



Effectiveness Report 2004/05

How to use this report

The Effectiveness Report provides a detailed breakdown of VOSA 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 VOSA's activities in obtaining improvements to the road safety and environmental standards of those fleets. This report should be read in conjunction with VOSA's Annual Report and Accounts 2004/05 which sets out VOSA's accounts and achievement of the full range of customer (largely DfT) targets to which VOSA works.

The Effectiveness Report contains separate chapters covering:

- Heavy Goods Vehicles (HGVs);
- Public Service Vehicles (PSVs);
- Light Goods Vehicles (LGVs);
- VOSA's supervision and enforcement of other schemes.

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.

The merger of the Vehicle Inspectorate (VI) and the Traffic Area Network (TAN) to form the Vehicle and Operator Services Agency (VOSA)

In July 2002 the Government announced to Parliament its intention to merge TAN and VI. The new agency began operating officially from 1 April 2003 under the name of the Vehicle and Operator Services Agency (VOSA).

This Effectiveness Report is looking at the period 1 April 2004 to 31 March 2005. We began operating as VOSA on 1 April 2003. We refer to ourselves as VOSA throughout this report, even when looking back pre-merger.

**Vehicle and Operator
Services Agency**

Effectiveness Report

2004/05

**A report on the Vehicle and Operator
Services Agency's Effectiveness as an Enforcement
Agency**

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Introduction

The 2004/05 Effectiveness Report looks in some detail at the range of VOSA activities carried out during the year. It is intended to complement our Annual Report – seeking, where appropriate, to supplement the headline data contained therein.

We have continued with the model adopted for last year's report with the focus clearly on statistical information to highlight the effectiveness of our compliance role.

This is the fourth year that VOSA's enforcement work has been measured and assessed in terms of Performance Gain (PG), which was implemented in all 23 enforcement areas from April 2001. We therefore spend a little time at the beginning of the report giving a broad outline of PG.

Highlights of the year

- Launch of operator self-service for HGV operators (April 2004) and PSV operators (November 2004), enabling operators to access details of their operator licence and add/remove vehicles.
- In collaboration with Trade Associations and Traffic Commissioners, published a 'Safe Operators Guide' in January 2005, a best practice guide to help operators ensure the safe and legal use of all goods and passenger vehicles.
- Completed a pilot combining the former VI Intelligence Unit and TAN Compliance Unit, with the aim of improving the quality of our enforcement intelligence and casework.
- Carried out refurbishment of two test stations – Aberdeen (completed March 2005) and Gillingham (May 2005) – and a testing pit at Kilmarnock.
- Ran first seminar programme for commercial vehicle operators, based on the European Working Time Directive.
- In January 2005, completed a trial to assess the value of using mobile Automatic Number Plate Recognition (ANPR) units for tactical targeting at road checks. The results will be used to inform future plans for the deployment of this technology.
- Completed full field trials involving over 1,000 garages and two testing and trial stages of the computerised system to test system functionality and operation in a 'live' environment prior to commencement of roll-out in April 2005.
- Undertook significant design and development work on electronic self-service capability for delivery in 2005/06, including Commercial Customer Portal, Electronic Test Bookings and Electronic Payments.

Further details of these and other VOSA achievements in 2004/05 can be found in VOSA's Annual Report.

Summary of performance

This year, our business plan targets again reflect our emphasis on the value of the activities undertaken rather than the numbers of inspections. This helps focus front-line priorities on activities that make the greatest contribution to our aims of improving road safety and environmental protection.

Generally, we performed well against our targets.

(>) Summary of performance against key objectives agreed with the Department for Transport (DfT)

Key targets agreed with DfT	Target	Actual	Status
Testing	HGV ≥ 95%	HGV 99.7%	Achieved
To improve HGV and PSV test availability by offering a test appointment on or within 18 days of the requested date, 95% of the time	PSV ≥ 95%	PSV 99.9%	Achieved
Enforcement			
Performance gain (PG) points	8,626,500	9,568,902	Achieved
Quality and effectiveness measures agreed with DfT			
Testing			
Prohibition clearance appointment	99% within 3 days	97.85%	Not Met
HGV test error rate	Under 0.19%	0.09%	Met
PSV test error rate	Under 0.19%	0.03%	Met
HGV test cycle time	90% within 90 mins	98.62%	Met
PSV test cycle time	90% within 90 mins	99.54%	Met
Enforcement			
Enforcement & operator licensing	5,540,000	6,143,142	110.9%
Other DfT funded work	2,075,550	2,370,044	114.2%
MOT work	997,900	1,049,562	105.2%
Other direct funded work	13,050	6,154	Demand led
PG points total	8,626,500	9,568,902	110.9%
Hazardous goods vehicle PG points (inspections & prohibitions)	90,000	90,114	100.1%
Tachograph charts checked – HGV	1,400,000	1,466,697	104.8%
– PSV	145,000	160,337	110.6%
Hours spent on special investigations	15,700	16,832	107.2%
Random re-examination of recently tested vehicles at MOT stations	1,700	1,777	104.5%
Emission Checks – HGV	5,528	6,234	112.8%
– PSV	3,856	4,199	108.9%
– LGV/Car/Taxi	70,500	63,952	90.7%

Performance Gain in enforcement

This measure, which applies across all aspects of enforcement, is made up of two elements – effectiveness and efficiency. PG has three broad objectives:

- i. to encourage more effective targeting;
- ii. to reduce the burden on the compliant; and
- iii. to help operators and drivers manage their compliance by increasing the range and effectiveness of the advice offered by VOSA.

The range of enforcement activities remains the same, but we measure the effectiveness of our enforcement activity in PG points – see **Performance Gain points – how Performance Gain works (>)**.

(>) Performance Gain points – how Performance Gain works

VOSA enforcement activity falls into three broad categories:

- *Deterrent – the deterrent effect of our presence at roadside checks, operator visits, etc;*
- *Education – improving operator and driver understanding of the rules and regulations; and*
- *Sanction – penalising the non-compliant vehicle/driver/operator through prohibitions, public inquiry or prosecution action and mitigating road safety risks by prohibiting offending vehicles.*

Each outcome is given a value related to its estimated contribution to road safety and environmental standards. The points value ranges from 1 point for a sift check of a vehicle to 100 points for an immediate prohibition with a safety-critical steering, tyres or brakes defect.

This means that we can reduce the number of checks and reduce the burden that routine checks create for the compliant if, through improvements in the range and quality of intelligence and data, we can target our resources more effectively.

By giving appropriate value to our education and advice outcomes we can also encourage extra effort in this category. In this way we can help those who want to get it right but who need additional support and guidance.

While each PG outcome is assessed and scored separately, the points scores for the three categories are broadly as follows:

- *Deterrent: 1–10 points;*
- *Education: 10–50 points; and*
- *Sanction: 50–100 points.*

The efficiency element of PG looks at the movement in costs associated with delivery of this activity. Costs are compared one year with another after taking inflation into account.

The overall PG measure combines the movement in effectiveness PG points and the movement in costs to determine whether our performance in a year on enforcement activity has improved or worsened.

Measuring our effectiveness in PG points also means that the nature of some of VOSA's objectives has changed. There are still a small number of numeric minima. There is still, for example, an exhaust emissions check minimum objective – which reflects the Government's continuing commitment to reduce environmental pollution – and a tachograph charts minimum – which is an EU requirement. Most of the other enforcement objectives are now set in terms of PG points.

Chapter 1: The Heavy Goods Vehicle fleet

Overview

Statutory annual testing of the fleet, along with enforcement checks by VOSA examiners at the roadside and at operators' premises, are an integral part of VOSA's work in improving compliance with roadworthiness and traffic regulations and hence road safety.

Annual testing

Summary

- Motor vehicle initial test fail rate decreased from 40.8% to 38.9%.
- Trailer initial test fail rates decreased from 26.7% to 26.4%.
- Further shift in composition of the fleet from 2- to 3- and 4-axle motor vehicles.
- Further shift in composition of the trailer fleet from 1- and 2-axle to 3-axle trailers.
- Test bookings within 18 days of the requested date increased from 97.2% to 99.7%.

Motor vehicles

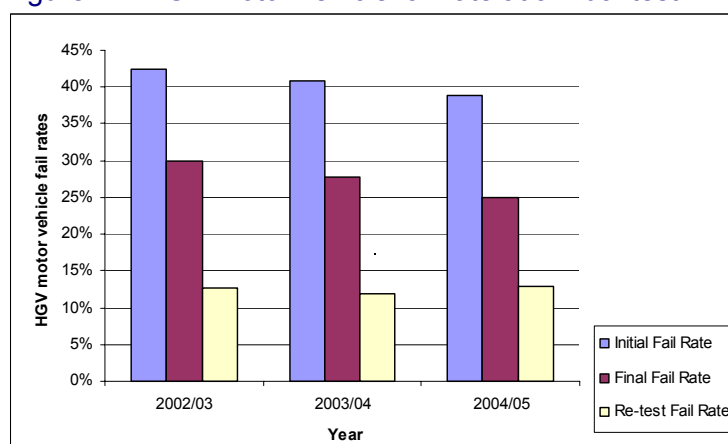
Volumes

Just over 465,250 annual tests were undertaken in 2004/05, 0.5% (2,382 tests) less than in 2003/04. The composition of the fleet continues to shift towards multi-axle vehicles. Although 2-axled motor vehicles are still the most numerous, accounting for just under 70% of the fleet, the number tested in 2004/05 decreased by just over 8,800, while the number of 3-axled vehicles increased by just under 6,000 and 4-axled vehicles by 466.

Fail rates

For the second year in succession, motor vehicle initial and final test fail rates decreased in 2004/05.

Figure 1.1 HGV motor vehicle fail rate at annual test



Source: Table A1.1

The **initial (as-presented) fail rate** decreased from 40.8% to 38.9%. Of the 465,258 motor vehicles presented for test, just over 181,100 failed the annual test at the first attempt; this is about 10,000 less than in 2003/04.

The **final fail rate**, which excludes those vehicles that pass the test after the rectification of minor defects during the test, decreased from 27.7% to 25%.

Vehicles able to **Pass after Rectification at Station (PRS)** of minor defects during the test increased from 13.2% to 14.0%. The difference between initial and final fail rates is a measure of VOSA's ability to offer operators the opportunity to repair minor faults on site rather than have to return later for a re-test. This is seen as an important way VOSA can make compliance easier for operators and presenters – see **Pass after Rectification at Station (PRS) (>)**.

(>) Pass after Rectification at Station (PRS)

Rectification work is normally limited in scope to light repairs or adjustments. A risk assessment is undertaken. If the assessed risk to the safety of VOSA staff, or the presenter, is too high or VOSA staff cannot supervise the work, then permission will not be granted and the vehicle must be repaired away from the site. The risk to road safety is taken into account when deciding whether the work should be undertaken. VOSA is currently reviewing its repair policies in the light of experience elsewhere in the vehicle repair trade and health and safety best practice. VOSA has recently re-published its policy on defect rectification at test sites. These leaflets are freely available to all customers and are also available from www.vosa.gov.uk or by calling 0870 60 60 440.

The fail rate for vehicles that have to undergo a re-test increased from 11.8% to 13.0% in 2004/05. This means that one in eight vehicles that fail the initial test subsequently fail a re-test; there is also a small number that fail a second or third re-test.

The decreases in the initial test fail rates are welcome and may in part be due to VOSA's work with manufacturers and operators to make details of performance at annual test more readily and widely available. In last year's report we described our work with Volvo to help them improve the initial test pass rate for their 75 dealerships – for details of how this work has developed further in 2004/05 see **Working with Manufacturers & Operators to improve initial test pass rates (>)**.

(>) Working with Manufacturers & Operators to improve initial test pass rates

The last year has seen an expansion of the service being provided to help vehicle manufacturers and operators improve their vehicles' initial test pass rates. In addition to Volvo, we now provide monthly test maintenance statements, using pre-funded account numbers, to Scania GB, Daf Trucks and MAN/ERF, with Mercedes Benz and Renault Trucks preparing to take up the service. The monthly statements detail the account holders' initial and final pass rates, dates and locations of the tests and PRS (pass after rectification at the station) and failure item descriptions.

There are approximately 160,000 vehicles passing through these six manufacturers, 430 dealerships in a twelve month period. The maintenance of these vehicles is being closely monitored by the manufacturers, who are working with VOSA to improve maintenance standards and road safety. They have set targets for improvements for each dealership, and some manufacturers offer incentives to dealerships to improve their initial failure rates.

There has also been an increase in the overall number of requests we receive for maintenance statements. From 1st Oct 2003, when we first began monitoring requests, to 30th April 2004 we received 458 requests, equating to 2306 reports. For the same period Oct 2004 – April 2005, 668 requests were received, with a total of 6229 reports being processed.

We have undertaken two pilot studies of a randomly selected 100 HGV and 100 PSV account holders to further assess the likely trend of demand for this service.

Both exercises generated significant interest, with 87% and 91% of HGV and PSV respondents confirming the reports were useful and would help them improve their maintenance arrangements.

Work is underway to automate the process for producing the reports. When this has been completed, it is intended to eventually send test maintenance statements to all HGV and PSV pre-funded account holders and all HGV Operator Licence holders who do not hold a pre-funded account. The advantage of providing data using a pre-funded account number is that we can provide test performance statements to PSV and Trailer operators for the first time. Also most maintenance contractors do not hold Operator licences but prepare and take vehicles for test. If the test fees are paid from their pre-funded accounts, we can provide the statements to assist them improve vehicle maintenance standards for all the operators who are their customers.

This is one of a range of ways in which VOSA seeks to help operators pass first time. We have a programme of research and development focusing on common fail items, such as headlamp aim. If evidence indicates that the tests are too demanding – or too lenient – we will enter into discussions with the DfT to reconsider standards.

We have also developed a Customer Account Manager project. The purpose of the project is to improve road safety and customer service by communicating on a regular basis with private sector companies about the information VOSA collects at the roadside or at test stations. The aim is to share VOSA's knowledge of services and systems that will help our customers comply, listen to customers'

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frustrations with VOSA systems or services and improve them where possible. For further information see **Customer Account Manager Project (>)**.

(>) Customer Account Manager Project

The customers who have volunteered for the trial are Exel, DHL, Ryder and the Freight Transport Association. Each will be supported by one of VOSA's Customer Account Managers. The criteria for the trial are:

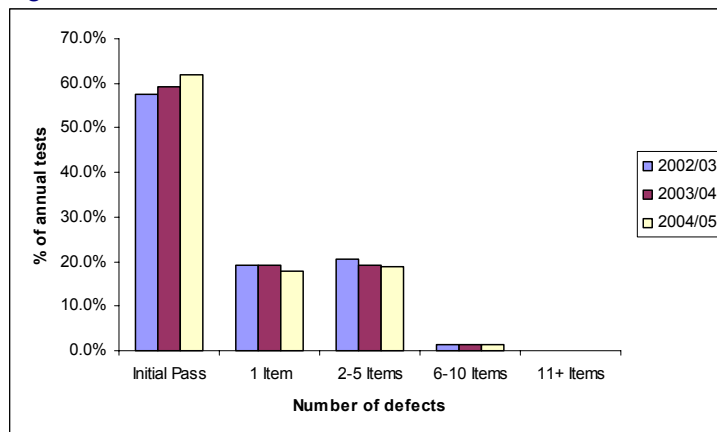
- *Customer Service – the Account Manager will work with their customer to ensure that their specific needs are identified and met;*
- *Financial – the Account Manager will work with their customer to help them achieve compliance at a reasonable cost;*
- *Investment – the Account Manager will work with their customer to ensure they understand the new initiatives VOSA is taking forward and their potential impact and benefits; and*
- *Measures and Performance – the Account Manager will work with their customer to evaluate the trial to capture improvements to customer service, road safety and compliance.*

The trial will run for six months and, should road safety and customer service benefits be demonstrated, we hope to be able to extend this service to more of our customers.

Many operators do not have access to some of the more specialised test kit. So all our test stations offer low-cost access to brake, speed limiter, emission and headlamp aim equipment – see **Voluntary checks (>)**.

Figure 1.2 shows the percentage of motor vehicle annual tests by the number of test items failed. The majority of vehicles pass the annual test at the first attempt – in 2004/05, 61.1% of vehicles did so. A further 17.8% of those tested – almost 83,000 vehicles – failed on only one test item. Within this group, just over 37,300 vehicles failed on headlamp aim only, of which just over 33,100 (88.8%) were subsequently passed after rectification when the headlamp aim had been realigned.

Figure 1.2 Number of defects at annual test

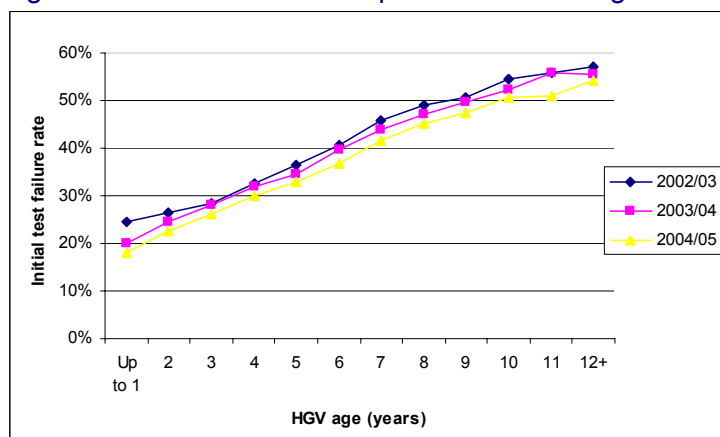


Headlamp aim is a more abiding issue – see **Motor vehicle top ten fail items** below for further details.

Age

The age distribution of the fleet has remained fairly constant in recent years. Over 50% of the fleet is less than five years old. There has, however, been a decrease in the percentage of the fleet aged ten years or over; this comprised 18.5% of the fleet in 2001 but only 14.9% in 2004.

Figure 1.3 Initial fail rate compared with HGV age



Source: Table A1.3

The trend remains for fail rates to increase with the age of the vehicle. This broadly mirrors the baseline compliance survey, where prohibition rates also increase with the number of years a vehicle has been in service. However, the compliance survey shows a marked increase in prohibition rates in vehicles aged four years, where the prohibition rate increases from 6.7% (for vehicles aged two to three years) to 12.4% (for vehicles aged four to five years). As Figure 1.3 shows, this increase is not found at annual test, where there is a more gradual increase in test fail rates by age.

This suggests that operators struggle to maintain the roadworthiness of older vehicles between tests. The question remains whether this is because of financial pressures or because older vehicles are simply more difficult to maintain in a roadworthy condition.

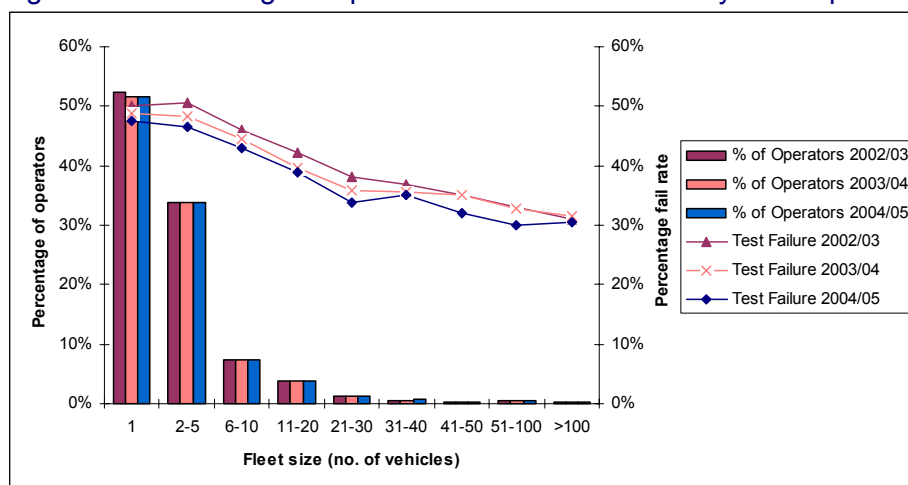
The lowest fail rate is for the newest vehicles, but even here almost one in six initially fails the test.

Fleet size

The composition of the fleet has changed little and road haulage remains a fairly fragmented industry. More than 50% of licences are issued to operators who have no more than one vehicle, and who account for 12% of the motor vehicle fleet. At the other extreme, operators with more than 100 vehicles account for 0.3% of the licences in issue and about 13% of the motor vehicle fleet.

As Figure 1.4 shows, the fail rate tends to decrease as the size of the operator's fleet increases. This probably reflects larger operators' ability to invest in newer vehicles and to ensure more sophisticated and comprehensive maintenance facilities. But even this is only relative; operators with fleets in excess of 100 vehicles still have almost one vehicle in three initially fail the annual test.

Figure 1.4 Percentage of operators and initial fail rate by HGV operator fleet size



Source: Table A1.5, A1.6

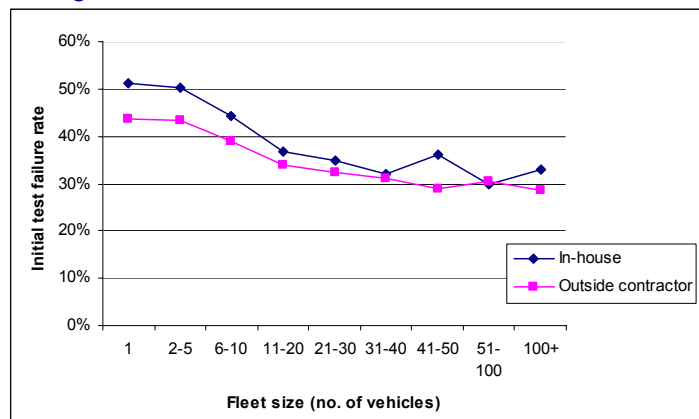
Maintenance Arrangements

Nationally, just under 18% of operators maintain their vehicles in-house.

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A sample analysis, covering just over 25% of motor vehicle annual tests in 2004/05, showed that just over 20% of vehicles tested were maintained in-house. It also showed that more vehicles were contracted out across all operator fleet size categories, although the difference was most marked for those operators with more than 100 vehicles in their fleet, where only 9.7% were maintained in-house.

Figure 1.5 Motor Vehicle initial test fail rates by operator fleet size and vehicle maintenance arrangements



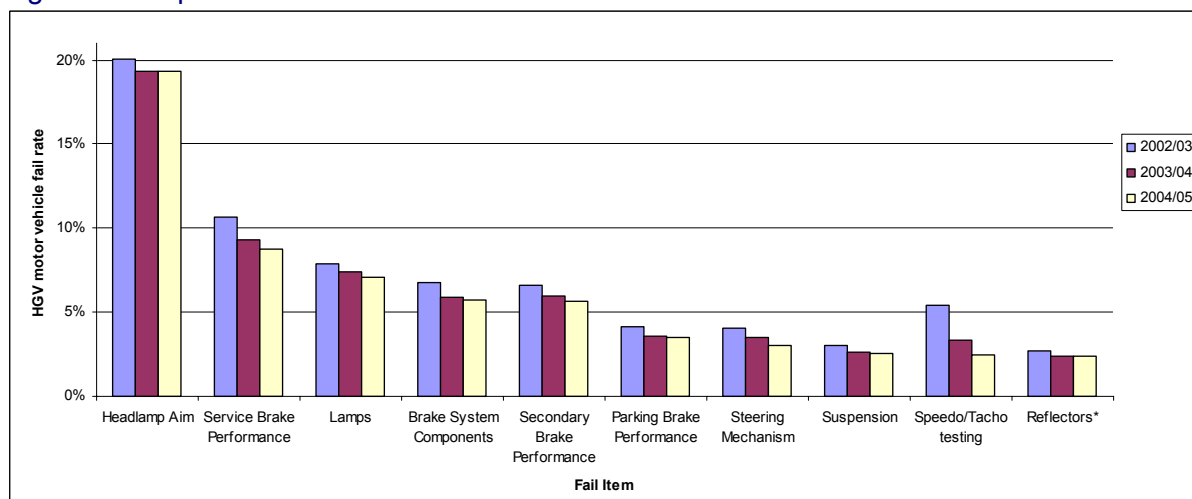
Source: Table A1.7

There was a difference in the overall initial test fail rates – 40.2% for vehicles maintained in-house compared to 35.9% for vehicles whose maintenance is contracted out. Whilst this suggests that maintenance arrangements might be a contributory factor, extending the analysis to include operator fleet size shows that for both types of maintenance arrangement fail rates tend to decrease as fleet size increases. However, as Figure 1.5 shows, with one slight exception, fail rates for vehicles maintained in-house were higher regardless of the fleet size.

Motor vehicle top ten fail items

Initial test fail rates for most test items decreased in 2004/05.

Figure 1.6 Top ten initial fail rate items – HGV motor vehicles



Source: Table A1.8

There was a further reduction in the fail rate for speedometers/tachographs, which had increased sharply in 2002/03 following the introduction of a more comprehensive tachograph head check in April 2002. This saw the initial test fail rate rise from 2.0% to 5.4% in 2002/03, but this fell back to 3.4% in 2003/04 and to 2.4% in 2004/05.

As noted earlier in this report, headlamp aim is by far the most common failure item, remaining at the 2003/04 rate of 19.3%. The fail rate is still more than double that of the next most common defect item and almost 7% higher than the fail rate in 1999/2000.

Last year's Effectiveness Report reported on the emerging findings of a research project into headlamp aim that VOSA had set up, as a result of the continuing high number of vehicles failing on headlamp aim and its impact on test fail rates. Headlamp aim is also the most common fail item for PSVs and one of the most frequent fail items in the MOT test. This indicated a range of actions that could be taken to improve test pass rates, including:

- better education of drivers on the use of in-cab adjustment;
- better education of fitters and presenters, including advice that headlamp aim should be readjusted following bulb replacement; and
- an investigation into the quality of replacement headlamp bulbs.

VOSA has also published a *Headlamp aim* handout for heavy vehicle operators and presenters who cannot access specialist equipment, which was well received by trade associations and their members. A video covering headlamp aim on cars, trucks and buses has also been produced. It is called *MOT Matters – Improve your aim* (code VIV29) and is available for £10 from VOSA, PO Box 12, Swansea SA1 1BP or by telephoning 0870 60 60 440 with your credit card details.

That the fail rate remains at a high level in 2004/05 clearly shows there is much that still needs to be done to reduce the numbers of vehicles failing.

The project into headlamp aim underlined the need to modernise equipment and facilities in VOSA test stations. During the year all VOSA sites were fully reviewed and remedial work completed where needed. In addition, all testing staff have been retrained in headlamp assessment. Working closely with the Garage Equipment Association, a specification for a new headlamp tester capable of dealing with the latest generation of headlamp units has been produced and invitations to tender issued to equipment manufacturers.

We remain convinced that operators and presenters could do more to improve test pass rates. The fail rate for voluntary checks of headlamp aim, for example, suggests there is scope, when operators and presenters prepare their vehicles for test, for considerable improvement in the initial pass rates.

Exhaust emissions

The majority of vehicles are now fitted with engines designed to meet the tighter Euro 2 and 3 standards for exhaust emissions. The fail rate for diesel exhaust smoke emissions, which fell from 1.8% to 1.2% in 2003/04, decreased further to 0.9% in 2004/05.

Trailers

Volumes

Just over 242,100 annual tests were undertaken in 2004/05, an increase of 0.3% (613) on 2003/04. The composition of the fleet continues to move from 1- and 2-axle to 3-axle trailers, which increased by just over 6,400 in 2004/05 and now account for 73.5% of the trailer fleet, compared to 71.0% in 2003/04.

Fail rates

For the third successive year, both initial and final test fail rates decreased – although only very slightly on 2003/04.

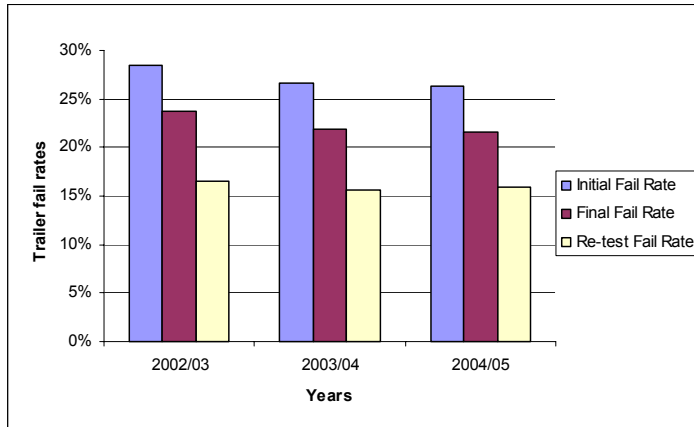
The **initial (as-presented) fail rate** decreased from 26.7% to 26.4%. Of the 242,100 trailers presented for test, just under 63,800 initially failed the test.

The **final fail rate**, which excludes those vehicles that pass after the rectification of minor defects at the time of the test, fell slightly from 21.9% to 21.7%.

The **PRS rate** also fell slightly from 4.8% to 4.7%.

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Figure 1.7 HGV trailer fail rate at annual test



Source: Table A1.10

The fail rate for trailers that have to undergo a re-test has fluctuated in recent years. There was a marked increase in 2001/02, when the fail rate increased from 14.7% in 2000/01 to 16.9%. After falling in 2002/03, and 2003/04, the fail rate increased to 15.9% in 2004/05. This means that almost one in six trailers that fail the initial test subsequently fail a re-test; there are a small number that fail a second or third re-test.

Age

Figure 1.8 Initial fail rate compared with trailer age

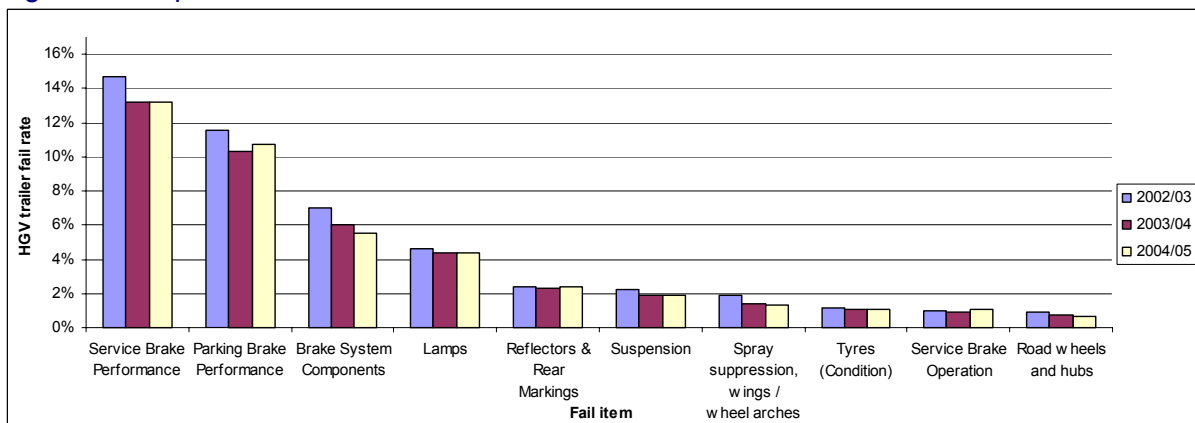


Source: Table A1.12

As with the HGV motor vehicle fleet, the fail rate at annual test tends to increase with age.

Trailer top ten fail items

Figure 1.9 Top ten initial fail rate items – HGV trailers



Source: Table A1.13

The top ten test fail items are unchanged from last year and are in the same order.

Service and parking brake performance remain the most common test fail items. Both showed substantial increases in 2001/02, but fail rates for both decreased in 2002/03 and 2003/04. The fail rate for service brakes has decreased from 16.1% in 2001/02 to 13.2% in 2003/04 and 2004/05. For parking brakes, the fail rate has decreased from 12.9% in 2001/02 to 10.3% in 2003/04, but increased slightly to 10.7% in 2004/05.

Designated Premises testing

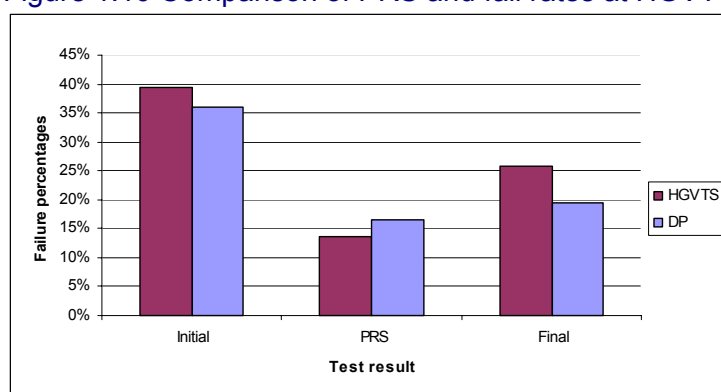
The implementation of new conditions of appointment had no significant impact on the number of DPs at which HGV (motor vehicle and trailer) tests are undertaken. There were 142 operating at the end of 2004/05, accounting for 15.0% of HGV tests compared to 15.6% at the end of 2003/04.

The new conditions of appointment are designed to provide appropriate health and safety standards for VOSA testing staff working at DPs, and will help to provide a level standard of testing for HGVs and PSVs, regardless of whether they are tested at an HGVTs or a DP – see **Designated Premises – new conditions of appointment (>)**.

Figures 1.10 and 1.11 compare test fail rates, for motor vehicles and trailers respectively, at HGVTs and DPs in 2004/05.

For **motor vehicles**, initial test fail rates tend to be similar at HGVTs and DPs, but the difference increased in 2004/05 (39.4% and 35.9% respectively). However, DPs have higher PRS rates – 16.6% compared with 13.6% at HGVTs. This means that final test fail rates tend to be lower at DPs – overall 19.3% compared with 25.8% at HGVTs.

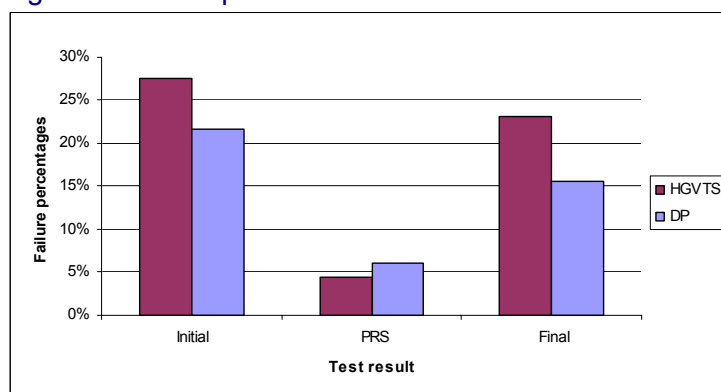
Figure 1.10 Comparison of PRS and fail rates at HGVTs and DPs – HGV motor vehicles



Source: Table A1.15

For **trailers**, initial test fail rates tend to be higher at HGVTs – 27.5%, compared with 21.6% at DPs – and because PRS rates at DPs are higher – 6.0%, compared with 4.4% at HGVTs – final test fail rates also tend to be lower for trailers tested at DPs – 23.2% at HGVTs, compared with 15.5% at DPs.

Figure 1.11 Comparison of PRS and fail rates at HGVTs and DPs – HGV trailers



Source: Table A1.15

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The facilities, storage space and staff at a DP often mean that a vehicle that fails the initial test can be worked on and re-presented later in the day while the inspector is still at the site.

(>) Designated Premises – new conditions of appointment

The conditions of appointment have been split into three tiers. Tier 3 is for low volume DPs. Tier 2 is for all existing DPs and is an interim standard before having to comply with Tier 1. These DPs were required to meet Tier 2 conditions by 1st October 2004.

All Tier 3 DPs must be in compliance with the conditions of appointment by October 2006. Tier 2 DPs had to be in compliance with the conditions of appointment by October 2004 and must comply with Tier 1 by October 2006.

All new DPs must go straight to Tier 1 or, if low volume, to Tier 3.

The local VOSA test station manager should be contacted for further information regarding opening a new DP or for clarification of what is required to continue operating a DP after 1st October 2006.

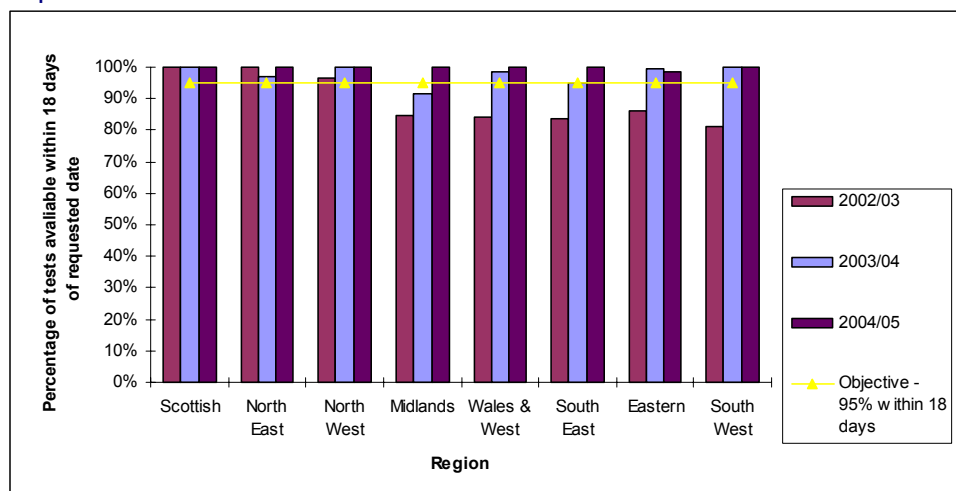
The conditions are also on the VOSA website.

Test bookings

VOSA had a key target to improve forward booking time performance so that, over the year, 95% of HGV (and PSV) tests at the 68 full-time test stations should be booked within 18 working days of the requested date. This was achieved – with 99.7% of HGV and 99.9% of PSV tests booked within 18 days of the requested date.

In addition to achieving the key measure, there were significant improvements in performance. Over the year, 67 of the 68 full time test stations were able to provide at least 95% of tests within 18 days. The one station that failed to achieve the key measure improved performance significantly after a poor start to the year. This is underlined by the fact that March 2005 was the eighth consecutive month in which all tests were booked within 18 working days.

Figure 1.12 Forward booking times – percentage of tests available within 18 days of requested date



Source: Table A1.16

Considerable effort was made to reduce test booking times, including:

- deploying a Testing Support Team who spent 486 days in 11 different test stations; and
- improved success in recruitment, following close analysis of past campaigns and consequent better and more appropriate local targeting.

The slow take-up of the Vehicle Identity Check (VIC) scheme meant that managers could use the staff recruited for VIC to help out on other schemes, including HGV testing. There was no discernible impact on performance when VIC volumes increased during the latter part of the year.

We also gather data on the number of working days before each test station has 5 test slots available on a single day. 57% of stations had 5 slots available within 5 working days and a further 39% within 10 working days.

This continued improvement is reflected in feedback from surveys. Operators were surveyed at two DVO Operator workshops and a specific question was included in the 2004 Drivers, Fitters & Presenters (DV&P) survey. The results indicate a 14% increase in Operators' satisfaction on lead times for test bookings, with the DV&P survey showing a 10% increase.

Despite the improvements achieved and the current level of service, work continues to improve the provision of tests. This commitment is underlined by test availability being one of the nine Secretary of State key targets published in the 2005/06 Business Plan where we have a tougher target of offering 95% of tests within 15 days of the requested date. Working with MORI, we will also undertake market research of customer requirements for test availability and will have trialled the key requirements emerging from the market research by the end of March 2006.

Operators and presenters can also play a part by:

- not booking more test slots than they need;
- not booking test slots for the same vehicle at more than one station; and
- DP operators ensuring that the agreed numbers of vehicles are presented for test.

Testing quality

The quality of our annual tests is measured by the testing error rate. This measures the number of incorrect decisions that we make in conducting tests and is expressed as a percentage of all test items checked. For HGVs, the percentage error rate was 0.09% – 9 errors per 10,000 test items checked – an improvement on 0.10% in 2003/04.

Prohibitions at annual test

Details of prohibitions issued at annual test are recorded in the electronic system used by our examiners at the roadside. The benefits of the electronic system are greater accuracy and a reduction in the time needed to update the vehicle's technical record. Operators with a history of poorly presented vehicles at annual test are at an increased risk of enforcement action as these prohibitions are included in Operator Targeting Reports. In 2004/05, 3,714 motor vehicle and trailer prohibitions were issued at annual test, compared with 3,318 in 2003/04.

Voluntary checks

As part of our support to industry we offer HGV and PSV operators access to checks using equipment at VOSA testing stations. These checks are voluntary and outside the statutory framework. For the second year there were significant and welcome increases in the take-up of this service. The number of

- brake performance checks increased by 10.1% to just over 50,100;
- headlamp aim checks increased by 7.5% to just over 13,200;
- smoke checks increased by 34.8% to 752; and
- multi-checks increased by 37.1% to just over 13,900.

Although the increases are welcome, the proportion of vehicles undergoing a voluntary check is still very small and our view remains that more use of these services could be made, particularly by those operators with high fail rates.

HGV training

VOSA 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. There was an increase in the number of attendees compared to 2003/04, although numbers are still below 2002/03 levels.

Baseline compliance surveys

The surveys provide a baseline figure for the fleet's compliance with roadworthiness and traffic legislation. They also provide a measure of the effectiveness of VOSA's targeted work and the extent to which we have been successful in reducing the burden on the compliant.

GB survey

In keeping with previous compliance checks, the age and type of vehicle are good indicators of the condition and compliance of a vehicle and operator.

Roadworthiness enforcement

This year's results again show the effectiveness of VOSA's targeted spot checks, which produce much higher prohibition rates. The compliance survey reported an overall prohibition rate of 11.3% for motor vehicles (compared with 11.5% in the 2003/04 survey) and 12.9% for trailers (compared with the unexpectedly high 16.3% in the 2003/04 survey).

Traffic enforcement

Of the vehicles checked, 1.8% had at least one offence reported for prosecution, compared with 2.8% in the 2003/04 survey. A further 8.4% were issued with an advisory letter, prohibition or ORN, and 10.6% received a verbal warning. The traffic offences most likely to be reported for prosecution were drivers' hours and tachographs – see **Table A1.19** for further detail.

Non-GB survey

Of the 36 countries represented in the Non-GB compliance survey, the highest numbers checked were from the Netherlands (26.9% for motor vehicles and 26.7% for trailers) and Ireland (15.6% for motor vehicles and 15.5% for trailers). As the survey is random rather than targeted, these numbers reflect the proportion in use.

Roadworthiness enforcement

As with the GB survey, the non-GB compliance survey produced much lower prohibition rates than VOSA's targeted spot checks. The compliance survey prohibition rate was 8.6% for motor vehicles and 15% for trailers, compared with rates from spot checks of 23.7% and 39.8% respectively.

Traffic enforcement

Of the vehicles checked, 1.1% had at least one offence reported for prosecution. A further 22.6% were issued with a prohibition or advisory letter, and 12.1% received a verbal warning. The most frequently encountered traffic offence was drivers' hours and records – see **Table A1.20** for further detail.

HGV operator licensing and roadworthiness enforcement

Summary

- The number of maintenance assessments decreased by 2.6%.
- The number of HGV (motor vehicle and trailer) fleet checks increased by 0.7%.
- The number of prohibitions issued at fleet checks decreased by 3.9%.
- The number of sift checks of HGVs – where an initial check of a vehicle indicates it to be well maintained and it is released without further delay – increased by 19.9%.
- The number of UK motor vehicle and trailer spot checks decreased by 6.0%.
- The number of foreign motor vehicle and trailer spot checks increased by 105.3%.
- The UK spot check prohibition rate increased from 22.2% to 23.0%.
- The prohibition rate for foreign motor vehicles and trailers was 31.5%.
- The exhaust emission check prohibition rate fell to 0.3%.

Operator licensing

Number of licences in issue

The number of goods vehicle operator licences in issue decreased by 1.1% (just under 1,100 licences) in 2004/05. The number of specified vehicles also decreased, by 2.8% (just over 11,250 vehicles), although this was influenced by a data cleansing exercise to remove vehicles with duplicate records – see **Types of HGV operator licence (>)**.

(>) Types of HGV operator licence

With a few minor exceptions, all operators of goods vehicles over 3.5 tonnes must have an operator's licence issued to them by the Traffic Commissioners (TCs). There are three types of licence:

- **restricted licences** authorise an operator to carry his own goods in the course of his trade or business in Great Britain and on international journeys – these accounted for 48.3% of licences in 2004/05;
- **standard national licences** authorise an operator to carry his own goods in the course of his trade or business and to carry goods for other people for hire or reward in Great Britain – these accounted for 40.0% of licences in 2004/05; and
- **standard international licences** authorise an operator to carry his own goods in the course of his trade or business, and goods for other people in Great Britain and on international journeys – these accounted for 11.7% of licences in 2004/05.

Although restricted licences are the most common, accounting for 48.3% of all licences in issue, they account for only 26.1% of the total specified vehicles. At the other extreme, standard international licences account for only 11.7% of licences, but just under 24% of the total specified vehicles.

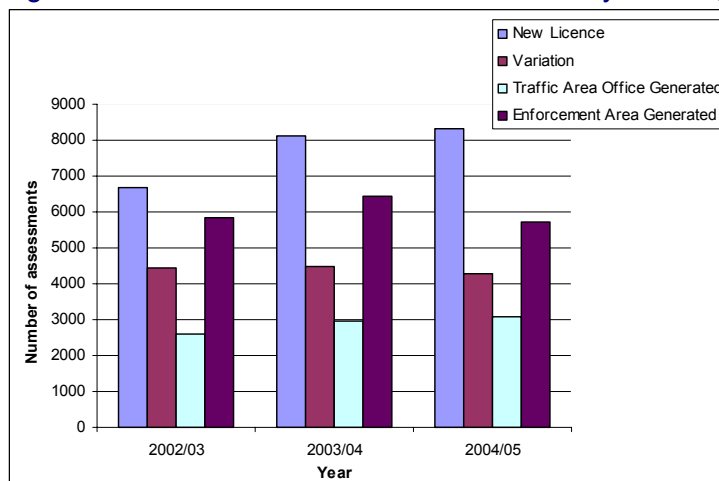
Maintenance assessments

VOSA has continued the trend towards more targeted checks at operators' premises. As part of this, and following discussion with the former Traffic Area Network, it was agreed that routine five-yearly reassessments would cease from April 2001. The freed resource was to be used to conduct more targeted checks of operators, based on information summarised in the **Operator Targeting Reports (>)**.

The total number of maintenance assessments (maintenance appraisals and maintenance investigations) decreased by 2.6% (582 assessments) following a 12.5% increase (2,438 assessments) in 2003/04.

Figure 1.13 shows that there were increases in the number of new licence and Traffic Area Office (TAO) generated assessments and reductions in the number of variation and Enforcement Area generated assessments. New licence assessments remain the most numerous – accounting for 38.9% of the 2004/05 total – but targeted assessments generated either by the Traffic Area Offices or by the Enforcement Areas remain important, and between them accounted for 41.1% of the total maintenance assessments in 2004/05.

Figure 1.13 HGV maintenance assessments by initiating reason



Source: Table A1.23

(>) Operator Targeting Reports

Since April 2001, Operator Targeting Reports have been available for HGV and PSV operators. Operators are ranked using a performance index based on the condition of their vehicles. The reports were improved further to provide VOSA's 23 Area Managers with reports for the operators based in their Enforcement Area.

For HGV operators the performance index is calculated on vehicles encountered at spot checks, fleet checks and annual tests. As PSV operators are not required to specify the vehicles they operate on their licences, test results cannot be included, so only roadside and fleet checks are included.

A points value is assigned to every annual test item and every prohibition defect item – with separate points depending on whether it is an immediate or delayed defect item. The performance index is the total points score for each annual test item failed and prohibition defect item divided by the total number of vehicle encounters. Reports can be tailored to specific time periods, specific operator fleet sizes, fleet checks only, annual test only, etc. Operators are reported in numerical order, starting with those with the highest performance index.

Where a targeted check is planned on the basis of the summary reports, further and more detailed vehicle encounter and test history reports are available.

Fleet checks

The number of motor vehicle and trailer fleet checks increased slightly – by 0.7% (just over 200 checks) – but this followed a 7.8% increase (2,059 checks) in 2003/04. The number of prohibitions issued decreased by 3.9% (86 prohibitions), which meant that the prohibition rate decreased from 7.8% to 7.4% in 2004/05.

Enforcement Area-generated targeted checks accounted for just under 34% of all fleet checks, and also had the highest prohibition rate at 8.9%.

The impact of this more targeted approach is reflected in the percentage incidence of unsatisfactory maintenance assessments, which have risen from 25.7% of all maintenance assessments in 2000/01 to 41.6% in 2004/05 – although lower than the 44.2% in 2003/04.

Roadworthiness enforcement

The 2001/02 Effectiveness Report detailed how the introduction of Performance Gain (PG) had effected a change in the nature of some of VOSA's objectives. While there were still some numeric targets in 2004/05 – such as emissions and tachograph charts – most of the objectives were set in terms of achieving a minimum number of PG points. As we have seen, all the objectives agreed with DfT, both numeric and PG points, were achieved.

The impact that PG has had can at best only be hinted at in a reading of the data collected and reported on here. Together with improvements in technology, improvements in data quality and easier access to data, PG has helped to encourage a more flexible and innovative approach to work and an increased recognition of the benefits of shared intelligence and cross-agency working. Examples drawn from 2004/05 illustrate this trend.

The overall objective was to deliver 8,626,500 PG points; this was achieved. With an outturn of 9,568,902 PG points, performance was 10.9% above the objective.

This overall objective was underpinned by some lower level objectives. The **Spot Check PG Points (>)** objective covered both vehicle checks and prohibitions and was designed to ensure that a minimum level of roadside checks was undertaken. The objective also covered all vehicle types – HGV, PSV, Light Goods Vehicles (LGVs), cars and taxis.

(>) Spot Check PG Points

The Spot Check PG Points objective covers both vehicles checked and prohibitions issued. The PG points are awarded on the assessed road safety value of the activity. A standard inspection is awarded three points, while an extra point is allocated to reflect the additional deterrent value of an out-of-hours inspection. Prohibitions are awarded between 35 and 100 points, depending on the severity of the defects found. A delayed prohibition will earn either 50 points (if the defects are to safety critical systems or components, such as brakes, steering or tyres) or 35 points (for less critical items). Where the defects are an immediate and serious threat to road safety and warrant the issue of an immediate prohibition, it will earn either 100 points (if the defects are to safety-critical systems or components, such as brakes, steering or tyres) or 65 points (for less critical items).

Spot checks

As part of the move to reduce the burden on compliant operators, sifting of goods vehicles was introduced in 2001/02. Where an initial check of a vehicle indicates it to be well maintained, it is released without further delay. There were 12,404 sift checks recorded last year, an increase of 19.9% (just over 2,050 sifts) on 2003/04. *(These are not included in any of the ensuing data or analyses.)*

There were increases in the number of HGVs checked at the roadside in 2004/05, which also saw the continued roll-out of **Power to Stop (PtS)** (>).

(>) Power to Stop (PtS)

The Police Reform Act 2002 allows Chief Police Officers to accredit VOSA staff with the power to stop vehicles. Until now, police officers always had to be present during spot checks because only they had the power to stop vehicles. A pilot was run in 2003/04 involving six police forces – Northumbria, Cambridgeshire, Staffordshire, North Wales, Greater Manchester and Metropolitan. The PtS pilot was assessed by VOSA, the police and DfT and, with the agreement of Chief Police Officers, will be rolled out to the remaining police forces across England and Wales. The new powers are not available in Scotland but, following discussions with the Association of Chief Police Officers in Scotland and the Scottish Executive, it is hoped that the initiative will eventually apply there.

Only specially trained officers are able to undertake stopping activities, either while mobile or on foot. Driving and stopping training for all accredited officers is being carried out by North Wales police force. Accredited officers wear a uniform displaying the Community Safety Accreditation badge and drive specially adapted silver Ford Galaxies. These are liveried with yellow and black battenberg markings on the sides, orange and yellow chevrons to the rear and a full-width amber roof light bar with a rear-facing variable message matrix sign to display messages such as 'Follow Me'. At the end of 2004/05 VOSA was accredited in 38 of the 43 police forces in England and Wales.

PtS has a number of benefits. It frees police resource to concentrate on their core duties such as reducing crime and tackling disorder. From VOSA's perspective, it means that we are no longer dependent on the availability of police resource and we will, as a consequence, have more confidence and also more flexibility in setting and delivering the road check programme, including the ability to increase out-of-hours checks. Finally, it gives VOSA staff more control over the selection of vehicles stopped for checking, which has the potential to deliver more benefits as stoppers become more experienced and adept at identifying the non-compliant – see **PtS – the power of Power to Stop** (>).

(>) PtS – the power of Power to Stop

At the end of January 2005 a check was organised at the weighbridge site of Dalar Hir near Holyhead. The check, with breaks, lasted 16 hours from 10 am to 2 am the following day. Over the 2 days of the check 244 vehicles were checked and a total of 168 prohibitions issued, with:

- 39 immediate and 34 delayed mechanical prohibitions issued;
- 16 vehicles prohibited for overloading;
- 67 prohibitions issued for various drivers' hours offences; and
- 12 prohibitions issued because the haulier had no Community Authorisation.

In addition, one driver was arrested for using a forged driving licence.

The vehicles checked included;

- a vehicle with none of the brakes on the trailer in working order;
- a vehicle with a wheel with all 10 wheel nuts loose to the extent that the holes had enlarged and all 10 studs were beyond repair; and
- a vehicle with a gross vehicle weight of 40,000 kg that weighed in at 44,600kg and had a drive axle weighing 16,600kg, against a legal maximum of 11,500kg.

A sustained check of this duration would have been difficult to organise prior to Power to Stop. The police would have found it difficult to support such a lengthy check. The check demonstrates the greater flexibility that PtS has introduced, particularly the greater ability to undertake checks outside normal working hours.

Technology

Technology provides additional opportunities for VOSA to target the non-compliant. In 2003/04 VOSA started to use Automatic Number Plate Recognition kit – see **ANPR** (>).

ANPR is an important part of VOSA's enforcement toolkit to help target non-compliant, illegal operators, vehicles or drivers. The access to instantaneous information means that enforcement teams can use ANPR to further target activity to lessen the burden on the compliant.

(>) ANPR

The ANPR system consists of one or more cameras linked to a computer processor. The cameras, which can be standard or infra-red, capture still images of a moving or static vehicle, which are relayed back to the processing equipment. The computer software is able to decipher the characters in the vehicle registration mark (VRM) and create what is known as a 'plate patch'. The system is linked to several databases, which include records of operator licensing, annual test histories and uncleared prohibitions. The plate patch is then checked against the VRMs in the various databases. The image of the vehicle and the registration plate, together with related information, is shown on the vehicle display. The system can be operated while driving on the road, parked at the side of the road, from over bridges and on single or dual carriageways, and is able to cover four lanes of traffic at any one time, day or night.

In 2004/05 VOSA worked in close consultation with organisations such as Highways Agency (HA), DVLA and the police who have a common interest in exploiting this technology to capture data 24 hours a day and 7 days a week. One product of this closer liaison is a trial combining ANPR with Weigh-in-Motion Sensors (WIMS) to enable potentially overweight vehicles to be stopped and weighed with minimum disruption to compliant operators. The trial is a joint initiative using HA WIMS, VOSA cameras and police infrastructure and support.

Other examples of this closer relationship include:

- agreement with Kent police for data feeds from their network, including Dartford River Crossing;
- the Tunnel authority to install an ANPR system at the Tyne Tunnel; and
- working with DVLA to assess the potential for ANPR data sharing between the two agencies, including sharing of respective mobile ANPR resource.

Another key element of the enforcement toolkit is access to information and intelligence on operators, vehicles and drivers. The next section gives a brief outline of some of the key developments in 2004/05.

Information

Technological improvements will have a very limited impact on targeting the non-compliant if the information utilised is not complete, accurate and up to date. VOSA has started work to implement its Data Improvement Plan (DIP) and completion of this will be achieved during 2005/06.

A major improvement will be the improved synchronisation of data between our TAN Business System and Roadside application, which was delivered in April 2005. This now means that our Roadside staff have accurate data allowing them to make informed decisions when undertaking their activities. This will also enable better targeting of non-compliant operators.

The other 3 aspects of the DIP are underway and will deliver more accurate and consistent data to our staff (Licensing, Testing and Enforcement), customers (Operators, Account Holders, Manufacturers) and partners (DVLA, police, DVO). These 3 projects will be completed by March 2006.

Further initiatives planned include:

- the formation of a Strategic Analysis Unit (SAU), a small team of specialist analysts who will gather, interrogate and interpret varied data sources, both internal and external, to provide the business with strategic analysis of trends and identify hotspots;
- putting in place a National Intelligence Model derived Targeting Framework across VOSA's areas and regions that will establish a uniform and common approach to intelligence gathering, assimilation and processing;
- the introduction of an Operator Compliance Risk Score (OCRS), which allocates a risk score to all HGV and PSV operators. The OCRS has historic and predictive elements. Historic OCRS uses data on test history, roadside and fleet inspection encounters and prosecution results. Predictive OCRS will use information such as fleet size and vehicle age. Historic OCRS for both roadworthiness and traffic enforcement are developed and are being trialled at a number of locations throughout the country using fixed and static ANPR cameras – see **OCRS – Time is up for the non-compliant (>)**; and

- providing new technology in the form of a hand-held Mobile Compliance Device (MCD) to give examiners better access to more information at the roadside and make inputting intelligence and data at the roadside easier.

(>) OCRS – Time is up for the non-compliant

One part of the trial was to load the roadworthiness OCRS database on a number of fixed ANPR cameras and analyse the outcomes. At one location in the North of England the database was run for a couple of weeks and traffic flow and time data analysed. Analysis identified not only peaks and troughs in traffic flow but also identified the times at which numbers of potentially non-compliant operators were at their highest. It also identified differences between North and South bound traffic. From this information we are now able to target the times of road checks in the vicinity to coincide with the identified peaks in the numbers of the potentially non-compliant.

These initiatives underline the importance of complete and accurate data to the successful and efficient discharge of VOSA's enforcement role. If we are to successfully target the non-compliant, the data we have has to be adequate to enable the identification of the non-compliant. Poor quality data would, for example, undermine the ANPR initiative, whose success is very much dependent on access to accurate and up-to-date information.

Intelligence

Increasingly important is the gathering and effective processing of intelligence. VOSA's Intelligence Unit (IU) of nine regionally based intelligence officers with a national co-ordinator, operates within the requirements of the National Intelligence Model, which provides processes for the collection, analysis and dissemination of intelligence and also ensures the IU is working to the same standards as other agencies.

VOSA continues to extend its intelligence network, developing and consolidating links with other agencies. The IU has links with a number of UK based enforcement authorities, including:

- the police;
- HM Customs & Excise;
- The Driver Vehicle Testing Agency;
- Trading Standards officers;
- Department of Works & Pensions;
- Immigration Service;
- Inland Revenue;
- Maritime & Coastguard Agency; and
- Department for the Environment, Food & Rural Affairs.

Within Europe the IU has continued to develop links with the Inspectie Verkeer en Waterstaat in the Netherlands who have an interest in developing an intelligence approach to enforcement.

The importance of intelligence is illustrated in a number of the cases quoted in this report, including **Intelligence-led investigations (>)**.

(>) Intelligence-led investigations

Intelligence was received regarding an operator carrying out international journeys, alleging the abuse of drivers' hours and the destruction of tachograph charts. A subsequent investigation has uncovered some 27,000 km missing from tachograph charts and numerous drivers' hours offences which have been reported for subsequent prosecution.

Intelligence received about an illegally operated goods vehicle was passed to the police. This provided them with a link to a case where a number of cars had been stolen. Subsequently, approximately £100,000 worth of stolen cars were recovered.

Intelligence was received alleging a group of goods vehicle operators had been lending operators' licences to each other. An investigation by local staff confirmed the allegations and led to a Public Inquiry where the Traffic Commissioner revoked the operators' licences.

UK vehicles

The number of UK vehicles checked at the roadside decreased by 6.0% (5,400 motor vehicles and trailers), although this followed an 8.2% increase (just over 6,700 motor vehicles and trailers) in 2003/04. The number of prohibitions issued decreased, but only by 2.8% (547 prohibitions). This meant the overall prohibition rate increased from 22.2% to 23.0%.

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Foreign vehicles

The 2003/04 Report noted that two important changes affecting foreign vehicles came into force or full force in that year: notification of roadworthiness defects on foreign vehicles to the appropriate licensing authority and the extension of prohibition powers to enable delayed prohibitions to be issued to foreign vehicles. The two initiatives represent a significant step towards joining up enforcement activities across Europe, with the aim of making it harder for poor operators to continue operating unchecked – see **Foreign vehicles – defect reports and delayed prohibitions (>)**.

(>) Foreign vehicles – defect reports and delayed prohibitions

Notification of roadworthiness defects on foreign vehicles

Under the reporting arrangements in European Directive 2000/30/EC, which VOSA implemented in June 2002, all foreign HGV and PSV operators of vehicles checked by VOSA and found to have serious roadworthiness defects are now being reported to the licensing authorities in the country in which they hold a licence to operate.

The first reports were sent out in February 2003. Every quarter, reports will be sent to the licensing authorities of these operators so that follow-up action can be taken against those falling down on their maintenance.

Under reciprocal arrangements, UK operators stopped and found to have serious roadworthiness faults while operating in other European countries will be reported to VOSA. Enforcement Area managers will review operators' records and, if necessary, take follow-up action.

Issue of delayed prohibitions to foreign vehicles

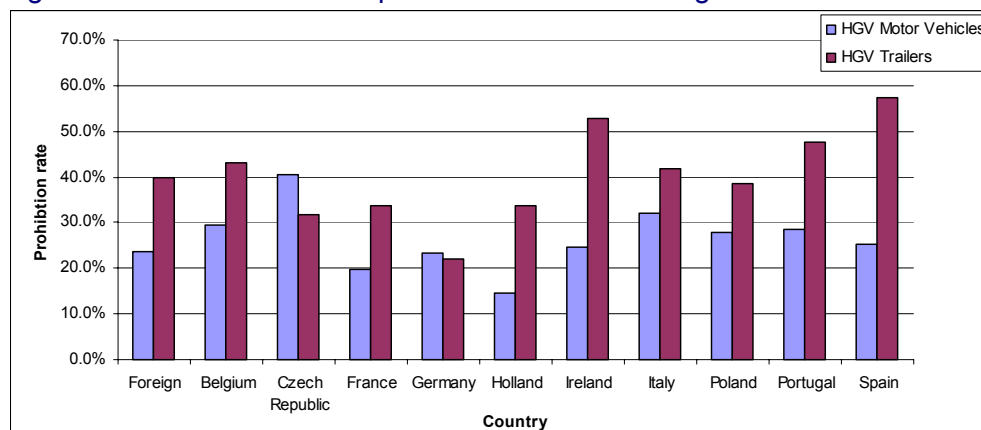
A change in the use of exemption provisions in the legislation for foreign vehicles was made which enabled VOSA's examiners to issue delayed prohibitions to foreign operators for faulty speed limiters and other defects that would result in a delayed prohibition for domestic operators. These defects will be included in the quarterly reports to the licensing authorities referred to above.

Whilst the reciprocal arrangement provides a real opportunity for Member States to work together to identify operators who are not maintaining their vehicles to an adequate standard, and as a result pose a threat to road safety, the response from other Member States has been disappointing. There is therefore considerable scope for improving the effectiveness of this exchange of information.

Just over 13,900 foreign motor vehicles and trailers were checked in 2004/05 – an increase of 105.3% (7,135 checks) on 2003/04. The overall prohibition rate for foreign vehicles was 31.5%, compared with 23.0% for UK vehicles. As with UK checks, the prohibition rate for trailers is higher than that for motor vehicles – 39.8% and 23.7% respectively.

The level of compliance for foreign operators using the roads of Great Britain varies considerably. Of the foreign vehicles and trailers checked, 31.0% came from Ireland, with prohibition rates above the foreign average – 24.7% for motor vehicles and 52.7% for trailers. **Tables A1.30** and **A1.31** contain further details.

Figure 1.14 Roadworthiness prohibition rates for foreign HGVs



Source: Tables A1.30 and A1.31

Language no barrier

Dealing with foreign operators and drivers has the potential for issues and problems beyond the norm, often because of a language barrier and difficulty establishing understanding. During the year we conducted a review of our roadworthiness enforcement documentation and procedures to determine

what could be done to improve the service we provide to the foreign drivers and operators with whom we come into contact, and overcome some of the problems commonly encountered. In March 2005 we introduced a telephone foreign language translation service that all VOSA examiners can access from the roadside. This helps operators and drivers to understand any problems found and also makes it easier for them to make the necessary arrangements, such as repairs.

A further improvement will be introduced in 2005/06 when VOSA's documentation for dealing with foreign operators, which has been translated into 21 languages covering the most frequently encountered countries, will be available to all examiners from their laptops.

Exhaust emissions

A minimum level of emission checks was agreed with DfT as part of its aim to improve environmental standards. As an increasing proportion of the fleet is fitted with engines incorporating the latest emissions technology, DfT agreed that more effective use could be made of the resource and the objective has consequently been reduced over the last 2 years. The 2004/05 target to complete at least 5,528 emission checks was achieved – 6,234 checks were completed (12.8% above the objective). The prohibition rate decreased to 0.3%, with only 16 prohibitions issued.

Prohibition defect items

There is very little change to the top ten prohibition defect items for either motor vehicles or trailers, brake systems and components remaining the most common defect item for both.

HGV traffic enforcement

Summary

- The drivers' hours prohibition rate was 6.7% for UK vehicles and 20.8% for foreign vehicles.
- The overloading prohibition rate for UK vehicles was 9.7%.and 13.5% for foreign vehicles.
- The number of checks on vehicles carrying dangerous goods decreased by 9.2%.
- The number of hazchem prohibitions issued to vehicles contravening the Carriage of Dangerous Goods Regulations decreased by 7.7% and the prohibition rate increased slightly from 6.0% to 6.1%.
- The number of offences reported for prosecution decreased by 27.7%, and the percentage successfully prosecuted decreased from 86.7% to 82.7%.
- 187 vehicles were impounded.

PG also led to changes in the way traffic enforcement performance is measured and assessed. These are covered in the appropriate part of the report.

Vehicles examined and drivers' hours prohibitions

The number of UK and foreign vehicles either examined for compliance with traffic legislation or examined and weighed decreased by 10.7% (just over 11,500 checks) in 2004/05.

UK vehicles

The number of UK vehicles either examined for compliance with traffic legislation or examined and weighed decreased by 15.3% (just over 14,500) in 2004/05.

At these checks, a total of 5,416 drivers' hours prohibitions were issued to UK drivers and the prohibition rate increased from 4.9% to 6.7%. 2001/02 was the first full year in which powers were in force for VOSA and the police to prohibit UK drivers for a range of drivers' hours offences. Since then the number of drivers' hours prohibitions issued has increased by 144.1% from 2,219 to 5,416.

Foreign vehicles

A total of 15,680 foreign vehicles were examined in 2004/05, an increase of 23.7% (just over 3,000 checks) on 2003/04. At these checks a total of 3,255 drivers' hours prohibitions were issued to give a prohibition rate of 20.8%. This continues the upward trend in recent years in both the number of prohibitions issued and the prohibition rate.

Foreign prohibition rates were generally higher than those for UK vehicles. Just over a quarter of the foreign vehicles examined (4,207) were from the Republic of Ireland, to which 1,343 drivers' hours prohibitions were issued – a prohibition rate of 31.9%. A notable exception to this rule is France, where 1,459 vehicles were examined during the year, with a prohibition rate of 4.0%. **Table 1.39b** provides further detail.

Special investigations

This year has seen the continuation of large-scale in-depth drivers' hours investigations. These investigations are mainly intelligence led, although on occasion they are the result of fatal road traffic accidents involving goods vehicles. They typically involve a team of three or four regionally-based examiners who dedicate all their effort over a period of months to investigate an operator or group of operators, although, as the case quoted below shows, investigations can last far longer where merited – see **Special investigation – in for the long haul (>)**.

Although the focus of the investigations is often drivers' hours, other matters such as operator licensing and maintenance issues may also be investigated. This could arise from part of the intelligence received on the operator or become apparent during the course of the investigation.

(>) Special investigation – in for the long haul

This year saw the completion of a four and a half year investigation into a Goods Vehicle Operator based in the North of England and Scotland. The operator, with a total fleet of some 80 vehicles, was involved in general haulage work. In 2000 an investigation was instigated following an anonymous complaint that drivers were abusing drivers' hours and falsifying tachograph charts. Analysis of the tachograph charts and other documents established that some 61,017 km were unaccounted for between the period from December 1999 to 11 March 2000. Requests for further documentation were ignored by the operator and were eventually obtained through execution of a search warrant and the co-operation of the local police force.

Analysis of the tachograph charts and other documents led to 34 drivers pleading guilty in 2003 and 2004 to 452 offences of false records. Fines totalling £4,850 were imposed, with 10 of the drivers receiving custodial sentences and 15 receiving Community Punishment Orders totalling 2,620 hours.

The partners were tried for conspiracy in the summer of 2004, but, following a six week trial, the jury was unable to reach a decision. A re-trial was held in early 2005 which resulted in the partners being found guilty of conspiracy. Two of the partners received substantial custodial sentences and the third partner received a suspended sentence. All partners were ordered to pay prosecution costs totalling some £587,500. The presiding judge said of the partners, "Indeed I am satisfied that there was a culture or policy of disregard of regulations which emanated from the bosses of the company".

In early 2003 the partnership was called to public inquiry and, following an unsuccessful appeal to the Transport Tribunal, the operator's licence was revoked. The same Transport Tribunal also heard an appeal against the grant of a new licence made by the wife of one of the partners. This appeal was also turned down.

Weighing enforcement

PG and the expansion of the 44-tonne limit to cover routine haulage activity in February 2001 led to a change in the nature of the objective for this area of activity. The previous numeric target was replaced in 2001/02 by a more broadly scoped **Vehicle Weighing PG Points (>)** objective covering both vehicles weighed and overloading prohibitions issued. While no specific objective was agreed with DfT in 2004/05, VOSA set an internal objective to underline the continuing importance of this work and to ensure that an effective weighing regime was maintained. The objective covered all vehicle types – HGV, PSV and LGV.

The total number of UK and foreign vehicles weighed decreased by 19.1% (just over 9,200 weighings) in 2004/05.

(>) Vehicle Weighing PG Points

The Vehicle Weighing PG Points objective covers both vehicles weighed and overloading prohibitions issued. PG points are awarded according to the assessed value of the activity. Each vehicle weighed attracts five points. An extra point is allocated to reflect the additional deterrent value of a vehicle weighed out of hours. More points are awarded if the vehicle is carrying dangerous goods (10 points in hours or 11 points out of hours) because of the extra road safety impact of an accident. The most points are awarded if an overloading prohibition is issued (50 points). This is because, by prohibiting an overloaded vehicle, we are preventing a potentially dangerous vehicle from travelling on the roads. This, therefore, has a very high road safety value. This points system encourages a more targeted approach to the vehicles we stop and check.

UK vehicles

The number of UK vehicles weighed decreased by 25.5% (just under 10,650 weighings) but the number of overloading prohibitions issued decreased by only 1.9% (57 prohibitions), demonstrating VOSA's ability to effectively target overloaded vehicles. The overloading prohibition rate increased from 7.3% to 9.7%.

Foreign vehicles

The number of foreign vehicles weighed in 2004/05 increased by 24% (just over 1,530 weighings), whilst the number of prohibitions issued increased by 49% (just over 350 prohibitions), giving a prohibition rate of 13.5%. Foreign overloading prohibition rates are generally higher than those for UK vehicles. **Table A1.39c** provides further detail.

Vehicles carrying dangerous goods

VOSA has powers to prohibit vehicles that are contravening the Carriage of Dangerous Goods Regulations. To underline the importance of this activity, there was a specific **Vehicles Carrying Dangerous Goods PG Points (>)** objective. The objective was achieved.

(>) Vehicles Carrying Dangerous Goods PG Points

This objective covers all vehicles carrying dangerous goods that are either examined or examined and weighed, and any hazchem prohibitions that are issued. PG points are awarded for each activity undertaken. The actual number of points awarded depends on the road safety value of the activity. For example, there are ten PG points for each vehicle examined. There is an additional point for an out-of-hours examination and a further point if the vehicle is weighed. The issue of a dangerous goods prohibition attracts a further 100 points.

Although the number of vehicles checked decreased by 9.2% (554 vehicles) in 2004/05, the number of hazchem prohibitions issued only decreased by 7.7% (28 prohibitions) which meant that the prohibition rate increased slightly from 6.0% to 6.1%.

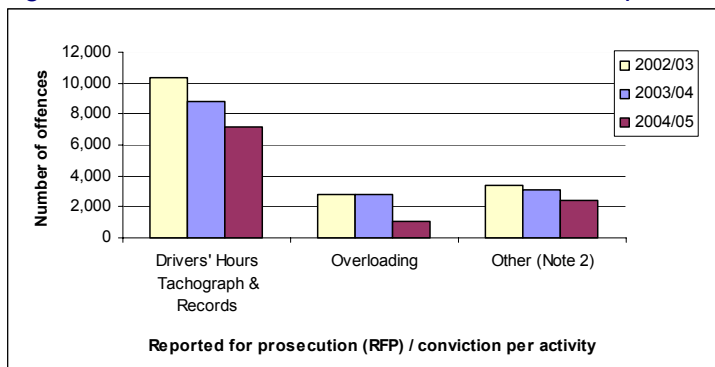
Offences reported for prosecution

The overall number of HGV offences reported for prosecution decreased by 27.7% (4,093 offences). A number of recent policy changes have meant that for certain offences examiners now have options other than to report for prosecution. This in turn has had an impact on the number of offences reported. In particular:

- April 2001 saw the introduction of Offence Rectification Notices (ORNs) for minor or first time offenders. If an operator who had received an ORN could show evidence of rectification of offences – such as failure to display a Ministry plate, an uncalibrated tachograph or the omission of the two-yearly tachograph check – no prosecution would be pursued. The use of ORNs was extended in 2002 to cover other minor offences, such as failure to display the prescribed sign on a PSV when carrying school children. In 2004/05, 1,237 ORNs were issued.
- The Transport Act 2000 gave VOSA and the police powers to prohibit UK drivers for a range of drivers' hours offences. The new powers came into force in mid-February 2001. In 2004/05, 5,416 prohibitions were issued to UK drivers, an increase of 16.8% (780 prohibitions) on 2003/04. The number of prohibitions has increased by 144.1% since powers were introduced in February 2001.

These two initiatives have reduced the number of offences reported for prosecution and have freed up court and examiner time, while still achieving the road safety objective.

Figure 1.15 HGV traffic enforcement offences reported for prosecution

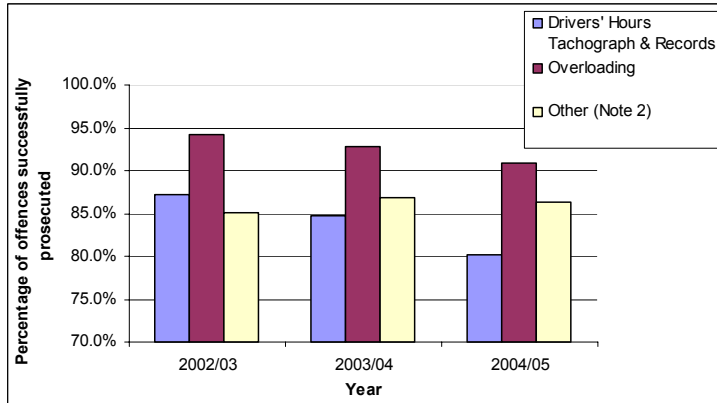


Source: Table A1.42

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With the introduction of ORNs and prohibition powers, many routine offences are no longer prosecuted. This means that those that are put before the courts are more complex in nature. The proportion of offences successfully prosecuted decreased slightly from 86.7% to 82.7%. Overloading had the most successful prosecution rate at 90.9% of offences reported.

Figure 1.16 HGV offences successfully prosecuted



Source: Table A1.42

Illegal operators

An illegal operator is one who requires an operator's licence but chooses to deliberately and knowingly operate illegally. 2004/05 saw a further decrease in the number of offences reported for prosecution (778 compared with 885) and the number successfully prosecuted (698 compared with 786).

Impounding

Since January 2002, VOSA has had powers to impound illegally operated vehicles. This is a high profile initiative using intelligence and surveillance activity to target known offenders. Of the vehicles impounded in 2004/05:

- 110 were issued with a prohibition;
- 115 were disposed of;
- 7 were returned to their owners after they had obtained an operator's licence;
- 14 were returned to finance companies; and
- 11 were returned to their owners after an appeal to the TCs or the Transport Tribunal.

The remainder are still awaiting disposal after the conclusion of the appeals process.

New operator visits

VOSA examiners continued to support newly licensed HGV and PSV operators. In 2004/5, just over 5,900 new licence holders were visited. The purpose of such visits is to provide advice and education to prevent offences being committed through ignorance, and, in the process, to help improve compliance. Operators are provided with guidance booklets and a free copy of the video *Clockwatching*, which gives information on drivers' hours rules.

Chapter 2: The Public Service Vehicle fleet

Overview

Statutory annual testing of the fleet, along with enforcement checks by VOSA examiners at the roadside and operators' premises, is an integral part of VOSA's work in improving compliance with roadworthiness and traffic regulations, and hence road safety.

Annual testing

Summary

- Public Service Vehicle (PSV) initial test fail rate decreased from 27.0% to 26.7%.
- Number of PSV Designated Premises (DPs) increased, but the percentage of PSV annual tests at DPs decreased from 38.1% to 35.4%.

Volumes

The number of PSV annual tests decreased by 1.1% (just under 900 tests) to just under 80,500 tests in 2004/05.

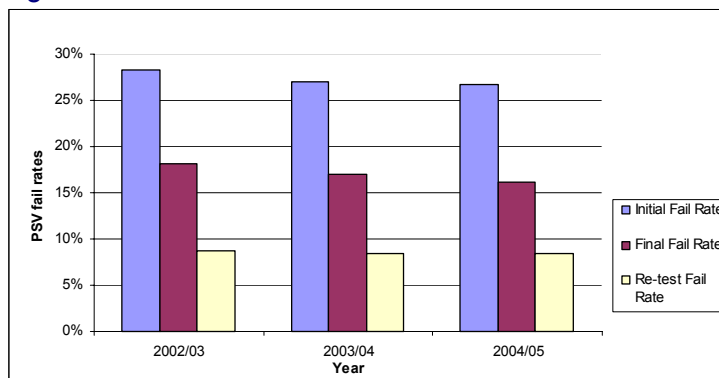
Fail rate

Initial and final fail rates both decreased in 2004/05.

The **initial (as-presented) fail rate** decreased from 27.0% to 26.7%. Of the 80,469 PSVs presented for test, just under 21,500 failed to pass at the first attempt.

The **final fail rate**, which excludes those vehicles that pass the test after the rectification of minor defects at the time of the test, decreased from 17.0% to 16.2%.

Figure 2.1 PSV fail rate at annual test



Source: Table A2.1

The incidence of vehicles that **Pass after Rectification at Station** (PRS) of minor defects during the test increased from 9.9% to 10.5% – see **Pass after Rectification at Station (PRS) (>)** under the Heavy Goods Vehicle (HGV) section.

The fail rate for vehicles that have to undergo a **re-test** increased very slightly from 8.4% to 8.5%. This means that one vehicle in 12 that fails the initial test subsequently fails a re-test; there is also a small number that fail a second or third re-test.

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Figure 2.2 Number of defects at annual test

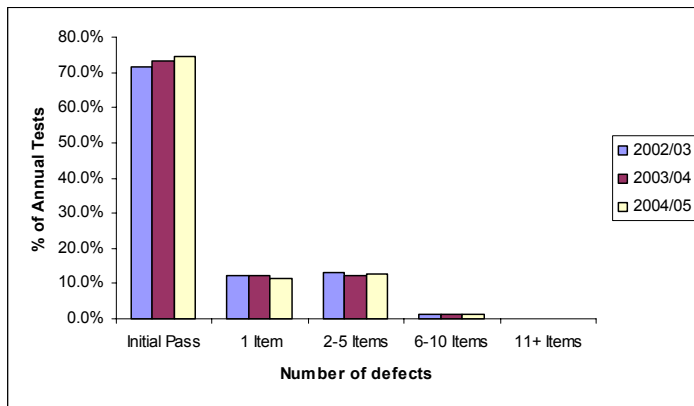
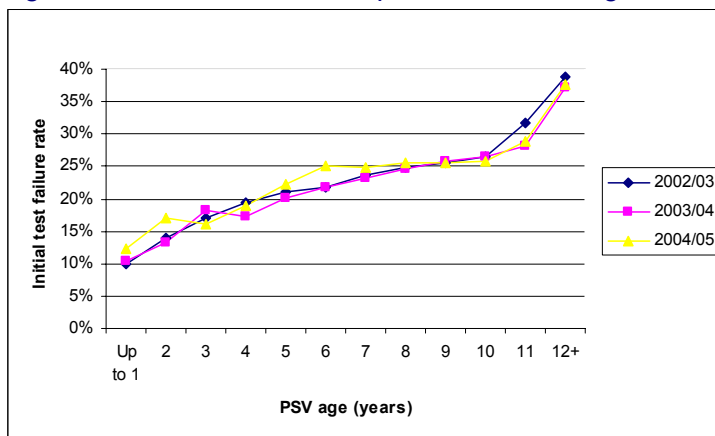


Figure 2.2 shows the percentage of PSV annual tests by the number of test items failed. The vast majority of vehicles pass the test at the first attempt – 73.3% of PSVs did so in 2004/05. A further 11.6% (9,254 vehicles) failed on just one test item. Of those that initially fail, just over a third (3,104) fail on headlamp aim only, of which 90% subsequently passed after rectification, following adjustment of headlamp aim.

Age

Figure 2.3 Initial fail rate compared with PSV age



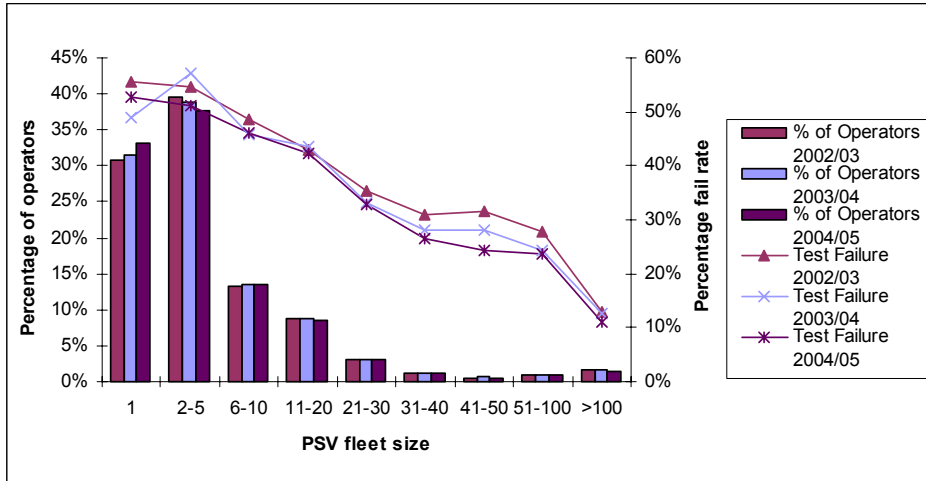
Source: Table A2.2

As with previous years, the trend is for older vehicles to have higher fail rates. Again, this generally mirrors the trend in the prohibition rate in the most recent baseline compliance survey. For vehicles aged 12 years or more, almost two in every five tested initially fail. At the other end of the age spectrum, just over one vehicle in eight that has been on the road for a year or less also initially fails the test.

Fleet size

As Figure 2.4 shows, the fail rate tends to decrease as the size of the operator's fleet increases. Fleet size appears to be a far more important factor for PSVs than it is for HGVs. Initial test fail rates vary much more for PSVs than for HGVs. The fail rate for PSV operators with 21 or more vehicles is significantly less than for operators with smaller fleets, and as the fleet size increases, so does the gap; operators with a fleet of over 100 vehicles have a fail rate of 10.9%, compared with a fail rate of over 50% for operators with less than six vehicles in their fleet.

Figure 2.4 Percentage of operators and initial fail rate by PSV operator fleet size



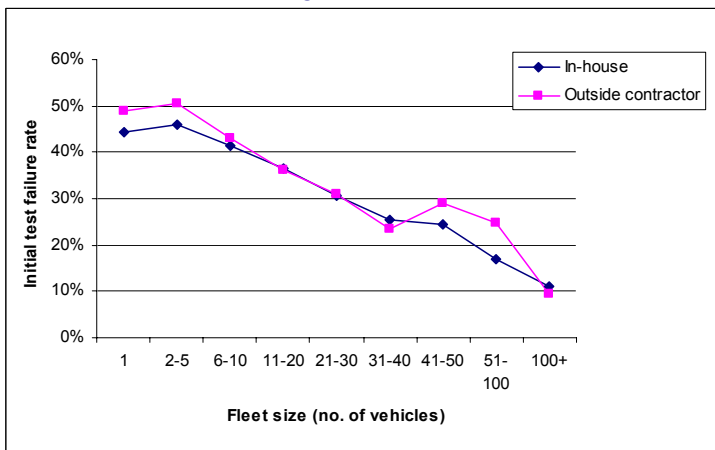
Source: Table A2.4, A2.5

Maintenance Arrangements

Nationally, just over 25% of PSV operators maintain their vehicles in-house.

A sample analysis, covering about 55% of annual tests in 2004/05, showed that just under 41% of vehicles were maintained in-house. It also showed that operators with smaller fleets of less than 6 vehicles were far more likely to contract out rather than maintain their vehicles in-house.

Figure 2.5 PSV initial test fail rates by operator fleet size and maintenance arrangements



Source: Table A2.6

There was a slight difference in the overall initial test fail rates – 25.7% for in-house maintenance compared to 24.6% for contracted out. Extending the analysis to include operator fleet size did show that fail rates tend to be higher in most fleet size bands where maintenance is contracted out – most starkly for operators with fleets of between 51-100 vehicles, where the in-house fail rate is 16.9%, compared to 24.7% for contracted out vehicles. As Figure 2.5 shows, initial test fail rates, regardless of the type of maintenance, tend to decrease as the fleet size increases.

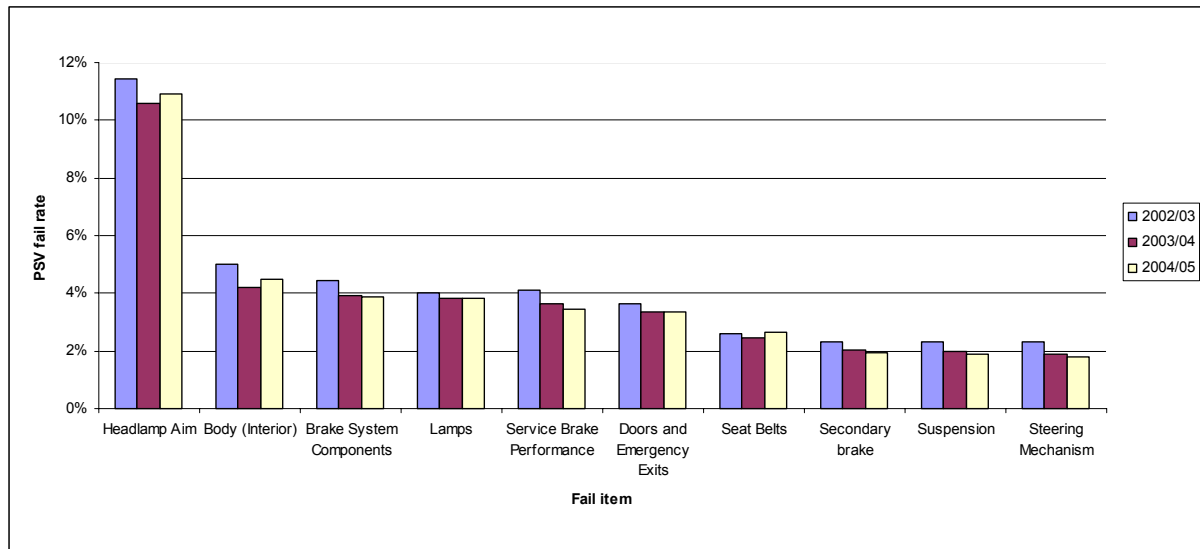
Top ten PSV fail items

As Figure 2.6 shows, headlamp aim remains by far the most common fail item. The fail rate increased from 10.6% to 10.9%, with fewer than 8,900 PSVs failing on this item.

The fail rate for headlamp aim is still more than double that of the next most common fail item – body interiors – which has a fail rate of 4.5% and on which fewer than 3,600 PSVs failed in 2004/05.

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Figure 2.6 Top ten initial fail rate items – PSV



Source: Table A2.7

Exhaust emissions

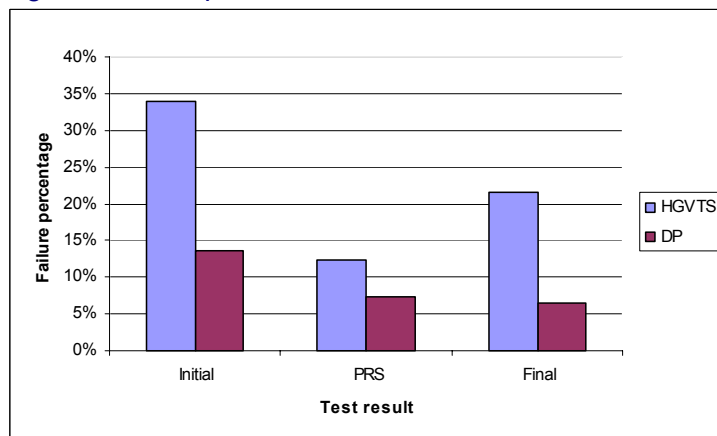
The test fail rate for emissions decreased further in 2004/05 from 1.0% to 0.9%. Together with the very low prohibition rates for exhaust emission spot checks, this means that, over time, there has been a real improvement in emission standards for the PSV fleet.

Designated Premises testing

The implementation of new conditions of appointment had no significant impact on the number of DPs at which PSV tests are undertaken. There were 251 operating at the end of 2004/05, accounting for 35.4% of PSV tests, compared to 38.1% in 2003/04.

There remain very significant differences in fail rates – particularly the **initial fail rates**, which are generally much lower at DPs.

Figure 2.7 Comparison of PRS and fail rates at HGVTs and DPs – PSV



Source: Table A2.10

In 2004/05, the **initial fail rate** at DPs was 13.6%, compared with 33.9% at Heavy Goods Vehicle Testing Stations (HGVTs). As noted in previous reports, this is linked to the fact that PSV DPs tend to be owned by operators of the larger fleets, which tend to have the lowest fail rates, perhaps on account of the age profile of the vehicles in their fleets and the better maintenance resources at their disposal.

PRS rates are also higher at HGVTs; in 2004/05, the PRS rate at HGVTs was 12.3%, compared with 7.2% at DPs.

As a result, there was a considerable difference in the **final fail rate** in 2004/05, which was 21.6% at HGVTSs, compared with 6.4% at DPs.

Test bookings

See the commentary in the HGV section of this report.

Testing quality

The quality of our annual tests is measured by the testing error rate. This measures the number of errors that we make in conducting tests and is expressed as a percentage of all test items checked. For PSVs, the percentage error rate was 0.03% – three errors per 10,000 test items checked – well within the 0.19% objective.

Prohibitions at annual test

We discussed in the HGV section of this report the impact of the introduction in test stations of the electronic system used at the roadside for recording details of prohibitions issued at annual test. 239 prohibitions were issued at annual test in 2004/05, a 6.7% increase on 2003/04 when 224 prohibitions were issued.

Baseline compliance survey

The function of the PSV baseline survey, like the HGV survey, is to allow VOSA to measure the effectiveness of targeted work and the extent to which the burden on the compliant has been reduced. In the 2004 survey, 1,337 PSVs were checked for roadworthiness.

The survey again underlines the effectiveness of VOSA's targeted checks. The overall prohibition rate for those PSVs checked as part of the baseline survey was 9.2%, compared with 11.1% at fleet checks and 16.0% at spot checks.

The most common defect item was again brake systems and components. This is the third most common fail item at annual test and the second most common defect item at fleet and spot checks. Further information from the survey is at **Table 2.11**.

PSV operator licensing and roadworthiness enforcement

Summary

- The number of PSV operator licences increased by 2.6% and the number of discs in issue increased by 1.5%.
- The number of maintenance assessments increased by 3.3%.
- The number of PSV fleet checks decreased by 0.4% and the number of prohibitions issued decreased by 21.7%.
- The spot check prohibition rate for UK vehicles was 16.0%.
- The spot check prohibition rate for foreign vehicles was 13.5%.

Operator licensing

Number of licences in issue

The number of PSV operator licences in issue increased by 2.6% (221 licences) to 8,726 in 2004/05. The number of discs in issue, which determines the number of vehicles an operator is able to use at any one time, increased by only 1.5% (1,276 discs) to just under 88,700.

The increase in the number of licences was concentrated on the smaller operators; there was a 10.6% increase (285 licences) in the number of restricted licences for operators who are authorised to use up to two PSVs – see **Types of PSV operator licence (>)**.

(>) Types of PSV operator licence

All commercial operators of PSVs that carry passengers by road for payment (hire or reward) must hold an operator licence. There are four types of PSV licence:

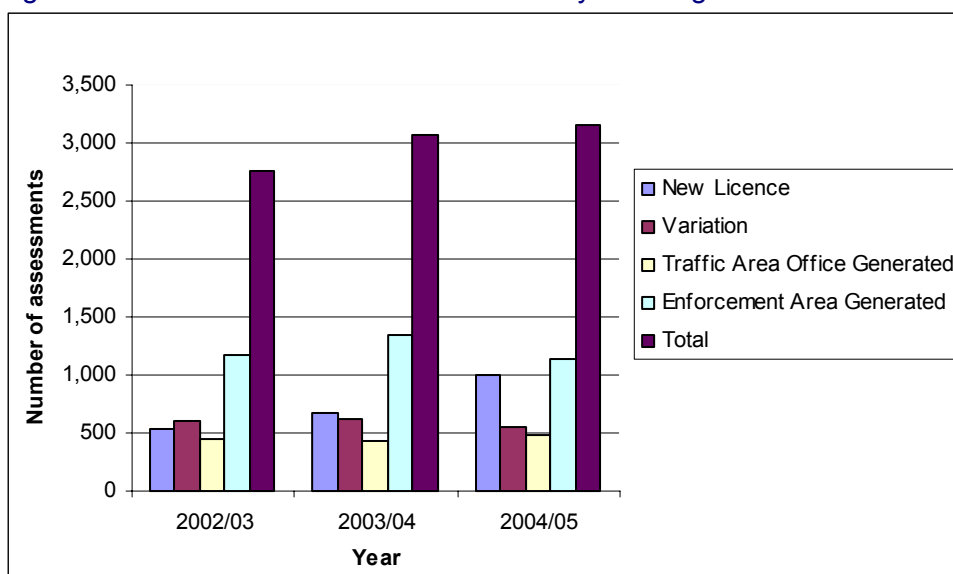
- **restricted licences** authorise an operator to use up to two PSVs, neither of which may be adapted to carry more than eight passengers, although vehicles carrying up to 16 passengers may be used incidentally to the operator's main occupation, for operations in Great Britain and abroad – these accounted for 34.2% of licences in 2004/05;
- **special restricted licences** authorise an operator who already holds a hackney carriage licence to use one or more licensed taxis to provide a registered local bus service – these accounted for 1.3% of licences in 2004/05;
- **standard national licences** authorise an operator to carry passengers for operations in Great Britain in any size of PSV – these accounted for 35.1% of licences in 2004/05; and
- **standard international licences** authorise an operator to carry passengers for operations in Great Britain, Northern Ireland and abroad – these accounted for 29.4% of licences in 2004/05.

Restricted licences account for 34% of the total PSV licences in issue, but account for 4.9% of the total discs in issue.

Maintenance assessments

The number of maintenance assessments (appraisals and investigations) increased by 3.3% (100 assessments) in 2004/05. There were increases in the number of assessments in connection with new licence applications and those generated by the Traffic Area Offices. The number generated by the Enforcement Areas reduced by 15% (201 assessments), following the increase of 14.4% (169 assessments) in 2003/04. Linked to the availability of **Operator Targeting Reports (>)** – see under the HGV section – Enforcement Area-generated assessments are still significantly above previous levels and accounted for 36% of all PSV assessments in 2004/05.

Figure 2.8 PSV maintenance assessments by initiating reason



Source: Table 2.14

Fleet checks

Following 2003/04 when the number of fleet checks increased by 15.4% (694 checks), there was a slight decrease of 0.4% (20 checks) in 2004/05. The number of prohibitions decreased by 21.7% (159 prohibitions), which meant that the prohibition rate decreased from 14.1% to 11.1%.

Almost 67% of vehicles were inspected at targeted checks generated either by the Enforcement Area or the Traffic Area Office (TAO). Targeted checks continue to have the highest prohibition rates: for Enforcement Area-generated checks the prohibition rate is 13.6%, for TAO-generated checks it is 12.1%.

In 2004/05, targeted work based on easier and co-ordinated access to data on operators accounted for:

- 51.0% of all PSV maintenance assessments;

- 66.7% of all PSV fleet checks; and
- 79.0% of all prohibitions issued at PSV fleet checks.

This more targeted approach is also reflected in the continuing high incidence of unsatisfactory maintenance assessments. In 2004/05, 41.4% of assessments were unsatisfactory.

Roadworthiness enforcement

Spot checks

PSV spot checks, and the prohibitions issued, contribute to the **Spot Check PG Points (>)** objective – see under the HGV section.

UK vehicles

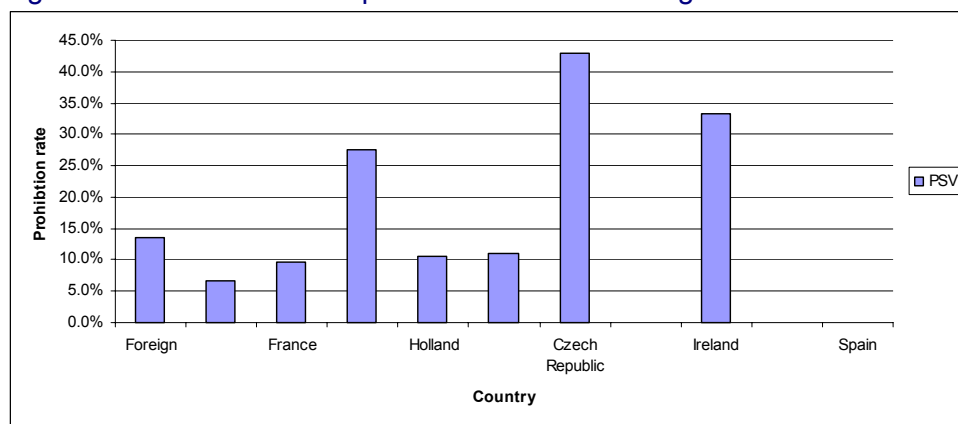
VOSA's aim is to improve the effectiveness of what we do, including making best use of the range of information and intelligence available and thereby seeking to reduce the burden on the compliant. In 2004/05, the number of checks of UK vehicles decreased by 12.2% (2,425 checks), but the number of prohibitions issued decreased by only 7.6% (232 prohibitions), raising the prohibition rate from 15.3% to 16.0%.

Foreign vehicles

The number of foreign PSVs given a roadworthiness check is relatively low, but increased by 186% to 252 vehicle checks. At these checks the number of prohibitions issued increased by 325% (26 prohibitions), raising the prohibition rate from 9.1% to 13.5%.

Vehicles from Germany and France accounted for just under 55% of the foreign PSVs checked. Of the countries with a comparatively high number of vehicles checked, Poland had the highest prohibition rate – 27.6% – with 8 prohibitions issued to the 29 vehicles checked.

Figure 2.9 Roadworthiness prohibition rates for foreign PSVs



Source: Table 2.21

Exhaust emissions

A minimum level of diesel smoke emission checks is agreed with the Department for Transport (DfT) as part of its aim to protect and improve environmental standards. In the 4,199 emission checks undertaken in 2004/05, only 9 prohibitions were issued – a prohibition rate of 0.2%.

Prohibition defect items

There was very little change to the top ten prohibition defect items for PSVs. Brake Systems and Components was the most common defect item, with a slight decrease in the percentage incidence from 3.3% to 3.2% – **Table 2.25** provides more detail.

PSV traffic enforcement

Summary

- The UK drivers' hours prohibition rate increased to 4.0%, and to 6.2% for foreign vehicles.
- Overloading prohibition rates decreased to 3.6% for UK vehicles and increased to 20.9% for foreign vehicles.
- The number of offences reported for prosecution increased by 29.8%.

Vehicles examined and drivers' hours prohibitions

UK vehicles

The number of UK vehicles either examined for compliance with traffic legislation or examined and weighed decreased by 18.7% (2,521 vehicles).

At these checks, a total of 439 drivers' hours prohibitions were issued to UK drivers, raising the prohibition rate from 2.7% to 4.0%.

Foreign vehicles

A total of 626 foreign vehicles were examined, an increase of 14.4% on 2003/04. At these checks a total of 39 drivers' hours prohibitions were issued, raising the prohibition rate from 4.0% to 6.2%.

Table 2.28 provides further detail.

Weighing enforcement

PSVs weighed contribute to the **Vehicle Weighing PG Points (>)** objective – see under the HGV section.

UK vehicles

The number of PSVs weighed is relatively small: 276 were weighed in 2004/05, 4.5% (12 weighings) more than 2003/04. At these checks, 10 overloading prohibitions were issued, which meant the prohibition rate decreased from 5.3% to 3.6%.

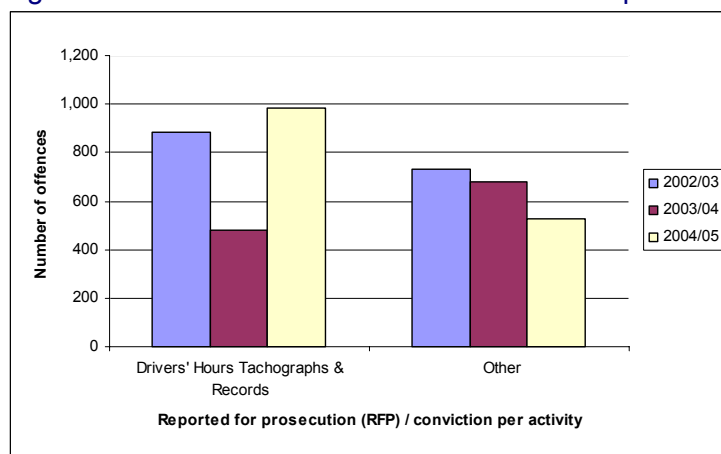
Foreign vehicles

Of the 67 foreign PSVs weighed in 2004/05, 14 were prohibited for overloading, raising the prohibition rate from 3.8% to 20.9%. **Table 2.28c** provides further detail.

Offences reported for prosecution

The total number of PSV offences reported for prosecution increased by 29.8% (347 offences) in 2004/05, whilst the number successfully prosecuted increased by only 0.8% (7 offences).

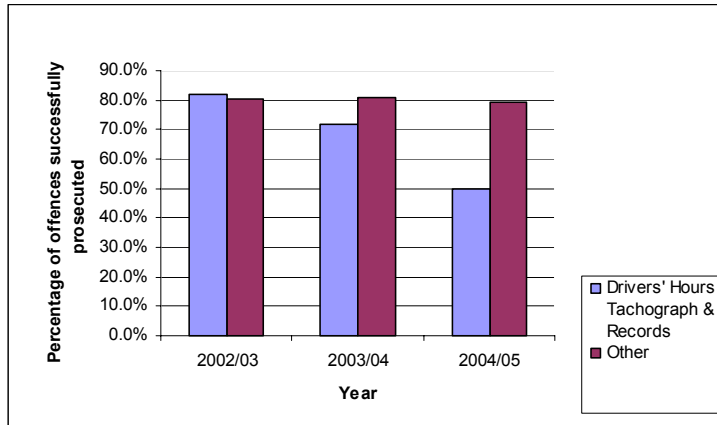
Figure 2.10 PSV traffic enforcement offences reported for prosecution



Source: Table A2.30

As Figure 2.10 shows, there was a sharp increase in the number of reported offences for drivers' hours, tachograph and records, which increased by almost 105% (506 offences) in 2004/05. Figure 2.11 shows the prosecution success rates.

Figure 2.11 Percentage of PSV offences successfully prosecuted



Source: Table A2.30

New operator visits

See the section on the HGV fleet.

Chapter 3: The MOT scheme and light vehicles

The MOT scheme

Overview

In addition to setting standards for MOT testing, test facilities, initial training and equipment, VOSA also appoints Authorised Examiners (AEs) and supervises their activities and those of Nominated Testers (NTs) within the scheme. VOSA provides advice and support through training courses, manuals, videos and taking enforcement action where necessary.

Annual testing

All the data in this section of the report is based on a **2% sample of all MOT tests (>)**.

(>) 2% sample of all MOT tests

MOT stations are required as a condition of their authorisation to provide their local VOSA area office with monthly schedules listing the results of each MOT test conducted. Details reported include registration mark, vehicle type, test result and, for failures, the vehicle systems affected, e.g. brakes, lighting, etc.

The area office selects at random returns from a number of test stations – 2% of car and light van test stations and a higher proportion of stations testing the more specialised vehicles – and reports details of the number of tests, failures and reasons for failures.

In the longer term, computerisation of MOT testing will mean that accurate testing statistics covering all test items for every vehicle tested should be readily available. Roll-out to MOT garages started in April 2005 and is expected to be completed by 31 March 2006.

Test results and failure defect trends

With the exception of Classes 1 and 2, failure rates across the various vehicle classes decreased in 2004/05.

Motorcycles (Classes 1 and 2) – the fail rate increased from 18.0% to 20.8% and the percentage incidence of defects also increased. Lights remained the most common defect, with the fail rate increasing from 9.1% to 9.5%.

Cars, vans and passenger vehicles (Classes 3 and 4) – the fail rate decreased from 29.4% to 28.8% and the percentage incidence of defects for all categories also decreased. Lights remained the most common fail item, although the fail rate decreased from 15.7% to 14.9%.

Passenger vehicles with more than 12 seats (Class 5) – the fail rate, which increased from 19.5% to 24.6% in 2003/04, decreased to 17.0% in 2004/05. Lights remained the most common fail item, with the percentage incidence decreasing from 14.0% to 8.9%.

Light Goods Vehicles (LGVs) (Class 7) – the fail rate decreased from 33.8% to 33.0%. The percentage incidence of defects fell for all but one category. Again, lights remained the most common fail item, although the percentage incidence decreased from 20.4% to 19.0%.

Exhaust emissions

Failure rates for emissions generally decreased in 2004/05. **Table 3.3** provides more detail.

MOT scheme supervision

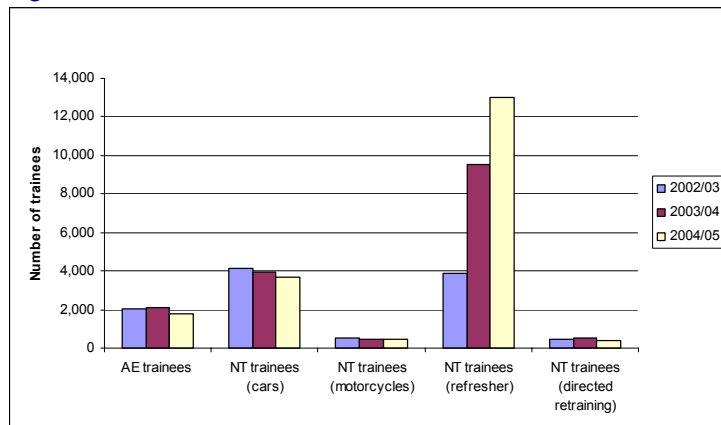
Our first objective is to assist the trade to comply with MOT scheme standards and procedures. We do this in a number of ways.

Training

VOSA offers a range of courses to those working in the MOT scheme. In 2004/05, there was:

- a 4.5% (196) decrease in requests for NT initial training;
- a 36.7% (3,497) increase in NT refresher training;
- a 24.3% (121) decrease in directed retraining, which addresses testers' specific weaknesses as part of a corrective action programme; and
- a 14.5% (304) decrease in AE initial training.

Figure 3.1 MOT trainees



Source: Table A3.4

To take account of the training required by MOT computerisation, all the MOT courses underwent a major redevelopment process during the year. The new courses were introduced from March 2005, ahead of the commencement of MOT computerisation roll-out on 18 April 2005. Developments included:

- NT Light Vehicle initial training course increased from 2 to 3 days;
- NT Refresher course increased from 1 to 2 days;
- NT Motorcycle course increased from 1 to 2 days;
- New NT Motorcycle 1 day refresher course introduced; and
- MOT Managers' course increased from 1 to 2 days;

Apart from the Managers' course, the course redevelopment included a significant increase in practical content.

9 additional trainers were recruited, taking the total to 24 trainers. We also improved geographical coverage and training capacity by increasing the number of training venues from 11 to 19, with 1 more planned for 2005/06. All the venues are fully equipped with test bays and computer terminals containing the MOT computerisation software.

Newsletter – Matters of Testing

In 2004/05 four quarterly issues of *Matters of Testing* were produced. The first three issues were accompanied by the *MOT Matters* video. Following readers' requests for a change, the video was replaced by a DVD.

The issues were:

- *Rough Ride* – a motorcycle video about steering and suspension;
- *How Can We Help?* – an introduction to VOSA's Swansea based enquiry unit;
- *Get IT ready* – this video takes you through each stage of MOT computerisation; and
- *What's This?* – the first DVD, looking at trikes and quads.

The purpose of the newsletter is to keep those in the testing trade updated about matters that could affect them, as well as establishing regular and friendly contact with the garages. The newsletter gives the readers a chance to share testing tips, new ideas and opinions.

The newsletter does not replace our formal communications mechanisms – it is an easy and informal alternative way of communicating. The newsletter supports our objective of increasing our educational and advisory role.

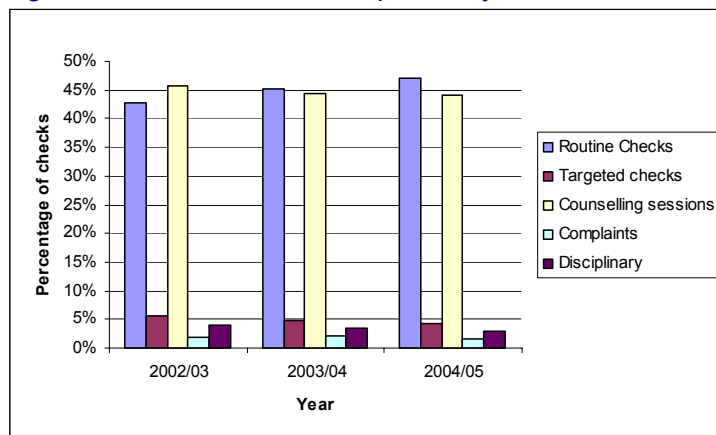
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MOT standards control

As part of its supervision of MOT standards, VOSA undertakes a number of routine and targeted checks at testing stations. These include:

- routine site audits and periodic checks on tester competence;
- counselling sessions to provide advice and support to AEs and NTs;
- targeted checks;
- follow-up investigations into testing stations and NTs in response to complaints from motorists; and
- disciplinary casework against AEs and NTs.

Figure 3.2 Trends in MOT supervisory activities



Source: Table A3.5

The number of **routine checks** increased slightly by 0.2% (92 checks) in 2004/05. The number of **targeted checks** decreased by 11.4% (575 checks).

Counselling and advice decreased by 4.6% in 2004/05. Activity in this area has grown since the introduction of Performance Gain (PG), one objective of which was to improve understanding and awareness by increasing the range and effectiveness of the education and advice offered.

Appeals and complaints decreased by 29.0%. We deal with two types of appeals and complaints from motorists about MOT test standards:

- conventional appeals, where a vehicle presenter believes a test has not been fairly conducted (normally that the car failed when it should have passed), where we will arrange for a VOSA 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; and
- non-statutory 'inverted' appeals, where a motorist believes that a vehicle – usually a recent purchase – has been improperly issued with a test certificate and that it was deemed to have passed the test when it should have failed. Depending on the time elapsed since the test and the nature of any alleged defects, we normally re-inspect these vehicles free of charge. If we find defects that should have been spotted during the test, follow-up action may be taken against the test station or tester.

2004/05 saw a reduction in the work we do in co-operation with Trading Standards Departments (TSDs). This is a demand-led activity in which VOSA's engineers work closely with Trading Standards Officers to identify rogue MOT testers and garages. Where we find sufficient evidence, we withdraw garages and disqualify testers from continuing in the MOT scheme. TSDs may also prosecute these people where it is in the public interest to do so.

Activities linked to **disciplinary casework** decreased by 16.6% in 2004/05. Disciplinary action against NTs and AEs resulting from the MOT standards control checks can be:

- a formal warning;
- disqualification of an NT; or
- withdrawal of an AE from the MOT scheme.

A disciplinary points system is in place to assess the severity of an offence. Formal warnings are issued for the less serious offences and normally remain extant for five years, during which time they can be taken into account if any further incidents occur. For the most serious offences, or for repeated instances warranting warnings, a tester can be disqualified or an authorisation to test withdrawn.

AEs are held fully responsible for the testers in their employ, and a tester who is found to be testing below the requirements of the regulations will not only be disciplined himself but may cause his employer to be disciplined also.

Disciplinary action, against both the tester and the AE, may be taken if, for example:

- during a 'mystery shopper' exercise by VOSA, a tester is seen to miss checks of a vehicle's safety-critical components;
- following a complaint from a member of the public, a tester has issued a test certificate for a vehicle whose condition did not warrant it; or
- owing to a breach of the security regulations, test certificates are lost or stolen.

In 2004/05, there was a 16.7% increase in the number of AEs withdrawn after appeal and a 10.4% increase in the number of NTs disqualified after appeal.

Light vehicle enforcement

Overview

While most in-service checks on light vehicles are undertaken by the police, VOSA also undertakes exhaust emission checks and roadworthiness checks on LGVs, private cars, taxis and non-testable vehicles.

Roadworthiness enforcement

Summary

- The number of light vehicle spot checks decreased by 0.2%.
- The number of prohibitions issued increased by 31.4% – taking the overall spot check prohibition rate from 35.4% to 46.6%.
- The number of exhaust emission checks decreased by 10.1% and the prohibition rate decreased from 5.1% to 4.6%.

Spot checks

Spot checks of LGVs, private cars, taxis and non-testable vehicles, and the prohibitions issued, contribute to the **Spot Check PG Points (>)** objective – see under the Heavy Goods Vehicle (HGV) section. The number of vehicles checked decreased slightly by 0.2% (84 checks) in 2004/05.

There was a large increase (40%) in the number of checks on cars and a 10% increase in checks on non-testable vehicles, but checks on taxis and private hire cars, and LGVs decreased by 16% and 14% respectively.

The number of roadworthiness prohibitions issued at these checks increased by 31.4% (4,647), which meant that the overall prohibition rate for all four categories of vehicle increased from 35.4% in 2003/04 to 46.6% in 2004/05.

Prohibition rates rose in three of the four categories of vehicle and only fell slightly for non-testable vehicles. Light vehicle prohibition rates are also much higher than those for HGVs and PSVs. Even a relatively high-volume activity such as checks of LGVs – of which 19,090 were checked in 2004/05 – generated a very high prohibition rate of 39.1%. Small volume activity such as non-testable vehicles – of which 4,705 were checked – had a prohibition rate of 57.1%.

Exhaust emissions

In 2004/05, 63,938 emissions checks were completed; this was 10.1% (7,215 checks) less than in 2003/04. The prohibition rate also decreased from 5.1% to 4.6%.

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Prohibition defect items

Table A3.8 provides details of the top 10 prohibitable defect items. Tyres remain the most common defect for Taxis and Light Goods Vehicles. However, for cars there was a significant increase in the incidence for windscreens and windows which increased from 8.2% to 38.4%.

In recent years it was apparent that the illegal tinting of glass in vehicles was a growing problem. However, the legislation to support enforcement required clarification. From 1 January 2004 unambiguous requirements came into effect and test equipment was provided to all our enforcement areas for measuring the level of tinting applied to glass. We produced a leaflet to provide information to the public and to generally raise awareness. We also initiated a publicity campaign. From the beginning of 2004 we have continued to publicise the problem and have also significantly increased the resources being applied to private car enforcement. Some of the increase in the incidence of cars being prohibited will be a reflection on enforcement areas targeting their resources on this problem but an increase in the number of vehicles having illegally tinted glass cannot be ruled out.

Traffic enforcement

Summary

- The number of LGVs examined and weighed increased by 6.2%.
- The number of overloading prohibitions issued increased by 29.7%, and the overloading prohibition rate increased from 25.0% to 30.5%.

Vehicles examined or examined and weighed

The number of LGVs that were either examined for compliance with traffic legislation or examined and weighed increased by 27.6% (just under 3,300 checks) in 2004/05. At these checks a total of 124 drivers' hours prohibitions were issued to UK drivers.

Weighing enforcement

The number of LGVs that were examined and weighed increased by 6.2% (513 weighings). The number of overloading prohibitions increased by 29.7% (617 prohibitions), which meant that the prohibition rate increased from 25.0% to 30.5%. An LGV's legal weight restriction is also its designed maximum weight; therefore an overloaded LGV is by definition a dangerous vehicle.

Offences reported for prosecution

The number of offences reported for prosecution decreased by 55.3% (1,223 offences). The percentage successfully prosecuted decreased slightly from 93.7% to 92.6%.

Chapter 4: Smaller schemes

Overview

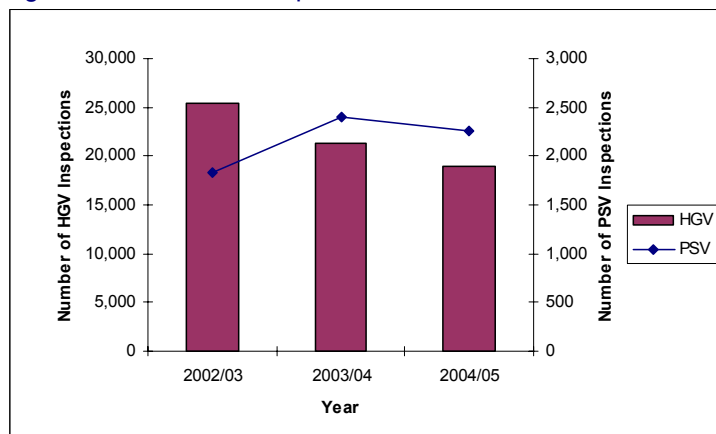
VOSA undertakes a number of less resource intensive activities. These include:

- individual pre-registration inspections of large and small passenger vehicles, Light Goods Vehicles (LGVs) and motorcycles;
- identity checks of passenger cars before a replacement registration document can be issued;
- support to the Driver and Vehicle Licensing Agency (DVLA), the Driving Standards Agency (DSA) and various directorates within the Department for Transport (DfT) with the administration and enforcement of a number of different schemes;
- work with manufacturers and component makers to identify and investigate vehicle safety defects; and
- monitoring of safety-related recalls.

Notifiable alterations

Operators of Heavy Goods Vehicles (HGVs) and Public Service Vehicles (PSVs) are legally required to notify the Secretary of State of major alterations to the specification of the vehicle or plating details. Many alterations can be made without the need for an examination of the vehicle.

Figure 4.1 Number of inspections under the notifiable alterations scheme



Source: Table A4.1

There are a number of reasons for the general reduction in notified alterations:

- A decrease in trailer notified alterations was expected when Regulations were amended in 2002, requiring altered trailers over eight years to be brought up to EC Brake Directive 98/12. This had the effect of making a range of simple notifiable alterations such as tyre changes, body change and wheelbase alterations uneconomic.
- There have been no changes to the Authorised Weights Regulations or Construction and Use (C&U) Regulations since 44 tonnes was introduced in February 2001, so the number of up-rates following that has tailed off.
- The rationalisation and reduction in Vehicle Excise Duty in February 2001, following the fuel protests, has given operators more flexibility on what weights they can operate at with different configurations of vehicle and trailer. There is therefore less incentive and, in a lot of cases, no need for operators to keep up-rating and down-rating vehicles.

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- There has been a marked decline in the number of alterations carried out on new unregistered vehicles. This is because most manufacturers now build to order, where previously, dealers sold from stock and altered vehicles, wheelbases, tyres etc, to suit customer requirements.
- It is also clear that not all alterations are notified. This is evident from the number of VTG 57 forms issued at annual test, advising the operator that an alteration to the vehicles has been found for which there is no record of notified alteration. The lack of sanction for failure to notify is probably a factor in this.
- A growing number of articulated tractor units are equipped with electronic brake systems (EBS). These are much more complicated to alter, and also require the support of the original manufacturer. The number of such alterations we see has reduced substantially as they require more effort and expense.

Although the volumes of notified alterations may be down, the presence of EBS and other advanced systems on vehicles makes the assessment of notified alterations submitted more complex and involved. They also require the involvement of the original vehicle manufacturer.

Single Vehicle Approvals

The Single Vehicle Approval (SVA) scheme provides inspection and certification of non-EU type approved personal and commercial imports and amateur-built cars, LGVs, motorcycles, trikes and quads. It is an important method of maintaining vehicle construction standards in line with vehicles already on the roads in Great Britain.

Cars and light goods vehicles

The overall number of applications was less than the previous year. However, there was a significant shift between the number of standard SVA and enhanced SVA examinations conducted, with a considerable increase in the number of the latter. This was as a result of a change in the legislation, which came into effect on 1 April 2004, closing a loophole that had previously enabled almost all commercially imported vehicles to evade the enhanced requirements. The enhanced test applies tighter technical standards in eight key areas to ensure that vehicles meet similar environmental, basic safety and security requirements as required on other vehicles approved to European standards for use on our roads.

The early part of the year saw a slow take-up of the enhanced requirements due to a large number of applications being submitted pre 1 April 2004 which were covered by the standard requirements. The increase in demand for examinations to the enhanced requirements led to a rise in the number of test laboratory reports submitted to create a model report. Without a model report, every vehicle would have to be submitted for a test in an approved laboratory to demonstrate compliance, which would be financially prohibitive. With the model report arrangement, a single vehicle is checked by a laboratory (usually for noise and emissions) and a report produced by VOSA that enables subsequent vehicles of the same make and model to be evaluated against the enhanced requirements on the basis of the test results of the initial vehicle. All applications received for vehicles imported into the UK are subject to a check on the police Interpol computer to reduce vehicle crime through vehicles being stolen in other countries and subsequently registered in the UK. This system is currently operated via a link with our sister agency, the DVLA.

During the second half of the year it became apparent that the closing of the loophole, and the resulting need to subject vehicles to the enhanced requirements, had created an increase in the number of vehicles being portrayed as being exempt from type approval altogether and therefore Single Vehicle Approval, e.g. motor caravans, minibuses. To ensure that only vehicles that are genuinely of an exempt category are registered, VOSA joined forces with the DVLA to offer technical support to the pre-registration inspection of vehicles for which exemption is claimed at the time of first licensing.

Motorcycles, trikes and quads

Motorcycle Single Vehicle Approval (MSVA) volumes showed an average increase of 65% when compared to the equivalent period during the previous year (August - March inclusive – the MSVA scheme was introduced in August 2003). The range of services offered to customers was expanded by the introduction of a partial MSVA test. This test provides a low cost means of meeting DVLA requirements for vehicles which have full European Type Approval but do not meet GB standards in terms of rule of the road specific equipment (headlamps) and correct marking of speedometers. The Memorandum of Understanding between VOSA and the Department of Environment Northern Ireland was expanded to include this test to ensure consistency across the UK.

There is an active dialogue between VOSA and other interested parties. Most notably, liaison between VOSA and DVLA has improved following a number of presentations to colleagues in DVLA's Local Offices. In addition to offering advice through the normal channels (phone, fax, email and post), the MSVA Technical Officer now also answers queries via a technical web forum.

Vehicle Identity Check

The main purpose of the Vehicle Identity Check (VIC) is to help combat vehicle crime by deterring 'ringing', a practice whereby the identity of a stolen car is replaced with that of a written-off or scrapped vehicle. The Scheme was introduced in 2003 and ensures that all cars notified to DVLA as written-off are subject to a VIC before DVLA will issue a replacement registration certificate or vehicle licence reminder. The VIC confirms that the vehicle being presented and returned to the road is the original vehicle.

The VIC Scheme requires effective teamwork between VOSA and the other agencies involved. This year, through joint efforts, many procedures have been reviewed in order to ensure they remain relevant and that an efficient and effective service is provided. To ensure that the VIC Scheme is viewed as an effective deterrent, it is essential to have a robust system in place whereby suspicious cases are followed up by the police. A Protocol Agreement with the Association of Chief Police Officers (ACPO) provides the foundation for this. The review and subsequent development this year of the Agreement will ensure that reliable, consistent and timely arrangements continue to be provided for such cases.

Although initial volumes were far lower than originally anticipated, in the second year of operation volumes have increased considerably. The main reason for this is the successful implementation of 'MIAFTR2'. The Motor Insurers Anti-Fraud and Theft Register (MIAFTR) provides data to DVLA to support the VIC Scheme i.e. it is the MIAFTR notification that essentially determines whether a vehicle requires a VIC. Towards the end of 2004, an enhanced system 'MIAFTR2' was introduced, replacing the existing database. Volumes increased significantly as MIAFTR2 is able to supply a greater range of data with a higher degree of accuracy to DVLA. The additional data ensures that the rejection rate is lower, thus resulting in a higher number of markers set on DVLA's record and hence an increased volume of demand for the check. We expect a further increase in the annual number of checks during the coming year.

Tachograph centre supervision

Tachographs are fitted to heavy commercial vehicles to monitor driving and rest times and compliance with EU rules. Tachograph calibration centres are responsible for the installation, calibration and inspection of tachograph systems and are approved by VOSA on behalf of the Secretary of State. The number of calibration centres has stayed broadly constant, at just over 500 centres, although this is expected to rise over coming years to accommodate new centres that wish to conduct work on the new digital tachographs.

VOSA examiners conduct periodic visits to centres to ensure compliance with the requirements of the Tachograph Centre Manual. VOSA, in partnership with DfT and industry, has concluded the review work commenced in 2004 and agreed the revisions to the Approved Tachograph Centre manual. The new version of this manual came into effect on 1 June 2005 and includes the new elements required by the introduction of Digital Tachographs.

Speed limiter setting and sealing centre supervision

Speed limiters are fitted to heavy commercial vehicles to ensure that they are not capable of exceeding the prescribed speed limits set by regulations. Speed limiter sealer centres are responsible for the installation, setting and sealing of speed limiter systems and are approved by VOSA on behalf of the Secretary of State. The physical number of approved speed limiter sealing centres now stands at just under 1,000, with many centres holding approval for more than one speed limiter system; currently just over 1700 approvals have been issued. VOSA conducts a programme of regular visits to approved sealer centres to ensure compliance with the requirements.

During the course of the last year VOSA has worked with DfT and industry to ensure the smooth implementation of the EU Directive which came into effect on 1 January 2005, lowering the thresholds at which vehicles need to be fitted with speed limiters.

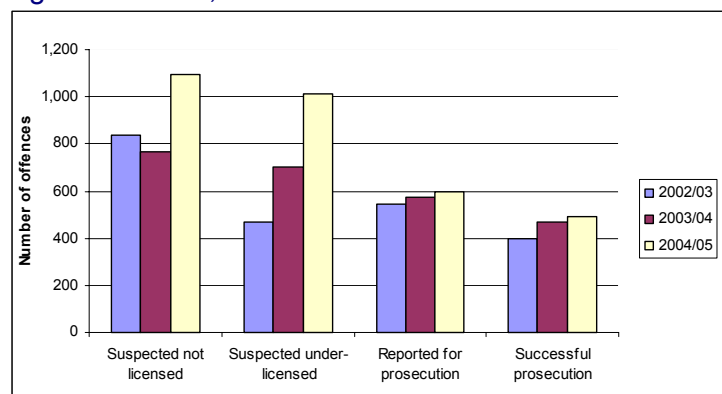
Approved Driving Instructor scheme

VOSA assists DSA in maintaining high standards of car and light vehicle driver training by investigating reports of alleged illegal instruction. VOSA 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

VOSA 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 4.2 HGV, PSV and LGV driver licence enforcement



Source: Table: A 4.8

The number of driving licence offences reported for prosecution in 2004/05 increased by 4.5%. The number of offences successfully prosecuted also rose from 468 in 2003/04 to 490 in 2004/05. Driving while disqualified continues to be regarded by the courts as a serious offence meriting the award of custodial sentences on those found guilty.

Support for Vehicle Registration Offices

VOSA undertakes vehicle examinations in response to requests from DVLA Vehicle Registration Offices (VROs). This work consists of inspections to verify the particulars of vehicles where applications are made for the transfer of cherished registration marks. Inspections are also undertaken on kit-built or altered vehicles to prevent a stolen vehicle acquiring a new identity by removal or addition of any parts. We also carry out inspections on behalf of DVLA to verify the accuracy of vehicle information held on their computer records. Inspection volumes this year were up on previous years.

Vehicle Safety Branch

VOSA, acting on behalf of the Secretary of State and the DfT, is the enforcement authority in the UK for automotive safety issues. The Vehicle Safety Branch (VSB) has policy and operational responsibility for VOSA's vehicle post collision inspection service to the police and manages the UK vehicle and component part recalls database.

Vehicle and component safety recalls

Reports of safety defects emanate from a wide variety of sources – for example, from VOSA's own vehicle examiners, the police, members of the public, Trading Standards officers, MOT test stations and foreign government departments – and are investigated by a small team of VSB automotive engineers and the manufacturers' experts.

Seven voluntary Codes of Practice underpin the process. These have been in place for 26 years and have resulted in the recall of over 36 million vehicles. We are preparing for new regulations because changes in the EU General Product Safety Directive (GPSD) require member states to put into place a process to deal with safety defects and unsafe products. The seven Codes have been reviewed with the Trade Associations and DfT. Further work has been undertaken to understand the implications for manufacturers and the effect of this legislation. This established that the Directive supported voluntary action by manufacturers and the development of Codes of Good Practice, and also provided an enforcement authority with powers to impose effective, proportionate and dissuasive penalties. Meetings have taken place with major manufacturers to promote understanding and compliance, as well as all Trade Associations representing component, bicycle and tyre manufacturers. The Code launch is expected to coincide with the entry into force of the amended General Product Safety Regulations in October 2005, in which VOSA is recognised as the Competent Enforcement Authority for the UK automotive sector.

In 2004 there were 255 recalls – the highest ever – involving some 859,000 vehicles, of which about 25% were initiated by VOSA.

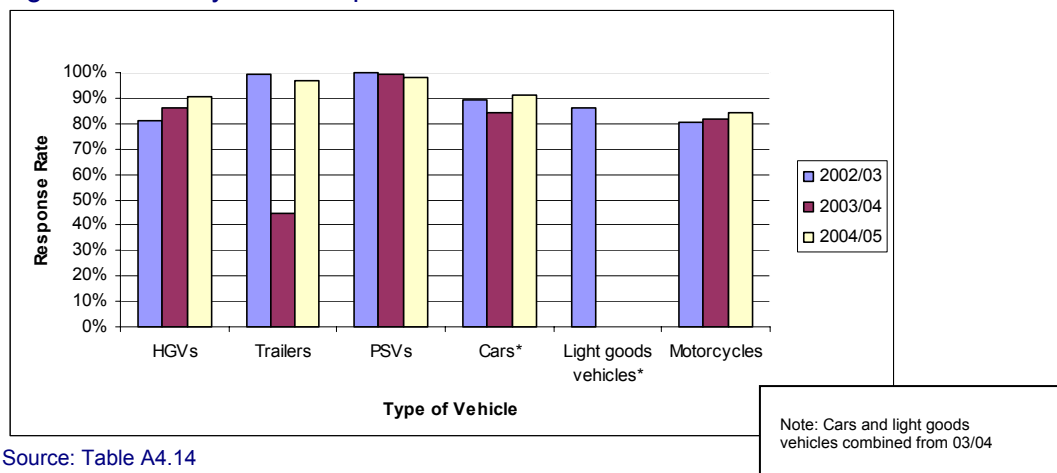
About 840 reports of safety defects were received, of which 363 were sifted and taken forward under the terms of the Code. Of these:

- 48 reports led directly to the recall of 130,297 vehicles;
- 45 reports directly to production changes; and
- 24 to the issue of technical/service bulletins.

The remaining reports are retained on a database for future reference and all were sent to the appropriate manufacturer for information.

The overall response rate for recalls in 2004/05 exceeded our target of 90% by 2006, reaching an all time high of 90.69% – an increase of over 3% on the previous year. This is largely due to our Vehicle Safety Branch raising awareness in the UK and Europe automotive sectors of product safety legislation and the obligations on both producers and enforcers.

Figure 4.3 Safety recall response rates for closed recalls



Source: Table A4.14

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Vehicle collision inspections

VOSA has sought to further improve its Vehicle Post Collision Inspection service to the police. Police demand increased in 2004/05 and we now work in close partnership with the majority of police forces (47 of the 51) in dealing with fatal or serious injury collisions.

These collisions primarily involve Heavy Goods and Passenger Carrying Vehicles; however, some of our enforcement areas also undertake private car and motorcycle examinations. In addition to providing technical expertise in assessing the previous mechanical condition of vehicles, VOSA staff, where requested, will also provide support and assistance with drivers' hours' analysis and assessment of vehicle records.

In 2004/05 we increased the number of staff who have undergone extensive specialist training in vehicle collision examination techniques, preservation and presentation of evidence. This training ensures VOSA staff work to the standards required in the Road Death Investigation Manual produced by the police. As part of VOSA's ongoing commitment to this work, we are continuing to develop this training package and explore the benefits that new technology can bring to the collision investigation process.

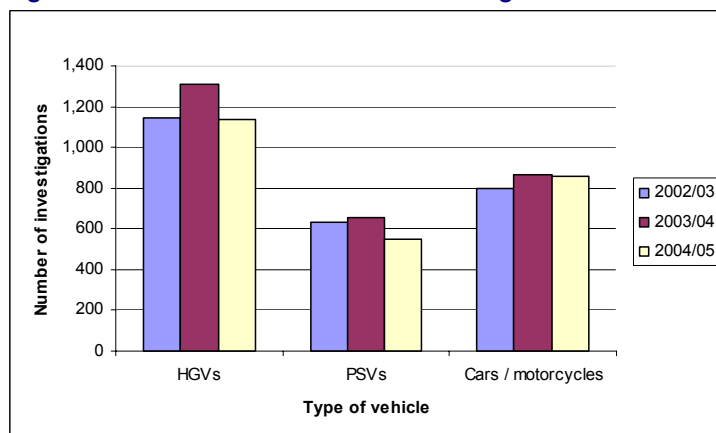
Eleven of our enforcement areas are equipped with high visibility, dual purpose vehicle examination units with the equipment and facilities to give our staff support with in-depth examinations of vehicles, gathering and retention of evidence. This can either be at the scene of a collision or during subsequent examinations. A further 10 vehicles will be deployed in 2005/06.

Having a better understanding of the causes of collisions can help prevent recurrence by allowing corrective measures to be put in place. Examples include:

- a number of incidents investigated concerned crane support legs and container securing devices where defects were found to be the cause or contributory cause of the incident. These incidents and subsequent investigations have led to these items now being included in the statutory annual test; and
- we have recently published a leaflet on the maintenance and assessment of automatic slack adjusters. This publication resulted from a collision examination and subsequent court hearing which pointed to a lack of industry awareness concerning the maintenance and assessment of these components.

Information from our collision investigation forms continues to populate the collision database maintained by Transport Research Laboratory (TRL) on behalf of DfT. We have also been working with other agencies and DfT to explore data held on collisions to identify those operators with the greatest risk of having a collision. We will continue to build on this work next year and to work towards our goal of being the main provider for this service to all 51 police forces.

Figure 4.4 Numbers of collision investigations



Source: Table A4.15

Co-operative crash and truck crash injury studies

VOSA continues to provide data for these two projects, funded by DfT and managed by TRL, which look at protection systems on vehicles and occupant injury, and the correlation between the two.

The Truck Crash Injury Study (TCIS) is the only one of its kind in the world, and the DfT have recently extended the TCIS project to include Passenger Carrying Vehicles and Light Goods Vehicles.

These projects provide real life accidents and collision data, without which, research into vehicle design or legislation cannot be influenced, changed or confirmed. DfT and TRL consider that VOSA VSB, along with the VOSA Specialist Teams, are best placed to carry out this work, due to their extensive network of trained, experienced Vehicle Examiners, and the link and cooperation with the police, through VOSA's collision examination work.

Notable outcomes of the projects in the last year are the introduction of front under-run bumpers on HGVs and the compulsory wearing of seat belts in HGVs.

VOSA have again tendered and been selected to be the provider of this data to TRL, and will seek to continue this for the next phases of the projects.

PSV certification and type certification – Certificate of Initial Fitness

A PSV cannot be used on the highway until it has been given either a certificate of initial fitness or a certificate of conformity under the Conditions of Initial Fitness regulations or a notice of compliance with European legislation. VOSA responds to industry demands for certification. Vehicles built in Northern Ireland are examined by the Driver and Vehicle Testing Agency on VOSA's behalf.

Previously PSVs could only be operated if they met the requirements of the Conditions of Initial Fitness regulations. Buses can now, as an alternative, meet the requirements of the European Bus and Coach Construction Directive or Economic Commission for Europe Regulations. We have trained enough certifying officers to carry out inspections to the bus directive requirements throughout the country. Demand is expected to increase as new bus and coach designs are introduced.

Work carried out by VOSA under this scheme this year has remained at a similar level to that conducted over the last three years. However, individual certification by certifying officers is likely to significantly reduce in future because of the number of major manufacturers now opting for type certification. This arrangement permits manufacturers to build buses/coaches to an agreed specification (i.e. type approval) without the need for each vehicle to be individually certified.

VOSA has continued in discussions with the Vehicle Technology and Strategy division of DfT and with the Vehicle Certification Agency about the proposed introduction of type approval for buses.

The 8.5% (539) increase in COIF inspections will have been influenced by:

- the Transport for London policy of replacing older vehicles. The old Routemasters have all been replaced, as have a large proportion of the single-deck fleet. Articulated buses have taken their place; and
- the need for coaches first used from 1st January 2005, which are to operate on scheduled services, to comply with the wheelchair provisions in PSV Accessibility Regulations. Because of the significant increase in the cost of these coaches, there may have been a rush to buy new coaches prior to 1st January.

International arrangement for the carriage of dangerous goods (ADR)

The purpose of ADR is to permit dangerous goods to be carried on international journeys under a common set of safety rules. VOSA grants certificates to operators wishing to operate under this

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agreement. The work under this scheme is demand led and involves separate inspections to a complex set of rules and type approval of tanker bodies, etc.

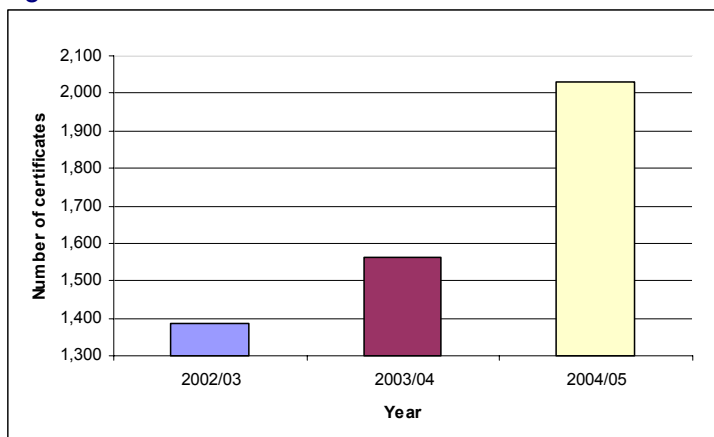
Scheme volumes have increased significantly following the introduction of the requirement for new tank vehicles and their tractor units, used for British domestic carriage of dangerous goods, to be ADR certified from May 2004. Additionally, a substantial number of new military vehicles are being placed in service which are being voluntarily ADR certified by their manufacturers as part of the procurement acceptance process. Both these trends are expected to continue during the next year.

The good pass record of operators of vehicles used for the haulage of dangerous goods on international journeys has been taken into account in the expansion of arrangements for those operators encountering ADR for the first time. Where possible, we will introduce a lighter touch regime where it will not be necessary to have such a rigorous inspection if the vehicle has been type approved or it has remained unchanged since the previous inspection.

International arrangement for the carriage of perishable goods (ATP)

The function of the ATP scheme is to set internationally recognised standards for the carriage of perishable foodstuffs. Test reports on UK vehicles used internationally are produced through Cambridge Refrigeration Technology (CRT), following the specified tests at their facility or at two other private test stations. VOSA has an overseeing role in relation to these test stations and also approves design types suitable for operation under the scheme. The scheme is demand led and the 30% increase in unit certificates reflects the six year validity of certificates issued to vehicles in the peak activity year of 1998/99 (2387).

Figure 4.5 Number of ATP certificates issued



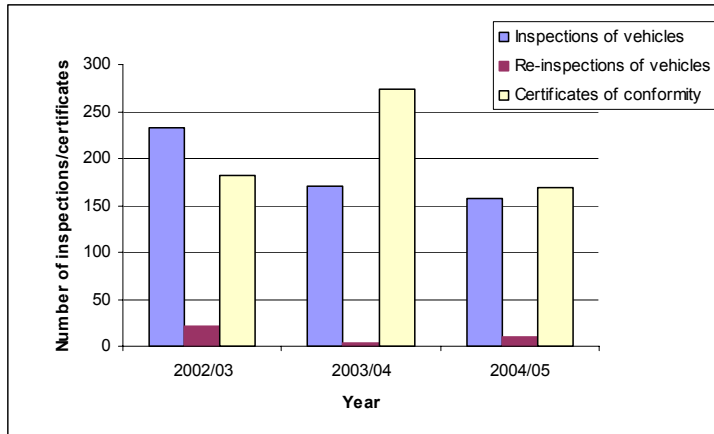
Source: Table A4.18

Transports Internationaux Routiers (TIR)

The TIR 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.

This scheme has become highly specialist following the eastern enlargement of the European Union, which means that most international journeys no longer require TIR vehicle certification as no customs boundaries are crossed. As a result, some manufacturers who used to routinely TIR certify new vehicles have ceased this practice, and volumes have reduced to a minimum of those vehicles engaged on very long continental journeys beyond EU boundaries.

Figure 4.6 Trend in TIR inspections and certification



Source: Table A4.19

Reduced Pollution Certificates

Reduced Pollution Certificates are issued to operators of certain lorries and buses to enable them to license the vehicle in a lower band of vehicle excise duty, provided they have modified the vehicle to reduce the level of emissions.

Certification renewals continue to decline slowly, with a significant reduction in the number of new entries to the scheme. Amongst the factors affecting this are that modifications to new engine types required to achieve the Euro-4 emissions level do not have the necessary Reduced Pollution Type Approval, and that grant funding for pollution abatement equipment has become erratic. The scheme is going to be closed to new vehicle entrants from October 2006, although renewals for vehicles with existing certifications or retrofits of pollution abatement equipment to older vehicles will continue to be accepted.

Abbreviations and glossary

ACPO	Association of Chief Police Officers
ADI	Approved Driving Instructor scheme
ADR	International arrangement for carriage of dangerous goods
Advisory letter	Where a Traffic Examiner finds a minor infringement of the legislation that 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
AE	Authorised Examiner - individual, person in partnership or company meeting the requirements (premises, equipment, personnel and good repute) to carry out MOT testing
ANPR	Automatic Number Plate Recognition
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 the carriage of perishable goods
C&U	Construction and Use (regulations relating to the mechanical condition of a vehicle)
CCIS	Co-operative Crash Injury Study
COIF	Certificate of Initial Fitness
DfT	Department for Transport
DIP	Data Improvement Plan
DP	Designated Premises – privately owned test bays where Vehicle Examiners and Assistant Vehicle Examiners undertake annual HGV and PSV tests
DSA	Driving Standards Agency – government agency responsible for all driving licence tests
DVLA	Driver and Vehicle Licensing Agency – government agency responsible for vehicle excise and the issue of driving licences
EBS	Electronic brake systems
ESVA	Enhanced Single Vehicle Approval scheme
EU	European Union
Fail rates	The initial fail rate is the number of vehicles that, as presented, would fail the annual test (ie those that fail or that pass only after rectifications) as a percentage of all vehicles tested (excluding re-tests). The final fail rate is the number of vehicles that fail even though minor rectifications may have been made, as a percentage of all vehicles tested (excluding re-tests). The re-test fail rate is the number of vehicles that previously failed and are presented for re-test but still fail, as a percentage of all vehicles re-tested

Fleet checks	VOSA 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 VOSA test stations. Fleet checks are normally reserved for operators whose vehicle maintenance is already in question, or where insufficient information is held on VOSA'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.
GPSD	General Product Safety Directive
HA	Highways Agency
HGV	Heavy Goods Vehicle – goods-carrying vehicle over 3,500kg design gross 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.
HGVTS	Heavy Goods Vehicle Testing Stations
IU	Intelligence Unit
LACORS	Local Authorities Co-ordinating of Regulatory services (the former LACOTS)
LGV	Light Goods Vehicle – goods-carrying vehicle not exceeding 3,500 kg design gross weight
Maintenance appraisals	These appraisals use data about an operator which is stored on VOSA'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 VOSA enforcement area will be affected by changes in fleet condition and the requirements of the Traffic Commissioners.
Maintenance assessments	VOSA examiners assess and advise on the adequacy of operators' maintenance arrangements as part of the support provided to Traffic Commissioners under the operator ('O') licensing regime. Maintenance assessments can vary in complexity. 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.
Maintenance investigations	These are visits to check operators' facilities to check on their maintenance standards and procedures. They are therefore reserved for initial checks on newly licensed operators, and checks on

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	established operators where there are concerns about maintenance standards.
MOA	Memorandum of Agreement – written requirement agreed with the relevant policy directorate of DfT on the type and level of activity to be undertaken under a scheme by the Agency
MCD	Mobile Compliance Device
MOT	(Ministry of Transport) – annual statutory test for cars and motorcycles
MOT Classes	Classes 1 (up to 200 cc) and 2 – motorcycles, motorcycles with sidecar 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. VOSA 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
MSVA	Motorcycle Single Vehicle Approval
NT	Nominated Tester – a qualified mechanic who has been nominated by an AE to carry out MOT tests
NTT	Nominated Tester Training
OCRS	Operator Compliance Risk Score
'O' licence	Operator licence issued by Traffic Commissioners which permits the commercial operation of HGVs or PSVs
ORN	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
PG	Performance Gain
PI	Public inquiry by Traffic Commissioners – see 'Traffic Commissioners'
Prohibition categories	Category 1: An immediate prohibition that includes an immediate brake, steering or tyre defect Category 2: An immediate prohibition not falling within Category 1 Category 3: A delayed prohibition that includes a brake, steering or tyre defect Category 4: A delayed prohibition not falling within Category 3 Category 5: A delayed prohibition for excessive exhaust emissions only
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
PRS	Passed after Rectification at Station
PSV	Public Service Vehicle – a vehicle licensed to carry (normally 9 or more) fare- paying passengers
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 of Practice Safety Defects, which is agreed between the DfT, VOSA and the Society of Motor Manufacturers and Traders, vehicle manufacturers or importers are required to notify VOSA whenever a manufacturing or design defect threatens the safety of a significant number of vehicles and a recall is required. VOSA 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
Spot checks	Roadworthiness spot checks can be carried out at the roadside, at ports, at VOSA’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 VOSA 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
Tachograph	Under EC Regulations, most HGVs and about half of all PSVs with 18 or more seats (including the driver’s) are required to be fitted with tachographs. These tachographs must be type approved and must be installed and calibrated at centres supervised by VOSA. They must also be checked on a two-yearly cycle for installation checks and a six-yearly cycle for calibration checks. VOSA sets the standards for equipment, training and security at tachograph centres, and vets and approves these centres. VOSA 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
TAN	Traffic Area Network Division of VOSA
TAO	Traffic Area Office
TC	Traffic Commissioner. The seven Traffic Commissioners are appointed by the Secretary of State for Transport and have responsibility in their Traffic 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 role aimed at encouraging consistency in licensing decisions and procedures. The Traffic Commissioners are assisted by Deputy Traffic Commissioners, who hold some of the Public Inquiries

TCIS	Truck Crash Injury Study
TE	Traffic Examiners are VOSA employees responsible for the frontline enforcement of safety and licensing provisions on goods and passenger vehicles. They 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. VOSA aims to meet customer objectives for improving compliance with traffic legislation by maximising the resources available for investigating and prosecuting offenders for serious offences while meeting minimum targets for numbers of roadside and other examinations at spot checks
Testing error rate	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)
TIR	Transports Internationaux Routiers – international arrangement for carriage of goods sealed for customs purposes
Traffic offences	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
TRL	Transport Research Laboratory
TSD	Trading Standards Department
TSO	Trading Standards Officer
VCA	Vehicle Certification Agency
VE	Vehicle examiner. 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. VOSA aims to meet customer objectives for improving

compliance with roadworthiness standards by concentrating the resources available on more serious defects while 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 collision investigations

Vehicle Inspection Notice	Issued by Vehicle Examiners when they find advisory items or minor defects that 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 Division of VOSA
VIC	Vehicle Identity Check
VOSA	Vehicle and Operator Services Agency
VRM	Vehicle Registration Mark
VRO	Vehicle Registration Office
VSB	Vehicle Safety Branch – a unit within VOSA that deals with safety recalls, accident investigations and defect investigations
WIMS	Weigh In Motion sensors

Annex 1: The HGV fleet

Table A1.1 Trends in HGV motor vehicle volumes and test fail rates

	Tests	Fails		PRS	% fail rates		PRS
		Initial	Final		Initial	Final	
2004/05							
Annual	465,258	181,117	116,155	64,962	38.9%	25.0%	14.0%
Re-tests	115,696	-	15,003	-	-	13.0%	
2003/04							
Annual	467,640	191,003	129,331	61,672	40.8%	27.7%	13.2%
Re-tests	140,491	-	16,626	-	-	11.8%	
2002/03							
Annual	465,920	198,016	139,263	58,755	42.5%	29.9%	12.6%
Re-tests	152,048	-	19,341	-	-	12.7%	

Note:

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

Table A1.2 Composition of motor vehicle fleet by number of axles

	2004/05		2003/04		2002/03	
	Number	% of total	Number	% of total	Number	% of total
2 - axle	324,069	69.7%	332,903	71.2%	339,214	72.8%
3 - axle	117,544	25.3%	111,558	23.9%	104,105	22.3%
4 - axle	23,645	5.1%	23,179	5.0%	22,601	4.9%
Total	465,258		467,640		465,920	

Table A1.3 HGV motor vehicle initial test failure rate by age

Age	2004/05	2003/04	2002/03
Up to 1 year	17.9%	19.9%	24.5%
2 years	22.6%	24.5%	26.3%
3 years	26.3%	28.0%	28.4%
4 years	29.8%	32.0%	32.6%
5 years	33.0%	34.6%	36.6%
6 years	36.8%	39.6%	40.8%
7 years	41.8%	43.9%	45.8%
8 years	45.1%	47.1%	49.0%
9 years	47.6%	49.8%	50.8%
10 years	50.5%	52.3%	54.4%
11 years	51.1%	55.9%	55.9%
12+ years	54.2%	55.6%	57.2%

Table A1.4 Age distribution across HGV motor vehicle fleet

Age	2004/05	2003/04	2002/03
Up to 1 year	11.4%	11.6%	11.0%
1 year	11.3%	10.7%	11.6%
2 years	10.4%	11.2%	11.2%
3 years	10.4%	10.2%	10.0%
4 years	9.8%	9.4%	9.4%
5 years	8.3%	8.4%	7.5%
6 years	7.4%	6.8%	7.2%
7 years	5.9%	6.3%	6.9%
8 years	5.4%	5.9%	5.2%
9 years	4.8%	4.4%	3.5%
10 years	3.5%	2.8%	2.6%
11 years	2.2%	2.0%	2.1%
12 years	1.6%	1.6%	2.6%
Over 12 years	7.6%	8.7%	9.2%

Note:

Data provided by Transport Statistics TSR 4 Branch for the calendar year.

Table A1.5 HGV motor vehicle initial test fail rate by fleet size

Fleet size	2004/05	2003/04	2002/03
1	47.7%	48.8%	50.2%
2-5	46.6%	48.2%	50.7%
6-10	42.9%	44.6%	46.0%
11-20	38.8%	39.7%	42.1%
21-30	33.8%	35.9%	38.1%
31-40	35.0%	35.6%	36.8%
41-50	31.9%	35.2%	35.0%
51-100	30.1%	32.8%	33.1%
>100	30.4%	31.5%	31.0%

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 VOSA's HGV test results database. Average fail rates were then calculated for each fleet size category.

Table A1.6 Fleet size distribution across HGV motor vehicle fleet

Fleet size	2004/05	2003/04	2002/03
1	51.7%	51.7%	52.2%
2-5	33.9%	33.9%	33.7%
6-10	7.4%	7.4%	7.3%
11-20	3.8%	3.8%	3.7%
21-30	1.2%	1.2%	1.2%
31-40	0.6%	0.6%	0.6%
41-50	0.4%	0.4%	0.4%
51-100	0.6%	0.6%	0.6%
>100	0.3%	0.4%	0.3%

Note:

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

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Table A1.7 Motor vehicle initial test fail rates by operator fleet size and vehicle maintenance arrangements 2004/05

Fleet size	Total vehicles	Vehicles maintained		% maintained		Initial test fail rates	
		In-house	Contracted out	In-house	Contracted out	In-house	Contracted out
1	13,753	2,175	11,578	15.8%	84.2%	51.2%	43.5%
2-5	24,836	4,658	20,178	18.8%	81.2%	50.3%	43.2%
6-10	14,402	3,406	10,996	23.6%	76.4%	44.2%	38.9%
11-20	14,507	3,953	10,554	27.2%	72.8%	36.9%	34.1%
21-30	7,696	2,093	5,603	27.2%	72.8%	35.0%	32.4%
31-40	6,312	1,908	4,404	30.2%	69.8%	32.0%	30.9%
41-50	4,730	1,260	3,470	26.6%	73.4%	36.1%	28.9%
51-100	12,044	2,562	9,482	21.3%	78.7%	30.0%	30.5%
100+	19,366	1,874	17,492	9.7%	90.3%	32.9%	28.5%
Total	117,646	23,889	93,757	20.3%	79.7%	40.2%	35.9%

Note:

Data drawn from a sample of the annual tests undertaken in 2004/05.

Table A1.8 Trends in the top ten reasons for HGV motor vehicle fails

Testable items	2004/05	2003/04	2002/03
Headlamp aim	19.3%	19.3%	20.1%
Service brake performance	8.8%	9.3%	10.6%
Lamps	7.1%	7.4%	7.9%
Brake system components	5.7%	5.9%	6.7%
Secondary brake performance	5.6%	5.9%	6.6%
Parking brake performance	3.5%	3.6%	4.1%
Steering mechanism	3.0%	3.5%	4.1%
Suspension	2.6%	2.6%	3.0%
Speedo/tacho testing	2.4%	3.4%	5.4%
Reflectors*	2.4%	2.4%	2.7%

Notes:

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 fail rate for these items.

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

Table A1.9 Exhaust emissions test fail rate as a percentage of HGVs tested

	2004/05	2003/04	2002/03
Fail rate	0.9%	1.2%	1.8%

Table A1.10 Trends in HGV trailer volumes and test fail rates

	Tests	Fails		PRS	% rates		PRS
		Initial	Final		Initial	Final	
2004/05							
Annual	242,117	63,786	52,409	11,377	26.4%	21.7%	4.7%
Re-tests	56,186	-	8,933	-	-	15.9%	-
2003/04							
Annual	241,504	64,451	52,968	11,483	26.7%	21.9%	4.8%
Re-tests	58,520	-	9,170	-	-	15.7%	-
2002/03							
Annual	242,035	68,871	57,342	11,529	28.5%	23.7%	4.8%
Re-tests	64,190	-	10,611	-	-	16.5%	-

Note:

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

Table A1.11 Composition of trailer fleet by number of axles

	2004/05		2003/04		2002/03	
	Number	% of total	Number	% of total	Number	% of total
1 - axle	5,587	2.3%	5,949	2.5%	6,398	2.6%
2 - axle	58,412	24.1%	63,848	26.4%	68,911	28.5%
3 - axle	177,928	73.5%	171,521	71.0%	166,550	68.8%
4 - axle	154	0.1%	149	0.1%	143	0.1%
5 - axle	36	0.0%	37	0.0%	33	0.0%
Total	242,117		241,504		242,035	

Table A1.12 HGV trailer initial test fail rate by age

Age (Yrs)	2004/05	2003/04	2002/03
1 year	12.6%	12.7%	13.0%
2 years	13.7%	14.0%	14.5%
3 years	19.4%	22.9%	20.0%
4 years	22.5%	21.2%	22.9%
5 years	23.4%	24.2%	25.8%
6 years	24.9%	25.5%	27.9%
7 years	26.5%	27.0%	29.3%
8 years	28.7%	29.0%	30.7%
9 years	30.4%	29.1%	32.7%
10 years	30.4%	31.5%	33.7%
11 years	31.8%	32.0%	35.5%
12+ years	32.1%	34.0%	34.8%

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 VOSA when the owner or operator cannot provide a precise date of manufacture. 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 A1.13 Trends in the top ten reasons for HGV trailer fails

Testable items	2004/05	2003/04	2002/03
Service brake performance	13.2%	13.2%	14.7%
Parking brake performance	10.7%	10.3%	11.5%
Brake system components	5.5%	6.1%	7.1%
Lamps	4.3%	4.4%	4.6%
Reflectors & rear markings	2.4%	2.3%	2.4%
Suspension	1.9%	1.9%	2.2%
Spray suppression, wings / wheel arches	1.3%	1.4%	1.9%
Tyres (condition)	1.1%	1.0%	1.2%
Service brake operation	1.0%	0.9%	1.0%
Road wheels and hubs	0.7%	0.8%	0.9%

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 fail rate for these items.

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Table A1.14 Regional variation in initial test fail rates

Enforcement Group	Motor vehicles			Trailers		
	2004/05	2003/04	2002/03	2004/05	2003/04	2002/03
Scottish	39.2%	39.7%	43.1%	26.9%	27.9%	30.4%
North Eastern	42.9%	45.1%	46.8%	29.1%	29.7%	32.0%
North Western	34.3%	35.8%	38.9%	22.7%	23.6%	25.1%
West Midlands	40.3%	43.8%	45.8%	27.2%	27.2%	29.2%
Eastern	37.0%	38.8%	37.2%	24.9%	24.6%	25.3%
South Eastern	41.7%	39.0%	39.4%	26.8%	26.0%	26.4%
Western	40.4%	43.8%	47.6%	28.2%	29.4%	32.5%
Welsh	37.3%	41.5%	44.5%	25.6%	26.9%	28.4%
National	39.2%	40.8%	42.5%	26.2%	26.7%	28.5%

Table A1.15 Fail rates at HGVTSs and DPs

	Initial			PRS			Final		
	2004/05	2003/04	2002/03	2004/05	2003/04	2002/03	2004/05	2003/04	2002/03
HGV motor vehicles									
HGVTS	39.4%	41.0%	42.5%	13.6%	12.5%	11.8%	25.8%	28.5%	30.7%
DP	35.9%	39.7%	42.3%	16.6%	17.6%	18.1%	19.3%	22.0%	24.2%
HGV trailers									
HGVTS	27.5%	27.6%	29.2%	4.4%	4.2%	4.2%	23.2%	23.4%	25.0%
DP	21.6%	23.1%	25.3%	6.0%	6.7%	7.2%	15.5%	16.4%	18.2%

Table A1.16 Forward booking times

	% of tests available within 18 days			% of HGVTSs in region achieving target		
	2004/05	2003/04	2002/03	2004/05	2003/04	2002/03
Scottish	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
North East	100.0%	97.1%	100.0%	100.0%	88.9%	100.0%
North West	100.0%	100.0%	96.4%	100.0%	100.0%	88.9%
Midlands	100.0%	91.5%	84.6%	100.0%	55.6%	55.6%
Wales & West	100.0%	98.6%	84.3%	100.0%	91.7%	83.3%
South East	100.0%	95.0%	83.8%	100.0%	80.0%	40.0%
Eastern	98.3%	99.7%	86.1%	88.9%	100.0%	44.4%
South West	99.9%	99.9%	81.0%	100.0%	100.0%	36.7%

Table A1.17 Voluntary tests

	2004/05	2003/04	2002/03
HGVs & PSVs			
Brake (axles)	50,133	45,554	42,016
Headlamp aim (checks)	13,239	12,314	8,567
Smoke (checks)	752	558	624
Multi check (checks)	13,906	10,140	8,412

Note:

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

Table A1.18 Training: number of attendees at VOSA courses

	2004/05	2003/04	2002/03
HGV students	459	336	692
PSV students	364	260	663

Table A1.19 Baseline survey results
Full results published by VOSA this year as Heavy Goods Vehicle Fleet Compliance Check 2004

HGV motor vehicles			
Number of HGVs checked	Number of prohibitions	Delayed	Immediate
4594	518	341	177
	11.3%	7.4%	3.9%
Type of prohibition by age of vehicle (based on registration)	Number checked	Delayed	Immediate
0-1 years	902	2.4%	1.6%
2-3 years	1097	4.0%	2.7%
4-5 years	992	9.1%	3.3%
6-7 years	638	9.6%	5.2%
8-9 years	455	12.3%	5.7%
10-11 years	210	12.9%	6.7%
12-13 years	105	13.3%	7.6%
14 years and over	195	13.8%	9.7%
Total	4,594	7.4%	3.9%

Type of prohibition by Enforcement Group of operator	Number checked	Delayed	Immediate
Scottish	628	7.0%	4.1%
North Eastern	789	7.2%	2.7%
North Western	771	7.9%	3.5%
West Midlands	433	6.5%	2.8%
Eastern	606	7.6%	3.6%
South Eastern	352	10.2%	5.7%
Western	645	6.4%	3.7%
Welsh	211	7.1%	3.3%
Not recorded	159	8.2%	11.3%
Total	4,594	7.4%	3.9%

Type of prohibition by HGV type	Number checked	Delayed	Immediate
Articulated	1,834	6.8%	2.7%
Rigid	2,760	7.8%	4.6%
Total	4,594	7.4%	3.9%

Traffic offence	Verbal warning	Advisory prohibition or ORN	Report for prosecution
Dimensions and limiters	6	24	5
Driver licence	1	1	5
Vehicle excise duty	2	2	3
Tachograph	191	113	13
Drivers' hours	177	154	25
'O' licence illegal operator	6	6	9
'O' licence other offences	34	6	7
Plating and testing	16	59	4
Other	54	22	13
Total	487	387	84

Top ten prohibition defects (testable items)	Number of prohibition defects
Braking systems and components	146
Condition of tyres	81
Suspension	71
Road wheels and hubs	46
Steering mechanism	38
Spray suppression, wings & wheel arches	37
Oil leaks	33
Fuel tanks and systems	30
Service brake operation	30
Lamps/direction indicators and hazard warning lamps	24

HGV trailers			
Type of prohibition by age of trailer (based on vehicle registration)	Number checked	Delayed	Immediate
0-1 years	484	6.0%	2.9%
2-3 years	478	9.8%	2.3%
4-5 years	445	9.4%	5.2%
6-7 years	235	11.1%	6.8%
8-9 years	130	9.2%	6.2%
10-11 years	62	11.3%	3.2%
12-13 years	21	4.8%	4.8%
14 years and over	36	5.6%	5.6%
Total	1,891	8.8%	4.1%

Type of prohibition by Traffic Area of operator	Number checked	Delayed	Immediate
Scottish	259	7.1%	4.6%
North Eastern	325	8.3%	3.7%
North Western	317	8.4%	4.5%
West Midlands	178	10.4%	2.6%
Eastern	249	11.5%	3.8%
South Eastern	145	10.0%	4.5%
Western	265	8.3%	2.9%
Welsh	87	6.2%	5.3%
Not Recorded	66	13.0%	13.0%
Total	1,891	8.8%	4.1%

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.

Top ten prohibition defects (testable items)	Number of prohibition defects
Brake systems & components	140
Suspension	18
Lamps	14
Service brake operation	22
Condition of tyres	39
Direction indicators and hazard warning lamps	11
Spray suppression, wings & wheel arches	13
Service brake performance	8
Road wheels and hubs	15
Vehicle to trailer coupling/connections/oil leaks	4

Note:

The operator of the motor vehicle pulling the trailer was used to generate this breakdown of data. The number of prohibitions issued by the Traffic Area of the operator was not recorded for trailers.

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Table A1.20 Baseline survey results

Full results published by VOSA this year as *Non-GB Heavy Goods Vehicle Fleet Compliance Check September to November 2004*

HGV motor vehicles

	Number of HGVs checked	Number of prohibitions	Delayed	Immediate
	2015	173	88	85
		8.6%	4.4%	4.2%

Vehicle roadworthiness inspection by country of origin	Number checked	% of all vehicles	Delayed	Immediate
Netherlands	543	26.9%	2.6%	2.6%
Ireland	314	15.6%	7.0%	4.8%
France	172	8.5%	1.7%	3.5%
Germany	159	7.9%	2.5%	4.4%
Belgium	143	7.1%	2.8%	5.6%
Northern Ireland	117	5.8%	6.8%	6.0%
Poland	94	4.7%	8.5%	4.3%
Italy	75	3.7%	2.7%	8.0%
Spain	59	2.9%	10.2%	6.8%
Czech Republic	55	2.7%	3.6%	3.6%
Austria	41	2.0%	0.0%	7.3%
Portugal	30	1.5%	10.0%	0.0%
Lithuania	27	1.3%	11.1%	3.7%
Hungary	26	1.3%	3.8%	7.7%
Bulgaria	25	1.2%	0.0%	8.0%
Denmark	25	1.2%	4.0%	4.0%
Luxembourg	18	0.9%	0.0%	0.0%
Romania	13	0.6%	7.7%	7.7%
Slovenia	13	0.6%	7.7%	7.7%
Turkey	13	0.6%	0.0%	0.0%
Russian Federation	10	0.5%	0.0%	0.0%
Slovakia	10	0.5%	0.0%	0.0%
Estonia	6	0.3%	0.0%	0.0%
Latvia	4	0.2%	25.0%	0.0%
Croatia	3	0.1%	66.7%	0.0%
Greece	3	0.1%	33.3%	0.0%
Sweden	3	0.1%	33.3%	0.0%
Switzerland	3	0.1%	0.0%	0.0%
Finland	2	0.1%	0.0%	0.0%
Non-European	2	0.1%	0.0%	0.0%
Serbia & Montenegro	2	0.1%	0.0%	0.0%
Andorra	1	0.0%	0.0%	0.0%
Bosnia-Herzegovina	1	0.0%	0.0%	0.0%
Guernsey	1	0.0%	0.0%	0.0%
Isle of Man	1	0.0%	0.0%	0.0%
Macedonia	1	0.0%	0.0%	0.0%
Total	2015	100.0%	4.4%	4.2%

Type of prohibition by Enforcement Group of operator	Number checked	% of all vehicles	Delayed	Immediate
Scottish	157	7.8%	2.5%	3.8%
North Eastern	346	17.2%	2.3%	3.2%
North Western	224	11.1%	6.3%	4.9%
West Midlands	173	8.6%	9.8%	3.5%
Eastern	284	14.1%	2.8%	3.2%
South Eastern	225	11.2%	7.1%	10.7%
Western	294	14.6%	1.7%	2.7%
Welsh	312	15.5%	5.1%	3.2%
Total	2,015	100.0%	4.4%	4.2%

Type of prohibition by HGV type	Number checked	% of all vehicles	Delayed	Immediate
Articulated	1,776	88.1%	4.4%	4.1%
Rigid	239	11.9%	4.2%	5.4%
Total	2,015	100.0%	4.4%	4.2%

Traffic Offence	Verbal warning	Prohibition or advisory letter	Report for prosecution
Dimensions and limiters	1	1	0
Driver licence	2	3	0
Speed limiters	10	21	2
Tachograph (instrument)	23	25	1
Drivers' hours & records	173	282	18
Community authorisation	11	33	1
Overloading	19	87	0
Other	5	4	1
Total	244	456	23

Top ten prohibition defects (testable items)	Number of prohibition defects
Brake systems and components	40
Condition of tyres	24
Service brake operation	23
Glass & view of road	21
Lamps	19
Spray suppression, wings & wheel arches	13
Road wheels and hubs	9
Speed limiter	9
Vehicle to trailer coupling	5
Suspension	5

HGV trailers

Number of trailers checked	Number of prohibitions	Delayed	Immediate
1,904	285	151	134
	15.0%	7.9%	7.0%

Trailer roadworthiness inspection by country of origin	Number checked	% of all vehicles	Delayed	Immediate
Netherlands	508	26.7%	6.3%	5.9%
Ireland	296	15.5%	11.8%	12.5%
France	169	8.9%	4.7%	3.6%
Germany	146	7.7%	7.5%	2.1%
Belgium	140	7.4%	12.1%	7.1%
Northern Ireland	112	5.9%	10.7%	8.0%
Poland	89	4.7%	7.9%	10.1%
Italy	69	3.6%	8.7%	8.7%
Spain	57	3.0%	17.5%	7.0%
Czech Republic	53	2.8%	1.9%	1.9%
Austria	39	2.0%	5.1%	2.6%
Portugal	30	1.6%	6.7%	10.0%
Lithuania	26	1.4%	7.7%	11.5%
Hungary	24	1.3%	0.0%	4.2%
Bulgaria	22	1.2%	0.0%	9.1%
Denmark	21	1.1%	9.5%	0.0%
Luxembourg	18	0.9%	0.0%	11.1%
Romania	13	0.7%	7.7%	7.7%
Slovenia	13	0.7%	0.0%	7.7%
Turkey	10	0.5%	0.0%	0.0%
Russian Federation	10	0.5%	0.0%	0.0%
Slovakia	7	0.4%	0.0%	0.0%
Estonia	6	0.3%	16.7%	0.0%
Latvia	4	0.2%	25.0%	25.0%
Croatia	3	0.2%	0.0%	66.7%
Greece	3	0.2%	0.0%	0.0%
Sweden	3	0.2%	33.3%	0.0%
Switzerland	3	0.2%	0.0%	0.0%
Finland	2	0.1%	0.0%	50.0%
Non-European	2	0.1%	0.0%	0.0%
Serbia & Montenegro	2	0.1%	0.0%	0.0%
Bosnia-Herzegovina	1	0.1%	0.0%	0.0%
Guernsey	1	0.1%	0.0%	100.0%
Isle of Man	1	0.1%	0.0%	0.0%
Macedonia	1	0.1%	0.0%	0.0%
Total	1904	100.0%	7.9%	7.0%

Type of prohibition by Traffic Area of operator	Number checked	% of all vehicles	Delayed	Immediate
Scottish	148	7.8%	8.1%	2.0%
North Eastern	310	16.3%	8.1%	6.1%
North Western	216	11.3%	9.3%	10.2%
West Midlands	168	8.8%	14.9%	11.9%
Eastern	276	14.5%	4.7%	3.3%
South Eastern	218	11.4%	13.8%	8.3%
Western	279	14.7%	2.5%	1.4%
Welsh	289	15.2%	6.6%	13.5%
Total	1,904	100.0%	7.9%	7.0%

Note:

The operator of the motor vehicle pulling the trailer was used to generate this breakdown of data. The number of prohibitions issued by the Traffic Area of the operator was not recorded for trailers.

Top ten prohibition defects (testable items)	Number of prohibition defects
Brake systems & components	167
Condition of tyres	38
Service brake operation	27
Suspension	26
Road wheels and hubs	23
Service brake performance	16
Connections	12
Lamps	10
Spray suppression, wings & wheel arches	4
Direction indicators and hazard warning lamps	4

Table A1.21 Goods vehicle operators – licences in issue at 31 March

	2004/05				2003/04				2002/03			
	Restricted	Standard national	Standard international	Total	Restricted	Standard national	Standard international	Total	Restricted	Standard national	Standard international	Total
Scottish	3,864	3,790	848	8,502	3,913	3,828	870	8,611	4,056	3,933	914	8,903
North Eastern	7,368	6,662	1,752	15,782	7,367	6,736	1,834	15,937	7,594	6,890	1,961	16,445
North Western	7,247	6,035	1,601	14,883	7,308	6,082	1,678	15,068	7,695	6,317	1,804	15,816
West Midlands	5,741	4,652	1,179	11,572	5,808	4,668	1,215	11,691	5,969	4,714	1,263	11,946
Eastern	8,167	6,663	2,456	17,286	8,194	6,724	2,540	17,458	8,199	6,781	2,641	17,621
South Eastern	6,088	4,364	1,683	12,135	6,192	4,425	1,759	12,376	6,254	4,421	1,838	12,513
Western	7,057	5,687	1,808	14,552	7,077	5,786	1,867	14,730	7,015	5,817	1,889	14,721
Welsh	3,644	2,893	608	7,145	3,604	2,862	609	7,075	3,714	2,914	625	7,253
National	49,176	40,746	11,935	101,857	49,463	41,111	12,372	102,946	50,496	41,787	12,935	105,218

Table A1.22 Goods vehicle operators – number of specified vehicles on licences at 31 March

	2004/05				2003/04				2002/03			
	Restricted	Standard national	Standard international	Total	Restricted	Standard national	Standard international	Total	Restricted	Standard national	Standard international	Total
Scottish	7,669	20,983	6,355	35,007	7,758	21,375	6,318	35,451	7,826	21,722	6,644	36,192
North Eastern	15,412	32,253	16,102	63,767	15,890	32,772	17,361	66,023	15,948	32,577	17,676	66,201
North Western	15,239	27,910	13,832	56,981	15,655	29,138	14,807	59,600	16,362	29,470	14,929	60,761
West Midlands	11,622	21,839	10,013	43,474	12,108	22,094	10,814	45,016	12,354	22,280	11,218	45,852
Eastern	17,015	31,973	20,067	69,055	17,360	32,460	20,609	70,429	17,150	31,938	20,899	69,987
South Eastern	15,117	23,978	10,743	49,838	15,688	24,039	11,585	51,312	15,726	23,499	11,963	51,188
Western	14,640	28,481	12,509	55,630	15,068	29,038	13,135	57,241	15,057	28,563	13,564	57,184
Welsh	6,524	11,969	3,958	22,451	6,604	11,765	4,015	22,384	6,695	11,703	4,073	22,471
National	103,238	199,386	93,579	396,203	106,131	202,681	98,644	407,456	107,118	201,752	100,966	409,836

Table A1.23 HGV maintenance assessments by initiating reason

	Number assessed			% assessed		
	2004/05	2003/04	2002/03	2004/05	2003/04	2002/03
New licence	8,324	8,102	6,666	38.9%	36.8%	34.1%
Variation	4,300	4,490	4,451	20.1%	20.4%	22.7%
Traffic Area Office generated	3,080	2,977	2,618	14.4%	13.5%	13.4%
Enforcement Area generated	5,719	6,436	5,832	26.7%	29.2%	29.8%
Total	21,423	22,005	19,567			

Note:

The data source for this report has changed from 2004/05. From 2004/05 this report is populated from details of roadworthiness and traffic enforcement checks captured by examiners at the roadside and at operators' premises.

Table A1.24 HGV (motor vehicle and trailer) fleet checks and prohibitions by initiating reason

	% examined			Number examined			Number of prohibitions			Prohibition rates		
	2004/05	2003/04	2002/03	2004/05	2003/04	2002/03	2004/05	2003/04	2002/03	2004/05	2003/04	2002/03
New licence	30.3%	27.1%	24.3%	8,704	7,744	6,429	564	504	426	6.5%	6.5%	6.6%
Variation	18.1%	19.0%	22.1%	5,197	5,428	5,844	297	320	397	5.7%	5.9%	6.8%
Traffic Area Office generated	17.8%	17.6%	16.4%	5,103	5,022	4,346	411	347	423	8.1%	6.9%	9.7%
Enforcement Area generated	33.9%	36.3%	37.3%	9,744	10,352	9,868	866	1,053	1,121	8.9%	10.2%	11.4%
Total				28,748	28,546	26,487	2,138	2,224	2,367	7.4%	7.8%	8.9%

Note:

The data source for this report has changed from 2004/05. From 2004/05 this report is populated from details of roadworthiness and traffic enforcement checks captured by examiners at the roadside and at operators' premises.

Table A1.25 HGV maintenance assessments and outcomes

Enforcement Group	Total assessments			Satisfactory			Unsatisfactory		
	2004/05	2003/04	2002/03	2004/05	2003/04	2002/03	2004/05	2003/04	2002/03
Scottish	2,177	2,052	1,782	62.6%	50.1%	69.0%	37.4%	49.9%	31.0%
North Eastern	3,273	1,490	2,036	56.5%	68.1%	60.1%	43.5%	31.9%	39.9%
North Western	1,334	1,208	1,456	78.2%	61.0%	61.7%	21.8%	39.0%	38.3%
West Midlands	1,187	1,037	1,176	57.6%	54.9%	62.4%	42.4%	45.1%	37.6%
Eastern	4,124	2,115	3,481	58.3%	53.9%	62.5%	41.7%	46.1%	37.5%
South Eastern	2,348	2,678	2,015	49.2%	44.1%	49.9%	50.8%	55.9%	50.1%
Western	2,292	3,473	1,649	54.8%	57.1%	58.3%	45.2%	42.9%	41.7%
Welsh	1,093	2,494	1,095	60.6%	63.4%	62.2%	39.4%	36.6%	37.8%
National	17,828	16,547	14,690	58.4%	55.8%	60.7%	41.6%	44.2%	39.3%

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.

The data source for this report has changed from 2004/05. From 2004/05 this report is populated from details of roadworthiness and traffic enforcement checks captured by examiners at the roadside and at operators' premises.

Table A1.26 Results of fleet roadworthiness checks by VOSA Enforcement Group

Enforcement Group	HGV motor vehicles						HGV trailers					
	2004/05		2003/04		2002/03		2004/05		2003/04		2002/03	
	Number of checks	Prohibition rate	Number of checks	Prohibition rate	Number of checks	Prohibition rate	Number of checks	Prohibition rate	Number of checks	Prohibition rate	Number of checks	Prohibition rate
Scottish	2,318	10.2%	2,262	7.9%	1,843	9.4%	515	8.9%	552	6.9%	482	7.7%
North Eastern	3,760	8.2%	3,392	8.6%	3,149	9.1%	1,065	8.4%	983	7.7%	1,056	8.7%
North Western	3,566	9.6%	3,571	9.5%	3,122	11.7%	971	6.2%	1,018	6.7%	961	9.8%
West Midlands	2,227	8.1%	2,220	10.0%	2,351	7.6%	569	7.7%	602	10.0%	670	6.7%
Eastern	3,985	3.5%	3,875	4.2%	3,497	4.7%	1,013	1.8%	1,086	3.2%	982	4.8%
South Eastern	3,136	7.7%	3,615	8.5%	3,072	9.9%	542	8.5%	513	13.6%	455	16.0%
Western	2,861	7.8%	2,651	7.4%	2,610	9.9%	723	8.6%	556	6.3%	590	10.2%
Welsh	1,205	6.6%	1,326	8.5%	1,343	12.4%	292	7.5%	324	9.3%	304	7.9%
National	23,058	7.6%	22,912	7.9%	20,987	9.0%	5,690	6.8%	5,634	7.3%	5,500	8.6%

Notes:

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 severity of a defect/offence determines whether an immediate or delayed prohibition is issued.

The data source for this report has changed from 2004/05. From 2004/05 this report is populated from details of roadworthiness and traffic enforcement checks captured by examiners at the roadside and at operators' premises.

Table A1.27 Roadworthiness checks of UK and foreign HGV motor vehicles and trailers

Category	2004/05			2003/04			2002/03		
	Number of checks	Number prohibited	Prohibition	Number of checks	Number prohibited	Prohibition	Number of checks	Number prohibited	Prohibition
UK	83,919	19,315	23.0%	89,319	19,862	22.2%	82,580	19,095	23.1%
Foreign	13,912	4,388	31.5%	6,777	1,936	28.6%	3,018	485	16.1%
Total	97,831	23,703	24.2%	96,096	21,798	22.7%	85,598	19,580	22.9%
Emissions	6,234	16	0.3%	7,873	36	0.5%	7,748	59	0.8%
Fleet	28,748	2,138	7.4%	28,546	2,224	7.8%	26,487	2,367	8.9%
Sift Checks	12,404	-	-	10,347	-	-	10,867	-	-

Note:

The data source for this report has changed from 2004/05 and for foreign vehicles checks for 2003/04. From 2004/05 this report is populated from details of roadworthiness and traffic enforcement checks captured by examiners at the roadside and at operators' premises.

Table A1.28 Results of roadworthiness spot checks of UK vehicles by VOSA Enforcement Group

Enforcement Group	HGV motor vehicles						HGV trailers					
	2004/05		2003/04		2002/03		2004/05		2003/04		2002/03	
	Number of checks	Prohibition rate	Number of checks	Prohibition rate	Number of checks	Prohibition rate	Number of checks	Prohibition rate	Number of checks	Prohibition rate	Number of checks	Prohibition rate
Scottish	9,175	23.0%	9,432	21.2%	8,345	22.3%	3,349	24.8%	3,404	24.0%	3,021	24.3%
North Eastern	10,470	23.8%	10,560	22.0%	9,513	25.2%	3,140	26.3%	3,418	23.6%	3,443	24.2%
North Western	7,499	24.0%	8,910	27.8%	7,735	27.0%	2,934	29.8%	3,255	30.5%	2,806	33.1%
West Midlands	4,934	25.5%	5,660	21.7%	5,401	22.9%	1,723	24.5%	2,004	24.2%	1,875	25.0%
Eastern	7,726	15.9%	8,585	15.4%	7,321	16.2%	2,834	18.2%	2,854	16.7%	2,497	17.1%
South Eastern	8,632	26.7%	8,735	25.4%	8,193	27.4%	2,843	27.4%	3,163	36.2%	2,781	38.5%
Western	10,609	18.7%	11,168	16.4%	11,218	16.2%	3,558	26.6%	3,633	21.8%	3,919	20.7%
Welsh	3,389	19.8%	3,701	19.6%	3,629	20.7%	1,104	23.9%	837	25.8%	883	25.9%
National	62,434	22.2%	66,751	21.2%	61,355	22.1%	21,485	25.4%	22,568	25.4%	21,225	25.9%

Notes:

Excludes emissions-only checks and foreign checks on HGV motor 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 severity of a defect/offence determines whether an immediate or delayed prohibition is issued.

The data source for this report has changed from 2004/05. From 2004/05 this report is populated from details of roadworthiness and traffic enforcement checks captured by examiners at the roadside and at operators' premises.

Table A1.29 Results of roadworthiness spot checks of foreign vehicles by VOSA Enforcement Group

Enforcement Group	HGV motor vehicles				HGV trailer			
	2004/05		2003/04		2004/05		2003/04	
	Number of checks	Prohibition rate	Number of checks	Prohibition rate	Number of checks	Prohibition rate	Number of checks	Prohibition rate
Scottish	186	12.9%	103	15.5%	169	26.0%	95	24.2%
North Eastern	466	9.9%	100	13.0%	411	23.6%	116	32.8%
North Western	1,254	26.3%	480	25.2%	1,106	55.1%	416	41.3%
West Midlands	608	21.5%	285	29.5%	587	35.4%	274	28.8%
Eastern	824	12.4%	343	20.7%	862	18.2%	360	18.1%
South Eastern	2,198	37.8%	1,260	27.1%	2,155	51.1%	1,227	41.6%
Western	800	14.0%	448	15.2%	745	24.4%	423	19.9%
Welsh	789	14.3%	439	19.6%	752	40.0%	408	40.2%
National	7,125	23.7%	3,458	23.2%	6,787	39.8%	3,319	34.2%

Note:

The data source for this report has changed from 2004/05. From 2004/05 this report is populated from details of roadworthiness and traffic enforcement checks captured by examiners at the roadside and at operators' premises.

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Table A1.30 Top ten checks of foreign motor vehicles by country of origin

Country	Number of checks	Prohibitions	Prohibition rate
Ireland	2,253	557	24.7%
Holland	1,330	195	14.7%
France	534	105	19.7%
Belgium	470	138	29.4%
Germany	460	107	23.3%
Poland	350	97	27.7%
Spain	342	86	25.1%
Italy	297	95	32.0%
Czech Republic	138	56	40.6%
Portugal	133	38	28.6%

Table A1.31 Top ten checks of foreign trailers by country of origin

Country	Number of checks	Prohibitions	Prohibition rate
Ireland	2,061	1087	52.7%
Holland	1,263	425	33.7%
France	520	176	33.8%
Belgium	470	202	43.0%
Germany	423	93	22.0%
Spain	329	189	57.4%
Poland	323	125	38.7%
Italy	279	117	41.9%
Portugal	136	65	47.8%
Czech Republic	123	39	31.7%

Table A1.32 Results of spot checks by VOSA enforcement group where operator based

Enforcement Group where operator based	2004/05		2003/04		2002/03	
	Number of vehicles examined	Spot check prohibitions rate	Number of vehicles examined	Spot check prohibitions rate	Number of vehicles examined	Spot check prohibitions rate
HGV motor vehicles						
Scottish	7,940	21.5%	8,082	21.0%	7,789	19.8%
North Eastern	10,812	19.9%	11,343	18.4%	10,943	19.9%
North Western	7,893	21.5%	8,963	22.1%	8,649	22.2%
West Midlands	5,203	20.4%	5,839	19.2%	5,747	18.2%
Eastern	8,371	16.5%	8,756	15.8%	8,930	15.9%
South Eastern	6,358	23.2%	6,070	21.1%	6,778	19.6%
Western	8,437	18.2%	8,748	15.9%	10,089	14.4%
Welsh	3,461	20.9%	3,780	19.5%	3,878	20.2%
HGV trailers						
Scottish	2,735	23.9%	1,600	23.5%	1,606	23.6%
North Eastern	3,781	24.2%	2,079	22.3%	2,812	25.1%
North Western	2,967	25.0%	1,782	25.6%	2,176	27.0%
West Midlands	1,683	25.4%	1,026	25.5%	1,170	26.3%
Eastern	3,119	21.5%	1,815	21.5%	2,218	25.8%
South Eastern	1,480	24.8%	849	29.9%	941	33.8%
Western	2,683	23.9%	1,483	21.7%	1,835	23.6%
Welsh	1,256	25.2%	682	24.3%	887	29.9%

Note:

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 A1.33 HGV exhaust emissions spot checks by VOSA enforcement group

Enforcement Group	Number of vehicles examined			Prohibitions			Prohibition rate		
	2004/05	2003/04	2002/03	2004/05	2003/04	2002/03	2004/05	2003/04	2002/03
Scottish	790	854	882	5	4	10	0.6%	0.5%	1.1%
North Eastern	882	1,450	1,295	2	8	15	0.2%	0.6%	1.2%
North Western	1,006	1,162	1,092	2	13	11	0.2%	1.1%	1.0%
West Midlands	585	671	793	1	0	5	0.2%	0.0%	0.6%
Eastern	870	1,056	1,216	2	2	5	0.2%	0.2%	0.4%
South Eastern	898	1,119	953	0	6	4	0.0%	0.5%	0.4%
Western	859	1,035	1,153	2	3	8	0.2%	0.3%	0.7%
Welsh	344	526	364	2	0	1	0.6%	0.0%	0.3%
National	6,234	7,873	7,748	16	36	59	0.3%	0.5%	0.8%

Note:

The data source for this report has changed from 2004/05. From 2004/05 this report is populated from details of roadworthiness and traffic enforcement checks captured by examiners at the roadside and at operators' premises.

Table A1.34 Results of roadworthiness spot checks by licence type

Licence type	HGV motor vehicles		HGV trailers	
	2004/05		2004/05	
	Number of checks	Prohibition rate	Number of checks	Prohibition rate
Restricted	12,895	22.2%	492	28.3%
Standard national	26,933	21.2%	5,073	24.0%
Standard international	14,390	15.6%	5,099	21.0%

Note:

Excludes checks where licence type was not known or recorded.

Table A1.35 Top ten prohibition defects as a percentage of total number of vehicles inspected at spot and fleet checks - HGV motor vehicles

Prohibition defect	2004/05	2003/04
Brake systems and components	7.6%	7.4%
Condition of tyres	3.5%	3.2%
Service brake performance	2.6%	2.6%
Suspension	2.4%	2.4%
Road wheels and hubs	2.0%	2.0%
Steering mechanism	1.4%	1.4%
Service brake operation	1.3%	0.7%
Lamps	1.2%	1.2%
Spray suppression, wings and wheel arches	1.2%	1.2%
Fuel tanks and systems	1.1%	1.1%

Note:

The way the data is reported has changed and is now consistent with the way defect items at annual tests are reported. Multiple occurrences of the same defect item are only counted once.

The report only includes prohibitable defects.

Table A1.36 Top ten prohibition defects as a percentage of total number of vehicles inspected at spot and fleet checks - HGV trailers

Prohibition defect	2004/05	2003/04
Brake systems and components	16.2%	14.8%
Condition of tyres	4.4%	3.6%
Service brake performance	3.2%	3.6%
Suspension	2.8%	2.6%
Trailer parking and emergency brakes and air line connections	2.4%	2.4%
Service brake operation	2.4%	2.4%
Spray suppression, wings and wheel arches	1.7%	1.5%
Road wheels and hubs	1.6%	1.7%
Lamps	1.6%	1.5%
Parking brake performance	1.6%	1.8%

Note:

The way the data is reported has changed and is now consistent with the way defect items at annual tests are reported. Multiple occurrences of the same defect item are only counted once.

The report only includes prohibitable defects.

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Table A1.37 Roadside inspections, weighings, drivers' hours and overloading prohibitions for UK and foreign vehicles

	Number examined (inc the number weighed)	Prohibited for drivers' hours tachograph & records	Prohibition rate	Number weighed	Prohibited for overloading	Prohibition rate
2004/05						
UK	80,418	5,416	6.7%	31,082	3,010	9.7%
Foreign	15,680	3,255	20.8%	7,935	1,070	13.5%
Total	96,098	8,671	9.0%	39,017	4,080	10.5%
2003/2004						
UK	94,930	4,636	4.9%	41,731	3,067	7.3%
Foreign	12,679	2,282	18.0%	6,401	718	11.2%
Total	107,609	6,918	6.4%	48,229	3,783	7.8%
2002/2003						
UK	95,166	3,539	3.7%	44,683	3,069	6.9%
Foreign	11,421	1,460	12.8%	5,540	701	12.7%
Total	106,587	4,999	4.7%	50,223	3,770	7.5%

Note:

The data source for this report has changed from 2004/05 and for foreign vehicles checks for 2003/04. From 2004/05 this report is populated from details of roadworthiness and traffic enforcement checks captured by examiners at the roadside and at operators' premises.

Table A1.38 Examinations, weighings and offences prohibited for UK HGVs

Enforcement Group	Number examined (inc the number weighed)	Prohibited for drivers' hours tachograph & records	Prohibition rate	Number weighed	Prohibited for overloading	Prohibition rate
2004/05						
Scottish	8,488	863	10.2%	2,023	358	17.7%
North Eastern	13,582	1,052	7.7%	4,168	432	10.4%
North Western	10,323	599	5.8%	3,570	498	13.9%
West Midlands	7,925	700	8.8%	3,796	368	9.7%
Eastern	11,134	582	5.2%	6,252	398	6.4%
South Eastern	11,006	848	7.7%	4,469	407	9.1%
Western	13,091	547	4.2%	4,769	354	7.4%
Welsh	4,869	225	4.6%	2,035	195	9.6%
National	80,418	5,416	6.7%	31,082	3,010	9.7%
2003/04						
Scottish	8,664	666	7.7%	2,507	393	15.7%
North Eastern	17,513	913	5.2%	6,672	415	6.2%
North Western	14,515	785	5.4%	5,852	460	7.9%
West Midlands	7,519	440	5.9%	4,211	295	7.0%
Eastern	14,674	467	3.2%	7,769	457	5.9%
South Eastern	12,902	661	5.1%	6,971	571	8.2%
Western	13,963	496	3.6%	5,111	314	6.1%
Welsh	5,180	208	4.0%	2,638	162	6.1%
National	94,930	4,636	4.9%	41,731	3,067	7.3%
2002/03						
Scottish	9,441	548	5.8%	3,317	419	12.6%
North Eastern	15,662	637	4.1%	6,504	405	6.2%
North Western	13,965	522	3.7%	6,471	458	7.1%
West Midlands	7,890	386	4.9%	4,553	291	6.4%
Eastern	17,005	363	2.1%	9,664	473	4.9%
South Eastern	12,492	524	4.2%	6,873	513	7.5%
Western	13,099	450	3.4%	4,960	351	7.1%
Welsh	5,612	109	1.9%	2,341	159	6.8%
National	95,166	3,539	3.7%	44,683	3,069	6.9%

Note:

The data source for this report has changed from 2004/05. From 2004/05 this report is populated from details of roadworthiness and traffic enforcement checks captured by examiners at the roadside and at operators' premises.

Table A1.39a Examinations, weighings and offences prohibited for foreign HGVs

Enforcement Group	Number examined (inc the number weighed)	Prohibited for drivers' hours tachograph & records	Prohibition rate	Number weighed	Prohibited for overloading	Prohibition rate
2004/05						
Scottish	517	135	26.1%	123	33	26.8%
North Eastern	1,206	72	6.0%	538	90	16.7%
North Western	2,304	617	26.8%	1,125	282	25.1%
West Midlands	1,076	237	22.0%	548	52	9.5%
Eastern	1,985	435	21.9%	1,003	100	10.0%
South Eastern	4,653	1,098	23.6%	2,205	286	13.0%
Western	1,867	180	9.6%	1,057	90	8.5%
Welsh	2,072	481	23.2%	1,336	137	10.3%
National	15,680	3,255	20.8%	7,935	1,070	13.5%
2003/04						
Scottish	360	58	16.1%	107	20	18.7%
North Eastern	1,095	39	3.6%	568	97	17.1%
North Western	1,225	307	25.1%	403	61	15.1%
West Midlands	666	139	20.9%	277	31	11.2%
Eastern	1,048	159	15.2%	427	50	11.7%
South Eastern	4,792	1,103	23.0%	2,258	248	11.0%
Western	1,996	129	6.5%	1,271	98	7.7%
Welsh	1,497	348	23.2%	1,090	113	10.4%
National	12,679	2,282	18.0%	6,401	718	11.2%

Note:

The data source for this report has changed from 2004/05. From 2004/05 this report is populated from details of roadworthiness and traffic enforcement checks captured by examiners at the roadside and at operators' premises.

Table A1.39b Top ten foreign checks by country of origin

Country	Number of checks	Prohibitions (drivers' hours)	Prohibition rate
Ireland	4,207	1,343	31.9%
Netherlands	3,341	616	18.4%
France	1,459	58	4.0%
Germany	1,175	298	25.4%
Belgium	938	157	16.7%
Spain	916	102	11.1%
Poland	638	98	15.4%
Italy	583	104	17.8%
Austria	325	91	28.0%
Czech Republic	315	45	14.3%

Table A1.39c Top ten foreign weight checks by country of origin

Country	Number of checks	Prohibitions (overloading)	Prohibition rate
Ireland	2,427	446	18.4%
Netherlands	1,559	185	11.9%
France	890	86	9.7%
Germany	526	68	12.9%
Spain	489	90	18.4%
Belgium	438	53	12.1%
Poland	278	24	8.6%
Italy	242	21	8.7%
Austria	160	20	12.5%
Czech Republic	136	13	9.6%

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Table A1.40 Hazchem inspections and prohibitions

	Inspections of hazchems			Hazchem prohibitions			Prohibition rate		
	2004/05	2003/04	2002/03	2004/05	2003/04	2002/03	2004/05	2003/04	2002/03
Scottish	348	395	539	56	63	53	16.1%	15.9%	9.8%
North Eastern	812	1,034	1,195	51	57	46	6.3%	5.5%	3.8%
North Western	685	964	1,049	62	66	56	9.1%	6.8%	5.3%
West Midlands	693	708	676	30	27	23	4.3%	3.8%	3.4%
Eastern	946	830	870	34	46	50	3.6%	5.5%	5.7%
South Eastern	761	925	1,136	66	68	76	8.7%	7.4%	6.7%
Western	788	771	728	25	27	18	3.2%	3.5%	2.5%
Wales	444	404	448	10	8	9	2.3%	2.0%	2.0%
National	5,477	6,031	6,641	334	362	331	6.1%	6.0%	5.0%

Note:

The data source for this report has changed from 2004/05. From 2004/05 this report is populated from details of roadworthiness and traffic enforcement checks captured by examiners at the roadside and at operators' premises.

Table A1.41 Examinations, weighings and offences prohibited by licence type

Enforcement Group	Number examined (inc the number weighed)	Prohibited for drivers' hours tachograph & records	Prohibition rate	Number weighed	Prohibited for overloading	Prohibition rate
2004/05						
Restricted	15,561	1,284	8.3%	6,035	863	14.3%
Standard national	33,319	1,959	5.9%	12,724	1,038	8.2%
Standard international	21,223	1,107	5.2%	8,403	503	6.0%

Note:

Excludes checks where licence type was not known or recorded.

Table A1.42 HGV offences prosecuted

Enforcement Group	Offences found and action taken											
	Drivers' hours, tachograph & records			Overloading			Other			Total		
	Reported for prosecution	Convicted	% convicted	Reported for prosecution	Convicted	% convicted	Reported for prosecution	Convicted	% convicted	Reported for prosecution	Convicted	% convicted
2004/05												
Scottish	176	149	84.7%	84	64	76.2%	108	77	71.3%	368	290	78.8%
North Eastern	1,442	1,252	86.8%	133	125	94.0%	412	339	82.3%	1,987	1,716	86.4%
North Western	1,626	1,417	87.1%	175	156	89.1%	349	302	86.5%	2,150	1,875	87.2%
West Midlands	1,201	558	46.5%	112	101	90.2%	224	206	92.0%	1,537	865	56.3%
Eastern	888	710	80.0%	162	153	94.4%	344	296	86.0%	1,394	1,159	83.1%
South Eastern	600	515	85.8%	172	157	91.3%	510	444	87.1%	1,282	1,116	87.1%
Western	684	627	91.7%	151	144	95.4%	380	340	89.5%	1,215	1,111	91.4%
Welsh	545	514	94.3%	47	42	89.4%	136	124	91.2%	728	680	93.4%
National	7,162	5,742	80.2%	1,036	942	90.9%	2,463	2,128	86.4%	10,661	8,812	82.7%
2003/04												
Scottish	302	165	54.6%	107	60	56.1%	114	43	37.7%	523	268	51.2%
North Eastern	1,439	1,307	90.8%	344	312	90.7%	437	348	79.6%	2,220	1,967	88.6%
North Western	1,281	1,205	94.1%	505	472	93.5%	541	492	90.9%	2,327	2,169	93.2%
West Midlands	649	575	88.6%	313	294	93.9%	327	305	93.3%	1,289	1,174	91.1%
Eastern	1,555	1,409	90.6%	453	439	96.9%	436	383	87.8%	2,444	2,231	91.3%
South Eastern	1,276	1,163	91.1%	515	480	93.2%	685	620	90.5%	2,476	2,263	91.4%
Western	1,749	1,109	63.4%	471	451	95.8%	347	293	84.4%	2,567	1,853	72.2%
Welsh	590	557	94.4%	106	102	96.2%	212	206	97.2%	908	865	95.3%
National	8,841	7,490	84.7%	2,814	2,610	92.8%	3,099	2,690	86.8%	14,754	12,790	86.7%
2002/03												
Scottish	319	148	46.4%	151	102	67.5%	93	61	65.6%	563	311	55.2%
North Eastern	1,816	1,657	91.2%	402	385	95.8%	577	534	92.5%	2,795	2,576	92.2%
North Western	1,699	1,466	86.3%	481	456	94.8%	869	713	82.0%	3,049	2,635	86.4%
West Midlands	1,436	1,334	92.9%	343	329	95.9%	325	249	76.6%	2,104	1,912	90.9%
Eastern	2,242	1,836	81.9%	447	433	96.9%	414	347	83.8%	3,103	2,616	84.3%
South Eastern	1,487	1,361	91.5%	414	400	96.6%	544	469	86.2%	2,445	2,230	91.2%
Western	929	820	88.3%	457	429	93.9%	415	367	88.4%	1,801	1,616	89.7%
Welsh	425	407	95.8%	103	101	98.1%	137	131	95.6%	665	639	96.1%
National	10,353	9,029	87.2%	2,798	2,635	94.2%	3,374	2,871	85.1%	16,525	14,535	88.0%

Notes:

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.

"Other" category offences cover unauthorised use, C & U, driver licence and other less frequently occurring offences.

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 A1.43 HGV cases taken to Traffic Commissioners

Enforcement Group	Cases			Outcome														
	2004/05	2003/04	2002/03	Revocation		Curtailment		Suspension		Warning		No action						
				2004/05	2003/04	2002/03	2004/05	2003/04	2002/03	2004/05	2003/04	2002/03	2004/05	2003/04	2002/03			
Scottish	15	27	60	1	3	6	8	9	15	4	2	9	2	11	26	0	2	4
North Eastern	0	2	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0
North Western	1	11	29	0	6	10	0	0	1	0	1	16	1	3	1	0	1	1
West Midlands	0	1	12	0	0	2	0	0	1	0	1	2	0	0	1	0	0	6
Eastern	0	1	6	0	1	1	0	0	3	0	0	0	0	0	2	0	0	0
South Eastern	14	16	24	4	8	8	5	6	13	2	0	3	3	2	0	0	0	0
Western	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Welsh	0	2	6	0	0	0	0	0	0	0	2	5	0	0	1	0	0	0
National	30	60	138	5	20	28	13	15	33	6	6	35	6	16	31	0	3	11

Enforcement Group	Number of offences by category											
	Drivers' hours			Tacho/records			Other			Total		
	2004/05	2003/04	2002/03	2004/05	2003/04	2002/03	2004/05	2003/04	2002/03	2004/05	2003/04	2002/03
Scottish	402	377	374	241	311	1,042	1,824	24	79	2,467	712	1,495
North Eastern	0	6	7	0	33	0	0	0	0	0	39	7
North Western	0	223	367	0	261	2,568	140	2	281	140	486	3,216
West Midlands	0	0	112	0	0	468	0	212	26	0	212	606
Eastern	0	161	92	0	448	1,114	0	0	27	0	609	1,233
South Eastern	198	554	536	780	1,193	2,946	184	30	26	1,162	1,777	3,508
Western	0	0	0	0	0	0	0	0	0	0	0	0
Welsh	0	0	36	0	126	138	0	0	383	0	126	557
National	600	1,321	1,524	1,021	2,372	8,276	2,148	268	822	3,769	3,961	10,622

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 A1.44 Top ten offences

Offence	England & Wales									Scotland								
	Number reported			Number of convictions			Average fine upon conviction			Number reported			Number of convictions			Average fine upon conviction		
	2004/05	2003/04	2002/03	2004/05	2003/04	2002/03	2004/05	2003/04	2002/03	2004/05	2003/04	2002/03	2004/05	2003/04	2002/03	2004/05	2003/04	2002/03
Tacho/records	4,153	4,674	5,811	3,001	3,782	5,184	£ 130.77	£135.92	£129.06	77	146	180	62	79	69	£ 82.02	£ 133.42	£67.46
Drivers hours	2,853	3,865	4,223	2,592	3,543	3,697	£ 117.88	£106.83	£104.78	99	156	139	87	86	79	£ 59.60	£ 132.62	£143.35
Overloading	952	2,707	2,647	878	2,550	2,533	£ 399.94	£290.89	£281.71	84	107	151	64	60	102	£ 165.63	£ 240.75	£144.71
No 'O' Licence	740	847	891	666	770	794	£ 405.77	£379.91	£345.93	38	38	37	32	16	25	£ 95.31	£ 240.63	£149.00
C & U	663	1,106	1,491	611	1,020	1,314	£ 281.98	£245.29	£214.73	16	35	39	9	21	26	£ 111.11	£ 211.43	£136.35
Driver licence	407	368	323	331	317	241	£ 146.93	£107.41	£122.54	23	22	6	17	3	3	£ 55.59	£ 175.00	£183.33
Miscellaneous	208	207	183	159	149	126	£ 257.21	£256.01	£171.71	15	8	4	8	1	4	£ 162.50	£ 250.00	£125.00
Plating & Testing	187	254	238	165	228	218	£ 224.82	£174.78	£163.56	12	7	4	7	1	2	£ 32.86	£ 200.00	£100.00
Other 'O' licence	89	106	56	71	87	39	£ 287.18	£245.69	£245.77	4	2	2	4	1		£ -	£ 1,200.00	
Vehicle excise duty	61	95	92	48	74	71	£ 176.74	£187.67	£211.16		2	1			1			£100.00
Overall	10,642	14,231	15,962	8,531	12,522	14,224	£ 193.38	£185.66	£171.54	368	523	563	290	268	311	£ 94.47	£ 174.83	£126.56

Note: The overall figures include items outside of the top ten where more than ten offence types have occurred in a year.

Table A1.45 Impounding

Enforcement Group	2004/05	2003/2004	2002/2003
Scottish	6	6	7
North Eastern	19	11	11
North Western	25	37	33
West Midlands	3	8	22
Eastern	30	23	17
South Eastern	51	31	21
Western	30	12	11
Welsh	6	13	3
National	170	141	125

Note: These are the actual number for which the appeal period has passed, and any challenge has been dismissed.

Annex 2: The PSV fleet

Table A2.1 Trends in PSV volumes and test fail rates

	Tests	Fails		PRS	% fail rates		PRS
		Initial	Final		Initial	Final	
2004/05							
Annual	80,469	21,495	13,045	8,450	26.7%	16.2%	10.5%
Re-tests	12,684	-	1,076	-	-	8.5%	-
2003/04							
Annual	81,360	21,927	13,832	8,095	27.0%	17.0%	9.9%
Re-tests	14,264	-	1,197	-	-	8.4%	-
2002/03							
Annual	79,973	22,672	14,515	8,157	28.3%	18.1%	10.2%
Re-tests	15,049	-	1,318	-	-	8.8%	-

Note:

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

Table A2.2 PSV initial test failure rate by age

Age	2004/05	2003/04	2002/03
Up to 1 year	12.2%	10.5%	10.0%
2 years	17.1%	13.3%	14.0%
3 years	16.0%	18.3%	17.1%
4 years	18.9%	17.4%	19.3%
5 years	22.3%	20.2%	21.1%
6 years	25.0%	21.9%	21.8%
7 years	24.9%	23.1%	23.8%
8 years	25.5%	24.5%	24.8%
9 years	25.5%	25.7%	25.6%
10 years	25.8%	26.4%	26.4%
11 years	28.9%	28.1%	31.8%
12+ years	37.7%	37.2%	38.9%

Table A2.3 Age distribution across PSV fleet

Age	2004/05	2003/04	2002/03
Up to 1 year	8.7%	9.1%	9.1%
1 year	8.8%	8.6%	7.6%
2 years	8.0%	7.0%	7.8%
3 years	6.9%	7.5%	8.3%
4 years	7.3%	8.0%	7.9%
5 years	7.6%	7.5%	6.9%
6 years	7.2%	6.6%	6.7%
7 years	6.3%	6.3%	5.8%
8 years	6.0%	5.6%	4.4%
9 years	5.2%	4.1%	3.6%
10 years	3.7%	3.3%	2.8%
11 years	2.9%	2.5%	2.6%
12 years	2.2%	2.3%	3.4%
Over 12 years	19.2%	21.7%	23.0%

Note:

Data provided by Transport Statistics TSR 4 Branch for the calendar year.

Table A2.4 PSV initial test failure rate by fleet size

Fleet size	2004/05	2003/04	2002/03
1	52.8%	49.1%	55.7%
2-5	51.2%	57.1%	54.7%
6-10	46.1%	45.7%	48.6%
11-20	42.2%	43.7%	43.0%
21-30	32.8%	33.3%	35.5%
31-40	26.6%	28.1%	30.9%
41-50	24.3%	28.1%	31.5%
51-100	23.6%	24.4%	27.9%
>100	10.9%	12.5%	12.8%

Note:

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

Table A2.5 Fleet size distribution across PSV fleet

Fleet size	2004/05	2003/04	2002/03
1	33.2%	31.4%	30.7%
2-5	37.6%	38.8%	39.6%
6-10	13.5%	13.5%	13.3%
11-20	8.5%	8.7%	8.9%
21-30	3.0%	3.1%	3.1%
31-40	1.1%	1.2%	1.1%
41-50	0.5%	0.6%	0.6%
51-100	1.0%	1.0%	1.0%
>100	1.5%	1.6%	1.7%

Note:

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

Table A2.6 PSV initial test fail rates by operator fleet size and maintenance arrangements 2004/05

Fleet size	Total vehicles	Vehicles maintained		% maintained		Initial test fail rates	
		In-house	Contracted out	In-house	Contracted out	In-house	Contracted out
1	1,810	362	1,448	20.0%	80.0%	44.5%	49.0%
2-5	5,365	1,822	3,543	34.0%	66.0%	45.9%	50.6%
6-10	4,838	2,396	2,442	49.5%	50.5%	41.5%	43.1%
11-20	4,752	2,671	2,081	56.2%	43.8%	36.5%	36.2%
21-30	2,604	1,157	1,447	44.4%	55.6%	30.6%	31.0%
31-40	1,745	870	875	49.9%	50.1%	25.4%	23.5%
41-50	1,007	683	324	67.8%	32.2%	24.5%	29.0%
51-100	3,533	2,097	1,436	59.4%	40.6%	16.9%	24.7%
100+	20,415	6,687	13,728	32.8%	67.2%	11.1%	9.5%
Total	46,069	18,745	27,324	40.7%	59.3%	25.7%	24.6%

Note:

Data drawn from a sample of the annual tests undertaken in 2004/05.

Table A2.7 Trends in top ten reasons for PSV fails

Testable items	2004/05	2003/04	2002/03
Headlamp aim	10.9%	10.6%	11.4%
Body (interior)	4.5%	4.2%	5.0%
Brake system components	3.9%	3.9%	4.5%
Lamps	3.8%	3.8%	4.0%
Service brake performance	3.4%	3.6%	4.1%
Doors and emergency exits	3.4%	3.4%	3.6%
Seat belts	2.7%	2.5%	2.6%
Secondary brake	1.9%	2.1%	2.3%
Suspension	1.9%	2.0%	2.3%
Steering mechanism	1.8%	1.9%	2.3%

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 fail rate for these items.

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

	2004/05	2003/04	2002/03
Fail rate	0.9%	1.0%	1.3%

Table A2.9 Regional variation in PSV test fail rates

Enforcement Group	2004/05	2003/04	2002/03
Scottish	30.0%	30.2%	32.8%
North Eastern	27.1%	27.9%	29.7%
North Western	26.4%	25.9%	28.2%
West Midlands	28.8%	29.4%	30.4%
Eastern	24.4%	23.7%	23.3%
South Eastern	20.2%	21.0%	21.7%
Western	30.6%	30.8%	33.2%
Welsh	33.2%	34.8%	35.0%
National	26.7%	27.0%	28.4%

Table A2.10 Fail rates at HGVTS and DPs - PSV

	Initial			Pass after Rectification			Final		
	2004/05	2003/04	2002/03	2004/05	2003/04	2002/03	2004/05	2003/04	2002/03
HGVTS	33.9%	34.6%	36.9%	12.3%	11.4%	11.7%	21.6%	23.2%	25.2%
DP	13.6%	14.6%	15.0%	7.2%	7.6%	7.8%	6.4%	6.9%	7.1%

Table A2.11 PSV baseline survey results 2004/05

Number of PSVs checked	Number of prohibitions	Delayed	Immediate	Type of prohibition by PSV type	Number checked	Delayed	Immediate
1337	122	45	77	Articulated	2	0.0%	0.0%
	9.2%	3.4%	5.8%	Double deck bus	284	3.9%	5.3%
Type of prohibition by age of vehicle (based on registration)	Number checked	Delayed	Immediate	Single deck bus	479	8.4%	4.0%
0-1 years	135	0.7%	1.5%	Minibus	178	3.4%	2.2%
2-3 years	133	4.5%	0.8%	Double deck coach	15	13.3%	0.0%
4-5 years	196	7.1%	2.6%	Single deck coach	379	4.7%	1.8%
6-7 years	158	3.2%	2.5%	Total	1337	3.4%	5.8%
8-9 years	169	7.7%	3.6%	Top ten prohibition defects (testable items)			Number of prohibition defects
10-11 years	125	6.4%	4.8%	Brake systems and components	39		
12-13 years	79	11.4%	5.1%	Passenger doors, driver doors & emergency exits	20		
14-15 years	82	7.3%	3.7%	Interior of body, passenger entrance, exit steps & platforms	17		
16-17 years	77	5.2%	5.2%	Suspension	15		
18-19 years	52	3.8%	5.8%	Fuel tanks & systems	13		
20-24 years	111	7.2%	5.4%	Oil leaks & waste	9		
25 years and older	20	5.0%	5.0%	Seat belts	8		
Total	1337	3.4%	5.8%	Steering mechanism	8		
Type of prohibition by Enforcement Group of operator	Number checked	Delayed	Immediate	Condition of tyres	7		
Scottish	169	6.5%	6.5%	Lamps	6		
North Eastern	206	7.8%	3.4%				
North Western	151	11.3%	2.6%				
West Midlands	91	3.3%	2.2%				
Eastern	182	1.1%	1.1%				
South Eastern	222	5.4%	3.2%				
Western	242	2.5%	3.3%				
Welsh	74	13.5%	5.4%				
Total	1	3.4%	5.8%				

Table A2.12 Bus and coach operators - licences in issue at 31 March

	2004/05					2003/04					2002/03				
	Restricted	Special restricted	Standard national	Standard international	Total	Restricted	Special restricted	Standard national	Standard international	Total	Restricted	Special restricted	Standard national	Standard international	Total
Scottish	317	0	536	181	1,034	312	30	532	182	1,056	261	30	472	174	937
North Eastern	600	44	445	399	1,488	536	38	453	424	1,451	445	38	409	426	1,318
North Western	561	25	470	289	1,345	498	20	466	300	1,284	415	20	431	300	1,166
West Midlands	245	7	222	231	705	223	5	221	238	687	175	5	185	224	589
Eastern	354	12	403	423	1,192	317	10	386	438	1,151	227	10	346	410	993
South Eastern	249	2	330	456	1,037	235	5	327	465	1,032	167	5	274	457	903
Western	373	10	416	369	1,168	328	10	402	378	1,118	237	10	332	341	920
Welsh	287	12	243	215	757	252	10	242	222	726	180	10	214	208	612
National	2,986	112	3,065	2,563	8,726	2,701	128	3,029	2,647	8,505	2,107	128	2,663	2,540	7,438

Table A2.13 Bus and coach operators - discs in issue at 31 March

	2004/05					2003/04					2002/03				
	Restricted	Special restricted	Standard national	Standard international	Total	Restricted	Special restricted	Standard national	Standard international	Total	Restricted	Special restricted	Standard national	Standard international	Total
Scottish	547	0	4,495	5,598	10,640	526	30	4,209	5,524	10,289	489	30	4,105	5,549	10,173
North Eastern	830	44	2,965	9,519	13,358	786	38	2,892	9,733	13,449	772	38	2,784	10,047	13,641
North Western	800	25	3,782	7,307	11,914	733	20	3,553	7,582	11,888	740	20	3,667	7,591	12,018
West Midlands	349	7	3,393	3,339	7,088	322	5	3,354	3,569	7,250	291	5	3,146	3,851	7,293
Eastern	485	12	3,814	6,959	11,270	450	10	3,726	7,005	11,191	389	10	3,551	6,870	10,820
South Eastern	383	2	3,121	13,464	16,970	362	5	3,099	12,721	16,187	322	5	3,184	12,401	15,912
Western	550	10	3,868	7,154	11,582	489	10	3,205	7,612	11,316	413	10	2,868	7,990	11,281
Welsh	396	12	1,321	4,135	5,864	356	10	1,283	4,191	5,840	317	10	1,229	4,086	5,642
National	4,340	112	26,759	57,475	88,686	4,024	128	25,321	57,937	87,410	3,733	128	24,534	58,385	86,780

Table A2.14 PSV maintenance assessments by initiating reason

	Number assessed			% assessed		
	2004/05	2003/04	2002/03	2004/05	2003/04	2002/03
New licence	1,004	671	540	31.8%	21.9%	19.6%
Variation	544	624	602	17.2%	20.4%	21.8%
Traffic Area Office generated	475	427	448	15.0%	13.9%	16.2%
Enforcement Area generated	1,139	1,340	1,171	36.0%	43.8%	42.4%
Total	3,162	3,062	2,761			

Note:

The data source for this report has changed from 2004/05. From 2004/05 this report is populated from details of roadworthiness and traffic enforcement checks captured by examiners at the roadside and at operators' premises.

Table A2.15 PSV fleet checks and prohibitions by initiating reason

	% examined			Number examined			Number of prohibitions			Prohibition rates		
	2004/05	2003/04	2002/03	2004/05	2003/04	2002/03	2004/05	2003/04	2002/03	2004/05	2003/04	2002/03
New licence	20.6%	14.8%	13.2%	1,066	766	596	81	54	57	7.6%	7.0%	9.6%
Variation	12.7%	14.6%	17.0%	655	756	764	40	77	78	6.1%	10.2%	10.2%
Traffic Area Office generated	19.7%	19.1%	20.6%	1,020	994	929	123	143	132	12.1%	14.4%	14.2%
Enforcement Area generated	47.0%	51.6%	49.1%	2,432	2,677	2,210	331	460	384	13.6%	17.2%	17.4%
Total				5,173	5,193	4,499	575	734	651	11.1%	14.1%	14.5%

Note:

The data source for this report has changed from 2004/05. From 2004/05 this report is populated from details of roadworthiness and traffic enforcement checks captured by examiners at the roadside and at operators' premises.

Table A2.16 PSV maintenance assessments and outcomes

Enforcement Group	Total assessments			Satisfactory			Unsatisfactory		
	2004/05	2003/04	2002/03	2004/05	2003/04	2002/03	2004/05	2003/04	2002/03
Scottish	415	386	313	57.6%	54.7%	66.1%	42.4%	45.3%	33.9%
North Eastern	461	208	282	56.4%	58.7%	55.3%	43.6%	41.3%	44.7%
North Western	171	170	231	69.0%	59.4%	48.1%	31.0%	40.6%	51.9%
West Midlands	172	191	119	59.9%	50.3%	63.0%	40.1%	49.7%	37.0%
Eastern	542	275	429	59.6%	62.2%	66.2%	40.4%	37.8%	33.8%
South Eastern	318	447	299	57.9%	58.8%	52.8%	42.1%	41.2%	47.2%
Western	263	371	251	56.3%	59.6%	65.7%	43.7%	40.4%	34.3%
Welsh	197	272	159	57.9%	57.7%	54.1%	42.1%	42.3%	45.9%
National	2,539	2,320	2,083	58.6%	57.8%	59.6%	41.4%	42.2%	40.4%

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.

The data source for this report has changed from 2004/05. From 2004/05 this report is populated from details of roadworthiness and traffic enforcement checks captured by examiners at the roadside and at operators' premises.

Table A2.17 Results of PSV fleet roadworthiness checks by VOSA Enforcement Group

Enforcement Group	2004/05		2003/04		2002/03	
	Number of checks	Prohibition rate	Number of checks	Prohibition rate	Number of checks	Prohibition rate
Scottish	605	11.9%	672	14.4%	370	14.9%
North Eastern	769	13.9%	802	16.8%	738	15.6%
North Western	934	13.4%	883	20.0%	860	19.0%
West Midlands	532	12.0%	540	21.7%	242	17.8%
Eastern	725	3.6%	661	6.1%	747	5.9%
South Eastern	598	10.7%	819	7.2%	595	14.6%
Western	653	9.5%	451	10.4%	644	13.8%
Welsh	357	15.4%	365	17.0%	303	18.2%
National	5,173	11.1%	5,193	14.1%	4,499	14.5%

Notes:

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 severity of a defect/offence determines whether an immediate or delayed prohibition is issued.

The data source for this report has changed from 2004/05. From 2004/05 this report is populated from details of roadworthiness and traffic enforcement checks captured by examiners at the roadside and at operators' premises.

Table A2.18 Roadworthiness checks of UK and foreign PSVs

Category	2004/05			2003/04*			2002/03		
	Number of checks	Number prohibited	Prohibition	Number of checks	Number prohibited	Prohibition	Number of checks	Number prohibited	Prohibition
UK	17,494	2,806	16.0%	19,919	3,038	15.3%	20,170	3,039	15.1%
Foreign	252	34	13.5%	88	8	9.1%	117	10	8.5%
Total	17,746	2,840	16.0%	20,007	3,046	15.2%	20,287	3,049	15.0%
Emissions	4,199	9	0.2%	5,402	16	0.3%	5,447	27	0.5%
Fleet	5,173	575	11.1%	5,193	734	14.1%	4,499	651	14.5%

Note:

The data source for this report has changed from 2004/05 and for foreign vehicles checks for 2003/04. From 2004/05 this report is populated from details of roadworthiness and traffic enforcement checks captured by examiners at the roadside and at operators' premises.

Table A2.19 Results of roadworthiness spot checks of UK vehicles by VOSA Enforcement Group

Enforcement Group	2004/05		2003/04		2002/03	
	Number of checks	Prohibition rate	Number of checks	Prohibition rate	Number of checks	Prohibition rate
Scottish	2,538	21.1%	2,566	18.0%	2,585	17.0%
North Eastern	2,755	16.8%	3,048	15.6%	3,165	18.2%
North Western	1,830	20.9%	2,500	18.6%	2,491	21.8%
West Midlands	1,485	15.0%	1,272	14.2%	1,573	11.9%
Eastern	2,135	9.6%	2,912	10.0%	2,970	8.4%
South Eastern	2,591	16.5%	2,765	15.6%	2,416	16.7%
Western	3,089	12.8%	3,279	15.0%	3,241	12.4%
Welsh	1,071	16.5%	1,577	15.0%	1,729	13.6%
National	17,494	16.0%	19,919	15.3%	20,170	15.1%

Notes:

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 severity of a defect/offence determines whether an immediate or delayed prohibition is issued.

The data source for this report has changed from 2004/05. From 2004/05 this report is populated from details of roadworthiness and traffic enforcement checks captured by examiners at the roadside and at operators' premises.

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Table A2.20 Results of roadworthiness spot checks of foreign vehicles by VOSA Enforcement Group

Enforcement Group	2004/05		2003/04	
	Number of checks	Prohibition rate	Number of checks	Prohibition rate
Scottish	2	0.0%	4	0.0%
North Eastern	9	0.0%	6	0.0%
North Western	5	20.0%	1	100.0%
West Midlands	15	6.7%	13	15.4%
Eastern	6	16.7%	6	16.7%
South Eastern	139	19.4%	14	7.1%
Western	69	5.8%	41	7.3%
Welsh	7	0.0%	3	0.0%
National	252	13.5%	88	9.1%

Note:

The data source for this report has changed from 2004/05. From 2004/05 this report is populated from details of roadworthiness and traffic enforcement checks captured by examiners at the roadside and at operators' premises.

Table A2.21 Top ten checks of foreign PSVs by country of origin

Country	Number of checks	Prohibitions	Prohibition rate
Germany	76	5	6.6%
France	62	6	9.7%
Poland	29	8	27.6%
Holland	19	2	10.5%
Belgium	18	2	11.1%
Czech Republic	7	3	42.9%
Switzerland	7	0	0.0%
Ireland	6	2	33.3%
Hungary	5	0	0.0%
Spain	3	0	0.0%

Table A2.22 Results of spot checks by VOSA enforcement group where operator based

Enforcement Group where operator based	2004/05		2003/04		2002/03	
	Number of vehicles examined	Spot check prohibition rate	Number of vehicles examined	Spot check prohibition rate	Number of vehicles examined	Spot check prohibition rate
Scottish	2,527	20.3%	2,390	17.8%	2,272	19.3%
North Eastern	2,953	15.3%	3,012	15.2%	3,052	17.8%
North Western	1,953	18.1%	2,212	19.7%	2,101	23.4%
West Midlands	1,535	14.2%	1,317	16.5%	1,398	12.4%
Eastern	2,168	10.9%	2,526	12.1%	2,520	11.2%
South Eastern	2,375	12.0%	2,057	12.5%	1,808	14.0%
Western	2,236	12.8%	2,417	16.2%	2,270	14.7%
Welsh	1,245	16.1%	1,578	16.8%	1,543	16.1%

Note:

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 A2.23 PSV exhaust emissions spot checks by VOSA enforcement group

Enforcement Group	Number of vehicles examined			Prohibitions			Prohibition rate		
	2004/05	2003/04	2002/03	2004/05	2003/04	2002/03	2004/05	2003/04	2002/03
Scottish	525	602	646	3	1	0	0.6%	0.2%	0.0%
North Eastern	619	909	976	2	3	8	0.3%	0.3%	0.8%
North Western	669	945	859	1	5	6	0.1%	0.5%	0.7%
West Midlands	444	451	558	0	0	0	0.0%	0.0%	0.0%
Eastern	495	753	876	1	4	2	0.2%	0.5%	0.2%
South Eastern	630	774	682	1	2	5	0.2%	0.3%	0.7%
Western	485	609	600	0	0	3	0.0%	0.0%	0.5%
Welsh	332	359	250	1	1	3	0.3%	0.3%	1.2%
National	4,199	5,402	5,447	9	16	27	0.2%	0.3%	0.5%

Note:

The data source for this report has changed from 2004/05. From 2004/05 this report is populated from details of roadworthiness and traffic enforcement checks captured by examiners at the roadside and at operators' premises.

Table A2.24 Results of roadworthiness spot checks by licence type

Licence type	PSV	
	2004/05	
	Number of checks	Prohibition rate
Restricted	464	22.4%
Standard national	4,125	18.7%
Standard international	10,605	13.5%
Special restricted	2	50.0%

Note:

Excludes checks where licence type was not known or recorded.

Table A2.25 Top ten prohibition defects as a percentage of total number of vehicles inspected at spot and fleet checks

Prohibition defect	2004/05	2003/04	2002/03
Brake systems and components	3.2%	3.3%	3.0%
Driver and passenger doors	2.9%	2.7%	2.6%
Interior of body	1.8%	2.1%	2.0%
Fuel tanks and systems	1.7%	1.8%	1.9%
Condition of tyres	1.5%	1.4%	1.2%
Suspension	1.4%	1.5%	1.7%
Seat belts	1.4%	1.5%	1.3%
Oil and waste leaks	1.2%	1.7%	1.8%
Service brake performance	0.9%	0.9%	0.7%
Road wheels and hubs	0.7%	0.8%	0.9%

Note:

The way the data is reported has changed and is now consistent with the way defect items at annual tests are reported. Multiple occurrences of the same defect item are only counted once.

The report only includes prohibitable defects.

Table A2.26 Roadside inspections, weighings, drivers' hours and overloading prohibitions for UK and foreign vehicles

	Number examined (inc the number weighed)	Prohibited for drivers' hours tachograph & records	Prohibition rate	Number weighed	Prohibited for overloading	Prohibition rate
2004/05						
UK	10,929	439	4.0%	276	10	3.6%
Foreign	626	39	6.2%	67	14	20.9%
Total	11,555	478	4.1%	343	24	7.0%
2003/2004						
UK	13,450	364	2.7%	264	14	5.3%
Foreign	547	22	4.0%	79	3	3.8%
Total	13,997	386	2.8%	343	17	5.0%
2002/2003						
UK	13,265	226	1.7%	265	11	4.2%
Foreign	635	35	5.5%	32	5	15.6%
Total	13,900	261	1.9%	297	16	5.4%

Note:

The data source for this report has changed from 2004/05 and for foreign vehicles checks for 2003/04. From 2004/05 this report is populated from details of roadworthiness and traffic enforcement checks captured by examiners at the roadside and at operators' premises.

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Table A2.27 Examinations, weighings and offences prohibited for UK PSVs

Enforcement Group	Number examined (inc the number weighed)	Prohibited for drivers' hours tachograph & records	Prohibition rate	Number weighed	Prohibited for overloading	Prohibition rate
2004/05						
Scottish	686	107	15.6%	9	4	44.4%
North Eastern	1,996	64	3.2%	24	0	0.0%
North Western	1,502	45	3.0%	18	2	11.1%
West Midlands	1,053	72	6.8%	81	0	0.0%
Eastern	1,550	44	2.8%	10	0	0.0%
South Eastern	1,523	55	3.6%	16	2	12.5%
Western	1,647	43	2.6%	100	0	0.0%
Welsh	972	9	0.9%	18	2	11.1%
National	10,929	439	4.0%	276	10	3.6%
2003/04						
Scottish	828	52	6.3%	4	1	25.0%
North Eastern	2,347	80	3.4%	14	2	14.3%
North Western	1,978	46	2.3%	39	1	2.6%
West Midlands	1,276	60	4.7%	14	2	14.3%
Eastern	2,120	37	1.7%	39	0	0.0%
South Eastern	1,878	33	1.8%	61	6	9.8%
Western	2,201	47	2.1%	88	2	2.3%
Welsh	822	9	1.1%	5	0	0.0%
National	13,450	364	2.7%	264	14	5.3%
2002/03						
Scottish	1,012	35	3.5%	5	0	0.0%
North Eastern	2,505	55	2.2%	28	0	0.0%
North Western	2,088	27	1.3%	58	2	3.4%
West Midlands	1,011	14	1.4%	8	2	25.0%
Eastern	1,868	28	1.5%	37	1	2.7%
South Eastern	1,926	36	1.9%	85	6	7.1%
Western	1,974	25	1.3%	13	0	0.0%
Welsh	881	6	0.7%	31	0	0.0%
National	13,265	226	1.7%	265	11	4.2%

Note:

The data source for this report has changed from 2004/05. From 2004/05 this report is populated from details of roadworthiness and traffic enforcement checks captured by examiners at the roadside and at operators' premises.

Table A2.28a Examinations, weighings and offences prohibited for foreign PSVs

Enforcement Group	Number examined (inc the number weighed)	Prohibited for drivers' hours tachograph & records	Prohibition rate	Number weighed	Prohibited for overloading	Prohibition rate
2004/05						
Scottish	24	4	16.7%	1	1	100.0%
North Eastern	116	1	0.9%	56	10	17.9%
North Western	14	2	14.3%	2	0	0.0%
West Midlands	54	4	7.4%	1	0	0.0%
Eastern	19	6	31.6%	1	0	0.0%
South Eastern	309	20	6.5%	2	2	100.0%
Western	71	1	1.4%	1	0	0.0%
Welsh	19	1	5.3%	3	1	33.3%
National	626	39	6.2%	67	14	20.9%
2003/04						
Scottish	30	1	3.3%	0	0	n/a
North Eastern	77	0	0.0%	52	2	3.8%
North Western	15	0	0.0%	3	0	0.0%
West Midlands	41	5	12.2%	0	0	n/a
Eastern	16	1	6.3%	1	0	0.0%
South Eastern	249	12	4.8%	17	1	5.9%
Western	115	1	0.9%	4	0	0.0%
Welsh	4	2	50.0%	2	0	0.0%
National	547	22	4.0%	79	3	3.8%

Note:

The data source for this report has changed from 2004/05. From 2004/05 this report is populated from details of roadworthiness and traffic enforcement checks captured by examiners at the roadside and at operators' premises.

Table A2.28b Top ten foreign checks by country of origin

Country	Number of checks	Prohibitions (drivers' hours)	Prohibition rate
Germany	213	6	2.8%
France	120	0	0.0%
Poland	75	10	13.3%
Netherlands	57	5	8.8%
Belgium	29	0	0.0%
Spain	22	4	18.2%
Czech Republic	21	2	9.5%
Ireland	15	3	20.0%
Hungary	12	0	0.0%
Switzerland	10	1	10.0%

Table A2.28c Top ten foreign weight checks by country of origin

Country	Number of checks	Prohibitions (overloading)	Prohibition rate
Germany	39	7	17.9%
Netherlands	10	2	20.0%
Switzerland	3	0	0.0%
Belgium	2	0	0.0%
Czech Republic	2	0	0.0%
Ireland	2	1	50.0%
Italy	2	1	50.0%
Austria	2	1	50.0%
Belarus	1	1	100.0%
Poland	1	1	100.0%

Table A2.29 Examinations, weighings and offences prohibited by licence type

Enforcement Group	Number examined (inc the number weighed)	Prohibited for drivers' hours tachograph & records	Prohibition rate	Number weighed	Prohibited for overloading	Prohibition rate
2004/05						
Restricted	299	0	0.0%	6	0	0.0%
Standard national	1,715	90	5.2%	29	0	0.0%
Standard international	6,840	324	4.7%	174	1	0.6%
Special restricted	0	0	-	0	0	-

Note:

Excludes checks where licence type was not known or recorded.

Table A2.30 PSV offences prosecuted

Enforcement Group	Offences found and action taken											
	Drivers' hours, tachograph & records			Overloading			Other			Total		
	Reported for prosecution	Convicted	% convicted	Reported for prosecution	Convicted	% convicted	Reported for prosecution	Convicted	% convicted	Reported for prosecution	Convicted	% convicted
2004/05												
Scottish	0	0	-	0	0	-	4	4	100.0%	4	4	100.0%
North Eastern	56	45	80.4%	0	0	-	154	116	75.3%	210	161	76.7%
North Western	114	36	31.6%	0	0	-	82	73	89.0%	196	109	55.6%
West Midlands	46	36	78.3%	0	0	-	54	45	83.3%	100	81	81.0%
Eastern	300	71	23.7%	0	0	-	43	37	86.0%	343	108	31.5%
South Eastern	22	8	36.4%	0	0	-	34	27	79.4%	56	35	62.5%
Western	445	291	65.4%	0	0	-	92	67	72.8%	537	358	66.7%
Welsh	3	3	100.0%	0	0	-	62	47	75.8%	65	50	76.9%
National	986	490	49.7%	0	0	-	525	416	79.2%	1,511	906	60.0%
2003/04												
Scottish	47	14	29.8%	0	0	-	14	6	42.9%	61	20	32.8%
North Eastern	79	62	78.5%	0	0	-	112	83	74.1%	191	145	75.9%
North Western	87	70	80.5%	0	0	-	171	158	92.4%	258	228	88.4%
West Midlands	14	13	92.9%	0	0	-	52	41	78.8%	66	54	81.8%
Eastern	61	49	80.3%	0	0	-	48	43	89.6%	109	92	84.4%
South Eastern	133	88	66.2%	2	2	100.0%	129	87	67.4%	264	177	67.0%
Western	36	27	75.0%	2	2	100.0%	92	76	82.6%	130	105	80.8%
Welsh	23	22	95.7%	0	0	-	62	56	90.3%	85	78	91.8%
National	480	345	71.9%	4	4	100.0%	680	550	80.9%	1,164	899	77.2%
2002/03												
Scottish	41	16	39.0%	0	0	-	35	19	54.3%	76	35	46.1%
North Eastern	99	85	85.9%	0	0	-	76	66	86.8%	175	151	86.3%
North Western	58	53	91.4%	0	0	-	115	94	81.7%	173	147	85.0%
West Midlands	26	19	73.1%	0	0	-	48	45	93.8%	74	64	86.5%
Eastern	59	51	86.4%	3	3	100.0%	62	50	80.6%	124	104	83.9%
South Eastern	80	68	85.0%	0	0	-	142	100	70.4%	222	168	75.7%
Western	503	417	82.9%	1	0	0.0%	188	154	81.9%	692	571	82.5%
Welsh	19	16	84.2%	0	0	-	63	58	92.1%	82	74	90.2%
National	885	725	81.9%	4	3	75.0%	729	586	80.4%	1,618	1,314	81.2%

Notes:

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.

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

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 A2.31 PSV cases taken to Traffic Commissioners rather than prosecution

Enforcement Group	Cases									Outcome								
	Cases			Revocation			Curtailment			Suspension			Warning			No action		
	2004/05	2003/04	2002/03	2004/05	2003/04	2002/03	2004/05	2003/04	2002/03	2004/05	2003/04	2002/03	2004/05	2003/04	2002/03	2004/05	2003/04	2002/03
Scottish	2	5	6	0	2	1	1	0	2	0	1	0	1	2	3	0	0	0
North Eastern	0	2	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0
North Western	1	2	3	0	1	2	0	1	0	0	0	0	1	0	1	0	0	0
West Midlands	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Eastern	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
South Eastern	3	0	3	0	0	1	2	0	1	0	0	0	1	0	1	0	0	0
Western	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Welsh	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
National	6	10	13	0	4	5	3	2	3	0	1	0	3	3	5	0	0	0

Enforcement Group	Number of offences by category											
	Drivers' hours			Tacho/Records			Other			Total		
	2004/05	2003/04	2002/03	2004/05	2003/04	2002/03	2004/05	2003/04	2002/03	2004/05	2003/04	2002/03
Scottish	10	138	263	35	311	15	0	180	0	45	629	278
North Eastern	0	9	0	0	2	0	0	5	0	0	16	0
North Western	204	52	12	278	127	66	0	1	1	482	180	79
West Midlands	0	0	0	0	0	0	0	0	4	0	0	4
Eastern	0	24	0	0	42	0	0	0	0	0	66	0
South Eastern	207	0	44	267	0	30	14	0	0	488	0	74
Western	0	0	0	0	0	0	0	0	0	0	0	0
Welsh	0	0	0	0	0	0	0	0	0	0	0	0
National	421	223	319	580	482	111	14	186	5	1,015	891	435

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 A2.32 Top ten offences

Offence	England & Wales									Scotland								
	Number reported			Number of convictions			Average fine upon conviction			Number reported			Number of convictions			Average fine upon conviction		
	2004/05	2003/04	2002/03	2004/05	2003/04	2002/03	2004/05	2003/04	2002/03	2004/05	2003/04	2002/03	2004/05	2003/04	2002/03	2004/05	2003/04	2002/03
Tacho/records	561	270	523	286	205	428	£ 155.84	£160.56	£152.61	0	9	35	0	7	13	-	£ 64.29	£88.46
Drivers' hours	425	163	321	204	126	281	£ 94.36	£98.29	£131.10	0	38	6	0	7	3	-	£ 50.00	£58.33
Driver licence	131	148	164	112	107	69	£ 124.11	£119.79	£130.66	0	4	0	0	1	0	-	£ 50.00	£66.67
Miscellaneous	109	149	165	84	122	123	£ 260.60	£187.79	£141.26	0	4	7	0	2	3	-	£ 400.00	-
COIF	94	94	116	62	75	94	£ 151.29	£174.53	£109.63	2	2	9	2	0	1	-	-	£41.11
C & U	80	123	80	65	76	102	£ 292.69	£336.87	£228.84	1	2	12	1	1	9	-	-	£0.00
No 'O' Licence	64	93	114	50	119	140	£ 320.30	£373.09	£208.87	1	2	7	1	2	6	-	£ 125.00	£83.33
Other 'O' licence	31	39	42	26	30	31	£ 168.27	£266.17	£294.52	0	0	0	0	0	0	-	-	-
Vehicle excise duty	13	20	12	13	15	7	£ 143.85	£121.33	£394.29	0	0	0	0	0	0	-	-	-
Overloading	4	4	4	4	4	3	£ 212.50	£212.50	£241.67	0	0	0	0	0	0	-	-	-
Overall	1,508	1,103	1,542	902	879	1,279	£ 166.60	£194.10	£154.68	4	61	76	4	20	35	-	£ 77.50	£68.43

Note:
 The overall figures include items outside of the top ten where more than ten offence types have occurred in a year.

Annex 3: The MOT scheme and light vehicles

Table A3.1 MOT test results

Class	2004/05		2003/04		2002/03	
	Test (x1000)	Fail rate	Test (x1000)	Fail rate	Test (x1000)	Fail rate
Classes 1 & 2: Motorcycles	801	20.8%	745	18.0%	585	18.5%
Classes 3 & 4: Cars, vans and passenger vehicles with up to 12 seats	20,695	28.8%	22,509	29.4%	22,781	31.1%
Class 5: Passenger vehicles with more than 12 seats	30	17.0%	44	24.6%	27	19.5%
Class 7: Goods vehicles between 3,000 kg and 3,500 kg gross vehicle weight	634	33.0%	495	33.8%	376	35.1%

Table A 3.2 Failures by defect category as a percentage of vehicles tested at MOT stations

Class 1 & 2 Motorcycles

Defect category	2004/05	2003/04	2002/03
Lights	9.5%	9.1%	9.5%
Steering	7.4%	6.7%	6.7%
Brakes	7.1%	5.7%	5.7%
Tyres	4.3%	4.0%	4.4%
Other	6.2%	5.4%	5.8%
Fail rate	20.8%	18.0%	18.5%

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.

Class 3 & 4: Cars and light vans up to 3,000kg

Defect category	2004/05	2003/04	2002/03
Lights	14.9%	15.7%	15.8%
Steering	11.4%	12.3%	13.5%
Brakes	10.6%	11.1%	12.0%
Tyres	7.7%	8.0%	8.2%
Driver's view	4.6%	5.1%	5.3%
Diesel emissions	3.8%	4.4%	5.0%
CAT emissions	2.4%	2.5%	2.5%
Petrol emissions	1.4%	1.8%	6.7%
Reg. plates & VIN	1.0%	1.2%	1.2%
Other	9.0%	9.9%	11.2%
Fail rate	28.8%	29.4%	31.1%

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.

Class 5: Private passenger vehicles with more than 12 passenger seats

Defect category	Tested at MOT stations			Tested at VOSA stations		
	2004/05	2003/04	2002/03	2004/05	2003/04	2002/03
Lights	8.9%	14.0%	8.4%	10.5%	9.8%	10.6%
Brakes	6.2%	10.6%	6.4%	9.5%	9.4%	10.0%
Steering	6.2%	9.3%	6.7%	4.7%	4.8%	5.4%
Diesel emissions	2.0%	5.7%	3.0%	-	-	-
Tyres	2.5%	5.2%	2.5%	1.8%	1.8%	1.5%
Driver's view	1.9%	2.5%	2.6%	-	-	-
Petrol emissions	2.0%	1.6%	1.7%	-	-	-
Reg. plates & VIN	0.7%	0.9%	0.5%	-	-	-
Other	8.3%	11.6%	10.2%	15.0%	14.7%	15.3%
Fail rate	17.0%	24.6%	19.5%	23.0%	22.8%	23.0%

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 and emissions are no longer reported separately for VOSA stations.

They are now included in "Other".

Class 7: Light goods vehicles between 3,000kg and 3,500kg gross vehicle weight

Defect Category	Tested at MOT stations			Tested at VOSA stations		
	2004/05	2003/04	2002/03	2004/05	2003/04	2002/03
Lights	19.0%	20.4%	20.5%	16.9%	15.5%	17.8%
Steering	16.0%	16.3%	19.1%	11.2%	10.6%	11.8%
Brakes	14.1%	14.9%	16.4%	13.9%	13.6%	16.0%
Tyres	7.0%	6.7%	7.9%	3.2%	2.1%	3.3%
Driver's view	5.3%	6.0%	6.5%	-	-	-
Diesel emissions	3.1%	4.0%	4.3%	-	-	-
Petrol emissions	2.2%	2.8%	4.8%	-	-	-
Reg. plates & VIN	1.6%	2.0%	1.7%	-	-	-
Other	12.7%	13.8%	15.3%	13.5%	12.0%	15.9%
Fail rate	33.0%	33.8%	35.1%	29.0%	26.0%	30.6%

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 and emissions are no longer reported separately for VOSA stations.

They are now included in "Other".

Table 3.3 Light vehicle exhaust emissions test fail rate as percentage of vehicles tested

	2004/05	2003/04	2002/03
Class 3 & 4			
Petrol	1.4%	1.8%	6.7%
Catalyst	2.4%	2.5%	2.5%
Diesel	3.8%	4.4%	5.0%
Class 5			
Petrol	2.0%	1.6%	1.7%
Diesel	2.0%	5.7%	3.0%
Class 7			
Petrol	2.2%	2.8%	4.8%
Diesel	3.1%	4.0%	4.3%

Table A3.4 Training: number of attendees at VOSA courses

	2004/05	2003/04	2002/03
AE trainees	1,792	2,096	2,060
NT trainees (cars)	3,685	3,913	4,131
NT trainees (motorcycles)	470	438	527
NT trainees (refresher)	13,018	9,521	3,859
NT trainees (directed retraining)	377	498	450

Table A3.5 MOT Inspections as a percentage of all standards control inspections

Enforcement Group	Routine standards control inspections			Targeted standards control inspections			Counselling sessions (%)			Complaints and appeals inspections			Disciplinary		
	2004/05	2003/04	2002/03	2004/05	2003/04	2002/03	2004/05	2003/04	2002/03	2004/05	2003/04	2002/03	2004/05	2003/04	2002/03
Scottish	55.6%	49.4%	47.9%	5.2%	5.0%	6.4%	35.1%	36.8%	37.4%	3.1%	7.3%	6.5%	1.1%	1.5%	1.7%
North Eastern	42.6%	42.9%	44.4%	4.9%	4.5%	7.1%	48.0%	48.4%	43.0%	1.4%	1.4%	1.5%	3.1%	2.8%	4.0%
North Western	46.5%	40.8%	29.5%	4.3%	4.5%	4.9%	45.5%	49.8%	61.9%	1.0%	1.3%	0.8%	2.7%	3.6%	2.9%
West Midlands	52.1%	49.8%	48.2%	5.9%	8.1%	9.6%	38.1%	37.4%	37.6%	1.0%	1.5%	1.3%	2.9%	3.1%	3.3%
Eastern	46.6%	43.6%	45.7%	2.5%	2.9%	4.7%	45.3%	47.3%	42.3%	1.7%	1.7%	2.0%	3.9%	4.5%	5.3%
South Eastern	44.8%	43.1%	43.1%	5.4%	5.9%	5.7%	44.8%	44.5%	43.6%	0.9%	1.4%	1.4%	4.0%	5.0%	6.2%
Western	46.1%	47.3%	47.3%	3.8%	5.1%	4.9%	46.4%	43.3%	43.3%	1.3%	1.4%	1.3%	2.4%	2.9%	3.2%
Welsh	47.5%	52.5%	47.2%	4.6%	2.8%	3.3%	40.6%	37.0%	43.0%	3.2%	3.9%	2.8%	4.1%	3.8%	3.8%
National	47.0%	45.2%	42.8%	4.4%	4.8%	5.7%	44.0%	44.4%	45.8%	1.5%	2.1%	1.9%	3.0%	3.5%	3.9%
Total number of inspections	48,174	48,082	55,001	4,485	5,060	7,368	45,105	47,260	58,836	1,577	2,220	2,380	3,100	3,716	4,985

Table A3.6 Action against AEs and NTs (from all supervisory activities)

	2004/05	2003/04	2002/03
AEs withdrawn	83	75	94
AEs withdrawn after appeal	77	66	87
AEs warned	734	810	1,060
NTs disqualified	158	147	191
NTs disqualified after appeal	149	135	181
NTs warned	344	401	571

Table A3.7 Results of light vehicle roadside roadworthiness checks

Vehicle category	Number examined			Number prohibited			Prohibition rate		
	2004/05	2003/04	2002/03	2004/05	2003/04	2002/03	2004/05	2003/04	2002/03
Cars	12,696	9,092	4,942	7,847	3,568	2,223	61.8%	39.2%	45.0%
Taxis and private hire cars	5,260	6,259	6,478	1,454	1,521	1,593	27.6%	24.3%	24.6%
Non-testable vehicles	4,705	4,283	2,836	2,686	2,457	1,666	57.1%	57.4%	58.7%
LGVs	19,090	22,201	16,498	7,471	7,265	6,061	39.1%	32.7%	36.7%
Total	41,751	41,835	30,754	19,458	14,811	11,543	46.6%	35.4%	37.5%

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 severity of a defect/offence determines whether an immediate or delayed prohibition is issued.

The data source for this report has changed from 2004/05. From 2004/05 this report is populated from details of roadworthiness and traffic enforcement checks captured by examiners at the roadside and at operators' premises.

Table A3.8 Top ten prohibition defects as a percentage of total number of vehicles inspected at spot checks

Cars				Taxis and private hire cars			
Prohibition defect	2004/05	2003/04	2002/03	Prohibition defect	2004/05	2003/04	2002/03
Bodywork - windscreen and windows	38.4%	8.2%	1.0%	Running gear - condition of tyres	12.9%	10.9%	10.3%
Running gear - condition of tyres	26.5%	40.9%	63.9%	Lamps and reflectors - headlamps	2.5%	2.3%	1.5%
Transmission - drive/propeller shafts	3.2%	5.3%	7.2%	Transmission - drive/propeller shafts	2.3%	3.5%	3.3%
Lamps and reflectors - stop lamps	3.0%	5.4%	9.0%	Bodywork - windscreen and windows	1.8%	0.3%	0.1%
Engine and associated equipment - exhaust system	2.6%	3.6%	5.7%	Steering - steering linkage	1.3%	1.7%	1.7%
Engine and associated equipment - exhaust emission	2.3%	5.9%	16.9%	Vehicle interior - seat belts	1.2%	1.1%	0.8%
Running gear - road wheels and hubs	1.6%	1.8%	2.8%	Lamps and reflectors - stop lamps	1.1%	1.2%	1.1%
Suspension - general	1.3%	3.1%	5.0%	Brakes - brake pipes and hoses	1.0%	0.9%	1.2%
Brakes - parking brake operation and performance	1.1%	1.7%	2.9%	Engine and associated equipment - fuel tank and system	0.8%	0.5%	0.8%
Lamps and reflectors - direction Indicators	1.1%	1.3%	1.6%	Brakes - mechanical components	0.8%	0.8%	0.6%
LGVs							
Running gear - condition of tyres	16.9%	12.0%	13.7%				
Suspension - springs	3.9%	3.3%	3.4%				
Lamps and reflectors - stop lamps	3.4%	2.9%	3.6%				
Engine and associated equipment - exhaust system	3.1%	2.5%	3.0%				
Running gear - road wheels and hubs	3.0%	2.3%	2.6%				
Brakes - brake valves	2.9%	2.2%	2.4%				
Suspension - general	2.7%	2.8%	3.1%				
Chassis - chassis and attachments	2.7%	2.6%	4.0%				
Engine and associated equipment - fuel tank and system	2.5%	2.1%	2.7%				
Steering - steering linkage	2.3%	2.2%	2.6%				

Note:

The way the data is reported has changed and is now consistent with the way defect items at annual tests are reported. Multiple occurrences of the same defect item are only counted once.

The report only includes prohibitable defects.

Table A3.9 Results of light vehicle spot checks for emissions

Vehicle category	Number examined			Prohibition rate					
				Petrol engine			Diesel engine		
	2004/05	2003/04	2002/03	2004/05	2003/04	2002/03	2004/05	2003/04	2002/03
Cars	52,203	58,060	58,044	4.2%	5.9%	6.1%	3.2%	2.9%	3.1%
LGVs	10,828	10,891	10,089	13.5%	5.0%	7.7%	6.9%	3.2%	3.7%
Taxis and private hire cars	907	2,202	2,374	5.2%	6.4%	5.1%	9.4%	8.8%	6.5%
All vehicles	63,938	71,153	70,507	Overall (diesel + petrol)			4.6%	5.1%	5.4%

Notes:

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. Light vehicles have a cursory C&U check undertaken during these checks.

Prohibitions indicated here may include mechanical defects identified during this C&U check.

The data source for this report has changed from 2004/05. From 2004/05 this report is populated from details of roadworthiness and traffic enforcement checks captured by examiners at the roadside and at operators' premises.

Table A3.10 LGV exhaust emissions spot checks by VOSA Enforcement Group

Enforcement Group	Number of vehicles examined			Number of prohibitions			Prohibition rate		
	2004/05	2003/04	2002/03	2004/05	2003/04	2002/03	2004/05	2003/04	2002/03
Scottish	803	1,526	1,491	73	34	38	9.1%	2.2%	2.5%
North Eastern	1,381	1,797	1,669	53	107	126	3.8%	6.0%	7.5%
North Western	1,940	1,116	1,160	122	26	44	6.3%	2.3%	3.8%
West Midlands	1,514	1,040	1,277	83	25	30	5.5%	2.4%	2.3%
Eastern	1,012	779	921	46	5	8	4.5%	0.6%	0.9%
South Eastern	2,275	2,143	1,713	264	70	80	11.6%	3.3%	4.7%
Western	1,528	2,169	1,564	109	88	71	7.1%	4.1%	4.5%
Welsh	375	321	294	40	8	14	10.7%	2.5%	4.8%
National	10,828	10,891	10,089	790	363	411	7.3%	3.3%	4.1%

Notes:

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. Light vehicles have a cursory C&U check undertaken during these checks.

Prohibitions indicated here may include mechanical defects identified during this C&U check.

The data source for this report has changed from 2004/05. From 2004/05 this report is populated from details of roadworthiness and traffic enforcement checks captured by examiners at the roadside and at operators' premises.

Table A3.11 LGV examinations, weighings and offences prohibited

Enforcement Group	Number examined (incl the number weighed)			Number weighed			Prohibited for overloading			Prohibition rate for overloading		
	2004/05	2003/04	2002/03	2004/05	2003/04	2002/03	2004/05	2003/04	2002/03	2004/05	2003/04	2002/03
Scottish	1,643	1,202	903	1,301	1,039	719	550	455	252	42.3%	43.8%	35.0%
North Eastern	2,002	1,389	1,370	1,261	942	1,060	455	248	188	36.1%	26.3%	17.7%
North Western	2,910	1,841	1,662	1,440	1,333	1,249	467	322	267	32.4%	24.2%	21.4%
West Midlands	1,296	885	557	909	652	453	212	183	124	23.3%	28.1%	27.4%
Eastern	2,038	1,893	1,536	1,418	1,510	1,237	383	283	177	27.0%	18.7%	14.3%
South Eastern	877	1,833	1,210	488	845	978	161	217	207	33.0%	25.7%	21.2%
Western	3,548	2,161	1,335	1,400	1,321	846	233	209	171	16.6%	15.8%	20.2%
Welsh	917	731	557	604	666	464	230	157	80	38.1%	23.6%	17.2%
National	15,231	11,935	9,130	8,821	8,308	7,006	2,691	2,074	1,466	30.5%	25.0%	20.9%

Notes:

Following a change in our method of data capture, for the first time we are recording drivers' hours offences against LGVs. Previously these would have been subsumed within the HGV figures. In 2004/05 124 prohibitions were issued, giving a prohibition rate of 0.8%.

The data source for this report has changed from 2004/05. From 2004/05 this report is populated from details of roadworthiness and traffic enforcement checks captured by examiners at the roadside and at operators' premises.

Table A3.12 LGV offences prosecuted

Enforcement Group	Offences found and action taken								
	Overloading			Other			Total		
	Reported for prosecution	Convicted	% convicted	Reported for prosecution	Convicted	% convicted	Reported for prosecution	Convicted	% convicted
2004/05									
Scottish	85	72	84.7%	31	26	83.9%	116	98	84.5%
North Eastern	89	86	96.6%	35	34	97.1%	124	120	96.8%
North Western	112	110	98.2%	58	52	89.7%	170	162	95.3%
West Midlands	53	50	94.3%	18	18	100.0%	71	68	95.8%
Eastern	73	64	87.7%	42	35	83.3%	115	99	86.1%
South Eastern	98	96	98.0%	60	47	78.3%	158	143	90.5%
Western	86	84	97.7%	67	61	91.0%	153	145	94.8%
Welsh	62	61	98.4%	21	21	100.0%	83	82	98.8%
National	658	623	94.7%	332	294	88.6%	990	917	92.6%
2003/04									
Scottish	149	85	57.0%	20	14	70.0%	169	99	58.6%
North Eastern	217	201	92.6%	63	61	96.8%	280	262	93.6%
North Western	339	330	97.3%	60	58	96.7%	399	388	97.2%
West Midlands	205	202	98.5%	16	15	93.8%	221	217	98.2%
Eastern	329	324	98.5%	38	35	92.1%	367	359	97.8%
South Eastern	207	206	99.5%	104	90	86.5%	311	296	95.2%
Western	297	287	96.6%	50	48	96.0%	347	335	96.5%
Welsh	98	97	99.0%	21	21	100.0%	119	118	99.2%
National	1,841	1,732	94.1%	372	342	91.9%	2,213	2,074	93.7%
2002/03									
Scottish	143	102	71.3%	21	16	76.2%	164	118	72.0%
North Eastern	277	265	95.7%	42	40	95.2%	319	305	95.6%
North Western	355	335	94.4%	41	31	75.6%	396	366	92.4%
West Midlands	241	228	94.6%	11	8	72.7%	252	236	93.7%
Eastern	252	240	95.2%	46	38	82.6%	298	278	93.3%
South Eastern	165	159	96.4%	56	51	91.1%	221	210	95.0%
Western	270	263	97.4%	37	34	91.9%	307	297	96.7%
Welsh	54	54	100.0%	11	10	90.9%	65	64	98.5%
National	1,757	1,646	93.7%	265	228	86.0%	2,022	1,874	92.7%

Notes:

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.

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

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	Number reported			Number of convictions			Average fine upon conviction		
	2004/05	2003/04	2002/03	2004/05	2003/04	2002/03	2004/05	2003/04	2002/03
England & Wales									
Overloading	573	1,692	1,614	551	1,647	1,544	£ 352.54	£ 259.33	£256.37
C & U	186	209	141	176	202	123	£ 279.94	£ 185.02	£175.89
Tacho/records	39	57	50	35	53	43	£ 357.95	£ 114.25	£168.02
Driver licence	35	31	12	27	27	9	£ 131.48	£ 117.59	£64.44
Miscellaneous	22	19	10	15	13	8	£ 111.33	£ 125.38	£94.38
Vehicle excise duty	8	22	14	5	21	13	£ 140.00	£ 148.06	£103.85
Drivers' hours	5	0	6	5	0	6	£ 393.00	-	£153.33
Plating & testing	4	10	10	3	9	9	£ 60.00	£ 58.89	£32.22
Trade plates	2	1	0	2	1	0	£ 340.00	£ 220.00	-
No 'O' licence	0	3	1	0	2	1	-	£ 262.50	£400.00
Overall	874	2,044	1,858	819	1,975	1,756	£ 323.31	£ 242.91	£244.30
Scotland									
Overloading	85	149	143	72	85	102	£115.28	£181.35	£187.21
C & U	26	20	17	21	14	12	£100.00	£190.71	£120.83
Tacho/records	0	0	0	0	0	0	-	-	-
Driver licence	3	0	0	3	0	0	£66.67	-	-
Miscellaneous	2	0	0	2	0	0	£100.00	-	-
Vehicle excise duty	0	0	0	0	0	0	-	-	-
Drivers' hours	0	0	4	0	0	4	-	-	£125.00
Plating & testing	0	0	0	0	0	0	-	-	-
Trade plates	0	0	0	0	0	0	-	-	-
No 'O' licence	0	0	0	0	0	0	-	-	-
Overall	116	169	164	98	99	118	£110.20	£182.68	£178.35

Annex 4: Smaller scheme

Table A4.1 Notifiable alterations

Vehicle category	Notification total		
	2004/05	2003/04	2002/03
HGV	18,878	21,266	25,382
PSV	2,253	2,404	1,835

Table A4.2a Single Vehicle Approval (SVA)

Vehicle categorisation	2004/2005		2003/04		2002/03	
	Initial test	Fail rate	Initial test	Fail rate	Initial test	Fail rate
Goods vehicle	2,061	13.5%	6,186	11.9%	4,158	5.6%
Passenger / dual purpose vehicle	11,678	33.9%	31,403	62.4%	18,849	32.6%
MOT Class 4 with SVA test*	12	50.0%	12	41.7%	161	3.1%
Total	13,751		37,601		23,168	

Note:

*Introduced in 2003/04.

Table A4.2b Enhanced Single Vehicle Approval (ESVA)

Vehicle categorisation	2004/2005		2003/04		2002/03	
	Initial test	Fail rate	Initial test	Fail rate	Initial test	Fail rate
Goods vehicle	3,011	1.6%	128	25.2%	1,573	3.6%
Passenger / dual purpose vehicle	13,986	24.2%	3,212	70.1%	6,574	39.1%
E-certificate tests	37	5.4%	520	0.4%	219	1.4%
Total	17,034		3,860		8,366	

Table A 4.2c Motorcycle Single Vehicle Approval (MSVA)

Vehicle categorisation	2004/2005		2003/04	
	Initial test	Fail rate	Initial test	Fail rate
2 Wheel	5,983	20.1%	2,387	42.5%
3 Wheel	201	61.7%	67	83.6%
4 Wheel	173	28.3%	19	68.4%
Moped	44	36.4%	54	61.1%
Total	6,401	28.6%	2,527	44.2%

Note:

The MSVA scheme was introduced in 2003/04.

Table A4.3 Vehicle Identity Check (VIC)

Vehicle categorisation	2004/2005		2003/04	
	Initial test	Fail rate	Initial test	Fail rate
VIC tests	44,852	0.4%	27,429	0.9%
VIC appeals	14	0.0%	22	0.0%

Table A4.4 Tachograph centre supervision

	2004/05	2003/04	2002/03
Manufacturer - sponsored centres	495	482	485
Independent centres	29	29	33
VOSA visits for audit purposes	164	237	209
Other VOSA visits	3	1	2

Table A4.6 ADI enforcement activity

	2004/05	2003/04	2002/03
Illegal instruction investigations completed	51	35	29
ADI certificates retrieved	9	13	11
Blitz checks	15	66	3

Table A4.8 VOSA driver licence enforcement activity

	2004/05			2003/04			2002/03		
	HGV	PSV	LGV	HGV	PSV	LGV	HGV	PSV	LGV
Vehicles examined and licences requested	80,418	10,929	15,091	94,930	13,450	11,935	95,166	13,265	8,984
Database checks	22,558	2,617	3,406	15,456	2,639	2,814	13,234	2,935	2,315
Suspected not licensed	845	76	175	564	76	126	661	85	92
Suspected under-licensed	797	129	85	531	119	54	341	92	36
Reported for prosecution	430	131	38	390	152	31	357	171	14
Successful prosecution	348	112	30	320	121	27	244	143	11

Table A4.9 Vehicle Registration Office support activity

Vehicle category	Number of investigations		
	2004/05	2003/04	2002/03
Unlicensed transfers	0	0	0
Cherished transfers	101	108	99
DVLA requests	81	43	63
Rebuilt vehicles	25	23	28
Trade licensing	0	0	0

Table A4.11 Breakdown of causes of defects

	2004/05	2003/04	2002/03
Design / manufacture-related	30.0%	33.0%	38.0%
Lack of maintenance	10.0%	6.0%	9.0%
Other	60.0%	61.0%	53.0%

Note:

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

Table A4.5 Speed limiter setting and sealing scheme

	2004/05	2003/04	2002/03
Speed limiter sponsors	21	20	19
Independents	45	56	54
Authorised sealing centres	1725	1833	1455

Table A4.7 ADI offences successfully prosecuted

	2004/05	2003/04	2002/03
Illegal instruction	40	10	33
Failure to return ADI certificate	0	1	0
Failure to display ADI certificate	0	0	0
Altered ADI certificate	0	0	0
Total fines	£2,100	£940	£2,475

Table A4.10 Transport of hazardous goods

Category of activity	2004/05	2003/04	2002/03
Goods vehicles carrying hazardous goods examined	5,477	6,031	6,641
Reports to HSE following unsatisfactory hazardous loads check	86	33	62

Table A4.12 Results of safety defect investigations

	2004/05	2003/04	2002/03
Safety recalls	48	36	31
Manufacturer production changes	45	47	30
Technical Service Bulletins issued	24	21	32

Table A4.13 Safety recalls launched

	Recall campaigns			Number of vehicles involved		
	2004	2003	2002	2004	2003	2002
HGV motor vehicle	53	43	18	67,745	42,475	27,805
HGV trailer	3	6	2	3,835	7,537	511
PSV	12	14	14	3,197	4,370	1,527
Cars	149	106	112	751,862	960,171	834,577
Light goods vehicles			15			11,502
Motorcycles	31	24	18	32,387	12,179	12,650
Components	7					
Total	255	193	179	859,026	1,026,732	888,572

Note :

Cars and light goods vehicles combined from 2003

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Table A4.14 Safety recall response rates for closed recalls

Response rates	2004/05	2003/04	2002/03
HGVs	90.5%	86.2%	81.4%
Trailers	96.7%	44.9%	99.1%
PSVs	98.4%	99.6%	100.0%
Cars	90.9%	84.3%	89.1%
Light goods vehicles			86.2%
Motorcycles	84.2%	81.8%	80.6%
Components	92.0%		

Note :

Cars and light goods vehicles combined from 2003/04.

Table A4.16 COIF scheme

	2004/05	2003/04	2002/03
PSV inspections	6,851	6,312	7,001
Re-test	2,019	2,573	1,770

A4.18 ATP scheme

	2004/05	2003/04	2002/03
Design types approved	3	5	7
Cambridge Refrigeration Technology (CRT) issued certificates	2,032	1,563	1,388
Replacement certificates	35	33	30

Table A4.20 Reduced pollution certificates

	2004/05	2003/04	2002/03
Certificates issued	48,408	48,918	50,121
New entrants to scheme	3,373	4,872	4,878

Table A4.15 Accident investigations

	2004/05	2003/04	2002/03
HGVs	1,136	1,309	1,145
PSVs	547	654	632
Cars / motorcycles	859	862	798

Table A4.17 ADR scheme

	2004/2005	2003/04	2002/03
Applications for certificates	2,663	1,532	1,526
Re-tests	58	37	44

Table A4.19 TIR scheme

	2004/05	2003/04	2002/03
Inspections of vehicles	158	170	233
Re-inspections of vehicles	10	3	21
Type approval inspections	0	0	0
Variations of type approval	0	0	0
Certificates of conformity	169	273	182

Annex 5: Cross-scheme miscellaneous

Table A5.1 Annual test sites

	2004/05	2003/04	2002/03
VOSA	95	95	94
HGV designated premises	142	165	140
PSV designated premises	251	270	255
Private MOT	18,033	18,384	18,402
Other MOT	271	114	159

Notes:

'Other MOT' includes test stations operated by post offices, designated local authorities, the Crown, and some police authorities.

Table A5.2 Test staff

	2004/05	2003/04	2002/03
VOSA staff			
Testers	100	114	119
Vehicle Inspectors	420	402	358
Vehicle Examiners	184	168	142
Total	704	685	619

Non-VOSA staff

NTs	49,865	48,650	47,232
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Table A5.3 Vehicles tested by VOSA

	2004/05		2003/04		2002/03	
	Number	Fail rate	Number	Fail rate	Number	Fail rate
HGV motor vehicles	465,258	38.9%	467,640	40.8%	465,920	42.5%
HGV trailers	242,117	26.4%	241,504	26.7%	242,035	28.5%
PSVs	80,469	26.7%	81,360	27.0%	79,973	28.4%
MOT Class 4 goods vehicles	2,283	31.4%	2,217	30.7%	2,013	31.0%
MOT Class 5 large (non-PSV) passenger vehicles	8,171	23.0%	9,558	22.8%	9,729	23.0%
MOT Class 7 goods vehicles	1,292	29.0%	1,302	26.0%	1,331	30.6%

Note:

Test figures exclude re-retests.

Table A5.4 Proportion of annual tests carried out at designated premises

	2004/05	2003/04	2002/03
HGV	15.0%	15.6%	14.7%
PSV	35.4%	38.1%	39.1%

Table A5.5 Smoky vehicle hotline calls received

	2004/05	2003/04	2002/03
HGV	21	54	164
PSV	24	71	193
Other	12	64	162
Total	57	189	519

Table A5.6 Mobile checks in police cars

Type of vehicle	Number of checks		
	2004/05	2003/04	2002/03
HGV motor vehicles	5,118	8,178	8,878
HGV trailers	1,488	1,970	2,143
PSVs	652	1,047	810
Light vehicles	1,865	3,285	2,866

Table A5.7 Trends in numbers of roadside checks, prohibitions and prosecutions

All checks	2004/05						2003/04						2002/03					
	HGV		PSV		Light vehicle		HGV		PSV		Light vehicle		HGV		PSV		Light vehicle	
	Number	% rate	Number	% rate	Number	% rate	Number	% rate	Number	% rate	Number	% rate	Number	% rate	Number	% rate	Number	% rate
Roadworthiness checks	132,813		27,118		104,782		133,001		30,596		112,988		119,833		30,233		101,261	
Prohibitions	25,857	19.5%	3,424	12.6%	22,384	21.4%	24,058	18.1%	3,796	12.4%	18,455	16.3%	22,006	18.4%	3,727	12.3%	15,358	15.2%
Traffic enforcement checks	96,098		11,555		15,231		107,609		13,997		11,935		106,587		13,900		9,130	
Reports for investigation/prosecution	10,661	11.1%	1,511	13.1%	990	6.5%	14,754	13.7%	1,164	8.3%	2,213	18.5%	16,525	15.5%	1,618	11.6%	2,022	22.1%
Convictions	8,812	9.2%	906	7.8%	917	6.0%	12,790	11.9%	899	6.4%	2,074	17.4%	14,535	13.6%	1,314	9.5%	1,874	20.5%
Excluding emissions checks & checks on foreign vehicles	2004/05						2003/04						2002/03					
	HGV		PSV		Light Vehicle		HGV		PSV		Light Vehicle		HGV		PSV		Light vehicle	
	Number	% rate	Number	% rate	Number	% rate	Number	% rate	Number	% rate	Number	% rate	Number	% rate	Number	% rate	Number	% rate
Roadworthiness checks	112,667		22,667		41,751		117,865		25,112		41,835		109,067		24,669		30,754	
Prohibitions	21,453	19.0%	3,381	14.9%	19,458	46.6%	22,086	18.7%	3,772	15.0%	14,811	35.4%	21,462	19.7%	3,690	15.0%	11,543	37.5%
Traffic enforcement checks	80,418		10,929		15,109		94,930		13,450		11,822		95,166		13,265		9,130	
Reports for investigation/prosecution	10,661	13.3%	1,511	13.8%	990	6.6%	14,754	15.5%	1,164	8.7%	2,213	18.7%	16,525	17.4%	1,618	12.2%	2,022	22.1%
Convictions	8,812	11.0%	906	8.3%	917	6.1%	12,790	13.5%	899	6.7%	2,074	17.5%	14,535	15.3%	1,314	9.9%	1,874	20.5%

Table A5.8 Trends in issue of inspection notices

Type of vehicle	2004/05	2003/04	2002/03
HGV	26824	27665	19,236
PSV	6227	6718	6,114

Table A5.9 Trends in types of prohibition issued at the roadside

HGV	Category 1	Category 2	Category 3	Category 4	Category 5
2004/05	19.4%	19.8%	40.9%	19.8%	0.1%
2003/04	20.5%	20.1%	38.1%	21.3%	0.1%
2002/03	21.0%	19.3%	36.4%	23.1%	0.2%
PSV					
2004/05	10.1%	38.5%	20.1%	31.0%	0.3%
2003/04	10.9%	37.3%	18.6%	32.8%	0.5%
2002/03	9.6%	36.2%	18.5%	35.0%	0.6%
LGV					
2004/05	31.4%	27.6%	14.0%	25.5%	1.5%
2003/04	36.3%	23.5%	17.3%	19.9%	3.0%
2002/03	36.8%	20.4%	17.8%	19.3%	5.8%
All vehicles					
2004/05	24.3%	24.4%	27.5%	23.0%	0.7%
2003/04	26.6%	22.8%	27.7%	21.5%	1.4%
2002/03	25.9%	21.2%	27.9%	22.7%	2.3%

Notes:

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.

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