.2%	2,796	23.4%	2,357	23.1%	577	13.2%	686	7.6%	826	9.7%
Western	3,507	4,098	4,126	16.7%	2,910	16.7%	3,488	15.1%	3,475	16.9%	597	4.9%	610	5.7%	651	6.3%
South Wales	975	1,013	1,122	32.7%	627	32.7%	740	25.3%	782	22.6%	348	9.8%	273	7.0%	340	5.6%
National	28,970	30,652	30,881	20.7%	22,159	20.7%	24,046	19.0%	23,683	19.6%	6,811	7.1%	6,606	5.9%	7,198	6.3%

Note: Excludes foreign vehicles (see note to Table A1.17b). Only one prohibition notice is issued per vehicle although it may contain a list of defects/offences where more than one has been found. The most serious defect/offence determines whether an immediate or delayed prohibition is issued.

Table A1.16b Results of spot checks by VI Enforcement Group where operator based

HGV motor vehicles				
Enforcement Group where operator based	Number of vehicles examined	Spot check prohibitions rate	Number of vehicles examined	Spot check prohibitions rate
	00/01	00/01	99/00	99/00
Scottish	6,705	23.9%	9,417	18.8%
North Eastern	12,895	22.5%	14,107	21.3%
North Western	9,000	25.3%	11,936	22.8%
West Midlands	5,498	22.5%	7,104	22.8%
Eastern	7,790	17.8%	10,912	18.7%
South Eastern	5,217	24.6%	7,750	23.6%
Western	7,762	19.3%	11,417	18.8%
Welsh	3,247	28.9%	3,783	24.3%
Unknown	11,649	18.8%	17,381	15.4%
National	69,763	22.0%	93,807	20.0%

HGV trailers				
Enforcement Group where operator based	Number of vehicles examined	Spot check prohibitions rate	Number of vehicles examined	Spot check prohibitions rate
	00/01	00/01	99/00	99/00
Scottish	2,426	25.1%	3,059	19.9%
North Eastern	4,661	21.1%	5,187	21.0%
North Western	3,262	21.4%	4,019	21.6%
West Midlands	1,723	23.3%	2,198	20.2%
Eastern	3,244	19.1%	4,142	17.5%
South Eastern	1,189	24.3%	1,712	23.9%
Western	2,435	19.0%	3,273	17.8%
Welsh	1,103	27.1%	1,318	24.3%
Unknown	4,275	18.9%	7,725	21.3%
National	24,318	21.3%	32,633	20.5%

Notes:

The data in this table comes from a different database to that used to populate the 'Roadworthiness spot checks' tables in this report.

The table also includes emission-only spot checks so the number of checks and prohibitions will also vary from these tables.

Fleet checks are undertaken at operators' premises and so the results are, by definition, recorded by the Traffic Area in which the operator is based.

Table A1.17a Immediate and delayed prohibition rates and type of HGV roadworthiness check

Year	Percentage prohibited at spot checks		Percentage prohibited at fleet checks	
	Immediate	Delayed	Immediate	Delayed
HGV motor vehicles				
2000/01	8.5%	12.8%	3.4%	4.7%
1999/00	8.0%	12.1%	3.4%	4.6%
1998/99	8.8%	12.2%	3.7%	4.1%
HGV trailer				
2000/01	8.8%	12.0%	2.7%	4.4%
1999/00	8.0%	11.1%	2.4%	3.6%
1998/99	8.5%	11.1%	2.5%	3.8%

Notes:

Excludes emissions-only checks

Immediate prohibition rate relates to all vehicles checked (including foreign vehicles)

Delayed prohibition rate excludes checks on foreign vehicles (see note to A1.17b)

Table A1.17b Foreign HGV roadworthiness checks

Category	Vehicles			Immediate prohibitions			Prohibited rate		
	00/01	99/00	98/99	00/01	99/00	98/99	00/01	99/00	98/99
HGV	3,951	3,684	3,498	391	314	301	9.9%	8.5%	8.6%

Notes:

Foreign vehicles are included within the figures in Table A1.16a and A1.17a

The Foreign Vehicles Act does not provide for the issue of delayed prohibitions to foreign vehicles

There is only a single VI activity code for foreign vehicles so it is not possible to break out the motor vehicle and trailer prohibition rates

Table A1.18 Top ten prohibition defects as a percentage of total number of vehicles inspected at spot and fleet checks – HGV motor vehicles

Prohibition defect	00/01	99/00	98/99
Lamps*	9.1%	9.6%	–
Brake systems and components	8.7%	9.6%	7.4%
Oil and waste leaks*	4.9%	5.5%	–
Suspension	4.7%	4.8%	3.3%
Condition of tyres	4.3%	4.5%	3.2%
Steering mechanism	3.4%	3.3%	2.1%
Road wheels and hubs	2.7%	3.2%	2.8%
Direction indicators and hazard warning lamps	2.6%	2.8%	–
Glass/view of road*	2.1%	2.0%	–
Fuel tanks and systems	1.9%	2.2%	1.9%

Notes: The figures for 98/99 are for the first six months of the year and therefore only indicative of the trend for the year. This was brought about by the migration of data to a new computer system during that year.

*Asterisked items are amalgamations of previous test items or new categories which appear for the first time. There may have been small numbers of prohibitions for these categories (or their predecessor categories) in previous years, but we are unable to provide those figures.

Table A1.19 Top ten prohibition defects as a percentage of total number of vehicles inspected at spot and fleet checks – HGV trailers

Prohibition defect	00/01	99/00	98/99
Brake systems and components	13.9%	15.4%	10.5%
Lamps*	8.7%	10.1%	–
Suspension	5.0%	5.4%	4.1%
Condition of tyres	4.7%	5.8%	4.3%
Road wheels and hubs	2.2%	3.1%	2.6%
Service brake performance	2.1%	3.7%	2.3%
Spray suppression, wings and wheel arches*	2.1%	2.5%	–
Condition of chassis	1.9%	2.2%	1.9%
Service brake operation	1.9%	3.7%	2.3%
Direction indicators and hazard warning lamps	1.2%	1.8%	1.2%

Notes: The figures for 98/99 are for the first six months of the year and therefore only indicative of the trend for the year. This was brought about by the migration of data to a new computer system during that year.

*Asterisked items are amalgamations of previous test items or new categories which appear for the first time. There may have been small numbers of prohibitions for these categories (or their predecessor categories) in previous years, but we are unable to provide those figures.

Table A1.20b HGV exhaust emissions spot checks by VI Enforcement Group

Enforcement Group	Number of vehicles examined				Number of immediate prohibitions				Number of delayed prohibitions				Prohibition rate			
	00/01	99/00	98/99	00/01	99/00	98/99	00/01	99/00	98/99	00/01	99/00	98/99	00/01	99/00	98/99	
Scottish	864	1,862	1,509	0	0	0	21	11	7	2.4%	0.6%	0.5%	2.4%	0.6%	0.5%	
North Eastern	2,268	2,889	2,291	0	1	0	23	14	20	1.0%	0.5%	0.9%	1.0%	0.5%	0.9%	
North Western	1,821	2,518	2,006	2	1	6	21	37	39	1.3%	1.5%	2.2%	1.3%	1.5%	2.2%	
West Midlands	473	1,399	1,429	0	0	0	7	28	59	1.5%	2.0%	4.1%	1.5%	2.0%	4.1%	
Eastern	1,314	1,758	1,438	0	0	2	5	10	21	0.4%	0.6%	1.6%	0.4%	0.6%	1.6%	
South Eastern	1,580	1,613	1,421	1	0	2	10	10	23	0.7%	0.6%	1.8%	0.7%	0.6%	1.8%	
Western	1,349	1,895	1,842	0	0	0	7	6	13	0.5%	0.3%	0.7%	0.5%	0.3%	0.7%	
South Wales	163	642	213	0	0	1	4	5	10	2.5%	0.8%	5.2%	2.5%	0.8%	5.2%	
National	9,832	14,576	12,149	3	2	11	98	121	192	1.0%	0.8%	1.7%	1.0%	0.8%	1.7%	

Table A1.21a: HGV examinations, weighings and offences prohibited and prosecuted

Enforcement Group	Number examined (incl. the number weighed)	Number weighed	Offences found and action taken (Note 1)								
			Drivers' hours tachograph & records			Overloading			Other (Note 2)		
			Report for prosecution (Note 3)	Convicted	Prohibit (foreign only)	Report for prosecution	Convicted	Prohibit	Report for prosecution	Convicted	
2000/2001											
Scottish	UK	9,802	4,288	959	567		265	157	317	113	61
	Foreign	474	170			9			24		
North	UK	26,431	10,688	2,471	2,148		467	438	455	578	517
Eastern	Foreign	1,276	710			20			70		
North	UK	19,619	8,266	1,047	974		502	478	615	844	751
Western	Foreign	1,923	804			242			123		
West	UK	10,732	4,579	1,521	1,369		328	317	318	380	329
Midlands	Foreign	944	335			116			18		
Eastern	UK	14,031	5,871	641	576		396	365	276	385	356
	Foreign	1,441	482			71			50		
South	UK	19,194	9,442	1,551	1,462		411	392	614	475	418
Eastern	Foreign	3,143	1,298			252			107		
Western	UK	16,373	6,738	1,664	1,393		414	397	388	576	512
	Foreign	2,104	1,193			88			91		
South	UK	4,398	1,309	2,377	1,974		150	145	129	328	321
Wales	Foreign	899	434			67			32		
National	UK	120,580	51,181	12,231	10,463		2,933	2,689	3,112	3,679	3,265
	Foreign	12,204	5,426			865			515		
1999/2000											
Scottish	UK	13,123	5,103	1,694	815		450	266	288	240	120
	Foreign	502	265			20			19		
North	UK	29,811	11,381	2,092	1,829		344	332	418	546	488
Eastern	Foreign	1,728	997			34			76		
North	UK	22,114	8,729	2,372	2,091		401	385	574	599	519
Western	Foreign	1,834	821			227			87		
West	UK	12,599	4,955	1,879	1,457		276	253	172	361	280
Midlands	Foreign	1,131	332			114			11		
Eastern	UK	19,180	7,576	876	807		418	385	321	529	443
	Foreign	2,072	575			56			71		
South	UK	24,396	11,987	1,639	1,526		454	437	667	439	393
Eastern	Foreign	3,650	1,396			227			130		
Western	UK	18,119	6,842	1,933	1,579		267	258	308	586	510
	Foreign	2,293	1,104			122			85		
South	UK	4,935	1,476	1,762	1,606		84	78	70	142	131
Wales	Foreign	580	310			53			25		
National	UK	144,277	58,049	14,247	11,710		2,694	2,394	2,818	3,442	2,884
	Foreign	13,790	5,800			853			504		
1998/1999											
Scottish	UK	22,075	9,029	1,254	598		624	346	568	406	211
	Foreign	480	182			15			25		
North	UK	29,364	10,818	1,381	1,266		496	471	616	747	654
Eastern	Foreign	1,531	753			87			73		
North	UK	30,125	12,632	1,673	1,499		600	575	698	649	570
Western	Foreign	1,665	590			191			93		
West	UK	16,072	5,454	1,048	899		388	356	328	496	422
Midlands	Foreign	1,141	269			131			25		
Eastern	UK	25,050	11,126	1,305	1,151		344	311	498	523	461
	Foreign	1,915	748			93			54		
South	UK	25,348	10,839	634	531		430	412	687	448	414
Eastern	Foreign	3,178	793			118			95		
Western	UK	22,170	9,006	1,024	926		453	436	485	694	578
	Foreign	2,633	1,251			108			187		
South	UK	8,541	2,036	2,024	1,841		212	208	120	335	226
Wales	Foreign	745	256			98			37		
National	UK	179,285	70,940	10,343	8,711		3,547	3,115	4,000	4,298	3,536
	Foreign	13,288	4,842			841			589		

Note 1: Some minor offences detected at the roadside are not sufficiently serious to prosecute and the driver is given an immediate verbal warning. Records of verbal warnings are not kept centrally.

Note 2: 'Other' category offences cover unauthorised use, C & U, driver licence and other less frequently occurring offences.

Note 3: Offences are credited to the Enforcement Area in which they are prosecuted. This is often different from the Area in which the operator is based.

Table A1.21b Prohibitions and prosecutions for overloading offences by extent of overloading from the LACOTS database (%)

Enforcement Group	% prohibitions of overloaded HGVs by extent of overloading (Note 1)						% prosecutions of overloaded HGVs by extent of overloading (Note 2)									
	Less than 5%		5%–10%		10%–20%		More than 20%		Less than 5%		5%–10%		10%–20%		More than 20%	
	00/01	99/00	00/01	99/00	00/01	99/00	00/01	99/00	00/01	99/00	00/01	99/00	00/01	99/00	00/01	99/00
Scottish	16.2	23.7	38.0	49.6	30.2	19.7	15.6	6.9	2.8	6.3	24.8	11.9	40.4	51.3	31.9	30.6
North Eastern	16.6	14.9	49.0	54.3	22.3	23.1	12.1	7.7	1.1	0.8	11.9	6.1	57.4	62.7	29.6	30.4
North Western	15.5	16.3	63.6	63.4	17.2	17.1	3.7	3.2	5.5	2.4	9.9	11.8	51.9	53.4	32.7	32.4
West Midlands	16.1	16.3	63.4	76.9	17.8	6.8	2.7	n/a	4.8	1.1	25.8	7.1	41.6	58.2	27.8	33.6
Eastern	18.9	17.8	52.8	52.0	18.9	22.2	9.4	8.0	4.3	3.7	12.4	13.7	57.9	54.5	25.4	28.0
South Eastern	23.9	20.0	57.8	60.7	15.3	15.9	2.9	3.4	6.8	0.9	9.3	5.4	52.4	63.2	31.5	30.5
Western	16.0	16.0	44.8	60.3	29.9	18.2	9.3	5.5	3.5	1.1	16.5	13.2	53.2	53.8	26.9	31.9
South Wales	14.6	13.3	42.7	70.0	40.4	13.3	2.2	3.3	2.3	4.0	6.9	13.1	57.3	55.8	33.6	27.1
National	17.9	18.6	53.2	58.1	21.5	18.2	7.4	5.1	4.4	2.1	13.3	9.8	52.5	57.4	29.8	30.7

Note 1: Prohibitions only (ie no associated prosecutions).

Note 2: Current internal VI policy is to prosecute at overloads of 10% and above with a further threshold at 40 tons. The 20% or so of prohibitions for overloads above 10% will mainly result from port checks where prosecutions are not possible.

Table A1.21c HGV cases taken to Traffic Commissioners rather than prosecution

Cases	Number of offences by category												Outcome of cases					
	Drivers' hours		Tacho/records		Other		Revocation		Curtailment		Suspension		Warning		No action			
	00/01	99/00	00/01	99/00	00/01	99/00	00/01	99/00	00/01	99/00	00/01	99/00	00/01	99/00	00/01	99/00		
Scottish	51	19	491	153	350	196	5	16	6	4	9	5	15	1	10	6	11	3
North Eastern	35	1	13	12	1	3	0	0	4	1	1	0	30	0	0	0	0	0
North Western	15	0	38	0	293	0	14	0	9	0	3	0	3	0	0	0	0	0
West Midlands	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Eastern	8	18	120	28	535	206	25	7	5	16	2	1	1	0	0	1	0	0
South Eastern	33	11	693	344	2912	705	689	73	10	2	9	5	8	3	4	1	2	0
Western	0	9	0	47	0	40	0	0	0	4	0	1	0	1	0	2	0	1
South Wales	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
National	142	58	1355	584	4091	1150	733	96	34	27	24	12	57	5	14	10	13	4

Notes: It is left to each Enforcement Group to decide, in accordance with guidelines agreed with the Traffic Commissioners, whether a case should be taken direct to Traffic Commissioners.

Not every Enforcement Group may need to take any cases direct to Traffic Commissioners in any given year.

The number of cases is the number of cases completed in the year.

Table A1.22 Top ten offences HGV 2000/2001

Offence	England & Wales				Scotland				
	Number reported	Number of convictions	Average fine upon conviction	Number reported	Number of convictions	Average fine upon conviction	Number reported	Number of convictions	Average fine upon conviction
	00/01	99/00	00/01	99/00	00/01	99/00	00/01	99/00	99/00
Tacho/records	6,967	7,550	5,925	6,605	1,032	1,032	354	422	£74.25
Drivers' hours	4,305	5,003	3,971	4,290	664	664	213	393	£61.88
Overloading	2,668	2,244	2,532	2,128	265	459	157	266	£115.24
C & U	1,322	1,042	1,225	926	45	89	19	42	£84.17
No 'O' licence	1,308	1,249	1,225	1,115	42	99	28	57	£133.95
Plating & testing	339	356	299	319	9	18	4	11	£104.09
Driver licence	250	197	207	142	13	12	8	6	£50.00
Vehicle excise duty	225	158	159	122	2	9	1	2	£150.00
Other 'O' licence	108	134	79	82	2	1	1	0	£0.00
Miscellaneous	28	66	24	58		10		2	£125.00
Overall	17,520	17,999	15,646	15,787	1,337	2,393	785	1,201	£82.83

Table A1.23a Operations Mermaid 2000/01

	Normal roadside check result	Mermaid Apr-00	Mermaid Jun-00	Mermaid Nov-00	Mermaid Jan-01	Mermaid Mar-01	Mermaids total over year
Number of check locations		73	78	59	65	53	
Number of VI Areas used		23	23	21	23	22	
Vehicles checked							
Roadworthiness							
No. vehicles checked		1,995	2,051	1,541	1,477	1,393	8,457
UK vehicles		1,316	2,014	1,416	1,433	944	7,123
Foreign vehicles		679	37	125	44	449	1,334
All prohibitions	21.3%	379	582	413	334	301	2,009
Immediate prohibitions		196	294	203	154	140	987
Delayed prohibitions		183	288	210	180	161	1,022
Vehicles with no defects		1,525	1,469	1,128	1,143	1,092	6,357
Brakes: immediate defects		77	122	82	69	57	407
Brakes: delayed defects		88	79	86	66	75	394
Steering: immediate defects		8	22	16	14	3	63
Steering: delayed defects		20	80	32	28	20	180
Tyres: immediate defects		23	111	52	36	20	242
Tyres: delayed defects		32	38	49	28	32	179
Emissions: immediate defects		0	0	0	3	0	3
Emissions: delayed defects		2	6	3	1	0	12
Other defects: immediate defects		95	155	117	106	89	562
Other defects: delayed defects		112	273	168	134	136	823
Traffic offences							
No. vehicles checked		1,433	1,567	1,407	1,263	1,247	6,917
UK vehicles		938	1,505	1,264	1,202	914	5,823
Foreign vehicles		495	62	143	61	333	1,094
Offences for investigation	14.4%	151	177	226	147	166	867
Verbal warnings		217	207	187	129	134	874
Prohibitions for drivers of foreign vehicles		64	14	23	6	57	164
No offences		993	1,191	1,050	980	916	5,130
Weightings		277	661	417	449	416	2,220
Overloading prohibitions	6.4%	93	92	75	46	42	347

Notes: Only one prohibition notice is issued per vehicle although it may contain a list of defects/offences where more than one has been found. The most serious defect/offence determines whether an immediate or delayed prohibition is issued.

Delayed prohibitions cannot be issued to foreign vehicles.

Some vehicles/drivers were found to have committed more than one offence.

Table A1.23b Operations Mermaid 1999/00

	Normal roadside check result	Mermaid Check 1	Mermaid Check 2	Mermaid Check 3	Mermaid Check 4	Mermaids total over year
Number of check locations	69	65	69	72		
Number of VI Areas used	23	23	23	23		
Vehicles checked	HGV, some LGV	HGV & LGV	HGV & LGV	HGV & LGV	HGV & LGV	
Roadworthiness						
No. vehicles checked	1,774	1,582	1,925	2,019	7,300	
UK vehicles	1,322	1,556	1,519	1,955	6,352	87.0%
Foreign vehicles	452	26	406	64	948	13.0%
All prohibitions	20.1%	16.5%	26.4%	22.0%	502	24.9%
Immediate prohibitions	135	209	204	238	786	10.8%
Delayed prohibitions	157	208	219	264	848	11.6%
Vehicles with no defects	1,489	1,165	1,502	1,517	5,673	77.7%
Brakes: immediate defects	60	92	118	85	355	4.9%
Brakes: delayed defects	76	48	95	122	341	4.7%
Steering: immediate defects	13	12	16	24	65	0.9%
Steering: delayed defects	20	59	33	42	154	2.1%
Tyres: immediate defects	20	63	39	37	159	2.2%
Tyres: delayed defects	31	46	39	49	165	2.3%
Emissions: immediate defects	0	1	0	0	1	0.0%
Emissions: delayed defects	2	2	10	5	19	0.3%
Other defects: immediate defects	96	98	140	139	473	6.5%
Other defects: delayed defects	116	185	195	248	744	10.2%
Traffic offences						
No. vehicles checked	1,599	1,473	1,436	1,816	5,361	
UK vehicles	1,231	1,400	1,126	1,715	4,582	85.5%
Foreign vehicles	368	73	310	101	779	14.5%
Offences for investigation	13.0%	15.1%	237	329	827	15.4%
Verbal warnings	271	233	439	437	1,252	23.4%
Prohibitions for drivers of foreign vehicles	37	20	41	17	97	1.8%
No offences	1,140	1,100	887	1,312	3,637	67.8%
Weights	378	360	381	555	1,494	27.9%
Overloading prohibitions	5.2%	12.2%	51	57	324	21.7%

Notes: Only one prohibition notice is issued per vehicle although it may contain a list of defects/offences where more than one has been found. The most serious defect/offence determines whether an immediate or delayed prohibition is issued.

Delayed prohibitions cannot be issued to foreign vehicles.

Some vehicles/drivers were found to have committed more than one offence.

Table A1.24a Operations Baywatch 2000/01

	Normal roadside check result	Baywatch Jun-00	Baywatch Dec-01	Baywatch Total		
Number of check locations		6	7			
Number of VI Areas used		3	3			
Vehicles checked		HGV	HGV			
Roadworthiness						
No. vehicles checked		222	168	390		
UK vehicles		166	74.7%	105	62.5%	271
Foreign vehicles		56	25.2%	63	37.5%	119
All prohibitions	21.3%	70	31.5%	54	32.1%	124
Immediate prohibitions		28	12.6%	31	18.4%	59
Delayed prohibitions		42	25.3%	23	21.9%	65
Vehicles with no defects		152	68.4%	114	67.8%	266
Brakes: immediate defects		18	8.1%	33	19.6%	51
Brakes: delayed defects		20	12.0%	15	14.2%	35
Steering: immediate defects		0	0.0%	1	0.5%	1
Steering: delayed defects		1	0.6%	0	0.0%	1
Tyres: immediate defects		1	0.4%	8	4.7%	9
Tyres: delayed defects		6	3.6%	1	0.9%	7
Emissions: immediate defects		0	0.0%	0	0.0%	0
Emissions: delayed defects		0	0.0%	1	0.9%	1
Other defects: immediate defects		19	8.5%	16	9.5%	35
Other defects: delayed defects		53	31.9%	24	22.8%	77
Traffic offences						
No. vehicles checked		503		330		833
UK vehicles		358	71.1%	219	66.3%	577
Foreign vehicles		145	28.8%	111	33.6%	256
Offences for investigation	14.4%	84	16.6%	45	13.6%	129
Verbal warnings		136	27.0%	53	16.0%	189
Prohibitions for drivers of foreign vehicles		41	28.2%	30	27.0%	71
No offences		274	54.4%	210	63.6%	484
Weighings		114	22.6%	154	46.6%	268
Overloading prohibitions	6.4%	20	17.5%	24	15.5%	44

Notes: Only one prohibition notice is issued per vehicle although it may contain a list of defects/offences where more than one has been found. The most serious defect/offence determines whether an immediate or delayed prohibition is issued.

Delayed prohibitions cannot be issued to foreign vehicles.

Some vehicles/drivers were found to have committed more than one offence.

Table A1.24b Operations Baywatch 1999/00

	Normal roadside check result	Baywatch Check 1	Baywatch Check 3	Baywatch Total (Checks 1 & 3)		
Number of check locations		7	4			
Number of VI Areas used		3	3			
Vehicles checked		HGV	HGV			
Roadworthiness						
No. vehicles checked		272	172		444	
UK vehicles		200	73.5%	91	52.9%	291 65.5%
Foreign vehicles		72	26.5%	81	47.1%	153 34.5%
All prohibitions	20.1%	90	33.1%	33	19.2%	123 27.7%
Immediate prohibitions		50	18.4%	19	11.0%	69 15.5%
Delayed prohibitions		40	14.7%	14	8.1%	54 12.2%
Vehicles with no defects		190	69.9%	135	78.5%	325 73.2%
Brakes: immediate defects		61	22.4%	30	17.4%	91 20.5%
Brakes: delayed defects		27	9.9%	13	7.6%	40 9.0%
Steering: immediate defects		7	2.6%	0	0.0%	7 1.6%
Steering: delayed defects		5	1.8%	1	0.6%	6 1.4%
Tyres: immediate defects		5	1.8%	9	5.2%	14 3.2%
Tyres: delayed defects		12	4.4%	2	1.2%	14 3.2%
Emissions: immediate defects		0	0.0%	0	0.0%	0 0.0%
Emissions: delayed defects		1	0.4%	1	0.6%	2 0.5%
Other defects: immediate defects		34	12.5%	9	5.2%	43 9.7%
Other defects: delayed defects		48	17.6%	26	15.1%	74 13.7%
Traffic offences						
No. vehicles checked		620		370		990
UK vehicles		438	70.6%	252	68.1%	690 69.7%
Foreign vehicles		182	29.4%	118	31.9%	300 30.3%
Offences for investigation	13.0%	95	15.3%	50	13.5%	145 14.6%
Verbal warnings		85	13.7%	73	19.7%	158 16.0%
Prohibitions for drivers of foreign vehicles		42	6.8%	25	6.8%	67 6.8%
No offences		411	66.3%	238	64.3%	649 65.6%
Weighings		375	60.5%	208	56.2%	583 58.9%
Overloading prohibitions	5.2%	35	9.3%	11	5.3%	46 7.9%
Notes: Only one prohibition notice is issued per vehicle although it may contain a list of defects/offences where more than one has been found. The most serious defect/offence determines whether an immediate or delayed prohibition is issued. Delayed prohibitions cannot be issued to foreign vehicles. Some vehicles/drivers were found to have committed more than one offence. Baywatch Check 2 was carried out in Northern Ireland and the data was not recorded in the same way as for the other checks.						
The information available is as follows:						
Total vehicles checked	843	No vehicle excise duty		47		
Vehicles weighed	197	Other offences		37		
Vehicles overloaded	12	Roadworthiness:				
	(3 reported for prosecution)	Vehicle defects		63		
Traffic offences detected:		Prohibition notices issued		24		
No goods vehicle certificates	32	Tachograph offences detected		112 (52 reported for prosecution)		
No road freight vehicle licences	33					

Table A1.25 Outcomes of targeted HGV checks

Offence	Roadworthiness inspections				Traffic examinations		
	All prohibitions	Immediate prohibitions	Delayed prohibitions	Vehicles clear	Offences for investigation	Verbal warnings	No Offences
Baywatch 2000–01	31.8%	15.1%	16.7%	68.2%	15.5%	22.7%	58.1%
Baywatch 1999–00	27.7%	15.5%	12.2%	73.2%	14.6%	16.0%	65.6%
Mermaids 2000–01	23.8%	11.7%	12.1%	75.2%	14.8%	12.6%	74.1%
Mermaids 1999–00	22.4%	10.8%	11.6%	77.7%	15.4%	23.4%	67.8%
Mermaids 1998–99	27.0%	13.0%	14.0%	62.0%	25.0%	21.0%	71.0%
Mermaids 1997–98	25.0%	12.0%	14.0%	65.0%	17.0%	27.0%	70.0%
Spot Checks 2000–01	21.3%	8.5%	12.8%	n/a	14.2%	n/a	n/a
Spot Checks 1999–00	19.8%	8.0%	11.8%	n/a	14.1%	n/a	n/a
Spot Checks 1998–99	20.6%	8.7%	11.9%	n/a	12.9%	n/a	n/a
Spot Checks 1997–98	19.3%	8.4%	11.4%	n/a	10.1%	n/a	n/a

Annex 2 – The PSV Fleet

Table A2.1 Trends in PSV failure rates

	00/01	99/00	98/99
Initial	26.4%	24.8%	28.3%
Final	14.7%	14.3%	16.4%
Re-test	8.9%	8.6%	9.1%

Note: The initial fail rate is the fail rate for vehicles as presented for annual test. The final fail rate excludes vehicles which pass the test after rectification of minor defects at the time of the test.

Table A2.2 Trends in top ten reasons for PSV fails

Testable items	00/01	99/00	98/99
Headlamp aim	9.1%	8.2%	8.9%
Body (interior)	4.7%	4.3%	5.0%
Brake system components	4.0%	3.6%	3.6%
Service brake performance	3.6%	3.7%	3.5%
Lamps*	3.6%	3.4%	3.5%
Doors and emergency exits	3.4%	3.2%	3.3%
Seat belts*	2.7%	4.1%	6.1%
Suspension*	2.3%	2.1%	2.3%
Steering mechanism	2.3%	2.0%	2.0%
Secondary brake performance	2.0%	2.0%	–

Note: The percentage of vehicles tested where the item was listed as a reason for failure. Vehicles can fail for one or more items so these percentages should not be added to produce a total failure rate for these items.

* Asterisked items are new, or are combinations of previous test items.

Table A2.3 Age distribution across PSV fleet, calendar year 2000

Age	%	Number
Up to 1 year	8.7	7,474
1 year	9.1	7,841
2 years	8.4	7,269
3 years	7.5	6,468
4 years	7.3	6,272
5 years	6.3	5,427
6 years	4.9	4,202
7 years	4.0	3,494
8 years	3.3	2,808
9 years	3.2	2,802
10 years	4.3	3,689
11 years	4.7	4,090
12 years	3.9	3,384
Over 12 years	26.7	21,113
Total		86,333

Data provided by Transport Statistics TSR 4 Branch

Table A2.4 PSV initial test failure rate by age

Age (Yrs)	00/01	99/00	98/99
Up to 1	8.7%	6.1%	3.8%
2	12.2%	9.3%	11.5%
3	14.4%	13.3%	14.6%
4	17.3%	14.2%	15.8%
5	17.9%	15.0%	18.2%
6	20.8%	19.0%	20.7%
7	22.3%	19.7%	20.4%
8	22.0%	24.1%	24.0%
9	24.4%	24.9%	27.3%
10	30.4%	25.4%	29.8%
11	30.2%	28.1%	31.7%
12+	34.7%	33.3%	40.0%

Table A2.5 Fleet size distribution across PSV fleet

Fleet size	00/01	99/00	98/99
Up to 1	28.0%	30.4%	43.9%
2–5	42.2%	41.0%	30.0%
6–10	13.7%	13.0%	11.7%
11–20	8.7%	8.6%	7.9%
21–30	2.8%	2.8%	2.6%
31–40	1.2%	1.1%	0.9%
41–50	0.6%	0.5%	0.5%
51–100	1.1%	1.2%	0.9%
>100	1.5%	1.4%	1.5%

Note: These are percentages of operators that fall within these fleet size bands.

Table A2.6 PSV initial test failure rate by fleet size

Fleet size	00/01	99/00	98/99
Up to 1	41.9%	48.2%	54.7%
2–5	55.2%	48.6%	55.2%
6–10	48.3%	47.2%	49.9%
11–20	43.9%	37.5%	42.2%
21–30	35.2%	34.3%	34.2%
31–40	27.6%	29.4%	32.2%
41–50	22.3%	26.1%	26.7%
51–100	19.0%	21.7%	20.9%
>100	13.5%	12.0%	14.5%

Note: A large sample of PSV operators in each fleet size band was taken from PSV 'O' licence databases. Registration marks of PSVs listed on each 'O' licence were recorded and matched against VI's PSV test results database. Average fail rates were then calculated for each fleet size category.

Table A2.8 Exhaust emissions test fail rate as a percentage of PSVs tested

	00/01	99/00	98/99
Fail rate	1.3%	1.2%	1.7%

Table A2.7 Regional variation in PSV test fail rates

Enforcement Group	00/01	99/00	98/99
Scottish	31.7%	31.0%	35.3%
North Eastern	29.6%	25.5%	26.9%
North Western	29.0%	24.5%	29.0%
West Midlands	25.6%	25.8%	27.2%
Eastern	23.3%	23.6%	26.5%
South Eastern	15.6%	16.6%	20.1%
Western	30.1%	26.8%	32.2%
South Wales	28.5%	29.9%	34.0%
National	26.4%	24.8%	28.3%

Table A2.9a PSV baseline survey results

Type of prohibition by age of vehicle (based on registration)	Number of PSVs checked			Number of prohibitions			Total prohibitions			Delayed			Immediate		
	00/01	99/00	98/99	00/01	99/00	98/99	00/01	99/00	98/99	00/01	99/00	98/99	00/01	99/00	98/99
	1,558	1,538	1,465	137	111	95	8.7%	7.2%	7.0%	5.6%	4.3%	3.1%	3.1%	2.9%	3.9%
	Number checked			Total prohibitions			Delayed			Immediate					
0-2 years	165	201	197	3.6%	2.0%	2.5%	2.4%	1.0%	1.5%	1.2%	1.0%	1.0%	1.2%	1.0%	1.0%
3-5 years	180	309	252	6.6%	4.5%	6.0%	4.4%	2.6%	2.4%	2.2%	1.9%	1.9%	2.2%	1.9%	3.6%
6-8 years	204	203	140	6.4%	6.4%	4.3%	3.9%	4.9%	2.1%	2.5%	1.5%	1.5%	2.5%	1.5%	2.1%
9-11 years	203	232	184	5.4%	6.9%	6.5%	4.9%	3.0%	2.2%	0.5%	3.9%	3.9%	0.5%	3.9%	4.3%
12-14 years	102	151	150	11.7%	12.5%	6.0%	8.8%	7.9%	2.7%	2.9%	4.6%	4.6%	2.9%	4.6%	3.3%
15-17 years	133	179	212	14.3%	6.2%	10.8%	5.3%	3.4%	5.2%	9.0%	2.8%	2.8%	9.0%	2.8%	5.7%
18-20 years	565	187	109	11.3%	11.2%	10.1%	7.4%	8.0%	2.8%	3.9%	3.2%	3.2%	3.9%	3.2%	7.3%
21 + years	6	76	116	0.0%	17.1%	12.1%	0.0%	7.9%	6.9%	0.0%	9.2%	9.2%	0.0%	9.2%	5.2%
Not known	0	0	7	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Table A2.9a PSV baseline survey results – continued

Type of prohibition by Traffic		Total prohibitions			Delayed		Immediate		
Area of operator	Number checked								
Scottish	198	11.1%	8.6%	5.7%	5.1%	2.1%	6.0%	3.0%	3.6%
North Eastern	254	11.0%	8.6%	7.7%	9.1%	4.7%	1.9%	3.9%	3.2%
North Western	175	7.5%	4.6%	9.9%	6.8%	1.7%	0.7%	2.9%	5.2%
West Midlands	104	9.0%	5.7%	9.9%	5.7%	3.8%	3.3%	1.9%	4.1%
Eastern	305	9.1%	6.6%	6.7%	6.1%	3.3%	3.0%	3.3%	4.7%
South Eastern	204	2.9%	9.8%	4.7%	2.3%	5.9%	0.6%	3.9%	3.7%
Western	113	8.8%	8.9%	5.3%	4.0%	6.2%	4.8%	2.7%	3.2%
Welsh*	185	9.5%	4.3%	6.2%	6.0%	3.8%	3.5%	0.5%	3.1%
Note: *Previously reported under South Wales – VI has now adjusted its report to match the Welsh traffic area boundary.									
Prohibition by PSV type									
Articulated	3	0	33.3%	0.0%	0.0%	0.0%	0.0%	33.3%	0.0%
Double deck bus	383	424	8.3%	10.3%	6.3%	5.0%	3.4%	3.3%	5.8%
Single deck bus	535	504	7.1%	5.2%	4.7%	2.8%	2.4%	2.4%	3.7%
Minibus	184	175	13.6%	7.4%	8.2%	4.0%	5.4%	3.4%	2.4%
Double deck coach	8	12	25.0%	16.6%	25.0%	8.3%	0.0%	8.3%	0.0%
Single deck coach	445	372	7.8%	8.1%	4.9%	5.5%	2.9%	2.6%	3.0%
Top ten prohibition defects (testable items)									
Brake systems and components		00/01	99/00	98/99					
Suspension pins and bushes		39	31	22					
Body (interior)		22	15	14					
Doors and emergency exits		17	5	19					
Fuel tank and system		14	12	5					
Oil leaks and waste		13	9	7					
Condition of tyres		11	–	–					
Steering mechanism		8	–	–					
Seat belts		7	9	–					
Parking brake performance		4	9	–					
		4	8	4					

Table A2.9b PSV compliance survey – traffic offences					
Traffic offence	Number of offences	Report for prosecution	Advisory letter	Verbal warning	
Dimensions and limiters	8	0.5%	0.0%	0.5%	
Driver licence	5	0.4%	0.0%	0.2%	
Vehicle excise duty	1	0.1%	0.0%	0.0%	
Tachograph	97	1.5%	0.7%	9.6%	
Drivers' hours	36	0.9%	0.0%	3.5%	
'O' Lic: illegal operator	6	0.7%	0.0%	0.0%	
'O' Lic: other offences	6	0.2%	0.0%	0.5%	
Testing and COIF	2	0.2%	0.0%	0.0%	
Other	14	0.5%	0.1%	1.1%	
Type of outcome by traffic area in which PSV was checked	Number checked	Report for prosecution	Advisory letter	Verbal warning	No offence
Scottish	60	0.0%	5.0%	11.7%	83.3%
North Eastern	86	8.1%	0.0%	11.6%	80.2%
North Western	125	7.2%	0.0%	16.8%	76.0%
West Midlands	107	3.7%	0.0%	19.6%	76.6%
Eastern	173	1.7%	0.6%	15.0%	82.7%
South Eastern & Met.	0	0.0%	0.0%	0.0%	0.0%
Western	214	4.7%	0.9%	10.7%	83.6%
Welsh*	54	1.9%	1.9%	18.5%	77.8%
Note: *Previously reported under South Wales – VI has now adjusted its report to match the Welsh Traffic Area boundary.					
Type of outcome by age of PSV (based on registration)	Number checked	Report for prosecution	Advisory letter	Verbal warning	No offence
Up to and including 1 year old	83	1.2%	1.2%	7.2%	90.4%
2 to 3 years	88	3.4%	0.0%	18.2%	78.4%
4 to 5 years	123	6.5%	0.0%	9.8%	83.7%
6 to 7 years	88	8.0%	0.0%	13.6%	78.4%
8 to 9 years	67	3.0%	0.0%	10.4%	86.6%
10 to 11 years	102	4.9%	1.0%	15.7%	78.4%
12 years and over	268	3.0%	1.9%	18.3%	76.9%
Type of outcome by traffic area in which PSV was licensed	Number checked	Report for prosecution	Advisory letter	Verbal warning	No offence
Scottish	50	4.0%	2.0%	20.0%	74.0%
North Eastern	233	4.7%	0.4%	9.0%	85.8%
North Western	102	2.0%	2.0%	15.7%	80.4%
West Midlands	72	4.2%	1.4%	15.3%	79.2%
Eastern	95	3.2%	0.0%	17.9%	78.9%
South Eastern	33	0.0%	0.0%	30.3%	69.7%
Western	135	3.7%	0.7%	11.9%	83.7%
Welsh*	76	3.9%	1.3%	21.1%	73.7%
Not known	23	21.7%	0.0%	4.3%	73.9%
Note: * Previously reported under South Wales – VI has now adjusted its report to match the Welsh traffic area boundary					
Type of outcome by type of operator licence	Number checked	Report for prosecution	Advisory letter	Verbal warning	No offence
International	675	3.9%	0.7%	13.3%	82.1%
National	105	1.0%	1.9%	25.7%	71.4%
Section 19 permit	3	0.0%	0.0%	0.0%	100.0%
Restricted	14	7.1%	0.0%	0.0%	92.9%
Special	3	33.3%	0.0%	0.0%	66.7%
Other	8	0.0%	0.0%	12.5%	87.5%
Not recorded	11	45.5%	0.0%	0.0%	54.5%

Table A2.9b PSV compliance survey – traffic offences continued

Type of outcome by size of fleet	Number checked	Report for prosecution	Advisory letter	Verbal warning	No offence
1 to 2 discs	53	7.5%	1.9%	7.5%	83.0%
3 to 5 discs	71	1.4%	2.8%	23.9%	71.8%
6 to 10 discs	138	6.5%	0.7%	15.9%	76.8%
11 to 20 discs	210	2.4%	1.0%	13.8%	82.9%
21 to 50 discs	192	4.2%	0.0%	13.0%	82.8%
51 to 150 discs	92	2.2%	0.0%	14.1%	83.7%
151 to 500 discs	13	0.0%	0.0%	7.7%	92.3%
Over 500 discs	8	0.0%	0.0%	0.0%	100.0%
Not known	42	11.9%	2.4%	16.7%	69.0%

Table A2.10a PSV maintenance assessments and outcomes

Enforcement Group	Total assessments				Satisfactory				Unsatisfactory				Public inquiry recommendation			
	00/01	99/00	98/99	00/01	99/00	98/99	00/01	99/00	98/99	00/01	99/00	98/99	00/01	99/00	98/99	
Scottish	455	473	459	79.8%	72.7%	67.3%	18.2%	21.6%	30.3%	2.0%	5.7%	2.4%	2.0%	5.7%	2.4%	
North Eastern	384	440	478	57.3%	63.6%	71.5%	39.3%	32.7%	25.3%	3.4%	3.6%	3.1%	3.4%	3.6%	3.1%	
North Western	292	390	428	70.5%	76.2%	65.9%	27.1%	19.7%	30.1%	2.4%	4.1%	4.0%	2.4%	4.1%	4.0%	
West Midlands	142	185	172	71.1%	78.4%	73.3%	26.8%	21.6%	26.7%	2.1%	0.0%	0.0%	2.1%	0.0%	0.0%	
Eastern	509	554	550	71.5%	71.1%	70.4%	25.1%	25.1%	25.6%	3.3%	3.8%	4.0%	3.3%	3.8%	4.0%	
South Eastern	363	483	424	68.3%	64.2%	59.9%	28.4%	33.1%	36.3%	3.3%	2.7%	3.8%	3.3%	2.7%	3.8%	
Western	432	421	295	65.5%	77.0%	84.1%	30.1%	19.7%	13.2%	4.4%	3.3%	2.7%	4.4%	3.3%	2.7%	
South Wales	227	198	170	66.5%	61.1%	64.7%	27.8%	36.9%	32.9%	5.7%	2.0%	2.4%	5.7%	2.0%	2.4%	
National	2,804	3,144	2,976	69.0%	70.5%	69.2%	27.6%	26.0%	27.7%	3.3%	3.5%	3.1%	3.3%	3.5%	3.1%	

Notes: The number of assessments reported here is less than the number actually carried out primarily because multi-site assessments are treated as a single assessment in this table and VI initiated assessments are excluded.

Table A2.10b PSV maintenance assessment turnaround times**PSV re-assessments**

Enforcement Group	Number processed			% processed within 8 weeks		
	00/01	99/00	98/99	00/01	99/00	98/99
Scottish	93	94	76	92.5%	89.4%	86.8%
North Eastern	134	134	139	95.5%	93.3%	92.8%
North Western	135	136	147	83.7%	91.9%	91.2%
West Midlands	71	30	18	98.6%	90.0%	100.0%
Eastern	146	173	132	86.3%	77.5%	75.0%
South Eastern	61	62	129	19.7%	8.1%	45.0%
Western	62	65	112	88.7%	84.6%	92.0%
South Wales	92	82	6	68.5%	79.3%	83.3%
National	794	776	759	82.2%	79.9%	80.6%

Notes: Re-assessments are 5-yearly checks on the standards of maintenance at operator sites. The re-assessment turnaround times are, from this year, reported only against the 8-week timetable and not, as in previous years, against the longer 12-week turnaround time as well.

Table 2.10c PSV variations

Enforcement Group	Number processed			% processed within 8 weeks		
	00/01	99/00	98/99	00/01	99/00	98/99
Scottish	161	147	137	90.1%	90.5%	94.9%
North Eastern	76	92	130	96.1%	95.7%	94.6%
North Western	87	102	133	93.1%	84.3%	96.2%
West Midlands	102	103	99	90.2%	90.3%	97.0%
Eastern	75	122	125	80.0%	75.4%	83.2%
South Eastern	32	67	48	93.8%	89.6%	70.8%
Western	130	76	103	93.8%	85.5%	90.3%
South Wales	49	87	65	75.5%	74.7%	76.9%
National	712	796	840	89.9%	85.7%	90.2%

Notes: Variations are inspections made in response to operators seeking to vary their operator licences to ensure the maintenance standards are appropriate for the revised operation.

Table A2.11 PSV 'O' licensing and enforcement

'O' licence work by vehicle examiners as a % of their 'O' licence and enforcement (O+E) work (Note 1) and the number of maintenance appraisals (M APP) as a % of all maintenance assessments (M ASSESS) (Note 2)

Enforcement Group	00/01		99/00		98/99	
	O	M APP	O	M APP	O	M APP
	O + E	M ASSESS	O + E	M ASSESS	O + E	M ASSESS
Scottish	38.0%	46.8%	36.4%	41.2%	34.2%	48.3%
North Eastern	32.6%	29.9%	28.8%	28.5%	34.9%	40.5%
North Western	40.3%	23.0%	33.4%	30.2%	39.5%	28.8%
West Midlands	30.6%	19.8%	29.5%	18.5%	36.9%	15.0%
Eastern	39.8%	23.4%	39.4%	23.8%	38.2%	29.3%
South Eastern	34.1%	19.8%	39.3%	26.1%	43.1%	24.6%
Western	44.4%	33.0%	31.7%	27.1%	35.1%	49.9%
South Wales	54.6%	26.8%	43.9%	24.3%	53.1%	18.2%
National	38.4%	28.8%	34.9%	29.3%	38.4%	33.6%

Note 1: 'O' licence work comprises mainly demand-led assessments of operators' maintenance standards undertaken at the request of the Traffic Commissioners. In addition, it includes some targeted fleet check work. All other targeted activities are contained within the enforcement work. A high percentage indicates concentration of resources on demand-led 'O' licensing work whilst a low percentage indicates concentration on targeted activities.

Note 2: Maintenance appraisals involve considerably less examiner resource than a full investigation of the operator's facilities, but there must be sufficient information about the operator stored on VI's databases. A high percentage indicates greater use of maintenance appraisals whilst a low ratio indicates higher numbers of full investigations within the total number of assessments. Locally the proportion can be affected by changes in fleet condition.

Table A2.12a Results of PSV spot and fleet roadworthiness checks by VI Enforcement Group

Enforcement	Number of vehicles examined				Spot check prohibitions				Fleet check prohibitions			
	00/01	99/00	98/99		00/01	99/00	98/99		00/01	99/00	98/99	
	Number of checks	Number of checks	Number of checks	%	Number of checks	Number of checks	Number of checks	%	Number of checks	Number of checks	Number of checks	%
Scottish	2,669	3,294	3,289	19.2%	2,243	2,790	2,718	15.4%	426	504	571	13.7%
North Eastern	4,899	4,908	4,552	14.5%	3,984	4,225	3,721	13.4%	915	683	831	11.4%
North Western	4,559	4,365	4,314	14.2%	3,602	3,513	3,324	15.5%	957	852	990	14.3%
West Midlands	2,453	2,634	2,552	13.9%	2,111	2,195	1,978	13.2%	342	439	574	5.9%
Eastern	3,434	4,038	3,822	9.7%	2,822	3,211	3,126	10.5%	612	827	696	5.0%
South Eastern	3,485	3,433	3,323	14.9%	2,783	2,574	2,330	12.8%	702	859	993	10.7%
Western	3,509	3,904	3,133	15.4%	2,710	3,280	2,493	14.4%	799	624	640	7.5%
South Wales	1,349	2,238	1,409	16.0%	905	1,728	945	13.3%	444	510	464	14.9%
National	26,357	28,814	26,394	14.5%	21,160	23,516	20,635	13.6%	5,197	5,298	5,759	10.5%

Note: Excludes emissions-only checks but includes foreign vehicles. Only one prohibition notice is issued per vehicle although it may contain a list of defects/offences where more than one has been found. The most serious defect/offence determines whether an immediate or delayed prohibition is issued.

Table A2.12b Results of PSV spot checks by VI Enforcement Group where operator based

Enforcement Group where operator based	Number of vehicles examined	Spot check prohibitions rate	Number of vehicles examined	Spot check prohibitions rate
	00/01	00/01	99/00	99/00
Scottish	1,970	21.3%	2,435	16.3%
North Eastern	3,752	15.9%	2,703	17.0%
North Western	2,532	17.0%	2,109	20.3%
West Midlands	1,880	15.1%	1,079	16.3%
Eastern	2,181	13.8%	2,006	14.3%
South Eastern	2,047	14.8%	1,504	14.0%
Western	1,744	18.2%	2,309	17.7%
Welsh	1,088	18.2%	1,834	15.2%
Unknown	4,206	4.8%	5,227	4.3%
National	21,400	14.2%	21,206	13.5%

Notes: The data in this table comes from a different database to that used to populate the 'Roadworthiness spot checks' tables in this report.

The table also includes emission-only spot checks so the number of checks and prohibitions will also vary from these tables.

Fleet checks are undertaken at operators' premises and so the results are, by definition, recorded by the Traffic Area in which the operator is based.

Table A2.13a Immediate and delayed prohibition rates and type of PSV roadworthiness check

Year	Percentage prohibited at spot checks		Percentage prohibited at fleet checks	
	Immediate	Delayed	Immediate	Delayed
00/01	6.1%	8.4%	5.4%	6.6%
99/00	5.9%	7.5%	4.9%	6.0%
98/99	6.1%	7.5%	5.2%	5.4%

Notes: Excludes emissions-only checks.

Immediate prohibition rate relates to all vehicles checked (including foreign vehicles).

Delayed prohibition rate excludes checks on foreign vehicles (see note to A2.13b).

Table A2.13b Foreign PSV roadworthiness checks

	Vehicles			Immediate prohibitions			Prohibition rate		
	00/01	99/00	98/99	00/01	99/00	98/99	00/01	99/00	98/99
PSV	132	123	204	2	1	7	1.5%	0.8%	3.4%

Notes: Foreign vehicles are included within the figures in Tables A2.12a and A2.13a.

The Foreign Vehicles Act does not provide for the issue of delayed prohibitions to foreign vehicles.

Table A2.14 Top ten prohibition defects as a percentage of total number of PSVs inspected at spot and fleet checks

Prohibition defect	00/01	99/00	98/99
Interior of body	7.2%	7.3%	2.0%
Oil and waste leaks	7.0%	7.2%	2.2%
Lamps*	5.1%	5.3%	—
Driver and passenger doors	3.9%	4.3%	2.0%
Brake systems and components	3.7%	4.0%	2.0%
Fuel tanks and systems	2.8%	3.2%	2.3%
Suspension	2.6%	2.8%	1.3%
Condition of tyres	2.1%	2.0%	1.2%
Steering mechanism	2.1%	—	—
Glass/View of road*	2.1%	—	—

Notes: The figures for 98/99 are for the first six months of the year and therefore only indicative of the trend for the year. This was brought about by the migration of data to a new computer system during that year.

*Asterisked items are amalgamations of previous test items or new categories which appear for the first time. There may have been small numbers of prohibitions for these categories (or their predecessor categories) in previous years, but we are unable to provide those figures.

Table A2.15 PSV exhaust emissions spot checks by VI Enforcement Group

Enforcement Group	Number of vehicles examined			Number of immediate prohibitions			Number of delayed prohibitions			Prohibition rate		
	00/01	99/00	98/99	00/01	99/00	98/99	00/01	99/00	98/99	00/01	99/00	98/99
Scottish	578	1,037	1,148	0	0	0	7	6	11	1.2%	0.6%	1.0%
North Eastern	1,528	1,549	1,484	0	0	0	10	4	14	0.7%	0.3%	0.9%
North Western	1,233	1,706	1,231	0	1	2	5	7	18	0.4%	0.5%	1.6%
West Midlands	574	664	829	0	0	0	2	4	18	0.3%	0.6%	2.2%
Eastern	793	1,071	1,124	0	0	2	2	2	13	0.3%	0.2%	1.3%
South Eastern	1,023	1,087	884	0	0	1	2	4	11	0.2%	0.4%	1.4%
Western	1,042	1,261	1,060	0	1	0	1	7	4	0.1%	0.6%	0.4%
South Wales	148	452	180	0	0	0	7	9	5	4.7%	2.0%	2.8%
National	6,919	8,827	7,940	0	2	5	36	43	94	0.5%	0.5%	1.2%

Table 2.16a PSV examinations, weighings and offences prohibited and prosecuted

Enforcement Group	Number examined (incl. the number weighed)	Number weighed	Offences found and action taken (Note 1)								
			Drivers' hours tachograph & records			Overloading			Other (Note 2)		
			Report for prosecution (Note 3)	Convicted	Prohibit (foreign only)	Report for prosecution	Convicted	Prohibit	Report for prosecution	Convicted	
2000/2001											
Scottish	UK	982	79	16	4		–	–	–	11	3
	Foreign	65	–			1					
North	UK	3,353	66	282	255		–	–	–	122	96
Eastern	Foreign	201	73			1			6		
North	UK	2,434	109	166	121		–	–	2	130	102
Western	Foreign	38	12			4			–		
West	UK	1,505	52	206	202		2	2	1	38	25
Midlands	Foreign	76	3			2			–		
Eastern	UK	2,547	83	30	27		–	–	–	39	31
	Foreign	43	–			1			–		
South	UK	2,023	17	129	57		1	1	2	100	69
Eastern	Foreign	337	–			5			–		
Western	UK	1,689	97	299	283		–	–	2	81	62
	Foreign	222	3			–			–		
South	UK	470	1	24	21		–	–	–	77	66
Wales	Foreign	9	1			–			–		
National	UK	15,003	504	1,152	970		3	3	7	598	454
	Foreign	991	92			14			6		
1999/2000											
Scottish	UK	1,282	23	43	8		–	–	1	32	22
	Foreign	80	4			3			–		
North	UK	2,952	70	143	116		–	–	–	102	77
Eastern	Foreign	211	60			–			5		
North	UK	2,562	147	150	125		–	–	3	93	68
Western	Foreign	47	24			1			–		
West	UK	1,822	85	60	52		–	–	–	9	8
Midlands	Foreign	71	–			–			–		
Eastern	UK	2,819	109	99	86		–	–	–	63	59
	Foreign	120	–			–			–		
South	UK	2,738	29	385	340		–	–	1	117	110
Eastern	Foreign	560	1			12			–		
Western	UK	2,045	77	241	228		2	2	–	49	37
	Foreign	258	7			1			–		
South	UK	941	53	16	16		–	–	–	29	29
Wales	Foreign	5	3			–			–		
National	UK	17,161	593	1,137	971		2	2	5	494	410
	Foreign	1,352	99			17			5		
1998/1999											
Scottish	UK	2,903	66	100	43		–	–	6	44	12
	Foreign	108	7			15			2		
North	UK	4,145	97	136	126		–	–	3	128	102
Eastern	Foreign	233	65			87			9		
North	UK	3,861	169	389	281		2	–	10	196	182
Western	Foreign	52	14			191			6		
West	UK	4,350	98	205	165		4	4	1	44	37
Midlands	Foreign	263	3			131			–		
Eastern	UK	4,122	166	186	174		–	–	6	71	68
	Foreign	168	12			93			–		
South	UK	4,257	83	91	69		–	–	4	41	34
Eastern	Foreign	900	34			118			6		
Western	UK	3,107	90	63	55		0	0	4	77	60
	Foreign	318	9			108			2		
South	UK	1,622	40	52	51		0	0	0	34	22
Wales	Foreign	27	1			98			0		
National	UK	28,367	809	1,222	964		6	4	34	635	517
	Foreign	2,069	145			841			25		

Note 1: Some minor offences detected at the roadside are not sufficiently serious to prosecute and the driver is given an immediate verbal warning. Records of verbal warnings are not kept centrally.

Note 2: 'Other' category offences cover unauthorised use, C & U, driver licence and other less frequently occurring offences.

Note 3: Offences are credited to the Enforcement Area in which they are prosecuted. This is often different from the Area in which the operator is based.

Table A2.19 Outcomes of targeted PSV checks

Offence	Roadworthiness inspections				Traffic examinations			
	All prohibitions	Immediate prohibitions	Delayed prohibitions	Vehicles clear	Offences for investigation	Verbal warnings	No Offences	
Coachman 2001	18.8%	9.5%	9.3%	81.1%	5.4%	6.4%	89.7%	
Coachman 2000	17.4%	8.2%	9.2%	82.6%	5.9%	4.6%	84.2%	
Coachman 1999	18.1%	8.3%	9.7%	77.4%	6.0%	6.0%	90.0%	
Coachman 1998	18.9%	9.4%	9.5%	60.7%	7.3%	7.6%	83.9%	
Tourist 2001	19.2%	6.2%	12.9%	80.4%	11.7%	18.1%	76.5%	
Tourist 2000	17.4%	5.0%	12.4%	83.0%	14.0%	23.0%	76.4%	
Tourist 1999	17.4%	5.5%	11.9%	82.3%	13.6%	42.2%	72.7%	
Tourist 1998	15.9%	4.1%	12.0%	84.4%	18.4%	n/a	71.4%	
Spot checks 2000/01	14.5%	6.1%	8.4%	n/a	11.0%	n/a	89.0%	
Spot checks 1999/00	13.4%	5.9%	7.5%	n/a	9.5%	n/a	n/a	
Spot checks 1998/99	13.6%	6.1%	7.5%	n/a	10.1%	n/a	n/a	
Spot checks 1997/98	13.4%	5.4%	7.3%	n/a	6.6%	n/a	n/a	

Notes:

These numbers are averages over all checks of a particular type. Figures are from Tables A2.16a and A2.18.

Annex 3 – The MOT Scheme & Light Vehicles

Table A3.1 MOT inspections as a percentage of all standards control inspections

	Routine standards control inspections (%)			Targeted standards control inspections (%)			Counselling sessions (%)			Complaints and appeals inspections (%)		
	00/01	99/00	98/99	00/01	99/00	98/99	00/01	99/00	98/99	00/01	99/00	98/99
Scottish	40.2	50.2	52.3	13.0	13.8	19.7	43.9	33.7	25.3	2.8	2.3	2.7
North Eastern	39.1	44.8	48.3	12.8	13.2	19.8	45.4	38.3	26.8	2.7	3.6	5.2
North Western	40.0	44.4	49.5	13.6	14.9	18.4	44.2	37.1	28.1	2.2	3.6	4.1
West Midlands	38.2	46.6	47.6	16.7	6.1	20.9	42.8	44.5	28.3	2.2	2.8	3.2
Eastern	44.2	46.9	49.9	10.6	12.5	17.4	43.0	38.6	29.4	2.2	2.0	3.3
South Eastern	44.0	44.6	50.8	10.6	9.8	15.2	42.7	43.4	31.1	2.7	2.2	2.9
Western	43.9	45.5	52.4	10.9	12.9	16.3	42.9	39.2	28.0	2.2	2.3	3.4
South Wales	37.3	44.6	50.7	8.2	7.6	14.6	48.0	39.8	28.9	6.5	8.0	5.8
National	41.5	45.3	50.2	12.2	12.9	17.8	43.8	38.9	28.3	2.5	2.8	3.7
Total number of inspections	49,132	46,630	45,720	14,419	13,246	16,215	51,830	40,050	25,800	3,017	2,930	3,352

Table A3.2 Action against AEs and NTs (from all supervisory activities)

	00/01	99/00	98/99
AEs withdrawn	150	109	153
AEs withdrawn after appeal	144	93	143
AEs warned	1,243	980	1,058
NTs disqualified	282	256	304
NTs disqualified after appeal	268	242	289
NTs warned	716	665	728

Table A3.3 Stolen test certificates

	00/01	99/00	98/99
Number missing during distribution	400	1,000	600
Total number stolen	16,968	21,796	32,420
Number stolen as % of certificates distributed	0.07%	0.09%*	0.14%*

*These figures were incorrectly reported in last year's Effectiveness Report.

Table A3.4 Calls to the stolen certificate hotline

	00/01		99/00**		98/99**	
	Number of calls	Fraud/theft confirmed	Number of calls	Fraud/theft confirmed	Number of calls	Fraud/theft confirmed
Public	23,661		40,894		39,637	
Police	2,615		4,419		6,751	
Post Office	n/a*		406		1,489	
Total	26,276	12.4%	45,719	8.1%	47,877	9.2%

* Figures no longer collected to distinguish between Public and Post Office calls.

** Volumes of calls for 1998/1999 and 1999/2000 included some for matters not related to Validation of Certificates. The new recording system in use does now allow the accurate distinction between these types of calls.

Table A3.5 Training: number of attendees at VI courses

	00/01	99/00	98/99
AEs trainees	1,713	1,545	1,478
NT trainees (Cars)	3,728	4,492	5,211
NT trainees (Motorcycles)	417	344	392
NT trainees (Refresher)	8,410	11,522	6,802
NT trainees (Directed Retraining)	388	–	–

Table A3.6 MOT test results

	00/01		99/00		98/99	
	Test (x1000)	Fail rate	Test (x1000)	Fail rate	Test (x1000)	Fail rate
Classes 1 & 2: Motorcycles	567	19.9%	513	22.3%	564	22.0%
Classes 3 & 4: Cars, vans and passenger vehicles with up to 12 seats	22,775	31.7%	22,035	33.6%	22,174	35.7%
Class 5: Passenger vehicles with more than 12 seats	27	24.6%	28	21.1%	30	29.5%
Class 7: Goods vehicles between 3,000 kg and 3,500 kg gross vehicle weight	283	35.9%	282	33.3%	268	36.5%

Table A 3.7 Failures by defect category as a percentage of vehicles tested at MOT stations

Defect category	00/01	99/00	98/99			
Class 1 & 2: Motorcycles						
Lights	10.1%	11.5%	11.4%			
Steering	7.9%	9.2%	8.9%			
Brakes	6.5%	8.6%	7.4%			
Tyres	4.9%	6.2%	7.2%			
Other	6.4%	5.9%	5.5%			
Fail rate	19.9%	22.3%	22.0%			
Class 3 & 4: Cars and light vans up to 3,000kg						
Defect category	00/01	99/00	98/99			
Lights	15.9%	17.6%	18.0%			
Steering	14.4%	15.8%	16.8%			
Brakes	12.4%	13.4%	14.3%			
Tyres	8.1%	8.9%	9.3%			
Diesel emission	6.1%	5.9%	7.4%			
Driver's view	4.9%	5.5%	5.6%			
Petrol emission	4.3%	5.6%	6.4%			
CAT emissions	2.6%	2.9%	3.3%			
Reg. plates & VIN	1.2%	1.4%	1.7%			
Other	12.8%	14.0%	15.6%			
Fail rate	31.7%	33.6%	35.7%			
Class 5: Private passenger vehicles with more than 12 passenger seats						
	Tested at MOT stations			Tested at VI stations		
	00/01	99/00	98/99	00/01	99/00	98/99
Lights	9.7%	10.0%	12.3%	8.5%	7.4%	8.6%
Brakes	7.8%	7.8%	9.7%	8.7%	7.9%	11.6%
Steering	7.6%	8.1%	10.8%	5.6%	4.7%	5.0%
Tyres	4.0%	3.0%	4.3%	1.7%	1.3%	1.8%
Diesel emission	3.2%	3.7%	5.1%	n/a	n/a	0.9%
Petrol emission	2.6%	2.5%	4.1%	n/a	n/a	1.8%
Driver's view	2.5%	1.7%	2.2%	n/a	n/a	6.0%
Reg. plates & VIN	0.5%	0.7%	1.0%	n/a	n/a	6.7%
Other	10.7%	12.6%	19.3%	9.4%	9.4%	4.6%
Fail rate	24.6%	21.1%	29.5%	20.7%	21.6%	25.6%
Notes: 'Other' includes horn, corrosion, etc.						
A vehicle may have more than one fault, consequently the totals shown above may exceed the overall fail rate.						
Registration plates and VIN, driver's view, or emissions are no longer reported separately for VI stations. They are now included in 'Other'.						
Class 7: Light goods vehicles between 3,000 kg and 3,500 kg gross vehicle weight						
	Tested at MOT stations			Tested at VI stations		
	00/01	99/00	98/99	00/01	99/00	98/99
Lights	21.2%	18.7%	22.4%	14.5%	14.4%	13.2%
Steering	19.3%	17.3%	20.3%	11.6%	10.5%	10.6%
Brakes	16.8%	14.2%	18.1%	13.3%	13.0%	14.9%
Tyres	7.2%	7.0%	8.1%	3.1%	2.8%	3.4%
Driver's view	7.0%	4.8%	7.2%	n/a	n/a	6.2%
Petrol emission	5.0%	5.6%	6.9%	n/a	n/a	1.9%
Diesel emission	4.6%	4.6%	5.6%	n/a	n/a	1.8%
Reg. plates & VIN	1.9%	2.1%	1.8%	n/a	n/a	1.9%
Other	16.7%	13.9%	18.6%	13.4%	12.3%	4.9%
Fail rate	35.9%	33.3%	36.5%	28.7%	25.1%	26.7%
Notes: 'Other' includes horn, corrosion, etc.						
A vehicle may have more than one fault, consequently the totals shown above may exceed the overall fail rate.						
Registration plates and VIN, driver's view, or emissions are no longer reported separately for VI stations. They are now included in 'Other'.						

Table A3.8 Light vehicle exhaust emissions test fail rate as percentage of vehicles tested

	00/01	99/00	98/99
Class 4			
Petrol	4.3%	5.6%	6.4%
Catalyst	2.6%	2.9%	3.3%
Diesel	6.1%	5.9%	7.4%
Class 5			
Petrol	2.6%	2.5%	4.1%
Diesel	3.2%	3.7%	5.1%
Class 7			
Petrol	5.0%	5.6%	6.9%
Diesel	4.6%	4.6%	5.6%

Table A3.9 Results of light vehicle roadside roadworthiness checks

Vehicle category	Number examined			Number prohibited			prohibition rate		
	00/01	99/00	98/99	00/01	99/00	98/99	00/01	99/00	98/99
Cars	1,933	5,665	1,504	987	1,465	656	51.1%	25.9%	43.6%
Taxis and private hire cars	3,810	4,581	4,043	950	1,132	1,135	24.9%	24.7%	28.1%
Non-testable vehicles	2,371	2,129	1,945	1,241	988	921	52.3%	46.4%	47.4%
LGVs	14,271	14,086	13,810	4,820	3,917	4,079	33.8%	27.8%	29.5%

Notes:

Non-testable vehicles include mobile cranes, diggers and non-HGV trailers.

Excludes emissions-only checks.

Only one prohibition notice is issued per vehicle although it may contain a list of defects/offences where more than one has been found. The most serious defect/offence determines whether an immediate or delayed prohibition is issued.

Table A3.10 Top ten prohibition defects as a percentage of total number of LGVs inspected at spot checks

Prohibition defect	00/01	99/00	98/99
Condition of tyres	6.2%	8.4%	5.0%
Stop lamps*	1.8%	3.4%	–
Exhaust system	1.1%	2.4%	1.7%
Condition of chassis	0.9%	1.9%	–
Steering linkage	0.9%	1.7%	2.2%
Suspension	0.8%	2.1%	3.0%
Fuel tanks and systems	0.8%	2.1%	1.3%
Springs	0.8%	–	–
Headlamps*	0.7%	1.5%	–
Oil leaks	0.7%	1.7%	–

Notes:

The figures for 98/99 are for the first six months of the year and therefore only indicative of the trend for the year. This was brought about by the migration of data to a new computer system during that year.

*Asterisked items are amalgamations of previous test items or new categories which appear for the first time. There may have been small numbers of prohibitions for these categories (or their predecessor categories) in previous years, but we are unable to provide those figures.

Table A3.11a Results of light vehicle spot checks for emissions

Vehicle category	Number examined						Prohibition rate					
	00/01	99/00	98/99	00/01	99/00	98/99	Petrol engine			Diesel engine		
Cars	57,635	80,111	63,646	5.6%	2.9%	3.9%	3.2%	3.9%	3.2%	1.5%	3.6%	
LGVs	8,604	12,218	9,549	5.7%	4.0%	5.1%	2.5%	4.0%	2.5%	1.3%	3.1%	
Taxis and private hire cars	2,310	3,709	3,058	2.5%	3.9%	3.4%	4.0%	3.9%	4.0%	6.6%	9.4%	
All vehicles	68,549	96,038	76,253	Overall (Diesel + Petrol)			4.9%	4.9%	2.7%	4.0%		

Note: Emissions-only checks involve the use of a smoke meter. Some emissions checks may be carried out within roadworthiness spot checks but may be done by observation rather than using a meter.

Table A3.11b LGV exhaust emissions spot checks by VI Enforcement Group

Enforcement Group	Number of vehicles examined			Number of immediate prohibitions			Number of delayed prohibitions			Prohibition rate		
	00/01	99/00	98/99	00/01	99/00	98/99	00/01	99/00	98/99	00/01	99/00	98/99
Scottish	1,089	1,681	1,222	8	1	2	16	17	12	2.2%	1.1%	1.1%
North Eastern	2,008	2,542	1,938	28	1	2	38	38	96	3.3%	1.5%	5.1%
North Western	800	1,320	1,175	4	4	4	17	29	18	2.6%	2.5%	1.9%
West Midlands	1,277	1,781	1,379	5	2	0	12	43	49	1.3%	2.5%	3.6%
Eastern	866	1,106	1,061	8	1	0	16	13	42	2.8%	1.3%	4.0%
South Eastern	1,337	1,965	1,430	17	0	1	17	48	46	2.5%	2.4%	3.3%
Western	959	1,380	1,151	3	1	1	36	21	56	4.1%	1.6%	5.0%
South Wales	268	443	193	19	0	0	10	1	10	10.8%	0.2%	5.2%
National	8,604	12,218	9,549	92	10	10	162	210	329	3.0%	1.8%	3.6%

Table A3.12 LGV examinations, weighings and offences prohibited and prosecuted

Enforcement Group	Number examined (incl. the number weighed)	Number weighed	Offences found and action taken (Note 1)					
			Overloading			Other (Note 2)		
			Report for prosecution	Convicted	Prohibit	Report for prosecution	Convicted	
2000/2001								
Scotland	UK	715	504	103	68	85	6	3
	Foreign	2	1			0		
North	UK	1,339	1,030	233	223	186	74	72
Eastern	Foreign	8	4			1		
North	UK	1,115	909	294	291	216	23	23
Western	Foreign	15	7			2		
West	UK	804	678	140	128	103	30	30
Midlands	Foreign	6	3			2		
Eastern	UK	1,486	1,016	139	130	116	44	39
	Foreign	25	11			4		
South	UK	1,227	987	161	156	192	56	46
Eastern	Foreign	35	17			5		
Western	UK	1,165	864	218	207	107	58	54
	Foreign	21	9			0		
South	UK	492	403	95	94	76	28	26
Wales	Foreign	6	3			1		
National	UK	8,343	6,391	1,383	1,297	1,081	319	293
	Foreign	118	55			15		
1999/2000								
Scotland	UK	814	586	104	70	115	21	11
	Foreign	1	1			0		
North	UK	1,317	948	216	210	146	33	26
Eastern	Foreign	8	7			3		
North	UK	1,726	1,346	158	154	242	25	24
Western	Foreign	20	17			7		
West	UK	771	544	91	89	60	17	15
Midlands	Foreign	3	2			1		
Eastern	UK	1,744	1,190	293	286	165	32	27
	Foreign	13	10			5		
South	UK	1,273	1,022	198	193	139	40	38
Eastern	Foreign	12	4			2		
Western	UK	1,184	861	137	135	123	41	41
	Foreign	15	15			3		
South	UK	350	252	33	33	33	8	8
Wales	Foreign	3	2			0		
National	UK	9,179	6,749	1,230	1,170	1,023	217	190
	Foreign	75	58			21		
1998/1999								
Scotland	UK	821	548	92	59	112	14	6
	Foreign	4	4			2		
North	UK	1,308	965	214	209	149	72	69
Eastern	Foreign	20	14			4		
North	UK	1,434	1,115	199	189	123	33	33
Western	Foreign	5	4			1		
West	UK	882	694	119	115	92	32	30
Midlands	Foreign	3	1			0		
Eastern	UK	1,870	1,434	243	232	188	37	34
	Foreign	10	5			2		
South	UK	1,660	1,378	214	205	375	26	24
Eastern	Foreign	33	26			12		
Western	UK	1,196	913	131	125	91	83	75
	Foreign	7	7			3		
South	UK	418	290	50	48	22	20	18
Wales	Foreign	0	0			0		
National	UK	9,589	7,337	1,262	1,182	1,152	317	289
	Foreign	82	61			24		

Note 1: Some minor offences detected at the roadside are not sufficiently serious to prosecute and the driver is given an immediate verbal warning. Records of verbal warnings are not kept centrally.

Note 2: 'Other' category offences cover C & U, driver licence and other less frequently occurring offences.

Note 3: Offences are credited to the Enforcement Area in which they are prosecuted. This is often different from the Area in which the operator is based.

Table A3.13 Top ten LGV traffic offences for prosecution

Offence	England & Wales				Scotland					
	Number reported	Number of convictions	Average fine upon conviction	Number reported	Number of convictions	Average fine upon conviction	Number reported	Number of convictions	Average fine upon conviction	
	00/01	99/00	00/01	99/00	00/01	99/00	00/01	99/00	00/01	99/00
Overloading	1,280	1,126	1,229	1,100	103	104	68	70	£187.87	£106.79
C & U	178	118	161	115	5	4	2	4	£75.00	£0.00
Tacho/records	86	42	84	35	0	3	0	3	n/a	£16.67
Driver licence	14	17	12	12	0	0	0	0	n/a	£0.00
Drivers' hours	12	0	12	0	0	14	0	4	n/a	£12.50
Vehicle excise duty	12	6	10	6	1	0	1	0	£250.00	£0.00
No 'O' licence	11	3	11	3	0	0	0	0	n/a	£0.00
Plating and testing	8	7	8	5	0	0	0	0	n/a	£0.00
Miscellaneous	4	-	2	-	0	0	0	0	n/a	n/a
Overall	1,605	1,322	1,529	1,279	109	125	71	81	£185.56	£93.52

n/a = not applicable

Annex 4 – Smaller Schemes

Table A4.1 Notifiable alterations

Vehicle category	Notification total		
	00/01	99/00	98/99
HGV	46,329	51,300*	26,594
PSV	2,872	6,350**	1,359

Notes:

*This figure is unusually high due to a legislation change.

**The method for identifying notifiable alterations for PSVs has been amended this year. We estimate that the equivalent number of notifiable alterations in 1998/99 would have been around 6,360. Data for previous years is not available.

Table A4.2 Single vehicle approval (SVA)

Vehicle categorisation	00/01			99/00			98/99		
	Test	Fail rate	Re-test	Test	Fail rate	Re-test	Test	Fail rate	Re-test
Goods vehicle	5,514	6.50%	325	1,719	5.30%	91	1,269	5.80%	74
Passenger/dual purpose vehicle	15,033	25.00%	4,040	11,833	22.20%	2,623	10,653	15.50%	1,646
Total	20,547		4,365	13,552		2,714	11,922		1,720

Table A4.3 Tachograph centre supervision

	00/01	99/00	98/99
Manufacturer-sponsored centres	476	474	478
Independent centres	38	32	35
VI visits for audit purposes	247	249	255*
Other VI visits	4	19	27

Notes: * The asterisked figures were incorrectly reported in the 1998/99 Effectiveness Report.

Table A4.5 ADI enforcement activity

	00/01	99/00	98/99
Illegal instruction investigations completed	64	68	153
ADI certificates retrieved	11	21	42
Blitz checks	12	44	0

Table A4.4 Speed limiter setting and sealing scheme

	00/01	99/00	98/99
Speed limiter sponsors	18	18	19
Independants	51	48	48
Authorised sealing centres	1,966	2,175	2,045

Table A4.6 ADI offences successfully prosecuted

	00/01	99/00	98/99
Illegal instruction	27	98	123
Fail to return ADI certificate	0	3	6
Fail to display ADI certificate	0	0	0
Altered ADI certificate	0	0	0
Total fines	£3,635	£7,210	£9,305

Table A4.7 VI driver licence enforcement activity

	00/01			99/00			98/99		
	HGV	PSV	LGV	HGV	PSV	LGV	HGV	PSV	LGV
Vehicles examined and licences requested	120,995	15,160	8,479	146,800	18,333	9,370	150,690	18,035	10,180
Database checks	14,411	2,752	2,092	19,342	3,838	2,818	15,356	4,996	3,011
Suspected not licenced	855	87	111	647	118	117	632	217	161
Suspected under-licensed	347	80	27	431	97	33	228	121	17
Reported for prosecution	204	120	14	166	102	14	397	156	6
Successful prosecution	170	95	12	123	88	10	356	117	4

Table A4.8 Vehicle Registration Office support activity

	Number of investigations		
	00/01	99/00	98/99
Unlicensed transfers	0	1	0
Cherished transfers	136	133	161
DVLA requests	75	50	58
Rebuilt vehicles	39	63	46
Trade licensing	1	2	6

Table A4.11 Breakdown of causes of defects

	00/01	99/00	98/99
Design/manufacture-related	32.0%	25.0%	19.0%
Lack of maintenance	15.0%	23.0%	24.0%
Other	53.0%	52.0%	57.0%

Note:

'Other' covers defects resulting from incorrect use, abuse, causes which could not be identified or were not safety-related.

Table A4.9 Transport of hazardous goods

	Number of investigations		
	00/01	99/00	98/99
Goods vehicles carrying hazardous goods examined	7,375	9,178	8,804
Reports to HSE following unsatisfactory hazardous loads check	90	159	241

Table A4.12 Results of safety defect investigations

	00/01	99/00	98/99
Safety recalls	41	14	16
Manufacturer production changes	40	42	27
Technical Service Bulletins issued	26	39	34

Table A4.10 Vehicle safety defect investigations

Defect type	00/01	99/00	98/99
Brakes	20.2%	18.5%	18.5%
Steering	8.9%	9.1%	7.9%
Wheels/tyres/hubs	3.4%	7.0%	10.2%
Engine/transmission	8.8%	12.0%	7.5%
Fires	2.3%	3.1%	4.8%
Suspension	6.2%	6.3%	8.7%
Seats and seat belts	5.9%	11.5%	8.3%
Electrical	5.7%	5.5%	3.7%
Others	37.6%	27.0%	30.4%
Number of investigations	387	416	481

Table A4.13a Safety recalls launched

	Recall campaigns			Number of vehicles involved		
	00/01	99/00	98/99	00/01	99/00	98/99
HGV motor vehicle	34	24	20	13,885	39,049	16,985
HGV trailer	3	2	0	741	0	0
PSV	6	4	12	2,026	2,004	3,538
Cars	97	75	77	2,101,897	651,441	784,812
Light goods vehicles	13	4	3	87,789	4,200	3,226
Motorcycles	19	30	15	26,803	48,441	18,954
Total	172	139	127	2,233,141	745,142	827,515

Table A4.13b Safety recall response rates for closed recalls

Response rates	00/01	99/00	98/99
HGVs	90.1%	79.9%	79.0%
Trailers	100.0%	100.0%	79.0%
PSVs	90.2%	90.8%	87.0%
Cars	83.0%	84.3%	81.0%
Light goods vehicles	84.2%	84.2%	75.0%
Motorcycles	85.9%	93.0%	73.0%

Table A4.14 Accident investigations

	00/01	99/00	98/99
HGVs	1,193	1,382	1,109
PSVs	662	841	689
Cars/motorcycles	352	383	139
Special purpose vehicles	11	40	43

Table A4.15 COIF scheme

	00/01	99/00	98/99
PSV inspections	8,523	9,217	7,620

Table A4.16 ADR scheme

	00/01	99/00	98/99
Applications for certificates	1,504	1,441	1,557

A4.17 ATP scheme

	2000/01	1999/00	1998/99	1997/98
Design Types Approved	6	3	13	13
CRT Issued Certificates	1,563	1,942	2,387	1,762
Replacement Certificates	87	97	107	84

Table A4.18 TIR scheme

	00/01	99/00	98/99
Inspections of vehicles	378	696	734
Re-inspections of vehicles	23	69	34
Type approval inspections	0	0	0
Variations of type approval	0	0	2
Certificates of conformity*	279	409	837

Note: * Problems have arisen in obtaining COC numbers from the data warehouse for 1999/00; the figures given for 1999/00 are based upon the income from fees obtained for inspections and may not be directly comparable with previous years.

Annex 5 – Cross Scheme and Miscellaneous

Table A5.1a Annual test sites

	00/01	99/00	98/99
VI	91	91	91
HGV designated premises	121	117	104
PSV designated premises	234	265	254
Private MOT	18,683	18,899	18,597
Other MOT	95	92*	505

Notes: 'Other MOT' includes test stations operated by post offices, designated local authorities, the Crown, and some Police Authorities.

*From 1999/00, the number of 'Other MOT' stations are based on sites rather than authorisations per test class. In previous years, a station authorised to test three classes would, for example, have been counted three times. We are unable to provide the equivalent figure for 1998/99 but we do not believe it has changed significantly.

Table A5.1b Test staff

VI staff	00/01	99/00	98/99
Testers	165	162	167
AVEs	238	238	222
VEs	90	59	49
Total	493	460	438

Non-VI staff

NTs*	42,169	49,786**	49,983
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Notes: *For 2000/01 the figure is lower as we are now able to identify those NTs which are no longer active, having ceased trading. This had not been possible in previous years.

**The 1999/00 figure for nominated testers is based on part year information owing to data being migrated on to our new MOT administration computer system during the year.

Table A5.2a Vehicles tested by VI

	00/01		99/00		98/99	
	Number	Fail rate %	Number	Fail rate %	Number	Fail rate %
HGV motor vehicles	456,517	39.0%	458,589	36.6%	455,329	36.6%
HGV trailers	240,714	26.9%	240,567	24.7%	238,137	25.2%
PSVs	78,591	26.4%	78,435	24.8%	75,161	28.3%
MOT class 4 goods vehicles	2,828	31.7%	4102*	33.6%*	3,761	35.7%**
MOT class 5 large (non PSV) passenger vehicles	11,103	20.7%	12,149	21.6%	13,036	25.6%
MOT class 7 goods vehicles	2,912	28.7%	3,820	25.1%	5,118	26.7%

Notes: Test figures exclude re-retests

* The change in legislation regarding seat belt inspection in Class 4a vehicles has produced an increase in those attending VI Class 5 stations. This is believed to be temporary.

** Failure rate % is indicative only as this figure is not calculated for VI stations.

Table A5.2b Proportion of annual tests carried out at designated premises

	00/01	99/00	98/99
HGV	11.6%	10.0%	8.2%
PSV	41.8%	41.1%	40.5%

Table A5.3 Smoky Vehicle Hotline calls received

Category	00/01	99/00	98/99
HGV	1,042	2,139	4,441
PSV	824	1,524	2,965
Other	656	743	1,693
Total	2,522	4,406	9,099

Table 5.4a Regional breakdown of calls to Smoky Vehicle Hotline

Enforcement Group	HGV		PSV		Other		Total		% of national calls			% of calls actionable		
	00/01	98/99	00/01	98/99	00/01	98/99	00/01	98/99	00/01	99/00	98/99	00/01	99/00	98/99
Scottish	30	31	42	36	42	50	61	108	147	175	4.3%	3.3%	1.9%	21%
North Eastern	86	200	294	101	66	71	113	253	515	653	10.0%	11.7%	7.2%	76%
North Western	137	235	538	86	3	7	27	226	361	839	9.0%	8.2%	9.2%	66%
West Midlands	103	276	303	70	56	52	103	229	425	638	9.1%	9.7%	7.0%	57%
Eastern	214	274	655	149	212	169	595	575	647	1,724	22.8%	14.7%	18.9%	42%
South Eastern & Met	237	625	1,429	233	161	124	329	631	1,210	2,513	25.0%	27.5%	27.6%	29%
Western	212	447	1,113	119	107	245	437	438	988	2,399	17.4%	22.4%	26.4%	71%
South Wales	23	51	67	30	9	25	28	62	113	158	2.5%	2.6%	1.7%	56%
National	1,042	2,139	4,441	824	656	743	1,693	2,522	4,406	9,099	-	-	-	52%

Note: Calls are actioned only if there are sufficient vehicle details, the vehicle was being used on a public road and the vehicle is subject to 'O' licensing.

Table 5.4b Regional breakdown of calls to Smoky Vehicle Hotline

Enforcement Group	Reason call not actioned													
	% of calls actionable			Vehicle not on a public road		Vehicle details not on 'O' licence		Vehicle details not available		Operator details not available		Passed to another Area Office		
	00/01	98/99	00/01	98/99	00/01	98/99	00/01	98/99	00/01	98/99	00/01	98/99	00/01	98/99
Scottish	17%	18%	21%	2	0	57	69	1	3	5	6	0	30	60
North Eastern	53%	67%	76%	0	0	74	81	8	35	20	5	13	33	42
North Western	77%	77%	66%	0	8	42	173	11	7	15	5	7	11	18
West Midlands	56%	80%	57%	0	0	66	160	12	32	9	2	4	21	32
Eastern	64%	54%	42%	0	0	77	161	43	52	204	18	9	68	75
South Eastern & Met	32%	34%	29%	0	8	241	418	77	168	623	34	242	78	164
Western	77%	79%	71%	1	0	44	85	14	25	126	15	34	28	64
South Wales	73%	70%	56%	0	6	15	22	2	3	2	0	0	0	3
National	56%	59%	52%	3	22	592	1,701	168	325	1,004	85	309	269	458

Note: Calls are actioned only if there are sufficient vehicle details, the vehicle was being used on a public road and the vehicle is subject to 'O' licensing.

Table A5.5 Mobile checks in police cars

Type of vehicle	Number of checks		
	00/01	99/00	98/99
HGV motor vehicles	8,890	8,622	7,250
HGV trailers	2,278	2,125	1,820
PSVs	717	430	447
Light vehicles	2,580	1,546	1,299

Table A5.6 Trends in numbers of roadside checks, prohibitions and prosecutions

All checks	00/01		99/00		98/99	
	Number	% rate	Number	% rate	Number	% rate
Roadworthiness checks	263,731		317,099		283,018	
Prohibitions	37,446	14.2%	37,116	11.7%	36,413	12.9%
Traffic enforcement checks	157,239		185,834		192,460	
Reports for investigation/prosecution	22,298	14.2%	23,463	12.6%	22,776	11.8%
Convictions	19,434	12.4%	19,731	10.6%	19,078	9.9%
Excluding emissions checks & checks on foreign vehicles						
Roadworthiness checks	174,348		193,851		181,525	
Prohibitions	33,571	19.3%	34,047	17.6%	32,571	17.9%
Traffic enforcement checks	143,926		170,617		174,508	
Reports for investigation/prosecution	22,298	15.5%	23,463	13.8%	22,376	12.8%
Convictions	19,434	13.5%	19,731	11.6%	19,078	10.9%

Table A5.7 Prohibition and prosecution points targets

	00/01	99/00	98/99
Roadworthiness prohibition points score	289,892	280,112	248,858
Traffic enforcement prosecution points score	116,936	101,077	71,462

Table A5.8 Trends in types of prohibition issued

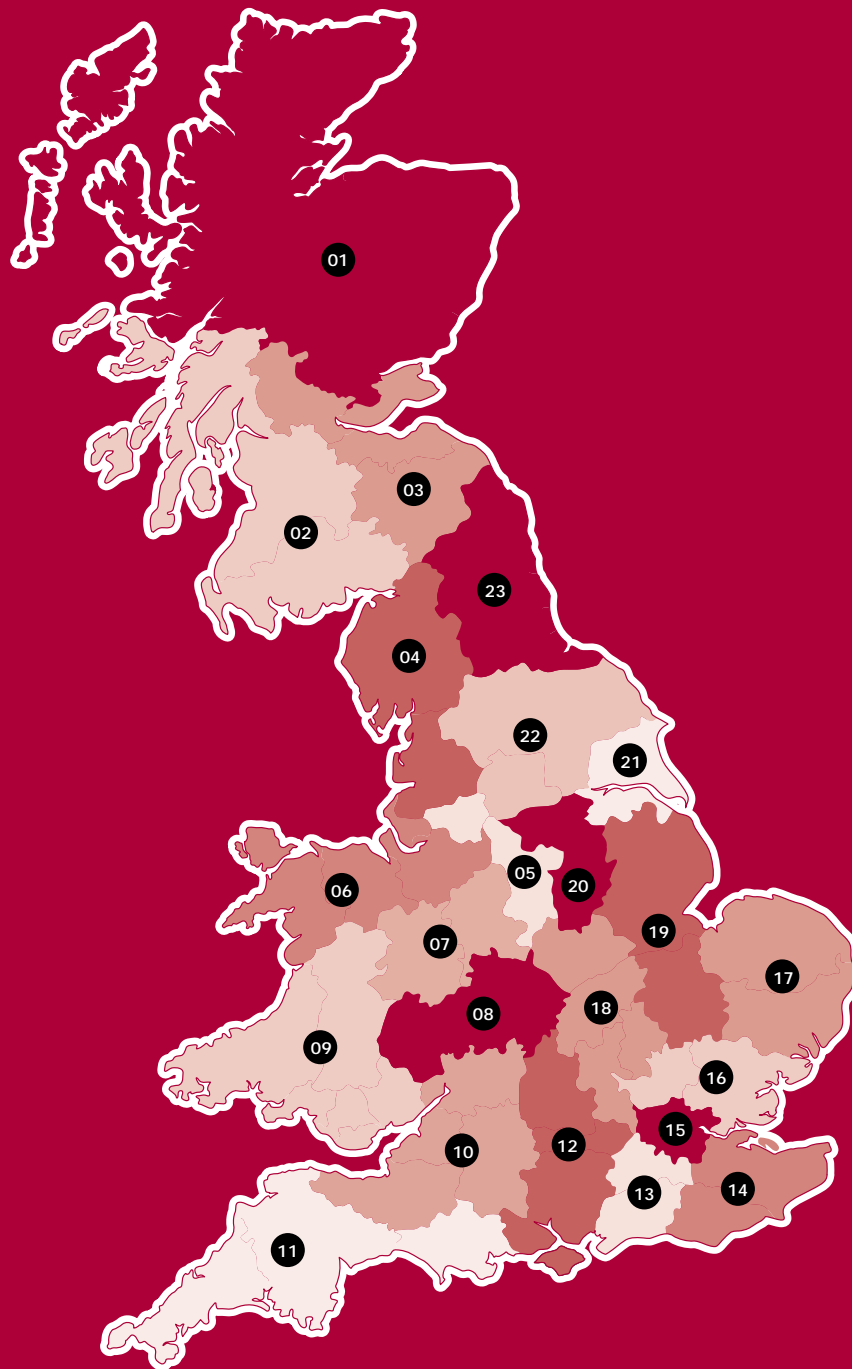
HGV	Category 1	Category 2	Category 3	Category 4	Category 5
00/01	19.4%	22.5%	28.5%	29.1%	0.4%
99/00	19.4%	23.0%	28.7%	28.3%	0.6%
PSV	Category 1	Category 2	Category 3	Category 4	Category 5
00/01	10.2%	34.0%	15.0%	39.5%	1.3%
99/00	9.6%	35.3%	15.6%	38.4%	1.1%
LGV	Category 1	Category 2	Category 3	Category 4	Category 5
00/01	31.7%	21.6%	14.3%	19.7%	12.7%
99/00	26.0%	21.2%	12.5%	19.9%	20.3%
All vehicles	Category 1	Category 2	Category 3	Category 4	Category 5
00/01	22.1%	23.4%	23.1%	27.4%	4.0%
99/00	20.2%	23.7%	22.9%	27.0%	6.1%

Category 1: An immediate prohibition including an immediate brake, steering or tyre defect;
 Category 2: An immediate prohibition not falling within Category 1;
 Category 3: A delayed prohibition including a brake, steering or tyre defect;
 Category 4: A delayed prohibition not falling within Category 3;
 Category 5: A delayed prohibition for exhaust emissions only.

Table A5.9 Trends in issue of inspection notices

Type of vehicle	00/01	99/00	98/99
HGV	22,583	26,910	37,290
PSV	7,658	8,295	10,624

VI Enforcement Areas



Area 01 Northern Scotland

Area 02 West and Southwest Scotland

Area 03 South East Scotland

Area 04 Cumbria and Lancs

Area 05 Greater Manchester and Derbyshire

Area 06 Merseyside, Cheshire and North Wales

Area 07 Staffs and Shropshire

Area 08 Central and South West Midlands

Area 09 South Wales

Area 10 Bristol and Gloucester

Area 11 South West

Area 12 Wessex

Area 13 Southern Central

Area 14 South East

Area 15 Metropolitan

Area 16 Herts and Essex

Area 17 East Anglia

Area 18 East Midlands

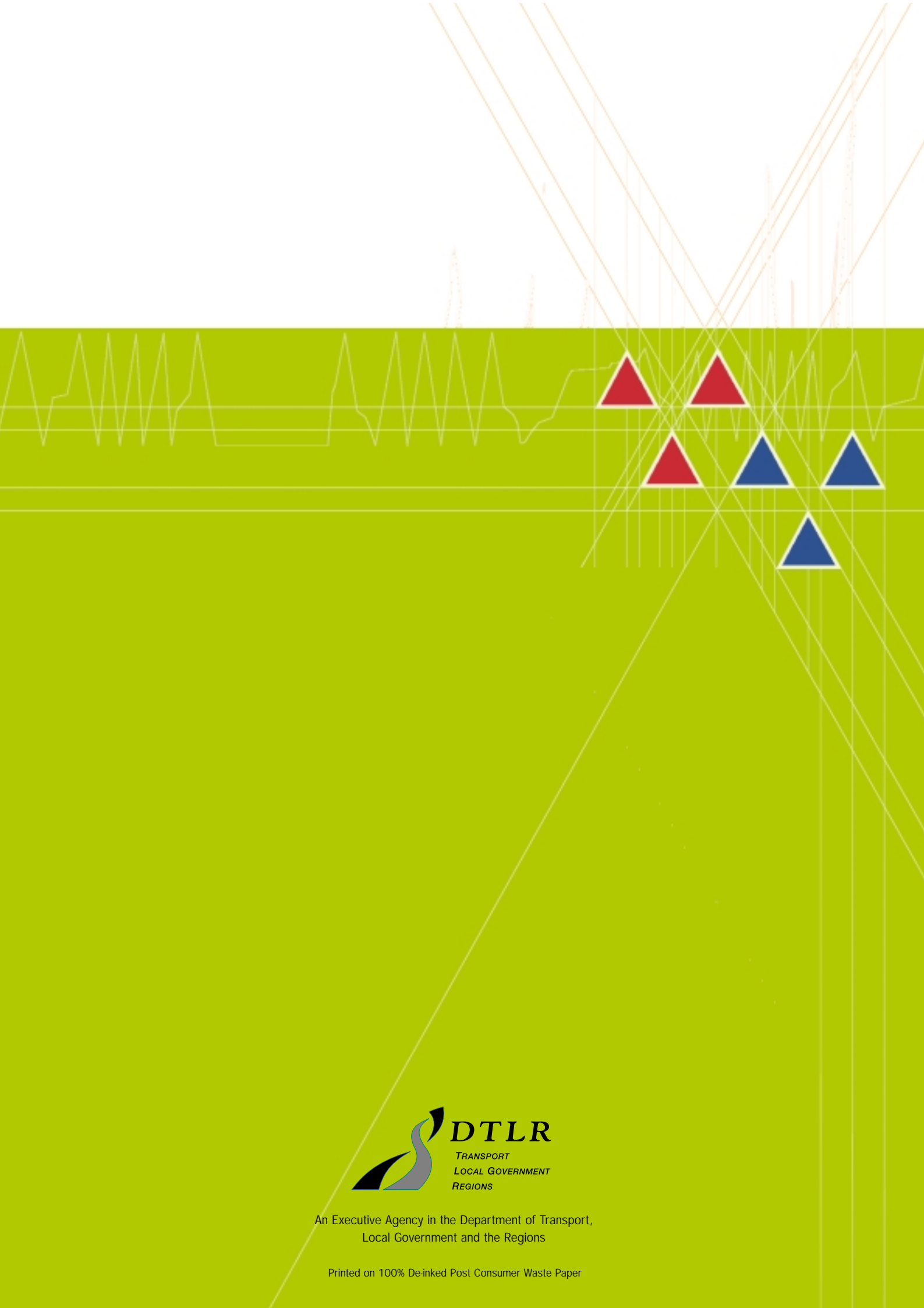
Area 19 Lincs and Cambs

Area 20 Notts and South Yorks

Area 21 Humberside

Area 22 West and North Yorks

Area 23 Tyne and Tees



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